

# AERONAUTICAL INFORMATION PUBLICATION

## Belgium and Luxembourg

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BELGIUM

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**AMDT**  
**005/2024**

Publication date: 02 MAY 2024  
Insertion Date: 16 MAY 2024

### 1. Amendment content:

Section	Subject	Change
GEN 1.2	Crossing of the External Borders of the Schengen Area	Updated
GEN 3.6	SAR Region Chart	Corrected
EBBR AD 2.16	Helicopter Landing Area, Geoid undulation	Updated
EBBR AD 2.24	Aerodrome Chart - ICAO	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (a)	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (b)	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (c)	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 6: B747-8/-8F Ground Movements	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: VOR y RWY 25L (IAF FLO)	Updated
EBCI AD 2.24	Instrument Approach Chart - ICAO: ILS or LOC RWY 24	Updated
EBKT AD 2.24	Instrument Approach Chart - ICAO: RNP RWY 06	Updated
EBLG AD 2.21	Noise Abatement Procedures, Noise Restrictions	Updated
ELLX AD 2.13	Declared Distances, Intersection take-off	Updated
ELLX AD 2.20	Adverse Weather, Taxi and Apron Regulations.	Updated
ELLX AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways and Aprons	Updated
EBOS AD 2.19	Radio Navigation and Landing Aids, DME IMI remarks	Editorial
EBOS AD 2.19	Radio Navigation and Landing Aids, DME IOS CH	Corrected
EBOS AD 2.20	Taxi Regulations	Updated
EBOS AD 2.24	Aerodrome Chart - ICAO	Updated
EBOS AD 2.24	Instrument Approach Chart - ICAO: ILS or LOC RWY 26	Updated
AD 2.PVT-ELNT	Aerodrome Data	Updated
AD 2.ULM-EBZU	ULM Data	Updated
AD 3.HOSP-EBYP	Email	Updated

**2. Hand corrections to the following pages:**

NIL

**3. This AIP amendment incorporates information contained in the following publications:**

**NOTAM:** A0825/24, A1073/24 and A1245/24

**SUP:** NIL

**4. Insert / remove the pages as shown on the next page:**

**Insert the following pages**

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 AD 2.EBBR-GMC.02a - 1/2  
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 AD 2.EBBR-GMC.02c - 1/2  
 AD 2.EBBR-GMC.06b - 1/2  
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## GEN 0.2 Record of AIP Amendments

AIP AMENDMENT			
NR/Year	Publication date	Date inserted	Inserted by
001/2022	13-Jan-2022	27-Jan-2022	
002/2022	10-Feb-2022	24-Feb-2022	
003/2022	10-Mar-2022	24-Mar-2022	
004/2022	07-Apr-2022	21-Apr-2022	
005/2022	05-May-2022	19-May-2022	
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012/2022	17-Nov-2022	01-Dec-2022	
013/2022	15-Dec-2022	29-Dec-2022	
001/2023	12-Jan-2023	26-Jan-2023	
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012/2023	16-Nov-2023	30-Nov-2023	
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AIRAC AMENDMENT			
NR/Year	Publication date	Effective date	Inserted by
001/2022	16-Dec-2021	27-Jan-2022	
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AIRAC AMENDMENT			
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## GEN 0.3 Record of AIP Supplements

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
001/2022	Restrictions related to Belarus	ENR	From 27 JAN 2022	
008/2022	EBBR - Unavailability of tracking / monitoring RPAS in CTR	AD	From 24 FEB 2022	
013/2022	EBZH - Obstacles and Restrictions	AD	From 24 FEB 2022	
014/2022	EBSP - Restrictions due to works	AD	From 24 FEB 2022	
016/2022	EBEB - EVERGEM / Belzele	AD	From 24 FEB 2022	
060/2022	Restrictions related to the Russian Invasion of Ukraine	GEN / ENR	From 08 SEP 2022	
071/2022	EBAW - Temporary Obstacles	AD	From 29 DEC 2022 till 01 SEP 2024	
007/2023	EBLG - Temporary Obstacle	AD	From 22 JAN 2023 till 31 DEC 2025	
014/2023	Temporary Obstacles in the vicinity of ELLX	AD	From 23 MAR 2023	
015/2023	Temporary Obstacles in the vicinity of ELLX	AD	From 23 MAR 2023	
019/2023	Military Invasion of Ukraine by Russian Federation	ENR	From 20 APR 2023	
022/2023	Wind Measurement Mast - Wardin	ENR	From 20 APR 2023 till 13 MAR 2025	
024/2023	Temporary Obstacles at EBGT	AD	From 18 MAY 2023 till 31 DEC 2024	
026/2023	EBOS - Instrument Approach Charts	AD	From 18 MAY 2023	
028/2023	EBLG - Temporary Obstacle	AD	From 18 MAY 2023	
029/2023	EBOS - Temporary Obstacle	AD	From 18 MAY 2023 till 30 MAR 2025	
030/2023	EBOS - Temporary Obstacles	AD	From 18 MAY 2023 till 30 JUN 2024	
032/2023	Wind Measurement Mast - Saint-Ode	ENR	From 18 MAY 2023	
033/2023	Wind Measurement Mast - Vaux-sur-Sûre	ENR	From 18 MAY 2023	
037/2023	Wind Measurement Mast - Bastogne	ENR	From 15 JUN 2023 till 06 MAR 2025	
039/2023	Wind Measurement Mast - Nassogne	ENR	From 15 JUN 2023	
043/2023	EBCI - Temporary Obstacles due to Construction Works - rue G. Lemaitre - Gosselies	AD	From 13 JUL 2023	
044/2023	Wind Measurement Mast - Quévy	ENR	From 13 JUL 2023 till 30 JUN 2024	
051/2023	Obstacle due to construction Works near EBBR - Auguste Renoir - Evere	AD	From 10 AUG 2023 till 30 MAY 2024	
053/2023	EBLG - Renewal Concrete TWY A between S3 and S5	AD	From 07 SEP 2023	
058/2023	Obstacles due to Construction Works near EBBR - THE CUBE - MACHELEN	AD	From 05 OCT 2023 till 30 APR 2025	
059/2023	EBAW - RNAV1/RNP1 SID RWY 11	AD	From 05 OCT 2023 till 03 OCT 2024	
066/2023	CBA 1T	ENR	From 30 NOV 2023 till 28 NOV 2024	
068/2023	EBBR - IAP RWY 25R increased OCA Due to Obstacles	AD	From 30 NOV 2023 till 28 FEB 2024	
069/2023	AIP Publication Schedule 2024	GEN	From 30 NOV 2023 till 31 DEC 2024	
070/2023	EBEU - Restrictions due to Obstacle	AD	From 30 NOV 2023	
072/2023	Steenokkerzeel ATCC: Limited FIS	ENR	From 23 DEC 2023 till 03 OCT 2024	
073/2023	EBLG - Increased OCA due to Obstacle	AD	From 28 DEC 2023	
076/2023	EBCI - Mobile Crane	AD	From 28 DEC 2023	
001/2024	Additional Military Closing Days 2024	GEN	From 01 JAN 2024 till 31 DEC 2024	
002/2024	ELLX - Obstacle due to Construction Work	AD	From 25 JAN 2024	
004/2024	EBBL - Temporary Obstacle	AD	From 25 JAN 2024 till 31 MAY 2024	
006/2024	Obstacle due to Construction Works near EBBR - Airport Business Center - Leonardo da Vincilaan - Machelen	AD	From 22 FEB 2024 till 20 DEC 2025	

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
007/2024	Glider Areas Ardennes 2024	ENR	From 15 MAR 2024 till 15 OCT 2024	
008/2024	EBFN - Temporary Obstacle	AD	From 22 FEB 2024 till 15 JUN 2024	
009/2024	EBAW - Temporary Obstacle	AD	From 21 MAR 2024 till 17 JUL 2025	
011/2024	ELLC - Construction Works near Helipad	AD	From 21 MAR 2024	
012/2024	ELLX - Obstacle due to Construction Work near Motorway	AD	From 21 MAR 2024	
013/2024	EBAW - Temporary Obstacle	AD	From 01 APR 2024 till 01 DEC 2024	
014/2024	EBBR - Moving Obstacle	AD	From 21 MAR 2024 till 11 JUL 2025	
015/2024	EBOS - Temporary Obstacles	AD	From 21 MAR 2024	
016/2024	Military Field Helistrip Marche-les-Dames Temporarily Closed	AD	From 21 MAR 2024 till 05 SEP 2024	
017/2024	EBBR - Obstacle due to Construction Works near EBBR - Parking Tower - P30	AD	From 18 APR 2024 till 01 NOV 2025	
018/2024	ELLX - Obstacles due to Construction Work	AD	From 18 APR 2024	
019/2024	Wind Measurement Mast - Sankt Vith	ENR	From 18 APR 2024	
020/2024	EBLG - Taxi Regulations	AD	From 18 APR 2024 till 31 AUG 2024	
021/2024	EBOS - Changes to Declared Distances due to WIP	AD	From 16 MAY 2024	
022/2024	ELLK - Temporary Obstacles in the vicinity of Helipad	AD	From 16 MAY 2024	
023/2024	ELLK - Temporary Obstacles in the vicinity of Helipad	AD	From 16 MAY 2024	
024/2024	EBOS - Temporary Obstacle	AD	From 16 MAY 2024	
025/2024	International Sanicole Airshow 2024	ENR	From 18 SEP 2024 till 22 SEP 2024	



## GEN 0.4 Checklist of AIP Pages

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ENR 1.1-21	12-OCT-2017
ENR 1.1-22	12-OCT-2017
ENR 1.1-23	12-OCT-2017
ENR 1.1-24	12-OCT-2017
ENR 1.1-25	26-JAN-2023
ENR 1.1-26	26-JAN-2023
ENR 1.1-27	31-DEC-2020
ENR 1.1-28	31-DEC-2020
ENR 1.1-29	31-DEC-2020
ENR 1.1-30	31-DEC-2020
ENR 1.1-31	31-DEC-2020
ENR 1.1-32	31-DEC-2020
ENR 1.1-33	22-FEB-2024
ENR 1.1-34	22-FEB-2024
ENR 1.1-35	24-FEB-2022
ENR 1.1-36	24-FEB-2022
ENR 1.1-37	24-FEB-2022
ENR 1.1-38	24-FEB-2022
ENR 1.1-39	02-NOV-2023
ENR 1.1-40	02-NOV-2023
ENR 1.1-41	10-AUG-2023
ENR 1.1-42	10-AUG-2023
ENR 1.1-43	10-AUG-2023
ENR 1.1-44	10-AUG-2023
ENR 1.1-45	10-AUG-2023
ENR 1.1-46	10-AUG-2023
ENR 1.2-1	05-OCT-2023
ENR 1.2-2	05-OCT-2023
ENR 1.2-3	21-MAR-2024
ENR 1.2-4	21-MAR-2024
ENR 1.3-1	22-FEB-2024
ENR 1.3-2	22-FEB-2024
ENR 1.3-3	22-FEB-2024
ENR 1.3-4	22-FEB-2024
ENR 1.4-1	14-JUL-2022
ENR 1.4-2	14-JUL-2022
ENR 1.5-1	07-SEP-2023
ENR 1.5-2	07-SEP-2023
ENR 1.5-3	08-OCT-2020
ENR 1.5-4	07-SEP-2023

ENR 1.6-1	28-DEC-2023	ENR 2.2-4	21-APR-2022	ENR 5.1-5	21-MAR-2024
ENR 1.6-2	28-DEC-2023	ENR 2.2-5	21-APR-2022	ENR 5.1-6	21-MAR-2024
ENR 1.6-3	02-NOV-2023	ENR 2.2-6	21-APR-2022	ENR 5.1-7	02-NOV-2023
ENR 1.6-4	02-NOV-2023	ENR 2.2-7	28-MAR-2019	ENR 5.1-8	02-NOV-2023
ENR 1.6-5	02-NOV-2023	ENR 2.2-8	28-MAR-2019	ENR 5.1-9	22-FEB-2024
ENR 1.6-6	02-NOV-2023	ENR 3.1-1	06-OCT-2022	ENR 5.1-10	22-FEB-2024
ENR 1.7-1	02-NOV-2023	ENR 3.1-2	06-OCT-2022	ENR 5.1-11	18-APR-2024
ENR 1.7-2	02-NOV-2023	ENR 3.2-1	13-JUL-2023	ENR 5.1-12	18-APR-2024
ENR 1.8-1	04-FEB-2016	ENR 3.2-2	13-JUL-2023	ENR 5.1-13	18-APR-2024
ENR 1.8-2	04-FEB-2016	ENR 3.2-3	21-MAR-2024	ENR 5.1-14	18-APR-2024
ENR 1.9-1	21-MAR-2024	ENR 3.2-4	21-MAR-2024	ENR 5.1-15	18-APR-2024
ENR 1.9-2	21-MAR-2024	ENR 3.2-5	13-JUL-2023	ENR 5.1-16	18-APR-2024
ENR 1.9-3	21-MAR-2024	ENR 3.2-6	13-JUL-2023	ENR 5.2-1	21-APR-2022
ENR 1.9-4	21-MAR-2024	ENR 3.2-7	13-JUL-2023	ENR 5.2-2	21-APR-2022
ENR 1.10-1	05-OCT-2023	ENR 3.2-8	13-JUL-2023	ENR 5.2-3	21-MAR-2024
ENR 1.10-2	05-OCT-2023	ENR 3.2-9	13-JUL-2023	ENR 5.2-4	21-MAR-2024
ENR 1.10-3	10-AUG-2023	ENR 3.2-10	13-JUL-2023	ENR 5.2-5	30-NOV-2023
ENR 1.10-4	10-AUG-2023	ENR 3.2-11	13-JUL-2023	ENR 5.2-6	30-NOV-2023
ENR 1.10-5	18-MAY-2023	ENR 3.2-12	13-JUL-2023	ENR 5.2-7	30-NOV-2023
ENR 1.10-6	18-MAY-2023	ENR 3.2-13	13-JUL-2023	ENR 5.2-8	30-NOV-2023
ENR 1.10-7	18-MAY-2023	ENR 3.2-14	13-JUL-2023	ENR 5.2-9	10-AUG-2023
ENR 1.10-8	18-MAY-2023	ENR 3.2-15	13-JUL-2023	ENR 5.2-10	10-AUG-2023
ENR 1.10-9	18-MAY-2023	ENR 3.2-16	13-JUL-2023	ENR 5.2-11	18-MAY-2023
ENR 1.10-10	18-MAY-2023	ENR 3.2-17	13-JUL-2023	ENR 5.2-12	18-MAY-2023
ENR 1.10-11	18-MAY-2023	ENR 3.2-18	13-JUL-2023	ENR 5.2-13	10-AUG-2023
ENR 1.10-12	18-MAY-2023	ENR 3.2-19	13-JUL-2023	ENR 5.2-14	10-AUG-2023
ENR 1.10-13	18-MAY-2023	ENR 3.2-20	13-JUL-2023	ENR 5.2-15	21-MAR-2024
ENR 1.10-14	18-MAY-2023	ENR 3.2-21	13-JUL-2023	ENR 5.2-16	21-MAR-2024
ENR 1.10-15	18-MAY-2023	ENR 3.2-22	13-JUL-2023	ENR 5.2-17	21-MAR-2024
ENR 1.10-16	18-MAY-2023	ENR 3.2-23	22-FEB-2024	ENR 5.2-18	21-MAR-2024
ENR 1.10-17	21-MAR-2024	ENR 3.2-24	22-FEB-2024	ENR 5.2-19	10-AUG-2023
ENR 1.10-18	21-MAR-2024	ENR 3.2-25	13-JUL-2023	ENR 5.2-20	10-AUG-2023
ENR 1.10-19	18-MAY-2023	ENR 3.2-26	13-JUL-2023	ENR 5.2-21	10-AUG-2023
ENR 1.10-20	18-MAY-2023	ENR 3.2-27	13-JUL-2023	ENR 5.2-22	10-AUG-2023
ENR 1.10-21	18-MAY-2023	ENR 3.2-28	13-JUL-2023	ENR 5.2-23	28-DEC-2023
ENR 1.10-22	18-MAY-2023	ENR 3.2-29	13-JUL-2023	ENR 5.2-24	28-DEC-2023
ENR 1.11-1	21-APR-2022	ENR 3.2-30	13-JUL-2023	ENR 5.2-25	28-DEC-2023
ENR 1.11-2	21-APR-2022	ENR 3.2-31	13-JUL-2023	ENR 5.2-26	28-DEC-2023
ENR 1.12-1	15-SEP-2016	ENR 3.2-32	13-JUL-2023	ENR 5.2-27	28-DEC-2023
ENR 1.12-2	15-SEP-2016	ENR 3.2-33	13-JUL-2023	ENR 5.2-28	28-DEC-2023
ENR 1.12-3	03-DEC-2020	ENR 3.2-34	13-JUL-2023	ENR 5.2-29	15-JUN-2023
ENR 1.12-4	03-DEC-2020	ENR 3.3-1	06-OCT-2022	ENR 5.2-30	15-JUN-2023
ENR 1.13-1	12-OCT-2017	ENR 3.3-2	06-OCT-2022	ENR 5.3-1	21-APR-2022
ENR 1.13-2	12-OCT-2017	ENR 3.3-3	06-OCT-2022	ENR 5.3-2	21-APR-2022
ENR 1.14-1	21-MAR-2024	ENR 3.3-4	06-OCT-2022	ENR 5.4-1	18-APR-2024
ENR 1.14-2	21-MAR-2024	ENR 3.3-5	06-OCT-2022	ENR 5.4-2	18-APR-2024
ENR 1.14-3	21-MAR-2024	ENR 3.3-6	06-OCT-2022	ENR 5.4-3	22-FEB-2024
ENR 1.14-4	21-MAR-2024	ENR 3.3-7	06-OCT-2022	ENR 5.4-4	22-FEB-2024
ENR 1.14-5	21-MAR-2024	ENR 3.3-8	06-OCT-2022	ENR 5.5-1	16-JUN-2022
ENR 1.14-6	21-MAR-2024	ENR 3.3-9	06-OCT-2022	ENR 5.5-2	16-JUN-2022
ENR 1.14-7	21-MAR-2024	ENR 3.3-10	06-OCT-2022	ENR 5.5-3	06-OCT-2022
ENR 1.14-8	21-MAR-2024	ENR 3.3-11	06-OCT-2022	ENR 5.5-4	06-OCT-2022
ENR 1.14-9	21-MAR-2024	ENR 3.3-12	06-OCT-2022	ENR 5.5-5	14-JUL-2022
ENR 1.14-10	21-MAR-2024	ENR 3.3-13	06-OCT-2022	ENR 5.5-6	14-JUL-2022
ENR 1.14-11	21-MAR-2024	ENR 3.3-14	06-OCT-2022	ENR 5.5-7	18-APR-2024
ENR 1.14-12	21-MAR-2024	ENR 3.4-1	06-OCT-2022	ENR 5.5-8	18-APR-2024
ENR 2.1-1	28-DEC-2023	ENR 3.4-2	06-OCT-2022	ENR 5.5-9	14-JUL-2022
ENR 2.1-2	28-DEC-2023	ENR 4.1-1	22-FEB-2024	ENR 5.5-10	14-JUL-2022
ENR 2.1-3	06-OCT-2022	ENR 4.1-2	22-FEB-2024	ENR 5.5-11	14-JUL-2022
ENR 2.1-4	06-OCT-2022	ENR 4.2-1	04-FEB-2016	ENR 5.5-12	14-JUL-2022
ENR 2.1-5	21-APR-2022	ENR 4.2-2	04-FEB-2016	ENR 5.5-13	18-MAY-2023
ENR 2.1-6	21-APR-2022	ENR 4.3-1	26-MAR-2020	ENR 5.5-14	18-MAY-2023
ENR 2.1-7	21-APR-2022	ENR 4.3-2	26-MAR-2020	ENR 5.5-15	18-MAY-2023
ENR 2.1-8	21-APR-2022	ENR 4.4-1	22-FEB-2024	ENR 5.5-16	18-MAY-2023
ENR 2.1-9	21-APR-2022	ENR 4.4-2	22-FEB-2024	ENR 5.5-17	25-JAN-2024
ENR 2.1-10	21-APR-2022	ENR 4.4-3	18-APR-2024	ENR 5.5-18	25-JAN-2024
ENR 2.1-11	30-NOV-2023	ENR 4.4-4	18-APR-2024	ENR 5.6-1	21-MAR-2024
ENR 2.1-12	30-NOV-2023	ENR 4.4-5	18-APR-2024	ENR 5.6-2	21-MAR-2024
ENR 2.1-13	30-NOV-2023	ENR 4.4-6	18-APR-2024	ENR 5.6-3	21-MAR-2024
ENR 2.1-14	30-NOV-2023	ENR 4.4-7	18-APR-2024	ENR 5.6-4	21-MAR-2024
ENR 2.1-15	21-APR-2022	ENR 4.4-8	18-APR-2024	ENR 5.6-5	21-MAR-2024
ENR 2.1-16	21-APR-2022	ENR 4.5-1	12-SEP-2019	ENR 5.6-6	21-MAR-2024
ENR 2.1-17	07-SEP-2023	ENR 4.5-2	12-SEP-2019	ENR 6-1	10-SEP-2020
ENR 2.1-18	07-SEP-2023	ENR 5.1-1	25-JAN-2024	ENR 6-2	10-SEP-2020
ENR 2.2-1	21-APR-2022	ENR 5.1-2	25-JAN-2024	ENR 6.ENRC.01-1	18-APR-2024
ENR 2.2-2	21-APR-2022	ENR 5.1-3	21-MAR-2024	ENR 6.ENRC.01-2	18-APR-2024
ENR 2.2-3	21-APR-2022	ENR 5.1-4	21-MAR-2024	ENR 6.ENRC.02-1	18-APR-2024

