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Changed chart(s) since Disc 22-2010
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport EBKT

General Info

Kortrijk-Wevelgem, BEL

N 50° 49.0' E 03° 12.3' Mag Var: 2.0°W

Elevation: 64'

Public, IFR, Customs, Landing Fee

Pattern Altitude: 938 feet AGL

Fuel: 100LL, Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 06-24 6194' x 148' asphalt

Runway 06 (63.0°M) TDZE 64'

Lights: Edge, Centerline

Runway 24 (243.0°M) TDZE 61'

Lights: Edge, ALS, Centerline, REIL

Displaced Threshold Distance 381'

Communications InfoKortrijk Radio **120.25** AFIS VHF-DF**Notebook Info**

EBKT/KJK**JEPPESEN****KORTRIJK-WEVELGEM, BELGIUM****KORTRIJK-WEVELGEM**

6 JUL 07

10-1P

AIRPORT BRIEFING

1. GENERAL

1.1. NOISE ABATEMENT PROCEDURES

ACFT operating to/from Kortrijk-Wevelgem APT must be noise certificated according to ICAO Annex 16.

1.1.1. LOCAL FLYING RESTRICTIONS

IFR COMMERCIAL FLIGHTS AT NIGHT

In order to reduce flights between SS (or 2100LT) and 0800LT, a prior permission from the APT Authority is mandatory.

For flights between 2300LT and 0600LT, a PPR number must be requested before 1600LT.

1.1.2. REVERSE THRUST

The use of reverse thrust should be kept to a minimum compatible with the safety of the ACFT.

1.1.3. RUN-UP TESTS

Outdoor engine test runs must be restricted to the very minimum and are only allowed between 0900LT-1200LT and 1400LT-1800LT.

1.2. OTHER INFORMATION

Aerodrome is situated in uncontrolled airspace class G. No ATC separation service is provided.

2. DEPARTURE

2.1. NOISE ABATEMENT PROCEDURES

Noise abatement take-off and climb procedures are applicable for whatever runway-in-use:

TURBO-JET POWERED ACFT

Take-off to 1500'	Take-off power
	Take-off flaps
	Climb to $V_2 + 10$ to 20 KT or as limited by body angle
At 1500'	Reduce thrust to not less than climb thrust
1500' - 3000'	Climb at $V_2 + 10$ to 20 KT
At 3000'	Accelerate smoothly to enroute climb speed with flaps retraction

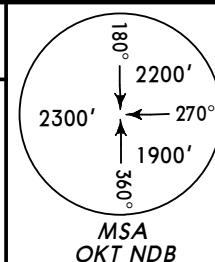
PROPELLER ACFT

Take-off to 1000'	Take-off power
	Climb at a maximum gradient compatible with safety
	Speed not less than single engine climb speed nor higher than best rate of climb
At 1000'	Reduce power to the maximum normal operating power, if this power has been used for showing compliance with noise certification requirements or to the maximum climb power
1000' - 3000'	Climb at the maximum gradient with reduced power, maintaining constant speed
Above 3000'	Accelerate smoothly to enroute climb speed.

