

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Night Restriction**

2200-0500Z movement of ACFT with MTOW over 8.6t / 18999lbs and certified according to the standards of chapters 2, 3 or 5 of ICAO Annex 16 Vol I, are forbidden if their quota count exceeds 12. Exceptions can be made for quota count up to 26 with PPR.

**Airport Information****RFF:** CAT 9**PCN:** RWY 08/26: 86/F/C/W/T**Operation****Traffic Note:** PPR for Code letter F ACFT.**Transponder Mode S**

Select assigned transponder mode A and activate S, set to AUTO if technically AVBL; after LDG, continuously until fully parked on stand.

Select ACFT identification feature if AVBL, before activating transponder.

**Low Visibility Procedures**

LVP in force when RVR is below 600m.

When RWY 08 in use, vacate RWY via exit A for access to APN 2, 3 and exit M for access to APN 1.

When RWY 26 in use, vacate RWY via exit F for access to APN 2, 3 and exit M for access to APN 1.

Leave the ILS sensitive area ASAP and report "RWY vacated".

ACFT will be guided by follow-me from RWY exit to stand or from stand to RWY HLDG PSN.

Follow-me for APN 1 AVBL O/R only.

ACFT can only leave APN after TKOF of preceding ACFT.

**Preferential RWY**

2100-0700Z, when crosswind component not exceed 15KT or tailwind component not exceed 5KT:

- TKOF: RWY 26
- LDG: RWY 08

**RWY Restriction**

Turnpad OPS: Follow guideline for LH turn on turnpad, MNM required RVR 350m.

During night time and reduced VIS, marshaller is required for turn pad operations.

**Taxi/Parking**

TWY B1, D1, E1, E2 and K3-K8 width 20m / 66ft.

TWY G2, H2 width 15m / 49ft.

TWY C1 MAX weight 5.7t / 12566lbs, only be used from SR-SS.

No follow-me AVBL after LDG RWY 08 and before TKOF RWY 26 to/from APN 1.

APN 1 and 2:

- Taxi to stand under own PWR.
- Push-back with only 1 ENG on idle (if needed).

Exit APN 1 only via TWY M.

Exit APN 2 only via TWY B2, C2 and E2.

ACFT with weight above 5.7t / 12500lbs must enter APN 3 by towing only, except when authorized by AD.

**ARRIVAL****APU**

APU must be shut down ASAP after arriving on stand. Use of APU prohibited 2200-0500†.

**Engine Run-up Areas**

Engine run-ups are only allowed between 0600-2200† on the TWYs at holding bays of RWY INT A or M, depending on wind direction.

**Communication****COM Failure**

If ACFT does not succeed in LDG within 30min, it must leave both Oostende CTR and TMA on 045° below 1650ft and land at first suitable AD where MET CONDs permit visual APCH and LDG.

**Arrival Procedure****Noise Abatement Procedure**

All ACFT Continuous descent and reduced PWR/reduced drag techniques should be used by all ACFT when operating CONDs are as follows:

- ILS AVBL
- RWY clear and dry
- VIS higher than 1900m
- CEIL higher than 500ft above AD ELEV
- cross-wind component, including gusts, lower than 15KT (8 m/sec)
- tail-wind component, including gusts, lower than 5KT (2.5m/sec)
- no adverse weather CONDs that may affect the APCH (such as reported or forecasted wind shears or thunderstorms).

Turbo-JET powered ACFT shall use, as a final flap setting, the MNM certificated LDG flap setting set forth in the approved ACFT Flight Manual for the applicable CONDs.

However each PIC has the final authority and responsibility for the safe operation of his ACFT and may use a different flap setting approved for that ACFT if he determines that it is necessary in the interest of safety.

**ILS APCH:** Do not intercept ILS GP below 2000ft.

**SRA APCH** without assistance from ILS: Do not descend below 2000ft before 6NM from touchdown.

**VIS APCH:** Do not descend below 1500ft before intercepting PAPI.

**Reverse:** Do not use more than idle reverse if possible.

**DEPARTURE****Take-off Minima**

RWY		08/26	
All ACFT	ft - m/km	0 - 200R/200V	-

**DEPARTURE****Departure Procedure****Noise Abatement Procedure**

ICAO Standard: - TKOF PROC A for JET ACFT.  
- TKOF PROC B for PROP ACFT.

**Departure Note**

**KONAN 1S, SASKI 3S and all SIDs RWY 26:** SIDs are crossing EB (D)-7, Oostende ATC shall always coordinate and obtain crossing CLR before ACFT is airborne.

**De-icing**

AVBL.

