

# 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 coordinates	511156N 0025144E
	Site of ARP at aerodrome	211° MAG / 620M from TWR
2	Direction and distance from (city)	2.7NM SSW of Oostende
3	Elevation / reference temperature	7FT / 21°C
4	Geoid undulation	146FT
5	Magnetic variation / annual change	1°E (2020) / INFO not AVBL
6	AD administration address	Internationale Luchthaven Oostende-Brugge Ostend-Bruges International Airport Nieuwpoortsesteenweg 889 8400 Oostende BELGIUM
	TEL	+32 (0) 59 55 12 02
	FAX	+32 (0) 59 55 14 64 (Self-briefing) +32 (0) 59 51 29 51 (ATC)
	Telex	NIL
	AFS	EBOSYDYX
	Email	<a href="mailto:operations@ostendairport.aero">operations@ostendairport.aero</a> (Airport Authorities)
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

## EBOS AD 2.3 Operational Hours

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

## EBOS AD 2.4 Handling Services and Facilities

1	<b>Cargo-handling facilities</b>	<p>Modern handling facilities AVBL Nearest railway siding: Oostende (6KM)</p> <p>BCUBE Air Cargo Belgium TEL: +32 (0) 59 41 76 91 Email: <a href="mailto:ops_ost@bcube.com">ops_ost@bcube.com</a></p> <p>Aviapartner Operations Ostend TEL: +32 (0) 59 56 37 20 Email: <a href="mailto:ost.ops@aviapartner.aero">ost.ops@aviapartner.aero</a></p> <p>Fenair TEL: +32 (0) 485 44 54 05 Email: <a href="mailto:info@fenair.eu">info@fenair.eu</a></p>
2	<b>Fuel types</b>	<p>AVGAS 100 LL and JET A1 <i>Note: AIR BP card no longer accepted.</i></p>
	<b>Oil types</b>	O/R
3	<b>Fuelling facilities and capacity</b>	<p>TNA Services TEL: +32 (0) 59 80 16 48 FAX: +32 (0) 59 50 65 13 Email: <a href="mailto:info@tna-services.be">info@tna-services.be</a></p>
4	<b>De-icing facilities</b>	AVBL
5	<b>Hangar space for visiting aircraft</b>	<p>AVBL: Email: <a href="mailto:info@nsac.aero">info@nsac.aero</a> TEL: +32 (0) 59 40 18 00</p>
6	<b>Repair facilities for visiting aircraft</b>	<p>Small repairs: Email: <a href="mailto:info@nsac.aero">info@nsac.aero</a> TEL: +32 (0) 59 40 18 00</p>
7	<b>Remarks</b>	<p>General aviation handling on apron 3 is available upon request. Call 413 for shuttle service from apron 3 to the navigation office, customs or immigration.</p> <p>For all non home based aircraft with MTOW from 2 T up to 45.5 T without public ticketing handling at apron 3 mandatory. Info at North Sea Aviation Center:</p> <p>URL: <a href="http://www.nsac.aero">www.nsac.aero</a> Email: <a href="mailto:info@nsac.aero">info@nsac.aero</a> TEL: +32 (0) 59 40 18 00</p>

## EBOS AD 2.5 Passenger Facilities

1	<b>Hotels</b>	Near aerodrome and in the city
2	<b>Restaurants</b>	At aerodrome (0800-2000 (0700-1900) or O/R) In the city
3	<b>Transportation</b>	Tramways, taxis and buses
4	<b>Medical facilities</b>	First aid treatment and recovery room Hospitals in Oostende (5KM)
5	<b>Bank</b>	In the city
	<b>Post office</b>	In the city
6	<b>Tourist information</b>	At aerodrome / Tourist office in the city
7	<b>Remarks</b>	NIL

## EBOS AD 2.6 Rescue and Fire Fighting Services

1	<b>Aerodrome category for fire fighting</b>	CAT 9
2	<b>Rescue equipment</b>	CAT 9 compliant
3	<b>Capability for removal of disabled aircraft</b>	NIL
4	<b>Remarks</b>	NIL

## EBOS AD 2.7 Seasonal Availability - Clearing

1	<b>Types of clearing equipment</b>	<ul style="list-style-type: none"> <li>• 3 sweeper-blowers (sweeping width: 4M)</li> <li>• 1 sweeper-blower (sweeping width: 3.6M) with snowplough (working width: 5M)</li> <li>• 1 sprayer of de-icing liquids (capacity: 4600L, spraying width: 23M)</li> <li>• 1 snow cutter Rolba 600</li> </ul>
2	<b>Clearance priorities</b>	<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	<b>Remarks</b>	<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 Airport Inspectors:</p> <p>TEL: +32 (0) 59 55 12 02</p> <p>Email: <a href="mailto:operations@ostendairport.aero">operations@ostendairport.aero</a></p>

