

SECTION 3 OPERATIONAL PROCEDURES**SECTION 3 AIRFIELD OPERATIONAL PROCEDURES**

Translated from the Dutch version. Dutch version has precedence in case of conflict.



Information with high impact on safety is indicated with an exclamation mark.
Make sure you are familiar with paragraphs 3.6, 3.9 and 3.10

3.1 Opening times for civil aircraft

The airfield is available for civil activities on Saturdays, Sundays and official holidays. During other times the airfield is available only after authorization by the military. Only the committee of Diest Aero Club is entitled to make such requests.

Military operations may be conducted during weekends or holidays. In that case, the airfield is closed for civil operations.

The runway may be unusable after heavy rain or thaw

Strictly PPR

- Contact data regarding the PPR requirement (during civil operation hours):
 - 0473/ 51 52 70
 - VHF 118.930
- Operation times of powered aircraft are limited to :
 - Earliest take-off : 09.30 hr local time
 - Latest take-off : 20.00 hr local time
- Movement restrictions of powered aircraft:
 - From 09.30 LT to 19.00 LT: max. 20 take-offs / hr
 - From 19.00 LT to 20.00 LT: max. 15 take-offs / hr

3.2 Services

- Uncontrolled airfield.
 - VHF radio mandatory
 - Broadcast your intentions on "Schaffen radio", frequency **118.930**
 - Supplementary to the standard calls, following calls are mandatory: "Lining up", "take off", "(turning) final"
- No custom services.
- The aerodrome reporting office is not manned. Pilots are requested to enter their flights in the airfield register, themselves.
- Fuel: see 3.13
- Following activities take place on and around the airfield :
 - Gliding (both winch and aerotow)
 - Powered aeroplanes
 - Parachute drops
 - Model aircraft



SECTION 3 **OPERATIONAL PROCEDURES****3.3** **Airfield minima**

- VMC by day only. See AIP Belgium, section ENR 1.2 “VMC minima”.
 - **Pilots that are members of DAC or PCV** are authorized for flights when the visibility is 1500m or above.
 - **For pilots that are not members of DAC or PCV** the minimum requirements are visibility 3000m and ceiling 1000’ AGL.
 - In case the visibility is less than 3000m, not more than two aircraft are allowed operate at the same time.
- Minima for parachuting (CIR/GDF-05):
 - Visibility : 3000 m or above
 - Ceiling : 3000ft AGL or above

3.4 **Noise abatement**

- Movement restrictions for powered aircraft: see §3.1
- Adhere as much as practical to the published noise abatement patterns. A sketch of the routes for RWY 24 and RWY 06 is included at the end of this section.

3.5 **Airspace**

Schaffren is situated below EAST ONE and EAST TWO, with respective bottom levels of 2500 and 3500 ft AMSL.

In some cases, EBBE TMA 1A is active, with a bottom level of 2500 ft AMSL

**3.6** **Obstacles**

The trees at the west and southwest of the terrain protrude the protecting surfaces, up to a gradient of 7% from the threshold of RWY 06.

More details and operational recommendations are provided in a pilot briefing. This briefing can be consulted via the website www.dac.be, and is also available at the ARO at EBDT. The AIP instructs that all pilots are required to read this briefing.

All visiting pilots are legally required to confirm that they did read and understand this briefing, by filling in a registration form, available via the website.

SECTION 3 **OPERATIONAL PROCEDURES**

3.7 **Training flights**

Solo training flights by student pilots are allowed only after two familiarization flights with a flight instructor.

The solo flight must be executed within 5 weeks after the last familiarization flight.

Training flights with gliders can only take place while the airfield is open for civil activities.

3.8 **Parachuting activities**

Parachute drops are executed against the wind.

The exit height varies between 6000 and 15.000 ft AGL, canopy opening between 2000 Ft and 5000 Ft AGL.

The parachuting aircraft states its intentions on frequency 118.930. A drop is announced by the call "Two minutes to drop"

At some phase of the flight, the paradrop is communicating on other frequencies (BRU APP, 118.255), and will not respond on 118.930.

SECTION 3 OPERATIONAL PROCEDURES**3.9 Glider winch activities**

A strip to the northwest of the runway is used for winching operations. The departure points of the gliders are located near both ends of the strip.

