

Ostend-Bruges International Airport

IATA/ICAO CODE: OST/EBOS  
CITY: Ostend  
COUNTRY: Belgium

AIRPORT CONTACT

No changes reported by the airport in 2011  
Verify information below with the airport

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ELEVATION: 13 ft.

| RUNWAY INFORMATION |            |                         |                  |           |
|--------------------|------------|-------------------------|------------------|-----------|
| Orientation        | Length (m) | Displaced Threshold (m) | Glide Slope(deg) | Width (m) |
| 08                 | 3200       | -                       | 3                | 45        |
| 26                 | 3200       | -                       | 3                | 45        |

NOISE ABATEMENT PROCEDURES

| Noise Abatement Take-Off and Climb Procedures for Turbo Jet Aircraft |                                                                                                                                                           |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. From take-off to 1500 ft QNH                                      | - takeoff power<br>- takeoff flaps<br>- climb at V2 + 10 to 20 kt or as limited by body angle                                                             |
| 2. At 1500 ft QNH                                                    | - reduce thrust to not less than climb thrust                                                                                                             |
| 3. From 1500 ft QNH to 3000 ft QNH                                   | - climb at V2 + 10 to 20 kt                                                                                                                               |
| 4. At 3000 ft QNH                                                    | - accelerate smoothly to the en-route climb speed with flap retraction.                                                                                   |
| Propeller Aircraft                                                   |                                                                                                                                                           |
| 1. Takeoff to 1,000 ft QNH                                           | - takeoff power<br>- climb at a max gradient compatible with safety<br>- speed not less than single engine climb speed nor higher than best rate of climb |

|                                      |                                                                                                                                                                           |
|--------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                      | speed                                                                                                                                                                     |
| 2. At 1,000 ft QNH                   | - reduce power to the max normal operating power, if this power has been used for showing compliance with the noise certification requirements or to the max climb power. |
| 3. From 1,000 ft QNH to 3,000 ft QNH | - climb at the max gradient with reduced power, maintaining constant speed.                                                                                               |
| 4. Above 3000 ft QNH                 | - accelerate smoothly to the en-route climb speed.                                                                                                                        |

## Noise Abatement Approach and Landing Procedures

Noise abatement descend and approach procedures using continuous descent and reduced power / reduced drag techniques should be used when following conditions apply:

- ILS available
- runway clear and dry
- visibility exceeding 1 900 m
- ceiling higher than 500 ft above AD ELEV
- cross wind component lower than 15 kt (gusts incl)
- tail wind component lower than 5 kt (gusts incl)
- no adverse weather conditions that may affect the approach (wind shear, thunderstorms, etc)

Turbo-jet powered aircraft shall use as final flap setting the minimum certified landing flaps setting published in the Aircraft Flight Manual for the applicable conditions. However, each pilot-in-command may use a different flaps setting approved for the aircraft if he determines that it is necessary in the interest of safety.

## Use of Reverse Thrust

Except for safety reasons, reverse thrust or reverse pitch propellers other than idle thrust or power shall not be used.

## CONTINUOUS DESCENT ARRIVAL (CDA)

See noise abatement procedures

## AIRPORT CURFEWS

See operating quota - noise quota count in effect.

## PREFERENTIAL RUNWAYS - [NONE](#)

## OPERATING QUOTA

### Noise Quota System

Aircraft operating at EBOS shall be noise certificated according to Annex 16, Volume I. Between 2200 and 0500, movements of aircraft with MTOW over 8,618 kg and certified according to the standards of chapters 2, 3 or 5 of ICAO Annex 16, Volume I, are forbidden if their QC exceeds 37.

$QC = 10^{[(G-85)/10]}$

whereby “G” equals:

- for take-off: half the sum of the certified fly-over and sideline noise levels in EPNdB of the aircraft at its MTOW
- for landing: the certified approach noise level in EPNdB of the aircraft at its maximum landing weight, minus 9 EPNdB.

Operators shall provide the documents containing the certified fly-over, sideline and approach noise levels in EPNdB to the Airport Inspection on first request.

ENGINE RUN-UP RESTRICTIONS

Engine test runs and idle checks in the open air and without silencers must be restricted to the very minimum and require prior permission from the Airport Inspection.

Engine test runs are only allowed between 0600 and 2200. They can only take place on the taxiways at the holding bays of RWY 08 or RWY 26, depending on the wind direction.

APU OPERATING RESTRICTIONS

Pilots shall be aware of the noise impact the use of APU has on the local community, especially between 2200 and 0500.

The APU shall be shut down at the earliest opportunity after the arrival on stand and it may only be restarted when essential aircraft checks or cabin conditions require so before the planned departure. The APU shall not be left running without qualified attendance.

Any additional use of APU can only be allowed by the Airport Inspection, on justified request. Unless for safety reasons, no exceptions will be allowed between 2200 and 0500.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE- [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

| Type of Program                                                             | Date Implemented | Status |
|-----------------------------------------------------------------------------|------------------|--------|
| Sound Insulation (Residences and Public Buildings)                          | -                | -      |
| Purchase Assurance for Homeowners Located Within the Airport Noise Contours | -                | -      |
| Avigation Easements                                                         | -                | -      |
| Zoning Laws                                                                 | -                | -      |
| Real Estate/Property Disclosure Laws                                        | -                | -      |
| Acquire Land for Noise Compatibility to date                                | -                | -      |

|                                                                            |      |                                        |
|----------------------------------------------------------------------------|------|----------------------------------------|
| Population within each noise contour level relative to aircraft operations | -    | -                                      |
| Airport Noise Contour Overlay Maps                                         | 1999 | <a href="#">2003 Noise Contour Map</a> |
| Total Cost of Noise Mitigation Programs to Date                            | -    | -                                      |
| Source of Noise Mitigation Program Funding for Aircraft Noise              | -    | -                                      |

NOISE MONITORING SYSTEM

4 noise monitoring units

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Stage 2 ban effective April 1, 2002 Directive 92/14/EU

Takeoff and landing of aircraft classified as "Chapter 2" according to the criteria published in ICAO Annex 16 are forbidden.

Are excluded from this prohibition:

- takeoff and landing performed by aircraft carrying members of the Belgian Royal Family, the Belgium government, the Regional and Community governments and foreign Royal Families and Heads of State or leaders of foreign governments, presidents and commissioners of the European Union, on official missions;
- Takeoff and landing performed with regard to missions in case of disasters or for the purpose of medical assistance.
- Takeoff and landing concerning military missions;
- takeoff and landing performed in exceptional conditions such as flights on which there is immediate danger to the life or health of persons as well as animals; flights diverted for meteorological reasons.

Exceptionally and on explicit justified request, the Minister of Transport may authorize a takeoff or landing of a non-compliant aircraft. The operator of a flight seeking an exemption shall obtain prior permission from the Belgian Civil Aviation Authority: CNN-4th floor, Vooruitgangstraat 80 box 5, 1030 Brussels. Tel +32 (0) 2 206 32 11/Fax +32 (0) 2 203 15 28/E-mail: [traffic.rights@mobilite.fgov.be](mailto:traffic.rights@mobilite.fgov.be)

CHAPTER 2 PHASEOUT

[Chapter 2 airplanes >75,000 lbs are banned from operating in EU Member States as of April 1, 2002.](#)

## CHAPTER 3 RESTRICTIONS

Noise quota system during the night (2200-0500). See Operating Quota for details.