

**EBOS — OOSTENDE-BRUGGE / Oostende****EBOS AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EBOS — OOSTENDE-BRUGGE / Oostende

**EBOS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP COORD and site at AD	511156N - 0025144E 213° MAG / 620 m from the TWR
2	Direction and distance from (city)	2.7 NM SSW from Oostende
3	ELEV / Reference temperature	13 ft / 21°C
4	Geoid undulation	137 ft
5	MAG VAR / Annual change	1° W (2005) / INFO not AVBL
6	AD Administration, address, TEL, FAX, telex and AFS	Mail: Internationale Luchthaven Oostende-Brugge Ostend-Bruges International Airport Nieuwpoortsesteenweg 889 B-8400 Oostende Tel:++32 (0) 59 55 12 02 Fax:++32 (0) 59 55 12 24 (Duty Operations Officers) Fax:++32 (0) 59 51 12 28 (Airport Operations Manager) Fax:++32 (0) 59 55 14 64 (Self-briefing) Fax:++32 (0) 59 51 29 51 (ATC) AFS:EBOSYDYX
7	Types of TFC permitted (IFR / VFR)	IFR / VFR
8	RMK	NIL

**EBOS AD 2.3 OPERATIONAL HOURS**

1	AD Administration	H24
2	Customs and immigration	<ul style="list-style-type: none"> <li>• Passengers <sup>(1)</sup> <sup>(2)</sup>: Every day: 0500 - 2300</li> <li>• Goods <sup>(3)</sup>: <ul style="list-style-type: none"> <li>* MON - FRI: 0700 - 1100 / 1200 - 1600 (EXC HOL)</li> <li>* SAT: 0700 - 1100</li> </ul> </li> </ul>
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24

6	<i>MET Briefing Office</i>	H24
7	<i>ATS</i>	H24
8	<i>Fuelling</i>	H24
9	<i>Handling</i>	H24
10	<i>Security</i>	H24
11	<i>De-icing</i>	H24
12	<i>RMK</i>	<p><sup>(1)</sup> Customs CLR outside these HR is possible; fees depending on the number of customs officers required and on the nature of operations. If customs and immigration personnel is absent, the AD Direction may authorize an ACFT to leave for or to arrive from abroad on the understanding that the pilot fills out and signs a written declaration that the ACFT carries no goods.</p> <p><sup>(2)</sup> Customs CLR outside these HR is possible on the understanding that a 2 HR prior notice is given.</p> <p><sup>(3)</sup> Customs CLR outside these HR is possible on the understanding that a request is made with the local customs authority before 1600.</p>

## EBOS AD 2.4 HANDLING SERVICES AND FACILITIES

←	1	<i>Cargo-handling facilities</i>	Modern handling facilities, nearest railway siding: Oostende (6 km)
←	2	<i>Fuel / Oil types</i>	AVGAS 100 LL and JET A1
	3	<i>Fuelling facilities / Capacity</i>	<p>Merlin Fuel (a Skytanking company) also representing Air Total and Air BP</p> <p>Tel: ++32 (0) 59 80 16 48 Fax: ++32 (0) 59 50 65 13 Email: info@skytanking.be</p> <p>AVBL from 0600 to 1800 (after hours standby)</p>
	4	<i>De-icing facilities</i>	AVBL
	5	<i>Hangar space for visiting ACFT</i>	NIL
	6	<i>Repair facilities for visiting ACFT</i>	Small repairs
	7	<i>RMK</i>	For shuttle service from Apron 3 to the navigation office, customs or immigration call 413.

## EBOS AD 2.5 PASSENGER FACILITIES

1	<i>Hotels</i>	Near the AD and in the city
2	<i>Restaurants</i>	At AD: 0800 - 2000 (2000 - 0800 O/R) and in the city
3	<i>Transportation</i>	Tramways, taxis and buses
4	<i>Medical facilities</i>	First aid treatment and recovery room Hospitals in Oostende (5 km)
5	<i>Bank / Post office</i>	In the city
6	<i>Tourist information</i>	At AD. Office in the city
7	<i>RMK</i>	NIL

**EBOS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	<i>AD CAT for fire fighting</i>	CAT 9 - H24
2	<i>Rescue equipment</i>	NIL
3	<i>Capability for removal of disabled ACFT</i>	NIL
4	<i>RMK</i>	NIL

**EBOS AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	<i>Types of clearing equipment</i>	<ul style="list-style-type: none"> <li>• 1 tractor with snowplough (working width: 5.6 m)</li> <li>• 1 "UNIMOG" with snowplough (working width: 3.65 m)</li> <li>• 2 sweeper-blowers (sweeping width: 3.3 m)</li> <li>• 1 sweeper-blower (sweeping width: 3.6 m) with snowplough (working width: 5 m)</li> <li>• 1 sprayer of de-icing liquids (capacity: 2 200 l, spraying width: 10 m)</li> <li>• 1 spreader (capacity: 4 m³, spreading width: 10 m) – liquid and granules</li> </ul>
2	<i>Clearance priorities</i>	<ol style="list-style-type: none"> <li>1. RWY 08/26</li> <li>2. TWY to the aprons 1 and 2</li> <li>3. Important aircraft stands on the apron 1 and 2</li> <li>4. Remaining part of the aprons and the access roads</li> </ol>
3	<i>RMK</i>	<p>Transmission of information by SNOWTAM, METAR and ATIS.</p> <p>Designated authority to co-ordinate information about the current state of progress of snow clearance operations and the conditions of the movement area are the Duty Operations Officers:</p> <p>Fax: ++32 (0) 59 55 12 24</p> <p>Braking action measured by SAAB Friction Tester.</p>

**EBOS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA**

←	1	<i>Apron surface and strength</i>	<p>Surface: CONC / ASPH</p> <p>Strength:</p> <ul style="list-style-type: none"> <li>• Apron 1: PCN 101/R/D/W/T</li> <li>• Apron 2: PCN 86/F/C/W/U</li> <li>• Apron 3: PCN 28/R/A/W/U</li> </ul>
	2	<i>TWY width, surface and strength</i>	<ul style="list-style-type: none"> <li>• Width: <ul style="list-style-type: none"> <li>* TWY L and M: 23 m</li> <li>* TWY K3, K4, K5, K6, K7 and K8: 20 m</li> <li>* TWY G2 and H2: 15 m</li> </ul> </li> <li>• Surface: CONC / ASPH</li> <li>• Strength: PCN 86/F/C/W/T, except:</li> </ul>

		<ul style="list-style-type: none"> <li>* TWY C1: MAX 5 700 kg MAX</li> <li>* TWY G2 and H2: PCN 28/R/A/W/U</li> </ul>
3	ACL and ELEV	At Apron 2, ELEV 4 m (13 ft)
4	VOR / INS check points	VOR checkpoint: NIL  INS checkpoints: see chart <a href="#">AD 2 EBOS ADC.01</a>
5	RMK	TWY C1 can only be used from SR to SS by ACFT with a MAX weight of 5 700 kg.

## EBOS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	<ul style="list-style-type: none"> <li>• Illuminated taxi guidance signs</li> <li>• Taxiway guidelines</li> <li>• Aircraft stand ID markings</li> <li>• Parking guidelines at all stands</li> </ul>
2	RWY and TWY markings	<ul style="list-style-type: none"> <li>• RWY: Designation, THR, TDZ, centre line and edge lines</li> <li>• TWY: Centre line, edge lines and HLDG positions at the TWY / RWY intersections</li> </ul>
← 3	Stop bars	Stop bars AVBL on all runway holding positions
4	RMK	NIL

## EBOS AD 2.10 AERODROME OBSTACLES

See [Aerodrome Obstacle Chart - ICAO \(Type A\)](#) and [Precision Approach Terrain Charts - ICAO](#).

*Note: Pilots shall draw attention to the presence of two buildings (7.9 m AMSL) in the runway strip at 117 m south of the RWY axis, opposite between exit A and B2.*

## EBOS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	EBOS MET
2	HR of service	H24
3	Office responsible for TAF preparation	EBBR
	Periods of validity	9 and 24 HR
4	Type of LDG forecast	TREND
	Interval of issuance	30 MIN
5	Briefing / consultation provided	Official in charge, telephone, personal consultation
6	Flight documentation / languages used	Charts, abbreviated plain language text / Ho and En

7	Charts and other information AVBL for briefing or consultation	Surface charts, ALT charts, prognostic ALT charts, prognostic chart of significant weather, TROP and MAX wind chart
8	Supplementary equipment AVBL for providing information	FAX
9	ATS units provided with information	TWR and APP
10	Additional information	<p>- International aviation:</p> <ul style="list-style-type: none"> <li>• Tel:++32 (0) 59 55 14 52 *</li> <li>• Fax: ++32 (0) 2 206 28 49 (EBBR)</li> </ul> <p>- TEL Briefing (VFR flights, gliding, ballooning, ...):</p> <ul style="list-style-type: none"> <li>• CONSULTEL</li> <li>Tel:0902 / 88173 *</li> </ul> <p>* Communications automatically recorded on tape</p>

## EBOS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY designator	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				THR geoid undulation	
1	2	3	4	5	6
08	076.51°	3 200 x 45	PCN 86/F/C/W/T CONC / ASPH	511149.85N 0025124.68E 137 ft	THR 15 ft TDZ 16 ft
26	256.51°	3 200 x 45	PCN 86/F/C/W/T CONC / ASPH	511208.57N 0025329.17E 137 ft	THR 13 ft TDZ 13 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	RMK
7	8	9	10	11	12
+0,03%	NIL	NIL	3 320 x 300	yes	NIL
-0,01%	NIL	NIL	3 320 x 300	yes	NIL

## EBOS AD 2.13 DECLARED DISTANCES

RWY designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	RMK
1	2	3	4	5	6
08	3 200	3 200	3 200	2 900	NIL
26	3 200	3 200	3 200	2 785	NIL

Note: In order to reduce the taxi procedure, ATC may, subject to pilot's acceptance, authorize TKOF from one of the intersections below. Pilots unable to accept should advise ATC duly in advance.

RWY designator	FROM	TORA (m)	TODA (m)	ASDA (m)
08	C1 (*)	1 761	1 761	1 761
26	A	2 178	2 178	2 178
	C1 (*)	1 438	1 438	1 438

(\*) Intersection C1 can only be used from SR to SS by ACFT with a MAX weight of 5 700 kg.

## EBOS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY 08				
← APCH LGT SYSTEM	Type:	PALS CAT I	VASIS	Type: PAPI (left / 3°) MEHT: 13 ft
	Length:	870 m		
	Intensity:	LIH		
RWY THR LGT	Colour:	green	TDZ LGT	900 m
	Wing bars:	NIL		
RWY END LGT	Colour:	red	SWY LGT	NIL
	Wing bars:	NIL		
← RWY CENTRE LINE LGT	Length:	3 200 m	white:	from 0 to 2 300 m
←	Spacing:	15 m	red / white:	from 2 300 to 2 900 m
←	Intensity:	LIH	red:	from 2 900 to 3 200 m
← RWY EDGE LGT	Length:	3 200 m	red	from 0 to 300 m
	Spacing:	30 m	white:	from 300 to 3 200 m
	Intensity:	LIH		
← REMARK	NIL			

RWY 26				
← APCH LGT SYSTEM	Type:	PALS CAT I	VASIS	Type: PAPI (left / 3°) MEHT: 13 ft
	Length:	840 m		
	Intensity:	LIH		
RWY THR LGT	Colour:	green	TDZ LGT	900 m
	Wing bars:	NIL		
RWY END LGT	Colour:	red	SWY LGT	NIL
	Wing bars:	NIL		
← RWY CENTRE LINE LGT	Length:	3 200 m	white:	from 0 to 2 300 m
←	Spacing:	15 m	red / white:	from 2 300 to 2 900 m
←	Intensity:	LIH	red:	from 2 900 to 3 200 m
← RWY EDGE LGT	Length:	3 200 m	red	from 0 to 415 m
	Spacing:	30 m	white:	from 415 to 3 200 m
	Intensity:	LIH		
← REMARK	NIL			

**EBOS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	<i>ABN / IBN location, characteristics and HR of operation</i>	NIL
2	<i>LDI location and LGT</i> <i>WDI location and lighting</i>	NIL At TDZ RWY 08 (lighted) At TDZ RWY 26 (lighted)
3	<i>TWY edge and centre line lighting</i>	Edge lights: TWY A, B1, B2, C2, D1, E1, E2, F, K3, K4, K5, K6, K7, K8, L, G2 and M  Centre line lights: M
4	<i>Secondary power supply</i> <i>Switch-over time</i>	To all lighting at AD  Switch-over time: 0 SEC
5	<i>RMK</i>	NIL

**EBOS AD 2.16 HELICOPTER LANDING AREA**

Contact the Airport Authority

**EBOS AD 2.17 ATS AIRSPACE**

1	<i>Designation and lateral limits</i>	Oostende CTR  511412N 0030716E - an arc of circle, 5 NM radius, centred on 511305N 0025929E and traced clockwise to 510812N 0030119E - 510635N 0025022E - 511145N 0023423E - an arc of circle, 5 NM radius, centred on 510717N 0023045E and traced counterclockwise to 511124N 0022612E - 511935N 0024500E - 512018N 0025304E - an arc of circle, 8 NM radius, centred on 511221N 0025450E and traced clockwise to 511412N 0030716E.
2	<i>Vertical limits</i>	1 500 ft AMSL
3	<i>Airspace classification</i>	C
4	<i>ATS unit call sign</i> <i>Language(s)</i>	Oostende Tower  En
5	<i>Transition altitude</i>	4 500 ft AMSL
6	<i>RMK</i>	NIL

**EBOS AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	FREQ	HR of operation	RMK
1	2	3	4	5
APP TAR	Oostende APP	120.600 MHz (1) 234.250 MHz 121.500 MHz (2) 243.000 MHz (2) 127.325 MHz (3)	H24	(1): Primary FREQ (2): EMERG FREQ (3): Supplementary FREQ
TWR	Oostende TWR	118.175 MHz (1) 234.250 MHz 121.500 MHz (2) 243.000 MHz (2) 127.325 MHz (3)	H24	(1): Primary FREQ (2): EMERG FREQ (3): Supplementary FREQ
	Oostende GND	121.975 MHz 127.325 MHz (1)	H24	GND movement control (1): Supplementary FREQ
ATIS	Oostende INFO	126.125 MHz	H24	D-ATIS AVBL (see <u>GEN 3.4, § 3.3.2</u> )
VDF	Oostende Homer	120.600 MHz 118.175 MHz 121.500 MHz 127.325 MHz (1)	H24	(1): Supplementary FREQ

**EBOS AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

Type of aid MAG VAR	ID	FREQ	Hours of operation	Position of transmitting antenna	DME antenna elevation	RMK
1	2	3	4	5	6	7
NDB	ONO	399.5 kHz	H24	511313.1N 0030041.8E		Coverage: 50 NM Collocated with OM ILS 26
L	DD	352.5 kHz	H24	511138.1N 0025006.1E		257° GEO / 0.85 NM from THR 08 Coverage: 25 NM
L	OO	375 kHz	H24	511216.6N 0025426.1E		Coverage: 25 NM Collocated with MM ILS 26
ILS 08 (CAT I)						
LLZ	IMI	111.550 MHz	H24	511213.7N 0025403.2E		076° GEO / 1.71 NM from THR 08 No back beam AVBL LLZ only reliable within 35° either side of course line
GP		332.750 MHz	H24	511148.4N 0025141.9E		Slope 3° RDH 52 ft
DME	IMI	CH 52Y	H24	511148.6N 0025141.8E	30 ft	Collocated with GP 0 at 315 m from THR 08



ILS 26 (CAT I)							
	LLZ	IOS	109.500 MHz	H24	511145.5N 0025056.0E		256° GEO / 1.65 NM from THR 26 No back beam AVBL LLZ only reliable within 35° either side of course line
	GP		332.600 MHz	H24	511201.8N 0025315.1E		Slope 3° RDH 51 ft
	OM	dash / dash	75 MHz	H24	511313.3N 0030042.5E		4.66 NM from THR 26
	MM	dot / dash	75 MHz	H24	511216.8N 0025425.3E		0.61 NM from THR 26

## EBOS AD 2.20 LOCAL TRAFFIC REGULATIONS

### 1 GENERAL

Taking up or throwing off banners is prohibited (see also ENR 1.1, § 6).