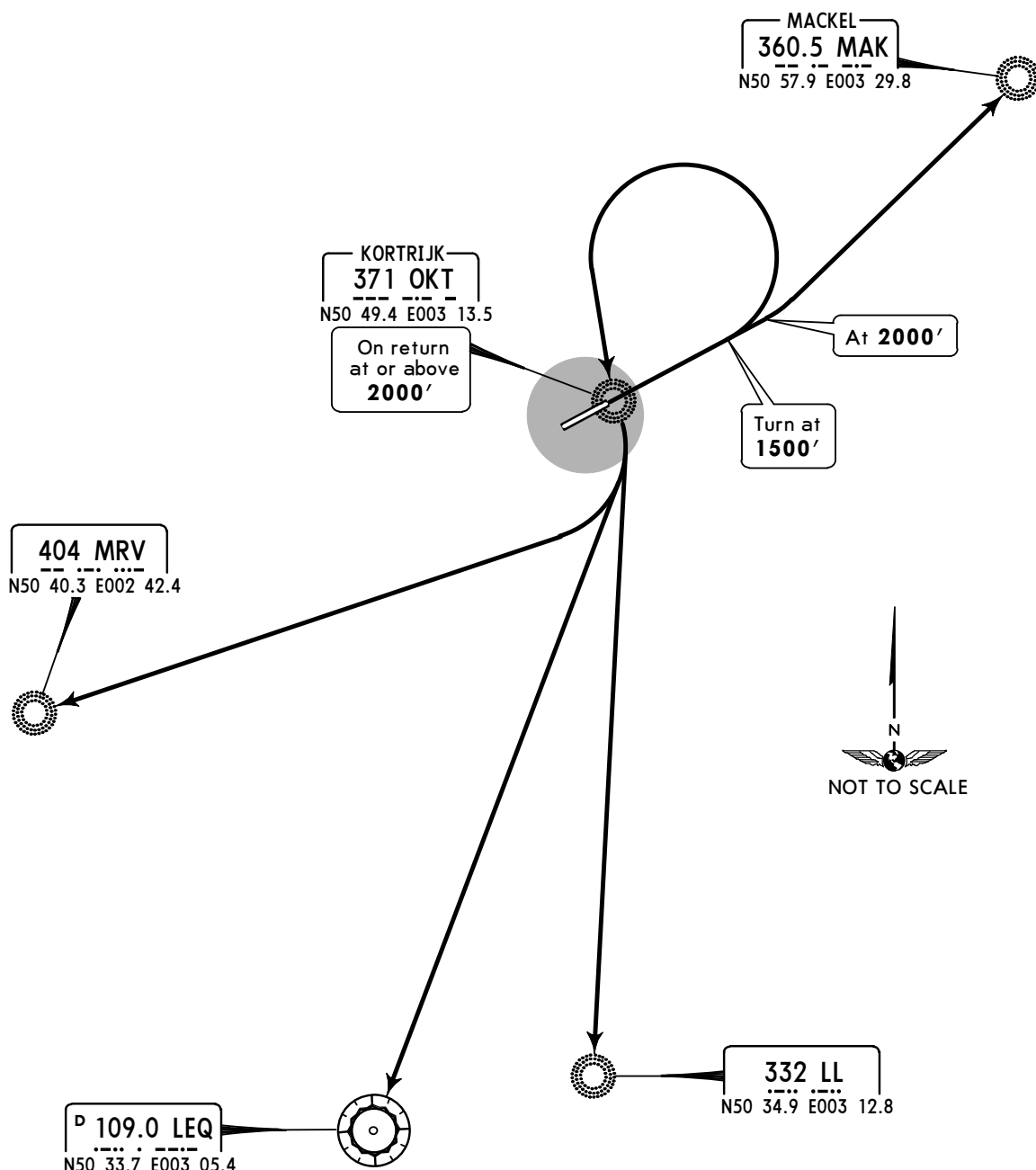
EBKT/KJK **JEPPESEN** **KORTRIJK-WEVELGEM, BELGIUM**
 KORTRIJK-WEVELGEM 19 JUN 09 **10-3** **Eff 2 Jul** **DEPARTURE**

Apt Elev
64'

Trans level: By ATC Trans alt: 4500'



RWY 06 DEPARTURES



DEPARTURE	ROUTING
TO LEQ	Climb straight ahead to 1500' , turn LEFT to OKT, continue climb to cleared FL , turn RIGHT to LEQ and contact LILLE APP.
TO LL	Climb straight ahead to 1500' , turn LEFT to OKT, continue climb to cleared FL , turn RIGHT to LL and contact LILLE APP.
TO MAK	Climb straight ahead to 2000' , turn LEFT to MAK, continue climb to cleared FL and contact BRUSSELS ACC.
TO MRV	Climb straight ahead to 1500' , turn LEFT to OKT, continue climb to cleared FL , turn RIGHT to MRV and contact LILLE APP.