## EBOS AD 2.8 Aprons, Taxiways and Check Locations Data

1	<b>Apron surface</b>	CONC / ASPH
	<b>Apron strength</b>	Apron 1: PCN 101/R/D/W/T Apron 2: PCN 86/F/C/W/U Apron 3: PCN 52/F/C/X/T
2	<b>Taxiway width</b>	TWY G2 and H2: 15M TWY B1, D1, E1, E2, K3, K4, K5, K6, K7 and K8: 20M TWY L and M: 23M TWY A, B2, C2 and F: 30M
	<b>Taxiway surface</b>	CONC / ASPH
	<b>Taxiway strength</b>	PCN 86/F/C/W/T, except: <ul style="list-style-type: none"> <li>• TWY C1: 5700KG MAX</li> <li>• TWY G2: PCN 28/R/A/W/U</li> <li>• TWY H2: PCN 52/F/C/X/T</li> </ul>
3	<b>ACL and elevation</b>	At apron 2 (4FT)
4	<b>VOR check points</b>	NIL
	<b>INS check points</b>	See chart <a href="#">AD 2.EBOS-ADC.01</a>
5	<b>Remarks</b>	TWY C1 can only be used during HJ by aircraft with a weight of 5700KG MAX.

## EBOS AD 2.9 Surface Movement Guidance and Control System and Markings

1	<b>Aircraft stand identification signs</b>	Markings
	<b>Taxiway guide lines</b>	Illuminated guidance signs
	<b>Visual docking/parking guidance system at aircraft stands</b>	Parking guide lines at all stands
2	<b>Runway markings</b>	Designation, threshold, touchdown zone, centre line and edge lines, aiming point
	<b>Taxiway markings</b>	Centre line, edge lines and holding positions at the TWY/RWY intersections
3	<b>Stop bars</b>	On all runway holding positions
4	<b>Remarks</b>	NIL

## EBOS AD 2.10 Aerodrome Obstacles

No Area 2 or Area 3 obstacle data sets are currently provided for EBOS.

Details on EBOS aerodrome obstacles can be found on chart [AD 2.EBOS-AOC.01](#).

## EBOS AD 2.11 Meteorological Information Provided

1	<b>Associated MET Office</b>	EBOS MET
2	<b>Hours of service</b>	H24
	<b>MET Office outside hours</b>	NIL
3	<b>Office responsible for TAF preparation</b>	EBBR
	<b>Periods of validity</b>	30HR
	<b>Interval of issuance</b>	6HR
4	<b>Trend forecast</b>	AVBL
	<b>Interval of issuance</b>	30MIN
5	<b>Briefing / consultation provided</b>	Personal consultation, TEL
6	<b>Flight documentation</b>	Charts, abbreviated plain language text
	<b>Languages used</b>	En
7	<b>Charts and other information available for briefing or consultation</b>	Surface charts, altitude charts, prognostic altitude charts, prognostic chart of significant weather, tropopause and maximum wind chart
8	<b>Supplementary equipment available for providing information</b>	Self-briefing terminal, FAX, real-time weather display
9	<b>ATS units provided with information</b>	Oostende TWR and Oostende APP
10	<b>Additional information</b>	International aviation: TEL: +32 (0) 59 55 14 52 FAX: +32 (0) 2 206 28 29 (EBBR) VFR flights, gliding, ballooning: TEL: 0902 / 88 173 (CONSUTEL) <i>Note: Communications automatically recorded on tape.</i>

## 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
				RWY end COORD	
				THR geoid undulation	
1	2	3	4	5	6
08	076.51°	3200 x 45	86/F/C/W/T CONC / ASPH	511149.85N 0025124.68E	THR 6FT TDZ 7FT
				511211.69N 0025349.97E	
				146FT	
26	256.51°	3200 x 45	86/F/C/W/T CONC / ASPH	511208.57N 0025329.17E	THR 4FT TDZ 4FT
				511147.57N 0025109.54E	
				146FT	

Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	RMK
7	8	9	10	11	12
+0.03%	NIL	NIL	3320 x 300	yes	NIL
-0.01%	NIL	NIL	3320 x 300	yes	NIL

Warning: RWY strip soft after heavy rain.