### 2 TAXI REGULATIONS

NIL

### 3 APRON REGULATIONS

On apron 1 and 2, aircraft shall taxi to stand on engine power and will be pushed back with one engine on idle only (if needed).

Aircraft with a weight exceeding 5 700 kg shall enter apron 3 on tow only.

### 4 RUNWAY REGULATIONS

NIL

### ← 5 SPECIFIC TRAFFIC REGULATIONS

#### 5.1 AIRCRAFT WITHOUT RADIO

Aircraft without radio are permitted between 01 OCT and 30 APR, provided permission has been obtained before departure of the flight.

#### 5.2 GLIDER FLIGHTS

Glider flights are prohibited.

#### 5.3 ULM FLIGHTS

ULM flights will only be accepted within Oostende CTR if the traffic situation permits.

Take-off and landing is only allowed for ULM aircraft complying with the following:

- three-axis ULM
- Equipped with transponder
- Equipped with radio able to communicate on VHF
- Able to maintain an airspeed of 80 KIAS MNM

#### 5.4 BALLOON FLIGHTS

Balloon flights are prohibited.

#### 5.5 PARACHUTING

NIL

#### 5.6 ACROBATIC FLIGHTS

NIL

## 5.7 TRAINING AND TEST FLIGHTS

Training flights of aircraft with MTOW up to 6 t are allowed between 0800 and 2100.

Training flights of aircraft with MTOW above 6 t are allowed between 0800 and 1700, but no touch-and-go shall be performed during following periods:

- on SAT, SUN and HOL
- on WED after 1100
- from 01 JUN to 31 AUG
- from 15 DEC to 31 JAN
- during the Easter holiday period

Military aircraft shall not perform more than three touch-and-go landings per day per aircraft.

## EBOS AD 2.21 NOISE ABATEMENT PROCEDURES

### 1 GENERAL

#### 1.1 NOISE QUOTA SYSTEM

Aircraft operating at EBOS shall be noise certificated according to Annex 16, Volume I. Between 2200 and 0500, movements of aircraft with MTOW over 8 618 kg and certified according to the standards of chapters 2, 3 or 5 of ICAO Annex 16, Volume I, are forbidden if their QC exceeds 37.

The QC is calculated using the formula  $QC = 10^{[(G-85)/10]}$ , whereby "G" equals:

- for take-off: half the sum of the certified fly-over and sideline noise levels in EPNdB of the aircraft at its MTOW
- for landing: the certified approach noise level in EPNdB of the aircraft at its maximum landing weight, minus 9 EPNdB.

Operators shall provide the documents containing the certified fly-over, sideline and approach noise levels in EPNdB to the Airport Inspection on first request.

#### 1.2 REVERSE THRUST

Except for safety reasons, reverse thrust shall not be used at other than idle power.

### 2 GROUND PROCEDURES

#### 2.1 ENGINE TEST RUNS AND IDLE CHECKS

Engine test runs and idle checks in the open air and without silencers must be restricted to the very minimum and require prior permission from the Airport Inspection.

Engine test runs are only allowed between 0600 and 2200. They can only take place on the taxiways at the holding bays of RWY 08 or RWY 26, depending on the wind direction.

#### 2.2 POWER SUPPLY

Pilots shall be aware of the noise impact the use of APU has on the local community, especially between 2200 and 0500.

The APU shall be shut down at the earliest opportunity after the arrival on stand and it may only be restarted when essential aircraft checks or cabin conditions require so before the planned departure. The APU shall not be left running without qualified attendance.

Any additional use of APU can only be allowed by the Airport Inspection, on justified request. Unless for safety reasons, no exceptions will be allowed between 2200 and 0500.

### 3 ARRIVAL PROCEDURES

#### 3.1 ILS APPROACH

Aircraft performing an ILS approach shall not intercept the GP below 2 000 ft. After interception, the aircraft shall not descend below the GP.

#### 3.2 SURVEILLANCE RADAR APPROACH

Aircraft performing an SRA without ILS assistance, shall not descend below 2 000 ft QNH before 6 NM from touchdown, nor fly thereafter below a descent path of 3°.

### 3.3 VISUAL APPROACH

Aircraft performing a visual approach without ILS or radar assistance, shall not descend below 1 500 ft QNH before intercepting the PAPI approach slope, nor fly below it thereafter.

### 3.4 NOISE ABATEMENT APPROACH AND LANDING PROCEDURES

Noise abatement descend and approach procedures using continuous descent and reduced power / reduced drag techniques should be used when following conditions apply:

- ILS available
- runway clear and dry
- visibility exceeding 1 900 m
- ceiling higher than 500 ft above AD ELEV
- cross wind component lower than 15 kt (gusts incl)
- tail wind component lower than 5 kt (gusts incl)
- no adverse weather conditions that may affect the approach (wind shear, thunderstorms, etc)

Turbo-jet powered aircraft shall use as final flap setting the minimum certified landing flaps setting published in the Aircraft Flight Manual for the applicable conditions. However, each pilot-in-command may use a different flaps setting approved for the aircraft if he determines that it is necessary in the interest of safety.

## 4 DEPARTURE PROCEDURES

### 4.1 NOISE ABATEMENT TAKE-OFF AND CLIMB PROCEDURES

For turbo-jet aircraft:

- From take-off to 1 500 ft QNH:
  - \* take-off power
  - \* take-off flaps
  - \* climb to  $V_2 + 10$  to 20 kt or as limited by body angle
- At 1 500 ft QNH:
  - \* reduce thrust to not less than climb thrust
- From 1 500 ft QNH to 3 000 ft QNH:
  - \* climb at  $V_2 + 10$  to 20 kt
- At 3 000 ft QNH:
  - \* accelerate smoothly to the en-route climb speed with flaps retraction

For propeller aircraft:

- From take-off to 1 000 ft QNH:
  - \* take-off power
  - \* climb at a MAX gradient compatible with safety
  - \* speed not less than single engine climb speed nor higher than best rate of climb speed
- At 1 000 ft QNH:
  - \* reduce power to the maximum normal operating power, if this power has been used for showing compliance with the noise certification requirements or to the maximum climb power
- From 1 000 ft QNH to 3 000 ft QNH:
  - \* climb at the MAX gradient with reduced power, maintaining constant speed
- Above 3 000 ft QNH:
  - \* accelerate smoothly to the en-route climb speed

## EBOS AD 2.22 FLIGHT PROCEDURES

### 1 GENERAL

#### 1.1 AERODROME MINIMA

Take-off: 200 m RVR.

Specific minima:

- ILS RWY 08/26: 550 m RVR
- LLZ RWY 08/26 (CAT A): 1 000 m RVR
- LLZ RWY 08/26 (CAT B/C): 1 200 m RVR
- LLZ RWY 08/26 (CAT B/C): 1 200 m RVR
- LLZ RWY 08/26 (CAT D): 1 600 m RVR
- L RWY 08 (CAT A): 1 000 m RVR
- L RWY 08 (CAT B/C): 1 200 m RVR
- L RWY 08 (CAT D): 1 600 m RVR
- 2 NDB RWY 26 (CAT A): 1 000 m RVR
- 2 NDB RWY 26 (CAT A): 1 000 m RVR
- 2 NDB RWY 26 (CAT B/C): 1 200 m RVR
- 2 NDB RWY 26 (CAT D): 1 600 m RVR
- SRA RWY 08/26: 3 500 m VIS

#### 1.2 AIRCRAFT EQUIPMENT

In order to improve safety, aircraft operating within Oostende CTR and Oostende TMA One shall carry a serviceable transponder capable of replying to Mode A and C. An exception to this requirement may be granted by Oostende ATC upon request by telephone before the flight.

### 2 IFR FLIGHTS (INBOUND)

#### 2.1 HOLDING PATTERN

The holding pattern shall be entered at 185 KIAS MAX.

#### OOSTENDE

<b>Fix</b>	ONO NDB
<b>Turn / inbound track (MAG)</b>	Right / 078°
<b>Level (MNM)</b>	3 000 ft AMSL
<b>Remarks</b>	NIL

#### 2.2 APPROACH PROCEDURES

##### 2.2.1 STANDARD INSTRUMENT ARRIVALS

STAR have been established as shown on chart AD2 EBOS STAR.01 and as listed below.

Designator	Significant Point	Track (MAG)	Distance (NM)	MNM IFR Level	Remarks
COA 2A	COA DVOR				NIL
		240°	15.0	3 000 ft QNH	
	ONO NDB				
DENUT 2A	DENUT				NIL
		302°	4.2	FL 60	
	9 DME COA				
		258°	-	R-180 COA / 3 000 ft QNH	
	ONO NDB				
FERDI 2A	FERDI				NIL
		339°	19.1	FL 60	
	9 DME COA				
		258°	-	R-180 COA / 3 000 ft QNH	
	ONO NDB				
KOK 2A	KOK VORTAC				NIL
		062°	15.6	3 000 ft QNH	
	ONO NDB				

### 2.2.2 SURVEILLANCE RADAR APPROACH

SRA is available on both runways and will be terminated either:

- at a distance of 2 NM from THR
- before the aircraft enters an area of continuous radar clutters
- when the aircraft reports that a visual approach can be made.

The aircraft will be informed at regular intervals of its position relative to the extended RCL and heading corrections will be given as necessary. The distance from THR will be passed on at each NM.

The levels through which the aircraft should be passing to maintain the glide path (3°) will be passed at each NM:

DIST TO THR (NM)	ALTITUDE (ft)
6	2 000
5	1 600
4	1 300
3	1 000
2	700

### 2.3 MISSED APPROACH

Unless instructed otherwise by Oostende APP, the missed approach procedures as published on the instrument approach charts (see [EBOS AD 2.24](#)) shall be followed.

## 3 IFR FLIGHTS (OUTBOUND)

### 3.1 DEPARTURE PROCEDURES

#### 3.1.1 STANDARD INSTRUMENT DEPARTURES

SID have been established as shown on the EBOS SID charts (see [EBOS AD 2.24](#)) and as listed below.

#### RWY 08

Designator	Route	Remarks
COA 2S	Straight ahead to ONO. At ONO LT to intercept R-241 COA, INBD to COA.	NIL
KOK 2S	Straight ahead to ONO. At ONO RT to intercept R-084 KOK, INBD to KOK.	NIL

<b>MAK 2S</b>	Straight ahead to ONO. At ONO RT to intercept QDM-132 MAK, INBD to MAK.	NIL
<b>NIK 2S</b>	Straight ahead to ONO. At ONO RT to intercept R-275 NIK, INBD to NIK.	NIL
<b>SASKI 3S</b>	Straight ahead to ONO. At ONO LT to intercept QDR-317 ONO to SASKI.	NIL

**RWY 26**

<b>Designator</b>	<b>Route</b>	<b>Remarks</b>
<b>CARLA 3M</b>	At 500 ft RT to intercept QDR-294 DD. When crossing R-021 KOK, or passing 2 000 ft whichever is later, intercept R-087 DVR, INBD to CARLA.	SID is crossing EBD07. Oostende ATC will, in all cases, coordinate before ACFT is airborne.
<b>COA 4M</b>	At 500 ft RT HDG 020 to intercept R-262 COA, INBD to COA.	SID is crossing EBD07. Oostende ATC will, in all cases, coordinate before ACFT is airborne.
<b>KOK 2M</b>	At 500 ft RT to intercept QDR-294 DD. When crossing R-021 KOK, or passing 2 000 ft whichever is later, LT direct to KOK.	SID is crossing EBD07. Oostende ATC will, in all cases, coordinate before ACFT is airborne.
<b>SASKI 2M</b>	At 500 ft RT to intercept QDR-294 DD. When crossing R-021 KOK, or passing 2 000 ft whichever is later, RT to intercept R-349 KOK to SASKI.	SID is crossing EBD07. Oostende ATC will, in all cases, coordinate before ACFT is airborne.

**4 LOW VISIBILITY PROCEDURES****4.1 FACILITIES AND EQUIPMENT AVAILABLE****4.1.1 RUNWAYS**

RWY 08 and 26 are equipped with ILS and are approved for CAT I. A minimum RVR of 550 m for landing applies. Low visibility take-off is available with a minimum RVR of 200 m.

Pilots requesting to land with RVR below 550 m will be advised that they are below minimum, but will not be refused landing clearance. Take-off clearance however, will be refused if RVR is below 200 m.

Landing aircraft should leave the ILS sensitive area as soon as possible and they shall declare runway vacated.

In order to provide adequate protection of the ILS system, no vehicle or aircraft shall infringe the ILS sensitive area when:

- an arriving aircraft is within 2 NM from touchdown and has not completed its landing run.
- a departing aircraft has started its take-off run and is not yet airborne.

**4.1.2 TAXIWAYS**

A follow-me car will guide aircraft from the runway exit to the aircraft stand and from the aircraft stand to the runway holding position.

Exceptions: no follow-me will be provided for departing aircraft leaving apron 1 when RWY 26 is in use or for arriving aircraft to apron 1 when RWY 08 is in use.

Aircraft on departure shall not leave the apron before the preceding aircraft has taken off.

**4.1.3 COMMUNICATIONS**

Pilots will be informed by ATC when LVP are in progress and when they are terminated.

**4.2 CRITERIA FOR INITIATION AND TERMINATION OF LVP**

The preparation phase will start when visibility falls below 800 m. The operations phase will start when visibility falls below 600 m.

LVP will be terminated when RVR is greater than 600 m and a continuing improvement in these conditions is expected.

## 5 VFR FLIGHTS

### 5.1 GENERAL

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

Special VFR flights may be performed if visibility is 2 500 m MNM and ceiling is 800 ft MNM. Helicopters may operate with ground visibility of 800 m MNM, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacle in time to avoid collision.

### 5.2 VISUAL REPORTING POINTS

VFR traffic shall use following reporting points:

Name	Associated landmark	Position
AALTER	village of Aalter	510509N 0032655E
BRESKENS	village of Breskens	512343N 0033319E
DUNKERQUE	city of Dunkerque	510157N 0022225E
TORHOUT	city of Torhout	510358N 0030606E

## 6 RADIO COMMUNICATION FAILURE

If the aircraft does not succeed in landing within the 30 MIN normally allowed for approach and landing, it shall leave Oostende CTR and TMA on a track of 045° MAG below 1 650 ft QNH, and land at the first suitable aerodrome where the weather conditions permit visual approach and landing.

## EBOS AD 2.23 ADDITIONAL INFORMATION

### 1 ATIS

ATIS messages serving inbound and outbound traffic are broadcasted H24 (see [EBOS AD 2.18](#)).

