

Paradrop in SPA (Belgium)

Air dropping pilots often complain about gliders paragliders in their patterns.

The direct consequence could be the creation of an ATZ that, following us, would not solve the problem, as the proposed area would not increase the protection of the dropping aircraft. On the contrary, it would increase further the clogging of our flight maps, rendering them even more difficult to comprehend.

This ATZ is ready to be published, but BCAA has decided to hold it for the moment.

It has however requested that an awareness briefing should be distributed among the gliding and paragliding communities about this airport in the Belgian “Fagnes”.

Hence this little briefing.



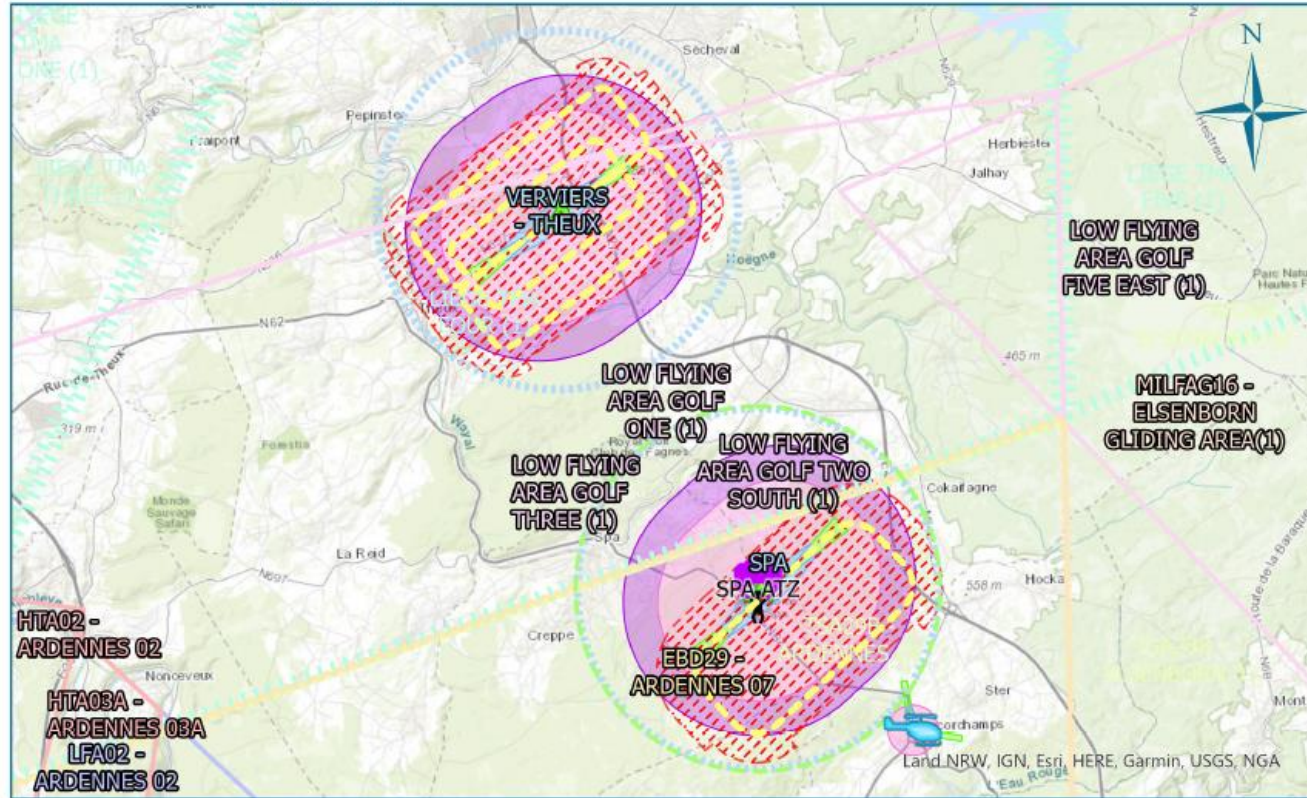
The ATZ as it could be published in the Belgian AIP.