## EBOS AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
08	3200	3200	3200	2900	NIL
26	3200	3200	3200	2785	NIL

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

RWY	From	TORA (M)	TODA (m)	ASDA (m)
08	C1 (*)	1761	1761	1761
26	A	2178	2178	2178
	C1 (*)	1438	1438	1438

(\*) Intersection C1 can only be used during HJ by aircraft with a weight of 5700KG MAX.

## EBOS AD 2.14 Approach and Runway Lighting

RWY 08					
Approach lighting system	Type:	PALS CAT I	VASIS	Type:	PAPI (left / 3°)
	Length:	870M		MEHT:	13FT
	Intensity:	LIH			
Runway threshold lights	Colour:	green	Touchdown zone lights	900M	
	Wing bars:	NIL			

RWY 08			
<b>Runway end lights</b>	<i>Colour:</i> red <i>Wing bars:</i> NIL	<b>Stopway lights</b>	NIL
<b>Runway centre line lights</b>	<i>Length:</i> 3200M <i>Spacing:</i> 15M <i>Intensity:</i> LIH	<i>white:</i> from 0 to 2300M <i>red / white:</i> from 2300 to 2900M <i>red:</i> from 2900 to 3200M	
<b>Runway edge lights</b>	<i>Length:</i> 3200M <i>Spacing:</i> 30M <i>Intensity:</i> LIH	<i>red:</i> from 0 to 415M <i>white:</i> from 415M to 3200M	
<b>Remarks</b>	NIL		

RWY 26			
<b>Approach lighting system</b>	<i>Type:</i> PALS CAT I <i>Length:</i> 840M <i>Intensity:</i> LIH	<b>VASIS</b>	<i>Type:</i> PAPI (left / 3°) <i>MEHT:</i> 13FT
<b>Runway threshold lights</b>	<i>Colour:</i> green <i>Wing bars:</i> NIL	<b>Touchdown zone lights</b>	900M
<b>Runway end lights</b>	<i>Colour:</i> red <i>Wing bars:</i> NIL	<b>Stopway lights</b>	NIL
<b>Runway centre line lights</b>	<i>Length:</i> 2785M <sup>(1)</sup> <i>Spacing:</i> 15M <i>Intensity:</i> LIH	<i>white:</i> from 0 to 1885M <i>red / white:</i> from 1885 to 2485M <i>red:</i> from 2485 to 2785M	
<b>Runway edge lights</b>	<i>Length:</i> 2785M <sup>(2)</sup> <i>Spacing:</i> 30M <i>Intensity:</i> LIH	<i>white:</i> from 0 to 2785M	
<b>Remarks</b>	NIL		

### EBOS AD 2.15 Other Lighting, Secondary Power Supply

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

### EBOS AD 2.16 Helicopter Landing Area

Helicopters shall use RWY 08/26 for landing and take-off.

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**EBOS AD 2.17 ATS Airspace**


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1	<b>Designation</b>	Oostende CTR
	<b>Lateral limits</b>	511412N 0030716E - an arc of circle, 5NM radius, centred on 511305N 0025929E and traced clockwise to 510812N 0030119E - 510635N 0025022E - 511145N 0023423E - an arc of circle, 5NM radius, centred on 510717N 0023045E and traced counterclockwise to 511124N 0022612E - 511935N 0024500E - 512018N 0025304E - an arc of circle, 8NM radius, centred on 511221N 0025450E and traced clockwise to 511412N 0030716E.
2	<b>Vertical limits</b>	1500FT AMSL
3	<b>Airspace classification</b>	D
4	<b>ATS unit call sign</b>	Oostende Tower
	<b>Language(s)</b>	En
5	<b>Transition altitude</b>	4500FT AMSL
6	<b>Remarks</b>	UAS can be encountered in UAS geographical zones EBOS VLL0, VLL1 and VLL2 (for specifications, see <a href="#">ENR 5.1, § 4</a> ). Systematic tracking of UAS by ATC cannot be ensured.

