



MOORSELE FLY-IN & OPEN-DOOR SAT 02 & SUN 03 JULY 2022

OPS ORDER

PARTICIPATING-VISITING PILOTS

1. GENERAL

- a. The MOORSELE FLY-IN and OPEN-DOOR is organised by OOVm, a non-profit organisation managing MOORSELE airfield, a Belgian Defense owned training facility for light aircraft, helicopters and parachute training. The two-day event is free of charge and open to the general public. A limited car parking fee of 4,00EUR applies and is managed by the local scouts youth organisation.
- b. All volunteer staff members are aviation fanatics. The event is mainly aimed at thanking the people from the neighbouring villages for their continuous support to the airfield, including the occasional inconvenience caused by noise. Simultaneously it allows presenting aeronautical activities, professions and sports, to the local youth.
- c. Non-homebased aircraft are mostly welcome, without any restrictions. Due to the extensive flying program, aircraft visiting the FLY-IN are required to adhere to the arrival and departure procedures published in this document.
- d. There are no assigned arrival slots for visiting aircraft. Visiting traffic is subject to PPR, and should **preferably** arrive in the following **arrival timeframe (both on Saturday and Sunday)**:

10:00Loc – 13:20Loc

- e. **Arrivals and departures** are possible within the following timeframes **(both on Saturday and Sunday)**:

15:00Loc – 15:10Loc

16:00Loc - 16:15Loc

17:00Loc – 17:15Loc

18:15Loc – 20:00Loc

airfield closes 20:00Loc!

<p>Arrival and departures outside these timeframes are possible but subject to a case-by-case PPR authorized by the local Flight Director and might require a 5 to 15min holding time.</p>

- f. Be aware that EBMO is located barely 3NM NW of KORTRIJK AIRPORT (EBKT). When transiting through RMZ/TMZ (Radio & Transponder Mandatory Zone), either stay above 2.500ft MSL or contact KORTRIJK INFORMATION on 120.250Mhz for your transit.
- g. There is NO FUEL available at EBMO, however AVGAS 100LL and JET A1 is available at KORTRIJK AIRPORT (EBKT), 3NM SE of MOORSELE (landing fees apply & PPR for ULM).

2. FLIGHT OPERATIONS

a. ARRIVAL DIRECTIVES

- (1) A Temporary Restricted Area (TRA) from GND to 4.500 Ft MSL is active during the event, and will be published by NOTAM in due time. It covers a circular area 3,5NM North, East and West of the Airfield Reference Point and touches the Radio & Transponder Mandatory Zone (RMZ/TMZ) of KORTRIJK-WEVELGEM (EBKT) airport in the SOUTH.
- (2) **Entry of the TRA airspace is subject to authorisation by local ATS (callsign 'MOORSELE RADIO' on 120.505 MHz). Keep a sharp look out, ATS is NOT assuring VFR traffic separation inside the TRA or the ATZ.**

(3) Contact 'MOORSELE RADIO' on **120.505 Mhz** at least 5 minutes prior to reaching the TRA inbound for one of the two entry points(see Par(4)below). Monitor frequency continuously and be short and precise when communicating. **Squawk 2000 mode C/S upon entering the TRA.**

- (4) After TRA entry, it is mandatory to join one of the two entry points at 1.200Ft MSL or at any other ATS indicated altitude
 - a. **DADDI** N50°51'20" E003°05'20" North-western edge of town DADIZELE
 - b. **TURBI** N50°53'46 E003°10'33" Highway parking with two wind turbines
- (5) Expect to hold at the entry point until informed by ATS to start the approach. RH holding patterns. If multiple aircraft are in the same holding, a 300Ft separation in altitude will be applied (1.200Ft, 1.500Ft, 1.800Ft,....)
- (6) Upon release by ATS, expect to join either downwind OR (most likely) directly BASELEG to the active runway.
- (7) After landing vacate the runway in accordance with the procedure on page 7 and follow ATS instructions. Upon arriving at the parking area, a marshaller will guide you to your parking. Engine(s) are to be shut down as soon as the aircraft is parked. **Use extreme caution when taxiing and apply minimum power only.**

b. DEPARTURE DIRECTIVES

- (1) 10min prior to estimated off block, advice ATS on your intentions by visiting physically the temporary ATS tower or by calling MOORSELE RADIO on 120.505MHz.