ENR 6-ENRC.02-2	18-APR-2024	AD 1.1-5	05-NOV-2020	AD 2.EBAW-IAC.03-2	21-MAR-2024
ENR 6-ENRC.03-1	25-JAN-2024	AD 1.1-6	05-NOV-2020	AD 2.EBAW-IAC.04-1	21-MAR-2024
ENR 6-ENRC.03-2	25-JAN-2024	AD 1.2-1	02-NOV-2023	AD 2.EBAW-IAC.04-2	21-MAR-2024
ENR 6-ENRC.04-1	18-APR-2024	AD 1.2-2	02-NOV-2023	AD 2.EBAW-IAC.05-1	21-MAR-2024
ENR 6-ENRC.04-2	18-APR-2024	AD 1.2-3	12-AUG-2021	AD 2.EBAW-IAC.05-2	21-MAR-2024
ENR 6-ENRC.05a-1	16-JUN-2022	AD 1.2-4	12-AUG-2021	AD 2.EBAW-IAC.05a-1	02-NOV-2023
ENR 6-ENRC.05a-2	16-JUN-2022	AD 1.2-5	06-OCT-2022	AD 2.EBAW-IAC.05a-2	02-NOV-2023
ENR 6-ENRC.05b-1	16-JUN-2022	AD 1.2-6	06-OCT-2022	AD 2.EBAW-VAC.01-1	21-MAR-2024
ENR 6-ENRC.05b-2	16-JUN-2022	AD 1.3-1	15-JUN-2023	AD 2.EBAW-VAC.01-2	21-MAR-2024
ENR 6-ENRC.05c-1	16-JUN-2022	AD 1.3-2	15-JUN-2023	AD 2.EBAW-VAC.02-1	21-MAR-2024
ENR 6-ENRC.05c-2	16-JUN-2022	AD 1.3-3	15-JUN-2023	AD 2.EBAW-VAC.02-2	21-MAR-2024
ENR 6-ENRC.05d-1	16-JUN-2022	AD 1.3-4	15-JUN-2023	AD 2.EBAW-VAC.03-1	24-MAR-2022
ENR 6-ENRC.05d-2	16-JUN-2022	AD 1.3-5	25-JAN-2024	AD 2.EBAW-VAC.03-2	24-MAR-2022
ENR 6-ENRC.05e-1	16-JUN-2022	AD 1.3-6	25-JAN-2024	AD 2.EBBR-1	18-APR-2024
ENR 6-ENRC.05e-2	16-JUN-2022	AD 1.3-7	30-NOV-2023	AD 2.EBBR-2	18-APR-2024
ENR 6-ENRC.05f-1	16-JUN-2022	AD 1.3-8	30-NOV-2023	AD 2.EBBR-3	21-MAR-2024
ENR 6-ENRC.05f-2	16-JUN-2022	AD 1.3-9	30-NOV-2023	AD 2.EBBR-4	21-MAR-2024
ENR 6-INDEX.01a-1	16-JUN-2022	AD 1.3-10	30-NOV-2023	AD 2.EBBR-5	22-FEB-2024
ENR 6-INDEX.01a-2	16-JUN-2022	AD 1.3-11	30-NOV-2023	AD 2.EBBR-6	22-FEB-2024
ENR 6-INDEX.01b-1	16-JUN-2022	AD 1.3-12	30-NOV-2023	AD 2.EBBR-7	22-FEB-2024
ENR 6-INDEX.01b-2	16-JUN-2022	AD 1.4-1	21-MAY-2020	AD 2.EBBR-8	22-FEB-2024
ENR 6-INDEX.01c-1	16-JUN-2022	AD 1.4-2	21-MAY-2020	AD 2.EBBR-9	22-FEB-2024
ENR 6-INDEX.01c-2	16-JUN-2022	AD 1.5-1	30-NOV-2023	AD 2.EBBR-10	22-FEB-2024
ENR 6-INDEX.01d-1	14-JUL-2022	AD 1.5-2	30-NOV-2023	AD 2.EBBR-11	16-MAY-2024
ENR 6-INDEX.01d-2	14-JUL-2022	AD 2.EBAW-1	05-OCT-2023	AD 2.EBBR-12	16-MAY-2024
ENR 6-INDEX.02-1	21-MAR-2024	AD 2.EBAW-2	05-OCT-2023	AD 2.EBBR-13	22-FEB-2024
ENR 6-INDEX.02-2	21-MAR-2024	AD 2.EBAW-3	30-NOV-2023	AD 2.EBBR-14	22-FEB-2024
ENR 6-INDEX.03a-1	15-JUN-2023	AD 2.EBAW-4	30-NOV-2023	AD 2.EBBR-15	22-FEB-2024
ENR 6-INDEX.03a-2	15-JUN-2023	AD 2.EBAW-5	28-DEC-2023	AD 2.EBBR-16	22-FEB-2024
ENR 6-INDEX.03b-1	16-JUN-2022	AD 2.EBAW-6	28-DEC-2023	AD 2.EBBR-17	22-FEB-2024
ENR 6-INDEX.03b-2	16-JUN-2022	AD 2.EBAW-7	05-OCT-2023	AD 2.EBBR-18	22-FEB-2024
ENR 6-INDEX.03c-1	16-JUN-2022	AD 2.EBAW-8	05-OCT-2023	AD 2.EBBR-19	22-FEB-2024
ENR 6-INDEX.03c-2	16-JUN-2022	AD 2.EBAW-9	22-FEB-2024	AD 2.EBBR-20	22-FEB-2024
ENR 6-INDEX.04a-1	18-APR-2024	AD 2.EBAW-10	22-FEB-2024	AD 2.EBBR-21	22-FEB-2024
ENR 6-INDEX.04a-2	18-APR-2024	AD 2.EBAW-11	21-MAR-2024	AD 2.EBBR-22	22-FEB-2024
ENR 6-INDEX.04b-1	16-JUN-2022	AD 2.EBAW-12	21-MAR-2024	AD 2.EBBR-23	21-MAR-2024
ENR 6-INDEX.04b-2	16-JUN-2022	AD 2.EBAW-13	02-NOV-2023	AD 2.EBBR-24	21-MAR-2024
ENR 6-INDEX.04c-1	16-JUN-2022	AD 2.EBAW-14	02-NOV-2023	AD 2.EBBR-25	22-FEB-2024
ENR 6-INDEX.04c-2	16-JUN-2022	AD 2.EBAW-15	18-APR-2024	AD 2.EBBR-26	22-FEB-2024
ENR 6-INDEX.04d-1	14-JUL-2022	AD 2.EBAW-16	18-APR-2024	AD 2.EBBR-27	22-FEB-2024
ENR 6-INDEX.04d-2	14-JUL-2022	AD 2.EBAW-17	21-MAR-2024	AD 2.EBBR-28	22-FEB-2024
ENR 6-INDEX.04e-1	16-JUN-2022	AD 2.EBAW-18	21-MAR-2024	AD 2.EBBR-29	22-FEB-2024
ENR 6-INDEX.04e-2	16-JUN-2022	AD 2.EBAW-19	21-MAR-2024	AD 2.EBBR-30	22-FEB-2024
ENR 6-INDEX.04f-1	23-MAR-2023	AD 2.EBAW-20	21-MAR-2024	AD 2.EBBR-31	22-FEB-2024
ENR 6-INDEX.04f-2	23-MAR-2023	AD 2.EBAW-21	21-MAR-2024	AD 2.EBBR-32	22-FEB-2024
ENR 6-INDEX.05-1	16-JUN-2022	AD 2.EBAW-22	21-MAR-2024	AD 2.EBBR-33	22-FEB-2024
ENR 6-INDEX.05-2	16-JUN-2022	AD 2.EBAW-ADC.01-1	21-MAR-2024	AD 2.EBBR-34	22-FEB-2024
ENR 6-INDEX.06-1	30-NOV-2023	AD 2.EBAW-ADC.01-2	21-MAR-2024	AD 2.EBBR-35	22-FEB-2024
ENR 6-INDEX.06-2	30-NOV-2023	AD 2.EBAW-ADC.02-1	30-NOV-2023	AD 2.EBBR-36	22-FEB-2024
ENR 6-INDEX.07-1	13-JUL-2023	AD 2.EBAW-ADC.02-2	30-NOV-2023	AD 2.EBBR-37	22-FEB-2024
ENR 6-INDEX.07-2	13-JUL-2023	AD 2.EBAW-ADC.03-1	28-DEC-2023	AD 2.EBBR-38	22-FEB-2024
ENR 6-INDEX.08-1	16-JUN-2022	AD 2.EBAW-ADC.03-2	28-DEC-2023	AD 2.EBBR-39	22-FEB-2024
ENR 6-INDEX.08-2	16-JUN-2022	AD 2.EBAW-ADC.04-1	21-MAR-2024	AD 2.EBBR-40	22-FEB-2024
ENR 6-INDEX.09-1	25-JAN-2024	AD 2.EBAW-ADC.04-2	21-MAR-2024	AD 2.EBBR-41	18-APR-2024
ENR 6-INDEX.09-2	25-JAN-2024	AD 2.EBAW-AOC.01-1	21-MAR-2024	AD 2.EBBR-42	18-APR-2024
ENR 6-INDEX.10-1	01-FEB-2018	AD 2.EBAW-AOC.01-2	21-MAR-2024	AD 2.EBBR-43	18-APR-2024
ENR 6-INDEX.10-2	01-FEB-2018	AD 2.EBAW-ATCSMAC.01-1	28-JAN-2021	AD 2.EBBR-44	18-APR-2024
		AD 2.EBAW-ATCSMAC.01-2	28-JAN-2021	AD 2.EBBR-45	18-APR-2024
		AD 2.EBAW-STAR.01-1	22-FEB-2024	AD 2.EBBR-46	18-APR-2024
		AD 2.EBAW-STAR.01-2	22-FEB-2024	AD 2.EBBR-47	22-FEB-2024
		AD 2.EBAW-STAR.02-1	22-FEB-2024	AD 2.EBBR-48	22-FEB-2024
		AD 2.EBAW-STAR.02-2	22-FEB-2024	AD 2.EBBR-49	22-FEB-2024
		AD 2.EBAW-SID.01-1	22-FEB-2024	AD 2.EBBR-50	22-FEB-2024
		AD 2.EBAW-SID.01-2	22-FEB-2024	AD 2.EBBR-51	22-FEB-2024
		AD 2.EBAW-SID.02-1	21-MAR-2024	AD 2.EBBR-52	22-FEB-2024
		AD 2.EBAW-SID.02-2	21-MAR-2024	AD 2.EBBR-53	22-FEB-2024
		AD 2.EBAW-SID.03a-1	21-MAR-2024	AD 2.EBBR-54	22-FEB-2024
		AD 2.EBAW-SID.03a-2	21-MAR-2024	AD 2.EBBR-55	22-FEB-2024
		AD 2.EBAW-SID.03b-1	21-MAR-2024	AD 2.EBBR-56	22-FEB-2024
		AD 2.EBAW-SID.03b-2	21-MAR-2024	AD 2.EBBR-57	22-FEB-2024
		AD 2.EBAW-IAC.01-1	21-MAR-2024	AD 2.EBBR-58	22-FEB-2024
		AD 2.EBAW-IAC.01-2	21-MAR-2024	AD 2.EBBR-59	22-FEB-2024
		AD 2.EBAW-IAC.02-1	21-MAR-2024	AD 2.EBBR-60	22-FEB-2024
		AD 2.EBAW-IAC.02-2	21-MAR-2024	AD 2.EBBR-61	22-FEB-2024
		AD 2.EBAW-IAC.02a-1	23-APR-2020	AD 2.EBBR-62	22-FEB-2024
		AD 2.EBAW-IAC.02a-2	23-APR-2020	AD 2.EBBR-63	22-FEB-2024
		AD 2.EBAW-IAC.03-1	21-MAR-2024	AD 2.EBBR-64	22-FEB-2024
<b>AD</b>					
AD 0.1-1	04-FEB-2016				
AD 0.1-2	04-FEB-2016				
AD 0.2-1	04-FEB-2016				
AD 0.2-2	04-FEB-2016				
AD 0.3-1	31-MAR-2016				
AD 0.3-2	31-MAR-2016				
AD 0.4-1	04-FEB-2016				
AD 0.4-2	04-FEB-2016				
AD 0.5-1	04-FEB-2016				
AD 0.5-2	04-FEB-2016				
AD 0.6-1	16-MAY-2024				
AD 0.6-2	16-MAY-2024				
AD 1.1-1	26-JAN-2023				
AD 1.1-2	26-JAN-2023				
AD 1.1-3	17-AUG-2017				
AD 1.1-4	17-AUG-2017				

