



EBAV Airfield Handbook

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2. Board

The aeroclub is based on a ASBL / VZW structure. The board is chosen by the club members.
Board members are appointed for a 3-year period.

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3. Safety management Aeroclub de Hesbaye asbl/vzw

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4. Location of the airfield

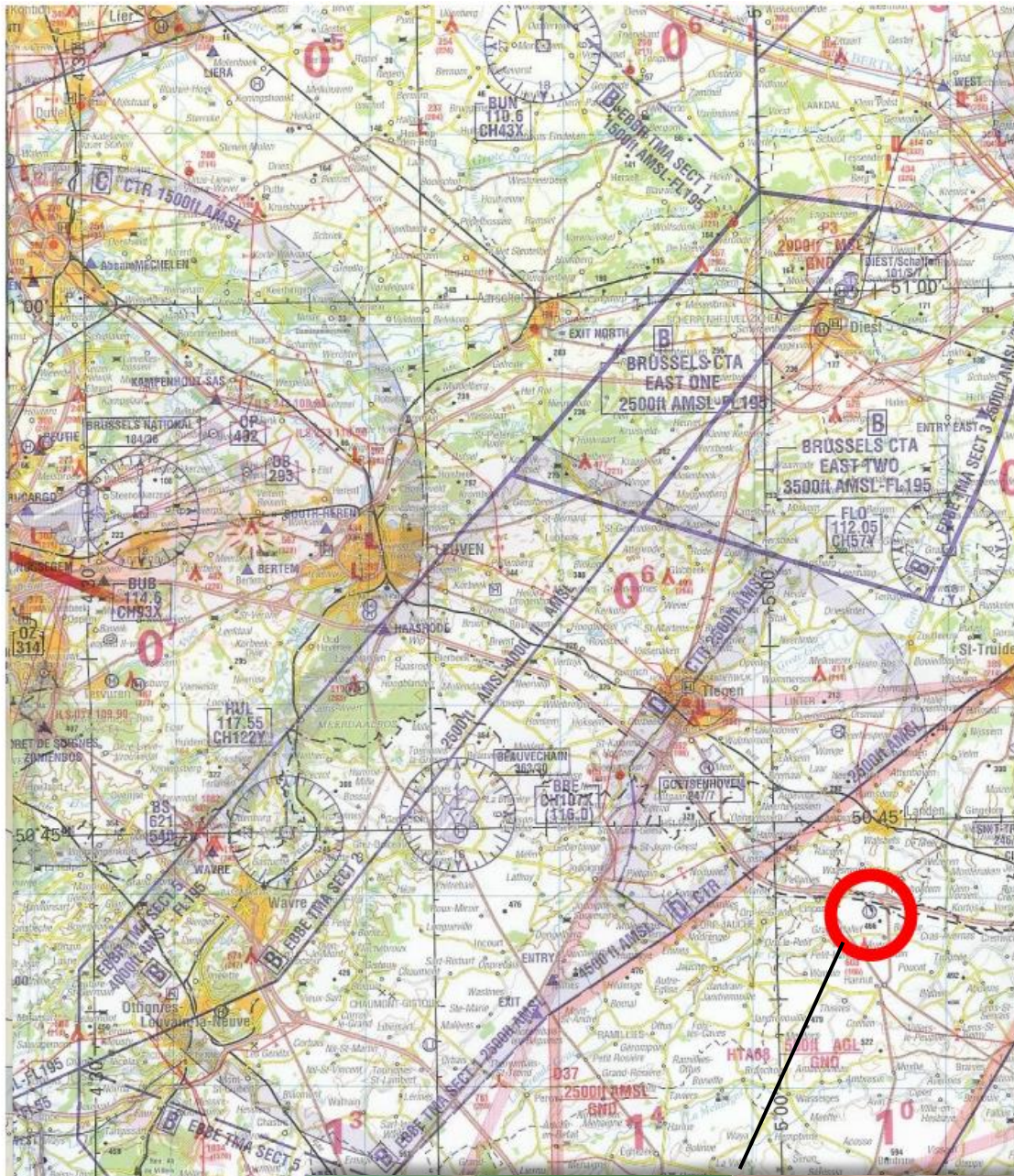
Roadmap

The *Aéroclub de Hesbaye* is located at **rue de Wamont, 10, 4280 Landen**.

Access to the aéroclub by car from Bruxelles and Liège, both via E40 exit number 28 “N80 Hannut Landen Sint-Truiden”.