The messages contain following elements in the order as listed:

Item	ATIS	Start of expression
Aerodrome name	OSTEND	Ostend ...
Alphabetical designator	INFO (A till Z)	Information ... (alfa - zulu)
Time of observation	HHMM	...
Type of approach to be expected	TYP APCH	Expecting vectoring ...
Runway in use for landing	LDG RWY	Landing runway ...
Runway in use for take-off	TKOF RWY	Take-off runway ...
Braking action	BA (TDZ) MID END	Braking action touchdown ... Mid-point ... Stop-end ...
Operational status	OPS STS	Operational status ...
Surface wind, direction and speed (including significant variations)	WIND	Wind ...
Visibility	VIS	Visibility ...
RVR	RVR (RWY) TDZ / m MID / m END / m	Runway visual range on runway ... ... touchdown ... / ... metres ... ... mid-point ... / ... metres ... ... stop-end ... / ... metres ...
Present weather	WX	Present weather ...
Cloud base	BASE	Cloud base ...
Air temperature	T	Temperature ...
Dew point temperature	DP	Dew point ...
Altimeter setting	QNH	QNH ...
Transition level	TL	Transition level ...
Recent weather	RE	Recent weather ...

Wind shear	WS	Windshear ...
Landing forecast TREND	TREND	Trend ...

When rapidly changing weather conditions make it inadvisable to include a weather report in the ATIS broadcast, the weather data are omitted and replaced by the phrase *"MET REPORT OMITTED DUE TO RAPID CHANGES"*. The omitted data can be requested from ATC.

Pilots are requested to listen to the ATIS broadcast prior to the first contact with ATS. When establishing communication with the relevant ATS unit, the pilot shall acknowledge receipt of ATIS message with the phrase *"INFORMATION ... (alphabetical designator) RECEIVED"*. ATS will confirm the validity of the received alphabetical designator. If the designator has changed meanwhile, only the actually valid designator will be given.

## EBOS AD 2.24 CHARTS RELATED TO EBOS

1.	Aerodrome Chart - ICAO	AD2 EBOS ADC.01
2.	Aerodrome Obstacle Chart - ICAO (Type A - Operating limitations)	
2.1.	RWY 08 / 26	AD2 EBOS AOC.01
3.	Precision Approach Terrain Chart -ICAO	
3.1.	RWY 08	AD2 EBOS PATC.01
3.2.	RWY 26	AD2 EBOS PATC.02
4.	Standard Arrival Chart - Instrument - ICAO	AD2 EBOS STAR.01
5.	Standard Departure Chart - Instrument - ICAO	
5.1.	RWY 08	AD2 EBOS SID.01
5.2.	RWY 26	AD2 EBOS SID.02
6.	Instrument Approach Chart - ICAO	
6.1.	L RWY 08	AD2 EBOS IAC.01
6.2.	ILS or LLZ RWY 26	AD2 EBOS IAC.02
6.3.	2 NDB RWY 26	AD2 EBOS IAC.03
6.4.	ILS or LLZ RWY 08	AD2 EBOS IAC.04
7.	Visual Approach Chart - ICAO	AD2 EBOS VAC.01
8.	"Areas Requiring Special Attention" Chart	AD2 EBOS MISC.01



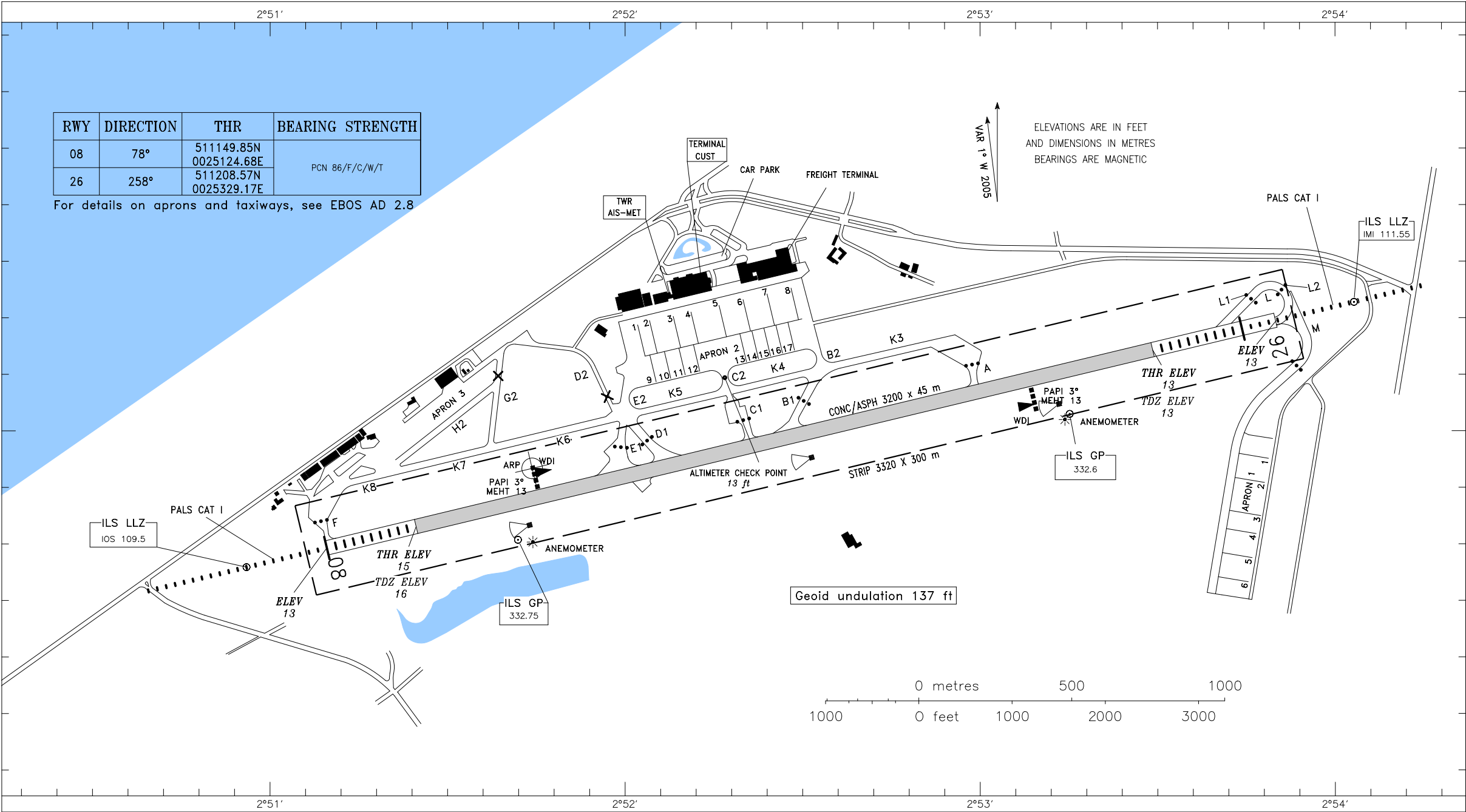
AERODROME CHART-ICAO

ARP: 511156N  
0025144E

ELEV: 13 ft

GND 121.975      TWR 118.175      ATIS 126.125

OOSTENDE-BRUGGE/Oostende

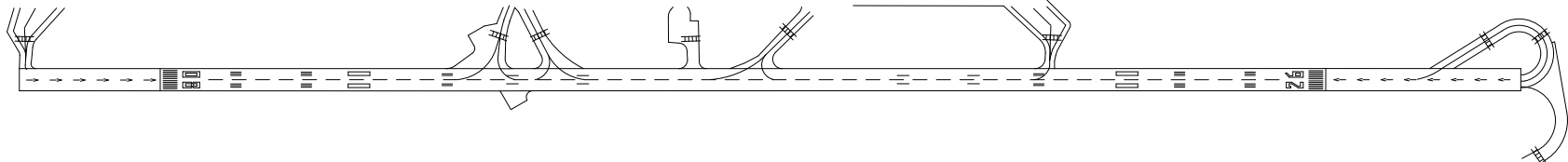


ACL	
APRONS	ELEV
1	13
2	13
3	13

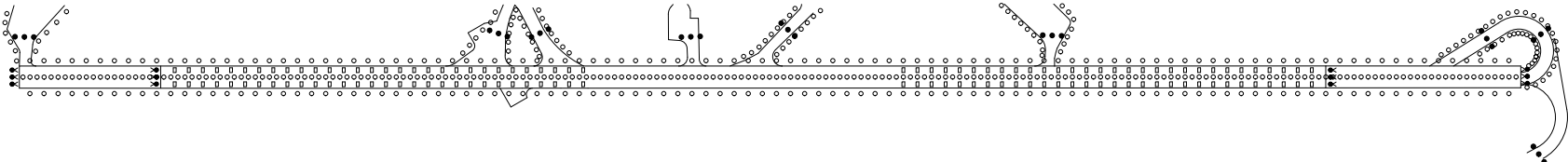
APRON	STANDS	INS COORDINATES	
1	1	511157.08N	0025348.73E
	2	511154.52N	0025348.06E
	3	511151.00N	0025347.42E
	4	511149.09N	0025346.64E
	5	511146.54N	0025345.97E
	6	511143.98N	0025345.30E
2	1	511211.26N	0025202.12E
	2	511211.72N	0025204.12E
	3	511212.16N	0025208.13E
	4	511212.62N	0025211.13E
	5	511213.33N	0025215.87E
	6	511213.94N	0025219.93E
	7	511214.55N	0025223.98E
	8	511215.16N	0025228.04E
	9	511205.21N	0025205.25E
	10	511205.58N	0025207.71E
	11	511205.95N	0025210.16E
	12	511206.32N	0025212.62E
	13	511207.34N	0025220.51E
	14	511207.65N	0025222.54E
	15	511207.95N	0025224.57E
	16	511208.26N	0025226.60E
	17	511208.56N	0025228.63E
3	1	511157.29N	0025119.40E
	2	511157.59N	0025119.02E
	3	511157.60N	0025121.00E
	4	511157.90N	0025120.61E
	5	511158.20N	0025120.22E
	6	511157.90N	0025122.59E
	7	511158.21N	0025122.20E
	8	511158.51N	0025121.81E
	9	511158.81N	0025121.43E
	10	511158.51N	0025123.79E
	11	511158.81N	0025123.40E
	12	511159.10N	0025122.09E
	13	511159.42N	0025122.63E
	14	511159.12N	0025125.00E
	15	511159.42N	0025124.61E
	16	511159.72N	0025124.22E
	17	511200.03N	0025123.83E
	18	511159.73N	0025126.20E
	19	511200.03N	0025125.81E
	20	511200.33N	0025125.43E
	21	511200.64N	0025125.04E
	22	511200.49N	0025127.21E
	23	511200.86N	0025126.73E

MODIFICATION: ATIS FREQ updated.

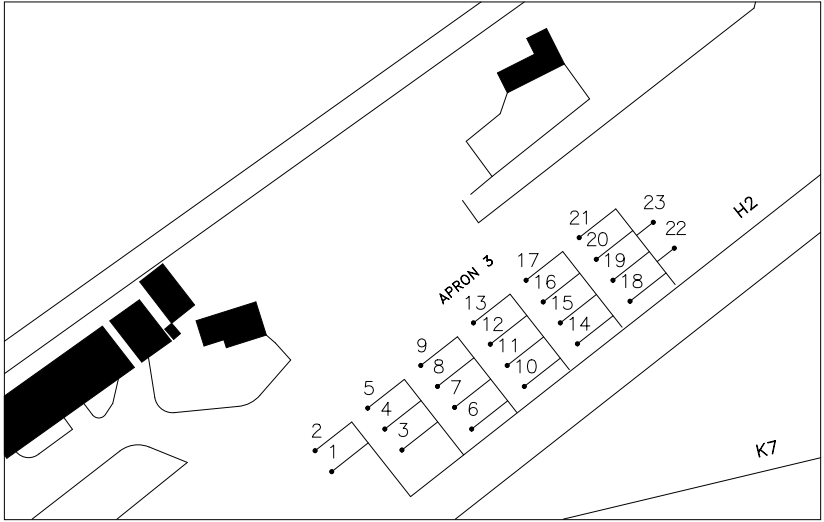
MARKING AIDS RWY 08 / 26 AND EXIT TWY



LIGHTING AIDS RWY 08 / 26 AND EXIT TWY



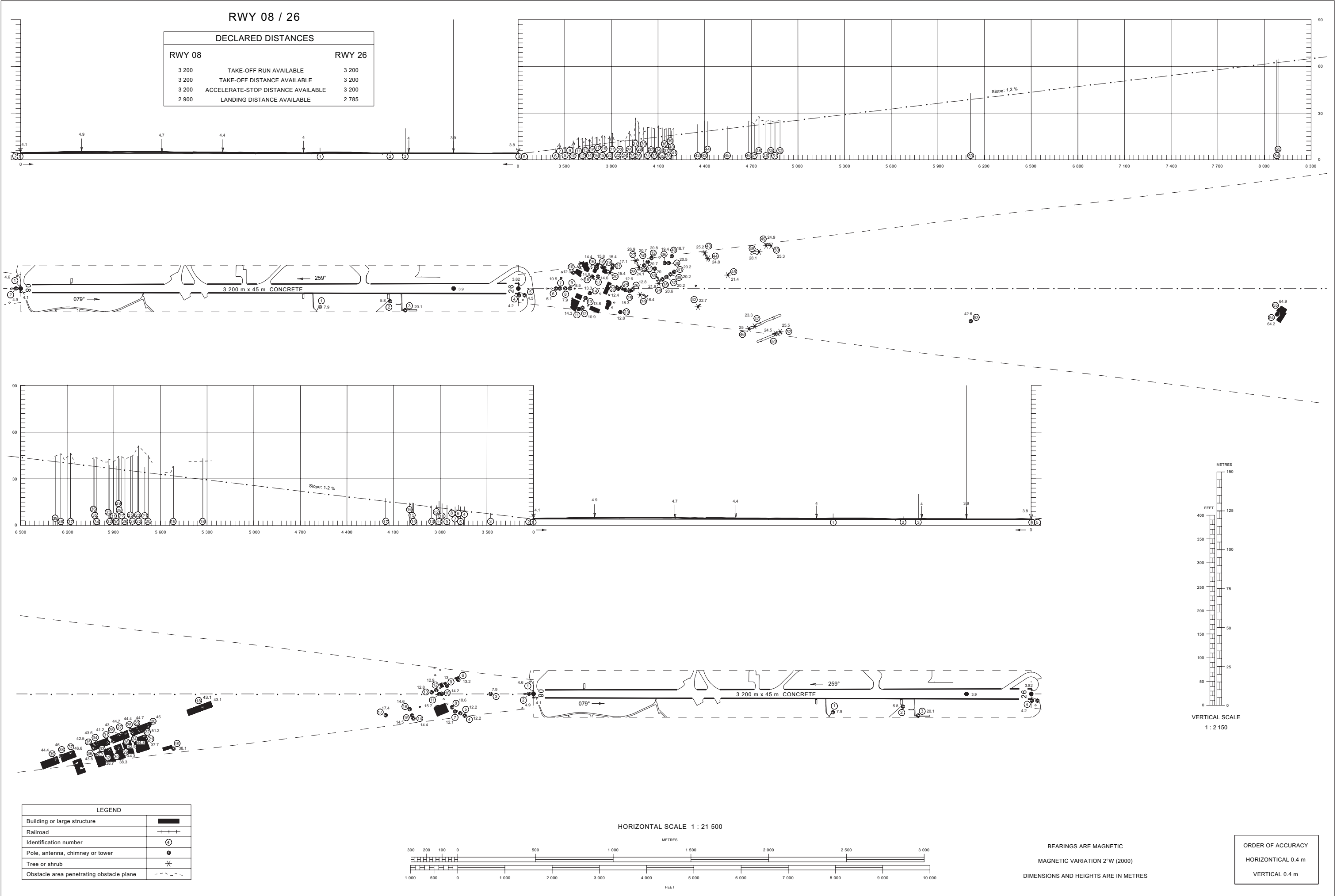
LEGEND	
	TAXI-HOLDING PSN
	THR DISPLACED
	RWY END
	STOP BAR LIGHT



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AERODROME OBSTACLE CHART  
TYPE A [ OPERATING LIMITATIONS ]

