



# EBAV Airfield Handbook

# Table of contents

## 1. Table of contents

|     |                                                                      |    |
|-----|----------------------------------------------------------------------|----|
| 2.  | Board .....                                                          | 3  |
| 3.  | Safety management Aeroclub de Hesbaye asbl/vzw .....                 | 4  |
| 4.  | Location of the airfield .....                                       | 5  |
|     | Roadmap .....                                                        | 5  |
|     | Low air map.....                                                     | 6  |
| 5.  | Description of the airfield .....                                    | 7  |
|     | Runway and infrastructure.....                                       | 8  |
|     | Reference points .....                                               | 9  |
|     | Infrastructure .....                                                 | 11 |
|     | Holding points and backtrack area.....                               | 12 |
| 6.  | Arrival and departure procedures at EBAV .....                       | 13 |
|     | Scenario 1: EBD37 is active i.e. military activity is ongoing: ..... | 13 |
|     | Scenario 2: EBD37 is NOT active .....                                | 14 |
|     | Integration and circuits .....                                       | 14 |
|     | Wind turbines.....                                                   | 15 |
| 7.  | Diversion possibilities: alternate airfields .....                   | 15 |
| 8.  | Contacts in case of emergency.....                                   | 16 |
| 9.  | Forced landings: what to do.....                                     | 17 |
|     | Forced landing on the platform or ground incident.....               | 17 |
|     | Forced landing inside or outside the circuit.....                    | 17 |
| 10. | Fire: what to do .....                                               | 17 |
|     | Aircraft.....                                                        | 17 |
|     | Infrastructures.....                                                 | 17 |
|     | ULM characteristics .....                                            | 18 |
|     | Location of the fire extinguishers.....                              | 19 |
| 11. | Reporting an incident or an accident .....                           | 20 |
|     | Procedures and reporting forms .....                                 | 20 |
|     | Extract from the Mobility website: .....                             | 20 |
| 12. | Remember .....                                                       | 21 |
|     | Before arriving at the airfield .....                                | 21 |
|     | At the airfield.....                                                 | 21 |
| 13. | Links to documents .....                                             | 22 |
| 14. | Revision .....                                                       | 23 |

## 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.

**President**  
Dominic Morrenne  
Rue Désiré Streef 5A  
4280 Hannut  
+32.495.61.66.77  
[do@morrenne.be](mailto:do@morrenne.be)

**Vice-President**  
Filip Lowette  
Trolieberg 107  
3010 Leuven  
+32.475.44.87.19  
[flow@lowette.be](mailto:flow@lowette.be)

**Secretary - treasurer**  
Jaak Kerkhofs  
Bommershovenstraat 18  
3840 Borgloon  
+32.476.60.85.24  
[jaak.kerkhofs@gmail.com](mailto:jaak.kerkhofs@gmail.com)

**Member**  
François Persoons  
Au long Pré 7  
4053 Embourg  
Mobile: +32.495.441.661  
[francois.persoons@skynet.be](mailto:francois.persoons@skynet.be)

**Member**  
Emile Vangesselen  
Rue de la Vallée 5  
4280 Hannut  
+32.498.10.69.76  
[emile.vangesselen@gmail.com](mailto:emile.vangesselen@gmail.com)

**Member**  
Alain Vandevelde  
Rue Pierre Renard 51  
1350 Noduvez  
+32.475.49.52.24  
[alainvdelde@skynet.be](mailto:alainvdelde@skynet.be)

**Consultant**  
Danny Van den Meersschaut  
Rue Neuville 5  
4219 Ambresin  
+32.476.60.85.24  
[zoof@skynet.be](mailto:zoof@skynet.be)

### 3. Safety management Aeroclub de Hesbaye asbl/vzw

**OPERATOR**  
Dominic Morrenne  
Rue Désiré Steel 5A  
4280 Hannut  
+32.495.61.66.77  
[do@morrenne.be](mailto:do@morrenne.be)

**CHIEF AIRFIELD COMMANDER**  
Philippe Hendrickx  
+32.497.244.711  
[philippehendrickx@yahoo.com](mailto:philippehendrickx@yahoo.com)