09-NOV-2017  
OST-EBOS

Belgium Oostende Brugge Oostende

AGC  
AFC

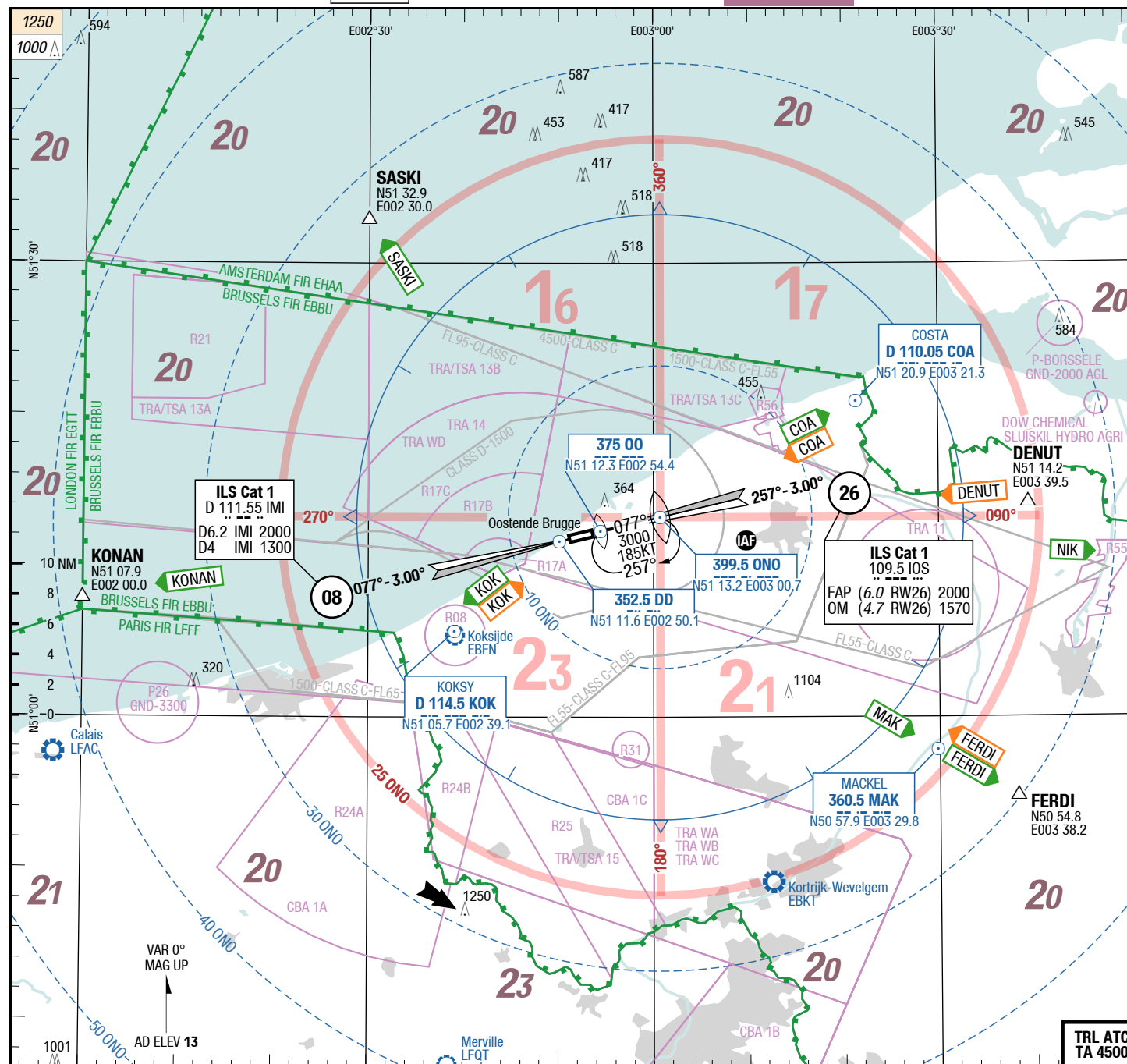
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Oostende Oostende Brugge Belgium

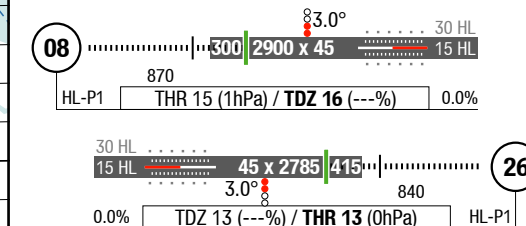
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2-10

