

EBKT - KORTRIJK / Wevelgem

EBKT AD 2.1 Aerodrome Location Indicator and Name

EBKT - KORTRIJK / Wevelgem

EBKT AD 2.2 Aerodrome Geographical and Administrative Data

1	ARP coordinates	504907N 0031233E
	Site of ARP at aerodrome	250° MAG / 654M from Tower Building
2	Direction and distance from (city)	2NM W of Kortrijk
3	Elevation / reference temperature	55FT / 21°C
4	Geoid undulation	147FT
5	Magnetic variation / annual change	1°E (2020) / INFO not AVBL
6	AD administration address	ILKW (Internationale Luchthaven Kortrijk Wevelgem) Luchthavenstraat 1 bus 1 8560 Wevelgem BELGIUM
	TEL	+32 (0) 56 36 20 40 or +32 (0) 56 36 20 42 (AFISO) +32 (0) 56 35 46 85 (back up number AFISO) +32 (0) 56 23 29 95 (CEO) +32 (0) 56 23 29 92 (Director - Financial manager) +32 (0) 56 23 29 90 (Operations manager) +32 (0) 56 23 29 96 (Administration) +32 (0) 56 23 29 93 (Chief RFFS) +32 (0) 56 17 08 03 (RFFS Operations)
	FAX	+32 (0) 56 35 40 59
	Telex	NIL
	AFS	EBKTZPZX
	Email	info@kortrijkairport.be
	7	Types of traffic permitted (IFR/VFR)
8	Remarks	

EBKT AD 2.3 Operational Hours

1	AD Administration	Operational hours from 0500 (0400) to 2000 (1900) Outside Opening hours: PPR Extended AD operational hours possible between 2000 (1900) and 2200 (2100) on request. 24HR prior notice required. Extensions shall be requested via the handling company: TEL: +32 (0) 56 37 34 34 Email: info@fiahhandling.be <i>Note: Cancellations less than 24HR before the requested extension will be charged.</i>
2	Customs and immigration	From 0500 (0400) to 2100 (2000). Customs and police clearance outside these hours is available for operational needs.
3	Health and sanitation	First AID available on the airport / Automated External Defibrillator in airport building.
4	AIS Briefing Office	As AD Administration
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	TEL: +32 (0) 56 36 20 40 TEL: +32 (0) 56 36 20 42 FAX: +32 (0) 56 35 40 59

8	Fuelling	AVGAS 100 LL: self service - AD operational hours. Jet A1 H24 on request provided by FIA handling department (+32 (0) 56 37 34 34). Prior notice and additional cost for Jet A1 on SAT, SUN and HOL and during the week between 1800 (1700) and 0700 (0600).
9	Handling	H24, with prior notice. Handling mandatory for non home-based aircraft above 2T. Last minute/early morning flight to be confirmed by phone to FIA handling department (+32 (0) 56 37 34 34). Passenger & luggage handling, marshalling, apron services, cargo handling, medical flights assistance by FIA handling department.
10	Security	According to operational needs.
11	De-icing	H24, with prior notice when planned outside 1800 (1700) and 0700 (0600). Performed by FIA handling department.
12	Remarks	NIL

EBKT AD 2.4 Handling Services and Facilities

1	Cargo-handling facilities	Flanders International Airport (FIA) TEL: +32 (0) 56 37 34 34 Email: info@fiahandling.be URL: www.flandersairport.be
2	Fuel types	AVGAS 100 LL JET A1
	Oil types	
3	Fuelling facilities and capacity	AVGAS 100 LL: 1 fixed pump (50000L) JET A1: 1 delivery truck (18000L) and 1 fixed reservoir (50000L)
4	De-icing facilities	Type 1 50/50 HOT fluid, mobile de-icer IBC MHT 1000
5	Hangar space for visiting aircraft	O/R
6	Repair facilities for visiting aircraft	Some repairs (EASA PART 145) O/R
7	Remarks	Payment: All services provided by FIA handling department: cash, AM or credit card on location. Other services and landing fees: pilots fill in visitor's logbook in the briefing room, invoice will be received the next month.

EBKT AD 2.5 Passenger Facilities

1	Hotels	At aerodrome and in the city
2	Restaurants	At aerodrome and in the city
3	Transportation	Taxis, buses, train and car hire O/R
4	Medical facilities	Public ambulances and hospitals in the city (5KM)
5	Bank	In the city (2KM)
	Post office	In the city (2KM)
6	Tourist information	At aerodrome / Tourist office in the city
7	Remarks	NIL

EBKT AD 2.6 Rescue and Fire Fighting Services

1	Aerodrome category for fire fighting	CAT 6
2	Rescue equipment	CAT 6
3	Capability for removal of disabled aircraft	NIL
4	Remarks	No layer of foam on RWY

EBKT AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	NIL
2	Clearance priorities	<ol style="list-style-type: none"> 1. RWY 06/24 2. TWY B between B2 and B3, INT B2 and B3 3. Apron 2 4. Apron 1 5. TWY A, INT A1, A3 and A4 6. TWY B, INT B1, B4, B5, B6 and INT A5 7. Apron 3
3	Use of material for movement area surface treatment	KAC (potassium acetate fluids) and KFOR (potassium formate fluids) used.
4	Specially prepared winter runways	Not applicable.
5	Remarks	<p>Clearing is outsourced, AFIS can give information on clearing schedule for flight planning. Designated authority to co-ordinate information about the current state of progress of snow clearance operations and the conditions of the movement area is the AFISO:</p> <p style="padding-left: 40px;">TEL: +32 (0) 56 36 20 40</p> <p>Strong caution advised during snow and ice conditions.</p> <p>RCR based on RCAM (evaluated by airport authority and communicated to the AFISO).</p>