**Airfield Commander**  
Tanguy Braeckman  
+32.494.82.97.21

**Airfield Commander**  
Eddy Luyckx  
+32.496.16.62.62

**Airfield Commander**  
Pierre Hourlay  
+32.475.78.45.51

**Airfield Commander**  
François Persoons  
+32.495.44.16.61

**Airfield Commander**  
Lucien Claes  
+32.496.30.02.62

**Airfield Commander**  
Johnny Cassier  
+32.471.97.03.67

**Airfield Commander**  
Michel Corten  
+32.479.86.05.19

**Airfield Commander**  
Catherine Gelin  
+32.497.33.75.01

**Airfield Commander**  
Xavier de Lange  
+32.495.38.27.17

**Airfield Commander**  
Jacques Kerkhofs  
+32.476.60.85.24

**Airfield Commander**  
Filip Lowette  
+32.475.44.87.19

**Airfield Commander**  
Alain Vandevelde  
+32.475.49.52.24

**Airfield Commander**  
Jacques Marin  
+32.478.40.47.12

**Airfield Commander**  
Emile Vangesselen  
+32.498.10.69.76

**Airfield Commander**  
Steven Leroy  
+32.477.45.90.78

**Airfield Commander**  
Loïc Fusini  
+32.471.10.57.52

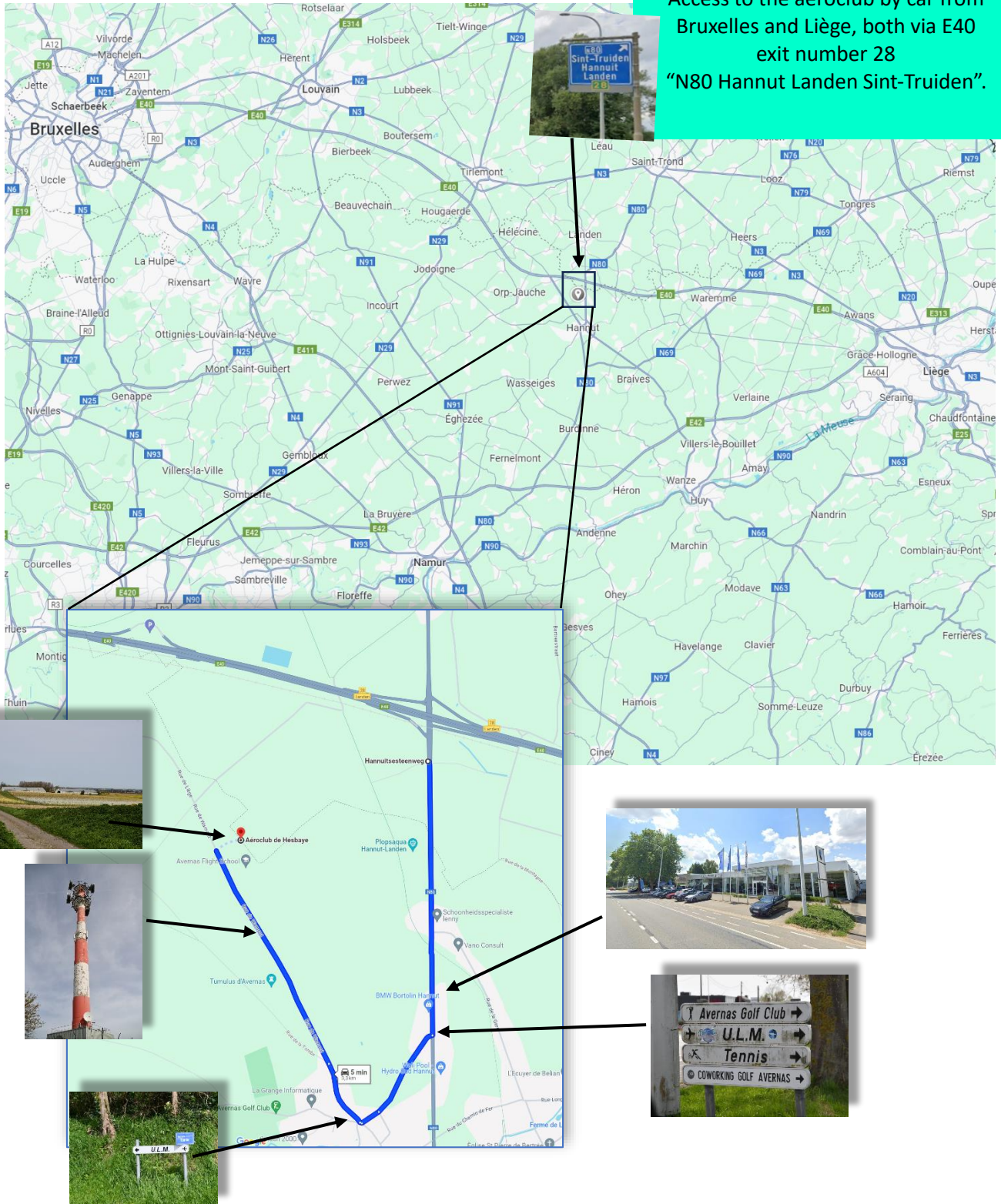
**Airfield Commander**  
Pol Bernaards  
+32.477.33.56.22