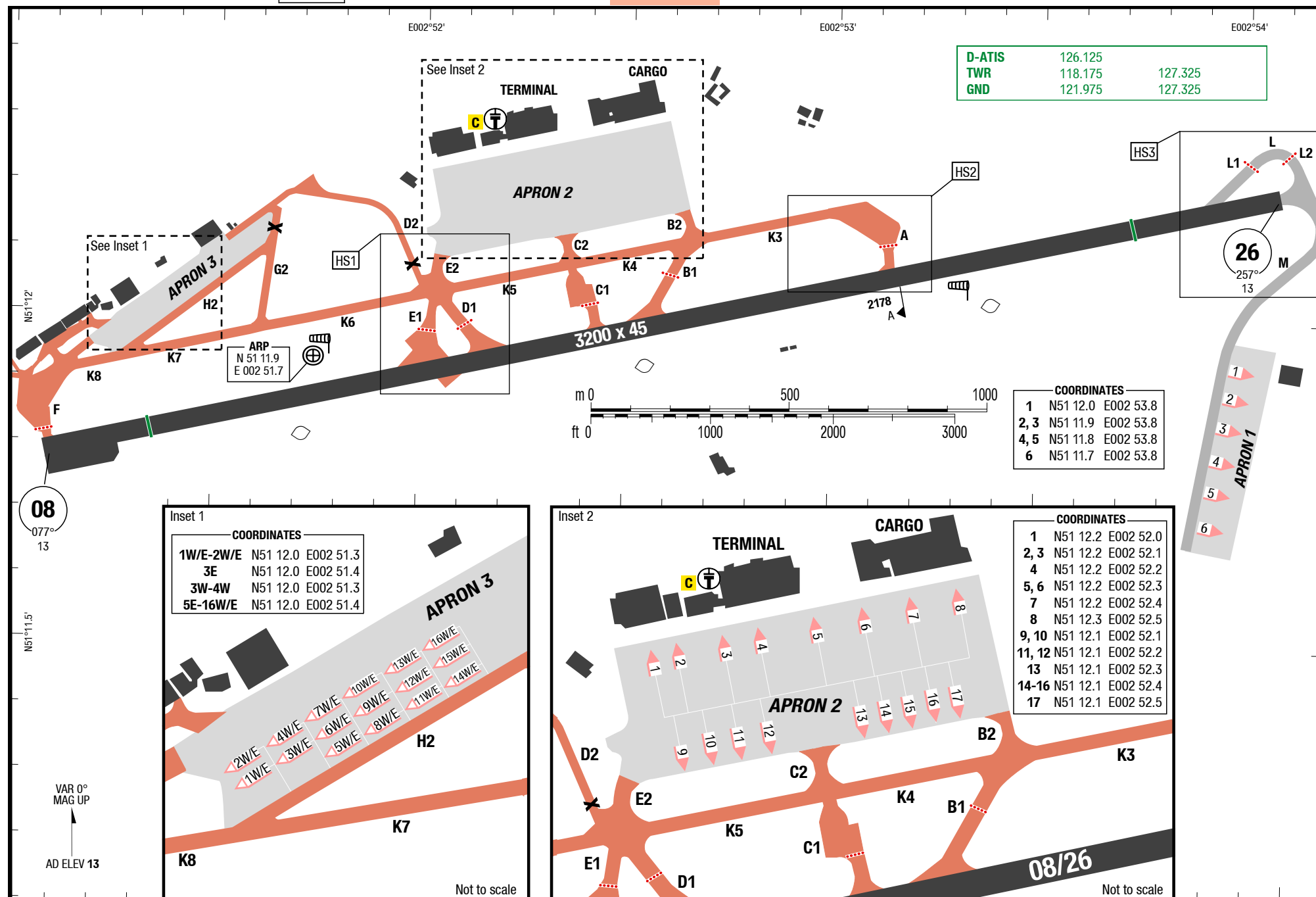


D-ATIS 126.125  
APP 120.600 127.325  
TWR 118.175 127.325  
GND 121.975 127.325

Landing RWY system:



Changes: MSA, SUAs, OBST



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Belgium Oostende Brugge Oostende