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**EBOS AD 2.18 ATS Communication Facilities**


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Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
APP / TAR	Oostende Approach	120.600MHZ	H24	Primary frequency
		266.075MHZ	H24	NIL
		121.500MHZ 243.000MHZ	H24	Emergency frequency
		127.330	H24	Supplementary frequency 8.33 KHZ CH
TWR	Oostende Tower	118.180	H24	Primary frequency 8.33 KHZ CH
		266.075MHZ	H24	NIL
		121.500MHZ 243.000MHZ	H24	Emergency frequency
		127.330	H24	Supplementary frequency 8.33 KHZ CH
	Oostende Ground <sup>(1)</sup>	121.980	H24	8.33 KHZ CH
		127.330	H24	Supplementary frequency 8.33 KHZ CH
ATIS	Oostende Information	126.130	H24	8.33 KHZ CH D-ATIS AVBL (see <a href="#">GEN 3.4, § 3.4.2</a> )
VDF	Oostende Homer	120.600MHZ 121.500MHZ	H24	NIL
		118.180	H24	8.33 KHZ CH
		127.330	H24	Supplementary frequency 8.33 KHZ CH

(1) Ground movement control

## EBOS AD 2.19 Radio Navigation and Landing Aids

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
NDB	ONO	399.5KHZ	H24	511313.1N 0030041.8E		Coverage: 50NM Collocated with OM ILS 26
L	DD	352.5KHZ	H24	511138.1N 0025006.1E		257° GEO / 0.85NM from THR 08 Coverage: 25NM
L	OO	375KHZ	H24	511216.6N 0025426.1E		Coverage: 25NM Collocated with MM ILS 26
ILS 08 (CAT I)						
	LOC	IMI	111.550MHZ	H24	511213.7N 0025403.2E	076° GEO / 1.71NM from THR 08 No back beam available LOC only reliable within 35° either side of course line
	GP		332.750MHZ	H24	511148.4N 0025141.9E	Slope 3° RDH 52FT
	DME	IMI	CH 52Y	H24	511148.6N 0025141.8E	21FT Collocated with GP08 at 315M from THR 08
ILS 26 (CAT I)						
	LOC	IOS	109.500MHZ	H24	511145.5N 0025056.0E	256° GEO / 1.65NM from THR 26 No back beam available LOC only reliable within 35° either side of course line
	GP		332.600MHZ	H24	511201.8N 0025315.1E	Slope 3° RDH 51FT
	OM	dash / dash	75MHZ	H24	511313.3N 0030042.5E	4.66NM from THR 26
	MM	dot / dash	75MHZ	H24	511216.8N 0025425.3E	0.61NM from THR 26

## EBOS AD 2.20 Local Aerodrome Regulations

### 1 GENERAL

#### 1.1 Safety Instructions

All aircraft crew and airport personnel is required to wear high visibility clothing when airside at all times.

Handling of turboprop aircraft with more than one running engine is prohibited.

#### 1.2 Use of SSR

In order to improve safety, the carriage and operation of a serviceable mode S transponder with Basic Functionality is mandatory for all aircraft operating within Oostende CTR and/or Oostende TMA.

### 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).



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## 4 RUNWAY REGULATIONS

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### 4.1 Selection of Runway-in-use

Between 2100 and 0700 (2000 and 0600), when the crosswind component - including gusts - does not exceed 15KT, or the tailwind component - including gusts - does not exceed 5KT and traffic permitting and with the approval of pilot-in-command, RWY 26 will be used for take-off and RWY 08 for landing.

### 4.2 Turnpad

Aircraft shall turn anticlockwise on the turnpad. Yellow guideline markings are present.

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## 5 SPECIFIC TRAFFIC REGULATIONS

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### 5.1 Aircraft code F and An225 Aircraft

Procedures for A380, B747-8F, An124 and An225 aircraft are available upon request and require prior permission. Please contact the Airport Authorities: [operations@ostendairport.aero](mailto:operations@ostendairport.aero) for operations with your specific aircraft.

### 5.2 Aircraft without Radio

Aircraft without radio are prohibited.

### 5.3 Glider Flights

Glider flights are prohibited.

### 5.4 ULM Flights

ULM flights will only be accepted within Oostende CTR if 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 80KIAS MNM.

### 5.5 Banner Towing

Taking up or throwing off banners is prohibited (see also [ENR 1.1. § 1.5.5.1](#))

### 5.6 Balloon Flights

Balloon flights are prohibited.

### 5.7 Parachuting

NIL

### 5.8 Acrobatic Flights

NIL

### 5.9 Training and test flights

No training flights on SUN, HOL and in JUL and AUG for aircraft exceeding 6T MTOW.

Training flights are allowed between 0800 (0700) and 2100 (2000).

Military aircraft may perform no more than 3 training flights per day.

Training flights of aircraft with MTOW less than 2 000KG must have a noise certificate which states that the noise level is  $\leq 76$  dB(A) according to ICAO Annex 16, Volume 1, Part II. Exceptions up to 77.3 dB(A) are made for existing home based aircraft. A copy of the noise certificate must be delivered to the Airport Authority.