Low air map



5. Description of the airfield

EBAV	
Airfield type	ULM platform
Airfield class	Class II
Airfield code	EBAV
Elevation	394 ft (124m)
ARP	N50°42'23" E005°04'05"
Runway	30m x 399 m // QFU: 048° /228° // RWY 05/23 //
Slope	1,29 % (05 down to 23)
TODA	560 m
Surface Strength	Grass & 2000 kg
Airspace	Class G: at or below 4500ft AMSL, and until FL 55 excluded when the LFA GOLF 1 is activated.
Location	Inside EBD37 (military training zone) -> Memorandum of understanding (MoU) EBD37
Operational status	7/7 HJ
PPR	Prior Permission Required
Flight conditions	VFR only (microlights: visibility 3 km or more)
Activity	ULM & DPM & gyrocopter
	Avernas Flight School: Philippe Hendrickx +32 497.24.47.11 Alain Vandeveldel +32 475.49.52.24 Eddy Luyckx +32 496.16.62.62 Henrickus ter Haseborg +32 472.84.34.85
Integration	1/ Overhead signal area at 1200 ft AGL (=1600ft AMSL) 2/ Beginning of downwind
Circuits	<ul style="list-style-type: none"> • Circuit north 500 ft AGL (900 ft AMSL) RWY 05 : Left Hand circuit, RWY 23 : Right Hand • Circuit south 700 ft AGL (1100 ft AMSL) RWY 05 : Right Hand circuit, RWY 23 : Left Hand
Taxi	<ul style="list-style-type: none"> • After landing, the runway must be vacated to the south and backtrack to the apron. • For departure, respect the holding point of the RWY in use. Only proceed beyond the holding point when there is no departing or arriving traffic.
Hangars	2
Aircraft parking	On the apron or inside hangar if available
Bar & Clubhouse	Meals available Brasserie 'Cockpit' +32.495.10.06.37
Radio	Auto info "Avernas Traffic" 129.980 MHz
Information in ARO ("C"-office)	AIP // NOTAM's // Flight Register // LAM // Airfield Handbook // Airfield Commander // First aid kit // Incident/Accident Report Form
ARO ("C"-office)	+32 478 09 74 94

Runway and infrastructure



Overhead view of the airfield

The 05/23 oriented runway is split by a public road crossing the grass surface. When the airfield is active, the runway is secured by barriers and traffic lights on both sides. This setup ensures the safety of departing and arriving air traffic. The airfield commander is responsible for operating the barriers.