SIDs RWY 26

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SIDs RWY 08

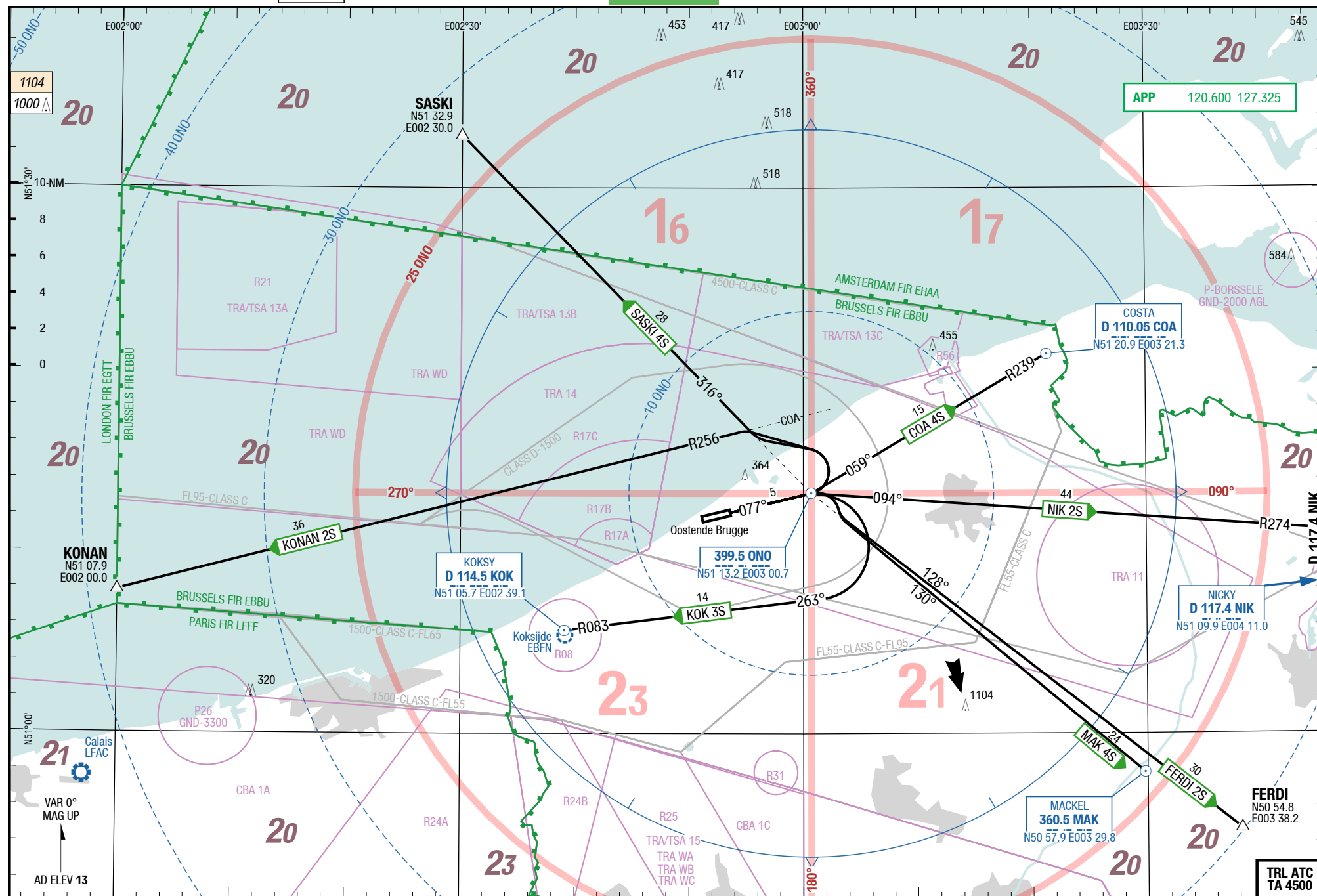
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SID