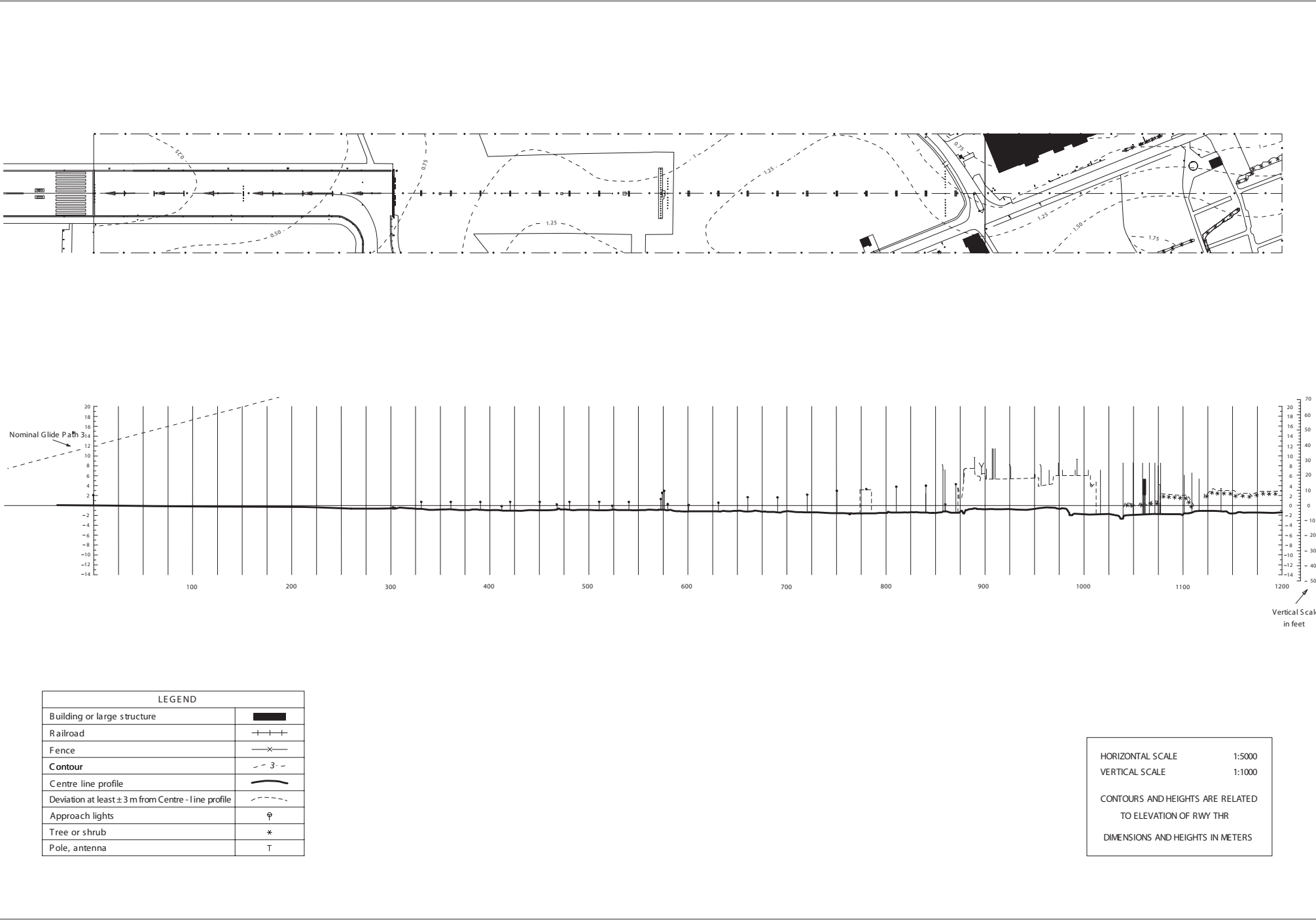
OOSTENDE-BRUGGE / Oostende  
BELGIUM



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PRECISION APPROACH TERRAIN CHART - I C AO

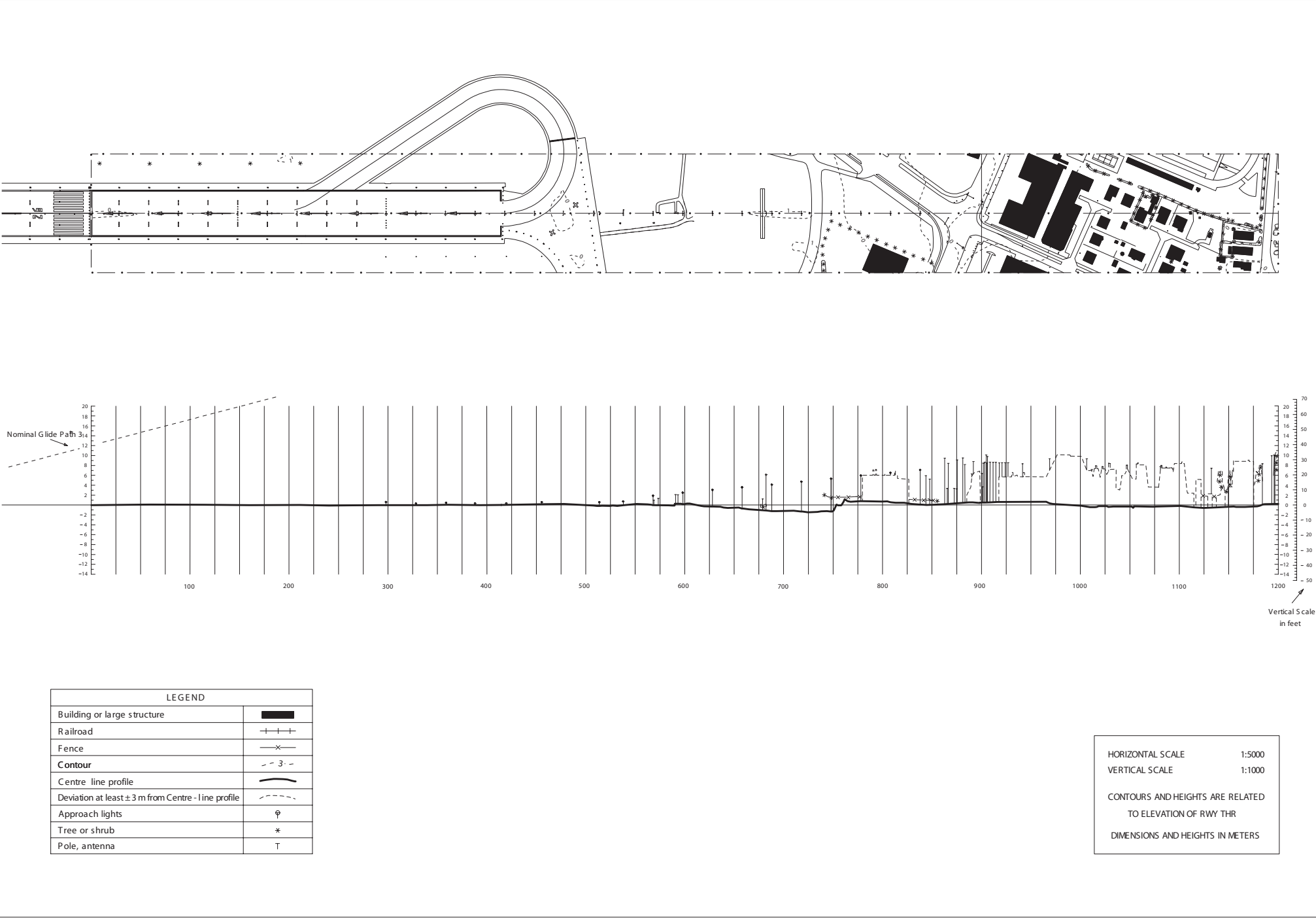
OOSTENDE-BRUGGE / Oostende RWY 08  
BELGIUM



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PRECISION APPROACH TERRAIN CHART - I CAO

OOSTENDE-BRUGGE / Oostende Rwy 26  
BELGIUM

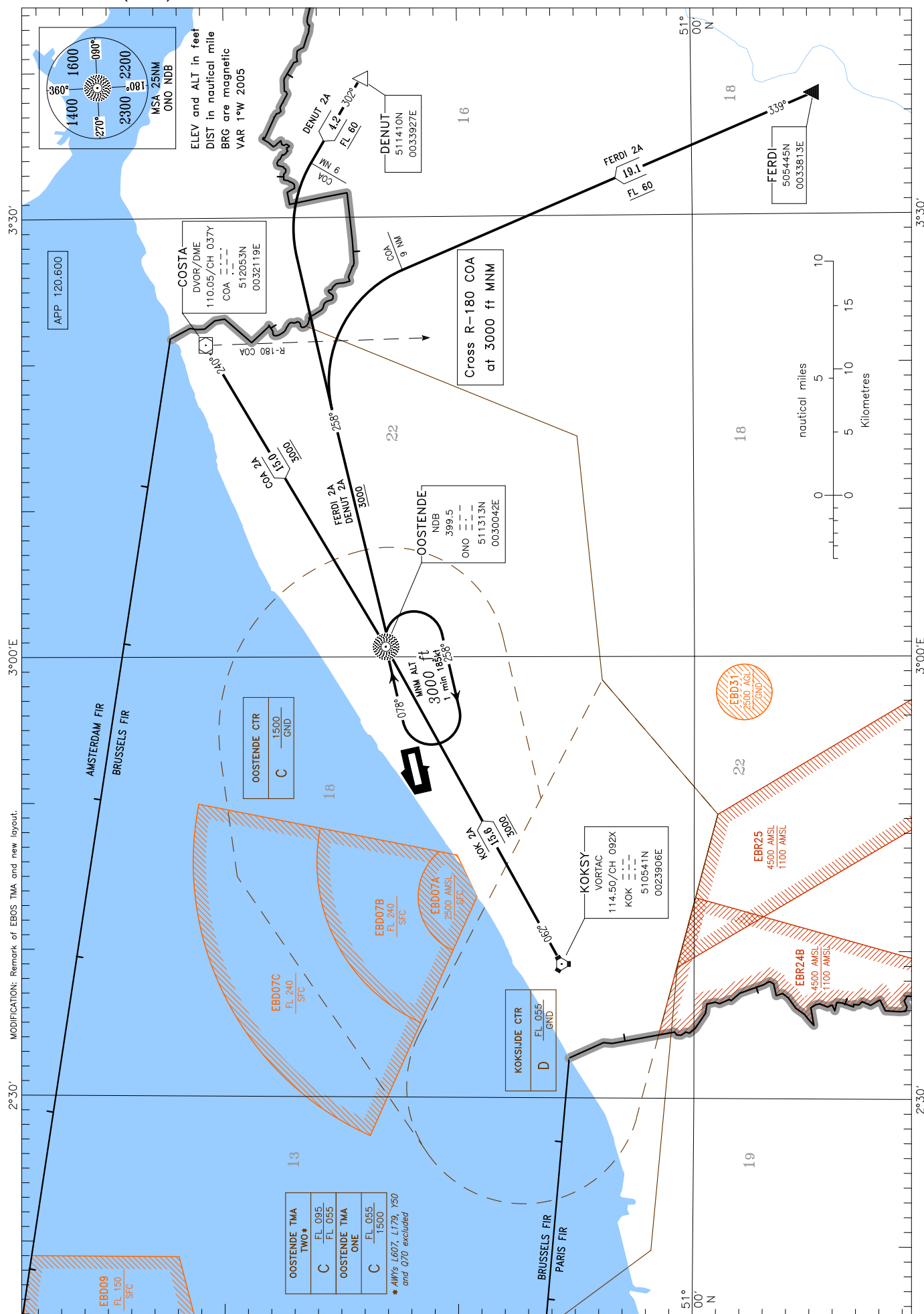


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COA 2A    DENUT 2A  
FERDI 2A    KOK 2A

OOSTENDE-BRUGGE/Oostende (EBOS)

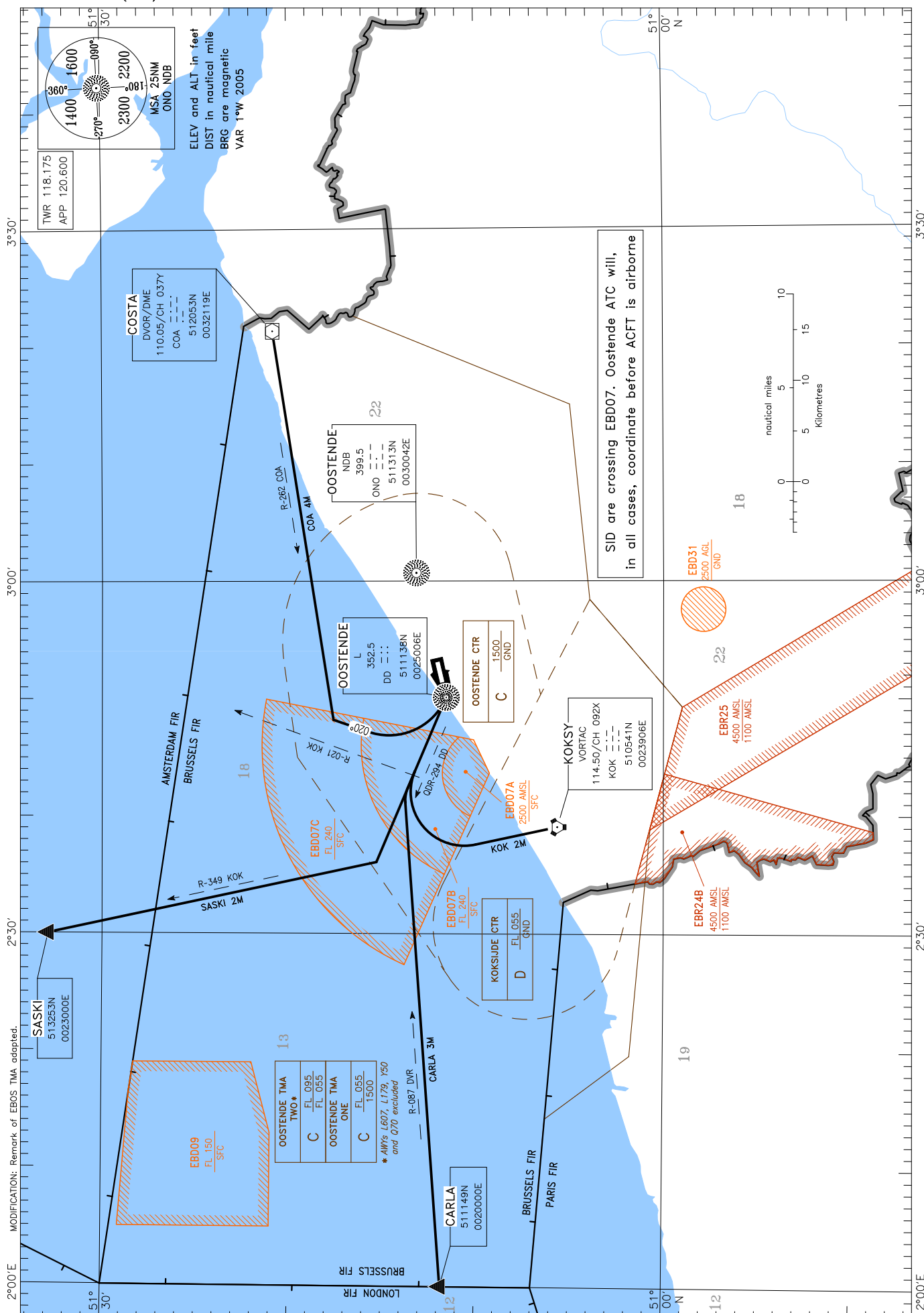


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OOSTENDE-BRUGGE/Oostende (EBOS)  
RWY 08