EBKT/KJK

KORTRIJK-WEVELGEM

19 JUN 09

(10-3A)

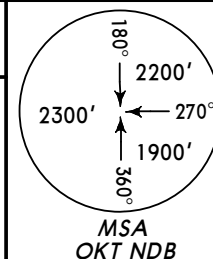
Eff 2 Jul

JEPPESEN KORTRIJK-WEVELGEM, BELGIUM

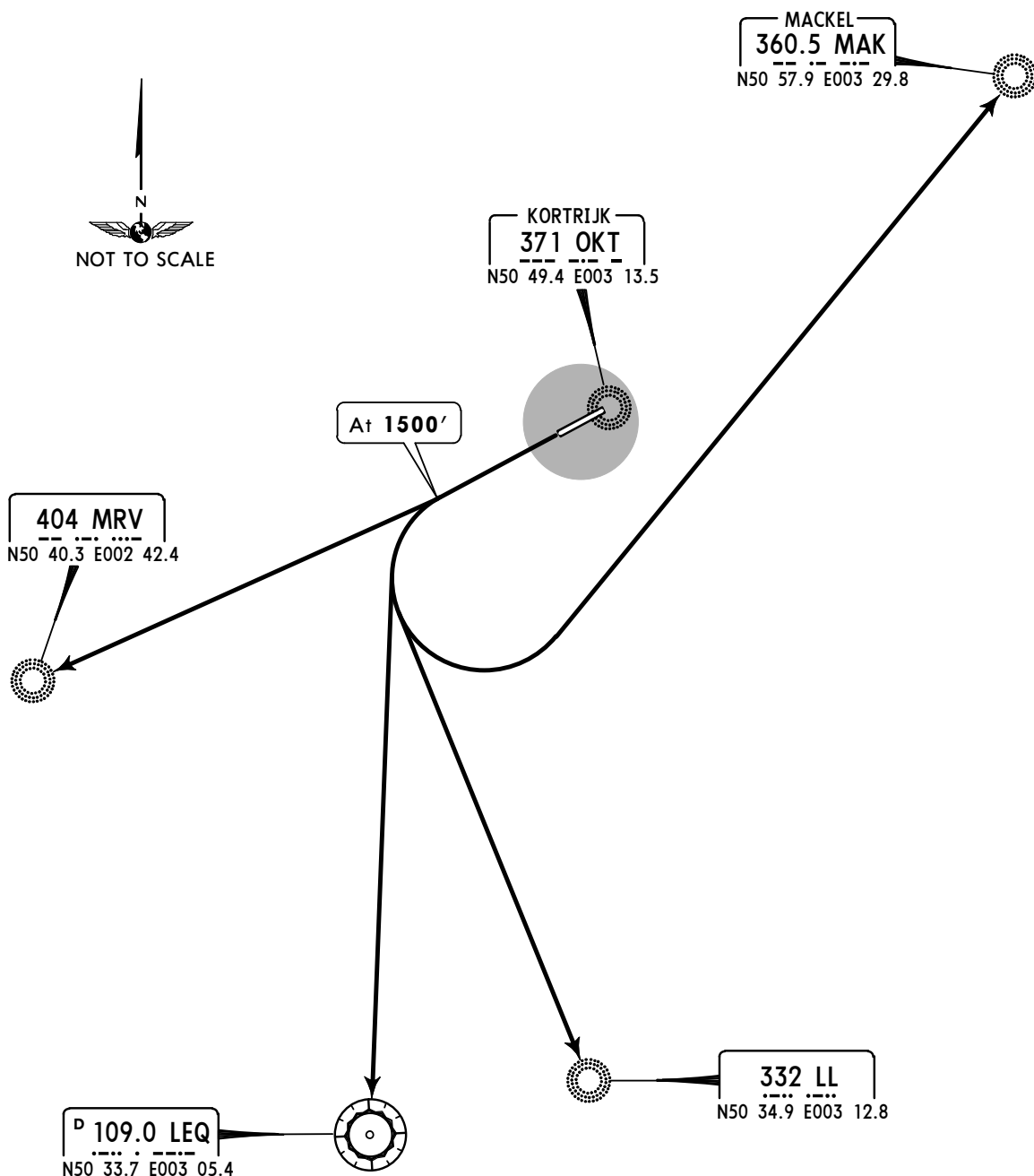
DEPARTURE

Apt Elev
64'