AD 2.EBBR-65	22-FEB-2024	AD 2.EBBR-SID.08-2	22-FEB-2024	AD 2.EBCI-ADC.02-1	25-JAN-2024
AD 2.EBBR-66	22-FEB-2024	AD 2.EBBR-SID.09-1	22-FEB-2024	AD 2.EBCI-ADC.02-2	25-JAN-2024
AD 2.EBBR-67	22-FEB-2024	AD 2.EBBR-SID.09-2	22-FEB-2024	AD 2.EBCI-GMC.01-1	21-MAR-2024
AD 2.EBBR-68	22-FEB-2024	AD 2.EBBR-IAC.01-1	21-MAR-2024	AD 2.EBCI-GMC.01-2	21-MAR-2024
AD 2.EBBR-69	22-FEB-2024	AD 2.EBBR-IAC.01-2	21-MAR-2024	AD 2.EBCI-GMC.02-1	25-JAN-2024
AD 2.EBBR-70	22-FEB-2024	AD 2.EBBR-IAC.02-1	21-MAR-2024	AD 2.EBCI-GMC.02-2	25-JAN-2024
AD 2.EBBR-71	22-FEB-2024	AD 2.EBBR-IAC.02-2	21-MAR-2024	AD 2.EBCI-GMC.03-1	25-JAN-2024
AD 2.EBBR-72	22-FEB-2024	AD 2.EBBR-IAC.03-1	21-MAR-2024	AD 2.EBCI-GMC.03-2	25-JAN-2024
AD 2.EBBR-73	22-FEB-2024	AD 2.EBBR-IAC.03-2	21-MAR-2024	AD 2.EBCI-GMC.04-1	25-JAN-2024
AD 2.EBBR-74	22-FEB-2024	AD 2.EBBR-IAC.04-1	21-MAR-2024	AD 2.EBCI-GMC.04-2	25-JAN-2024
AD 2.EBBR-75	22-FEB-2024	AD 2.EBBR-IAC.04-2	21-MAR-2024	AD 2.EBCI-AOC.01-1	21-MAR-2024
AD 2.EBBR-76	22-FEB-2024	AD 2.EBBR-IAC.05-1	21-MAR-2024	AD 2.EBCI-AOC.01-2	21-MAR-2024
AD 2.EBBR-ADC.01-1	16-MAY-2024	AD 2.EBBR-IAC.05-2	21-MAR-2024	AD 2.EBCI-PATC.01-1	13-SEP-2018
AD 2.EBBR-ADC.01-2	16-MAY-2024	AD 2.EBBR-IAC.06-1	16-MAY-2024	AD 2.EBCI-PATC.01-2	13-SEP-2018
AD 2.EBBR-ADC.02-1	28-DEC-2023	AD 2.EBBR-IAC.06-2	16-MAY-2024	AD 2.EBCI-STAR.01-1	22-FEB-2024
AD 2.EBBR-ADC.02-2	28-DEC-2023	AD 2.EBBR-IAC.07a-1	21-MAR-2024	AD 2.EBCI-STAR.01-2	22-FEB-2024
AD 2.EBBR-ADC.03-1	03-NOV-2022	AD 2.EBBR-IAC.07a-2	21-MAR-2024	AD 2.EBCI-STAR.02-1	22-FEB-2024
AD 2.EBBR-ADC.03-2	03-NOV-2022	AD 2.EBBR-IAC.07b-1	21-MAR-2024	AD 2.EBCI-STAR.02-2	22-FEB-2024
AD 2.EBBR-GMC.01-1	18-APR-2024	AD 2.EBBR-IAC.07b-2	21-MAR-2024	AD 2.EBCI-SID.01-1	22-FEB-2024
AD 2.EBBR-GMC.01-2	18-APR-2024	AD 2.EBBR-IAC.08-1	21-MAR-2024	AD 2.EBCI-SID.01-2	22-FEB-2024
AD 2.EBBR-GMC.02a-1	16-MAY-2024	AD 2.EBBR-IAC.08-2	21-MAR-2024	AD 2.EBCI-SID.02-1	22-FEB-2024
AD 2.EBBR-GMC.02a-2	16-MAY-2024	AD 2.EBBR-IAC.09-1	21-MAR-2024	AD 2.EBCI-SID.02-2	22-FEB-2024
AD 2.EBBR-GMC.02b-1	16-MAY-2024	AD 2.EBBR-IAC.09-2	21-MAR-2024	AD 2.EBCI-SID.03-1	22-FEB-2024
AD 2.EBBR-GMC.02b-2	16-MAY-2024	AD 2.EBBR-IAC.10-1	21-MAR-2024	AD 2.EBCI-SID.03-2	22-FEB-2024
AD 2.EBBR-GMC.02c-1	16-MAY-2024	AD 2.EBBR-IAC.10-2	21-MAR-2024	AD 2.EBCI-SID.04-1	22-FEB-2024
AD 2.EBBR-GMC.02c-2	16-MAY-2024	AD 2.EBBR-IAC.11-1	21-MAR-2024	AD 2.EBCI-SID.04-2	22-FEB-2024
AD 2.EBBR-GMC.02d-1	05-OCT-2023	AD 2.EBBR-IAC.11-2	21-MAR-2024	AD 2.EBCI-IAC.01-1	16-MAY-2024
AD 2.EBBR-GMC.02d-2	05-OCT-2023	AD 2.EBBR-IAC.11a-1	05-OCT-2023	AD 2.EBCI-IAC.01-2	16-MAY-2024
AD 2.EBBR-GMC.03-1	03-NOV-2022	AD 2.EBBR-IAC.11a-2	05-OCT-2023	AD 2.EBCI-IAC.02-1	21-MAR-2024
AD 2.EBBR-GMC.03-2	03-NOV-2022	AD 2.EBBR-IAC.12-1	21-MAR-2024	AD 2.EBCI-IAC.02-2	21-MAR-2024
AD 2.EBBR-GMC.04-1	21-MAR-2024	AD 2.EBBR-IAC.12-2	21-MAR-2024	AD 2.EBCI-IAC.03-1	21-MAR-2024
AD 2.EBBR-GMC.04-2	21-MAR-2024	AD 2.EBBR-IAC.12a-1	05-OCT-2023	AD 2.EBCI-IAC.03-2	21-MAR-2024
AD 2.EBBR-GMC.05-1	03-NOV-2022	AD 2.EBBR-IAC.12a-2	05-OCT-2023	AD 2.EBCI-IAC.04-1	21-MAR-2024
AD 2.EBBR-GMC.05-2	03-NOV-2022	AD 2.EBBR-IAC.13-1	21-MAR-2024	AD 2.EBCI-IAC.04-2	21-MAR-2024
AD 2.EBBR-GMC.06a-1	18-APR-2024	AD 2.EBBR-IAC.13-2	21-MAR-2024	AD 2.EBCI-IAC.04a-1	23-APR-2020
AD 2.EBBR-GMC.06a-2	18-APR-2024	AD 2.EBBR-IAC.13a-1	05-OCT-2023	AD 2.EBCI-IAC.04a-2	23-APR-2020
AD 2.EBBR-GMC.06b-1	16-MAY-2024	AD 2.EBBR-IAC.13a-2	05-OCT-2023	AD 2.EBCI-IAC.05-1	21-MAR-2024
AD 2.EBBR-GMC.06b-2	16-MAY-2024	AD 2.EBBR-IAC.14-1	21-MAR-2024	AD 2.EBCI-IAC.05-2	21-MAR-2024
AD 2.EBBR-GMC.07-1	18-APR-2024	AD 2.EBBR-IAC.14-2	21-MAR-2024	AD 2.EBCI-IAC.05a-1	23-APR-2020
AD 2.EBBR-GMC.07-2	18-APR-2024	AD 2.EBBR-IAC.14a-1	05-OCT-2023	AD 2.EBCI-IAC.05a-2	23-APR-2020
AD 2.EBBR-APDC.01-1	18-APR-2024	AD 2.EBBR-IAC.14a-2	05-OCT-2023	AD 2.EBCI-VAC.01-1	21-MAR-2024
AD 2.EBBR-APDC.01-2	18-APR-2024	AD 2.EBBR-VAC.01-1	21-MAR-2024	AD 2.EBCI-VAC.01-2	21-MAR-2024
AD 2.EBBR-APDC.02-1	21-MAR-2024	AD 2.EBBR-VAC.01-2	21-MAR-2024	AD 2.EBKT-1	18-APR-2024
AD 2.EBBR-APDC.02-2	21-MAR-2024	AD 2.EBCI-1	24-FEB-2022	AD 2.EBKT-2	18-APR-2024
AD 2.EBBR-APDC.03-1	21-MAR-2024	AD 2.EBCI-2	24-FEB-2022	AD 2.EBKT-3	18-APR-2024
AD 2.EBBR-APDC.03-2	21-MAR-2024	AD 2.EBCI-3	20-APR-2023	AD 2.EBKT-4	18-APR-2024
AD 2.EBBR-APDC.04-1	21-MAR-2024	AD 2.EBCI-4	20-APR-2023	AD 2.EBKT-5	18-MAY-2023
AD 2.EBBR-APDC.04-2	21-MAR-2024	AD 2.EBCI-5	28-DEC-2023	AD 2.EBKT-6	18-MAY-2023
AD 2.EBBR-AOC.01-1	21-MAR-2024	AD 2.EBCI-6	28-DEC-2023	AD 2.EBKT-7	18-APR-2024
AD 2.EBBR-AOC.01-2	21-MAR-2024	AD 2.EBCI-7	25-JAN-2024	AD 2.EBKT-8	18-APR-2024
AD 2.EBBR-AOC.02-1	21-MAR-2024	AD 2.EBCI-8	25-JAN-2024	AD 2.EBKT-9	18-APR-2024
AD 2.EBBR-AOC.02-2	21-MAR-2024	AD 2.EBCI-9	25-JAN-2024	AD 2.EBKT-10	18-APR-2024
AD 2.EBBR-AOC.03-1	21-MAR-2024	AD 2.EBCI-10	25-JAN-2024	AD 2.EBKT-11	18-APR-2024
AD 2.EBBR-AOC.03-2	21-MAR-2024	AD 2.EBCI-11	22-FEB-2024	AD 2.EBKT-12	18-APR-2024
AD 2.EBBR-PATC.01-1	04-FEB-2016	AD 2.EBCI-12	22-FEB-2024	AD 2.EBKT-13	18-APR-2024
AD 2.EBBR-PATC.01-2	04-FEB-2016	AD 2.EBCI-13	25-JAN-2024	AD 2.EBKT-14	18-APR-2024
AD 2.EBBR-PATC.02-1	04-FEB-2016	AD 2.EBCI-14	25-JAN-2024	AD 2.EBKT-15	18-APR-2024
AD 2.EBBR-PATC.02-2	04-FEB-2016	AD 2.EBCI-15	25-JAN-2024	AD 2.EBKT-16	18-APR-2024
AD 2.EBBR-ATCSMAC.01-1	21-MAR-2024	AD 2.EBCI-16	25-JAN-2024	AD 2.EBKT-17	18-APR-2024
AD 2.EBBR-ATCSMAC.01-2	21-MAR-2024	AD 2.EBCI-17	21-APR-2022	AD 2.EBKT-18	18-APR-2024
AD 2.EBBR-STAR.01-1	02-NOV-2023	AD 2.EBCI-18	21-APR-2022	AD 2.EBKT-19	21-MAR-2024
AD 2.EBBR-STAR.01-2	02-NOV-2023	AD 2.EBCI-19	21-APR-2022	AD 2.EBKT-20	21-MAR-2024
AD 2.EBBR-SID.01-1	22-FEB-2024	AD 2.EBCI-20	21-APR-2022	AD 2.EBKT-ADC.01-1	21-MAR-2024
AD 2.EBBR-SID.01-2	22-FEB-2024	AD 2.EBCI-21	18-APR-2024	AD 2.EBKT-ADC.01-2	21-MAR-2024
AD 2.EBBR-SID.02-1	22-FEB-2024	AD 2.EBCI-22	18-APR-2024	AD 2.EBKT-ADC.02-1	18-MAY-2023
AD 2.EBBR-SID.02-2	22-FEB-2024	AD 2.EBCI-23	21-APR-2022	AD 2.EBKT-ADC.02-2	18-MAY-2023
AD 2.EBBR-SID.03-1	22-FEB-2024	AD 2.EBCI-24	21-APR-2022	AD 2.EBKT-GMC.01-1	18-APR-2024
AD 2.EBBR-SID.03-2	22-FEB-2024	AD 2.EBCI-25	21-APR-2022	AD 2.EBKT-GMC.01-2	18-APR-2024
AD 2.EBBR-SID.04-1	22-FEB-2024	AD 2.EBCI-26	21-APR-2022	AD 2.EBKT-GMC.02-1	08-OCT-2020
AD 2.EBBR-SID.04-2	22-FEB-2024	AD 2.EBCI-27	02-NOV-2023	AD 2.EBKT-GMC.02-2	08-OCT-2020
AD 2.EBBR-SID.05-1	22-FEB-2024	AD 2.EBCI-28	02-NOV-2023	AD 2.EBKT-AOC.01-1	21-MAR-2024
AD 2.EBBR-SID.05-2	22-FEB-2024	AD 2.EBCI-29	10-AUG-2023	AD 2.EBKT-AOC.01-2	21-MAR-2024
AD 2.EBBR-SID.06-1	22-FEB-2024	AD 2.EBCI-30	10-AUG-2023	AD 2.EBKT-SID.01-1	22-FEB-2024
AD 2.EBBR-SID.06-2	22-FEB-2024	AD 2.EBCI-31	19-MAY-2022	AD 2.EBKT-SID.01-2	22-FEB-2024
AD 2.EBBR-SID.07-1	22-FEB-2024	AD 2.EBCI-32	19-MAY-2022	AD 2.EBKT-SID.02-1	22-FEB-2024
AD 2.EBBR-SID.07-2	22-FEB-2024	AD 2.EBCI-ADC.01-1	21-MAR-2024	AD 2.EBKT-SID.02-2	22-FEB-2024
AD 2.EBBR-SID.08-1	22-FEB-2024	AD 2.EBCI-ADC.01-2	21-MAR-2024	AD 2.EBKT-SID.03-1	22-FEB-2024

