

Safety Leaflet – EBZR Visual Traffic Pattern/ Air Proximity Avoidance

Dear All,

Firstly, let me take this opportunity to introduce our safety team in Zoersel;

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Do not hesitate to contact us with ANY safety concern! Obviously, all your reports will be treated with the utmost respect for you **anonymity**, and a strict “**NO BLAME NO SHAME**” policy is being followed. This means that, except for a blunt disregard for regulations, we will strictly protect you against any personal repercussions within our aeroclub.

Have a nice read!

Safety Leaflet – EBZR Visual Traffic Pattern/ Air Proximity Avoidance

Many of us, if not all of us, have already experienced the feeling of spotting conflicting traffic last minute. A prime time location to encounter such an unpleasant event is the visual traffic pattern, where the combination of a *high cockpit workload* (checklists, speed and configuration changes, radio communication, ...) and *dense traffic* undoubtedly negatively influences our ability to look outside. This safety leaflet will zoom in on the conditions specific for EBZR, and hopefully assist in avoiding future air proximities.

WHERE?

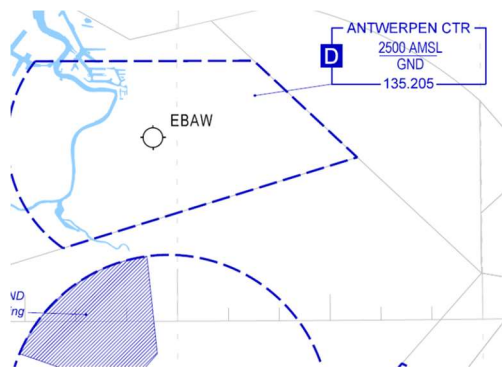
A good situational awareness is key! Know your airspace, both on a '**macro**' and '**micro**' level.

➤ **MACRO**

EBZR is positioned east of Antwerp CTR (class 'D' airspace, up to 2500ft) in *uncontrolled* airspace 'G'.

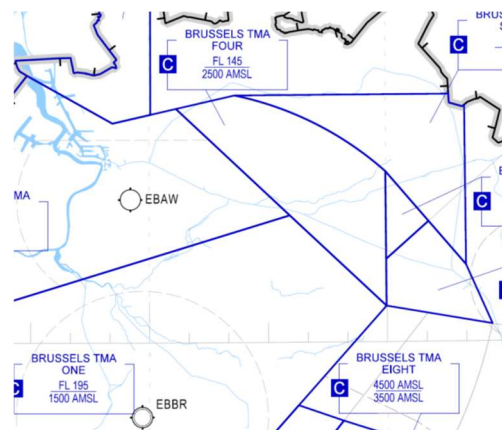
'D' – **NO** separation provided for VFR traffic (ATS **Service** IFR/VFR and VFR/VFR for **traffic information** is provided **ON REQUEST**)

'G' – **NO** separation provided



Directly on top of EBZR is EBBR TMA FOUR (2500ft – FL145), directly to the south is EBBR TMA ONE (1500ft – FL195). The '*Zoersel Climb-Out Sector*', commonly referred to as '*the sector*', allows gliders to reach up to 4500 ft when approved by EBBR ACC.