## 4. Location of the airfield

### Roadmap

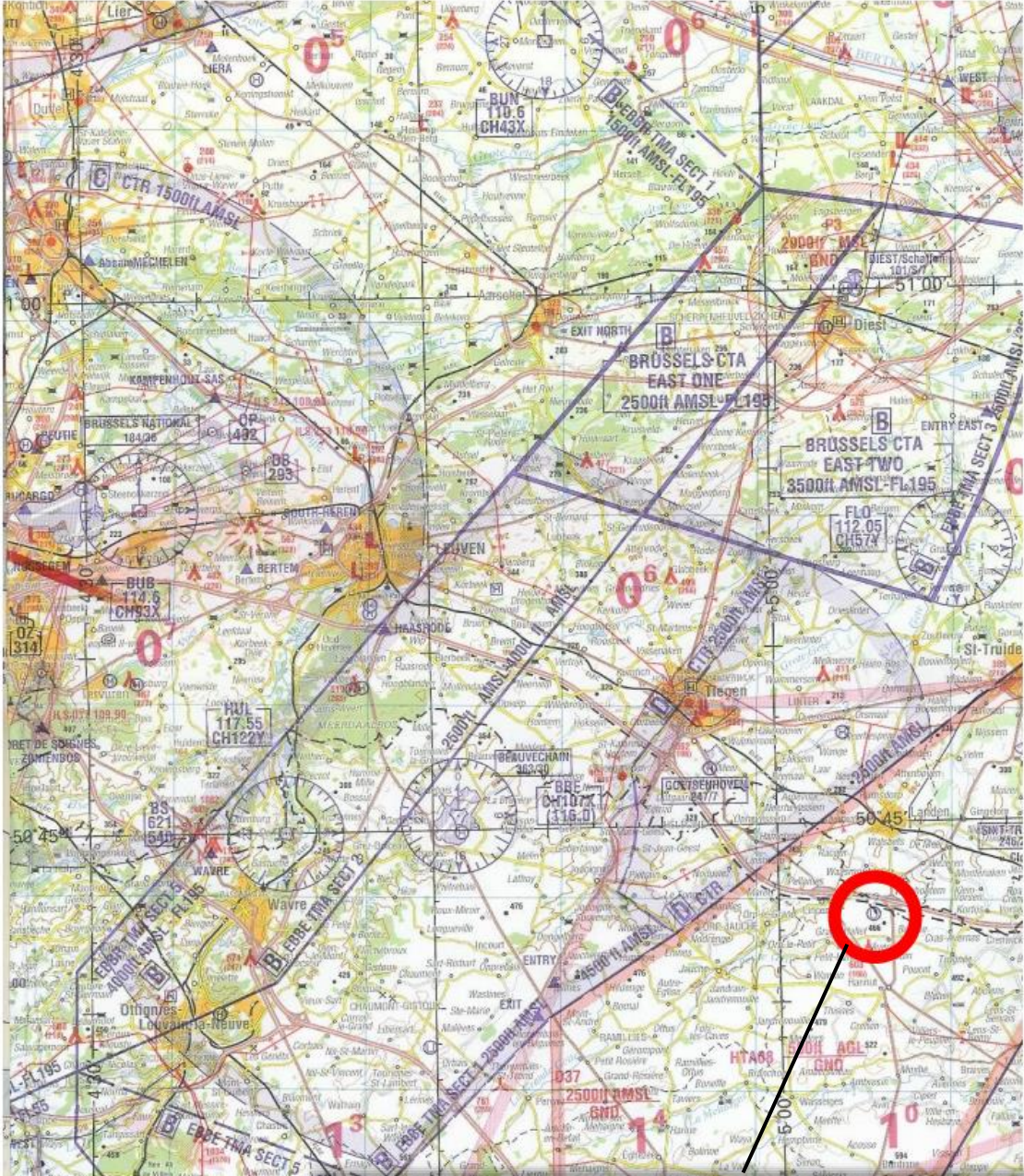
The *Aéroclub de Hesbaye* is located at **rue de Wamont, 10, 4280 Landen**.