- (2) Engine(s) are to be started as late as possible prior to off-block time. Upon leaving the parking area, a marshaller will guide you out of your parking. **Use extreme caution when taxiing and apply minimum power only.**
- (3) Taxi-out to the holding point of the active runway while monitoring MOORSELE INFO frequency (120.505MHz). Execute engine run-up at the holding and advise ATS with a 'ready for departure' call.
- (4) **Squawk 2000 mode C/S prior to lining-up.**
Following the release for Take-Off by ATS maintain runway heading for 1NM at max 800Ft MSL or on an ATS suggested heading, then join EBKT reporting point (EBKT) W1 if departed RWY22, or (EBKT) N1 if departed RWY04. Keep sharp look-out for traffic.
- (5) Leave the TRA at or below 1000Ft MSL while keeping a sharp look out for other traffic and while monitoring MOORSELE RADIO frequency 120.505MHz. Advise 'leaving TRA' and set XPDR to appropriate code.

c. FLY-BY's

- (1) Occasional Fly-By's may be requested but are subject to ATS approval.
- (2) Fly-By's are to be done in the direction of the active runway, with a flat approach slope on finals, over the runway Northern edge and **NOT lower than 500Ft MSL (430Ft AGL).**
- (3) **NO aerobatic manoeuvres nor steep pull up's are allowed.**

d. COMMUNICATION FAILURES

- (1) In case a two-way communications with MOORSELE INFO on 120.505MHz can NOT be established, **remain clear of the TRA.** Re-join homebase or divert to your alternate.
- (2) In case communication failure occurs inside the TRA at or prior to reaching DADDI or TURBI intersection, leave the TRA by the shortest possible route **remaining clear of the ATZ and EBKT RMZ/TMZ at all times.**
- (3) In case of communication failure after leaving TURBI or DADDI inbound the field, continue towards base leg followed by finals of the active runway while maintaining sharp lookout for other traffic.
- (4) After landing, vacate runway and taxi towards parking area while looking for marshaller guidance.

e. EMERGENCIES

- (1) In accordance with Regulations, a Particular Emergency & Intervention Plan coordinated with the local Emergency Services and different Law Enforcement Agencies applies to the event.
- (2) All participants and visitors should adhere to Safety or Security directives indicated by the organising staff. In case a suspicious behaviour is discovered by a visitor or an

emergency occurs, it is requested to advise a member of the organising staff or emergency services immediately on location.

(3) The Safety & Security Manager or Display Director can be reached on following mobile phone numbers for any reporting or assistance:

- ii. Display Director **+32 477 971602**
- iii. Safety & Security Manager **+32 477 444257**