➔ **!! Overflight of EBZR is possible up to (yet not including) 2500ft !!**

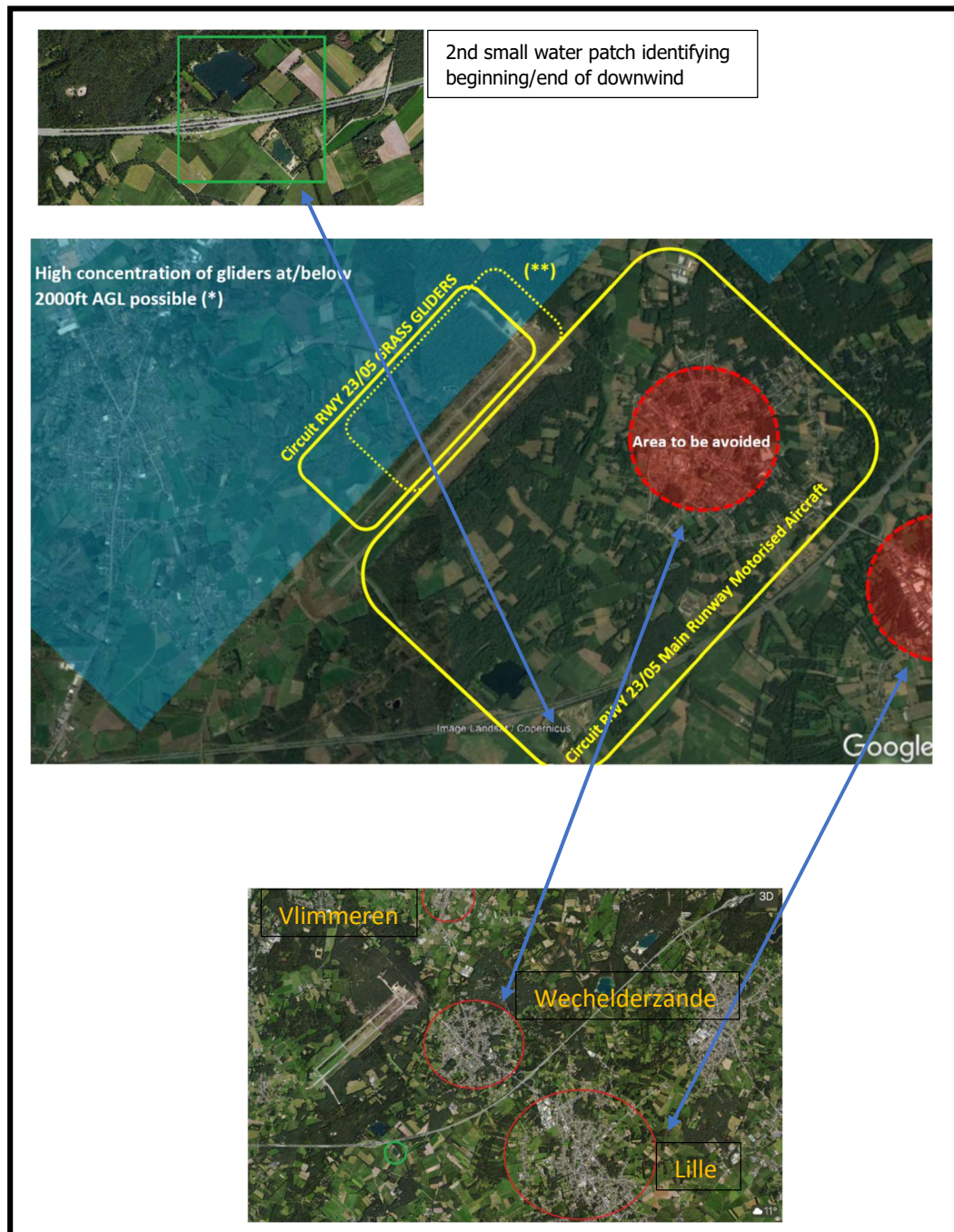


➤ **MICRO**

The local visual traffic pattern is publicly available on our APCK website. However, some specific details are important to correctly identify and fly the visual traffic pattern.

➔ The 'standard' circuit for *motor-driven aircraft* is located on the **southside** of the airport and to be flown at **1000ft**. Please find below some key features to correctly identify and position the downwind leg.

The 'standard' circuit for *gliders* is located on the northside of the airport and flown at **800ft**. No glider should cross the runway axis below 400m (or 1300ft) AGL.