EBKT AD 2.8 Aprons, Taxiways and Check Locations Data

1	Apron surface	ASPH/CONC
	Apron strength	Apron 1: MAX 5700 KG MTOW allowed Apron 2: PCN 41/R/B/X/T Apron 3: PCN 36/F/B/X/T
2	Taxiway width	18M (B2, B3), 15M (B between B2 and B3), 12M (A1, A3, A4, B1, B4, B5, B6), 10.5 M (A, B) and 7M (A5, A6)
	Taxiway surface	ASPH
	Taxiway strength	PCN 36/F/B/X/T (except A5 and A6, INFO not AVBL)
3	ACL and elevation	At aprons (53FT)
4	VOR check points	NIL
	INS check points	On aircraft stands
5	Remarks	NIL

EBKT AD 2.9 Surface Movement Guidance and Control System and Markings

1	Aircraft stand identification signs	
	Taxiway guide lines	Illuminated sign-boards at entrance of TWY to RWY and intersections of RWY A1, A3, A4, B1, B2, B3, B4, B5, B6. TWY A and B have edge markers.
	Visual docking/parking guidance system at aircraft stands	
2	Runway markings	Designation, threshold, touchdown zone, centre line, aiming point
	Taxiway markings	Centre line and holding positions
3	Stop bars	NIL
4	Remarks	NIL

EBKT AD 2.10 Aerodrome Obstacles

No Area 2 or Area 3 obstacle data sets are currently provided for EBKT.

Position	Elevation (M)	Description	Marked
1	2	3	4
504832.5N 0031102.9E	69.0	Church Wevelgem	YES
504922.2N 0031338.1E	59.0	Church Bissegem	YES
504825.2N 0031325.5E	86.9	Chimney	NO
504827.0N 0031400.1E	70.9	Church Marke	NO
504853.0N 0031433.3E	80.8	Light mast	NO
504859.0N 0031447.3E	80.8	Light mast	NO
504724.3N 0031215.3E	83.7	Chimney	NO

RNP RWY 06 LNAV minima: penetration of the VSS by the church of Wevelgem, 71.08 M AMSL 504833N 0031103E.

EBKT AD 2.11 Meteorological Information Provided

1	Associated MET Office	EBBR MET
2	Hours of service	See EBBR AD 2.11
	MET Office outside hours	See EBBR AD 2.11
3	Office responsible for TAF preparation	NIL
	Periods of validity	NIL
	Periods of validity	NIL
4	Trend forecast	Not AVBL
	Interval of issuance	NIL
5	Briefing / consultation provided	Not AVBL
6	Flight documentation	Charts, abbreviated plain language text
	Languages used	En
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	AFIS
10	Additional information	International aviation: Contact EBBR AMO (see EBBR AD 2.11) VFR flights, gliding, ballooning: TEL: 0902 / 88 173 (CONSULTEL) <i>Note: Communications automatically recorded on tape.</i>

EBKT AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				RWY end COORD	
				THR geoid undulation	
1	2	3	4	5	6
06	061.89°	1900 x 45	52/F/B/X/T ASPH	504853.18N 0031149.67E	THR 55FT
				504922.08N 0031315.33E	
				147FT	
24	241.89°	1900 x 45	52/F/B/X/T ASPH	504919.40N 0031307.37E	THR 52FT
				504853.18N 0031149.67E	
				147FT	

Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	RMK
7	8	9	10	11	12
-0.045% (transverse 0.98%)	NIL	NIL	2020 x 140	NIL	NIL
+0.045% (transverse 0.98%)	NIL	NIL	2020 x 140	NIL	NIL

EBKT AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
06	1776	1776	1776	1776	NIL
24	1900	1900	1900	1722	NIL

EBKT AD 2.14 Approach and Runway Lighting

RWY 06			
Approach lighting system	NIL	VASIS	Type: PAPI (left / 3.1°) MEHT: 50FT
Runway threshold lights	Colour: green Wing bars: NIL	Touchdown zone lights	NIL
Runway end lights	Colour: red Wing bars: NIL	Stopway lights	NIL
Runway centre line lights	Length: 1776M Spacing: 15M Intensity: LIH	white: from 0 to 1176M red / white: from 1176 to 1482M red: from 1482 to 1776M	
Runway edge lights	Length: 1776M Spacing: 30M Intensity: LIH	white: from 0 to 1176M amber: from 1176 to 1776M	
Remarks	NIL		

RWY 24				
Approach lighting system	Type:	SALS	VASIS	
	Length:	420 M		
	Intensity:	LIH		
	Type:	PAPI (left / 3°)		
	MEHT:	50FT		
Runway threshold lights	Colour:	green	Touchdown zone lights	
	Wing bars:	NIL		
Runway end lights	Colour:	red	Stopway lights	
	Wing bars:	NIL		
Runway centre line lights	Length:	1900M	white:	from 0 to 1288M
	Spacing:	15M	red / white:	from 1288 to 1588M
	Intensity:	LIH	red:	from 1588 to 1900M
Runway edge lights	Length:	1900M	red:	from 0 to 158M
	Spacing:	30M	white:	from 158 to 1288M
	Intensity:	LIH	amber:	from 1288 to 1900M
Remarks	Runway threshold identification lights (RTIL) present			