ARRIVAL AND DEPARTURE INFORMATION
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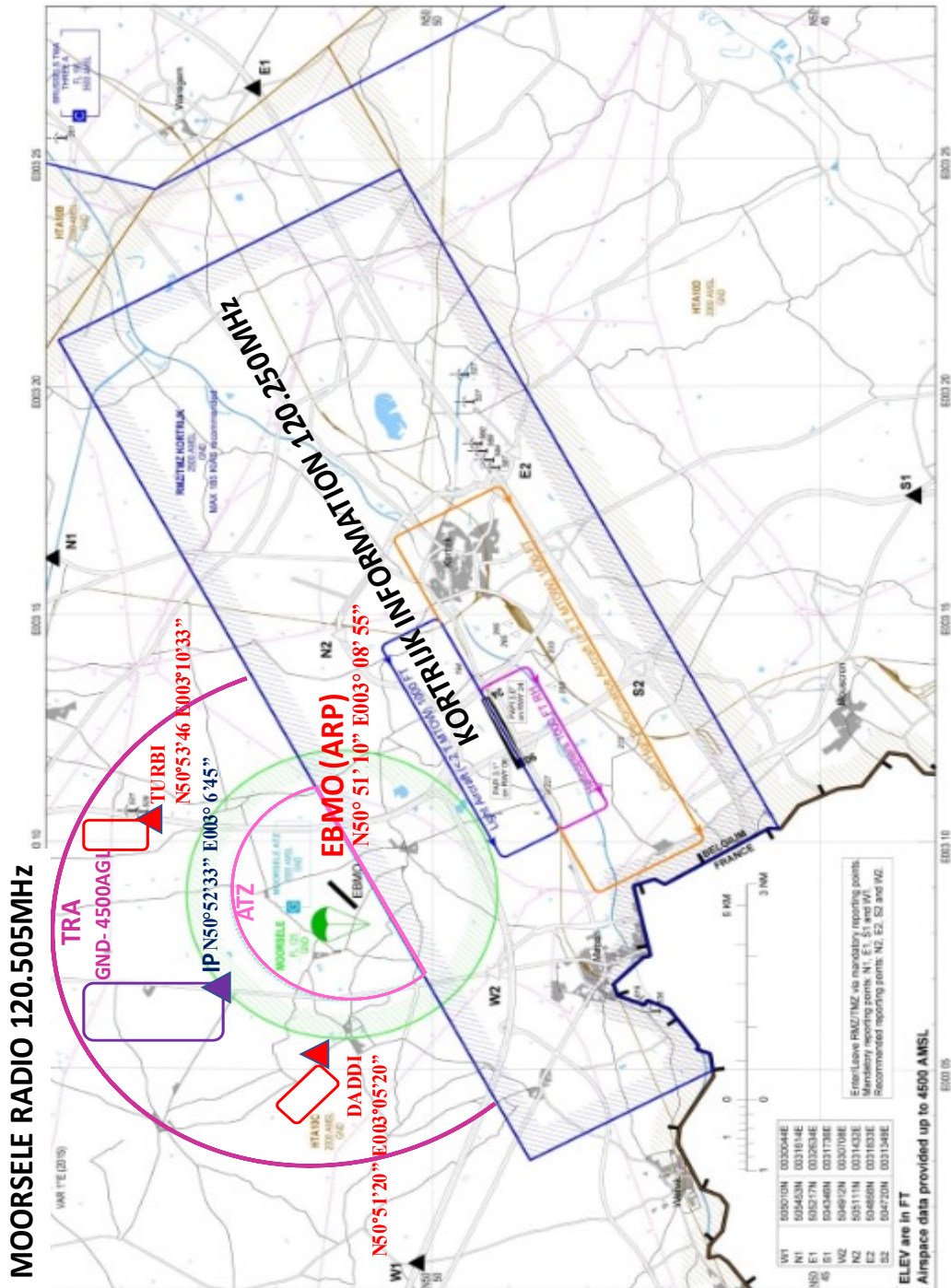


FIGURE 1 : GENERAL AREA OVERVIEW

MOORSELE FLY-IN TURBI ARRIVAL PROCEDURE

- PRIOR TO ENTERING TRA, ESTABLISH TWO WAY COMMUNICATIONS WITH ATS (MOORSELE RADIO ON 120.505 MHz);
 - ON ATS REQUEST JOIN INTERSECTION 'TURBI' @ 1.200FT MSL OR ANOTHER ATS ASSIGNED ALTITUDE AND ENTER A RIGHT HAND HOLDING;
- WITH RUNWAY 22 IN USE:
- FOLLOWING ATS INPUT, LEAVE TURBI INTERSECTION ON TRACK 190° DESCENDING TO 1.000FT MSL . AFTER APPROX 2NM TURN ON TRACK 220° FOR RUNWAY 22 FINALS;
- WITH RUNWAY 04 IN USE:
- FOLLOWING ATS INPUT, LEAVE TURBI INTERSECTION ON TRACK 190° DESCENDING TO 1.000FT MSL . AFTER APPROX 1NM, TURN ON TRACK 220° FOR RUNWAY 04 DOWNWIND;
 - FOLLOW ATS INFO TOWARDS BASE AND FINAL TURNS.