A maximum of 4 aircraft simultaneous in circuit applies.

Training flights includes touch-and-go flights, stop-and-go flights and multiple approaches.

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

Training for non home-based aircraft PPR only. Contact: +32 (0)59 55 14 13 or [navigation@ost.aero](mailto:navigation@ost.aero).

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## EBOS AD 2.21 Noise Abatement Procedures

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### 1 GENERAL

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#### 1.1 Noise Quota System

Aircraft operating at EBOS shall be noise certificated according to *ICAO Annex 16, Volume I*.

Between 2200 and 0500 (2100 and 0400), movements of aircraft with MTOW over 8618KG and certified according to the standards of chapters 2, 3 or 5 of *ICAO Annex 16, Volume I*, are allowed if their QC is less or equals 12.

In case the QC is more than 12 and up to 26, a restricted number of these flights can operate but need prior approval of the airport authorities ([operations@ostendairport.aero](mailto:operations@ostendairport.aero)).

Movements with aircraft with a QC of more than 26 are forbidden.

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 the 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 certified landing weight, minus 9EPNdB.

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.

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### 2 GROUND PROCEDURES

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#### 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 (0500 and 2100), except when authorized by Airport Authorities. They can only take place on the taxiways at the holding bays of RWY intersection M.

#### 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 (2100 and 0400).

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 (2100 and 0400).

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### 3 ARRIVAL PROCEDURES

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#### 3.1 ILS Approach

Aircraft performing an ILS approach shall not intercept the GP below 2000FT QNH. After interception, the aircraft shall not descend below the GP.

#### 3.2 Visual Approach

Aircraft performing a visual approach without ILS or radar assistance, shall not descend below 1500FT QNH before intercepting the PAPI approach slope, nor fly below it thereafter.

#### 3.3 Noise Abatement Approach and Landing Procedures

Noise abatement descent 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 1900M;
- ceiling higher than 500FT above aerodrome elevation;
- cross-wind component lower than 15KT (gusts incl);
- tail-wind component lower than 5KT (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 that aircraft if he determines that it is necessary in the interest of safety.

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## 4 DEPARTURE PROCEDURES

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### 4.1 Noise Abatement Take-off and Climb Procedures

For turbo-jet aircraft:

- From take-off to 1500FT QNH:
  - take-off power;
  - take-off flaps;
  - climb to  $V_2 + 10$  to 20KT or as limited by body angle;
- At 1500FT QNH:
  - reduce thrust to not less than climb thrust;
- From 1500FT QNH to 3000FT QNH:
  - climb at  $V_2 + 10$  to 20KT;
- At 3000FT QNH:
  - accelerate smoothly to the en-route climb speed with flaps retraction.

For propeller aircraft:

- From take-off to 1000FT QNH:
  - take-off power;
  - climb at the MAX gradient compatible with safety;
  - speed not less than single engine climb speed nor higher than best rate of climb speed;
- At 1000FT 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 1000FT QNH to 3000FT QNH:
  - climb at the MAX gradient with reduced power, maintaining constant speed;
- Above 3000FT QNH:
  - accelerate smoothly to the en-route climb speed.

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## EBOS AD 2.22 Flight Procedures

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### 1 GENERAL

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#### 1.1 Aerodrome Minima

Except when authorized by the CAA or in case of emergency, a pilot-in-command shall not take off below a minimum of 200M RVR.

## 2 IFR FLIGHTS (INBOUND)

### 2.1 Holding Pattern

#### OOSTENDE - Conventional navigation

<b>Fix</b>	ONO NDB
<b>Turn / inbound track (MAG)</b>	Right / 076°
<b>Level (MNM)</b>	3000FT AMSL
<b>Remarks</b>	The holding pattern shall be entered at 185 KIAS MAX.

#### OOSTENDE - RNAV1 Path Terminators

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	TIME (MIN)	Speed limit (KIAS)	Navigational performance	Remarks
1	ONO	HM	Y	077.0	R	3000+	1	-240	RNAV1	HLDG

### 2.2 Approach Procedures

#### 2.2.1 Standard Instrument Arrivals

##### 2.2.1.1 Route Description

STAR have been established as shown on chart [AD 2.EBOS-STAR.01](#) and as listed below.