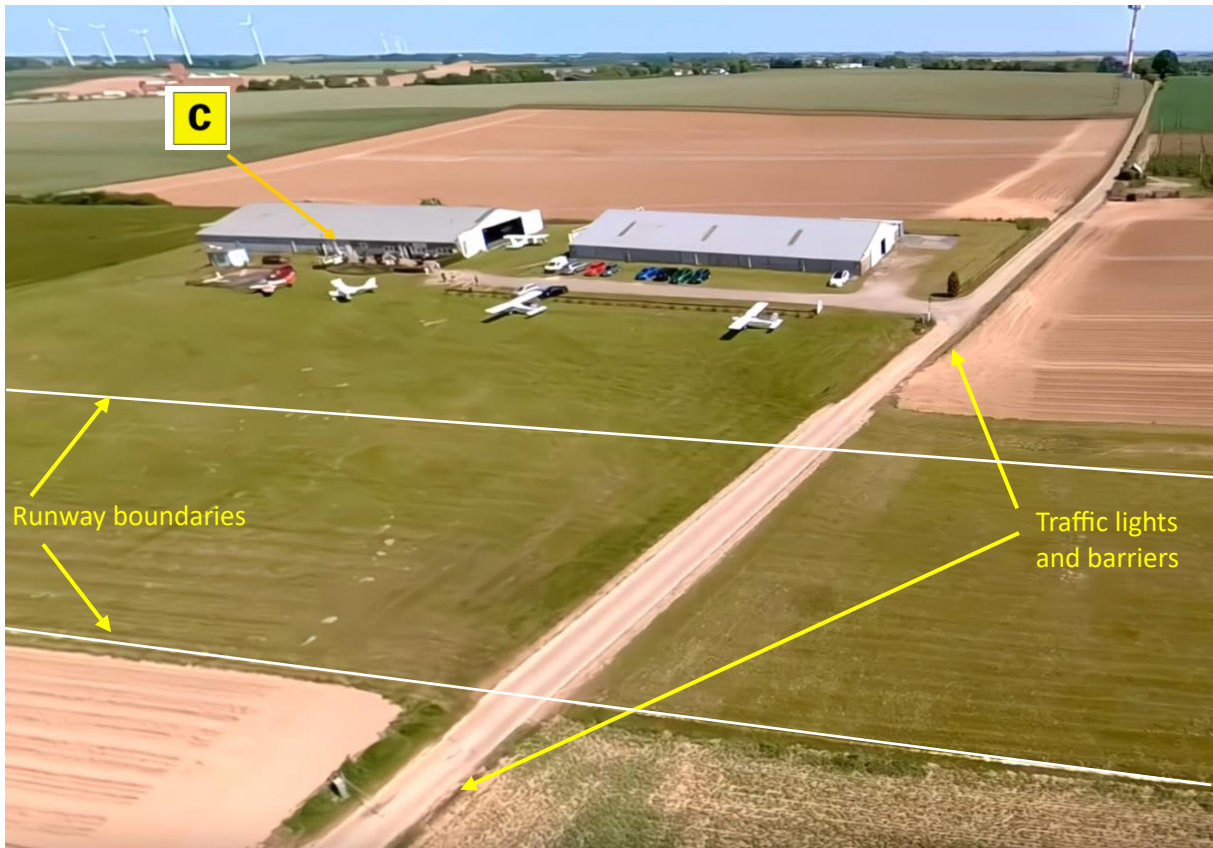


However, pilots must pay extra attention and watch out for any intrusion of a vehicle, cyclist, pedestrian or person on horseback....



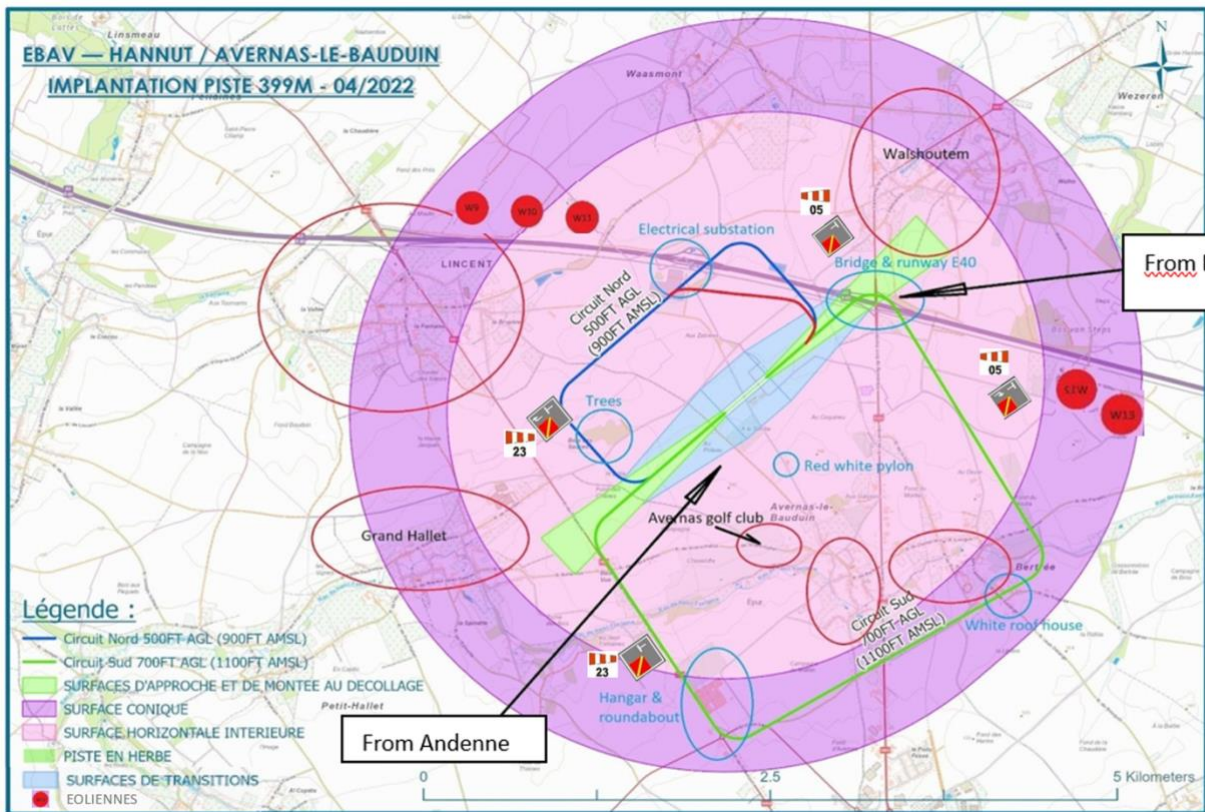
Traffic lights and barriers

If there is any doubt about the safety of your landing or departure maneuver, a go-around could be the best decision. Announce your intention and action on the radio (English (recommended), French, Dutch or German).