AD 2.EBKT-SID.03-2	22-FEB-2024	AD 2.EBLG-PATC.02-1	17-AUG-2017	AD 2.ELLX-30	25-JAN-2024
AD 2.EBKT-IAC.01-1	21-MAR-2024	AD 2.EBLG-PATC.02-2	17-AUG-2017	AD 2.ELLX-31	25-JAN-2024
AD 2.EBKT-IAC.01-2	21-MAR-2024	AD 2.EBLG-PATC.03-1	17-AUG-2017	AD 2.ELLX-32	25-JAN-2024
AD 2.EBKT-IAC.01a-1	23-APR-2020	AD 2.EBLG-PATC.03-2	17-AUG-2017	AD 2.ELLX-33	18-APR-2024
AD 2.EBKT-IAC.01a-2	23-APR-2020	AD 2.EBLG-ATCSMAC.01-1	21-MAR-2024	AD 2.ELLX-34	18-APR-2024
AD 2.EBKT-IAC.02-1	16-MAY-2024	AD 2.EBLG-ATCSMAC.01-2	21-MAR-2024	AD 2.ELLX-35	16-MAY-2024
AD 2.EBKT-IAC.02-2	16-MAY-2024	AD 2.EBLG-STAR.01-1	22-FEB-2024	AD 2.ELLX-36	16-MAY-2024
AD 2.EBKT-VAC.01-1	21-MAR-2024	AD 2.EBLG-STAR.01-2	22-FEB-2024	AD 2.ELLX-ADC.01-1	16-MAY-2024
AD 2.EBKT-VAC.01-2	21-MAR-2024	AD 2.EBLG-STAR.02-1	16-MAY-2024	AD 2.ELLX-ADC.01-2	16-MAY-2024
AD 2.EBKT-VAC.02-1	21-MAR-2024	AD 2.EBLG-STAR.02-2	16-MAY-2024	AD 2.ELLX-ADC.02-1	16-MAY-2024
AD 2.EBKT-VAC.02-2	21-MAR-2024	AD 2.EBLG-STAR.03-1	22-FEB-2024	AD 2.ELLX-ADC.02-2	16-MAY-2024
AD 2.EBLG-1	18-APR-2024	AD 2.EBLG-STAR.03-2	22-FEB-2024	AD 2.ELLX-GMC.01-1	16-MAY-2024
AD 2.EBLG-2	18-APR-2024	AD 2.EBLG-STAR.04-1	22-FEB-2024	AD 2.ELLX-GMC.01-2	16-MAY-2024
AD 2.EBLG-3	25-JAN-2024	AD 2.EBLG-STAR.04-2	22-FEB-2024	AD 2.ELLX-GMC.02-1	16-MAY-2024
AD 2.EBLG-4	25-JAN-2024	AD 2.EBLG-STAR.05-1	22-FEB-2024	AD 2.ELLX-GMC.02-2	16-MAY-2024
AD 2.EBLG-5	25-JAN-2024	AD 2.EBLG-STAR.05-2	22-FEB-2024	AD 2.ELLX-GMC.03-1	16-MAY-2024
AD 2.EBLG-6	25-JAN-2024	AD 2.EBLG-STAR.06-1	22-FEB-2024	AD 2.ELLX-GMC.03-2	16-MAY-2024
AD 2.EBLG-7	25-JAN-2024	AD 2.EBLG-STAR.06-2	22-FEB-2024	AD 2.ELLX-APDC.01-1	25-JAN-2024
AD 2.EBLG-8	25-JAN-2024	AD 2.EBLG-SID.01-1	22-FEB-2024	AD 2.ELLX-APDC.01-2	25-JAN-2024
AD 2.EBLG-9	25-JAN-2024	AD 2.EBLG-SID.01-2	22-FEB-2024	AD 2.ELLX-APDC.02-1	05-OCT-2023
AD 2.EBLG-10	25-JAN-2024	AD 2.EBLG-SID.02-1	22-FEB-2024	AD 2.ELLX-APDC.02-2	05-OCT-2023
AD 2.EBLG-11	25-JAN-2024	AD 2.EBLG-SID.02-2	22-FEB-2024	AD 2.ELLX-APDC.03-1	16-MAY-2024
AD 2.EBLG-12	25-JAN-2024	AD 2.EBLG-IAC.01-1	18-APR-2024	AD 2.ELLX-APDC.03-2	16-MAY-2024
AD 2.EBLG-13	25-JAN-2024	AD 2.EBLG-IAC.01-2	18-APR-2024	AD 2.ELLX-AOC.01-1	15-JUN-2023
AD 2.EBLG-14	25-JAN-2024	AD 2.EBLG-IAC.02-1	18-APR-2024	AD 2.ELLX-AOC.01-2	15-JUN-2023
AD 2.EBLG-15	16-MAY-2024	AD 2.EBLG-IAC.02-2	18-APR-2024	AD 2.ELLX-PATC.01-1	15-JUN-2023
AD 2.EBLG-16	16-MAY-2024	AD 2.EBLG-IAC.03-1	18-APR-2024	AD 2.ELLX-PATC.01-2	15-JUN-2023
AD 2.EBLG-17	22-FEB-2024	AD 2.EBLG-IAC.03-2	18-APR-2024	AD 2.ELLX-ATCSMAC.01-1	05-OCT-2023
AD 2.EBLG-18	22-FEB-2024	AD 2.EBLG-IAC.04-1	18-APR-2024	AD 2.ELLX-ATCSMAC.01-2	05-OCT-2023
AD 2.EBLG-19	22-FEB-2024	AD 2.EBLG-IAC.04-2	18-APR-2024	AD 2.ELLX-STAR.01-1	05-OCT-2023
AD 2.EBLG-20	22-FEB-2024	AD 2.EBLG-IAC.05-1	18-APR-2024	AD 2.ELLX-STAR.01-2	05-OCT-2023
AD 2.EBLG-21	25-JAN-2024	AD 2.EBLG-IAC.05-2	18-APR-2024	AD 2.ELLX-STAR.02-1	25-JAN-2024
AD 2.EBLG-22	25-JAN-2024	AD 2.EBLG-IAC.05a-1	30-NOV-2023	AD 2.ELLX-STAR.02-2	25-JAN-2024
AD 2.EBLG-23	25-JAN-2024	AD 2.EBLG-IAC.05a-2	30-NOV-2023	AD 2.ELLX-STAR.03-1	18-APR-2024
AD 2.EBLG-24	25-JAN-2024	AD 2.EBLG-IAC.06-1	18-APR-2024	AD 2.ELLX-STAR.03-2	18-APR-2024
AD 2.EBLG-25	25-JAN-2024	AD 2.EBLG-IAC.06-2	18-APR-2024	AD 2.ELLX-STAR.04-1	25-JAN-2024
AD 2.EBLG-26	25-JAN-2024	AD 2.EBLG-IAC.06a-1	30-NOV-2023	AD 2.ELLX-STAR.04-2	25-JAN-2024
AD 2.EBLG-27	16-MAY-2024	AD 2.EBLG-IAC.06a-2	30-NOV-2023	AD 2.ELLX-SID.01-1	05-OCT-2023
AD 2.EBLG-28	16-MAY-2024	AD 2.EBLG-IAC.07-1	18-APR-2024	AD 2.ELLX-SID.01-2	05-OCT-2023
AD 2.EBLG-29	16-MAY-2024	AD 2.EBLG-IAC.07-2	18-APR-2024	AD 2.ELLX-SID.02-1	05-OCT-2023
AD 2.EBLG-30	16-MAY-2024	AD 2.EBLG-IAC.07a-1	30-NOV-2023	AD 2.ELLX-SID.02-2	05-OCT-2023
AD 2.EBLG-31	18-APR-2024	AD 2.EBLG-IAC.07a-2	30-NOV-2023	AD 2.ELLX-SID.03-1	28-DEC-2023
AD 2.EBLG-32	18-APR-2024	AD 2.EBLG-IAC.08-1	18-APR-2024	AD 2.ELLX-SID.03-2	28-DEC-2023
AD 2.EBLG-33	25-JAN-2024	AD 2.EBLG-IAC.08-2	18-APR-2024	AD 2.ELLX-SID.04-1	18-APR-2024
AD 2.EBLG-34	25-JAN-2024	AD 2.EBLG-IAC.08a-1	30-NOV-2023	AD 2.ELLX-SID.04-2	18-APR-2024
AD 2.EBLG-35	16-MAY-2024	AD 2.EBLG-IAC.08a-2	30-NOV-2023	AD 2.ELLX-IAC.01a-1	18-APR-2024
AD 2.EBLG-36	16-MAY-2024	AD 2.EBLG-VAC.01-1	21-MAR-2024	AD 2.ELLX-IAC.01a-2	18-APR-2024
AD 2.EBLG-37	25-JAN-2024	AD 2.EBLG-VAC.01-2	21-MAR-2024	AD 2.ELLX-IAC.01b-1	18-APR-2024
AD 2.EBLG-38	25-JAN-2024	AD 2.ELLX-1	22-FEB-2024	AD 2.ELLX-IAC.01b-2	18-APR-2024
AD 2.EBLG-ADC.01-1	21-MAR-2024	AD 2.ELLX-2	22-FEB-2024	AD 2.ELLX-IAC.02a-1	18-APR-2024
AD 2.EBLG-ADC.01-2	21-MAR-2024	AD 2.ELLX-3	25-JAN-2024	AD 2.ELLX-IAC.02a-2	18-APR-2024
AD 2.EBLG-ADC.02-1	27-JAN-2022	AD 2.ELLX-4	25-JAN-2024	AD 2.ELLX-IAC.02b-1	18-APR-2024
AD 2.EBLG-ADC.02-2	27-JAN-2022	AD 2.ELLX-5	16-MAY-2024	AD 2.ELLX-IAC.02b-2	18-APR-2024
AD 2.EBLG-GMC.01-1	21-MAR-2024	AD 2.ELLX-6	16-MAY-2024	AD 2.ELLX-IAC.03-1	18-APR-2024
AD 2.EBLG-GMC.01-2	21-MAR-2024	AD 2.ELLX-7	16-MAY-2024	AD 2.ELLX-IAC.03-2	18-APR-2024
AD 2.EBLG-GMC.02a-1	21-MAR-2024	AD 2.ELLX-8	16-MAY-2024	AD 2.ELLX-IAC.04-1	18-APR-2024
AD 2.EBLG-GMC.02a-2	21-MAR-2024	AD 2.ELLX-9	16-MAY-2024	AD 2.ELLX-IAC.04-2	18-APR-2024
AD 2.EBLG-GMC.02b-1	21-MAR-2024	AD 2.ELLX-10	16-MAY-2024	AD 2.ELLX-IAC.05-1	18-APR-2024
AD 2.EBLG-GMC.02b-2	21-MAR-2024	AD 2.ELLX-11	30-NOV-2023	AD 2.ELLX-IAC.05-2	18-APR-2024
AD 2.EBLG-GMC.03a-1	25-JAN-2024	AD 2.ELLX-12	30-NOV-2023	AD 2.ELLX-IAC.05a-1	23-FEB-2023
AD 2.EBLG-GMC.03a-2	25-JAN-2024	AD 2.ELLX-13	05-OCT-2023	AD 2.ELLX-IAC.05a-2	23-FEB-2023
AD 2.EBLG-GMC.03b-1	25-JAN-2024	AD 2.ELLX-14	05-OCT-2023	AD 2.ELLX-IAC.06-1	18-APR-2024
AD 2.EBLG-GMC.03b-2	25-JAN-2024	AD 2.ELLX-15	25-JAN-2024	AD 2.ELLX-IAC.06-2	18-APR-2024
AD 2.EBLG-GMC.04-1	25-JAN-2024	AD 2.ELLX-16	25-JAN-2024	AD 2.ELLX-IAC.06a-1	23-FEB-2023
AD 2.EBLG-GMC.04-2	25-JAN-2024	AD 2.ELLX-17	25-JAN-2024	AD 2.ELLX-IAC.06a-2	23-FEB-2023
AD 2.EBLG-GMC.05-1	25-JAN-2024	AD 2.ELLX-18	25-JAN-2024	AD 2.ELLX-VAC.01-1	15-JUN-2023
AD 2.EBLG-GMC.05-2	25-JAN-2024	AD 2.ELLX-19	25-JAN-2024	AD 2.ELLX-VAC.01-2	15-JUN-2023
AD 2.EBLG-GMC.06-1	25-JAN-2024	AD 2.ELLX-20	25-JAN-2024	AD 2.ELLX-VAC.02-1	29-DEC-2022
AD 2.EBLG-GMC.06-2	25-JAN-2024	AD 2.ELLX-21	25-JAN-2024	AD 2.ELLX-VAC.02-2	29-DEC-2022
AD 2.EBLG-APDC.01-1	21-MAR-2024	AD 2.ELLX-22	25-JAN-2024	AD 2.EBOS-1	29-DEC-2022
AD 2.EBLG-APDC.01-2	21-MAR-2024	AD 2.ELLX-23	25-JAN-2024	AD 2.EBOS-2	29-DEC-2022
AD 2.EBLG-AOC.01-1	21-MAR-2024	AD 2.ELLX-24	25-JAN-2024	AD 2.EBOS-3	18-APR-2024
AD 2.EBLG-AOC.01-2	21-MAR-2024	AD 2.ELLX-25	25-JAN-2024	AD 2.EBOS-4	18-APR-2024
AD 2.EBLG-AOC.02-1	21-MAR-2024	AD 2.ELLX-26	25-JAN-2024	AD 2.EBOS-5	21-MAR-2024
AD 2.EBLG-AOC.02-2	21-MAR-2024	AD 2.ELLX-27	25-JAN-2024	AD 2.EBOS-6	21-MAR-2024
AD 2.EBLG-PATC.01-1	17-AUG-2017	AD 2.ELLX-28	25-JAN-2024	AD 2.EBOS-7	18-APR-2024
AD 2.EBLG-PATC.01-2	17-AUG-2017	AD 2.ELLX-29	25-JAN-2024	AD 2.EBOS-8	18-APR-2024

AD 2.EBOS-9	16-MAY-2024	AD 2.MIL-EBBE-10	07-SEP-2023	AD 2.MIL-EBBE-IAC.19-1	05-OCT-2023
AD 2.EBOS-10	16-MAY-2024	AD 2.MIL-EBBE-11	07-SEP-2023	AD 2.MIL-EBBE-IAC.19-2	05-OCT-2023
AD 2.EBOS-11	16-MAY-2024	AD 2.MIL-EBBE-12	07-SEP-2023	AD 2.MIL-EBBE-IAC.19a-1	05-OCT-2023
AD 2.EBOS-12	16-MAY-2024	AD 2.MIL-EBBE-13	07-SEP-2023	AD 2.MIL-EBBE-IAC.19a-2	05-OCT-2023
AD 2.EBOS-13	16-MAY-2024	AD 2.MIL-EBBE-14	07-SEP-2023	AD 2.MIL-EBBE-IAC.20-1	07-SEP-2023
AD 2.EBOS-14	16-MAY-2024	AD 2.MIL-EBBE-ADC.01-1	05-OCT-2023	AD 2.MIL-EBBE-IAC.20-2	07-SEP-2023
AD 2.EBOS-15	21-MAR-2024	AD 2.MIL-EBBE-ADC.01-2	05-OCT-2023	AD 2.MIL-EBBE-IAC.21-1	07-SEP-2023
AD 2.EBOS-16	21-MAR-2024	AD 2.MIL-EBBE-GMC.01-1	07-SEP-2023	AD 2.MIL-EBBE-IAC.21-2	07-SEP-2023
AD 2.EBOS-17	18-APR-2024	AD 2.MIL-EBBE-GMC.01-2	07-SEP-2023	AD 2.MIL-EBBE-VAC.01-1	07-SEP-2023
AD 2.EBOS-18	18-APR-2024	AD 2.MIL-EBBE-AOC.01-1	07-SEP-2023	AD 2.MIL-EBBE-VAC.01-2	07-SEP-2023
AD 2.EBOS-19	18-APR-2024	AD 2.MIL-EBBE-AOC.01-2	07-SEP-2023	AD 2.MIL-EBBE-VAC.02-1	07-SEP-2023
AD 2.EBOS-20	18-APR-2024	AD 2.MIL-EBBE-AOC.02-1	07-SEP-2023	AD 2.MIL-EBBE-VAC.02-2	07-SEP-2023
AD 2.EBOS-21	18-APR-2024	AD 2.MIL-EBBE-AOC.02-2	07-SEP-2023	AD 2.MIL-EBBE-VAC.03-1	07-SEP-2023
AD 2.EBOS-22	18-APR-2024	AD 2.MIL-EBBE-AOC.03-1	07-SEP-2023	AD 2.MIL-EBBE-VAC.03-2	07-SEP-2023
AD 2.EBOS-23	18-APR-2024	AD 2.MIL-EBBE-AOC.03-2	07-SEP-2023	AD 2.MIL-EBBE-VAC.04-1	07-SEP-2023
AD 2.EBOS-24	18-APR-2024	AD 2.MIL-EBBE-SID.01-1	07-SEP-2023	AD 2.MIL-EBBE-VAC.04-2	07-SEP-2023
AD 2.EBOS-ADC.01-1	16-MAY-2024	AD 2.MIL-EBBE-SID.01-2	07-SEP-2023	AD 2.MIL-EBBX-1	24-FEB-2022
AD 2.EBOS-ADC.01-2	16-MAY-2024	AD 2.MIL-EBBE-SID.02-1	07-SEP-2023	AD 2.MIL-EBBX-2	24-FEB-2022
AD 2.EBOS-ADC.02-1	18-APR-2024	AD 2.MIL-EBBE-SID.02-2	07-SEP-2023	AD 2.MIL-EBMB-1	06-OCT-2022
AD 2.EBOS-ADC.02-2	18-APR-2024	AD 2.MIL-EBBE-SID.03-1	22-FEB-2024	AD 2.MIL-EBMB-2	06-OCT-2022
AD 2.EBOS-ADC.03-1	18-APR-2024	AD 2.MIL-EBBE-SID.03-2	22-FEB-2024	AD 2.MIL-EBMB-3	24-FEB-2022
AD 2.EBOS-ADC.03-2	18-APR-2024	AD 2.MIL-EBBE-SID.04-1	22-FEB-2024	AD 2.MIL-EBMB-4	24-FEB-2022
AD 2.EBOS-ADC.04-1	18-APR-2024	AD 2.MIL-EBBE-SID.04-2	22-FEB-2024	AD 2.MIL-EBCV-1	30-NOV-2023
AD 2.EBOS-ADC.04-2	18-APR-2024	AD 2.MIL-EBBE-SID.05-1	22-FEB-2024	AD 2.MIL-EBCV-2	30-NOV-2023
AD 2.EBOS-APDC.01-1	18-APR-2024	AD 2.MIL-EBBE-SID.05-2	22-FEB-2024	AD 2.MIL-EBCV-3	25-JAN-2024
AD 2.EBOS-APDC.01-2	18-APR-2024	AD 2.MIL-EBBE-SID.06-1	22-FEB-2024	AD 2.MIL-EBCV-4	25-JAN-2024
AD 2.EBOS-AOC.01-1	21-MAR-2024	AD 2.MIL-EBBE-SID.06-2	22-FEB-2024	AD 2.MIL-EBCV-5	23-MAR-2023
AD 2.EBOS-AOC.01-2	21-MAR-2024	AD 2.MIL-EBBE-SID.07-1	30-NOV-2023	AD 2.MIL-EBCV-6	23-MAR-2023
AD 2.EBOS-PATC.01-1	04-FEB-2016	AD 2.MIL-EBBE-SID.07-2	30-NOV-2023	AD 2.MIL-EBCV-7	18-MAY-2023
AD 2.EBOS-PATC.01-2	04-FEB-2016	AD 2.MIL-EBBE-MISC.01-1	07-SEP-2023	AD 2.MIL-EBCV-8	18-MAY-2023
AD 2.EBOS-PATC.02-1	04-FEB-2016	AD 2.MIL-EBBE-MISC.01-2	07-SEP-2023	AD 2.MIL-EBCV-GMC.01-1	21-MAR-2024
AD 2.EBOS-PATC.02-2	04-FEB-2016	AD 2.MIL-EBBE-MISC.02-1	07-SEP-2023	AD 2.MIL-EBCV-GMC.01-2	21-MAR-2024
AD 2.EBOS-STAR.01-1	22-FEB-2024	AD 2.MIL-EBBE-MISC.02-2	07-SEP-2023	AD 2.MIL-EBCV-IAC.01-1	30-NOV-2023
AD 2.EBOS-STAR.01-2	22-FEB-2024	AD 2.MIL-EBBE-STAR.01-1	07-SEP-2023	AD 2.MIL-EBCV-IAC.01-2	30-NOV-2023
AD 2.EBOS-STAR.02-1	22-FEB-2024	AD 2.MIL-EBBE-STAR.01-2	07-SEP-2023	AD 2.MIL-EBCV-IAC.02-1	30-NOV-2023
AD 2.EBOS-STAR.02-2	22-FEB-2024	AD 2.MIL-EBBE-IAC.01-1	07-SEP-2023	AD 2.MIL-EBCV-IAC.02-2	30-NOV-2023
AD 2.EBOS-STAR.03-1	22-FEB-2024	AD 2.MIL-EBBE-IAC.01-2	07-SEP-2023	AD 2.MIL-EBCV-IAC.03-1	30-NOV-2023
AD 2.EBOS-STAR.03-2	22-FEB-2024	AD 2.MIL-EBBE-IAC.02-1	07-SEP-2023	AD 2.MIL-EBCV-IAC.03-2	30-NOV-2023
AD 2.EBOS-STAR.04-1	22-FEB-2024	AD 2.MIL-EBBE-IAC.02-2	07-SEP-2023	AD 2.MIL-EBCV-IAC.04-1	30-NOV-2023
AD 2.EBOS-STAR.04-2	22-FEB-2024	AD 2.MIL-EBBE-IAC.03-1	07-SEP-2023	AD 2.MIL-EBCV-IAC.04-2	30-NOV-2023
AD 2.EBOS-SID.01-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.03-2	07-SEP-2023	AD 2.MIL-EBDT-1	18-APR-2024
AD 2.EBOS-SID.01-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.04-1	07-SEP-2023	AD 2.MIL-EBDT-2	18-APR-2024
AD 2.EBOS-SID.02-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.04-2	07-SEP-2023	AD 2.MIL-EBFS-1	24-FEB-2022
AD 2.EBOS-SID.02-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.05-1	05-OCT-2023	AD 2.MIL-EBFS-2	24-FEB-2022
AD 2.EBOS-SID.03a-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.05-2	05-OCT-2023	AD 2.MIL-EBFS-3	06-OCT-2022
AD 2.EBOS-SID.03a-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.06-1	07-SEP-2023	AD 2.MIL-EBFS-4	06-OCT-2022
AD 2.EBOS-SID.03b-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.06-2	07-SEP-2023	AD 2.MIL-EBFS-5	07-SEP-2023
AD 2.EBOS-SID.03b-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.07-1	07-SEP-2023	AD 2.MIL-EBFS-6	07-SEP-2023
AD 2.EBOS-SID.04-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.07-2	07-SEP-2023	AD 2.MIL-EBFS-7	07-SEP-2023
AD 2.EBOS-SID.04-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.08-1	07-SEP-2023	AD 2.MIL-EBFS-8	07-SEP-2023
AD 2.EBOS-IAC.01-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.08-2	07-SEP-2023	AD 2.MIL-EBFS-9	07-SEP-2023
AD 2.EBOS-IAC.01-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.09-1	07-SEP-2023	AD 2.MIL-EBFS-10	07-SEP-2023
AD 2.EBOS-IAC.02-1	16-MAY-2024	AD 2.MIL-EBBE-IAC.09-2	07-SEP-2023	AD 2.MIL-EBFS-11	28-DEC-2023
AD 2.EBOS-IAC.02-2	16-MAY-2024	AD 2.MIL-EBBE-IAC.10-1	07-SEP-2023	AD 2.MIL-EBFS-12	28-DEC-2023
AD 2.EBOS-IAC.03-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.10-2	07-SEP-2023	AD 2.MIL-EBFS-13	07-SEP-2023
AD 2.EBOS-IAC.03-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.11-1	07-SEP-2023	AD 2.MIL-EBFS-14	07-SEP-2023
AD 2.EBOS-IAC.04-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.11-2	07-SEP-2023	AD 2.MIL-EBFS-ADC.01-1	07-SEP-2023
AD 2.EBOS-IAC.04-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.12-1	07-SEP-2023	AD 2.MIL-EBFS-ADC.01-2	07-SEP-2023
AD 2.EBOS-IAC.05-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.12-2	07-SEP-2023	AD 2.MIL-EBFS-GMC.01-1	07-SEP-2023
AD 2.EBOS-IAC.05-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.13-1	07-SEP-2023	AD 2.MIL-EBFS-GMC.01-2	07-SEP-2023
AD 2.EBOS-IAC.05a-1	23-APR-2020	AD 2.MIL-EBBE-IAC.13-2	07-SEP-2023	AD 2.MIL-EBFS-AOC.01-1	06-OCT-2022
AD 2.EBOS-IAC.05a-2	23-APR-2020	AD 2.MIL-EBBE-IAC.14-1	05-OCT-2023	AD 2.MIL-EBFS-AOC.01-2	06-OCT-2022
AD 2.EBOS-IAC.06-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.14-2	05-OCT-2023	AD 2.MIL-EBFS-AOC.02-1	06-OCT-2022
AD 2.EBOS-IAC.06-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.15-1	05-OCT-2023	AD 2.MIL-EBFS-AOC.02-2	06-OCT-2022
AD 2.EBOS-IAC.06a-1	23-APR-2020	AD 2.MIL-EBBE-IAC.15-2	05-OCT-2023	AD 2.MIL-EBFS-AOC.03-1	06-OCT-2022
AD 2.EBOS-IAC.06a-2	23-APR-2020	AD 2.MIL-EBBE-IAC.16-1	07-SEP-2023	AD 2.MIL-EBFS-AOC.03-2	06-OCT-2022
AD 2.EBOS-VAC.01-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.16-2	07-SEP-2023	AD 2.MIL-EBFS-SID.01-1	07-SEP-2023
AD 2.EBOS-VAC.01-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.16a-1	05-OCT-2023	AD 2.MIL-EBFS-SID.01-2	07-SEP-2023
AD 2.MIL-EBBE-1	30-NOV-2023	AD 2.MIL-EBBE-IAC.16a-2	05-OCT-2023	AD 2.MIL-EBFS-SID.02-1	07-SEP-2023
AD 2.MIL-EBBE-2	30-NOV-2023	AD 2.MIL-EBBE-IAC.17-1	07-SEP-2023	AD 2.MIL-EBFS-SID.02-2	07-SEP-2023
AD 2.MIL-EBBE-3	07-SEP-2023	AD 2.MIL-EBBE-IAC.17-2	07-SEP-2023	AD 2.MIL-EBFS-SID.03-1	07-SEP-2023
AD 2.MIL-EBBE-4	07-SEP-2023	AD 2.MIL-EBBE-IAC.17a-1	07-SEP-2023	AD 2.MIL-EBFS-SID.03-2	07-SEP-2023
AD 2.MIL-EBBE-5	07-SEP-2023	AD 2.MIL-EBBE-IAC.17a-2	07-SEP-2023	AD 2.MIL-EBFS-SID.04-1	07-SEP-2023
AD 2.MIL-EBBE-6	07-SEP-2023	AD 2.MIL-EBBE-IAC.18-1	02-NOV-2023	AD 2.MIL-EBFS-SID.04-2	07-SEP-2023
AD 2.MIL-EBBE-7	07-SEP-2023	AD 2.MIL-EBBE-IAC.18-2	02-NOV-2023	AD 2.MIL-EBFS-SID.05-1	07-SEP-2023
AD 2.MIL-EBBE-8	07-SEP-2023	AD 2.MIL-EBBE-IAC.18a-1	07-SEP-2023	AD 2.MIL-EBFS-SID.05-2	07-SEP-2023
AD 2.MIL-EBBE-9	07-SEP-2023	AD 2.MIL-EBBE-IAC.18a-2	07-SEP-2023	AD 2.MIL-EBFS-MISC.01-1	26-JAN-2023