Designator	Route	MAG track	Distance (NM)	MNM IFR level	Remarks
COA5A	COA DVOR				NIL
		238°	15.0	3000FT QNH	
	ONO NDB				
	<b>RNAV1:</b> COA - ONO[A3000+]				
DENUT5A	DENUT				NIL
		300°	4.2	FL60	
	9 DME COA				
		256°	-	R-178 COA / 3000FT QNH	
	ONO NDB				
<b>RNAV1:</b> DENUT - OS902 - OS901[F060+] - ONO[A3000+]					
FERDI5A	FERDI				NIL
		337°	19.2	FL60	
	9 DME COA				
		256°	-	R-178 COA / 3000FT QNH	
	ONO NDB				
<b>RNAV1:</b> FERDI - OS901[F060+] - ONO[A3000+]					
KOK5A	KOK VORTAC				NIL
		060°	15.3	3000FT QNH	
	ONO NDB				
	<b>RNAV1:</b> KOK - ONO[A3000+]				

**2.2.1.2 Waypoint Information**

ID	Latitude	Longitude
OS901	511642.0N	0032402.8E
OS902	511736.0N	0033012.4E

**2.2.1.3 Suggested Database Coding****COA5A**

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Navigational performance	Remarks
1	COA	IF							RNAV1	
2	ONO	TF		239.5		3000+	15.0		RNAV1	

**DENUT5A**

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Navigational performance	Remarks
1	DENUT	IF							RNAV1	
2	OS902	TF		300.7			6.8		RNAV1	
3	OS901	TF		256.9		FL060+	4.0		RNAV1	
4	ONO	TF		256.8		3000+	15.1		RNAV1	

**FERDI5A**

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Navigational performance	Remarks
1	FERDI	IF							RNAV1	
2	OS901	TF		338.0		FL060+	23.7		RNAV1	
3	ONO	TF		256.8		3000+	15.1		RNAV1	

**KOK5A**

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Navigational performance	Remarks
1	KOK	IF							RNAV1	
2	ONO	TF		061.4		3000+	15.3		RNAV1	

**2.2.2 RNP RWY 08****2.2.2.1 Waypoint Information**

ID	Latitude	Longitude
OS002	511804.7N	0025850.6E
ZAFRI	511406.9N	0023226.7E
AUZON	510915.4N	0023417.3E
OS08F	511025.1N	0024200.8E
RW08	511149.85N	0025124.68E
OS001	510821.5N	0030232.7E
TOSCO	510423.9N	0023607.5E

**2.2.2.2 Path Terminators**

Note: These database entries are suggestions only and should be checked by a professional database coder before entry into

an active database.

**Via N**

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	VPA(°)/TCH(FT)	Remarks
1	ONO	IF	N			+3000		-240		IAF
2	OS002	TF	N	346.6			5.0			
3	ZAFRI	TF	N	256.7		+3000	17.1			
4	AUZON	TF	N	166.6		+2500	5.0			IF
5	OS08F	TF	N	076.5		@2000	5.0			FAF
6	RW08	TF	Y	076.5			6.1		-3.00/52	MAPt
7	OO	DF	N							Revert to conventional
CONVENTIONAL										

**Via S**

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	VPA(°)/TCH(FT)	Remarks
1	ONO	IF	N			+3000		-240		IAF
2	OS001	TF	N	166.6			5.0			
3	TOSCO	TF	N	256.8		+3000	17.1			
4	AUZON	TF	N	346.6		+2500	5.0			IF
5	OS08F	TF	N	076.5		@2000	5.0			FAF
6	RW08	TF	Y	076.5			6.1		-3.00/52	MAPt
7	OO	DF	N							Revert to conventional
CONVENTIONAL										

**2.2.3 RNP RWY 26**

**2.2.3.1 Waypoint Information**

ID	Latitude	Longitude
OS002	511804.7N	0025850.6E
UBOLT	511934.4N	0030846.4E
NOYON	511443.0N	0031037.6E
OS26F	511333.3N	0030253.4E
RW26	511208.57N	0025329.17E
OS001	510821.5N	0030232.7E
SKARD	510951.6N	0031228.5E

**2.2.3.2 Path Terminators**

Note: These database entries are suggestions only and should be checked by a professional database coder before entry into an active database.