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SIDs RWY 26

SIDs RWY 08



Changes: MSA, SUAs, OBST

## OST-EBOS

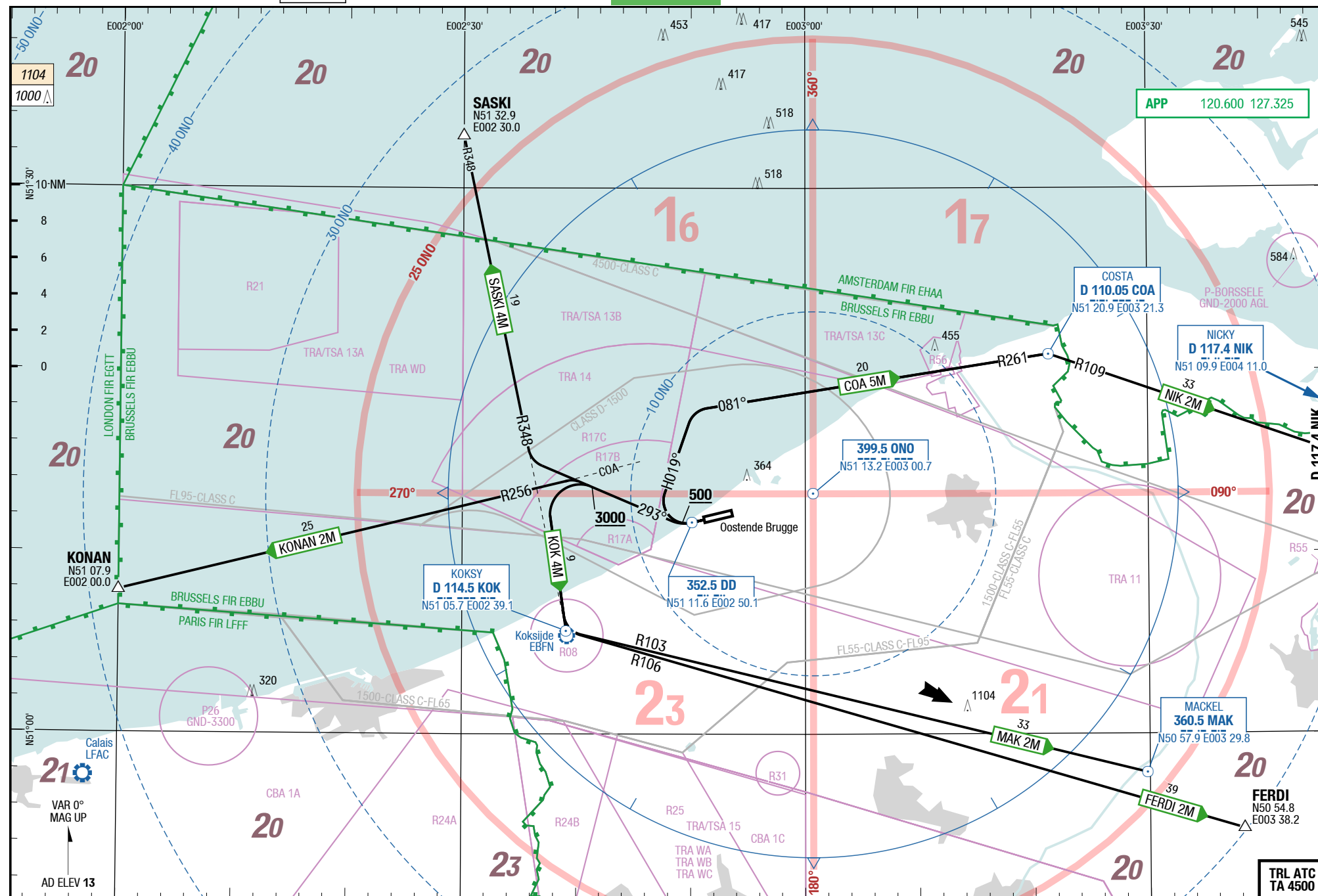
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## SIDs RWY 26

SID

SID

## SIDs RWY 26



Changes: MSA, SUAs, OBST

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**OST-EBOS**

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**SIDs RWY 08****SIDPT**

**COA 4S / FERDI 2S / KOK 3S / KONAN 2S / MAK 4S / NIK 2S / SASKI 4S**  
**RWY 08 (077°)**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 08</b>	
<b>COA 4S</b> <b>120.600</b> ①	at <b>ONO LT</b> intercept R239 <b>COA</b> to <b>COA</b>	
<b>FERDI 2S</b> <b>120.600</b> ①	at <b>ONO RT</b> intercept QDR 128 <b>ONO</b> to FERDI	
<b>KOK 3S</b> <b>120.600</b> ①	at <b>ONO RT</b> intercept R083 <b>KOK</b> to <b>KOK</b>	
<b>KONAN 2S</b> <b>120.600</b> ①	at <b>ONO LT</b> intercept R256 <b>COA</b> to KONAN	
<b>MAK 4S</b> <b>120.600</b> ①	at <b>ONO RT</b> intercept QDR 130 <b>ONO</b> to <b>MAK</b>	
<b>NIK 2S</b> <b>120.600</b> ①	at <b>ONO RT</b> intercept R274 <b>NIK</b> to <b>NIK</b>	
<b>SASKI 4S</b> <b>120.600</b> ①	at <b>ONO LT</b> intercept QDR 316 <b>ONO</b> to SASKI	

① Close-in obstacles.