Runway view from RH downwind RWY 23

Reference points



Reference points

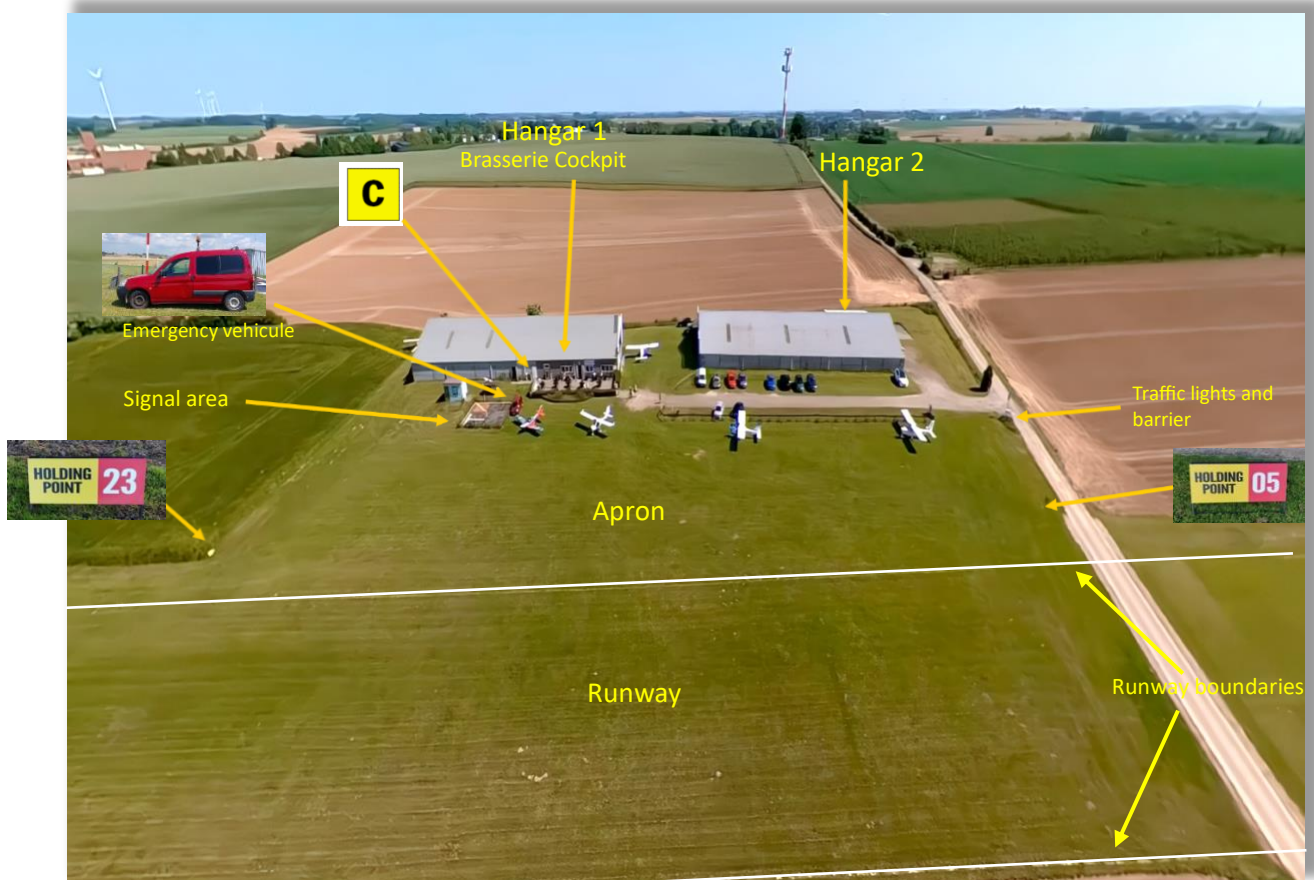


Runway 23



Runway 05

Infrastructure



Infrastructure EBAV

Description:

- EBAV has two hangars to secure aircraft and field equipment.
- The signal area is situated in front of the ARO ("C"-office).
- The ARO ("C"-office) and the brasserie "Cockpit" are situated in the corner of hangar 1.
- Traffic lights and barriers secure the road when the airfield is open.
- Holding points for both runways are located on both sides of the apron.

Brasserie "Cockpit" is open when the airfield is open:

Wednesday & Friday, 13:00 – 22:00

Weekend & public holidays, 09:00 – 22:00

For more info see www.cockpit-avernas.be or call 0495 10 06 37.



ARO and Cockpit

A car and bicycle parking is situated between hangar 2 and the apron.

Holding points and backtrack area

A particularity of the EBAV infrastructure is that the width of the airfield is not sufficient for separate taxiways. Therefore, holding points were created to avoid backtracking on either runway when landing operations are ongoing. Pilots will hold these designated positions (yellow marks in the picture below) until no aircraft is beyond end of downwind before backtracking to the threshold of the runway in use. For safety reasons, backtracking will be done exclusively on the south edge of the runways, between the border of the field and the white line, never on the runway itself.