**Via N**

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	VPA(°)/TCH(FT)	Remarks
1	ONO	IF	N			+3000		-240		IAF
2	OS002	TF	N	346.6			5.0			
3	UBOLT	TF	N	076.4		+3000	6.4			
4	NOYON	TF	N	166.6		+2500	5.0			IF
5	OS26F	TF	N	256.6		@2000	5.0			FAF
6	RW26	TF	Y	256.6			6.1		-3.00/51	MAPt
7	DD	DF	Y					-185		Revert to conventional
CONVENTIONAL										

## Via S

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	VPA(°)/TCH(FT)	Remarks
1	ONO	IF	N			+3000		-240		IAF
2	OS001	TF	N	166.6			5.0			
3	SKARD	TF	N	076.4		+3000	6.4			
4	NOYON	TF	N	346.6		+2500	5.0			IF
5	OS26F	TF	N	256.6		@2000	5.0			FAF
6	RW26	TF	Y	256.6			6.1		-3.00/51	MAPt
7	DD	DF	Y					-185		Revert to conventional
CONVENTIONAL										

### 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.

*Note: ATC may deviate from these routes.*

#### RWY 08

Designator	Route	Remarks
<b>COA5S</b>	Straight ahead to ONO. At ONO LT to intercept R-238 COA, INBD to COA.	NIL
<b>KOK4S</b>	Straight ahead to ONO. At ONO RT to intercept R-082 KOK, INBD to KOK.	NIL
<b>KONAN3S</b>	Straight ahead to ONO. At ONO LT to intercept R-255 COA to KONAN.	SID is crossing <a href="#">EBR17</a> . Oostende ATC will obtain crossing clearance before aircraft is airborne.
<b>MAK5S</b>	Straight ahead to ONO. At ONO RT to intercept QDM-129 MAK, INBD to MAK.	NIL
<b>FERDI3S</b>	Straight ahead to ONO. At ONO RT to intercept QDR-127 ONO to FERDI.	NIL
<b>NIK3S</b>	Straight ahead to ONO. At ONO RT to intercept R-274 NIK, INBD to NIK.	NIL
<b>SASKI5S</b>	Straight ahead to ONO. At ONO LT to intercept QDR-315 ONO to SASKI.	SID is crossing <a href="#">EBR17</a> . Oostende ATC will obtain crossing clearance before aircraft is airborne.

#### RWY 26

Designator	Route	Remarks
<b>COA6M</b>	At 500FT RT HDG 020 to intercept R-260 COA, INBD to COA.	SID is crossing <a href="#">EBR17</a> . Oostende ATC will obtain crossing clearance before aircraft is airborne.
<b>KOK5M</b>	At 500FT RT to intercept QDR-292 DD. When passing 3000FT, LT direct to KOK.	SID is crossing <a href="#">EBR17</a> . Oostende ATC will obtain crossing clearance before aircraft is airborne.

**RWY 26**

Designator	Route	Remarks
<b>KONAN3M</b>	At 500FT RT to intercept QDR-292 DD. Intercept R-255 COA to KONAN.	SID is crossing <u>EBR17</u> . Oostende ATC will obtain crossing clearance before aircraft is airborne.
<b>MAK3M</b>	At 500FT RT to intercept QDR-292 DD. When passing 3000FT, LT direct to KOK. MAK next.	SID is crossing <u>EBR17</u> . Oostende ATC will obtain crossing clearance before aircraft is airborne.
<b>FERDI3M</b>	At 500FT RT to intercept QDR-292 DD. When passing 3000FT, LT direct to KOK. At KOK LT to intercept R-105 KOK to FERDI.	SID is crossing <u>EBR17</u> . Oostende ATC will obtain crossing clearance before aircraft is airborne.
<b>NIK3M</b>	At 500FT RT HDG 020 to intercept R-260 COA, INBD to COA. NIK next.	SID is crossing <u>EBR17</u> . Oostende ATC will obtain crossing clearance before aircraft is airborne.
<b>SASKI5M</b>	At 500FT RT to intercept QDR-292 DD. Intercept R-347 KOK to SASKI.	SID is crossing <u>EBR17</u> . Oostende ATC will obtain crossing clearance before aircraft 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 550M for CAT I operations applies. Low visibility take-off is available with a minimum RVR of 200M.

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

During LVP, when RWY 08 is in use, vacating of runway shall take place via exit A for access to Aprons 2 and 3 and Exit M for access to apron 1.

During LVP, when RWY 26 is in use, vacating of runway shall take place via exit F for access to Aprons 2 and 3 and Exit M for access to apron 1.

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

A minimum RVR of 350m is required for turn pad operations.

During night time and reduced visibility, marshaller service is available on request for turn pad operations.

**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 aircraft on apron 1. Follow-me for aircraft on apron 1 will only be provided on request.

Aircraft on departure shall not leave the stand before the preceding aircraft has taken off or has parked on the stand.

