

Memorandum of understanding

between

Belgocontrol and glider clubs of EBNM

1. Purpose and Scope

This agreement aims at giving the glider clubs of NAMUR/Suarlee the possibility to fly in the vicinity of EBNM at 2000 ft maximum and to operate within the EBCITMA under specific conditions.

Operations at 2000 ft will be permanently possible through the raise of part of the EBCI TMA up to 2500 ft.

Entrance to and return from the Low Flying Area Golf, south of the EBCI CTR/TMA, at safe altitudes, will be allowed by the creation of a "CLIMB OUT SECTOR", which can be used under specific conditions.

2. Geographical and vertical limits

- EBCI TMA 1 & TMA 2 will be permanently amended as follows:
 - o "BLUE SECTOR"
 - blue sector is the southern part of the actual TMA 2, limited to the north by the power line situated north of EBNM, to the west, the east and the south by the lateral limits of the actual TMA sector 2. bottom limit of this part is raised up to 2500 ft AMSL. This part is integrated in the amended TMA 1.
 - o Reduced TMA 2 (TMA below 2500 ft, shaded area in Annex 1)
 - Vertical limits : 2000 ft/2500 ft AMSL
 - Lateral limits : the northern part of the actual TMA 2, situated north of the power line north of EBNM (North of the blue sector).
 - o Amended TMA 1 (TMA above 2500 ft)
 - Vertical limits : 2500 ft/FL 55
 - Lateral limits : existing TMA 1 enlarged with the southern part of the actual TMA 2, which is called above "the blue sector".
- "CLIMB OUT SECTOR" is composed of two parts:
 - o red sector (part of new TMA 1)
 - Vertical limits : 2500 ft/3000 ft MSL
 - Lateral limits :
 - to the north by the power line situated south of EBNM
 - to the west and the east by the lateral limits of the TMA
 - to the south by the river Sambre.
 - o green sector (part of new TMA 1)
 - Vertical limit : 2500 ft/4000 ft MSL
 - Lateral limit :
 - to the north by the southern limit of the red sector (river Sambre)
 - to the south and to the east by the limit of the TMA
 - to the west by the road N98 Sambreville, Fosses, Mettet

(See Chart in annex 2)

Note : raise of the bottom of the Blue Sector up to 2500 ft AMSL necessitates the review of the ILS procedures and VOR procedures RWY 25. ACFT will maintain 3000' QNH until being established on the ILS or at 9 NM final for a VOR approach.

3. Airspace classification of the "CLIMB PUT SECTOR"

When this climb out sector is delegated to EBNM, this airspace is classified as class G Air space.

In or periods and when gliders are permitted, on individual basis, to enter the TMA, this sector is classified as class C airspace. ATC clearance and a continuous two- way communication with EBCI TWR are required. Altitudes are given in feet MSL and the use of the English language is mandatory.

4. Activation

"CLIMB OUT SECTOR" may be activated on Saturdays, Sundays and on legal holidays during day-time periods.

responsible authority at EBNM (chief-pilot C. A.P. Vol à Voile or a designated delegate) will make a request to EBCI TWR (071/251223 - 071/251222 - 071/251221) at least 30 minutes before the start of the flights.

controller in charge of operations at EBCI TWR can, for traffic or meteorological reasons, refuse activation of the "climb out sector ". In case of refusal Chief Controller of EBCI TWR will provide EBNM with the expected time of possible activation. If the delay is undetermined, he will advise EBNM of the activation as soon as practicable.

At any time (e.g. for traffic reasons, change in meteorological conditions or after an incident with gliders) the Chief controller of EBCI TWR may, with an advanced notice of fifteen (15) minutes, deactivate the climb out sector.

5. Meteorological conditions

- Meteorological Conditions are those corresponding to VMC by day in airspace class G;
- meteorological observations of Charleroi only are taken into consideration.

BELGOCONTROL