Trans level: By ATC Trans alt: 4500'



RWY 24 DEPARTURES



DEPARTURE	ROUTING
TO LEQ	Climb straight ahead to 1500' , turn LEFT to LEQ, continue climb to cleared FL and contact LILLE APP.
TO LL	Climb straight ahead to 1500' , turn LEFT to LL, continue climb to cleared FL and contact LILLE APP.
TO MAK	Climb straight ahead to 1500' , turn LEFT to MAK, continue climb to cleared FL and contact BRUSSELS ACC.
TO MRV	Climb straight ahead to 1500' , turn RIGHT to MRV, continue climb to cleared FL and contact LILLE APP.

CHANGES: Departure to MAK revised.

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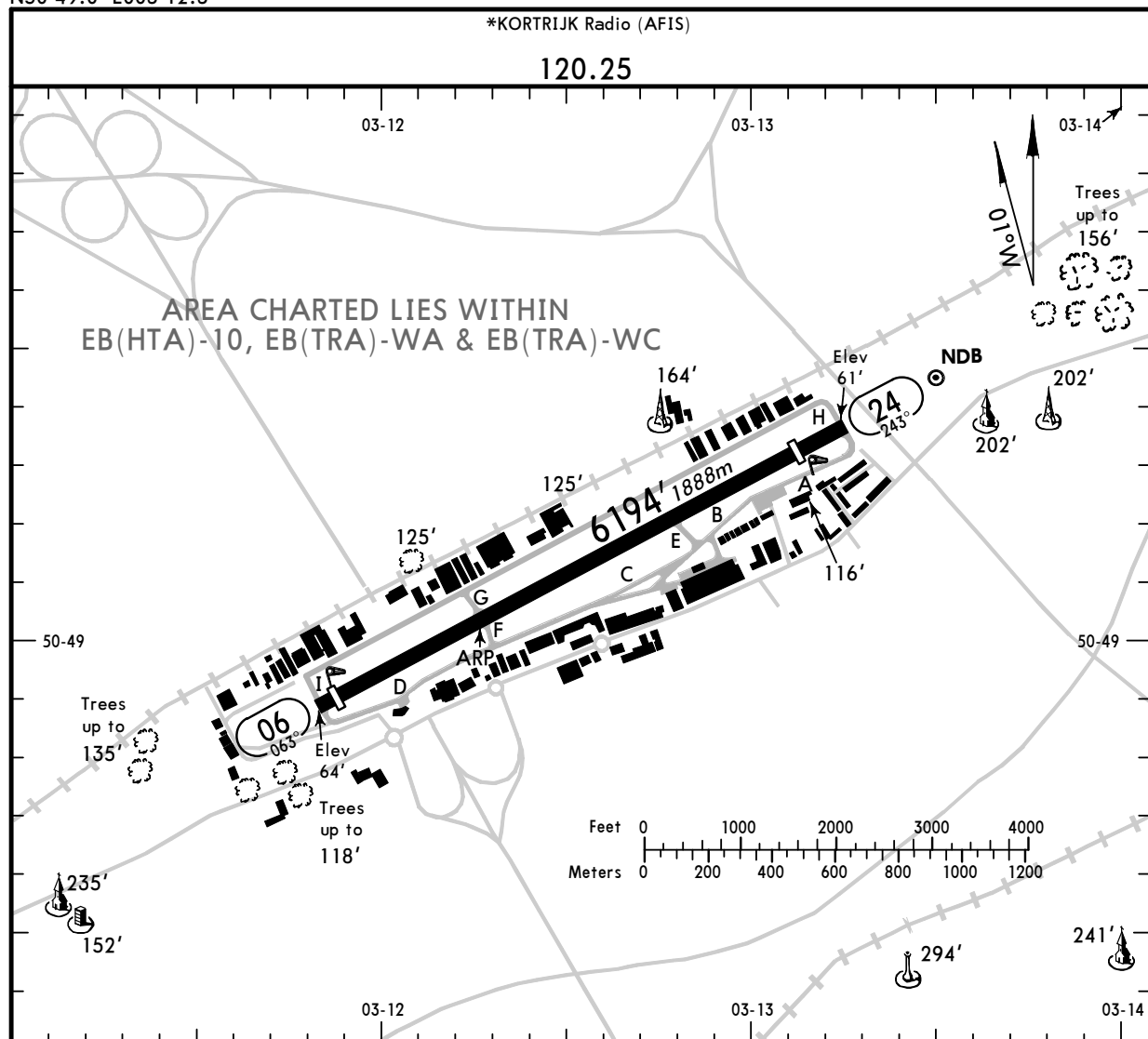
EBKT/KJK