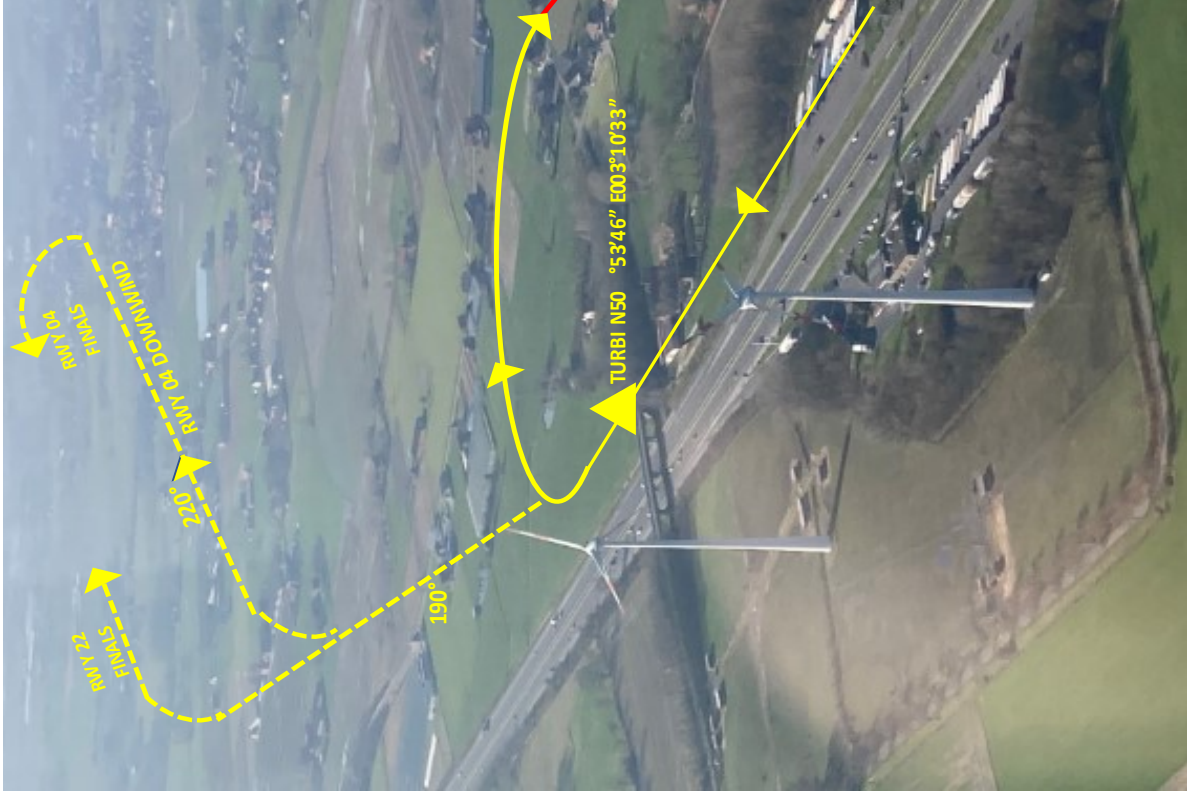


FIGURE 2A : APPROACH INFORMATION

MOORSELE FLY-IN

DADDI ARRIVAL PROCEDURE

- PRIOR TO ENTERING TRA ESTABLISH TWO WAY COMMUNICATIONS WITH ATS (MOORSELE RADIO ON 120.505 MHz)
- ON ATS REQUEST JOIN INTERSECTION 'DADDI' @ 1.200FT MSL OR ANOTHER ATS ASSIGNED ALTITUDE AND ENTER A RIGHT HAND HOLDING;

WITH RUNWAY 22 IN USE:

- FOLLOWING ATS INPUT, LEAVE DADDI INTERSECTION ON TRACK 135° DESCENDING TO 1.000FT MSL .AFTER 1NM PASSING THE SOUTHERN EDGE OF DADIZELE TOWN TURN ON TRACK 040° FOR RUNWAY 22 DOWNWIND;

WITH RUNWAY 04 IN USE:

- FOLLOWING ATS INPUT, LEAVE DADDI INTERSECTION ON TRACK 135° DESCENDING TO 1.000FT MSL .AFTER 1.5 NM PASSING 'FLORALUX' TURN ON TRACK 040° ON RUNWAY 04 FINALS;
- FOLLOW ATS INFO TOWARDS BASE AND FINAL TURNS.