EBKT AD 2.15 Other Lighting, Secondary Power Supply

1	ABN / IBN location, characteristics and hours of operation	NIL
2	LDI location and lighting	South of Tower Building (lighted)
	WDI location and lighting	At THR 06 (not lighted) At THR 24 (lighted)
3	Taxiway edge lighting	At RWY intersections only (except A1, A4, A5 and A6)
	Taxiway centre line lighting	NIL
4	Secondary power supply	AVBL
	Switch-over time	10SEC
5	Remarks	NIL

EBKT AD 2.16 Helicopter Landing Area

Helicopter take-off and final approach only on RWY 06/24.

EBKT AD 2.17 ATS Airspace

1	Designation	Kortrijk RMZ/TMZ
	Lateral limits	505449N 0032102E - 505025N 0032446E - 504532N 0031017E - along the French-Belgian border - 504623N 0030459E - 504844N 0030300E - 505449N 0032102E.
2	Vertical limits	2500FT AMSL
3	Airspace classification	G
4	ATS unit call sign	Kortrijk Information
	Language(s)	En
5	Transition altitude	4500FT AMSL
6	Remarks	Non-controlled aerodrome with AFIS. Pilots entering Kortrijk RMZ and receiving no reply on 120.250 MHZ can obtain flight info from Brussels FIC on 126.900 MHZ. Maximum 185 KIAS recommended. Mode C or Mode S transponder compulsory. For TCAS equipped aircraft, the use of the TCAS in Auto or TA/RA mode is compulsory.

EBKT AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
AFIS	Kortrijk Information	120.250MHZ	HO	
		134.055	HO	Spare frequency 8.33 KHZ CH

EBKT AD 2.19 Radio Navigation and Landing Aids

NIL

EBKT AD 2.20 Local Aerodrome Regulations

1 GENERAL

1.1 Airport Safety Briefing

Mandatory safety briefing for all pilots planning to fly to/from EBKT airport on <https://kortrijkairportsafety.be>.

Following the briefing and applying for a certificate one time is sufficient. When a new version is published pilots shall follow the briefing again (registered pilots will receive an email when a new version is published).

Current safety briefing version in effect: 2020-001.

1.2 Use of the Aerodrome at Night
1.2.1 IFR and VFR Flights

Operational Hours form 0500 (0400) to 2000 (1900). Extension possible till 2200 (2100) on request via FIA handling.

1.2.2 VFR Night Circuit Training Flights with Touch-and-go

- On weekdays from SS to 1900 (1800);
- PPR (AFISO: +32 (0) 56 36 20 40);
- MAX 1 aircraft in circuit;
- Only authorized for home based aircraft;
- MAX noise level permitted for night flight circuit training is 72 dB(A);

1.3 Safety Instructions

All aircraft crew, operational crew and airport personnel shall wear high visibility clothing on airside at all times.

1.4 Additional Requirements

ICAO flight plan for non EU flights, inbound and outbound, has to be filed min 1HR in advance of EOBT on customs request.

2 TAXI REGULATIONS

Mandatory to contact Kortrijk Information on 120.250 MHZ and request taxi information before taxi and at the holding points, before lining-up, crossing and after vacating the RWY.

TWY A maximum wingspan 15 M except crossing traffic to Flyinggroup hangar via intersection A3.

TWY B maximum wingspan 24 M.

Upon activation of the higher code aircraft operations, maximum wingspan on TWY B up to 36 M between intersections B2 and B3.

Provided traffic permits, turboprop and jet aircraft will be asked to taxi via TWY B and B2 and backtrack to THR 24. Kortrijk Information will advise.

Aircraft or vehicles leaving air side by gate 5 or 6 enter a public area at their own risk.

A follow-me car is available on request.

Taxi outside the AD perimeter is at own responsibility.

3 APRON REGULATIONS

3.1 Apron 1

General aviation apron.

Self-parking for general aviation aircraft within the red parking box, no jet or turboprop aircraft allowed.

Unmarked apron, only for non-commercial aircraft with wingspan < 15 M.

3.2 Apron 2

Business and commercial aviation apron.

Stand allocation and marshalling mandatory for all aircraft on apron 2, these services are provided by FIA exclusively, + 32 (0) 56 37 34 34.

Vehicle access on request and under supervision by FIA only, + 32 (0) 56 37 34 34.

Aircraft shall be parked towable: brakes off and locks off. Pilots shall use minimal power when moving on the apron.

Stands 210 and 250: maximum wingspan 36 M.

Stands 212/222, 224/232, 234/242 and 244/252: maximum wingspan 24 M.

Stands 211/221, 223/231, 233/241 and 243/251: maximum wingspan 17 M.

3.3 Apron 3

Helicopter parking and longer term parking apron.

Self-parking for helicopters and general aviation aircraft within the red parking box.

Unmarked apron, only for non-commercial aircraft with wingspan < 15 M.

Also available for longer term parking of business/commercial aviation aircraft, contact airport authority for information and availability.

Business/Commercial aviation aircraft can only enter/leave apron 3 under tow.