FPM MOBILITY AND TRANSPORT
BELGIAN CIVIL AVIATION AUTHORITY

AERODROME TRAFFIC ZONE (ATZ) - AIP PUBLICATION PROPOSAL

Designation	Lateral limits	Vertical limits	Airspace classification	ATS unit callsign	Language(s)	Transition Altitude	Remarks
SPA ATZ	A circle, 2 NM radius, centred on 502857N 0055437E. (2)	FL 75 / GND (4)(5)	G	Spa radio (3)	En	4500 ft AMSL	(1) Active only during operational hours of SPA / La Sauvenière aerodrome. See EBSP AD 2.1. (2) All aircraft not participating in the aerodrome traffic are strongly recommended to stay clear of the ATZ. (3) Basic info only. Pilots conducting flights within the SPA ATZ are strongly recommended to maintain two-way radio contact with the aerodrome authority. (4) LIEGE TMA FOUR and TSA29B excluded. (5) Upper limit restricted to G airspace during activation of LOW FLYING AREA GOLF (ONE / TWO SOUTH / THREE).



LEGEND :

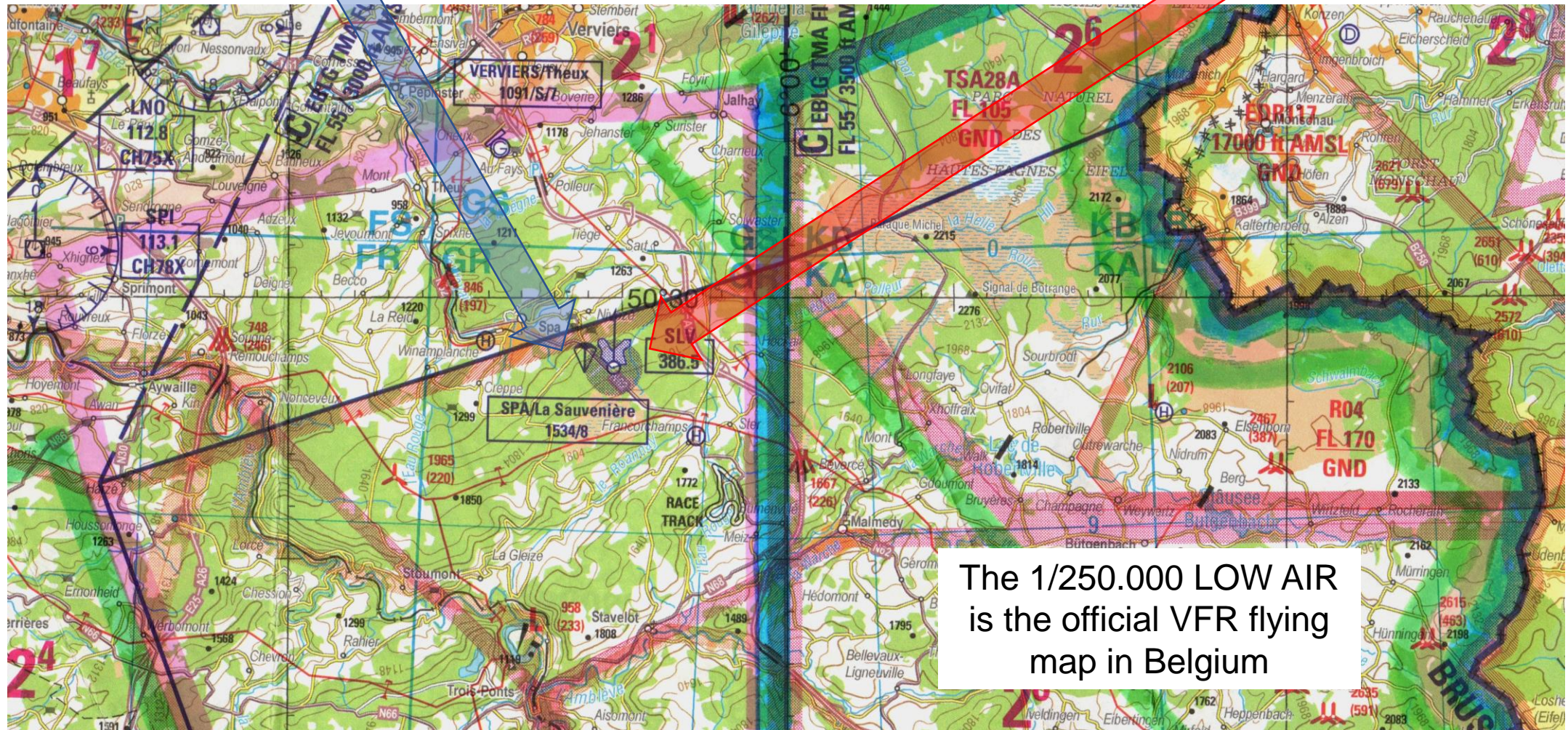
	ATZ		TMA
	D		TSA
	HTA		AD
	LFA		HELI
	LFAG		PARA
	MILFA		CIRCUITS
	SPORTS AND ACT		