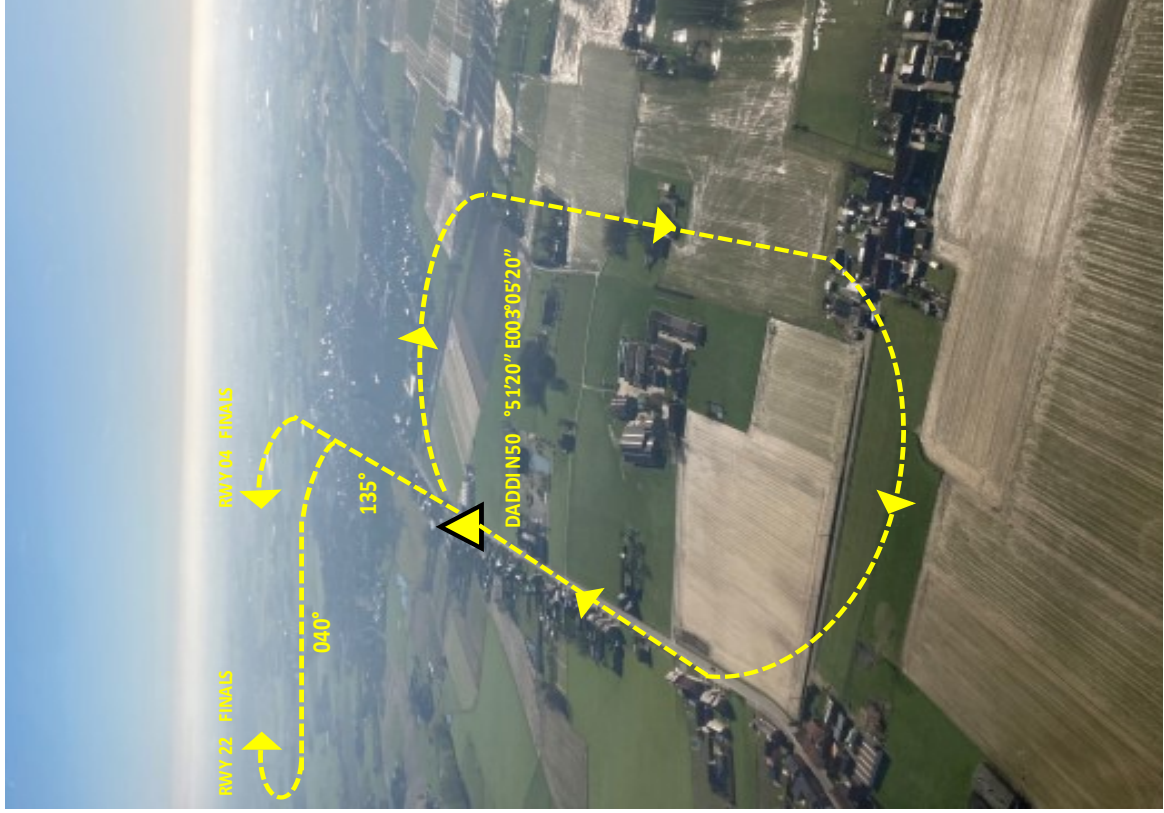
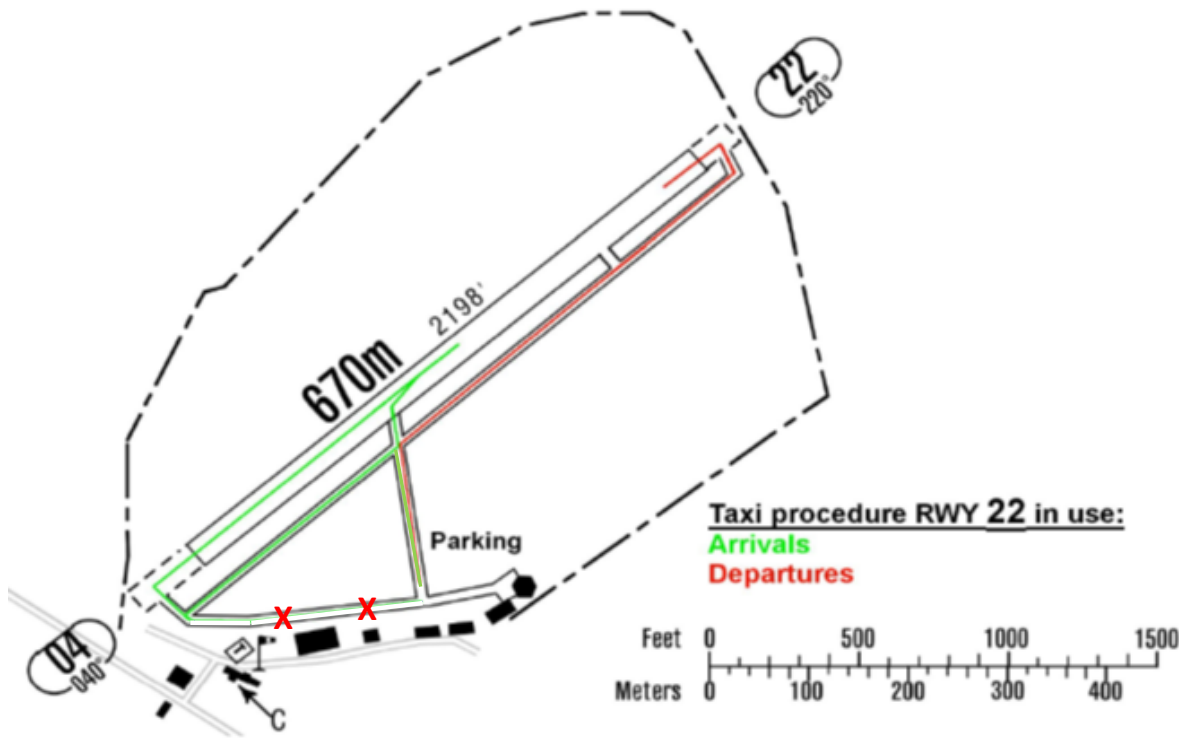