3.4 Helicopters

3.4.1 AVGAS refuelling instructions for helicopters

Helicopters should land according to the information given by Kortrijk Information. After landing and engine shut-down, the heliwheels that are provided at the AVGAS station shall be used to push the helicopter to the refuelling area.

After refuelling, the pilot should push the helicopter back to a parking place or a designated place for air-taxi. After returning the heliwheels, the pilot can contact Kortrijk Information to request start-up advice.

3.4.2 First solo flight preferred location

Preferred location for student helicopter pilots to commence their first solo flight is on Apron 3, provided sufficient space is available.

Kortrijk Information will advise on most appropriate location.

4 RUNWAY REGULATIONS

NIL

5 SPECIFIC TRAFFIC REGULATIONS

5.1 Aircraft without Radio

Aircraft without radio are prohibited.

5.2 Glider Flights

Glider flights (towing incl) are prohibited.

5.3 ULM Flights

Only home based ULM and ULM visiting Lambert Aircraft Engineering are permitted.

All ULM flights require prior permission from the Airport Authority.

Take-off and landing are only allowed for ULM complying with the following:

- 3-axis ULM;
- 4-stroke motor;
- equipped with radio able to transmit and receive on the airband;
- able to maintain an airspeed of 70KT MNM;
- radio and transponder equipped.

5.4 Balloon Flights

Except with permission from the Airport Authority, take-off and landing are prohibited.

Balloon aircrew intending to lift-off, to land or to transit in the RMZ/TMZ, are requested to inform the AFISO at least 15MIN before taking off, landing or entering the area:

- TEL: +32 (0) 56 36 20 40
- AFIS: 120.250MHZ

5.5 Parachuting

Parachuting is prohibited.

5.6 Acrobatic Flights

Acrobatic flights above the airfield and inside the vertical limits of the aerodrome traffic pattern are prohibited. In principle, ONLY examination flights requested by the Belgian CAA after co-ordination with the Airport Authority are an exception thereto.

5.7 Banner Towing

Banner towing is subject to prior permission from the airport authority. Banner towing operations shall comply strictly with the local banner towing regulations, available upon request.

5.8 Training and Test Flights

5.8.1 Local Training Flights (Circuits)

Local training flights (circuit training, simulated forced landings,...) are only allowed during following periods (HOL excl):

- MON-FRI: 0800-1900 (0700-1800);
- SAT from SEP to JUN: 0830-1100 (0730-1000) and 1300-1700 (1200-1600);
- SAT in JUL and AUG: 0830-1100 (0730-1000);
- HEL training flights not allowed on SAT, SUN and HOL

For night VFR circuit training, see § 1.1.2.

Following general conditions apply:

- a. a maximum of 3 aircraft for touch-and-go applies. In case of dense traffic, the AFIS can reduce the number of touch-and-go flights to a maximum of 2 aircraft in the circuit; for night VFR training a maximum of 1 aircraft for touch-and-go applies;
- b. follow strictly the circuit pattern as published on [AD 2.EBKT-VAC.01](#) and [VAC.02](#);
- c. take-off from the beginning of the runway is mandatory;
- d. before any touch-and-go flights, a copy of the noise certificate must be delivered to the Airport Authority;
- e. keep an altitude of 1000FT until turning final, if compatible with the safety of the aircraft;
- f. keep the angle of descent as high as compatible with the safety of the aircraft;
- g. perform a gliding approach >3° with the lowest power setting possible;
- h. low approach with full flaps setting, high motor rotation speed and high pitch setting is forbidden for noise reduction reasons;
- i. IFR training flights are made PPR (contact AFIS by TEL).

Additional conditions for training flights on weekdays:

- a. On weekdays, after 1600 (1500), for VFR circuit training including touch & go's, MAX noise level permitted is 72 dB(A)

Additional conditions apply for training flights on SAT:

- a. only authorised for home-based aircraft;
- b. no precautionary circuit allowed;
- c. helicopter circuit training flights not allowed;

d. MAX noise level permitted for VFR circuit training incl touch & go's is 72 dB(A).

5.8.2 Training Flights Without Full Stop

Training flights without full stop are prohibited for non-home-based aircraft, unless prior permission has been obtained from the Airport Authority.

5.8.3 Helicopter Training Flights

A helicopter is counted as an aircraft performing touch-and-go. Maximum one helicopter in the circuit is allowed for training. Helicopter touch-and-go training flights are only allowed for home based helicopters.

5.8.4 Training Flights with "Aborted Take-off"

After an aborted take-off, the aircraft shall return to the beginning of the runway.

5.8.5 Training Precautionary Circuit

Precautionary circuit training is prohibited, unless prior permission has been obtained from the Airport Authority. The minimum altitude for precautionary circuit training is 600 FT.

5.8.6 IFR Training Flights

IFR training: PPR. Contact AFISO:

- TEL: +32 (0) 56 36 20 40

5.9 Helicopter Flights

Helicopter take off and final approach only on RWY 06/24.

6 HIGHER CODE AIRCRAFT OPERATIONS

ICAO aerodrome reference code C aircraft ($24\text{ M} \leq \text{wingspan} < 36\text{ M}$) can operate to/from EBKT provided that Higher Code Aircraft Procedure is active.

PPR 24HR: info@fiahandling.be or +32 (0) 56 37 34 34

Higher code aircraft procedure in general:

- Procedure is activated by NOTAM.
- When procedure is active, all movements on the airport are PPR. Contact AFISO 120.250 MHZ or +32 (0) 56 36 20 40.
- During movement of higher code aircraft, no other movements (taxi, towing, take-off, landing, fuelling of other aircraft and vehicles) will be allowed.
- RFFS is in active standby mode and higher code aircraft is guided by follow-me.