Created by:
Airports Department
on 12/09/2022



There is a small blue parachute, not very visible, but present at Spa.

The little blue shaded circle is depicting the NDB and does not correspond to the recreational activity circle published in the AIP.

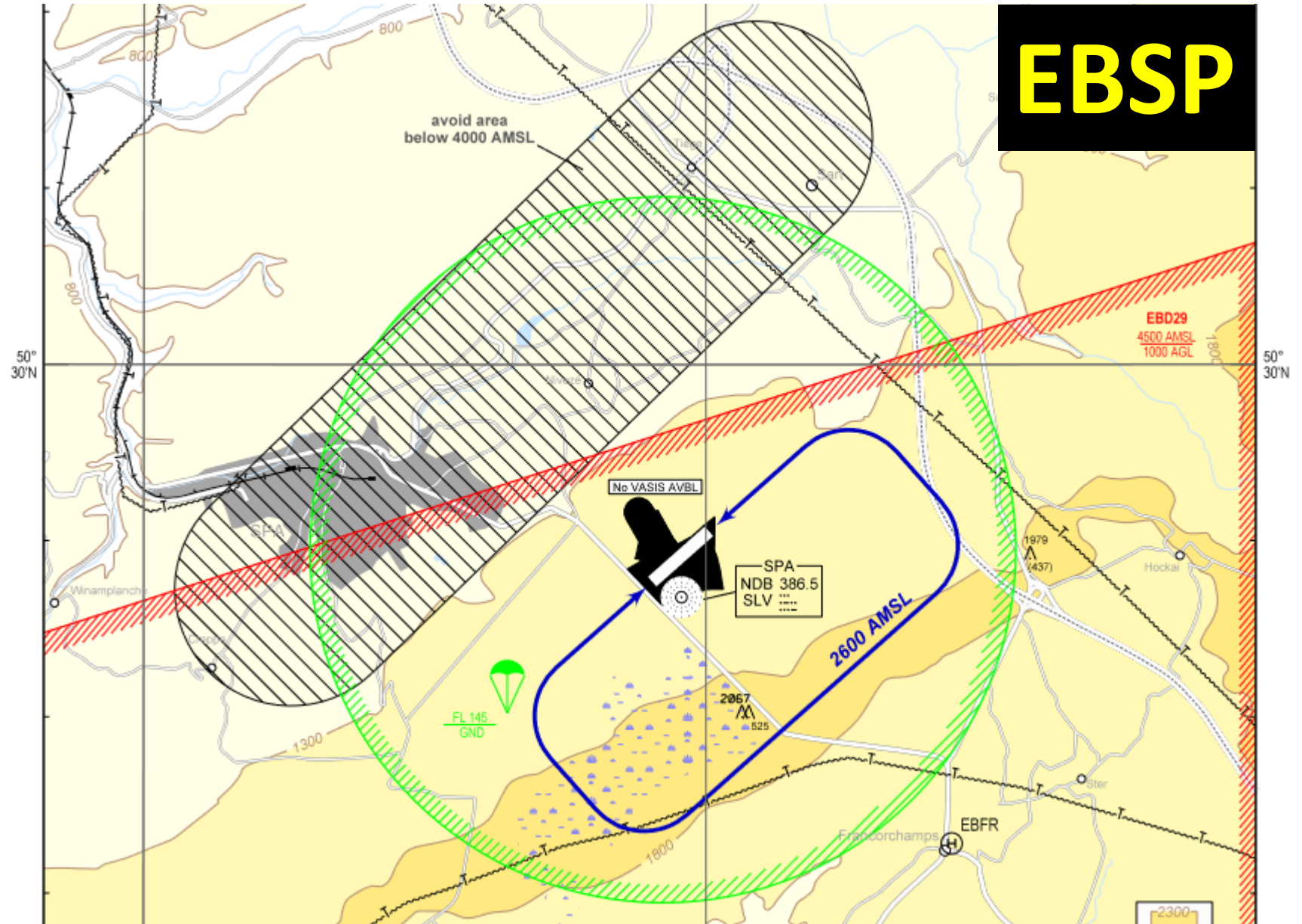


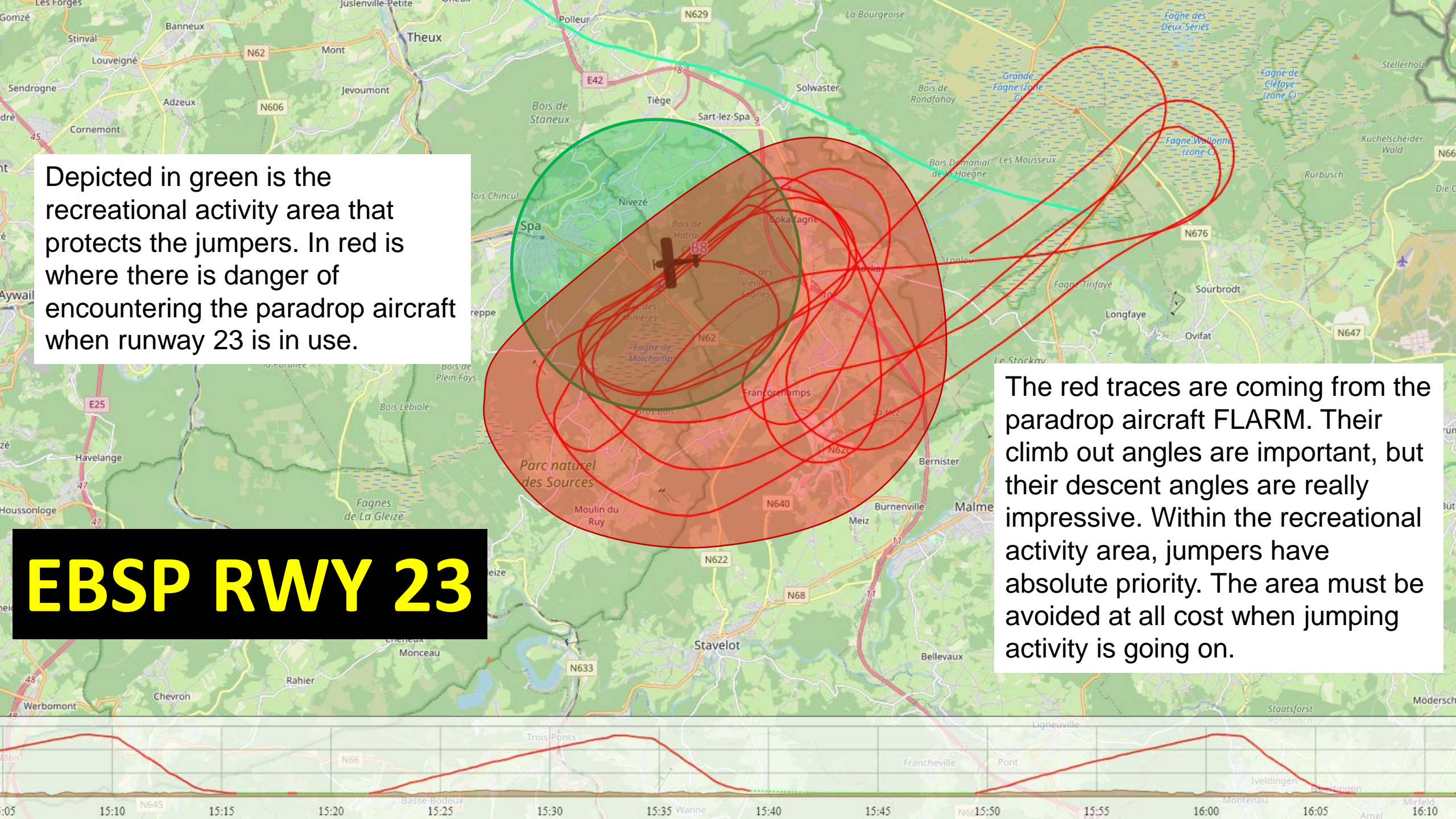
The green circle on the AIP airport visual approach chart marks the recreational activity area.