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

| <b>EBAV</b>                     |                                                                                                                                                                                                                                                                                                     |
|---------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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:<br>Philippe Hendrickx +32 497.24.47.11<br>Alain Vandeveldel +32 475.49.52.24<br>Eddy Luyckx +32 496.16.62.62<br>Henrickus ter Haseborg +32 472.84.34.85                                                                                                                      |
| Integration                     | 1/ Overhead signal area at 1200 ft AGL (=1600ft AMSL)<br>2/ Beginning of downwind                                                                                                                                                                                                                   |
| Circuits                        | <ul style="list-style-type: none"> <li>• Circuit north 500 ft AGL (900 ft AMSL) RWY 05 : Left Hand circuit, RWY 23 : Right Hand</li> <li>• Circuit south 700 ft AGL (1100 ft AMSL) RWY 05 : Right Hand circuit, RWY 23 : Left Hand</li> </ul>                                                       |
| Taxi                            | <ul style="list-style-type: none"> <li>• After landing, the runway must be vacated to the south and backtrack to the apron.</li> <li>• 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.</li> </ul> |
| Hangars                         | 2                                                                                                                                                                                                                                                                                                   |
| Aircraft parking                | On the apron or inside hangar if available                                                                                                                                                                                                                                                          |
| Bar & Clubhouse                 | Meals available<br>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.



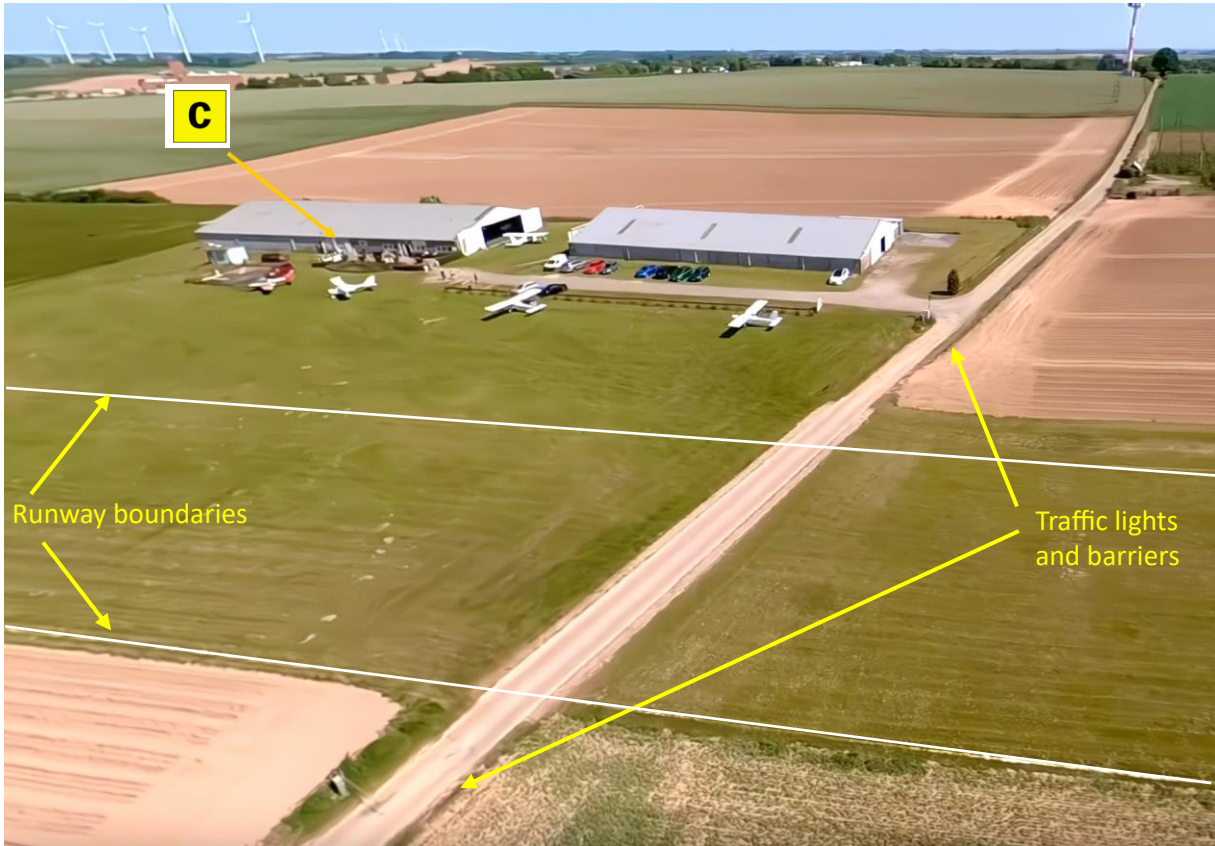
However, pilots must pay extra attention and watch out for any intrusion of a vehicle, cyclist, pedestrian or person on horseback....