Holding points and backtrack area

6. Arrival and departure procedures at EBAV

Although EBD37 is a military aerobatics training area, EBAV-based aircraft are allowed to fly in the area during military activity subject to conditions described in a memorandum of understanding with the military authorities.

However, exceptionally, after having received authorization from EBBE, visiting pilots can cross EBD37 inbound EBAV. In this case, the requirements are the same as for EBAV-based pilots.

Two scenarios may apply:

- Scenario 1: EBD37 is active i.e. military activity is ongoing
- Scenario 2: EBD37 is NOT active

Scenario 1: EBD37 is active i.e. military activity is ongoing:

Requirements to enter EBD37 and land at EBAV:

1. EBAV airfield must be open.
2. PPR confirmed.
3. Mandatory equipment: radio and transponder.
4. EBBE is informed and aware of activities at EBAV.
5. Only 2 directions for arrivals:
 - a. North-east: from EBST at 2000 FT AMSL LOC QNH EBST.
 - b. South: from Andenne.

Arrival procedure

- Request PPR EBAV: before your flight, call the airfield commander +32.483.33.72.30 or the ARO ("C"-office) +32.478.09.74.94 to obtain an approval to land at EBAV.
- Before entering the danger area, contact EBBE by phone +32.2.442.55.00 or by radio EBBE APP on 122.830 MHz (EBBE TWR is 130.730MHz).
- When entering EBD37, squawk 2000 or the squawk assigned by EBBE APP and monitor EBBE APP 122.830 MHz.
- When EBD37 is active, the only approaches and integrations allowed are:
 - from the north-east (from EBST) or
 - from the south (from Andenne).
- Contact EBAV on 129.980MHz, just before overhead the field to confirm PPR.

Requirements when leaving Avernas and the active D37:

1. Mandatory equipment: radio and transponder.
2. EBBE is informed and aware of activities at EBAV.
3. Only 2 directions for departure:
 - a. North-east: inbound EBST and climb out 2000 ft AMSL LOC QNH EBST
 - b. South: inbound Andenne

Departure procedure

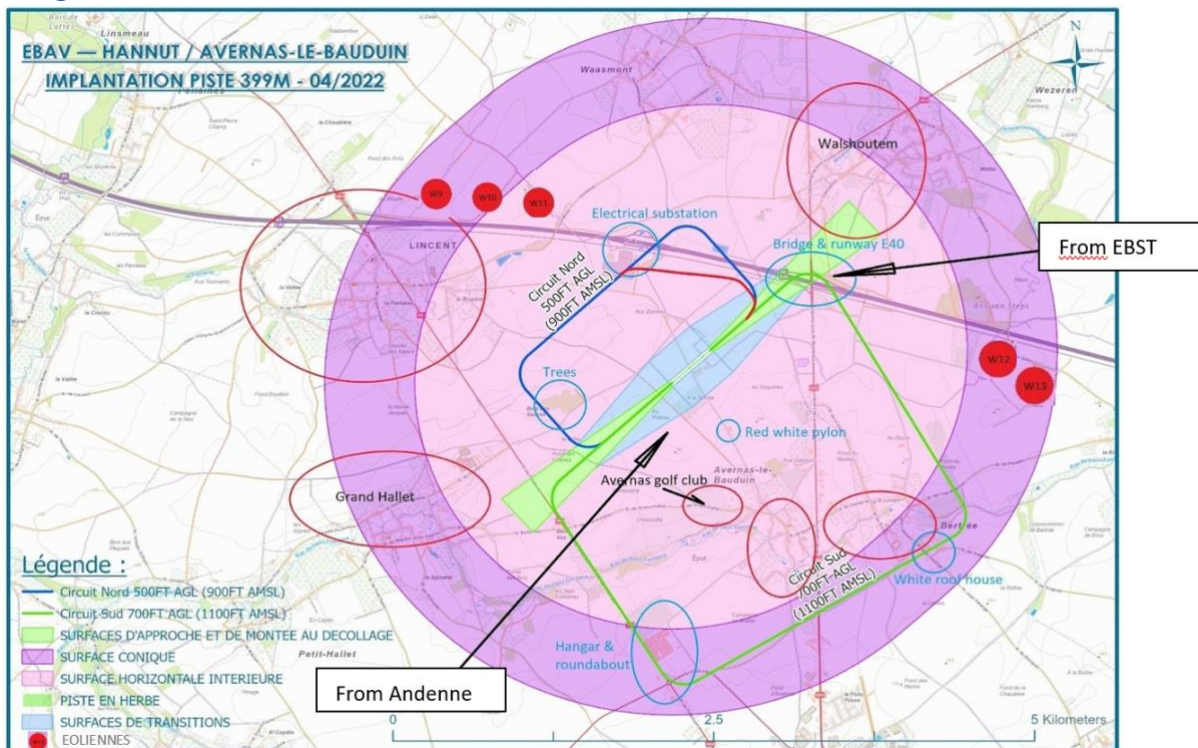
- Before departure:
Contact EBBE by phone on +32.2.442.55.00 and squawk 2000.
- After take off:
Contact via radio EBBE APP on 122.830MHz (EBBE TWR is 130.730) and squawk 2000.
ENGLISH SPOKEN !!!