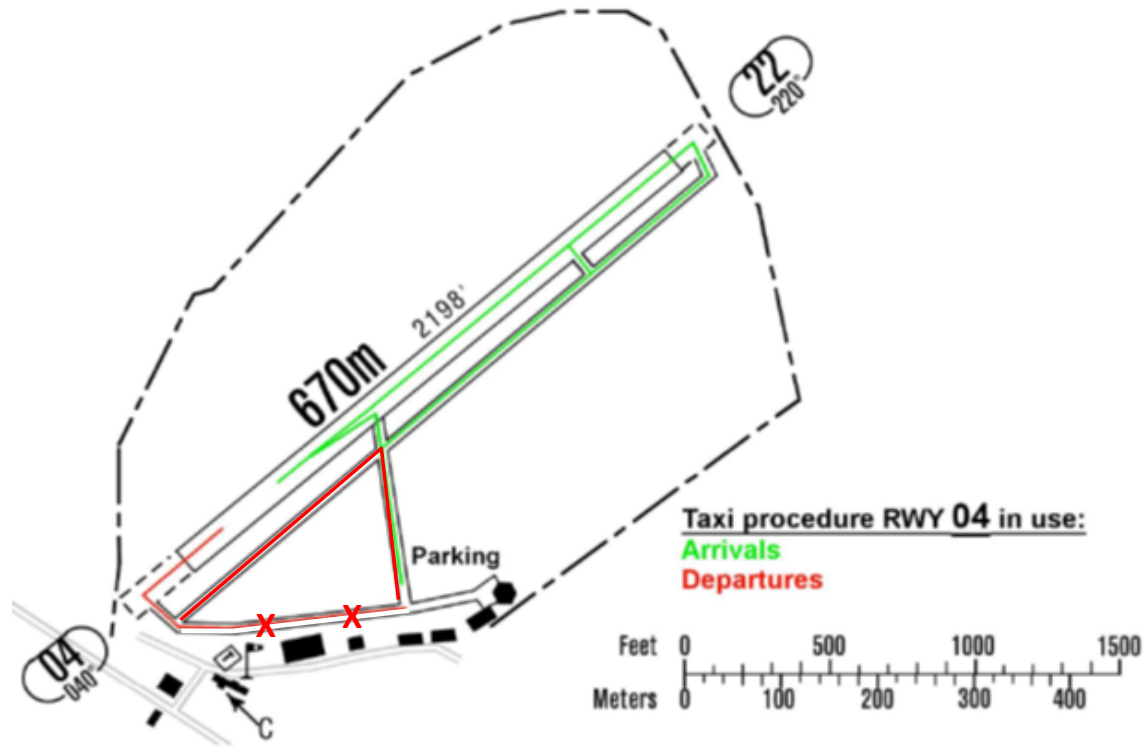