AD 2.MIL-EBFS-MISC.01-2	26-JAN-2023	AD 2.MIL-EBBL-AOC.02-1	07-SEP-2023	AD 2.MIL-EBFN-6	19-MAY-2022
AD 2.MIL-EBFS-MISC.02-1	26-JAN-2023	AD 2.MIL-EBBL-AOC.02-2	07-SEP-2023	AD 2.MIL-EBFN-7	24-MAR-2022
AD 2.MIL-EBFS-MISC.02-2	26-JAN-2023	AD 2.MIL-EBBL-AOC.03-1	07-SEP-2023	AD 2.MIL-EBFN-8	24-MAR-2022
AD 2.MIL-EBFS-IAC.01-1	25-JAN-2024	AD 2.MIL-EBBL-AOC.03-2	07-SEP-2023	AD 2.MIL-EBFN-9	24-FEB-2022
AD 2.MIL-EBFS-IAC.01-2	25-JAN-2024	AD 2.MIL-EBBL-SID.01-1	30-NOV-2023	AD 2.MIL-EBFN-10	24-FEB-2022
AD 2.MIL-EBFS-IAC.02-1	02-NOV-2023	AD 2.MIL-EBBL-SID.01-2	30-NOV-2023	AD 2.MIL-EBFN-ADC.01-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.02-2	02-NOV-2023	AD 2.MIL-EBBL-SID.02-1	30-NOV-2023	AD 2.MIL-EBFN-ADC.01-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.03-1	25-JAN-2024	AD 2.MIL-EBBL-SID.02-2	30-NOV-2023	AD 2.MIL-EBFN-GMC.01-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.03-2	25-JAN-2024	AD 2.MIL-EBBL-SID.03-1	02-NOV-2023	AD 2.MIL-EBFN-GMC.01-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.04-1	25-JAN-2024	AD 2.MIL-EBBL-SID.03-2	02-NOV-2023	AD 2.MIL-EBFN-AOC.01-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.04-2	25-JAN-2024	AD 2.MIL-EBBL-SID.04-1	21-MAR-2024	AD 2.MIL-EBFN-AOC.01-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.05-1	30-NOV-2023	AD 2.MIL-EBBL-SID.04-2	21-MAR-2024	AD 2.MIL-EBFN-AOC.02-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.05-2	30-NOV-2023	AD 2.MIL-EBBL-SID.05-1	30-NOV-2023	AD 2.MIL-EBFN-AOC.02-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.06-1	02-NOV-2023	AD 2.MIL-EBBL-SID.05-2	30-NOV-2023	AD 2.MIL-EBFN-SID.01-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.06-2	02-NOV-2023	AD 2.MIL-EBBL-SID.06-1	21-MAR-2024	AD 2.MIL-EBFN-SID.01-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.07-1	25-JAN-2024	AD 2.MIL-EBBL-SID.06-2	21-MAR-2024	AD 2.MIL-EBFN-SID.02-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.07-2	25-JAN-2024	AD 2.MIL-EBBL-SID.07-1	30-NOV-2023	AD 2.MIL-EBFN-SID.02-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.08-1	07-SEP-2023	AD 2.MIL-EBBL-SID.07-2	30-NOV-2023	AD 2.MIL-EBFN-MISC.01-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.08-2	07-SEP-2023	AD 2.MIL-EBBL-SID.08-1	21-MAR-2024	AD 2.MIL-EBFN-MISC.01-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.09-1	25-JAN-2024	AD 2.MIL-EBBL-SID.08-2	21-MAR-2024	AD 2.MIL-EBFN-MISC.02-1	06-OCT-2022
AD 2.MIL-EBFS-IAC.09-2	25-JAN-2024	AD 2.MIL-EBBL-SID.09-1	30-NOV-2023	AD 2.MIL-EBFN-MISC.02-2	06-OCT-2022
AD 2.MIL-EBFS-IAC.10-1	25-JAN-2024	AD 2.MIL-EBBL-SID.09-2	30-NOV-2023	AD 2.MIL-EBFN-IAC.01-1	05-OCT-2023
AD 2.MIL-EBFS-IAC.10-2	25-JAN-2024	AD 2.MIL-EBBL-SID.10-1	30-NOV-2023	AD 2.MIL-EBFN-IAC.01-2	05-OCT-2023
AD 2.MIL-EBFS-IAC.11-1	07-SEP-2023	AD 2.MIL-EBBL-SID.10-2	30-NOV-2023	AD 2.MIL-EBFN-IAC.02-1	05-OCT-2023
AD 2.MIL-EBFS-IAC.11-2	07-SEP-2023	AD 2.MIL-EBBL-SID.11-1	21-MAR-2024	AD 2.MIL-EBFN-IAC.02-2	05-OCT-2023
AD 2.MIL-EBFS-IAC.12-1	07-SEP-2023	AD 2.MIL-EBBL-SID.11-2	21-MAR-2024	AD 2.MIL-EBFN-IAC.03-1	05-OCT-2023
AD 2.MIL-EBFS-IAC.12-2	07-SEP-2023	AD 2.MIL-EBBL-MISC.01-1	21-MAR-2024	AD 2.MIL-EBFN-IAC.03-2	05-OCT-2023
AD 2.MIL-EBFS-IAC.13-1	25-JAN-2024	AD 2.MIL-EBBL-MISC.01-2	21-MAR-2024	AD 2.MIL-EBFN-VAC.01-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.13-2	25-JAN-2024	AD 2.MIL-EBBL-MISC.02-1	30-NOV-2023	AD 2.MIL-EBFN-VAC.01-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.14-1	02-NOV-2023	AD 2.MIL-EBBL-MISC.02-2	30-NOV-2023	AD 2.MIL-EBFN-VAC.02-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.14-2	02-NOV-2023	AD 2.MIL-EBBL-IAC.01-1	30-NOV-2023	AD 2.MIL-EBFN-VAC.02-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.15-1	25-JAN-2024	AD 2.MIL-EBBL-IAC.01-2	30-NOV-2023	AD 2.MIL-EBSU-1	01-DEC-2022
AD 2.MIL-EBFS-IAC.15-2	25-JAN-2024	AD 2.MIL-EBBL-IAC.02-1	30-NOV-2023	AD 2.MIL-EBSU-2	01-DEC-2022
AD 2.MIL-EBFS-IAC.16-1	02-NOV-2023	AD 2.MIL-EBBL-IAC.02-2	30-NOV-2023	AD 2.MIL-EBSU-AOC.01-1	20-MAY-2021
AD 2.MIL-EBFS-IAC.16-2	02-NOV-2023	AD 2.MIL-EBBL-IAC.03-1	30-NOV-2023	AD 2.MIL-EBSU-AOC.01-2	20-MAY-2021
AD 2.MIL-EBFS-IAC.17-1	25-JAN-2024	AD 2.MIL-EBBL-IAC.03-2	30-NOV-2023	AD 2.MIL-EBUL-1	18-MAY-2023
AD 2.MIL-EBFS-IAC.17-2	25-JAN-2024	AD 2.MIL-EBBL-IAC.04-1	30-NOV-2023	AD 2.MIL-EBUL-2	18-MAY-2023
AD 2.MIL-EBFS-IAC.18-1	02-NOV-2023	AD 2.MIL-EBBL-IAC.04-2	30-NOV-2023	AD 2.MIL-EBWE-1	24-FEB-2022
AD 2.MIL-EBFS-IAC.18-2	02-NOV-2023	AD 2.MIL-EBBL-IAC.05-1	30-NOV-2023	AD 2.MIL-EBWE-2	24-FEB-2022
AD 2.MIL-EBFS-IAC.19-1	07-SEP-2023	AD 2.MIL-EBBL-IAC.05-2	30-NOV-2023	AD 2.PVT-EBAM-1	24-FEB-2022
AD 2.MIL-EBFS-IAC.19-2	07-SEP-2023	AD 2.MIL-EBBL-IAC.06-1	30-NOV-2023	AD 2.PVT-EBAM-2	24-FEB-2022
AD 2.MIL-EBFS-IAC.20-1	07-SEP-2023	AD 2.MIL-EBBL-IAC.06-2	30-NOV-2023	AD 2.PVT-EBKH-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.20-2	07-SEP-2023	AD 2.MIL-EBBL-IAC.07-1	30-NOV-2023	AD 2.PVT-EBKH-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.21-1	07-SEP-2023	AD 2.MIL-EBBL-IAC.07-2	30-NOV-2023	AD 2.PVT-EBKH-3	25-JAN-2024
AD 2.MIL-EBFS-IAC.21-2	07-SEP-2023	AD 2.MIL-EBBL-IAC.08-1	30-NOV-2023	AD 2.PVT-EBKH-4	25-JAN-2024
AD 2.MIL-EBFS-IAC.22-1	07-SEP-2023	AD 2.MIL-EBBL-IAC.08-2	30-NOV-2023	AD 2.PVT-EBKH-ADC.01-1	21-MAR-2024
AD 2.MIL-EBFS-IAC.22-2	07-SEP-2023	AD 2.MIL-EBBL-IAC.09-1	02-NOV-2023	AD 2.PVT-EBKH-ADC.01-2	21-MAR-2024
AD 2.MIL-EBFS-IAC.23-1	06-OCT-2022	AD 2.MIL-EBBL-IAC.09-2	02-NOV-2023	AD 2.PVT-EBKH-VAC.01-1	21-MAR-2024
AD 2.MIL-EBFS-IAC.23-2	06-OCT-2022	AD 2.MIL-EBBL-IAC.10-1	30-NOV-2023	AD 2.PVT-EBKH-VAC.01-2	21-MAR-2024
AD 2.MIL-EBFS-IAC.24-1	06-OCT-2022	AD 2.MIL-EBBL-IAC.10-2	30-NOV-2023	AD 2.PVT-EBBT-1	24-FEB-2022
AD 2.MIL-EBFS-IAC.24-2	06-OCT-2022	AD 2.MIL-EBBL-IAC.11-1	30-NOV-2023	AD 2.PVT-EBBT-2	24-FEB-2022
AD 2.MIL-EBFS-VAC.01-1	07-SEP-2023	AD 2.MIL-EBBL-IAC.11-2	30-NOV-2023	AD 2.PVT-EBBT-3	04-FEB-2016
AD 2.MIL-EBFS-VAC.01-2	07-SEP-2023	AD 2.MIL-EBBL-IAC.12-1	30-NOV-2023	AD 2.PVT-EBBT-4	04-FEB-2016
AD 2.MIL-EBFS-VAC.02-1	07-SEP-2023	AD 2.MIL-EBBL-IAC.12-2	30-NOV-2023	AD 2.PVT-EBCF-1	07-SEP-2023
AD 2.MIL-EBFS-VAC.02-2	07-SEP-2023	AD 2.MIL-EBBL-IAC.13-1	30-NOV-2023	AD 2.PVT-EBCF-2	07-SEP-2023
AD 2.MIL-EBFS-VAC.03-1	07-SEP-2023	AD 2.MIL-EBBL-IAC.13-2	30-NOV-2023	AD 2.PVT-EBCF-3	07-SEP-2023
AD 2.MIL-EBFS-VAC.03-2	07-SEP-2023	AD 2.MIL-EBBL-IAC.14-1	30-NOV-2023	AD 2.PVT-EBCF-4	07-SEP-2023
AD 2.MIL-EBFS-VAC.04-1	07-SEP-2023	AD 2.MIL-EBBL-IAC.14-2	30-NOV-2023	AD 2.PVT-EBZW-1	24-FEB-2022
AD 2.MIL-EBFS-VAC.04-2	07-SEP-2023	AD 2.MIL-EBBL-IAC.15-1	30-NOV-2023	AD 2.PVT-EBZW-2	24-FEB-2022
AD 2.MIL-EBBL-1	24-FEB-2022	AD 2.MIL-EBBL-IAC.15-2	30-NOV-2023	AD 2.PVT-EBZW-3	31-JAN-2019
AD 2.MIL-EBBL-2	24-FEB-2022	AD 2.MIL-EBBL-IAC.16-1	30-NOV-2023	AD 2.PVT-EBZW-4	31-JAN-2019
AD 2.MIL-EBBL-3	18-APR-2024	AD 2.MIL-EBBL-IAC.16-2	30-NOV-2023	AD 2.PVT-EBGG-1	21-APR-2022
AD 2.MIL-EBBL-4	18-APR-2024	AD 2.MIL-EBBL-IAC.17-1	30-NOV-2023	AD 2.PVT-EBGG-2	21-APR-2022
AD 2.MIL-EBBL-5	18-APR-2024	AD 2.MIL-EBBL-IAC.17-2	30-NOV-2023	AD 2.PVT-EBGG-3	04-FEB-2016
AD 2.MIL-EBBL-6	18-APR-2024	AD 2.MIL-EBBL-IAC.18-1	26-JAN-2023	AD 2.PVT-EBGG-4	04-FEB-2016
AD 2.MIL-EBBL-7	18-APR-2024	AD 2.MIL-EBBL-IAC.18-2	26-JAN-2023	AD 2.PVT-EBTN-1	24-FEB-2022
AD 2.MIL-EBBL-8	18-APR-2024	AD 2.MIL-EBBL-VAC.01-1	07-SEP-2023	AD 2.PVT-EBTN-2	24-FEB-2022
AD 2.MIL-EBBL-9	18-APR-2024	AD 2.MIL-EBBL-VAC.01-2	07-SEP-2023	AD 2.PVT-EBTN-3	05-OCT-2023
AD 2.MIL-EBBL-10	18-APR-2024	AD 2.MIL-EBBL-VAC.02-1	07-SEP-2023	AD 2.PVT-EBTN-4	05-OCT-2023
AD 2.MIL-EBBL-11	18-APR-2024	AD 2.MIL-EBBL-VAC.02-2	07-SEP-2023	AD 2.PVT-EBGB-1	24-FEB-2022
AD 2.MIL-EBBL-12	18-APR-2024	AD 2.MIL-EBBL-VAC.03-1	07-SEP-2023	AD 2.PVT-EBGB-2	24-FEB-2022
AD 2.MIL-EBBL-ADC.01-1	18-APR-2024	AD 2.MIL-EBBL-VAC.03-2	07-SEP-2023	AD 2.PVT-EBGB-3	19-JUL-2018
AD 2.MIL-EBBL-ADC.01-2	18-APR-2024	AD 2.MIL-EBFN-1	07-SEP-2023	AD 2.PVT-EBGB-4	19-JUL-2018
AD 2.MIL-EBBL-GMC.01-1	18-APR-2024	AD 2.MIL-EBFN-2	07-SEP-2023	AD 2.PVT-EBGB-VAC.01-1	21-MAR-2024
AD 2.MIL-EBBL-GMC.01-2	18-APR-2024	AD 2.MIL-EBFN-3	24-FEB-2022	AD 2.PVT-EBGB-VAC.01-2	21-MAR-2024
AD 2.MIL-EBBL-AOC.01-1	07-SEP-2023	AD 2.MIL-EBFN-4	24-FEB-2022	AD 2.PVT-EBZH-1	24-FEB-2022
AD 2.MIL-EBBL-AOC.01-2	07-SEP-2023	AD 2.MIL-EBFN-5	19-MAY-2022	AD 2.PVT-EBZH-2	24-FEB-2022