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STANDARD DEPARTURE CHART –  
INSTRUMENT (SID) – ICAOTRANSITION ALTITUDE  
4500 ftCARLA 3M COA 2S  
KOK 2M SASKI 2MOOSTENDE-BRUGGE/Oostende (EBOS)  
RWY 26

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INSTRUMENT  
APPROACH  
CHART-ICAO

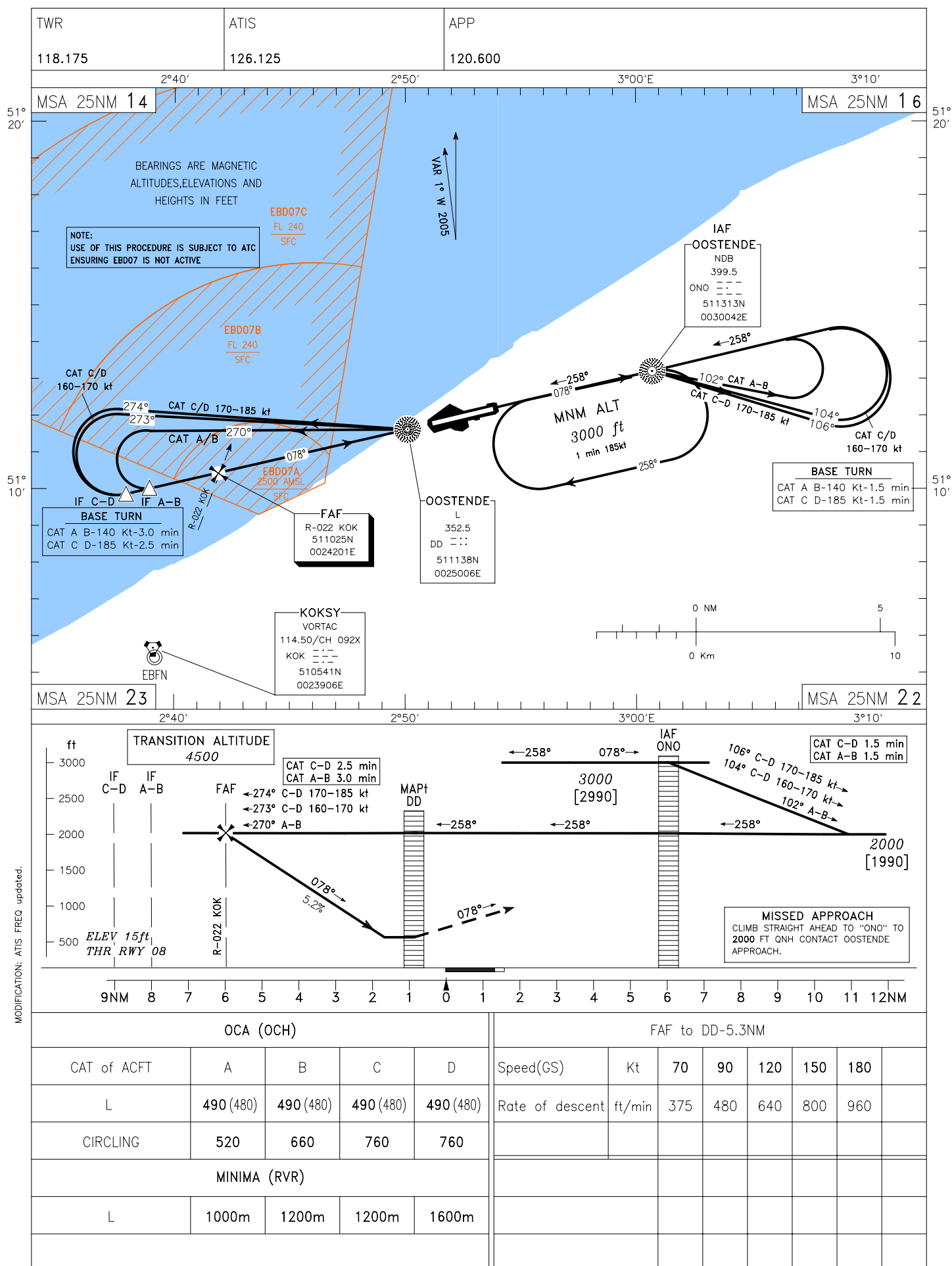
AD ELEV 13

OCH RELATED TO

AD ELEV 15

OOSTENDE-BRUGGE/Oostende (EBOS)

L RWY 08



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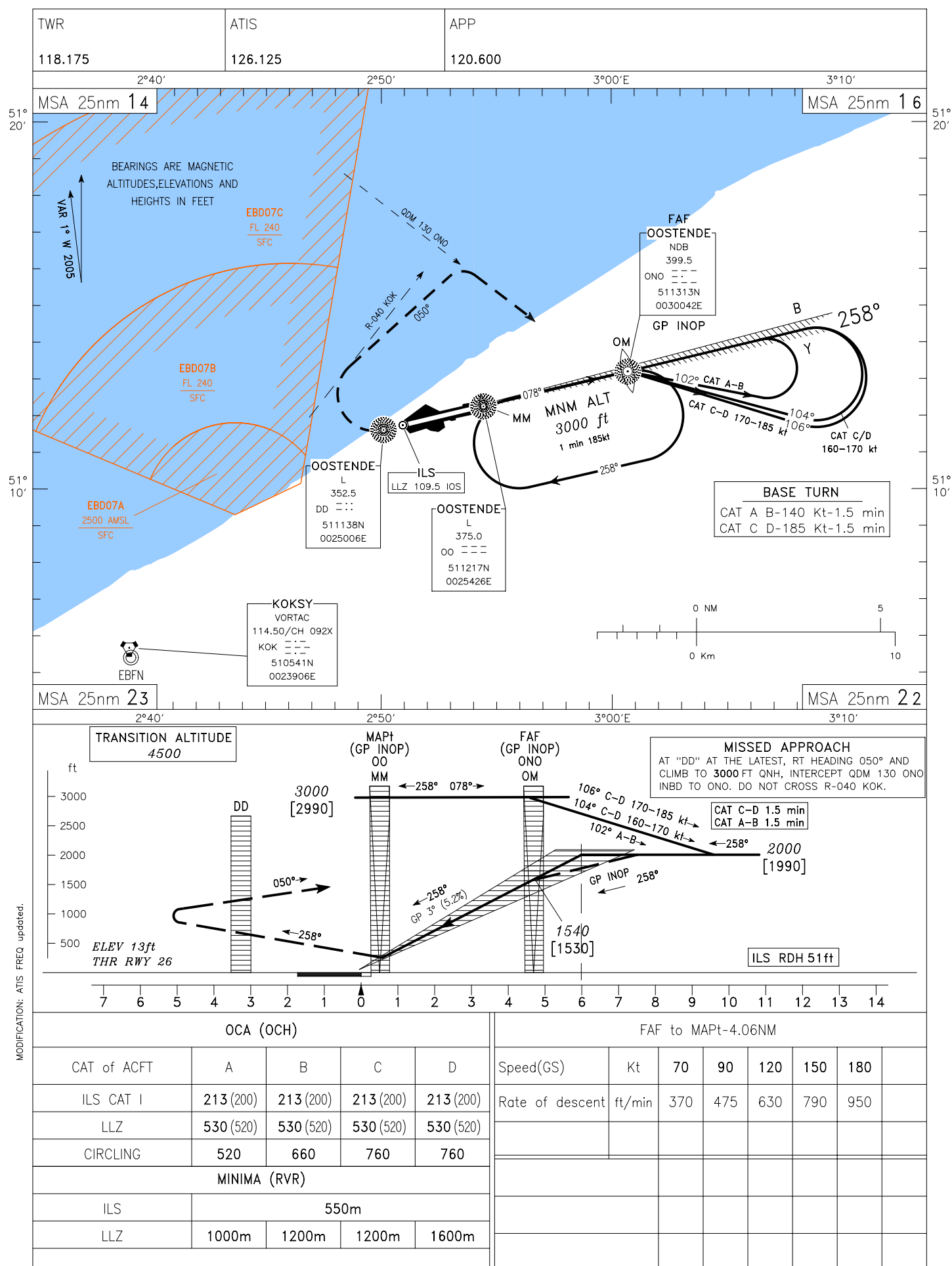


INSTRUMENT  
APPROACH  
CHART-ICAO

AD ELEV 13

OCH RELATED TO  
THR 26 ELEV 13

OOSTENDE-BRUGGE/Oostende (EBOS)  
ILS or LLZ RWY 26



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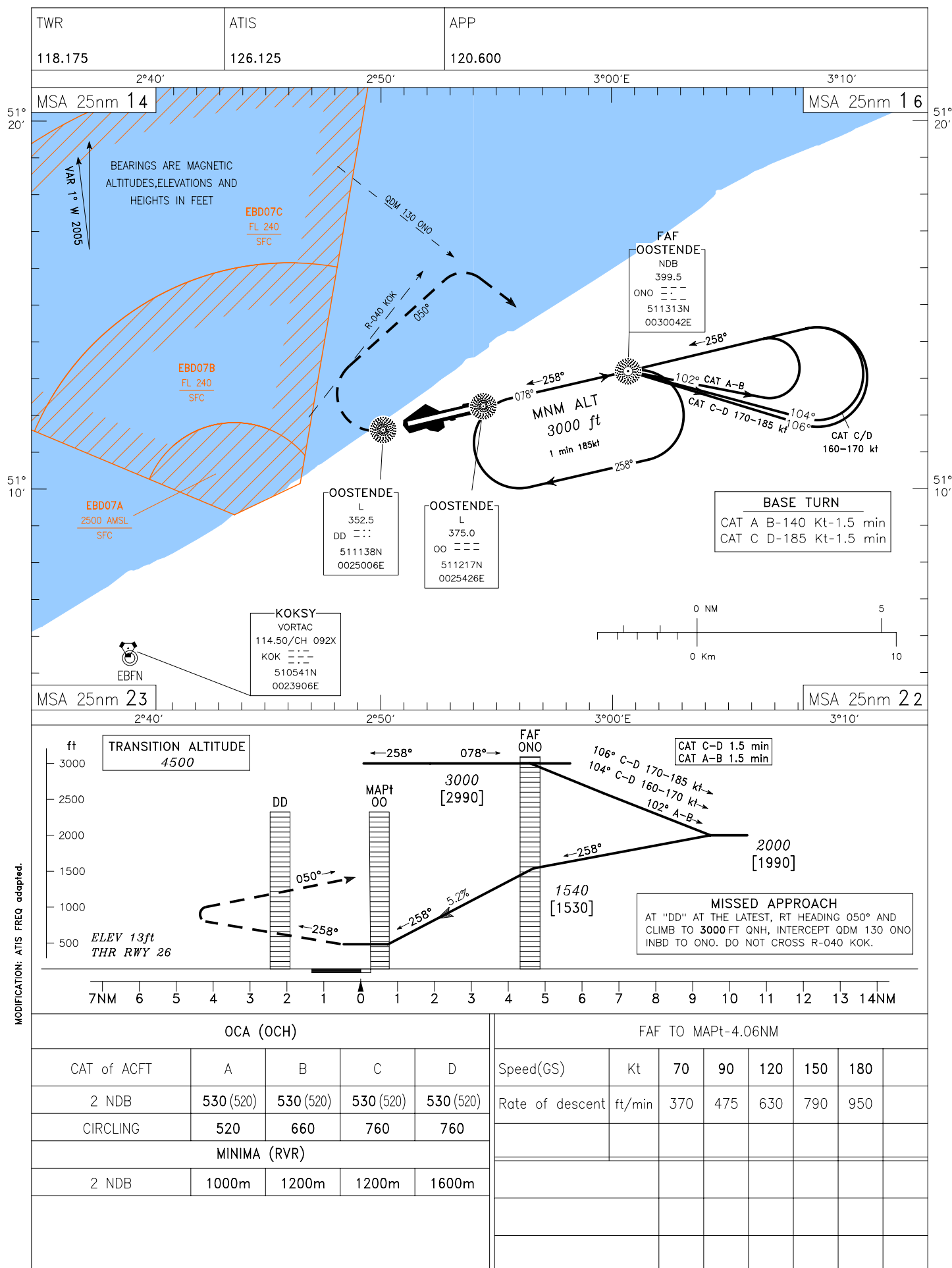
INSTRUMENT  
APPROACH  
CHART-ICAO

AD ELEV 13

OCH RELATED TO

AD ELEV 13

OOSTENDE-BRUGGE/Oostende (EBOS)  
2 NDB RWY 26



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INSTRUMENT  
APPROACH  
CHART-ICAO

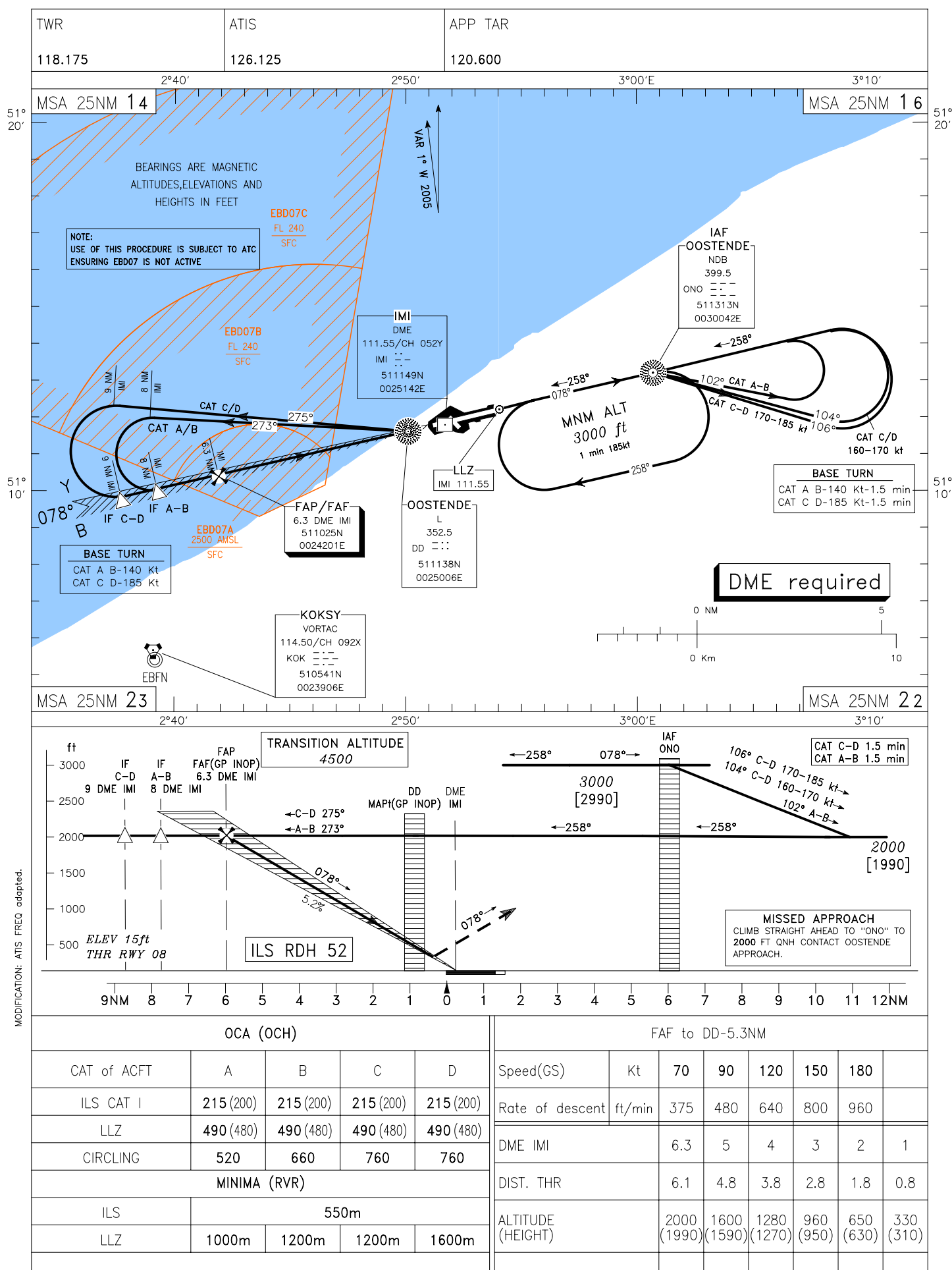
AD ELEV 13

OCH RELATED TO

THR 08 ELEV 15

OOSTENDE-BRUGGE/Oostende (EBOS)