Changes: Nil



**COA 5M / FERDI 2M / KOK 4M / KONAN 2M / MAK 2M / NIK 2M / SASKI 4M**  
RWY 26 (257°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 26</b>	
<b>COA 5M</b> <b>120.600</b>	at MNM <b>500 RT</b> HDG 019° to intercept R261 <b>COA</b> to <b>COA</b>	
<b>FERDI 2M</b> <b>120.600</b>	at MNM <b>500 RT</b> intercept QDR 293 <b>DD</b> - at MNM <b>3000 LT</b> direct <b>KOK</b> - R106 <b>KOK</b> to <b>FERDI</b>	
<b>KOK 4M</b> <b>120.600</b>	at MNM <b>500 RT</b> intercept QDR 293 <b>DD</b> - at MNM <b>3000 LT</b> direct <b>KOK</b>	
<b>KONAN 2M</b> <b>120.600</b>	at MNM <b>500 RT</b> intercept QDR 293 <b>DD</b> - <b>LT</b> intercept R256 <b>COA</b> to <b>KONAN</b>	
<b>MAK 2M</b> <b>120.600</b>	at MNM <b>500 RT</b> intercept QDR 293 <b>DD</b> - at MNM <b>3000 LT</b> direct <b>KOK</b> - R103 <b>KOK</b> to <b>MAK</b>	
<b>NIK 2M</b> <b>120.600</b>	at MNM <b>500 RT</b> HDG 019° to intercept R261 <b>COA</b> to <b>COA</b> - R109 <b>COA</b> to <b>NIK</b>	
<b>SASKI 4M</b> <b>120.600</b>	at MNM <b>500 RT</b> intercept QDR 293 <b>DD</b> - intercept R348 <b>KOK</b> to <b>SASKI</b>	