Traffic lights and barriers

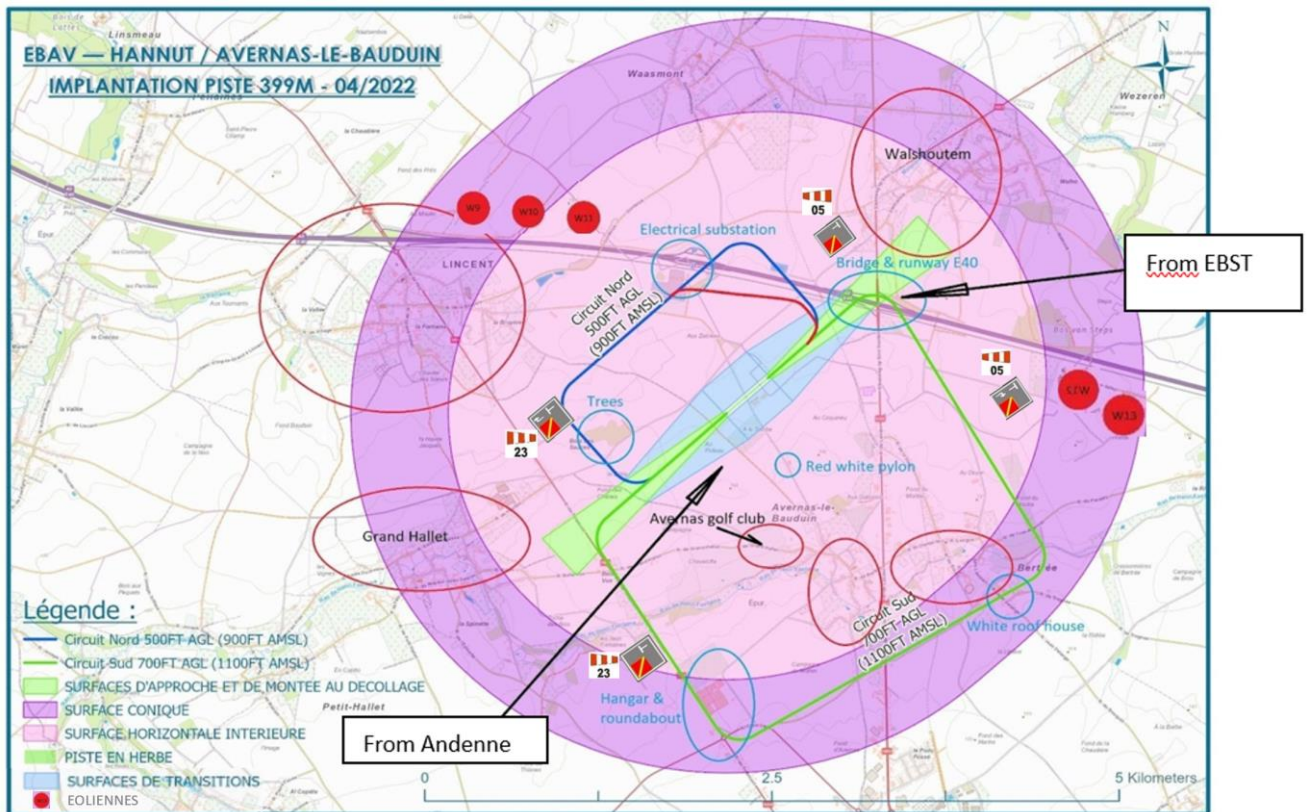
If there is any doubt about the safety of your landing or departure maneuver, a go-around could be the best decision. Announce your intention and action on the radio (English (recommended), French, Dutch or German).