ILS or LLZ RWY 08



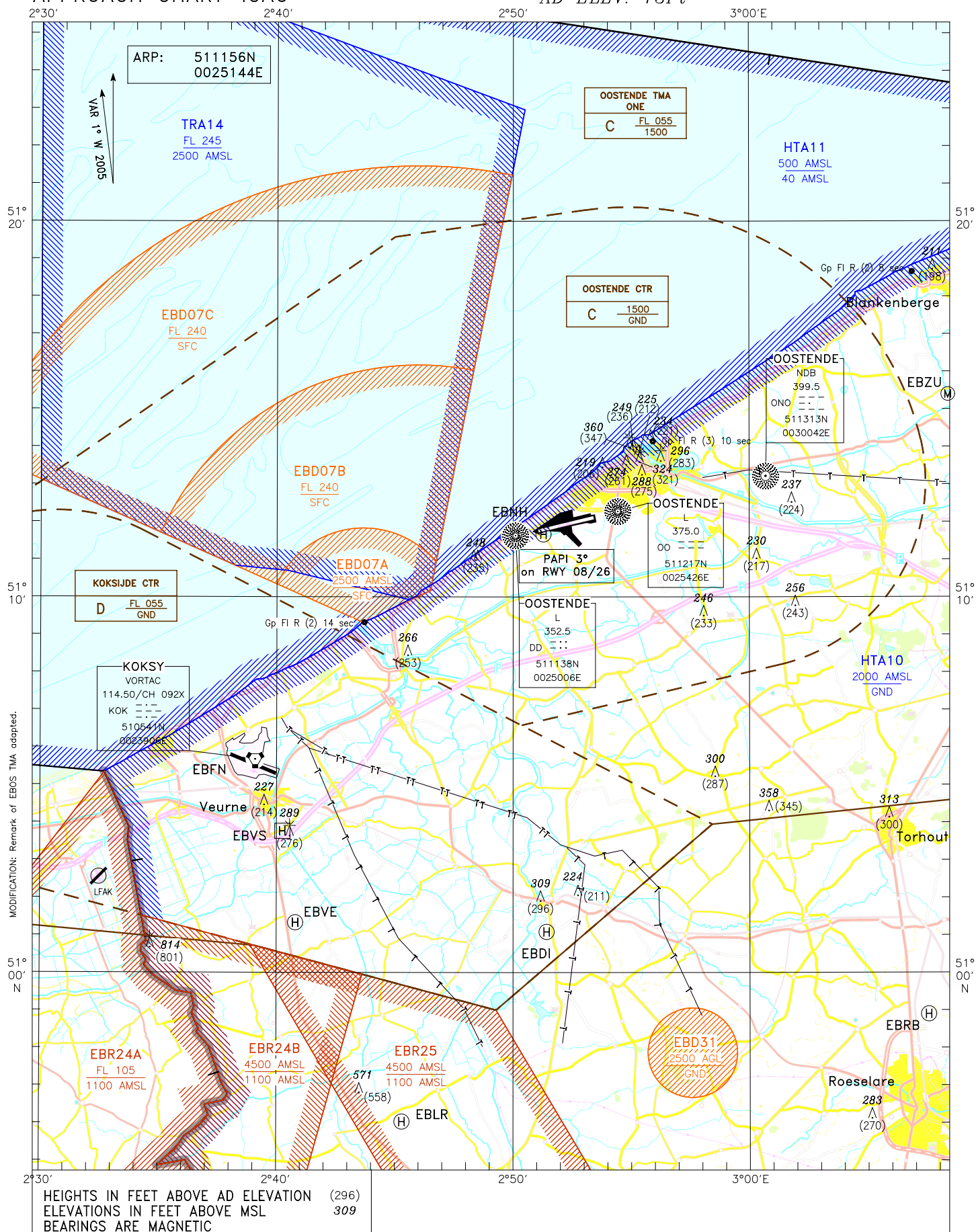
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VISUAL  
APPROACH CHART-ICAO

TWR	118.175
APP	120.600

OOSTENDE-BRUGGE/Oostende (EBOS)

AD ELEV: 13Ft



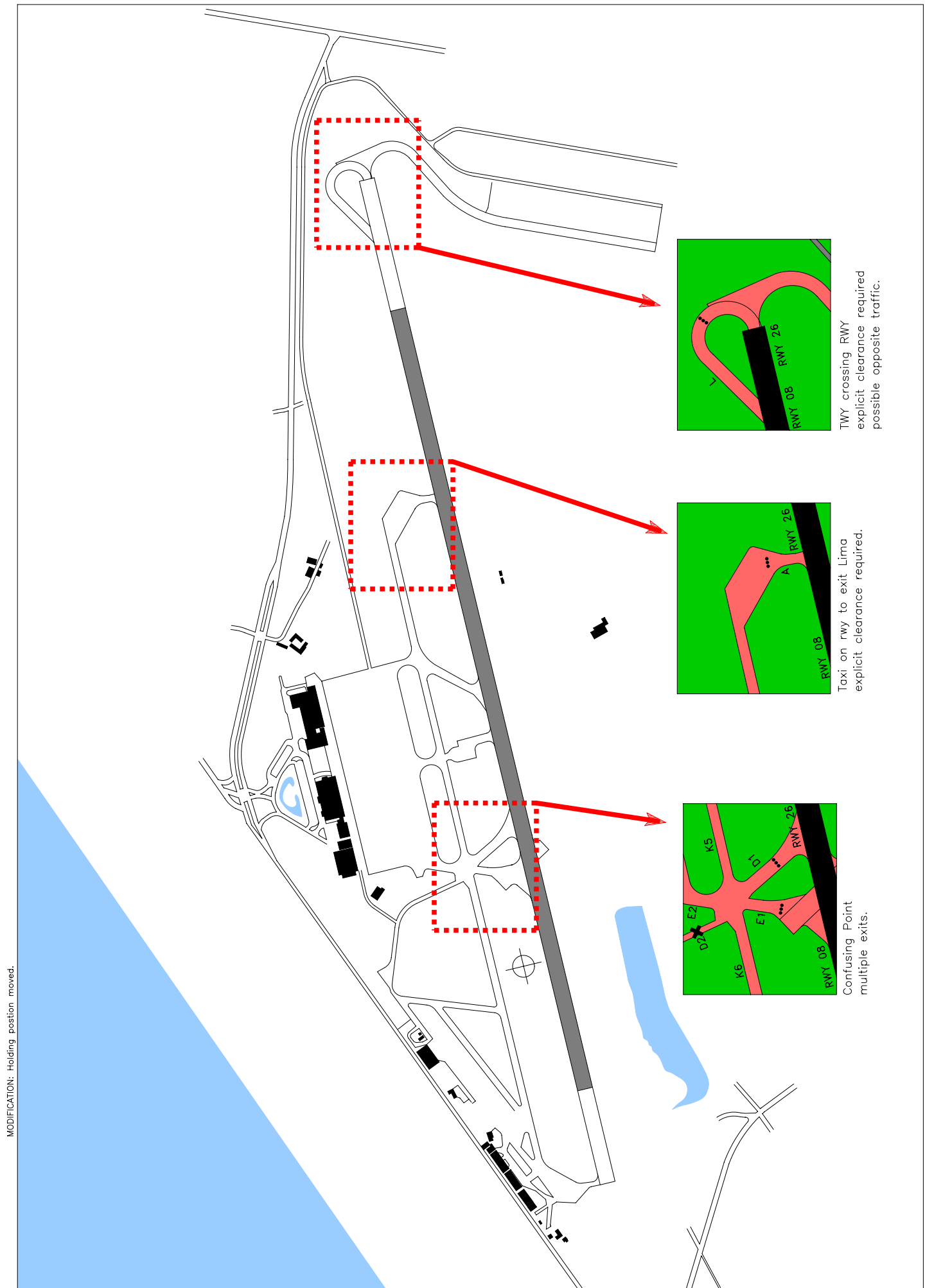
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## EBOS – ARSA Chart

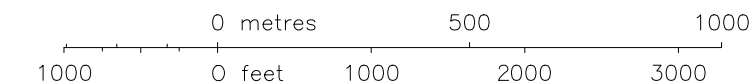
OOSTENDE-BRUGGE/Oostende

Explicit RWY crossing clearance required



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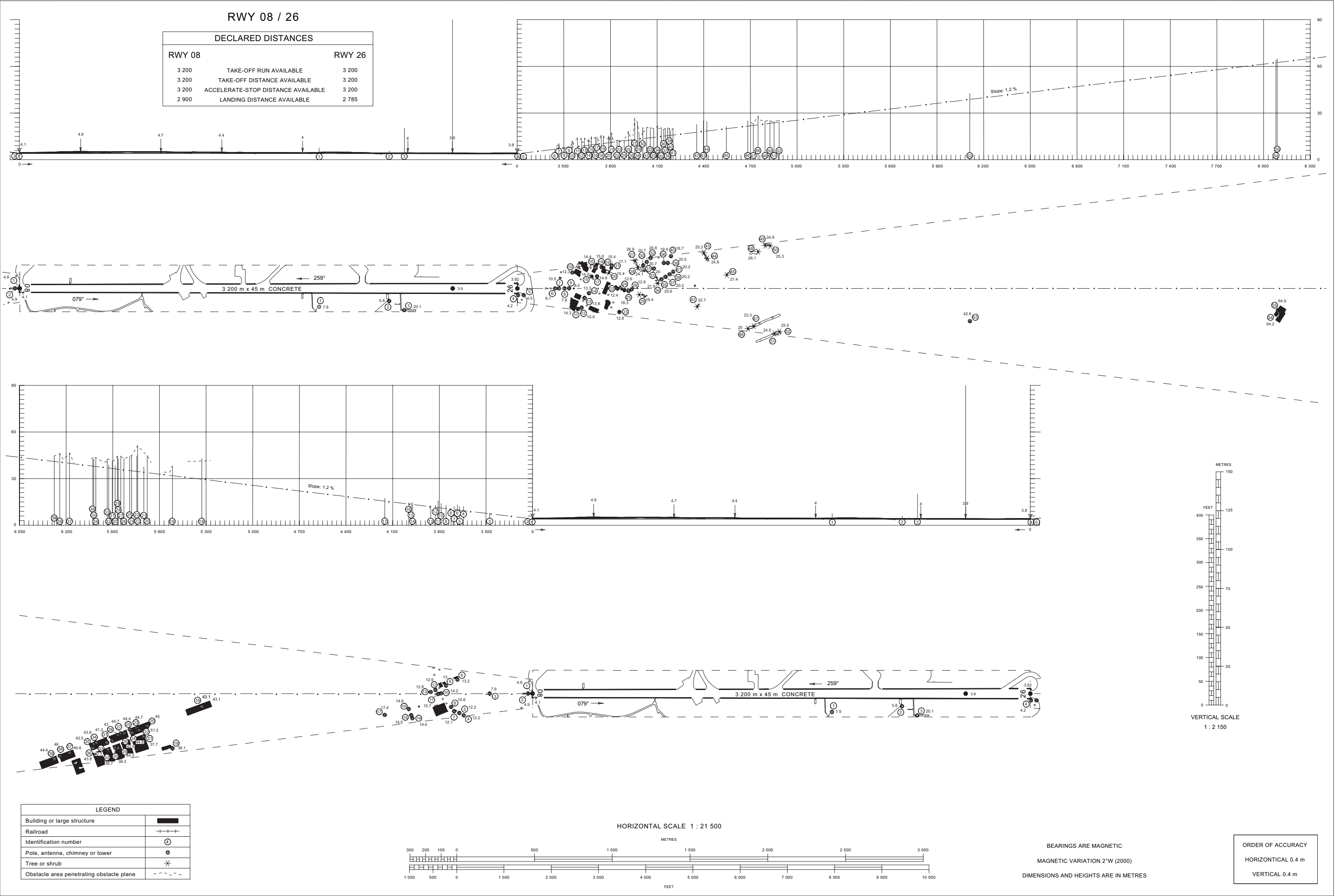
For details on aprons and taxiways, see EBOS AD 2.8



APRON	STANDS	INS	COORDINATES
1	1	511157.08N	0025348.73E
	2	511154.52N	0025348.06E
	3	511151.00N	0025347.42E
	4	511149.09N	0025346.64E
	5	511146.54N	0025345.97E
	6	511143.98N	0025345.30E
2	1	511211.26N	0025202.12E
	2	511211.72N	0025204.12E
	3	511212.16N	0025208.13E
	4	511212.62N	0025211.13E
	5	511213.33N	0025215.87E
	6	511213.94N	0025219.93E
	7	511214.55N	0025223.98E
	8	511215.16N	0025228.04E
	9	511205.21N	0025205.25E
	10	511205.58N	0025207.71E
	11	511205.95N	0025210.16E
	12	511206.32N	0025212.62E
	13	511207.34N	0025220.51E
	14	511207.65N	0025222.54E
	15	511207.95N	0025224.57E
	16	511208.26N	0025226.60E
	17	511208.56N	0025228.63E
3	1	511157.29N	0025119.40E
	2	511157.59N	0025119.02E
	3	511157.60N	0025121.00E
	4	511157.90N	0025120.61E
	5	511158.20N	0025120.22E
	6	511157.90N	0025122.59E
	7	511158.21N	0025122.20E
	8	511158.51N	0025121.81E
	9	511158.81N	0025121.43E
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	14	511159.12N	0025125.00E
	15	511159.42N	0025124.61E
	16	511159.72N	0025124.22E
	17	511200.03N	0025123.83E
	18	511159.73N	0025126.20E
	19	511200.03N	0025125.81E
	20	511200.33N	0025125.43E
	21	511200.64N	0025125.04E
	22	511200.49N	0025127.21E
	23	511200.86N	0025126.73E

AERODROME OBSTACLE CHART  
TYPE A [ OPERATING LIMITATIONS ]