See chart [AD 2.EBKT-GMC.02](#).

EBKT AD 2.21 Noise Abatement Procedures

1 GENERAL

1.1 Noise Certification

Aircraft operating to and from EBKT must be noise-certified according to *ICAO Annex 16*.

For touch-and-go flights, an airplane $\leq 2\text{T}$ must be noise certified $\leq 76\text{dB(A)}$ according to *ICAO Annex 16*.

On weekdays after 1600 (1500), for touch-and-go circuit training, the aircraft must be noise certified $\leq 72\text{ dB(A)}$ according to *ICAO Annex 16*.

1.2 Reverse Thrust

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

2 GROUND PROCEDURES

2.1 Engine Test Runs and Idle Checks

Engine test runs in the open air must be restricted to the very minimum and are only allowed between 0800-1100 (0700-1000) and 1300-1700 (1200-1600). The Airport Authority has the right to stop or restrict all ongoing tests in case of violation of airport regulations or other circumstances that require such decision.

Preferred location for engine test runs are aircraft stands 243/251, 244/252.

When stand 243 or 244 is used, crew shall ensure the taxilane behind the stand is free when performing idle and low power engine test runs. When performing high power test runs, also stand 241, 242 respectively has to be kept free.

When stand 251 is used, crew shall ensure apron 3 is free until intersection B3 for idle and low power engine test runs. When performing high power test runs, apron 3 shall be kept completely free.

Take-off power engine test runs are only allowed on the RWY, after prior approval of the airport authority and when traffic permits.

2.2 Power Supply

The APU shall be shut down at the earliest opportunity after arrival, not exceeding 30MIN, and it may only be restarted when essential aircraft checks or cabin conditions require so before the planned departure, and this also not exceeding 40MIN.

3 ARRIVAL PROCEDURES

3.1 VFR arrivals (Except High Performance Aircraft)

Keep an altitude of 1000FT until turning final, if compatible with the safety of the aircraft.

Keep the angle of descent as high as compatible with the safety of the aircraft.

Perform a gliding approach >3° with the lowest power setting possible.

Low approach with full flaps setting, high motor rotation speed and high pitch setting is forbidden.

4 DEPARTURE PROCEDURES

4.1 VFR Take-off and Climb Procedures

For turbo-jet aircraft:

- From take-off to 1500FT QNH:
 - take-off power;
 - take-off flaps;
 - climb to $V_2 + 10$ to 20KT or as limited by body angle;
- At 1500FT QNH:
 - reduce thrust to not less than climb thrust;
- From 1500FT QNH to 3000FT QNH:
 - climb at $V_2 + 10$ to 20KT;
- At 3000FT QNH:
 - accelerate smoothly to en-route climb speed with flaps retraction.

For propeller aircraft:

- From take-off to 1000FT QNH:
 - 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 1000FT QNH:
 - 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;
- From 1000FT QNH to 3000FT QNH:
 - climb at the maximum gradient with reduced power, maintaining constant speed;
- Above 3000FT QNH:
 - accelerate smoothly to en-route climb speed.

EBKT AD 2.22 Flight Procedures

1 GENERAL

1.1 Aerodrome Minima

1.1.1 VMC Aerodrome Minima

See [ENR 1.2, § 1.1](#).

1.1.2 Aerodrome Declared IFR

When the MET conditions are below VMC minima or for another reason (e.g. high density traffic predicted), the AFISO shall declare the aerodrome IFR. In principle, only IFR flights are permitted.

Airport minima is 800 M.

1.2 Communication

Incoming traffic shall contact Kortrijk Information at least 5MIN before entering the aerodrome traffic circuit. However, contact shall be made at MAX 15NM from EBKT and MAX 3000FT AMSL.

All traffic shall contact Kortrijk Information before taxiing.

1.3 Traffic Regulation

As the aerodrome is situated in uncontrolled airspace class G, it shall be noted that flights into and from EBKT operate at own risk as no ATC separation service is provided.

SERA.3210 rules "avoidance of collisions" are applicable: landing aircraft have priority. When more than one aircraft are landing, the lowest has priority.

1.4 Traffic Information Between IFR and VFR Flights

- On first contact, all traffic report position, altitude and intentions.
- Usage of compulsory reporting points:
 - IFR flights shall report flying over the IAF MAK, IF and FAF indicating position, altitude and intentions;
 - Additionally, IFR traffic shall report when vacating the runway or when initiating missed approach
 - VFR flights shall report flying over the entry reporting points (N1, S1, E1 and W1) and, when in the traffic circuit, report beginning of downwind, turning base leg and final;
 - VFR flights are recommended to report flying over the intermediate points (N2, S2, E2 and W2).
- All pilots shall maintain two-way radio communication on **FREQ 120.250MHZ**.
- To enhance the "see and avoid" concept, all aircraft operating locally at EBKT:
 - shall keep their navigation, landing and anti-collision lights switched on;
 - will keep a sharp look-out for other traffic;
 - is highly recommended not to exceed 185 KIAS, unless prescribed otherwise by the relevant flight procedures.
- Kortrijk Information will inform the IFR flight of the position of all known VFR flights in the vicinity of the airfield and broadcast to the VFR flights the position of the IFR flight.
- IFR traffic proceeding for a visual approach are recommended to proceed for the entire VFR circuit. Provided traffic permits, a visual straight in approach might be available, AFISO will advise.
- VFR flights are recommended not to fly overhead the field when entering the RMZ/TMZ via the mandatory entry reporting points. AFISO will provide pilots with aerodrome information.
- VFR pilots are recommended to join beginning of downwind of their applicable circuit. Provided traffic permits, a straight in approach might be available, AFISO will advise.
- For traffic separation, orbits are allowed in the circuit, or if necessary pilots should extend downwind slightly or leave the traffic circuit and re-join beginning of downwind in order to avoid conflicts with other traffic.
- Student pilots should include the word "SOLO" immediately after the aircraft call sign at initial contact with Kortrijk Information (ref SERA.8035).
- All pilots shall report left/right hand downwind, base and final.