FIGURE 2B : APPROACH INFORMATION

TAXI- and PARKING INFORMATION

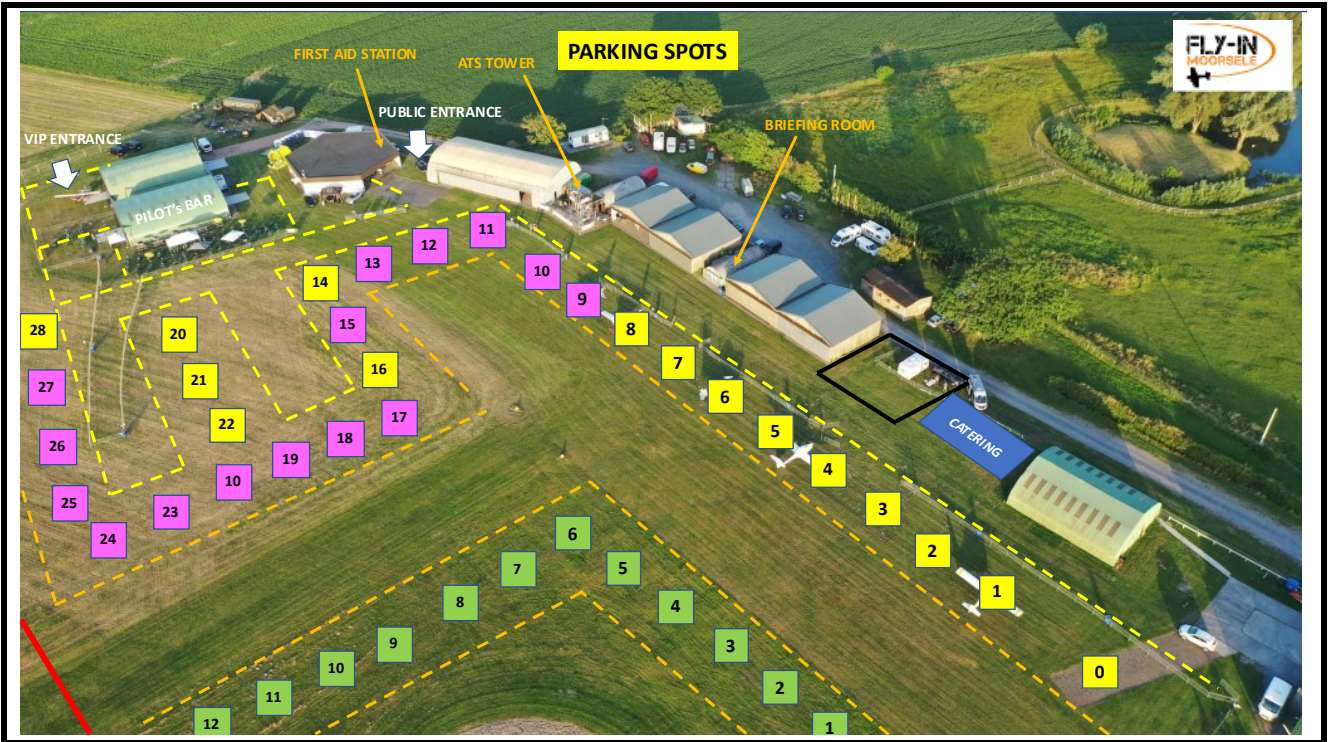


MOORSELE RADIO 120.505 MHz



THE TAXIWAY IN FRONT OF THE PARACHUTE CENTER SHOULD NOT BE USED UNLESS ADVISED TO DO SO BY ATIS

FIGURE 3 : TAXI PROCEDURES



**WELCOME
&
ENJOY**