The start and end of winching operations is announced via Schaffen Radio.

While winching activities are in progress, the following procedures apply:

- ✓ A winch launch is “in progress” from the moment of the initial call of the glider (“Lier van XX”)
- ✓ While a winch launch is in progress, the following rules apply:
 - Lining up on the runway not allowed,
 - Turning final not allowed.
- ✓ A winch launch will not commence:
 - While an aircraft is in final, until the aircraft has vacated the runway;
 - From the moment an aircraft is lining up for departure until the take-off is complete. However, it is allowed to initiate a launch while an aircraft is lining up if the pilot of the aircraft has clearly stated that he will hold position until the winch launch is completed.
 - From the start of a parachute drop, until all parachutists are on the ground. The parachute drop is considered as started from the moment the drop plane calls “drop in two minutes”.
- ✓ Radio procedures
 - while a winch launch is in progress, radio silence must be observed.
 - In case of doubt, the status of the winch operations can be requested via Schaffen radio. The reply will be:
 - When no winch launch is in progress: “Cables down”.
 - When a winch launch is in progress: “Winch in progress”.
 - **All aircraft must always call “XX lining up” before entering the runway**
The winch operator will then reply, either:
 - ✓ **“Cables down”**. In that case the departing aircraft confirms by replying “cables down”, can enter the runway and depart
 - ✓ **“Winch in progress”**. In that case the aircraft can not enter the runway until he receives the call “cables down”. He confirms by calling **“Holding position”**
When no reply is received upon the call “lining up”, the aircraft can not line up.
 - The end of each winch launch is announced by the call “cables down”, on the frequency of Schaffen Radio.
- ✓ In case a conflict with an aircraft in final arises and the aircraft in final needs to go-around while a winch is in progress, the aircraft executing the go-around must take into account:
 - The winching cable. (The cable may drift towards the runway after the glider releases).
 - The fact that, in case of an aborted launch, the glider will execute an emergency landing on the runway, or that it will turn to the south and execute a low, shortened pattern at the south of the runway.
- ✓ Unless explicit agreement, aircraft taking off shall not overfly the winch strip, all turns to the north must be initiated after having passed abeam the winch.

SECTION 3 OPERATIONAL PROCEDURES**3.10 Traffic patterns**

Normal traffic patterns are flown at the northwest of the runway:

- Right hand pattern for RWY 24,
- Left hand pattern for RWY 06.
- The traffic pattern for gliders is located inside of pattern for powered aircraft. Look out for gliders that may be operating near the traffic pattern or which may be crossing it.
- General remarks:
 - Powered aircraft: avoid making excessively wide patterns, in order to ensure better visibility for gliders.
 - Look out !! gliders ? Parachuting aircraft ? Winch operations ?
 - Announce intentions and listen out on 118.930.
 - NEVER overfly the airfield (parachutes, winch !!), not even at higher altitudes. Skydivers in free fall may be present, up to 14.000 ft!
- An emergency pattern for gliders is located at the south side of the runway.
- FLARM equipment highly recommended

**3.11 Taxiing**

- Taxiing between the runway and the parking area must be done on the taxiway.
- Be vigilant in proximity of the landing area of the parachutists: it is recommended to shut off the engine(s) while parachutists are in the air. Pay attention to the orange flashlight on top of the hangar of the skydiver's club.
- Mind your propwash: don't blow towards other aircraft, take extra margin for gliders. Don't blow into open hangars, towards parked cars. Blown-away pebbles may cause damage.
- Don't taxi in close proximity of the fueling station.
- Right of way priority on the ground:
 1. Parachutes
 2. Landing gliders
 3. Landing aircraft
 4. Taxiing aircraft
 5. Gliders on tow
 6. Pedestrians
 7. Vehicles

SECTION 3 OPERATIONAL PROCEDURES

3.12 Parking

- Use the area at the northeast of the taxiway, between the taxiway and the fueling station.
- Park at sufficient distance from the fueling station, don't block access to the fueling station.
- No parking allowed in the landing area of the parachutists.