2 IFR FLIGHTS

2.1 General

- Only 3 IFR movements at the same time are allowed.

- 3 IFR movements at a time means that skeyes (Brussels info, Brussels departure/control, EBKT info) provides traffic info to the maximum extend to pilots in order to strive for a maximum of 1 IFR departure, 1 IFR arrival and 1 IFR in holding at the same time and that pilots have to keep in mind that they fly in class G where the ultimate responsibility for separation remains with the pilot.
- Unless prescribed otherwise by the relevant flight procedures, all traffic in Kortrijk RMZ/TMZ is highly recommended not to exceed 185 KIAS.
- Arriving IFR flights shall announce their ETO MAK at least 10 MIN in advance on the EBKT AFIS FREQ 120.250 MHZ.

2.2 Holding pattern

Only one holding level is available at 3000FT.

Holding is not allowed for training purposes.

Fix	MAK NDB
Turn / inbound track (MAG)	Right / 194°
Levels	3000FT QNH
Remarks	RNAV 1, 185 KIAS MAX

Path terminators - EBKT holding MAK

Note: These database entries are suggestions only and should be checked by a professional database coder before entry into an active database.

MAK

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (ft)	DIST	Speed limit (kts)	NAV Spec	Remarks
1	MAK	HM	Y	194.9 (194.0)	R	@3000	1 MIN	-185	RNAV1	MAHF

2.3 Approach Procedures RWY 24

2.3.1 General

When released by Brussels ACC/APP, report MAK at 3000FT QNH to Kortrijk Information for approach and landing on RWY 24.

Circling is not allowed.

2.3.2 RNP RWY24**2.3.2.1 Waypoints**

ID	LATITUDE	LONGITUDE
MIRZO	505427.5N	0032820.9E
ALFAS	505206.5N	0032122.8E
RW24	504919.40N	0031307.37E
KT401	504725.4N	0030729.9E
KT402	505025.7N	0030213.3E
KT403	505439.1N	0030439.2E
KT404	505935.5N	0032552.3E

2.3.2.2 Path Terminators

Note: The following database entries are suggestions only and should be checked by a professional database coder before entry into an active database.

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)/ Time (min)	Speed limit (kts)	VPA (°)/ TCH (ft)	NAV Spec	Remarks
1	MAK	IF	N			+3000		-185		RNP APCH	IAF
2	MIRZO	TF	N	194.9		+2000	3.5			RNP APCH	IF
3	ALFAS	TF	N	242.0		@2000	5			RNP APCH	FAF
4	RW24	TF	Y	242.0			5.9		-3.00°/50	RNP APCH	MAPt
5	KT401	DF	N					-160		RNP APCH	MATF
6	KT402	TF	N	312.0			4.5			RNP APCH	MATF
7	KT403	TF	N	020.0			4.5			RNP APCH	MATF
8	KT404	TF	N	069.6			14.3			RNP APCH	MATF
9	MAK	TF	N	124.9		@3000	3.0	-185		RNP APCH	MAHF

2.3.2.3 Missed Approach

Pilots will report the missed approach including the time over IAF MAK and entry in the holding. Under certain conditions a new approach can be initiated without entry into the holding.

2.4 Approach Procedures RWY 06**2.4.1 General**

When released by Brussels ACC/APP, report MAK at 3000FT QNH to Kortrijk Information for approach and landing on RWY 06.

Circling is not allowed.

2.4.2 RNP RWY06**2.4.2.1 Waypoints**

ID	LATITUDE	LONGITUDE
MAK	505752.1N	0032947.1E
KT403	505439.1N	0030439.2E
GIGAD	505141.9N	0025730.9E
IKIFE	504650.0N	0025918.2E
MINLU	504744.5N	0030526.5E
MAP06	504831.9N	0031046.6E
MIRZO	505427.5N	0032820.9E

2.4.2.2 Path Terminators

Note: The following database entries are suggestions only and should be checked by a professional database coder before entry into an active database.

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)/ Time (min)	Speed limit (kts)	VPA (°)/ TCH (ft)	NAV Spec	Remarks
1	MAK	IF								RNP APCH	IAF
2	KT403	TF	N	258.7			16.2			RNP APCH	
3	GIGAD	TF	N	236.9		+3000	5.4			RNP APCH	
4	IKIFE	TF	N	166.9	L		5.0	-185		RNP APCH	IF
5	MINLU	TF	N	076.8		@1500	4.0			RNP APCH	FAF
6	MAP06	TF	Y	076.9			3.5		-3.10°/50	RNP APCH	MAPt
7	MIRZO	DF	N							RNP APCH	
8	MAK	TF	N	014.9		@3000	3.5	-185		RNP APCH	MAHF

2.4.2.3 Missed Approach

Pilots will report the missed approach including the time over IAF MAK and entry in the holding. Under certain conditions a new approach can be initiated without entry into the holding.