Scenario 2: EBD37 is NOT active

PPR:

- PPR is mandatory before each intended landing at Avernas. It is best done by calling the airfield commander +32.483.33.72.30 or the ARO ("C"-office) +32.478.09.74.94.
- If your aircraft is radio-equipped, contact EBAV on 129.980 MHz in English (recommended), French, Dutch or German a few minutes before overhead the field to report position and confirm PPR.
- If it is **NOT** radio-equipped, report this when you phone for PPR. Extra caution will be given at your expected time of arrival.

Integration and circuits



Circuits

EBAV has two circuits:

The north circuit is flown at 500 FT AGL (900 FT AMSL), whereas the south circuit is flown at 700 FT AGL (1100 FT AMSL).

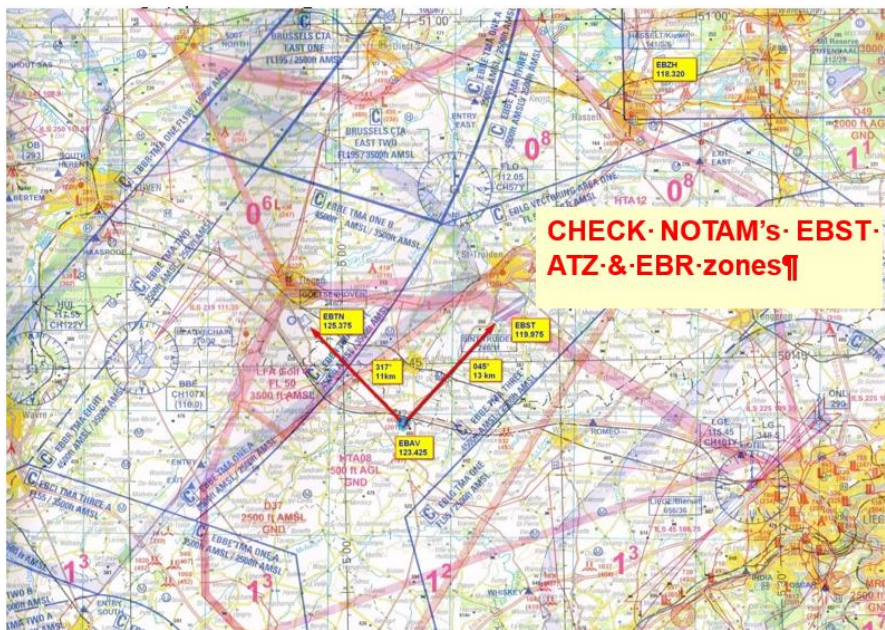
The RED line shows a shortened circuit for aircraft slower than 80 km/h in circuit.

Wind turbines

Before integrating the EBAV circuit for the first time, the visiting pilots must familiarize themselves with the wind turbine locations around the airfield. They will be requested to confirm this during the mandatory PPR procedure.

To integrate the circuit, fly at 2000 FT AMSL and check the wind turbine positions (red dots on the map above) before descending overhead the field at 1600 FT AMSL. Then check the signal area and continue your descent towards circuit integration.

7. Diversion possibilities: alternate airfields



Possible alternate airfields are EBTN at 11 KM and EBST at 13 KM.

Alternates

8. Contacts in case of emergency

Telephone numbers	
General	SMUR Waremmе - MUG ST-Truiden 112
Medical emergency	112
Fire brigade Fire Brigade Hannut	100 019 60 54 20
Police	101
Aeronautical Rescue Coordination Center = Brussels ACC	+32 2 206 27 21 +32 2 206 27 22
Air Accident Investigation Unit (Belgium): If AAIU cannot be reached at the above numbers, please notify BRUSSELS A.C.C	+32 2 277 44 33 +32 476 76 18 65
SAR Koksijde (Helicopter)	+32 58 31 17 14 (coordinates Avernas = 50°42'27''N005°04' 10''E)
Civil Aviation Authorities Brussels	+32 2 206 32 11 outside day hours: ACC: +32 2 206 27 11 or +32 2 206 27 22 or +32 2 206 27 23 Fax = +32 2 203 15 28 or +32 2 206 27 29
Hospitals in the vicinity	
WAREMME	16km 14min +32 19 33 80 00
TIENEN	19km 14min +32 16 80 30 11
MONT LÉGIA	36km 23min +32 43 555 000
NEDER-OVER-HEEMBEEK	61km 40min +32 2 264 48 48 (fire injuries)
Doctor on call	+32 19 51 47 80