# OST-EBOS

# Belgium **Oostende Brugge** Oostende

NIL

## STARs

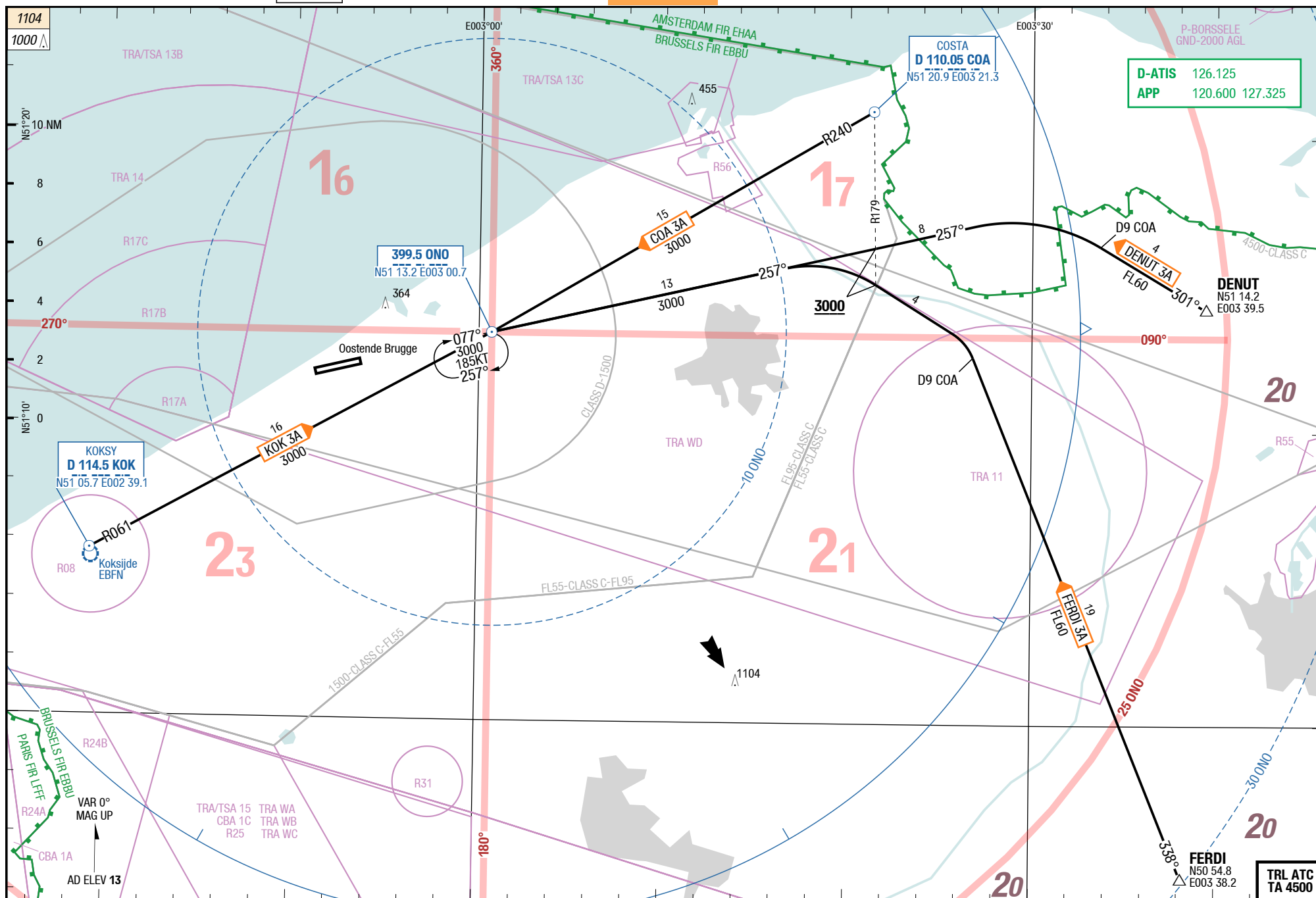
# STAR

# STAR

# Oostende **Oostende Brugge** Belgium

NIL

## STARs



Changes: MSA, SUAs, OBST

TRL ATC  
TA 4500

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Changes: MSA, SUAs, OBST

