



## Memorandum of Understanding

between

**BELGOCONTROL**

and

**Airfield  
DIEST/SCHAFFEN**

**Brussels APP**

Effective: 02 May 2013

### **1 General**

#### **1.1 Introduction**

1.1.1 The Airfield Diest/Schaffen (EBDT) is a military airfield that has permission from the Ministry of Defense to operate with civil clubs, during weekends and national holidays.

1.1.2 The activities of the Airfield Diest/Schaffen consist of Glider and Paratroop activities in VMC conditions only.

#### **1.2 Purpose**

1.2.1 The purpose of this Memorandum of Understanding (MoU) is to define the procedures to allow civilian clubs from Diest/Schaffen (EBDT) to fly in the "Schaffen Climb-out Sector" under specific conditions (see A.2)

#### **1.3 Aerodrome Responsible**

Diest Aeroclub  
Nieuwe Dijkstraat 77  
B-3290 Diest

The Aerodrome Responsible has the obligation to disseminate this MoU to every club operating from Schaffen/Diest. He will make sure that prescribed procedures are strictly applied.

## **2. Areas of Responsibility for the Provision of ATS**

- 2.1 Brussels APP, as described in AIP Belgium and G.D. Luxembourg.
- 2.2 Diest/Schaffen is an uncontrolled airfield situated in airspace classification "G".

## **3 Procedures**

- 3.1 The procedures to be applied by Airfield Diest/Schaffen and Brussels APP are detailed in the annexes to this MoU:

Annex A: Procedures and Communications

## **4 Revisions and Deviations**

### **4.1 Revision of the MoU**

The revision of the present MoU, excluding annexes, requires the mutual consent of the signatory authorities.

### **4.2 Revision of the annexes to the MoU**

The revision of annexes to the present MoU requires the mutual consent of the authorities designated by the respective signatory approving authorities.

### **4.3 Temporary Deviations**

When necessary, the Supervisor of Brussels APP may introduce temporary modifications to the procedures laid down in the annexes to the present MoU.

### **4.4 Incidental Deviations**

In order to safeguard flight safety no incidental deviations can be tolerated.

## 5 Cancellation

- 5.1 Cancellation of the present MoU by mutual agreement of the respective approving authorities may take place at any time.
- 5.2 Cancellation of this MoU by either approving authority is possible at any time, provided that the canceling party declares its intention to cancel the MoU with a minimum pre-notification time of one month before the date the cancellation is to take effect.

## 6 Interpretation and Settlement of Disputes

- 6.1 Should any doubt or diverging views arise regarding the interpretation of any provision of the present MoU or in case of dispute regarding its application, the parties shall endeavor to reach a solution acceptable to both of them.
- 6.2 Should no agreement be reached, each of the parties shall refer to a higher level of its national aviation administration, to which the dispute shall be submitted for settlement.

## 7 Validity

This MoU becomes effective on 02 May 2013, and supersedes the MoU between Airfield Schaffen/Diest and Brussels APP dated 25/06/2010.

Diest,

Steenokkerzeel,

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Airfield Diest/Schaffen  
Albert Dierckx  
**Luchtvaarttereinoverste**

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L. Locoge  
Head of Department ATS  
**BELGOCONTROL**

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Airfield Diest/Schaffen  
Koen Crombez  
**Voorzitter Diest Aero Club**

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## Annex A

### Flight Procedures and Communications

Effective: 02 May 2013

Revised: ~~15 September 2016~~ 27 April 2017

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#### A.1 General Principles

##### A.1.1 Zone description

The lateral limits of "Schaffen Climb-out Sector" coincide with Brussels ~~TMA~~[CTA EAST 6](#), TMA 9A and 9B:

Lateral limits: See AIP ENR 2.1

Vertical limits: 3500ft – FL55

Remark: FL60 will be the lowest usable flight level for Brussels APP

#### A.2 Procedure

A.2.1 The request to operate within the "Schaffen Climb-out Sector" will be made by the designated responsible of Diest/Schaffen to the Brussels APP Supervisor at least 30' and not more than 60' prior to the start of the activity. He/She will provide Brussels APP Supervisor with his/her name and telephone number.

A.2.2 Three activation periods are available:  
SAT 1100 – 1600 LT  
SAT 1600 – SS LT  
SUN/HOL 1100 – 1700 LT

It is not allowed to make 1 request for the whole day/weekend but separate requests are required for different periods.

A.2.3 The Brussels APP Supervisor will, depending on weather, traffic situations, meteo and runway in use, decide whether he/she can allow glider operations within the "Schaffen Climb-out Sector".

Remark: No approval will be given for the activation of the "Schaffen Climb-out Sector" when:

- Brussels QNH is at or below 995 hPa.
- The Brussels APP Supervisor can also refuse to allow glider operations in the "Schaffen Climb-out Sector" when the weather forecast predicts a pressure of 995 hPa or lower.

A.2.4 All aircraft within the "Schaffen Climb-out Sector" shall set Brussels QNH as altimeter setting. This QNH-value shall be checked at Brussels ATIS (for frequencies: see AIP Belgium and G.D.Luxembourg EBBR AD 2.18).

A.2.5 When the "Schaffen Climb-out Sector" is activated, this airspace is classified as class G. However when the following NOTAM B is in force:

"OUTSIDE NML OPN HR OF EBBL AD, A COMPULSORY LISTENING WATCH WITH BRUSSELS FIC FREQ 126.900MHZ HAS TO BE MAINTAINED FOR TRAFFIC CROSSING EBBL TMA,CTR AND EBR07B,"

Aircraft operating in the "Schaffen Climb-out Sector" will strictly adhere to this NOTAM. On activation of EBBL TMA/CTR, the "Schaffen Climb-out Sector" is deactivated.

A.2.6 Once a period has been approved, Brussels APP will not reclaim the "Schaffen Climb-out Sector".

A.2.7 The Aerodrome Responsible will inform Brussels APP Supervisor of the end of the glider activity, hereby deactivating the "Schaffen Climb-out Sector".

### **A.3 Communications**

A.3.1 Brussels APP: Tel: 00 32 2 206 2712 / 2713  
Freq: 118.250 MHz (Brussels Arrival)

A.3.2 Brussels Info: Freq: 126.900 MHz

A.3.3 Airfield Diest/Schaffen: Tel: 00 32 473 51 52 70  
Tel: 013 69 01 03, menu extension "camionette"  
Freq: 118.925 MHz (Schaffen Radio)

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