9. Forced landings: what to do

Forced landing on the platform or ground incident

1. Ensure your own safety and people on the ground
2. Help victim(s).
3. If necessary, call **112**.
4. Deploy the emergency vehicle with fire extinguishers (detail of extinguishers in Para 10).
5. Contact Airfield commander.
6. Take photographs of the damaged aircraft and its surroundings.
7. Do not move anything before Air Accident Investigation Unit (AAIU) authorization
8. Report civil aviation administration within less than 48 hours (see reporting documents in Para 12).

Forced landing inside or outside the circuit

1. Ensure your own safety and people on the ground
2. Help victim(s).
3. If necessary, call **112**.
4. If necessary, deploy the emergency vehicle with fire extinguishers (detail of extinguishers in Para 10).
5. Contact Airfield commander.
6. Take photographs of the damaged aircraft and its surroundings.
7. Do not move anything before Air Accident Investigation Unit (AAIU) authorization
8. Report civil aviation administration within less than 48 hours (see reporting documents in Para 12).

10. Fire: what to do

Aircraft

1. Sound the fire and evacuation alarm (the airfield commander and personnel will be aware of the incident).
2. Call **112**.
3. Extinguish the fire with the appropriate extinguishers (detail of fire extinguishers in safety intervention vehicle, see below).
4. Evacuate area, fire under control or not.
5. Contact the principal airfield commander.
6. Secure wreck.
7. Report civil aviation administration within less than 48 hours.

Infrastructures

1. Sound the fire and evacuation alarm (the airfield commander and personnel will be aware of the incident).
2. Call **112**.
3. Extinguish the fire with the appropriate extinguishers (detail of fire extinguishers in safety intervention vehicle, see below).
4. Evacuate area, fire under control or not.
5. Contact the principal airfield commander.
6. Secure area.

ULM characteristics

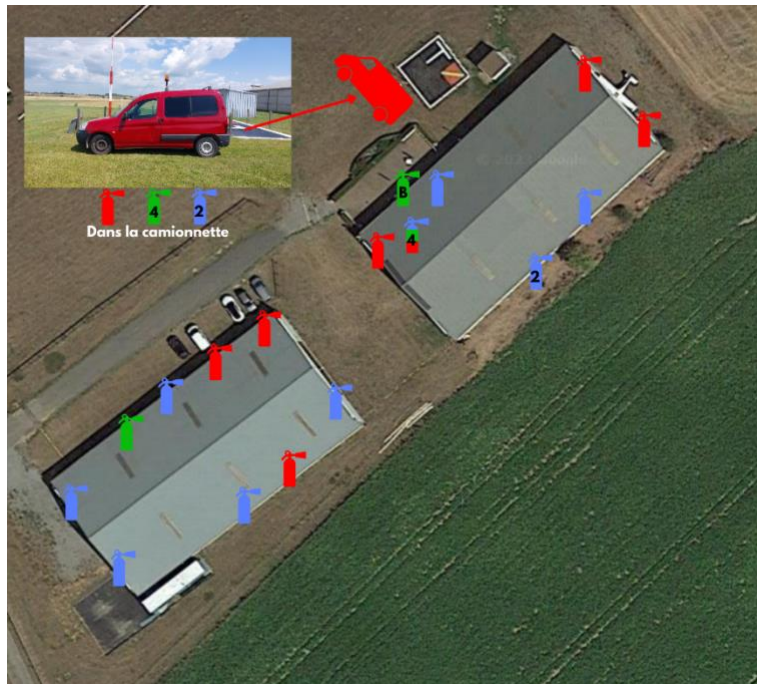
- Max 2 persons on board.
- ULM are made of metal, aluminum, wood and canvas or composite materials, or a combination of these materials.
- The fuel used is petrol (euro 98).
- There could be a maximum of 60 to 120 liters of fuel in each plane.
- The motor contains oil.
- Nowadays, only few ULM have electrical motorization on batteries.
- More and more ULM are equipped with electronic instruments with lithium batteries.
- Some ULM have a recovery parachute system operated by a pyrotechnic device. A pictogram informs the aircraft is equipped with such device.