2.5 Departure Procedures RWY 24**2.5.1 Standard Instrument Departures**

After TKOF proceed SID towards MAK climb to 3000FT QNH, turn right to MAK, contact Brussels DEP/ACC and continue climb to cleared level.

The RNAV 1 SIDs are available only to aircraft which are equipped and operated in accordance with the requirements of CS-ACNS (Issue 2), or equivalent, and approved by their State of Registry for RNAV 1 operations.

- i. In addition, the RNAV 1 SIDs are only available to those aircraft that are either GNSS equipped or that have DME/DME/IRU positioning capability with an automatic runway updating function.
- ii. There are no critical nav aids associated with the RNAV 1 SID, assuming the use of GNSS or INS/IRU for initial guidance up to an altitude of 2000FT.

2.5.1.1 Route Description

Designator	Route	Remarks
MAK 1A	At 500FT QNH, direct to KT401, turn right to KT402, turn right to KT403, turn right to MAK. Climb and maintain 3000FT QNH. RNAV1: [T242,A500+]->KT401[K160-]-KT402[K185-]-KT403[K200-]-MAK[A3000]	Minimum PDG of 5.3% due to obstacles until 500FT
MAK 1B	At 500FT QNH, direct to KT401, turn right to KT402, turn right to KT403, turn right to MAK. Climb and maintain 3000FT QNH. RNAV1: [T242,A500+]->KT401[K185-]-KT402[K200-]-KT403-MAK[A3000]	Minimum PDG of 6.3% due to obstacles until 500FT

2.5.1.2 Waypoints

See § 2.3.2.1.

2.5.1.3 Path Terminators

Note: The following database entries are suggestions only and should be checked by a professional database coder before entry into an active database.

MAK 1A

#	ID	P/T	F/O	Course (°T)	Turn Direction	ALT (ft)	DIST (NM)	Speed limit (kts)	NAV Spec
1		CA		242.0		+500			RNAV1
2	KT401	DF	N					-160	RNAV1
3	KT402	TF	N	312.0			4.5	-185	RNAV1
4	KT403	TF	N	020.0			4.5	-200	RNAV1
5	MAK	TF	N	078.4		@3000	16.2		RNAV1

MAK 1B

#	ID	P/T	F/O	Course (°T)	Turn Direction	ALT (ft)	DIST (NM)	Speed limit (kts)	NAV Spec
1		CA		242.0		+500			RNAV1
2	KT401	DF	N					-185	RNAV1
3	KT402	TF	N	312.0			4.5	-200	RNAV1
4	KT403	TF	N	020.0			4.5		RNAV1
5	MAK	TF	N	078.4		@3000	16.2		RNAV1

2.6 Departure Procedures RWY 06**2.6.1 Standard Instrument Departures**

After TKOF proceed SID towards MAK climb to 3000FT QNH, turn left to MAK, contact Brussels DEP/ACC and continue climb to cleared level.

The RNAV 1 SIDs are available only to aircraft which are equipped and operated in accordance with the requirements of CS-ACNS (Issue 2), or equivalent, and approved by their State of Registry for RNAV 1 operations.

- i. In addition, the RNAV 1 SIDs are only available to those aircraft that are either GNSS equipped or that have DME/IRU positioning capability with an automatic runway updating function.
- ii. There are no critical navaids associated with the RNAV 1 SID, assuming the use of GNSS or INS/IRU for initial guidance up to an altitude of 2000FT.

2.6.1.1 Route Description

Designator	Route	Remarks
MAK 1C	At 500FT QNH, direct to MIRZO, turn left to MAK. Climb and maintain 3000FT QNH. RNAV1: [T062,A500+]->MIRZO-MAK[A3000]	

2.6.1.2 Waypoints

See § 2.4.2.1.

2.6.1.3 Path Terminators

Note: The following database entries are suggestions only and should be checked by a professional database coder before entry into an active database.

MAK 1C

#	ID	P/T	F/O	Course (°T)	Turn Direction	ALT (ft)	DIST (NM)	Speed limit (kts)	NAV Spec
1		CA		061.9		+500			RNAV1
2	MIRZO	DF	N						RNAV1
3	MAK	TF	N	014.9		@3000	3.5		RNAV1

3 VFR FLIGHTS**3.1 Visual Reporting Points**

VFR traffic shall/can use following reporting points:

Compulsory reporting points

Abbreviation	Name	Associated landmark	Position
E1	ECHO 1	junction motorway E17 and road N382 (Waregem-Anzegem)	505217N 0032634E
N1	NOVEMBER 1	junction road N50 (Oostkamp-Kortrijk) and canal Roeselare-Leie	505453N 0031614E
S1	SIERRA 1	junction motorway A17 and road N58 (Moeskroen-Dottenijs)	504346N 0031736E
W1	WHISKEY 1	junction motorway A19 and road N303 (Passendale-Wervik)	505010N 0030044E

Recommended reporting points

Abbreviation	Name	Associated landmark	Position
E2	ECHO 2	junction road N8 and road N391	504856N 0031833E
N2	NOVEMBER 2	junction ring road R8 and railroad	505111N 0031432E
S2	SIERRA 2	junction motorway E403 and motorway E17	504720N 0031349E
W2	WHISKEY 2	junction motorway A19 and road N32	504912N 0030708E

3.2 Inbound Traffic

Reporting point N1, W1, S1 or E1 shall be reported and overflown before entering the visual traffic circuit. Pilots are recommended to route N1-N2, W1-W2 or S1-S2. In order to increase situational awareness it is recommended to VFR flights not to fly overhead the field when entering the RMZ but to proceed directly to the circuit pattern (see § 1.4).