Runway view from RH downwind RWY 23

### Reference points



Reference points



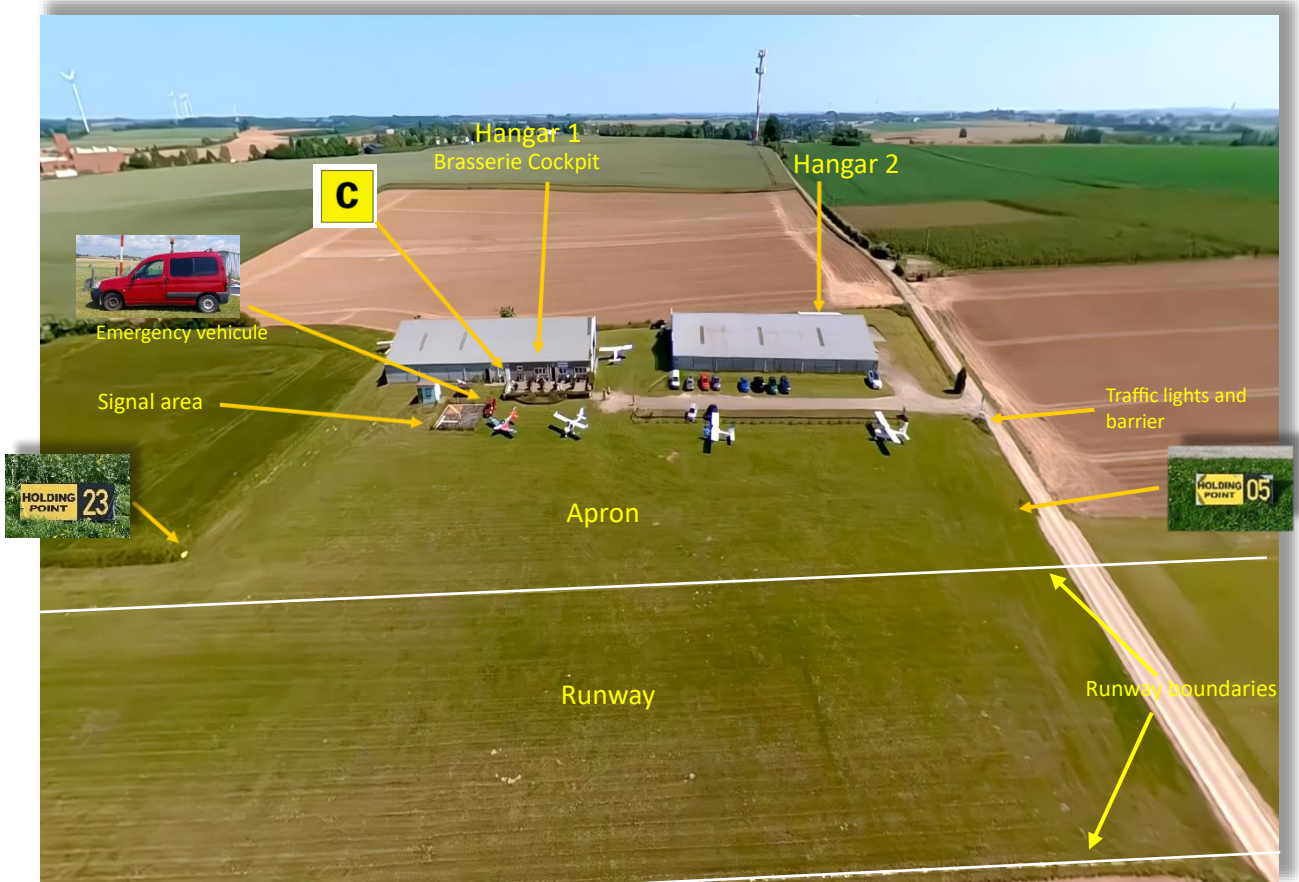
Runway 23



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/](http://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