AD 2.PVT-EBZH-3	04-FEB-2016	AD 2.PERS-EBSM-2	16-JUL-2020	AD 3.PVT-EBDV-1	29-DEC-2022
AD 2.PVT-EBZH-4	04-FEB-2016	AD 3.MIL-EBCT-1	23-APR-2020	AD 3.PVT-EBDV-2	29-DEC-2022
AD 2.PVT-EBHN-1	18-APR-2024	AD 3.MIL-EBCT-2	23-APR-2020	AD 3.PVT-EBEB-1	23-APR-2020
AD 2.PVT-EBHN-2	18-APR-2024	AD 3.MIL-EBCT-VAC.01-1	23-APR-2020	AD 3.PVT-EBEB-2	23-APR-2020
AD 2.PVT-EBHN-3	04-FEB-2016	AD 3.MIL-EBCT-VAC.01-2	23-APR-2020	AD 3.PVT-EBFR-1	14-JUL-2022
AD 2.PVT-EBHN-4	04-FEB-2016	AD 3.MIL-EBCT-VAC.02-1	23-APR-2020	AD 3.PVT-EBFR-2	14-JUL-2022
AD 2.PVT-EBEH-1	24-FEB-2022	AD 3.MIL-EBCT-VAC.02-2	23-APR-2020	AD 3.PVT-EBAG-1	23-APR-2020
AD 2.PVT-EBEH-2	24-FEB-2022	AD 3.HOSP-EBAL-1	23-APR-2020	AD 3.PVT-EBAG-2	23-APR-2020
AD 2.PVT-EBEH-3	31-JAN-2019	AD 3.HOSP-EBAL-2	23-APR-2020	AD 3.PVT-EBHL-1	31-DEC-2020
AD 2.PVT-EBEH-4	31-JAN-2019	AD 3.HOSP-EBMD-1	23-APR-2020	AD 3.PVT-EBHL-2	31-DEC-2020
AD 2.PVT-EBLE-1	20-APR-2023	AD 3.HOSP-EBMD-2	23-APR-2020	AD 3.PVT-EBHM-1	23-APR-2020
AD 2.PVT-EBLE-2	20-APR-2023	AD 3.HOSP-EBSJ-1	23-APR-2020	AD 3.PVT-EBHM-2	23-APR-2020
AD 2.PVT-EBMO-1	25-JAN-2024	AD 3.HOSP-EBSJ-2	23-APR-2020	AD 3.PVT-EBHO-1	03-DEC-2020
AD 2.PVT-EBMO-2	25-JAN-2024	AD 3.HOSP-EBSS-1	03-DEC-2020	AD 3.PVT-EBHO-2	03-DEC-2020
AD 2.PVT-EBMO-3	24-FEB-2022	AD 3.HOSP-EBSS-2	03-DEC-2020	AD 3.PVT-EBHT-1	23-APR-2020
AD 2.PVT-EBMO-4	24-FEB-2022	AD 3.HOSP-EBUC-1	23-APR-2020	AD 3.PVT-EBHT-2	23-APR-2020
AD 2.PVT-EBNM-1	22-FEB-2024	AD 3.HOSP-EBUC-2	23-APR-2020	AD 3.PVT-EBHF-1	05-OCT-2023
AD 2.PVT-EBNM-2	22-FEB-2024	AD 3.HOSP-EBEU-1	30-NOV-2023	AD 3.PVT-EBHF-2	05-OCT-2023
AD 2.PVT-EBNM-3	24-FEB-2022	AD 3.HOSP-EBEU-2	30-NOV-2023	AD 3.PVT-EBKD-1	24-FEB-2022
AD 2.PVT-EBNM-4	24-FEB-2022	AD 3.HOSP-EBEA-1	23-APR-2020	AD 3.PVT-EBKD-2	24-FEB-2022
AD 2.PVT-ELNT-1	16-MAY-2024	AD 3.HOSP-EBEA-2	23-APR-2020	AD 3.PVT-EBFI-1	04-NOV-2021
AD 2.PVT-ELNT-2	16-MAY-2024	AD 3.HOSP-ELEA-1	29-DEC-2022	AD 3.PVT-EBFI-2	04-NOV-2021
AD 2.PVT-EBSG-1	03-NOV-2022	AD 3.HOSP-ELEA-2	29-DEC-2022	AD 3.PVT-EBKW-1	23-APR-2020
AD 2.PVT-EBSG-2	03-NOV-2022	AD 3.HOSP-ELEA-ADC.01-1	29-DEC-2022	AD 3.PVT-EBKW-2	23-APR-2020
AD 2.PVT-EBSG-3	03-NOV-2022	AD 3.HOSP-ELEA-ADC.01-2	29-DEC-2022	AD 3.PVT-EBKR-1	21-APR-2022
AD 2.PVT-EBSG-4	03-NOV-2022	AD 3.HOSP-ELET-1	29-DEC-2022	AD 3.PVT-EBKR-2	21-APR-2022
AD 2.PVT-EBSH-1	24-FEB-2022	AD 3.HOSP-ELET-2	29-DEC-2022	AD 3.PVT-EBMS-1	13-AUG-2020
AD 2.PVT-EBSH-2	24-FEB-2022	AD 3.HOSP-EBGT-1	02-NOV-2023	AD 3.PVT-EBMS-2	13-AUG-2020
AD 2.PVT-EBSH-3	24-FEB-2022	AD 3.HOSP-EBGT-2	02-NOV-2023	AD 3.PVT-EBLT-1	23-APR-2020
AD 2.PVT-EBSH-4	24-FEB-2022	AD 3.HOSP-EBYP-1	16-MAY-2024	AD 3.PVT-EBLT-2	23-APR-2020
AD 2.PVT-EBST-1	30-NOV-2023	AD 3.HOSP-EBYP-2	16-MAY-2024	AD 3.PVT-EBRE-1	25-JAN-2024
AD 2.PVT-EBST-2	30-NOV-2023	AD 3.HOSP-EBKZ-1	23-APR-2020	AD 3.PVT-EBRE-2	25-JAN-2024
AD 2.PVT-EBST-3	30-NOV-2023	AD 3.HOSP-EBKZ-2	23-APR-2020	AD 3.PVT-EBLO-1	23-APR-2020
AD 2.PVT-EBST-4	30-NOV-2023	AD 3.HOSP-EBKG-1	23-APR-2020	AD 3.PVT-EBLO-2	23-APR-2020
AD 2.PVT-EBST-VAC.01-1	21-MAR-2024	AD 3.HOSP-EBKG-2	23-APR-2020	AD 3.PVT-EBLU-1	10-SEP-2020
AD 2.PVT-EBST-VAC.01-2	21-MAR-2024	AD 3.HOSP-EBGA-1	23-APR-2020	AD 3.PVT-EBLU-2	10-SEP-2020
AD 2.PVT-EBSP-1	24-FEB-2022	AD 3.HOSP-EBGA-2	23-APR-2020	AD 3.PVT-EBMK-1	23-APR-2020
AD 2.PVT-EBSP-2	24-FEB-2022	AD 3.HOSP-EBLC-1	23-APR-2020	AD 3.PVT-EBMK-2	23-APR-2020
AD 2.PVT-EBSP-3	15-JUN-2023	AD 3.HOSP-EBLC-2	23-APR-2020	AD 3.PVT-EBMM-1	23-APR-2020
AD 2.PVT-EBSP-4	15-JUN-2023	AD 3.HOSP-EBCH-1	23-APR-2020	AD 3.PVT-EBMM-2	23-APR-2020
AD 2.PVT-EBSP-VAC.01-1	21-MAR-2024	AD 3.HOSP-EBCH-2	23-APR-2020	AD 3.PVT-EBMH-1	15-JUL-2021
AD 2.PVT-EBSP-VAC.01-2	21-MAR-2024	AD 3.HOSP-EBLS-1	25-MAR-2021	AD 3.PVT-EBMH-2	15-JUL-2021
AD 2.PVT-EBTY-1	24-FEB-2022	AD 3.HOSP-EBLS-2	25-MAR-2021	AD 3.PVT-EBME-1	27-JAN-2022
AD 2.PVT-EBTY-2	24-FEB-2022	AD 3.HOSP-EBLX-1	23-APR-2020	AD 3.PVT-EBME-2	27-JAN-2022
AD 2.PVT-EBTY-3	02-JAN-2020	AD 3.HOSP-EBLX-2	23-APR-2020	AD 3.PVT-EBMN-1	23-APR-2020
AD 2.PVT-EBTY-4	02-JAN-2020	AD 3.HOSP-EBMC-1	23-FEB-2023	AD 3.PVT-EBMN-2	23-APR-2020
AD 2.PVT-ELUS-1	18-APR-2024	AD 3.HOSP-EBMC-2	23-FEB-2023	AD 3.PVT-EBSC-1	12-AUG-2021
AD 2.PVT-ELUS-2	18-APR-2024	AD 3.HOSP-EBGE-1	23-APR-2020	AD 3.PVT-EBSC-2	12-AUG-2021
AD 2.PVT-EBTX-1	24-FEB-2022	AD 3.HOSP-EBGE-2	23-APR-2020	AD 3.PVT-EBLM-1	23-APR-2020
AD 2.PVT-EBTX-2	24-FEB-2022	AD 3.HOSP-ELLC-1	10-AUG-2023	AD 3.PVT-EBLM-2	23-APR-2020
AD 2.PVT-EBTX-3	20-MAY-2021	AD 3.HOSP-ELLC-2	10-AUG-2023	AD 3.PVT-EBGU-1	25-JAN-2024
AD 2.PVT-EBTX-4	20-MAY-2021	AD 3.HOSP-ELLC-ADC.01-1	10-AUG-2023	AD 3.PVT-EBGU-2	25-JAN-2024
AD 2.PVT-EBZR-1	30-NOV-2023	AD 3.HOSP-ELLC-ADC.01-2	10-AUG-2023	AD 3.PVT-EBDY-1	22-APR-2021
AD 2.PVT-EBZR-2	30-NOV-2023	AD 3.HOSP-ELLZ-1	29-DEC-2022	AD 3.PVT-EBDY-2	22-APR-2021
AD 2.PVT-EBSL-1	18-APR-2024	AD 3.HOSP-ELLZ-2	29-DEC-2022	AD 3.PVT-EBNK-1	23-APR-2020
AD 2.PVT-EBSL-2	18-APR-2024	AD 3.HOSP-ELLK-1	29-DEC-2022	AD 3.PVT-EBNK-2	23-APR-2020
AD 2.ULM-EBAR-1	20-APR-2023	AD 3.HOSP-ELLK-2	29-DEC-2022	AD 3.PVT-EBOO-1	23-FEB-2023
AD 2.ULM-EBAR-2	20-APR-2023	AD 3.HOSP-EBMT-1	23-APR-2020	AD 3.PVT-EBOO-2	23-FEB-2023
AD 2.ULM-EBML-1	13-AUG-2020	AD 3.HOSP-EBMT-2	23-APR-2020	AD 3.PVT-EBNH-1	31-DEC-2020
AD 2.ULM-EBML-2	13-AUG-2020	AD 3.HOSP-EBNB-1	23-APR-2020	AD 3.PVT-EBNH-2	31-DEC-2020
AD 2.ULM-EBIS-1	23-APR-2020	AD 3.HOSP-EBNB-2	23-APR-2020	AD 3.PVT-EBOB-1	18-MAY-2023
AD 2.ULM-EBIS-2	23-APR-2020	AD 3.HOSP-EBNG-1	25-MAR-2021	AD 3.PVT-EBOB-2	18-MAY-2023
AD 2.ULM-EBBN-1	23-APR-2020	AD 3.HOSP-EBNG-2	25-MAR-2021	AD 3.PVT-EBPW-1	22-APR-2021
AD 2.ULM-EBBN-2	23-APR-2020	AD 3.HOSP-EBAD-1	23-APR-2020	AD 3.PVT-EBPW-2	22-APR-2021
AD 2.ULM-EBMG-1	23-APR-2020	AD 3.HOSP-EBAD-2	23-APR-2020	AD 3.PVT-EBNP-1	23-MAR-2023
AD 2.ULM-EBMG-2	23-APR-2020	AD 3.HOSP-EBVS-1	23-APR-2020	AD 3.PVT-EBNP-2	23-MAR-2023
AD 2.ULM-EBBY-1	27-JAN-2022	AD 3.HOSP-EBVS-2	23-APR-2020	AD 3.PVT-EBEN-1	03-DEC-2020
AD 2.ULM-EBBY-2	27-JAN-2022	AD 3.PVT-EBDR-1	23-MAR-2023	AD 3.PVT-EBEN-2	03-DEC-2020
AD 2.ULM-EBAV-1	05-OCT-2023	AD 3.PVT-EBDR-2	23-MAR-2023	AD 3.PVT-EBLY-1	23-APR-2020
AD 2.ULM-EBAV-2	05-OCT-2023	AD 3.PVT-EBJS-1	23-APR-2020	AD 3.PVT-EBLY-2	23-APR-2020
AD 2.ULM-EBBZ-1	23-APR-2020	AD 3.PVT-EBJS-2	23-APR-2020	AD 3.PVT-EBRO-1	23-APR-2020
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## GEN 1.2 Entry, Transit and Departure of Aircraft

### 1 IN BELGIUM

#### 1.1 Civil

##### 1.1.1 General

Aircraft registered in a member state of ICAO and aircraft registered in foreign states with which reciprocal agreements concerning aircraft and aircrews have been concluded, may be navigated in Belgium, subject to the observance of the applicable rules, conditions and limitations set forth in this document and in the legislation described in [GEN 1.6. § 1](#).

##### 1.1.2 Noise certification

Take-off and landing on Belgian aerodromes of civil subsonic jet aeroplanes is forbidden unless granted noise certification to the standards specified in Part II, Chapter 3, Volume 1 of *ICAO Annex 16*.

This prohibition applies only to civil subsonic jet aeroplanes with a by-pass ratio of less than two and with a MTOW of 34000KG or more, or with a certified maximum internal accommodation for the aeroplane type in question consisting of more than 19 passenger seats, excluding any seats for crew only.

This prohibition does not apply to:

- take-off and landing performed by aircraft carrying members of the Belgian Royal Family, the Belgian government, the regional and community governments and foreign Royal Families and heads of state or leaders of foreign governments, presidents and commissioners of the European Union, on official missions;
- take-off and landing performed with regard to missions in case of disasters or for the purpose of medical assistance
- take-off and landing concerning military missions;
- take-off and landing performed in exceptional conditions such as:
  - flights on which there is immediate danger to the life or health of persons, as well as animals;
  - flights diverted for meteorological reasons.