Some examples of warnings on aircraft




Location of the fire extinguishers

In the hangars, the safety vehicle and the clubhouse:



Location fire extinguishers

Legend

	Powder extinguishers	for <u>dry fires</u> (wood, cardboard, paper, fabric, plastic) or <u>greasy fires</u> (hydrocarbons, alcohol, grease, oil, paint) and <u>gas fires</u> (all flammable gases)
	Foam fire extinguisher	for <u>dry fires</u> (wood, cardboard, paper, fabric, plastic) or <u>greasy fires</u> (hydrocarbons, alcohol, grease, oil, paint). DO NOT use in case of electrical fire.
	CO₂ fire extinguisher	for <u>electrical fires</u> and <u>greasy fires</u> (hydrocarbons, alcohol, grease, oil, paint)
B		Fire extinguisher located inside the bar.

11. Reporting an incident or an accident

Procedures and reporting forms

According to the regulations in use at date, any incident or accident must be reported to the authorities.

The procedure to be followed by the Airfield commander in case of Accident or Incident is described:

- in the European documentation for Accident/Incident report:
<https://e2.aviationreporting.eu/reporting>
- on the Federal Public Service - mobility website:
<https://mobiliteit.belgium.be/en/aviation/accidents-and-incidents/notifying-accident-or-serious-incident>;

Extract from the Mobility website:

Notifying an accident or serious incident (update 10.01.2024)

The pilot, owner or aerodrome supervisor is required to report any accident or serious incident immediately and by telephone to the AAIU(Be) via:

- Tel: +32 2 277 44 33
- Cell phone: +32 476 76 18 65

This way an investigator can come to the scene if he considers it necessary.

If you are in doubt about the seriousness, we ask you to inform us anyway. More info on what constitutes an accident or serious incident can be found [here](#).

Location of the accident or incident

Except in cases of urgent necessity, it is prohibited to move an aircraft that was involved in a serious incident or accident. It is also prohibited to remove items or parts without permission from AAIU(Be) investigators.

Accident at an airport?

If the accident or incident occurs at an airport, or in its vicinity, an airfield supervisor or his deputy must complete the [Accid-01 form](#). This must be sent within 24 hours to the AAIU(Be).

- either by e-mail to notification.AAIU@mobiliteit.fgov.be
- or by mail to AAIU(Be) - City Atrium - Vooruitgangstraat, 56 - 1210 Brussels

Contact the AAIU

Air Accident Investigation Unit (Belgium):

- Tel : +32 2 277 44 33
- Cell phone : +32 476 76 18 65

If AAIU cannot be reached at the above numbers, please notify BRUSSELS A.C.C:

- Tel. : +32 2 206 27 21
- Tel. : +32 2 206 27 22

They will then take further contact with the investigator on duty.

12. Remember

Before arriving at the airfield

- Don't forget EBAV is a PPR airfield with mandatory pilot briefing!
- Don't forget your documents: (pilot license - medical - glasses - LAM - navlog - meteo - NOTAM's - plane docs...).

At the airfield



- Visit "C"-office = ARO.
- Check in with the airfield commander.
- Fill in the flight register.



13. Links to documents

<u>eAIP</u>	<u>https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Main/html/index-en-GB.html</u>
<u>EBAV in eAIP</u>	<u>https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Main/html/index-en-GB.html</u>
<u>EBAV.be</u>	<u>https://www.ebav.be/</u> <u>https://www.ebav.be/pilot-info/</u> <u>https://www.ebav.be/briefing/</u>
<u>Accident reporting ECCAIRS</u>	<u>https://e2.aviationreporting.eu/reporting</u>
<u>Accident reporting CAA</u>	<u>https://mobilit.belgium.be/en/aviation/accidents-and-incidents/notifying-accident-or-serious-incident</u>
<u>Accident form</u>	<u>https://mobilit.belgium.be/en/publications/accid-01</u>
<u>Circulaire GDF-04-U</u>	<u>https://mobilit.belgium.be/fr/regulation/circulaire-gdf-04-u</u>
<u>ULIP</u>	<u>https://bulmf.be/ulip-en/</u>
<u>SPF</u>	<u>https://mobilit.belgium.be/en/aviation</u>
<u>EBAV & Facebook</u>	<u>https://www.facebook.com/aeroclub.hesbaye</u>
<u>Tips and tricks</u>	<u>https://www.aero-hesbaye.eu/</u>

14. Revision

Revision Date	Changes	Location
240115	Updates images Waiting for updated overhead views	pp. 9, 10
240115	Added chapter "official documents" (ref in text above p 14) Contents TBD	P 21
240213	Minor phraseology changes	
240304	Minor phraseology changes Update data mobility site	pp. 16, 17
240304	Update example AIP data	P 20
240304	Modified paragraph order	Description, circuits, emergencies
240311	Update table of contents Latest draft version before agreement	
240404	Update image backtrack Links to documents	
240416	Update images	pp. 5, 6, 7, 8, 9, 10, 11, 12
	Update links	P 22
240425	Update Para infrastructure deleted point 7	P 17
241010	Update images holding points	pp. 11, 12