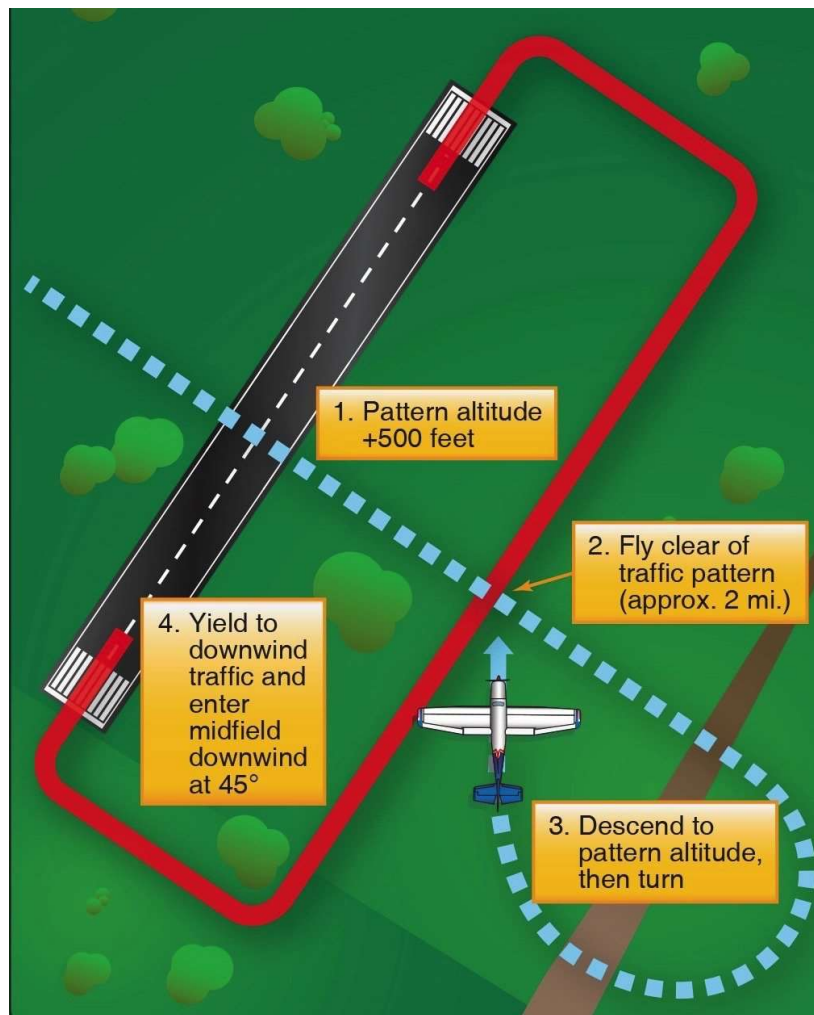
➔ **Important sidenote;** pay particular attention when vacation RWY 23 and have a short lookout for glider traffic landing on RWY23 grass

HOW?

- ➔ The circuit should be joined between the *beginning and middle of downwind*, applicable for the runway in use, at an angle of 45°.
- ➔ *Avoid climbing or descending* into the visual traffic pattern, join the circuit at the assigned level (or in our case at 1000') to increase your visibility. Illuminate your landing light when available (which is a part of the approach checklist).

After overflying the airport at a safe altitude (min. 500ft above the circuit), *descend outside* the circuit. Use a *wide turn* to combine to obtain a good lookout of the area, similar to a clearing turn prior to unusual manoeuvres.

- ➔ Try to establish 2-way radio communication, yet **DO NOT** rely on this. A good lookout is your best protection!



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In the future the safety leaflet will also pay attention to other operations on EBZR, one of which are the gliding operations. This is done to create more insight in each other's operations to prevent further incidents or accidents due to insufficient knowledge. In the end, safety is something we should all work on together.

In this leaflet we will talk about the circuits our gliders use for landing. We have two: the most used northern circuit for RWY 23 GRASS, and the northern circuit when a landing on the main runway is made. A so called 'transport landing' will be made when a glider has no more 'bookings' for the rest of the day. The pilot will then make a short landing on RWY23 or a long landing on RWY05, depending on the runway in use. This can happen at any time, but mostly towards the evening.

We understand it can be frustrating when a glider is not runway vacated in time, so that a go-around is required. The alternative to a transport landing would be to walk the gliders back to the hangar, thus blocking taxiway and runway for a long period of time. In the future we will try to make sure the runway is not blocked any longer than necessary.

Attached you can find an explanation of our circuits and the hotspot which arises from it. In case you have any questions or remarks, don't hesitate to contact us (+32 483 48 82 79).

Greetings

Safety team KAZM

Annex I – EBZR Circuit Chart

Circuit Chart EBZR – 123.805 MHz

(*) Above, and occasionally below 2000 ft AGL it is possible to encounter gliders outside the indicated area!

(**) Gliders occasionally land on the main runway via the dotted Northern circuit. They call downwind, base and final
Avoid the villages of Zoersel, Malle, Wechelderzande and Vlimmeren.