Exceptionally and on explicit justified request, the Minister of Transport may authorize a take-off or landing of a non-compliant aircraft. The operator of a flight seeking an exemption shall obtain prior permission from the CAA (see [GEN-1.1](#)).

Between 2200 and 0500 (2100 and 0400), flights of re-certificated civil subsonic jet aircraft are only authorized in clean configuration (landing gear and wing flaps retracted).

##### 1.1.3 Crossing of the External Borders of the Schengen Area

Title II, Chapter I, Article 5 of *Regulation 2016.399 of the European Parliament and of the European Council* imposes restrictions on the crossing of the external borders of the Schengen Area. They may be crossed only at the official border crossing points notified by the EU Member States to the European Commission.

The Schengen Area, within which no restrictions to air travel apply, currently consists of 29 countries:

Austria	Belgium	Bulgaria	Croatia	Czech Republic
Denmark	Estonia	Finland	France	Germany
Greece	Hungary	Iceland	Italy	Latvia
Liechtenstein	Lithuania	Luxembourg	Malta	the Netherlands
Norway	Poland	Portugal	Romania	Slovakia
Slovenia	Spain	Sweden	Switzerland	

Flights arriving from any other country should only use the official border crossing points when landing in Belgium. Likewise, flights departing to any country outside the Schengen Area shall take-off only from the official border crossing points.

The official border crossing points are EBAW, EBBR, EBCI, EBKT, EBLG and EBOS. Incoming persons may travel freely in the Schengen Area after the border check at the official border crossing point.

When travelling by air in Belgium, entering or leaving the Schengen Area from any other aerodrome than the official border crossing points mentioned above, is illegal. Active surveillance will be carried out by the Belgian Federal Police and violations will be subject to law enforcement measures.

Further information can be obtained from:

Post: Federal Police  
Aviation Police – Operations  
Ruiterslaan 2  
1040 Etterbeek  
BELGIUM

TEL: +32 (0) 2 554 48 27

FAX: +32 (0) 2 642 60 60  
Email: [DGA.LPA.Ops@police.belgium.eu](mailto:DGA.LPA.Ops@police.belgium.eu)

#### 1.1.4 Submission of the General Declaration to Belgian Air Border Guards

Additionally, according to the *Schengen Border Code Regulation EU 2016/399* a General Declaration is a mandatory immigration document for general aviation flights leaving or entering the countries of the Schengen Treaty.

Belgian border guards of the Federal Police require a General Declaration in advance, prior to take-off, by means of a submitted General Declaration (inbound and outbound).

A Federal Police website [www.generaldeclaration.be](http://www.generaldeclaration.be) allows to create and submit automatically and secured the General Declaration to the competent Border Guards.

Further information can be obtained from:

Federal Police – Aviation Police  
Belgian General Aviation Information Bureau

Email: [DGA.LPA.GenDecCenter@police.belgium.eu](mailto:DGA.LPA.GenDecCenter@police.belgium.eu)

TEL: +32 (0) 56 36 07 98 (0500-2000)

TEL: +32 (0) 59 34 00 05 (2000-0500)

## 1.2 Military

*Note: These regulations concern only DIPLOMATIC CLEARANCES. The underneath mentioned planned authorizations can absolutely not replace the normal ATC clearance, which must always be obtained following the national rules in force.*

### 1.2.1 General

Overflight of Belgium by foreign military and governmental aircraft is subject to the approval of the Minister of Defence. No military and governmental aircraft of another State shall fly over the territory of Belgium or land thereon without prior authorisation, and in accordance with the terms thereof.

Standing diplomatic clearances can be obtained on an annual basis. The request for standing diplomatic clearance has to be introduced via the Ministry of Foreign Affairs. The standing diplomatic clearances, and the terms thereof, are notified to the requesting countries via diplomatic channel.

### 1.2.2 Designated Authorities

Within the Ministry of Defence, the designated authorities concerned with diplomatic clearances are as follows:

The MTCC (Movement Transport Coordination Center), as part of ACOS Ops & Trg, is stationed at Evere. The MTCC, Cell Diplomatic Clearance, is responsible for the overall regulation of the diplomatic clearances, and administer the standing diplomatic clearances for foreign countries' military aircraft.

The ADNC, as part of CRC, is stationed at Beauvechain and provides, under delegation of the MTCC, Cell Diplomatic Clearance, occasional diplomatic clearances for foreign countries' military and governmental aircraft.

### 1.2.3 Procedures

The standing diplomatic clearances numbers, and the terms thereof, are notified to the concerned countries via diplomatic channel.

The terms of those standing clearances depends of the bilateral or multilateral agreements. Those terms are:

- The reference numbers of the standing diplomatic clearances;
- The aircraft that are covered by the standing clearances;
- The airfields that can be used with the standing clearances;
- The notification delays that must be respected;
- The addresses to which the notification must be sent.

#### 1.2.3.1 Reference of Clearances and Type of Flight

For all nations:

- Transport of VIP;
- Transport of passengers and general cargo.

Additionally, for EU and NATO members:

- Transport of dangerous cargo, arms and ammunitions;
- Overflight and landing of military fighter and helicopter aircraft.

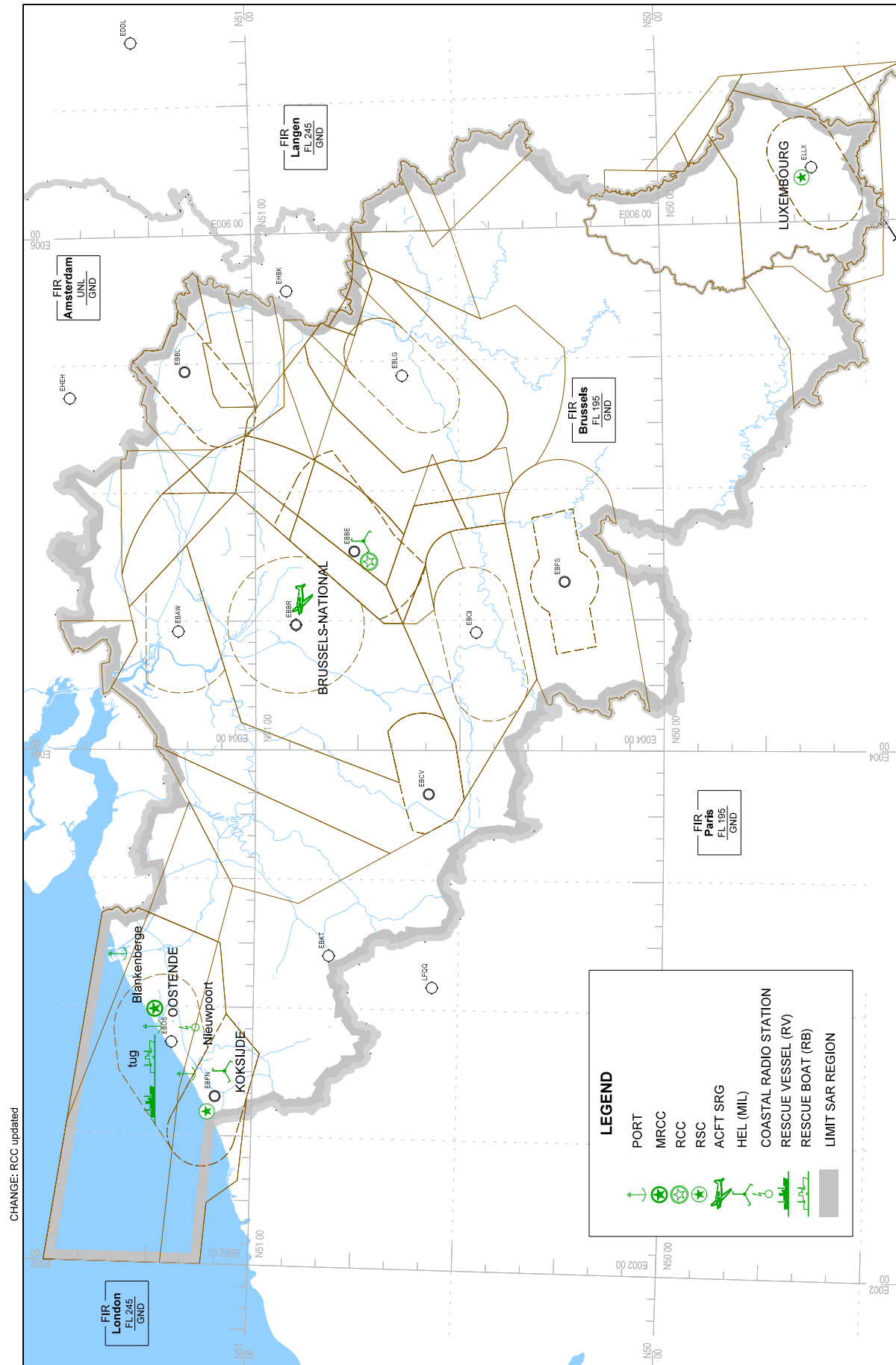
#### 1.2.3.2 Type of Aircraft

For all nations:

- All military and governmental transport aircraft.

Additionally, for EU and NATO members:





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**AD 3 MILITARY HELIPORTS**

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**AD 3 HOSPITAL HELIPORTS**

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**AD 3 PRIVATE HELIPORTS**

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**AD 3 PERSONAL HELIPORTS**

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RWY 25L			
Runway centre line lights	Length:	3211M	white: from 0 to 2311M
	Spacing:	15M	red / white: from 2311 to 2911M
	Intensity:	LIH	red: from 2911 to 3211M
Runway edge lights	Length:	3211M	white: from 0 to 2611M
	Spacing:	30M	yellow: from 2611 to 3211M
	Intensity:	LIH	
Remarks	LED (except PAPI, THR and RWY end lights which are halogen)		

RWY 07L					
Approach lighting system	Type:	PALS CAT I	VASIS	Type:	PAPI (left / 3°)
	Length:	900M		MEHT:	65 FT
	Intensity:	LIH			
Runway threshold lights	Colour:	green	Touchdown zone lights	NIL	
	Wing bars:	NIL			
Runway end lights	Colour:	red	Stopway lights	NIL	
	Wing bars:	NIL			
Runway centre line lights	Length:	3638M	white:	from 0 to 2738M	
	Spacing:	15M	red / white:	from 2738 to 3338M	
	Intensity:	LIH	red:	from 3338 to 3638M	
Runway edge lights	Length:	3638M	red:	from 0 to 288M	
	Spacing:	30M	white:	from 288 to 3038M	
	Intensity:	LIH	yellow:	from 3038 to 3638M	
Remarks	LED (except PAPI which are halogen)				

RWY 25R					
Approach lighting system	Type:	PALS CAT II / III	VASIS	Type:	PAPI (right / 3°)
	Length:	600M		MEHT:	60 FT
	Intensity:	LIH			
Runway threshold lights	Colour:	green	Touchdown zone lights	900M	
	Wing bars:	NIL			
Runway end lights	Colour:	red	Stopway lights	NIL	
	Wing bars:	NIL			
Runway centre line lights	Length:	3608M	white:	from 30 to 2738M	
	Spacing:	15M	red / white:	from 2738 to 3338M	
	Intensity:	LIH	red:	from 3338 to 3638M	
Runway edge lights	Length:	3638M	red:	from 0 to 300M	
	Spacing:	30M	white:	from 300 to 3038M	
	Intensity:	LIH	yellow:	from 3038 to 3638M	
Remarks	LED (except PAPI which are halogen)				

## EBBR AD 2.15 Other Lighting and Secondary Power Supply

1	<b>ABN / IBN location, characteristics and hours of operation</b>	NIL
2	<b>LDI location and lighting</b>	NIL
	<b>WDI location and lighting</b>	At THR 07L (lighted) At 198M from THR 07R (lighted) At 378M from THR 25L (lighted) At 430M from THR 19 and 209M from THR 25R (lighted) At 472M from THR 01 and 940M from THR 07R (lighted) On the west side of the FATO (not lighted)
3	<b>Taxiway edge lighting</b>	See chart <a href="#">AD2 EBBR GMC.02</a>
	<b>Taxiway centre line lighting</b>	See chart <a href="#">AD2 EBBR GMC.02</a>
4	<b>Secondary power supply</b>	AVBL
	<b>Switch-over time</b>	0 SEC
5	<b>Remarks</b>	NIL

## EBBR AD 2.16 Helicopter Landing Area

1	<b>Coordinates TLOF or THR of FATO</b>	505348.28N 0042758.57E The FATO is located on TWY R2
	<b>Geoid undulation</b>	149 FT
2	<b>TLOF and/or FATO elevation</b>	35 M/115 FT
3	<b>TLOF and FATO area dimensions</b>	Rectangle 22 x 22 M
	<b>Surface</b>	ASPH
	<b>Strength</b>	PCN 75/F/C/W/T
	<b>Marking</b>	Marked with a conventional H (dimensions 6 M x 3.6M). There is no aiming point provided, a WDI is located on the west side
4	<b>True BRG of FATO</b>	065.31°/245.31°
5	<b>Declared distance available</b>	INFO not AVBL. See remarks on the restrictions of use.
6	<b>APCH and FATO lighting</b>	INFO not AVBL. See remarks.
7	<b>Remarks</b>	<p>State and military flights are exempted.</p> <p>Performance class 1 operations are not allowed to/from the FATO due to the slope of obstacle limitation surfaces that comply to performance class 2 and 3 only.</p> <p>The maximum allowed D-value on the EBBR FATO is 14.6 M.</p> <p>The take-off and climb surface has been protected with a slope of 8% for the first 245 M and 16% for the next 830 M to the east and west of the FATO for performance class 3 helicopter operations. The take-off and climb surface has been protected with a slope of 12.5% for 1220 M to the east and west of the FATO for performance class 2 helicopter operations.</p> <p>Caution must be exercised when operating to and from the FATO due to possible moving aircraft and vehicles.</p> <p>The FATO shall be vacated immediately after landing according ATC instructions.</p> <p>Helicopters with skid-type landing gear proceeding to and from the FATO shall hover taxi to and from the parking area.</p> <p>Helicopters with wheel-type landing gear proceeding to and from the FATO shall ground taxi to and from the parking area.</p>

AERODROME CHART - ICAO

ARP: 505405N  
0042904E

ELEV: 175 FT

GND 121.880 118.055 TWR 118.605 120.780 ATIS DEP 121.755 CLR 121.955

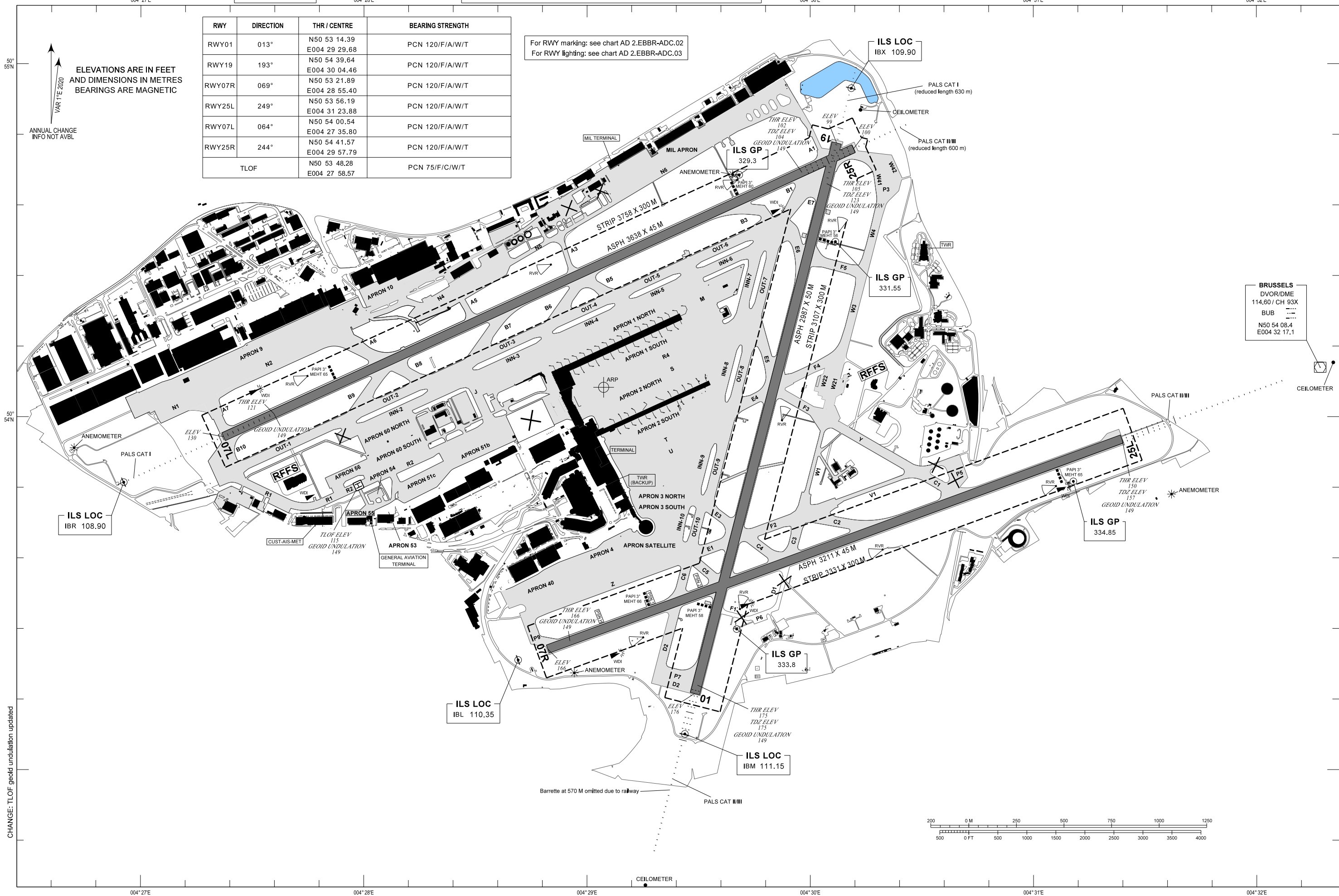
BRUSSELS / Brussels-National (EBBR)