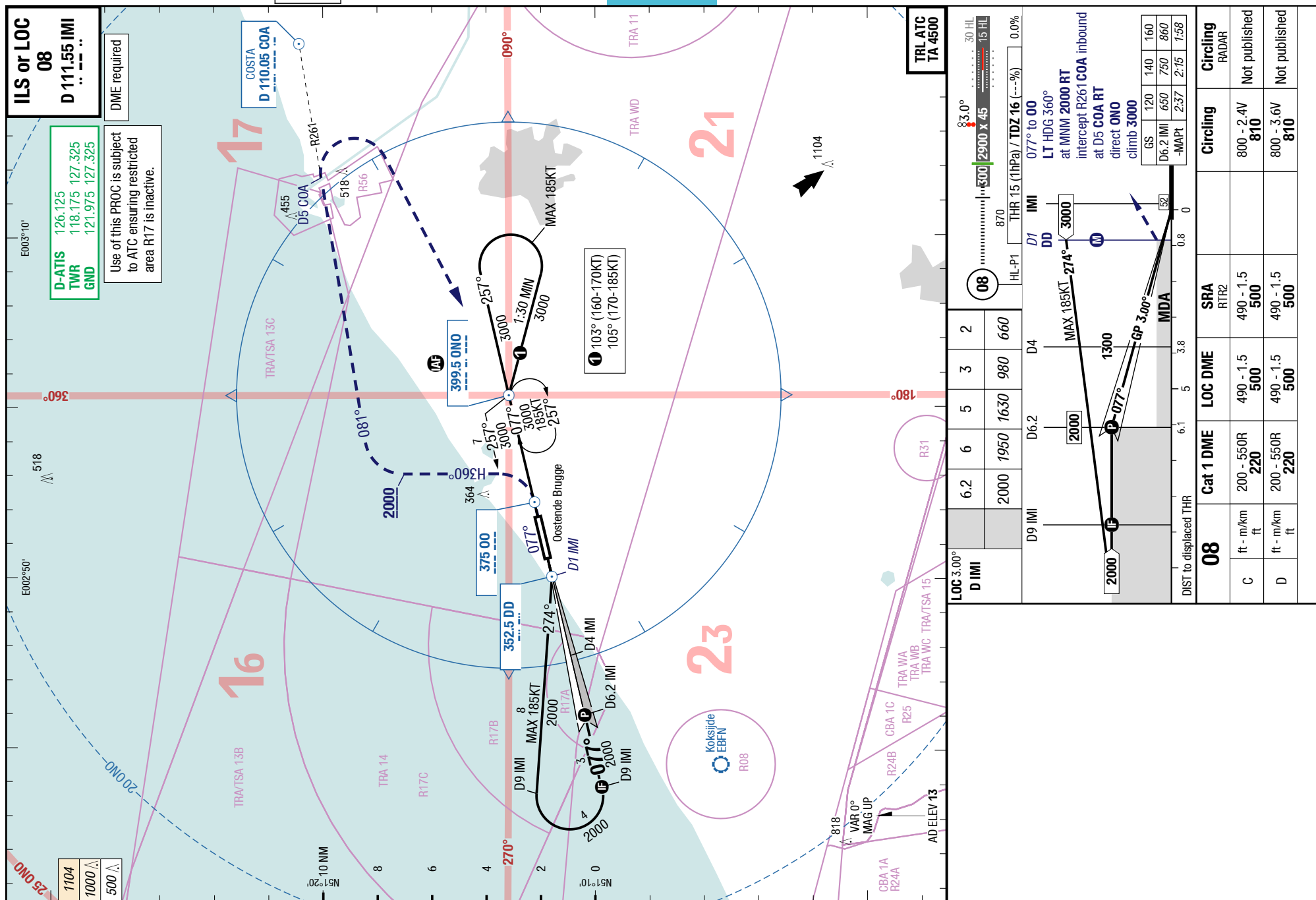
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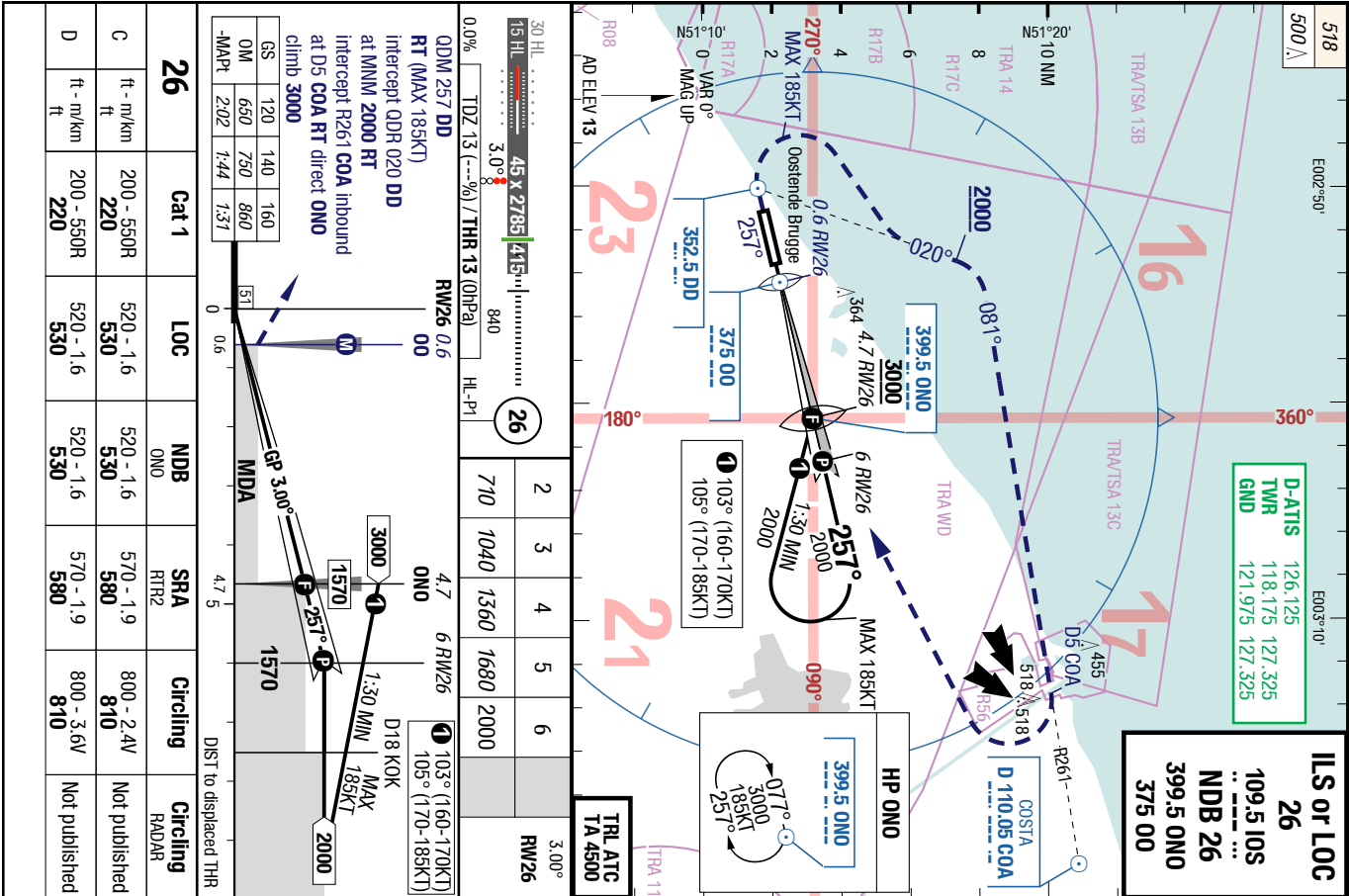
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# IAC

ILS or LOC 26 / NDB 26

## ILS or LOC 08





**7-30**

**LCTR 08**