3.3 Outbound Traffic

It is mandatory to leave the circuit via the compulsory reporting points E1, N1, S1 and W1.

3.4 Visual Traffic Pattern (Noise Abatement Procedure)

RWY 06:

Helicopter

- Right-hand circuit;
- Take-off must be performed using the best rate of climb of the aircraft. Continue to climb straight ahead to 800FT AMSL before turning right crosswind, continue the climb to circuit altitude 1000FT AMSL;
- The right-hand downwind leg is at 1000FT AMSL, overhead the water canal;
- Keep an altitude of 1000FT until turning final, if compatible with the safety of the aircraft.

Light Traffic MTOW < 2T

- a. Left-hand circuit;
- b. Take-off must be performed using the best rate of climb of the aircraft. Continue to climb straight ahead to 800FT AMSL before turning left crosswind, continue the climb to circuit altitude 1000FT AMSL;
- c. The left-hand downwind leg is situated over the motorway A19 at 1000FT AMSL, avoiding EBMO (Moorsele) ATZ;
- d. Turn left base leg before the high tension line.

Traffic > 2T

- a. Right-hand circuit, south of the field;
- b. Take-off must be performed using the best rate of climb of the aircraft. Continue straight ahead and turn right crosswind after passing the city of Kortrijk;
- c. The right-hand downwind leg is at 1500FT AMSL;
- d. Perform a final approach with a minimum of 3° and the lowest power setting possible (compatible with the safety of the aircraft).

RWY 24:

Helicopter

- a. Right-hand circuit;
- b. Take-off must be performed using the best rate of climb of the aircraft. Continue to climb straight ahead to 800FT AMSL before turning right crosswind, continue the climb to circuit altitude 1000FT AMSL;
- c. The right-hand downwind leg is at 1000FT AMSL overhead the A19 motorway for noise abatement;
- d. Turn right base leg before the railroad;
- e. Keep an altitude of 1000FT until turning final, if compatible with the safety of the aircraft.

Light Traffic MTOW < 2T

- a. Left-hand circuit;
- b. Take-off must be performed using the best rate of climb of the aircraft. Continue to climb straight ahead to 800FT AMSL before turning left crosswind, continue the climb to circuit altitude 1000FT AMSL;
- c. The left-hand downwind leg is situated between the water canal and the goods railway station of Kortrijk, at 1000FT AMSL;
- d. Turn left base leg before the city of Kortrijk;

Traffic > 2T

- a. Left-hand circuit, south of the field;
- b. Take-off must be performed using the best rate of climb of the aircraft. Continue to climb straight and turn left crosswind before reaching the EBBU airspace border;
- c. The left-hand downwind leg is at 1500FT AMSL;
- d. Turn left-hand base leg after passing the city of Kortrijk (noise abatement);
- e. Perform a final approach with a minimum of 3° and the lowest power setting possible (compatible with the safety of the aircraft).

4 LOW VISIBILITY PROCEDURES

NIL

5 RADIO COMMUNICATION FAILURE

Aircraft with radio communication failure shall fly overhead at 1500FT AMSL and consult the signal area before joining the traffic circuit.

EBKT AD 2.23 Additional Information

NIL

EBKT AD 2.24 Charts Related to EBKT

AD 2.EBKT-ADC.01	Aerodrome Chart - ICAO
AD 2.EBKT-ADC.02	Aerodrome Chart - ICAO. Appendix 1: Runway Markings and Lighting Aids
AD 2.EBKT-GMC.01	Aerodrome Ground Movement Chart - ICAO
AD 2.EBKT-GMC.02	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Movement of Aircraft Greater than Code B
AD 2.EBKT-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations)
AD 2.EBKT-AOC.02	Aerodrome Obstacle Chart. Type B
AD 2.EBKT-SID.01	Standard Departure Chart - Instrument - ICAO: RWY 24
AD 2.EBKT-SID.02	Standard Departure Chart - Instrument - ICAO: RWY 24
AD 2.EBKT-SID.03	Standard Departure Chart - Instrument - ICAO: RWY 06
AD 2.EBKT-IAC.01	Instrument Approach Chart - ICAO: RNP RWY 24
AD 2.EBKT-IAC.01a	Instrument Approach Chart - ICAO: RNP RWY 24. Appendix: FAS Datablock
AD 2.EBKT-IAC.02	Instrument Approach Chart - ICAO: RNP RWY 06.
AD 2.EBKT-VAC.01	Visual Approach Chart - ICAO: RWY 06
AD 2.EBKT-VAC.02	Visual Approach Chart - ICAO: RWY 24
AD 2.EBKT-MISC.01	Combined IFR and VFR Procedure Overview (RWY 24)
AD 2.EBKT-MISC.02	Combined IFR and VFR Procedure Overview (RWY 06)

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