3.13 Fueling operations

- Avgas and Jet A1 is available for Schaffen-based aircraft. For other aircraft, fuel is available in exceptional cases only. The availability of avgas fuel is not guaranteed.
- For all fueling operations, a fire extinguisher must be present near the fueling station.
- The engine must be stopped / started at a safe distance from the fueling station.
- No smoking or open flames allowed!
- Always ground the aircraft.
- All fuel operations must be guarded permanently.
- Fueling may only be done over the dedicated concrete area.
- All drainage must be dumped in the dedicated containers. The containers are in hangar 1.

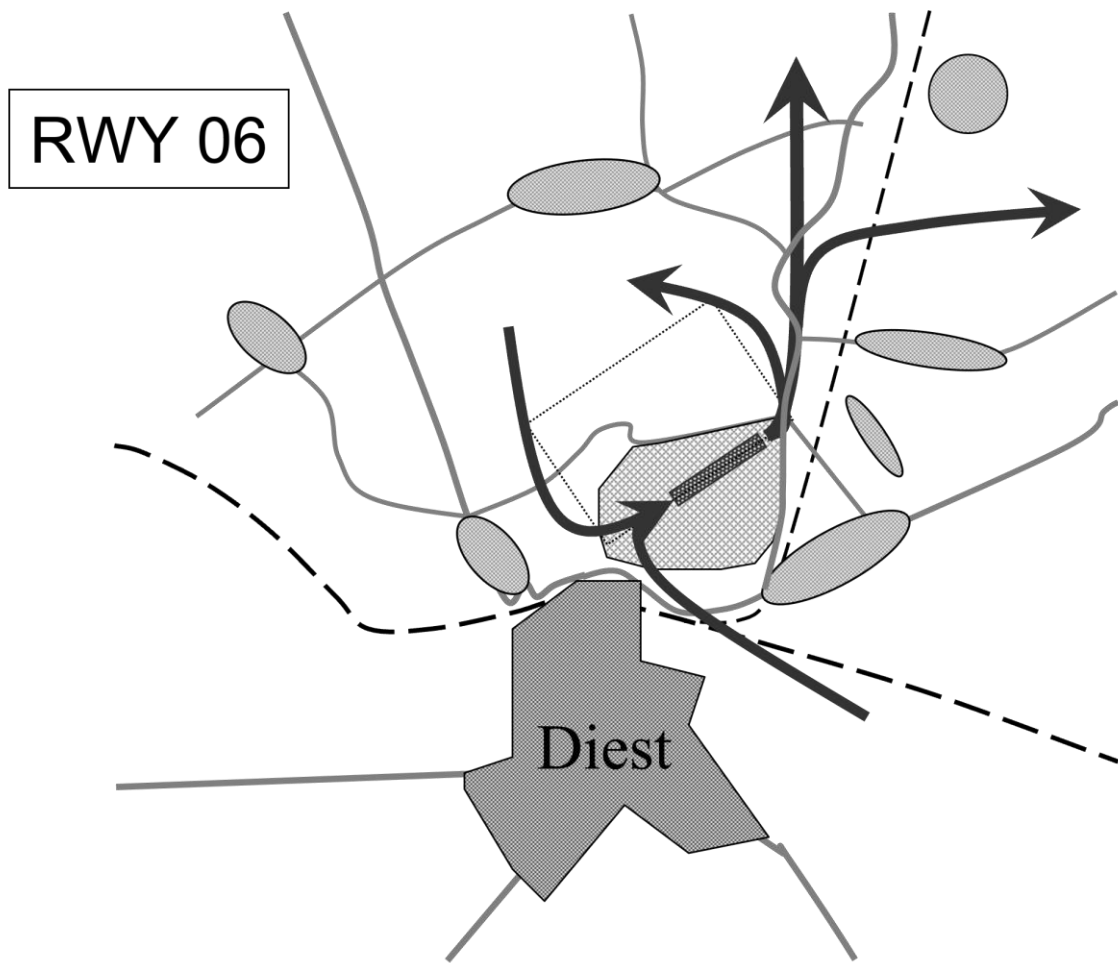
3.14 AIP

Following paragraphs in the AIP contain information regarding EBDT:

- AD 2 – MILITARY AERODROMES – EBDT
- ENR 5.1.2 EBR03 (during MIL OPS)
- ENR 5.5.1 DIEST

SECTION 3 **OPERATIONAL PROCEDURES**

Noise Abatement procedures



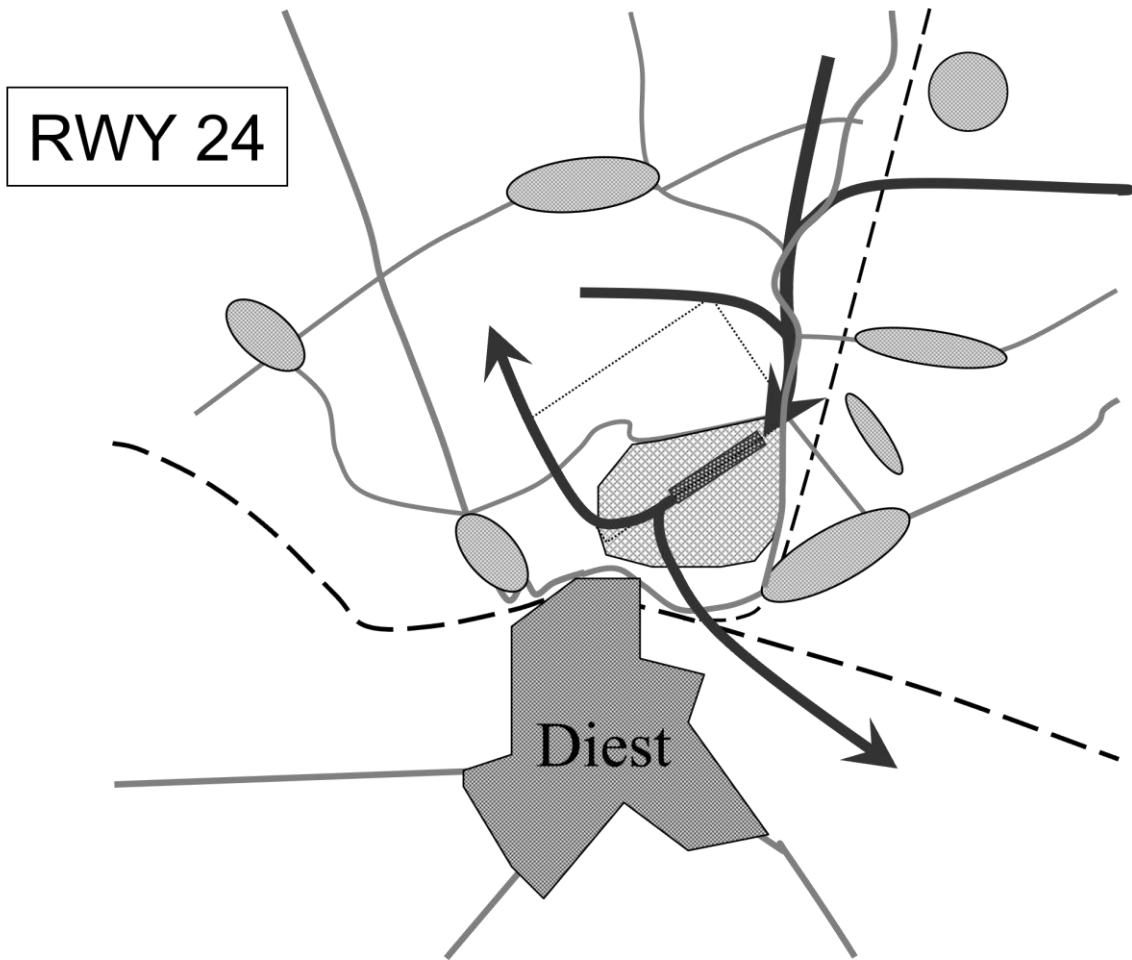
- Avoid overflying of populated areas.
- Select fine pitch on approach with idle power only.
- No spiral descends.

Other remarks:

- Strictly PPR.
- Parachuting & gliding activity.

Legend:					
---	Railway	—	Road	Traffic circuit
■	Populated Area	■	Airfield		

SECTION 3 **OPERATIONAL PROCEDURES**



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Other remarks:

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Legend:		
---	Railway Traffic circuit
█	Populated Area	▨ Airfield