



Pilot briefing EBAV



This is a mandatory briefing imposed by the DGTA, the Belgian CAA.

If you plan to visit EBAV by air, you are required to confirm that you read and understood this briefing, and that you will comply with its instructions.

This confirmation must be registered via [this link](#)

Don't forget, **EBAV is a PPR airfield** !

Call +32.497.24.47.11 (airfield commander) or +32.478.09.74.94 (C office)

If your call is done in order to get an approval, you will be asked if you already completed the study of the pilot briefing and already registered.

This briefing does not include the operational procedures as contained in the airfield operations manual.

The airfield operations manual can be consulted via [this link](#). (www.aerohesbaye.be)

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A. CIRCUIT IN USE

1. When planning your flight, expect the small North-West circuit for arrival.
-RWY 23 **Right** Hand circuit or
-RWY 05 **Left** Hand circuit.

The small North-West circuit is active especially for the flying school.
Your PPR phone call will confirm the expected runway in use.

2. The South-East circuit is available specially for fast ULM.
3. Only one circuit is activated at a time.

B. EBD37.

As the airfield is located in EBD37, two scenarios may apply :

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

Although EBD37 is a military aerobatic training area, EBAV home based aircraft can fly during military activity subject to conditions described in a memorandum of understanding with the military authorities

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

Prior entering the zone, contact EBBE

by phone +32.2.442.55.00 or

by radio EBBE APP on 122.830MHz (EBBE TWR is 130.730MHz).

Requirements:

A. EBAV airfield must be opened.

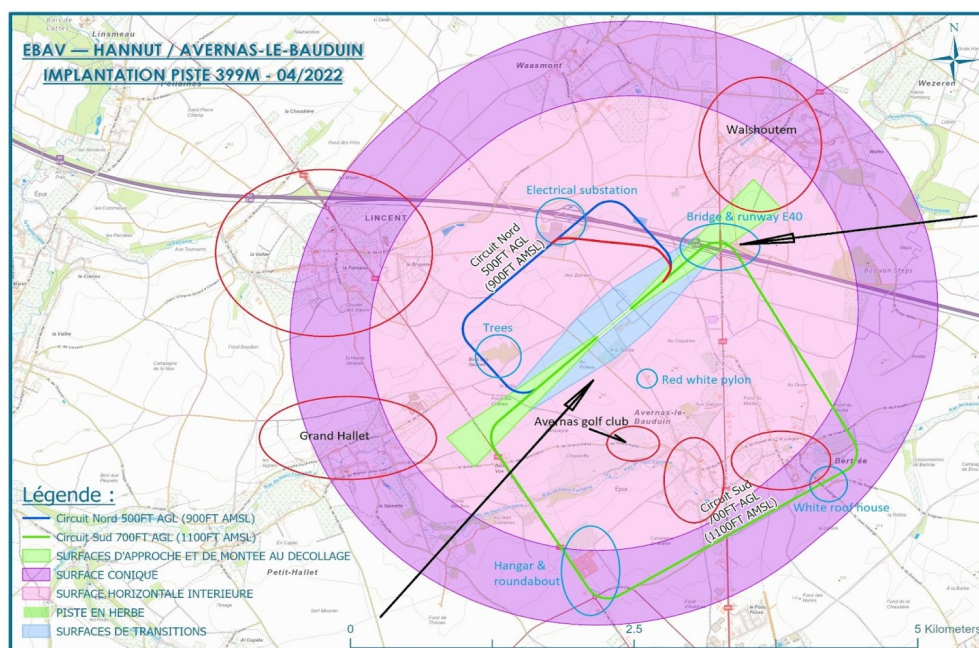
B. Mandatory equipment: radio and calibrated transponder mode A-C.

C. EBBE is informed and aware of activities at EBAV.

D. Just 2 directions for arrivals and departure:

a. North-East: inbound EBST (north east) and climb out 2000 ft
AMSL LOC QNH EBST

b. South: inbound Andenne





Circuit:

Transponder code 2000 or another code assigned by EBBE APP.
EBBE APP 122.830MHz monitoring

To leave Averno and the active D37:

Before departure: first contact EBBE by phone on +32.2.442.55.00 and squawk initially 2000

After take off: contact via radio EBBE APP on 122.830MHz (EBBE TWR is 130.730)

ENGLISH SPOKEN !!!

2. **EBD37 is not active, no military activity**

(Typically, after office hours or WE; **always verify**, consult NOTAM).

PPR: Call to obtain an approval to come to EBAV.

If you are radio equipped (highly recommended), contact EBAV on 129.980MHz in English (recommended), French or Dutch 5 minutes before overhead the field.