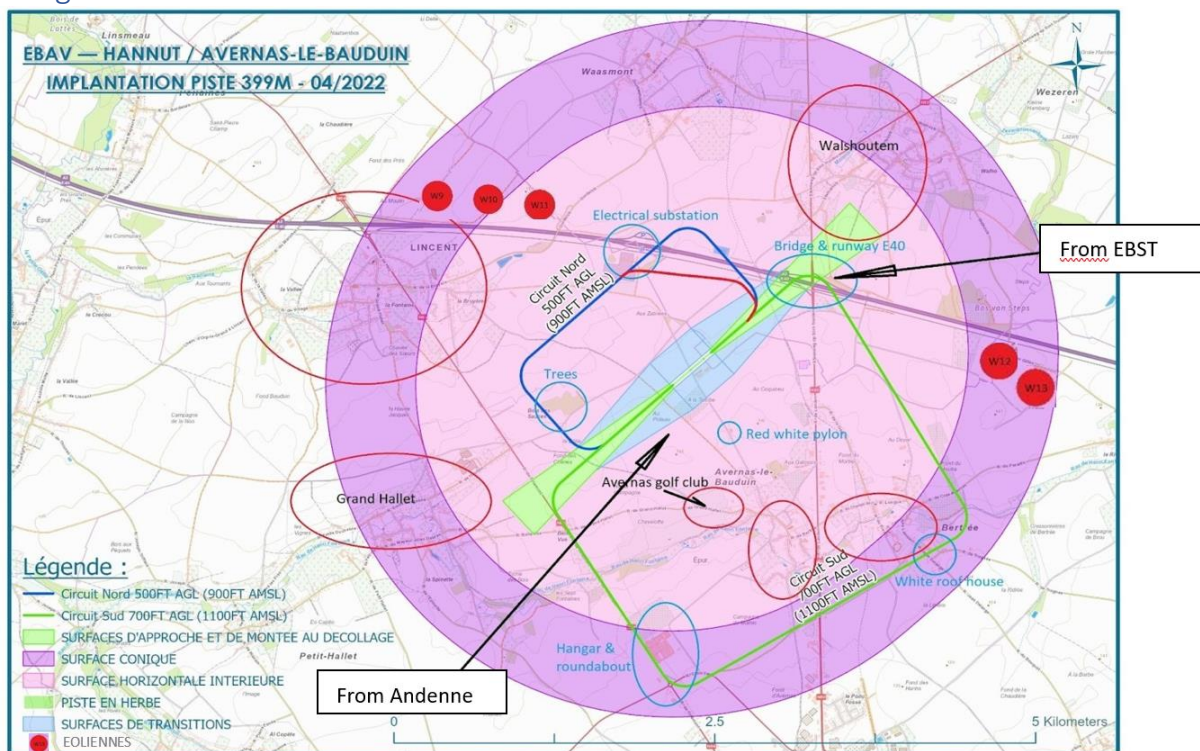
- Before departure:  
Contact EBBE by phone on +32.2.442.55.00 and squawk 2000.
- After take off:  
Contact via radio EBBE APP on 122.830MHz (EBBE TWR is 130.730) and squawk 2000.  
**ENGLISH SPOKEN !!!**