**4.1.3 Communications**

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

**4.2 Criteria for the Initiation and Termination of LVP**

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

LVP will be terminated when RVR is greater than 600M and VIS is greater than 600M and a continuing improvement in VIS 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 as specified in [ENR 1.2, § 1.2](#)

## 5.2 Visual Reporting Points

VFR traffic shall use following reporting points:

Name	Associated landmark	Position
DUNKY	city of Dunkerque	510157N 0022225E
NEWPO	Newport Marina	510800N 0024632E
GESPO	intersection motorway E40 and road N33	510934N 0025616E
BOSSY	radar tower at motorway intersection E40-A10	511137N 0030357E
BRESK	village of Breskens	512343N 0033319E
ALTER	village of Aalter	510509N 0032655E
TURUT	city of Torhout	510358N 0030606E

## 6 RADIO COMMUNICATION FAILURE

If an aircraft does not succeed in landing within the 30MIN normally allowed for approach and landing, it shall leave Oostende CTR and TMA on a track of 045° MAG below 1650FT 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 broadcast H24 (see [EBOS AD 2.18](#))

The messages contain following elements in the order as listed:

Item	ATIS	Start of expression
Aerodrome name	OSTEND	Oostend...
Alphabetical designator	INFO (A till Z)	Information ... (alfa - zulu)
Time of observation	HHMM	...
Type of approach to be expected	TYP APCH	Expect 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)	Braking action touchdown ...
	MID	Mid-point ...
	END	Stop-end ...
Operational status	OPS STS	Operational status ...
Surface wind, direction and speed (including significant variations)	WIND	Wind...
Visibility	VIS	Visibility ...
RVR	RVR (RWY)	Runway visual range on runway ...
	TDZ / m	... touchdown ... / ... metres...
	MID / m	... mid-point ... / ... metres ...
	END / m	... stop-end ... / ...metres ...
Present weather	WX	Present weather ...
Cloud base	BASE	Cloud base ...
Air temperature	T	Temperature ...
Dew point temperature	DP	Dew point ...

Item	ATIS	Start of expression
Altimeter setting	QNH	QNH ...
Transition level	TL	Transition level ...
Recent weather	RE	Recent weather ...
Wind shear	WS	Wind shear ...
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.

## 2 LIGHTNING PROCEDURE

Lightning procedure in progress will be announced by ATIS.

When lightning procedure is activated, some handling activities may be temporarily suspended.

### EBOS AD 2.24 Charts Related to EBOS

AD 2.EBOS-ADC.01	Aerodrome Chart - ICAO
AD 2.EBOS-ADC.02	Aerodrome Chart - ICAO. Appendix 1: Runway Markings and Lighting Aids
AD 2.EBOS-ADC.03	Aerodrome Chart - ICAO. Appendix 2: Hot Spots
AD 2.EBOS-APDC.01	Aircraft Parking Docking Chart - ICAO
AD 2.EBOS-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations)
AD 2.EBOS-AOC.02	Aerodrome Obstacle Chart. Type B
AD 2.EBOS-PATC.01	Precision Approach Terrain Chart - ICAO: RWY 08
AD 2.EBOS-PATC.02	Precision Approach Terrain Chart - ICAO: RWY 26
AD 2.EBOS-STAR.01	Standard Arrival Chart - Instrument - ICAO
AD 2.EBOS-STAR.02	Standard Arrival Chart - Instrument - ICAO (RNAV1 Overlay)
AD 2.EBOS-SID.01	Standard Departure Chart - Instrument - ICAO: RWY 08
AD 2.EBOS-SID.02	Standard Departure Chart - Instrument - ICAO: RWY 26
AD 2.EBOS-IAC.01	Instrument Approach Chart - ICAO: L RWY 08
AD 2.EBOS-IAC.02	Instrument Approach Chart - ICAO: ILS or LOC RWY 26
AD 2.EBOS-IAC.03	Instrument Approach Chart - ICAO: 2 NDB RWY 26
AD 2.EBOS-IAC.04	Instrument Approach Chart - ICAO: ILS or LOC RWY 08
AD 2.EBOS-IAC.05	Instrument Approach Chart - ICAO: RNP RWY 26
AD 2.EBOS-IAC.05a	Instrument Approach Chart - ICAO: RNP RWY 26. Appendix: FAS Datablock
AD 2.EBOS-IAC.06	Instrument Approach Chart - ICAO: RNP RWY 08
AD 2.EBOS-IAC.06a	Instrument Approach Chart - ICAO: RNP RWY 08. Appendix: FAS Datablock
AD 2.EBOS-VAC.01	Visual Approach Chart - ICAO