If you **are NOT** radio equipped, **report this when you phone for PPR.**

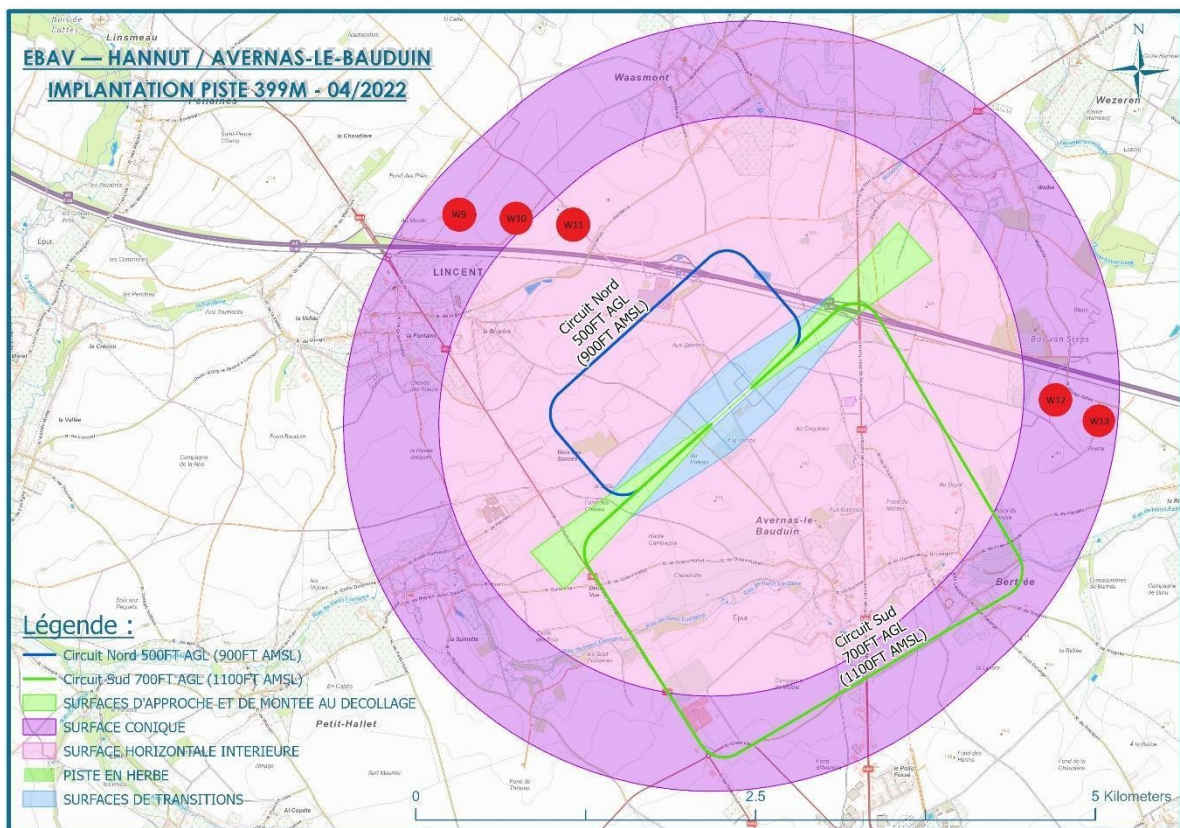
Extra caution will be given at the expected time of your arrival.

C. WIND TURBINES.

Precautions due to presence of wind turbines in the vicinity of EBAV.

If you come for the first time, before the integration, you must familiarize yourself with the wind turbine locations around the airfield.

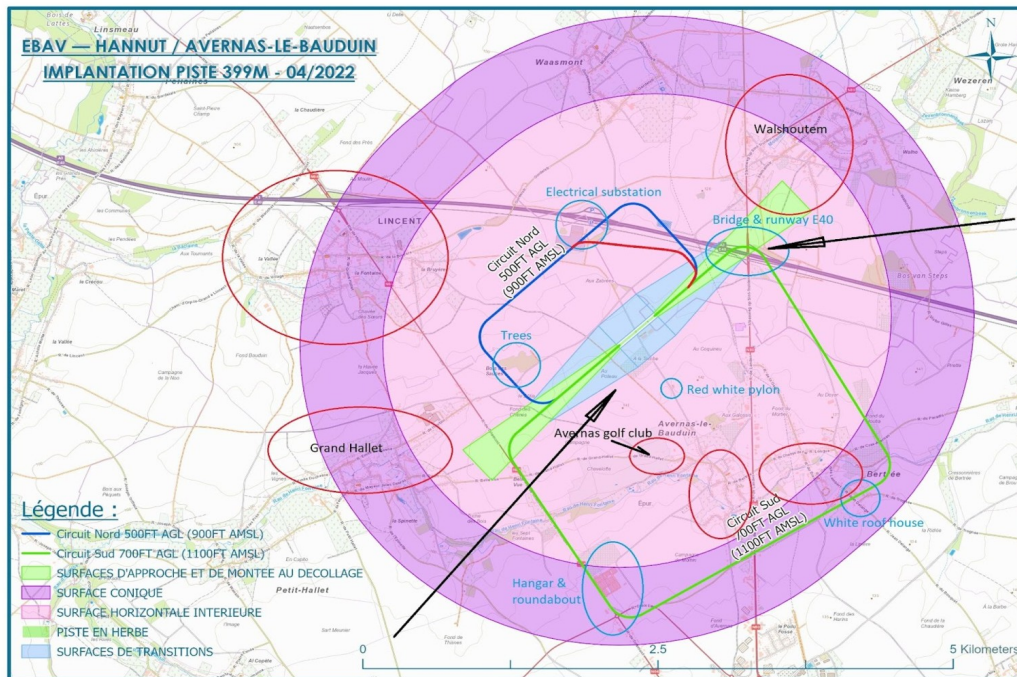
Fly at 2000ft AMSL and control the wind turbine positions before descending overhead the field and checking our signaling area at 1600ft AMSL and then manage further descent to start circuit integration.



When EBD37 is **inactive** and integration from the north west, you will be overhead 3 wind turbines.

When EBD37 is **active**, the only integrations allowed are :

- from the north east (from EBST) or
- the south (from Andenne).



D. A PUBLIC ROAD CROSSES THE RUNWAY.

The EBAV runway is split by a public road that crosses the grass surface. When the airfield is active, the road is secured by barriers and traffic lights on either side. This setup assures the safety of departing and arriving air traffic.

The airfield commander is responsible for operating barriers. However, pilots must pay extra attention if there is any intrusion of a vehicle, cyclist, pedestrian or person on horseback....
If there is any doubt on the safety of your maneuver, a Go-Around could be the best decision. Announce your intention and action on radio (in any language).

Please consult the airfield manual for more details on ground operations and check with the airfield commander once on the ground at the EBAV.