It covers the standard patterns (in blue) of the power aircraft.

Avoiding the green circle is in the interest of everybody, but does not prevent an encounter with a paradrop aircraft!

The recreational activity area does not appear on the LOW AIR map, but it is generally present on navigation systems like LX or Oudie.

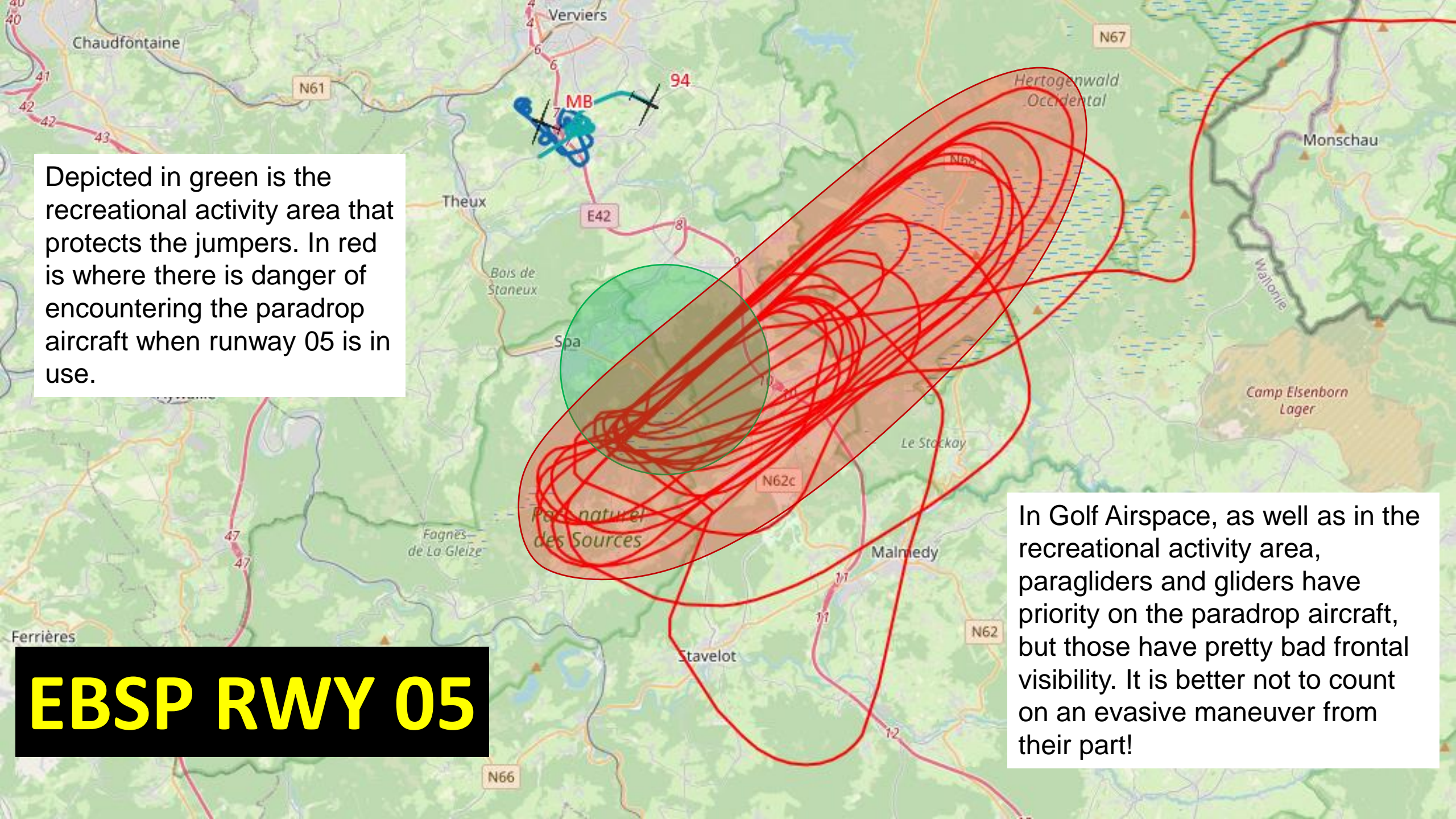


A topographic map of the Spa region in Belgium. A green shaded area represents the recreational activity zone, and a larger red shaded area represents the danger zone for paratroopers. Red lines indicate flight paths of a paratrooper aircraft. A black cross marks a specific location near Spa. The map includes various geographical features like forests, rivers, and roads.

Depicted in green is the recreational activity area that protects the jumpers. In red is where there is danger of encountering the paratrooper aircraft when runway 23 is in use.

EBSP RWY 23

The red traces are coming from the paratrooper aircraft FLARM. Their climb out angles are important, but their descent angles are really impressive. Within the recreational activity area, jumpers have absolute priority. The area must be avoided at all cost when jumping activity is going on.

A topographic map of a region in Belgium, centered around Spa. The map shows various towns including Chaudfontaine, Verviers, Theux, Spa, Fagnès-de-La-Gleize, Ferrières, Stavelot, Malmédy, Le Stockay, Camp Elsenborn Lager, Monschau, and Hertogenwald Occidental. A green circular area is centered near Spa, and a large red oval area covers a significant portion of the map, extending from the green circle towards the northeast. A blue aircraft icon with the letters 'MB' is located near Verviers. Several road numbers are visible, such as N61, N62, N62c, N66, N67, and E42. The map also shows a river and some forested areas.

Depicted in green is the recreational activity area that protects the jumpers. In red is where there is danger of encountering the paradrop aircraft when runway 05 is in use.

EBSP RWY 05

In Golf Airspace, as well as in the recreational activity area, paragliders and gliders have priority on the paradrop aircraft, but those have pretty bad frontal visibility. It is better not to count on an evasive maneuver from their part!

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When you approach the zone, it is advisable to switch on their frequency:

124.640

If you have doubts about their activity, just contact them!

Keep a good LOOK OUT and try to avoid the green and red zones presented earlier.

Enjoy flying

Baudouin Litt