Apt Elev **64'**
N50 49.0 E003 12.3

JEPPESSEN KORTRIJK-WEVELGEM, BELGIUM

6 AUG 10 **(10-9)**

KORTRIJK-WEVELGEM



ADDITIONAL RUNWAY INFORMATION

				USABLE LENGTHS		TAKE-OFF	WIDTH	
				LANDING BEYOND				
RWY				Threshold	Glide Slope			
06		HIRL (30m)	CL (15m)	PAPI-L (angle 3.1°)	5827' 1776m		5827' 1776m	148'
24		HIRL (30m)	CL (15m)	REIL PAPI-L (angle 3.0°)	5650' 1722m		6030' 1838m	45m

JAR-OPS

TAKE-OFF

All Rwys

RCLM (DAY only)
or RL

NIL
(DAY only)

A

B

C

D

800m

NOT APPLICABLE

EBKT/KJK

KORTRIJK-WEVELGEM

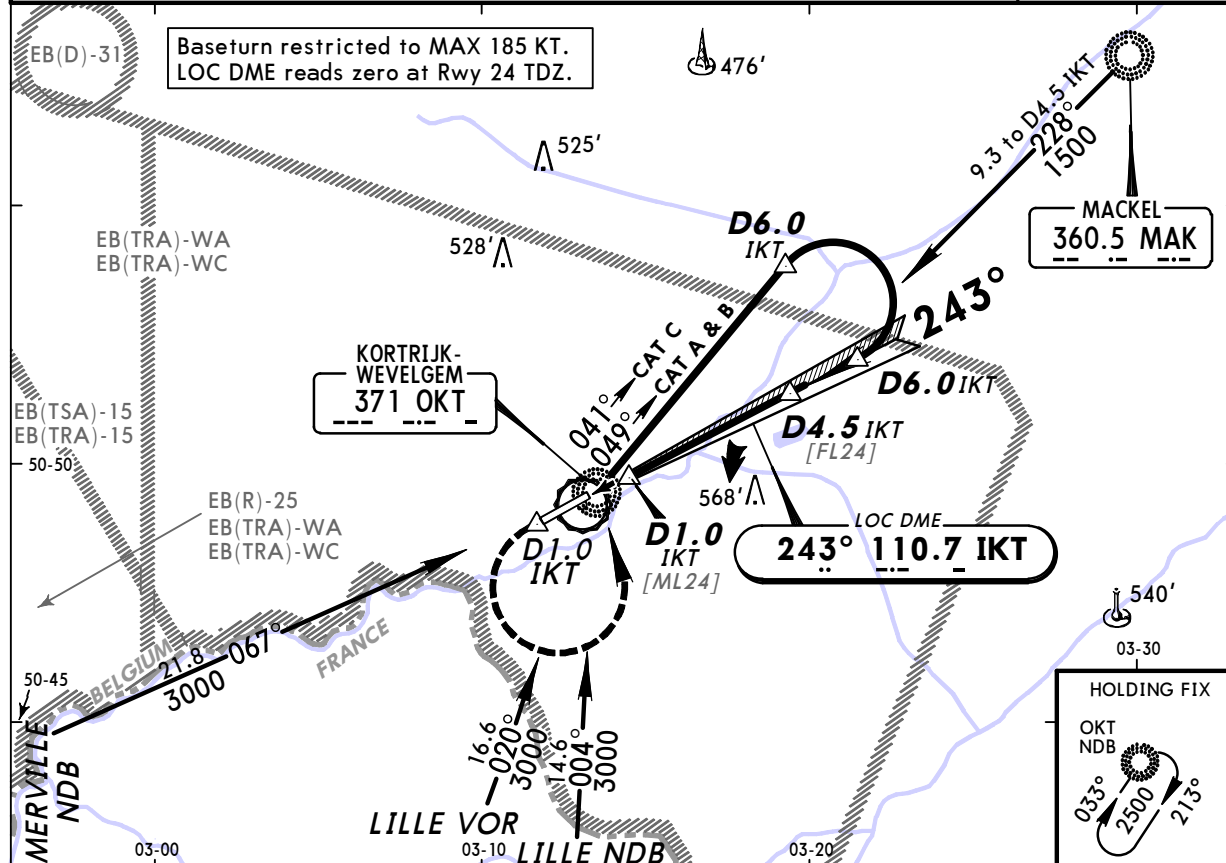
6 AUG 10 **(11-1)**

CAT A, B & C

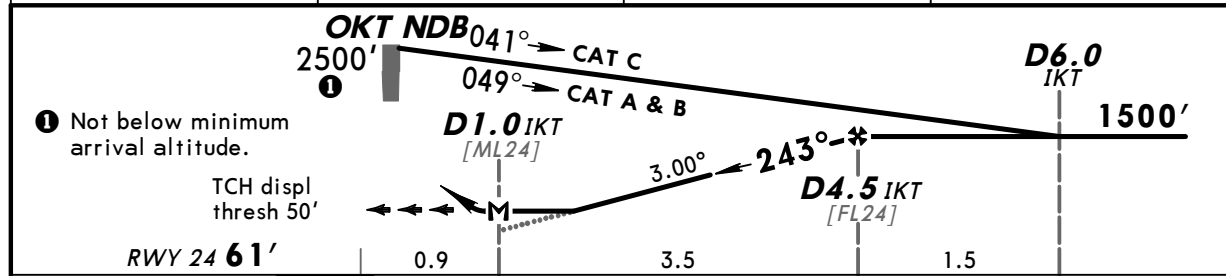
KORTRIJK-WEVELGEM, BELGIUM
NDB LOC DME Rwy 24

BRIEFING STRIP

BELGA Radar				*KORTRIJK Radio (AFIS)		
129.32				120.25		
LOC IKT 110.7	Final Apch Crs 243°	Minimum Alt D4.5 IKT 1500' (1439')	MDA(H) 510' (449')	Apt Elev 64' RWY 61'	 MSA OKT NDB	
MISSED APCH: Climb STRAIGHT AHEAD (MAX 160 KT) to D1.0 IKT, then turn LEFT direct to OKT NDB. Climb to 2000'.						
Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 4500'						



IKT DME	2.0	3.0	4.0
ALTITUDE	700'	1020'	1330'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	160 KT MAX ↑	D1.0 IKT
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.0 IKT									

JAR-OPS		STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
		MDA(H) 510' (449')		Max Kts	
A				100	MDA(H) _____ VIS _____
B		2400m		135	590' (526') 2400m
C		2800m		180	730' (666') 3600m
D		NOT APPLICABLE		D	NOT APPLICABLE

PANS OPS 3