OOSTENDE-BRUGGE / Oostende  
BELGIUM



INSTRUMENT  
APPROACH  
CHART-ICAO

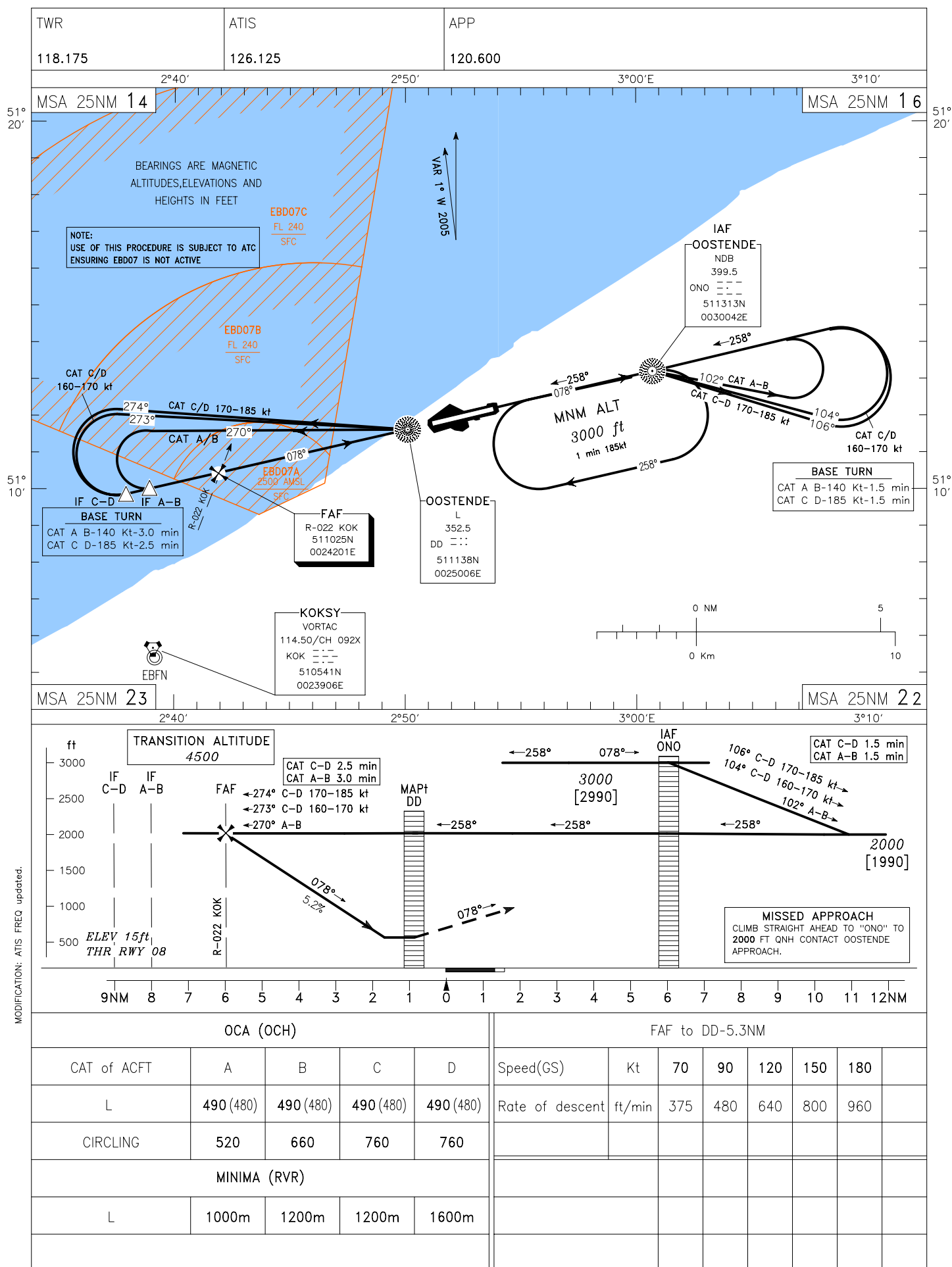
AD ELEV 13

OCH RELATED TO

AD ELEV 15

OOSTENDE-BRUGGE/Oostende (EBOS)

L RWY 08



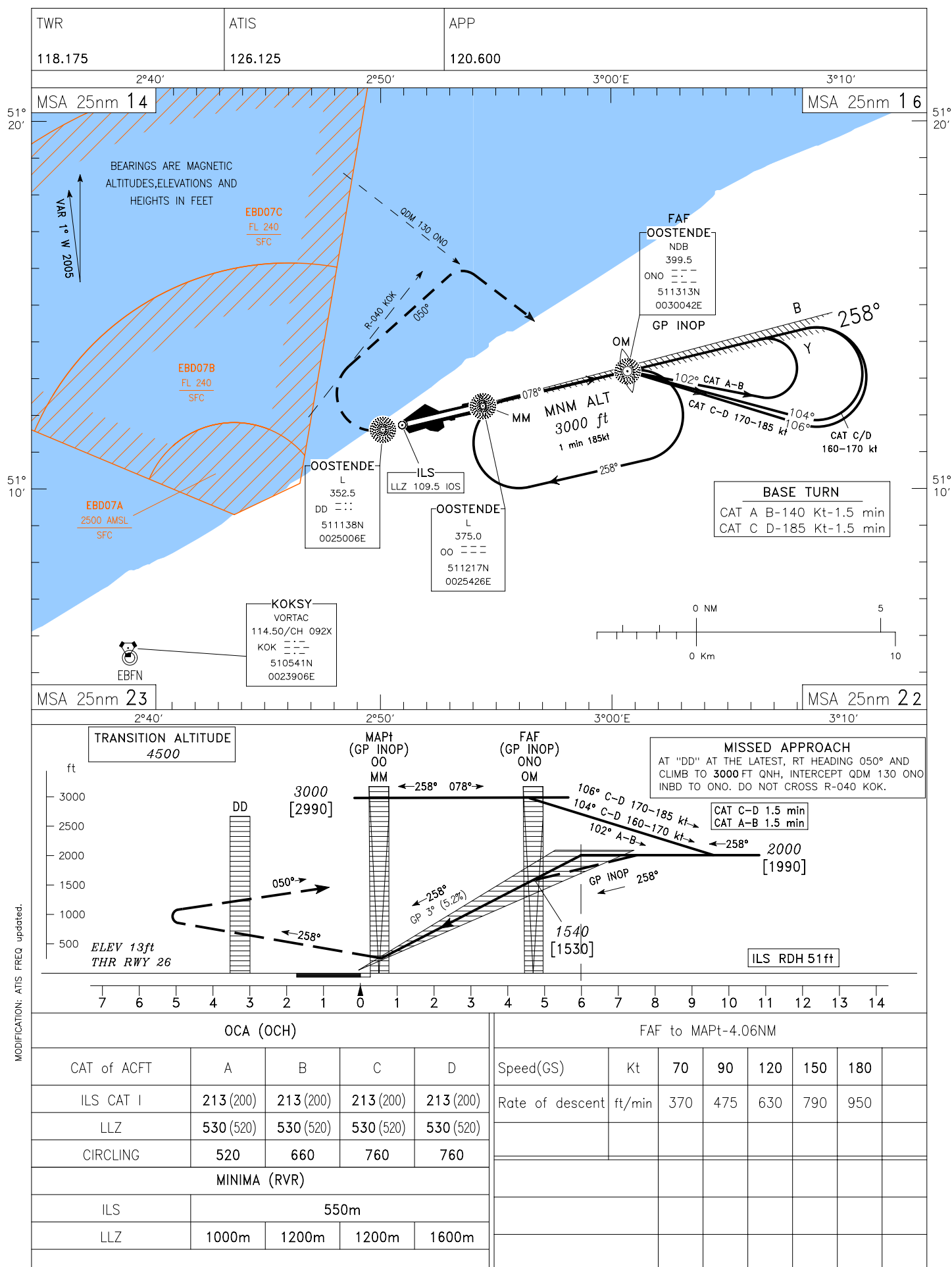
INSTRUMENT  
APPROACH  
CHART-ICAO

AD ELEV 13

OCH RELATED TO

THR 26 ELEV 13

OOSTENDE-BRUGGE/Oostende (EBOS)  
ILS or LLZ RWY 26



INSTRUMENT  
APPROACH  
CHART-ICAO

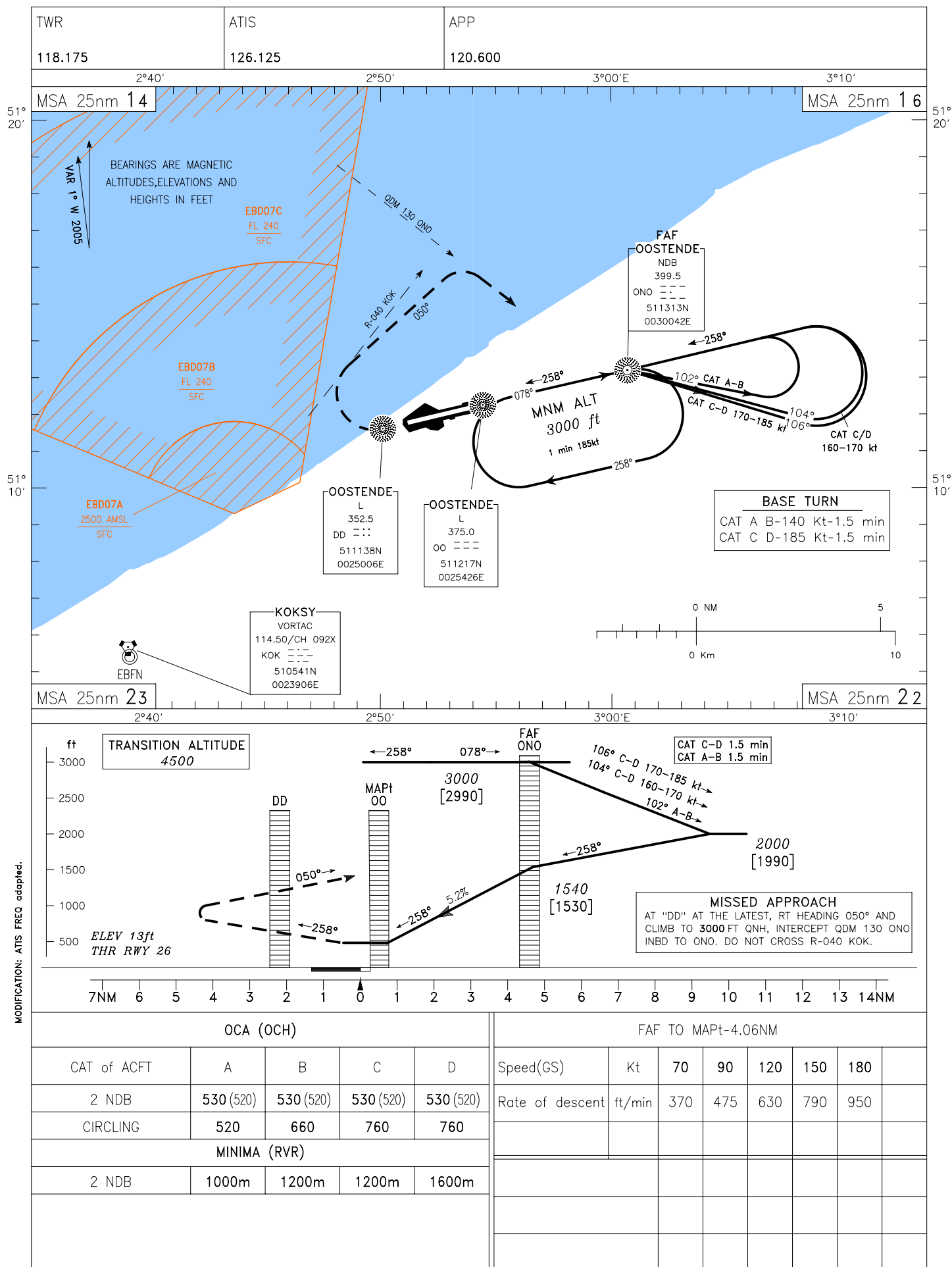
AD ELEV 13

OCH RELATED TO

AD ELEV 13

OOSTENDE-BRUGGE/Oostende (EBOS)