## 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.

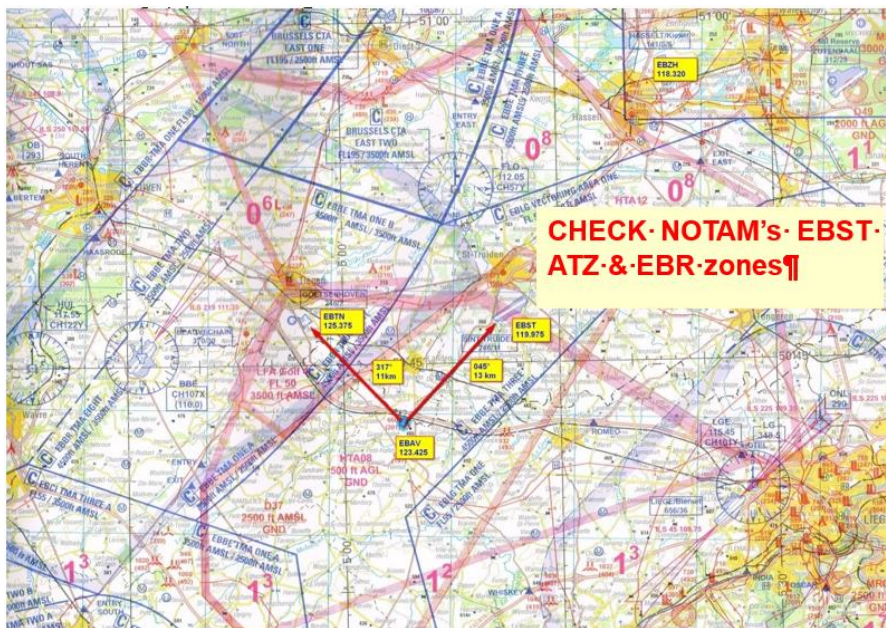


## Wind turbines

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

| <b>Telephone numbers</b>                                                                                                      |                                                                                                                                                 |
|-------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| General                                                                                                                       | SMUR Waremmme - MUG ST-Truiden 112                                                                                                              |
| Medical emergency                                                                                                             | 112                                                                                                                                             |
| Fire brigade<br>Fire Brigade Hannut                                                                                           | 100<br>019 60 54 20                                                                                                                             |
| Police                                                                                                                        | 101                                                                                                                                             |
| Aeronautical Rescue Coordination Center<br>= Brussels ACC                                                                     | +32 2 206 27 21<br>+32 2 206 27 22                                                                                                              |
| Air Accident Investigation Unit (Belgium):<br>If AAIU cannot be reached at the above<br>numbers, please notify BRUSSELS A.C.C | +32 2 277 44 33<br>+32 476 76 18 65                                                                                                             |
| SAR Koksijde (Helicopter)                                                                                                     | +32 58 31 17 14<br>(coordinates Avernas = 50°42'27"N005°04' 10"E)                                                                               |
| Civil Aviation Authorities Brussels                                                                                           | +32 2 206 32 11<br>outside day hours: ACC: +32 2 206 27 11 or<br>+32 2 206 27 22 or +32 2 206 27 23<br>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

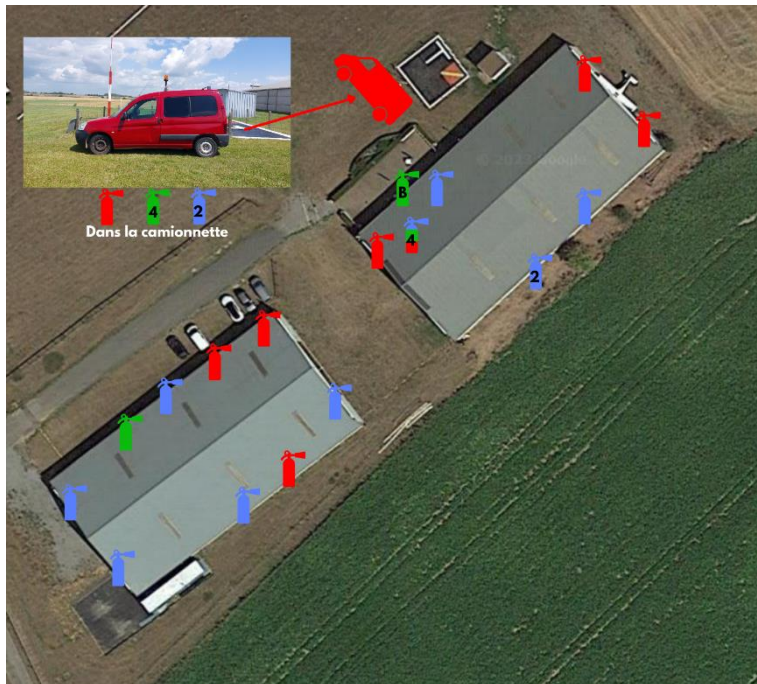
- Max 2 persons on board.
- ULM are made of metal, aluminum, wood and canvas or composite materials, or a combination of these materials.
- The fuel used is petrol (euro 98).
- There could be a maximum of 60 to 120 liters of fuel in each plane.
- The motor contains oil.
- Nowadays, only few ULM have 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

|                                                                                     |                                         |                                                                                                                                                                                     |
|-------------------------------------------------------------------------------------|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <b>Powder extinguishers</b>             | 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)        |
|  | <b>Foam fire extinguisher</b>           | for <u>dry fires</u> (wood, cardboard, paper, fabric, plastic) or <u>greasy fires</u> (hydrocarbons, alcohol, grease, oil, paint).<br><b>DO NOT</b> use in case of electrical fire. |
|  | <b>CO<sub>2</sub> fire extinguisher</b> | for <u>electrical fires</u> and <u>greasy fires</u> (hydrocarbons, alcohol, grease, oil, paint)                                                                                     |
| <b>B</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](mailto: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

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

## 14. Revision

| <b>Revision Date</b> | <b>Changes</b>                                                              | <b>Location</b>                    |
|----------------------|-----------------------------------------------------------------------------|------------------------------------|
| 240115               | Updates images<br>Waiting for updated overhead views                        | pp. 9, 10                          |
| 240115               | Added chapter "official documents" (ref in text above p 14)<br>Contents TBD | P 21                               |
| 240213               | Minor phraseology changes                                                   |                                    |
| 240304               | Minor phraseology changes<br>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<br>Latest draft version before agreement           |                                    |
| 240404               | Update image backtrack<br>Links to documents                                |                                    |
| 240416               | Update images                                                               | pp. 5, 6, 7, 8, 9, 10, 11, 12      |
|                      | Update links                                                                | P 22                               |
| 240425               | Update Para infrastructure<br>deleted point 7                               | P 17                               |