2 NDB RWY 26

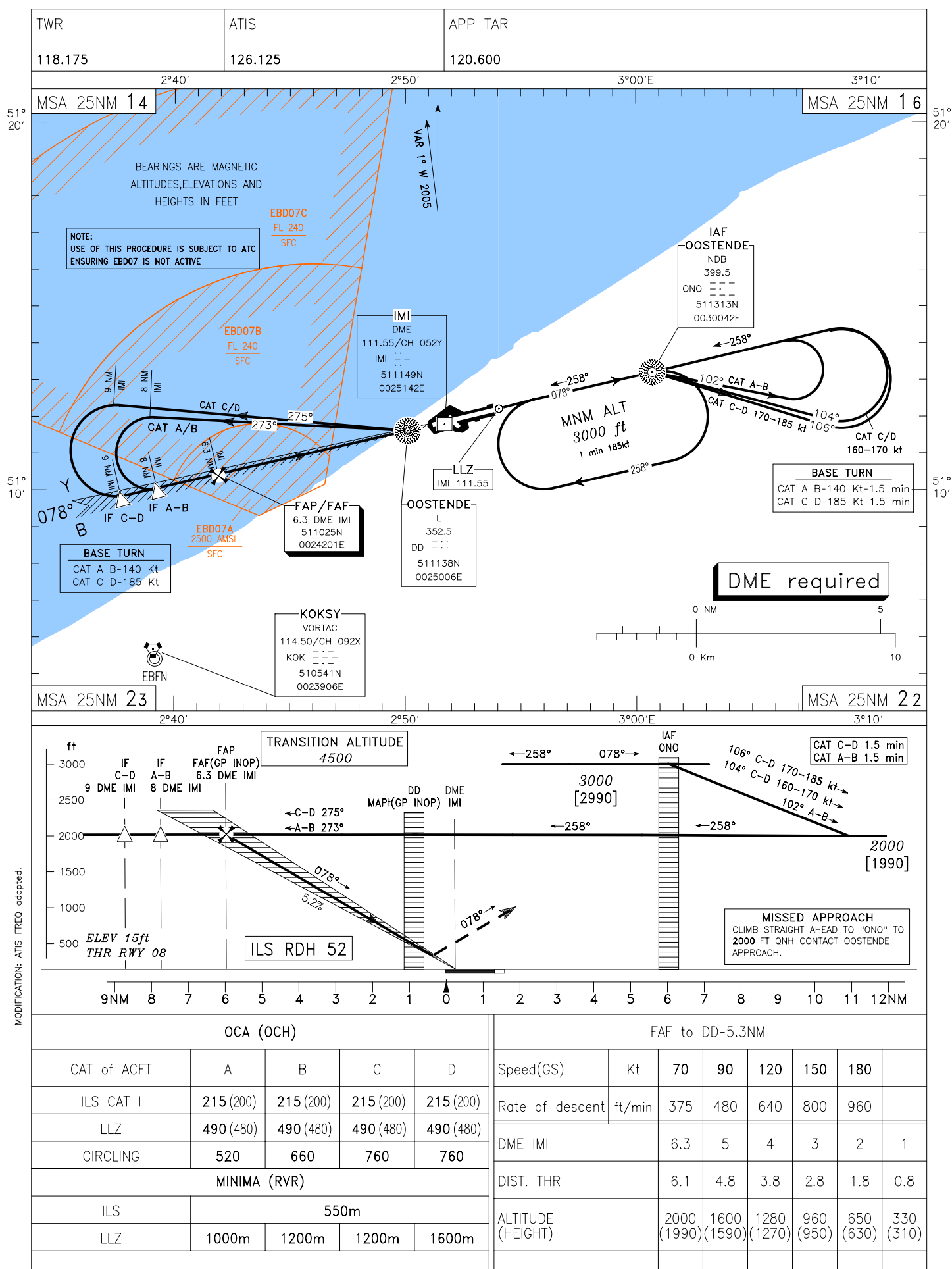


INSTRUMENT  
APPROACH  
CHART-ICAO

AD ELEV 13

OCH RELATED TO  
THR 08 ELEV 15

OOSTENDE-BRUGGE/Oostende (EBOS)  
ILS or LLZ RWY 08



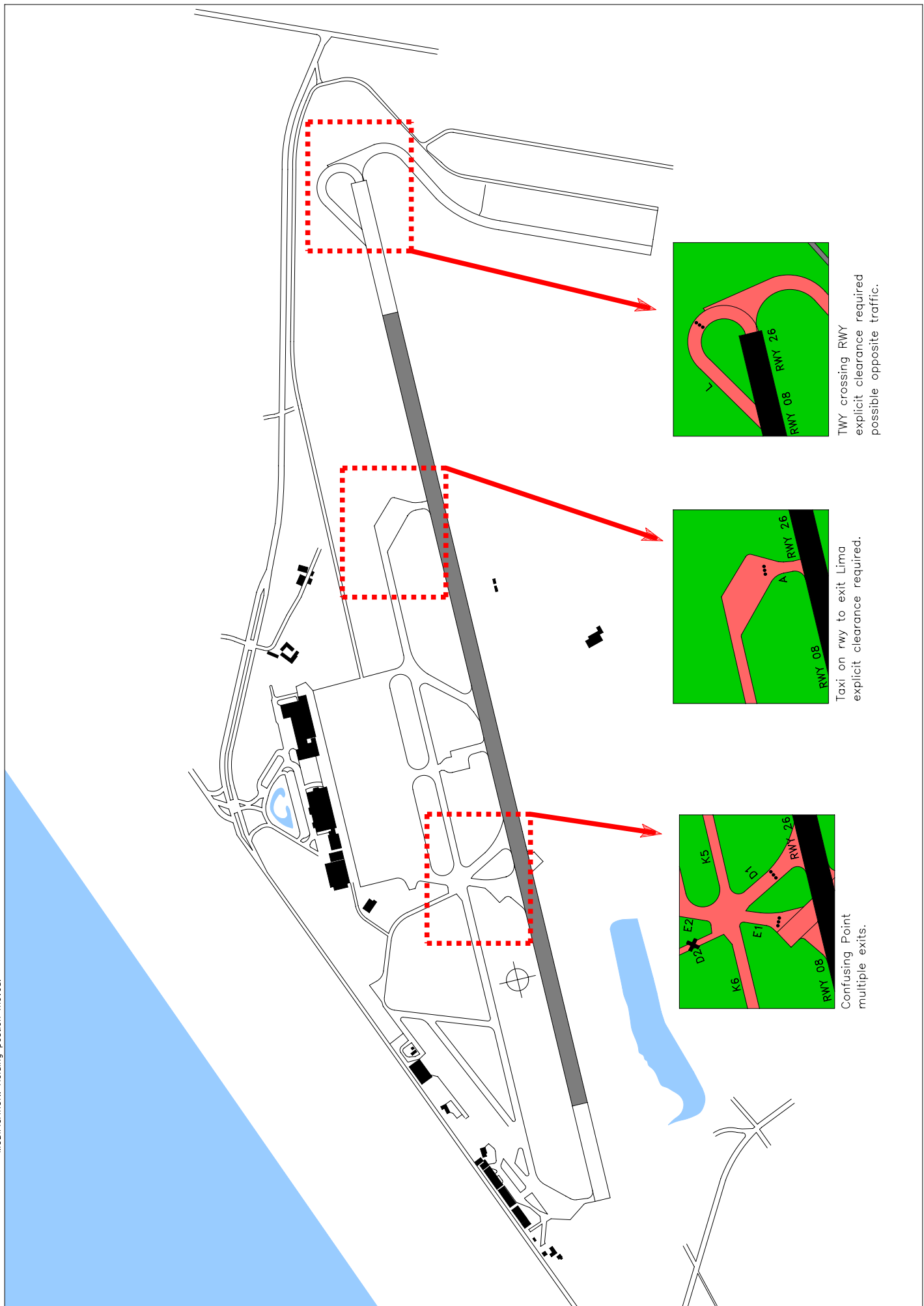


## EBOS – ARSA Chart

## OOSTENDE-BRUGGE/Oostende

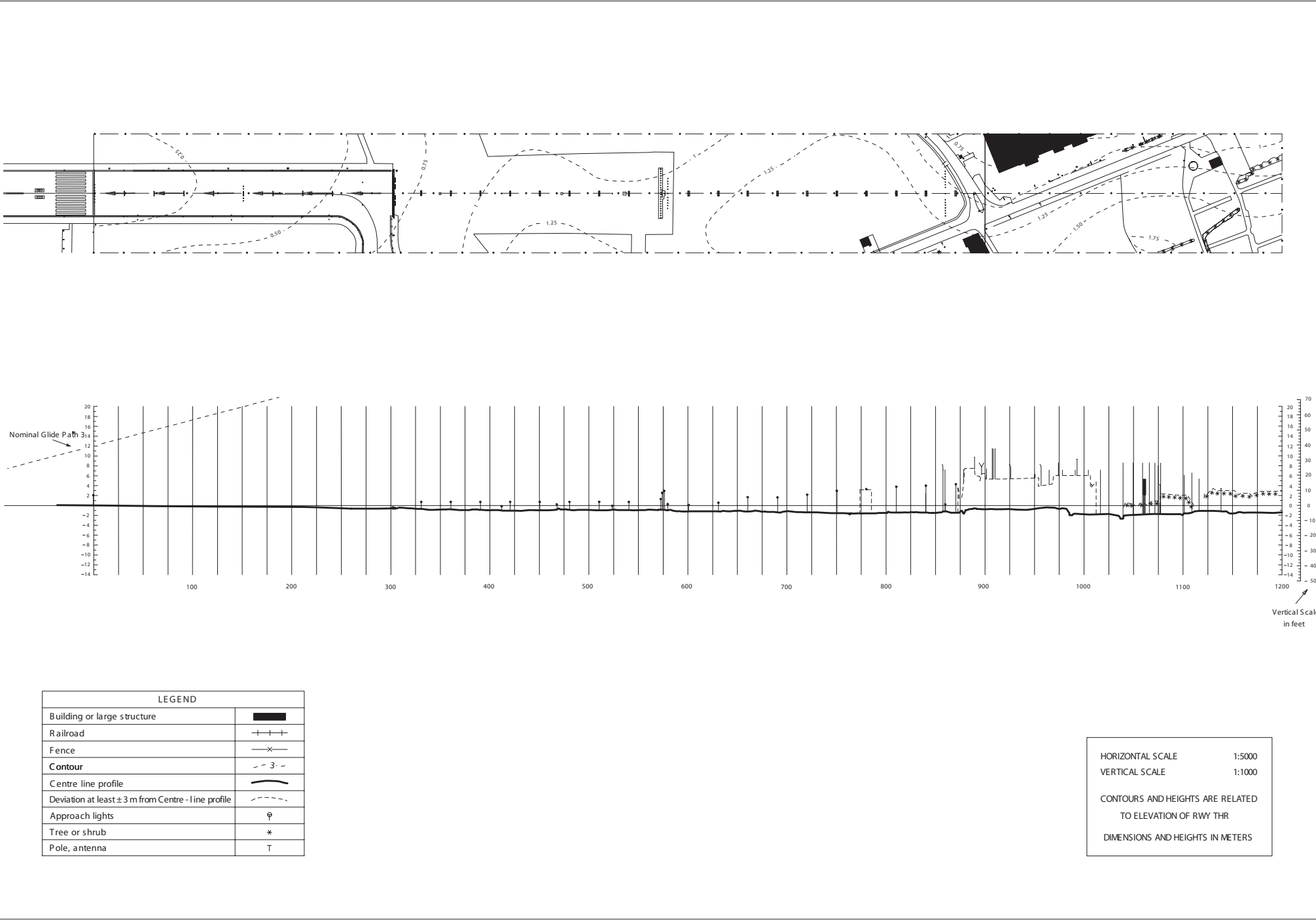
Explicit RWY crossing clearance required

MODIFICATION: Holding position moved.



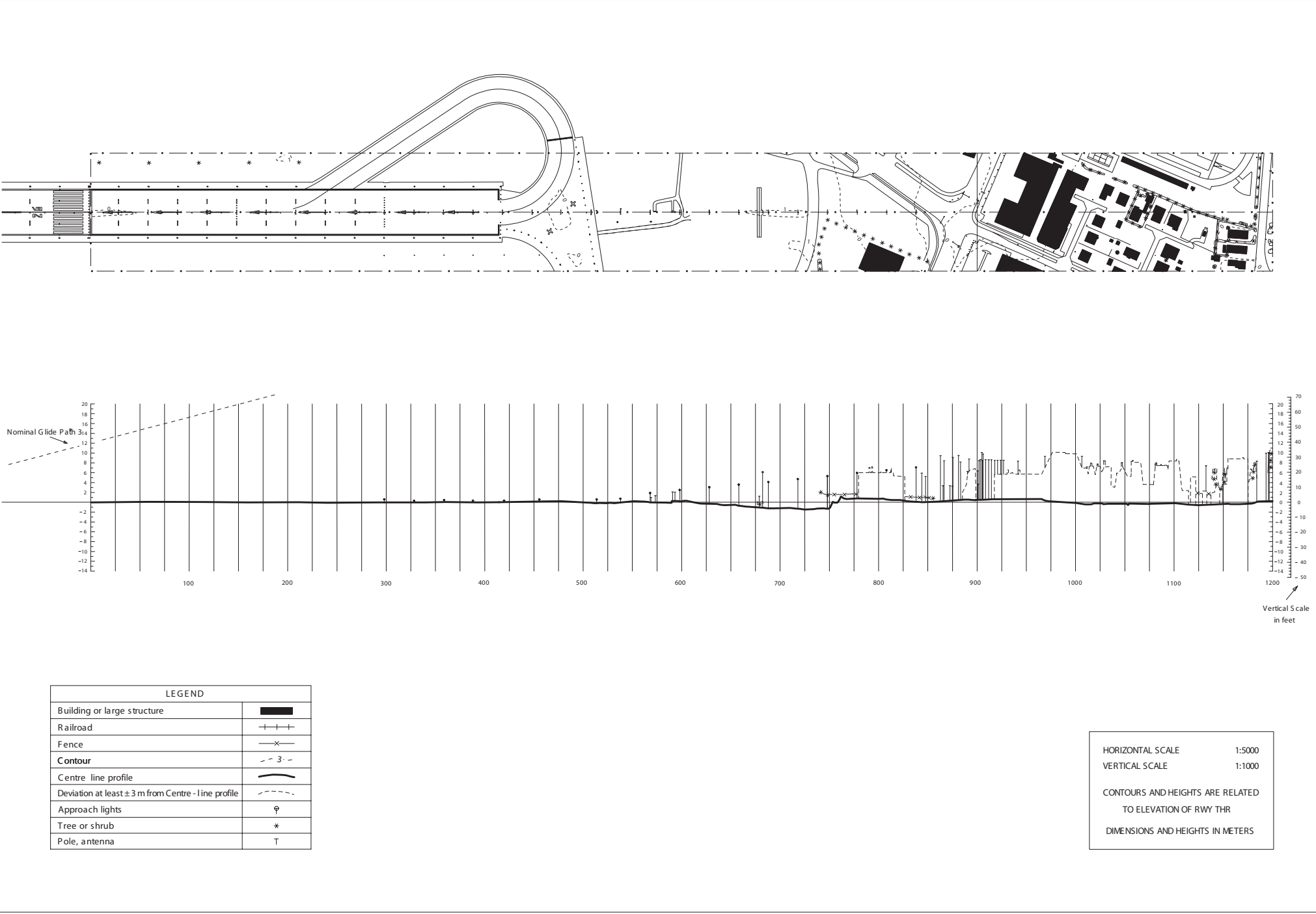
PRECISION APPROACH TERRAIN CHART - I C AO

OOSTENDE-BRUGGE / Oostende RWY 08  
BELGIUM



PRECISION APPROACH TERRAIN CHART - I CAO

OOSTENDE-BRUGGE / Oostende RWY 26  
BELGIUM



OOSTENDE-BRUGGE/Oostende (EBOS)  
RWY 08

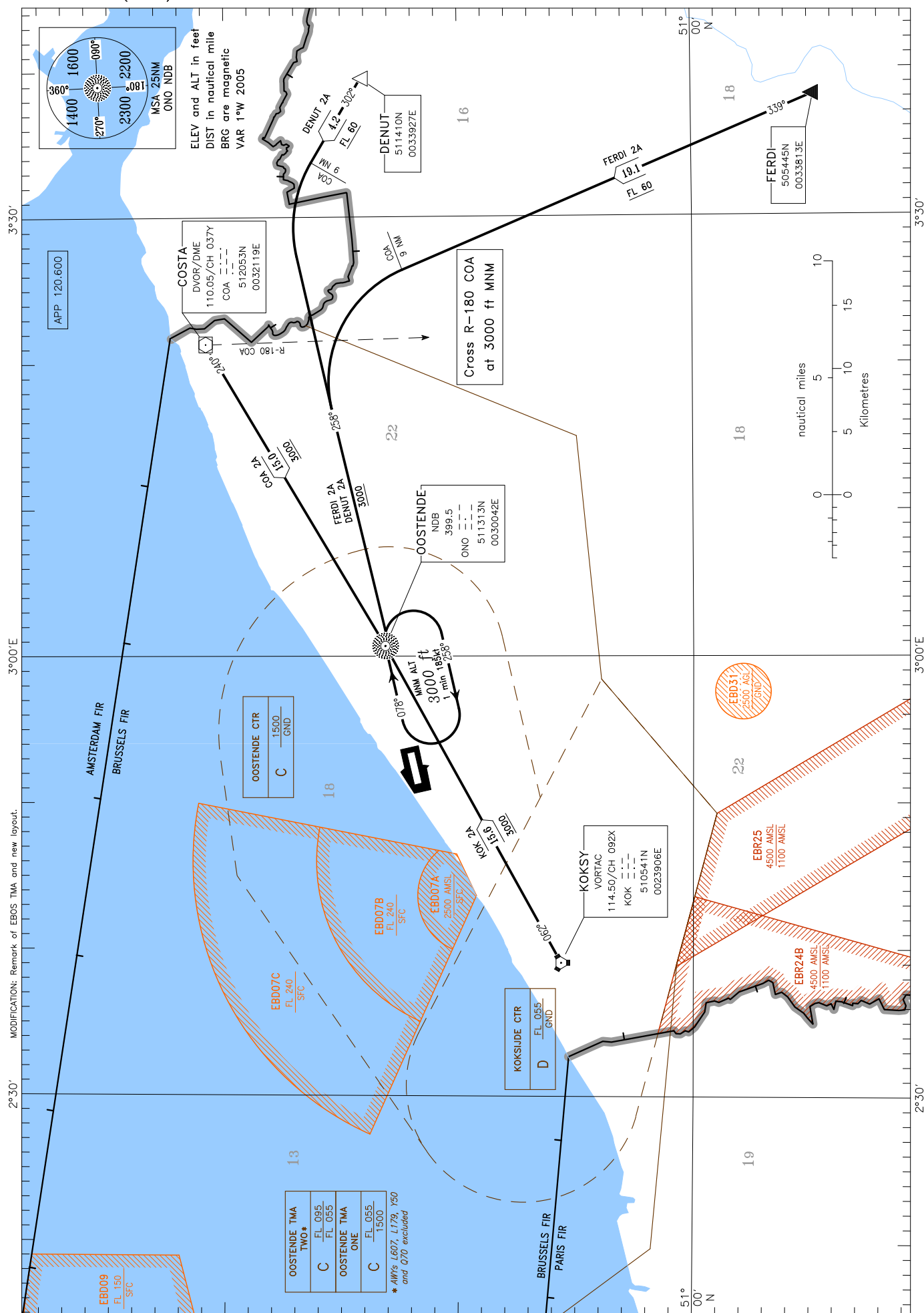


## RWY 26



STANDARD ARRIVAL CHART –  
INSTRUMENT (STAR) – ICAOTRANSITION ALTITUDE  
4500 ftCOA 2A DENUT 2A  
FERDI 2A KOK 2A

OOSTENDE-BRUGGE/Oostende (EBOS)





*AD ELEV: 13Ft*