RWY	DIRECTION	THR / CENTRE	BEARING STRENGTH
RWY01	013°	N50 53 14.39 E004 29 29.68	PCN 120/F/A/W/T
RWY19	193°	N50 54 39.64 E004 30 04.46	PCN 120/F/A/W/T
RWY07R	069°	N50 53 21.89 E004 28 55.40	PCN 120/F/A/W/T
RWY25L	249°	N50 53 56.19 E004 31 23.88	PCN 120/F/A/W/T
RWY07L	064°	N50 54 00.54 E004 27 35.80	PCN 120/F/A/W/T
RWY25R	244°	N50 54 41.57 E004 29 57.79	PCN 120/F/A/W/T
TLOF		N50 53 48.28 E004 27 58.57	PCN 75/F/C/W/T

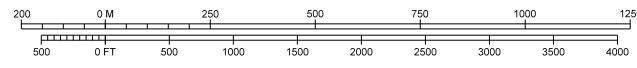
For RWY marking: see chart AD 2.EBBR-ADC.02  
For RWY lighting: see chart AD 2.EBBR-ADC.03

ELEVATIONS ARE IN FEET  
AND DIMENSIONS IN METRES  
BEARINGS ARE MAGNETIC

ANNUAL CHANGE  
INFO NOT AVBL



BRUSSELS  
DVOR/DME  
114.60 / CH 93X  
BUB  
N50 54 08.4  
E004 32 17.1



CHANGE: TLOF geoid undulation updated

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## APPENDIX TO AERODROME GROUND MOVEMENT CHART - ICAO

## TAXIWAYS

DESIGNATOR (1)	WIDTH (M)	BEARING STRENGTH	SURFACE TYPE	EDGE LIGHTS	EDGE LIGHTS ON THE CURVES ONLY	CENTRE LINE LIGHTS	REMARKS
1	2	3	4	5	6	7	8
A1	19	PCN 80/F/A/W/T	ASPH	•	-	-	(2)
A3	23	PCN 106/F/A/W/T	ASPH	•	-	-	(3)
A5	30	PCN 66/F/A/W/U	ASPH	•	-	-	
A6	26	PCN 120/F/A/W/T	ASPH	•	-	•	
A7	30	PCN 120/F/A/W/T	ASPH	•	-	•	
B1	25	PCN 120/F/A/W/T	ASPH	-	-	•	
B3	30	PCN 66/F/A/W/U	ASPH	•	-	•	
B5	29	PCN 66/F/A/W/U	ASPH	-	•	•	
B6	29	PCN 92/F/A/W/T	ASPH	-	•	•	
B7	24	PCN 93/F/A/W/T	ASPH	-	•	•	
B8	30	PCN 120/F/A/W/T	ASPH	-	•	•	
B9	23	PCN 83/F/A/W/T	ASPH	-	•	•	
B10	31	PCN 120/F/A/W/T	ASPH	•	-	•	
C1	23	PCN 61/F/C/W/T	ASPH	-	•	•	
C2	29	PCN 120/F/A/W/T	ASPH	•	-	• (*)	(*) Unidirectional
C3	30	PCN 120/F/A/W/T	ASPH	•	-	-	Longitudinal slope 2.5%
C4	29	PCN 120/F/A/W/T	ASPH	•	-	•	
C5	30	PCN 120/F/A/W/T	ASPH	•	-	•	Longitudinal slope 2.3%
C6	30	PCN 120/F/A/W/T	ASPH	•	-	•	Longitudinal slope 2.2%
D1	-	-	ASPH	-	-	-	TWY not AVBL
D2	30	PCN 120/F/A/W/T	ASPH	•	-	•	
E1	29	PCN 66/F/A/W/U	ASPH	•	-	•	Longitudinal slope 1.9%
E3	30	PCN 66/F/A/W/U	ASPH	•	-	•	
E4	31	PCN 84/F/A/W/T	ASPH	-	•	•	
E5	23	PCN 75/F/A/W/T	ASPH	-	•	•	edge lights partially LED, partially halogen
E6	29	PCN 120/F/A/W/T	ASPH	•	•	•	
E7	25	PCN 120/F/A/W/T	ASPH	-	-	•	
F1	-	-	ASPH	-	-	-	TWY not AVBL
F2	30	PCN 66/F/A/W/U	ASPH	•	-	•	
F3	23	PCN 66/F/A/W/U	ASPH	-	•	•	
F4	25	PCN 70/F/A/W/T	ASPH	•	-	•	centre line lights partially LED, partially halogen
F5	30	PCN 95/F/A/W/T	ASPH	•	-	•	centre line lights partially LED, partially halogen

• Led

• Halogen

- (1) For TWY suitable for A380 see chart AD 2.EBBR-GMC.06a. For TWY suitable for B747-8F see chart AD 2.EBBR-GMC.06b.  
 (2) Only to be used by aircraft to and from EBMB.  
 (3) Compulsory for aircraft with wingspan > 45 M to/from EBMB

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DESIGNATOR (1)	WIDTH (M)	BEARING STRENGTH	SURFACE TYPE	EDGE LIGHTS	EDGE LIGHTS ON THE CURVES ONLY	CENTRE LINE LIGHTS	REMARKS
1	2	3	4	5	6	7	8
INN-2	30	PCN 66/F/A/W/U	ASPH	-	•	•	
INN-3	30	PCN 97/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
INN-4	30	PCN 85/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
INN-5	30	PCN 69/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
INN-6	30	PCN 69/F/A/W/T	ASPH	-	•	•	
INN-7	23	PCN 65/F/A/W/T	ASPH	-	•	•	edge lights partially LED, partially halogen
INN-8	23	PCN 65/F/A/W/T	ASPH	-	• (*)	•	(*) On one side edge lights partially LED, partially halogen
INN-9	31	PCN 65/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
INN-10	24	PCN 120/R/A/W/T	CONC	• (*)	-	•	(*) On one side
J	30	PCN 116/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
M	Apron TWY	PCN 66/R/A/W/U	CONC	-	• (*)	•	(*) On one side centre line lights partially LED, partially halogen
N2	25	PCN 120/F/A/W/T	ASPH	• (*)	-	•	(*) On one side
N5	17	PCN 34/F/A/W/T	ASPH	• (*)	-	-	Wingspan 52 M MAX (*) Only reflectors
N6	19	PCN 104/F/A/W/T	ASPH	•	-	-	(2)
OUT-1	30	PCN 65/F/A/W/T	ASPH	-	•	•	
OUT-2	30	PCN 79/F/A/W/T	ASPH	-	•	•	
OUT-3	30	PCN 120/F/A/W/T	ASPH	-	•	•	centre line lights partially LED, partially halogen
OUT-4	30	PCN 63/F/A/W/T	ASPH	-	•	•	
OUT-5	31	PCN 120/F/A/W/T	ASPH	-	•	•	
OUT-6	31	PCN 120/F/A/W/T	ASPH	-	•	•	centre line lights partially LED, partially halogen
OUT-7	23	PCN 65/F/A/W/T	ASPH	-	•	•	edge lights partially LED, partially halogen
OUT-8	23	PCN 65/F/A/W/T	ASPH	-	•	•	edge lights partially LED, partially halogen
OUT-9	30	PCN 82/F/A/W/T	ASPH	-	•	•	
OUT-10	30	PCN 120/F/A/W/T	ASPH	•	-	•	
R1	20	PCN 48/F/A/W/T	ASPH	•	-	-	Wingspan 36 M MAX (3)
R2	23	PCN 66/R/A/W/U	CONC / ASPH (*)	• (**)	-	•	(*) Partially asphalt & partially concrete (**) On one side (**) Partly reflectors
V1	18	PCN 66/F/A/W/U	ASPH	•	-	-	(4)

• Led

• Halogen

- (1) For TWY suitable for A380 see chart AD 2.EBBR-GMC.06a. For TWY suitable for B747-8F see chart AD 2.EBBR-GMC.06b.
- (2) Only to be used by aircraft to and from EBMB.
- (3) Aircraft up to Code D can make use of TWY when under tow or when follow-me is provided.
- (4) Aircraft up to Code C unless under tow or when follow-me is provided. Exceptions are A400M/B752/B753.

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## TAXIWAYS

DESIGNATOR (1)	WIDTH (M)	BEARING STRENGTH	SURFACE TYPE	EDGE LIGHTS	EDGE LIGHTS ON THE CURVES ONLY	CENTRE LINE LIGHTS	REMARKS
1	2	3	4	5	6	7	8
W1	19	PCN 120/F/A/W/T	ASPH	•	-	• (*)	(*) Partly (2)
W21	25	PCN 120/F/A/W/T	ASPH	•	-	•	
W22	25	PCN 120/R/A/W/U	CONC	-	•	•	Wingspan 36 M MAX
W3	25	PCN 67/F/A/W/T	ASPH	•	-	•	
W4	25	PCN 67/F/A/W/T	ASPH	•	-	•	
W41	29	PCN 77/F/A/W/T	ASPH	• (*)	-	•	(*) On one side
W42	23	PCN 77/F/A/W/T	ASPH	• (*)	-	•	(*) On one side
Y	23	PCN 66/F/A/W/U	ASPH	-	•	•	
Z	30	PCN 120/F/A/W/T	ASPH	-	•	•	

## AIRCRAFT STAND TAXILANES

DESIGNATOR	BEARING STRENGTH	SURFACE TYPE	EDGE LIGHTS	EDGE LIGHTS ON THE CURVES ONLY	CENTRE LINE LIGHTS	REMARKS
1	2	4	3	4	5	6
Strip 0	PCN 68/R/C/W/T	ASPH / CONC(*)	-	-	•	Wingspan 36 M MAX west of stand 315 (*) Partially asphalt & partially concrete
Strip 1	PCN 66/R/A/W/U	ASPH / CONC(*)	-	-	-	Wingspan 36 M MAX (*) Partially asphalt & partially concrete
Strip 5	PCN 70/R/C/W/T	CONC	-	-	-	Wingspan 24 M MAX
Strip 6	PCN 70/R/C/W/T	CONC	-	-	-	Wingspan 24 M MAX
Strip 7	PCN 120/F/A/W/T	ASPH / CONC(*)	-	-	-	Wingspan 30 M MAX (*) Partially asphalt & partially concrete
Strip 8	PCN 59/R/C/W/T	ASPH / CONC(*)	-	-	-	Wingspan 24 M MAX Southward TFC only (*) Partially asphalt & partially concrete
N1	PCN 120/R/C/W/T	CONC	• (*)	-	•	(*) On one side
N4	PCN 39/F/A/W/T	ASPH / CONC(*)	• (**)	-	-	(3) (**) Only reflectors (*) Partially asphalt & partially concrete
R4	PCN 77/R/A/W/T	CONC	-	-	•	TWY strip 40 M North
S	PCN 99/R/A/W/T	CONC	-	-	•	TWY strip 40 M North
T	PCN 66/R/A/W/U	CONC	-	-	•	
U	PCN 66/R/A/W/U	CONC	-	-	•	

• Led

• Halogen

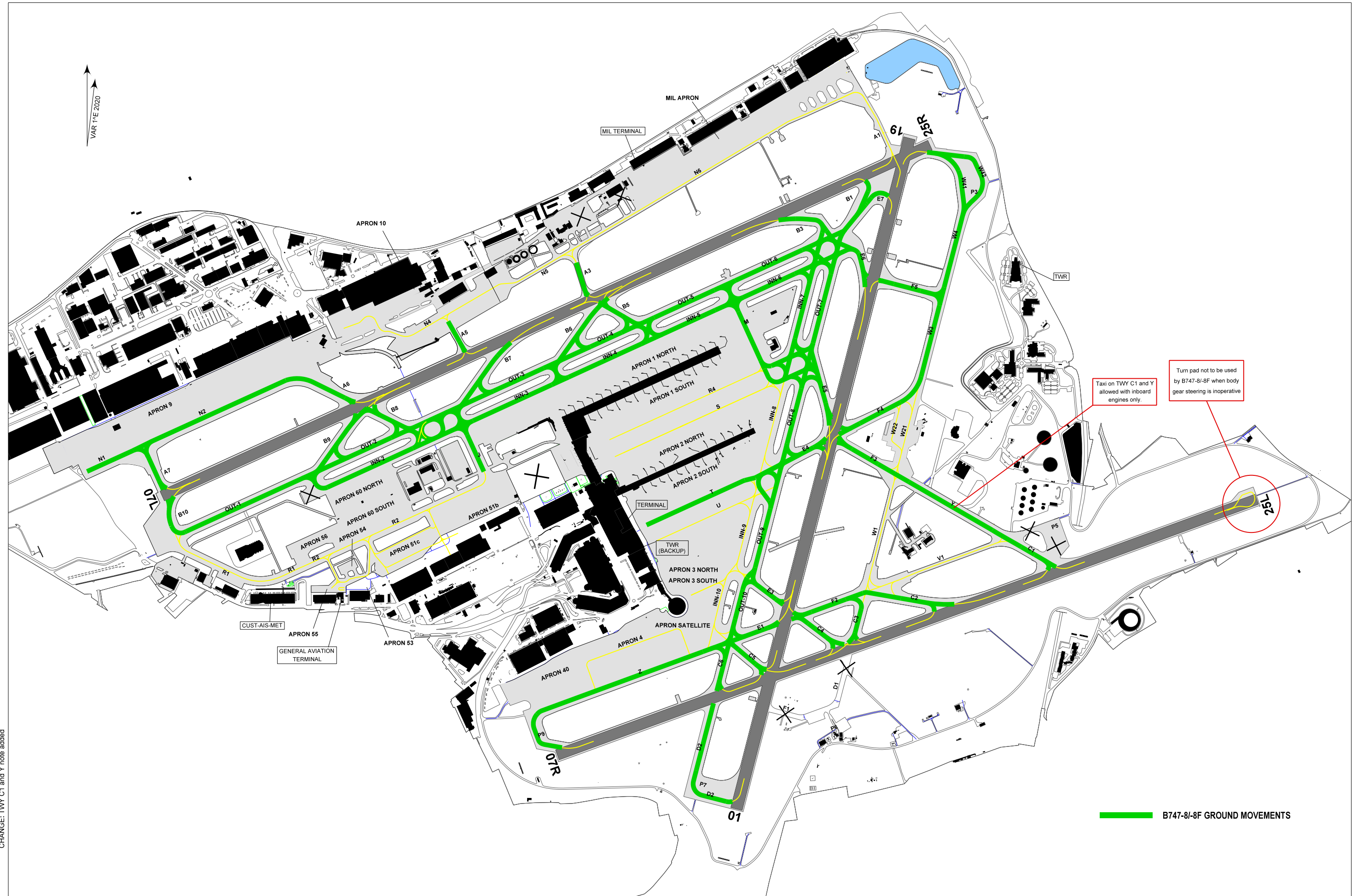
- (1) For TWY suitable for A380 see chart AD 2.EBBR-GMC.06a. For TWY suitable for B747-8F see chart AD 2.EBBR-GMC.06b.
- (2) Aircraft up to Code C unless under tow or when follow-me is provided. Exceptions are A400M/B752/B753/B762/B763/B764/C17.
- (3) Pilots taxiing to Apron 10 must stop on the Apron 10 hold sign. Pilots leaving Apron 10 must be towed to the TOW disconnect point, after which they can continue on their own power.

Note: The distance between the axis of taxiways R4 and S is 76 M.

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AERODROME GROUND MOVEMENT CHART - ICAO  
APPENDIX 6: B747-8J-8F GROUND MOVEMENTS

BRUSSELS / Brussels-National (EBBR)



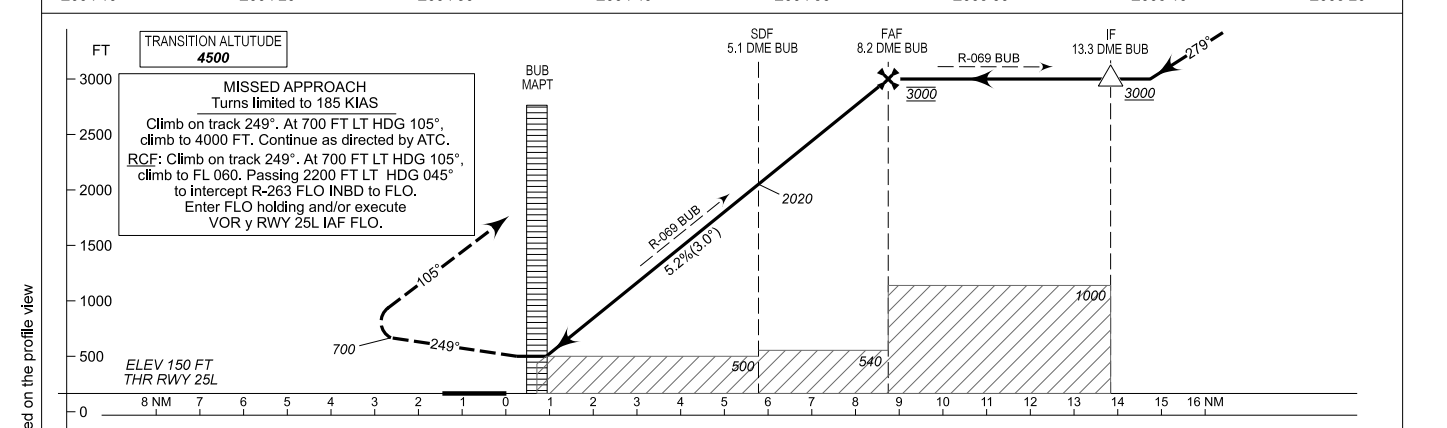
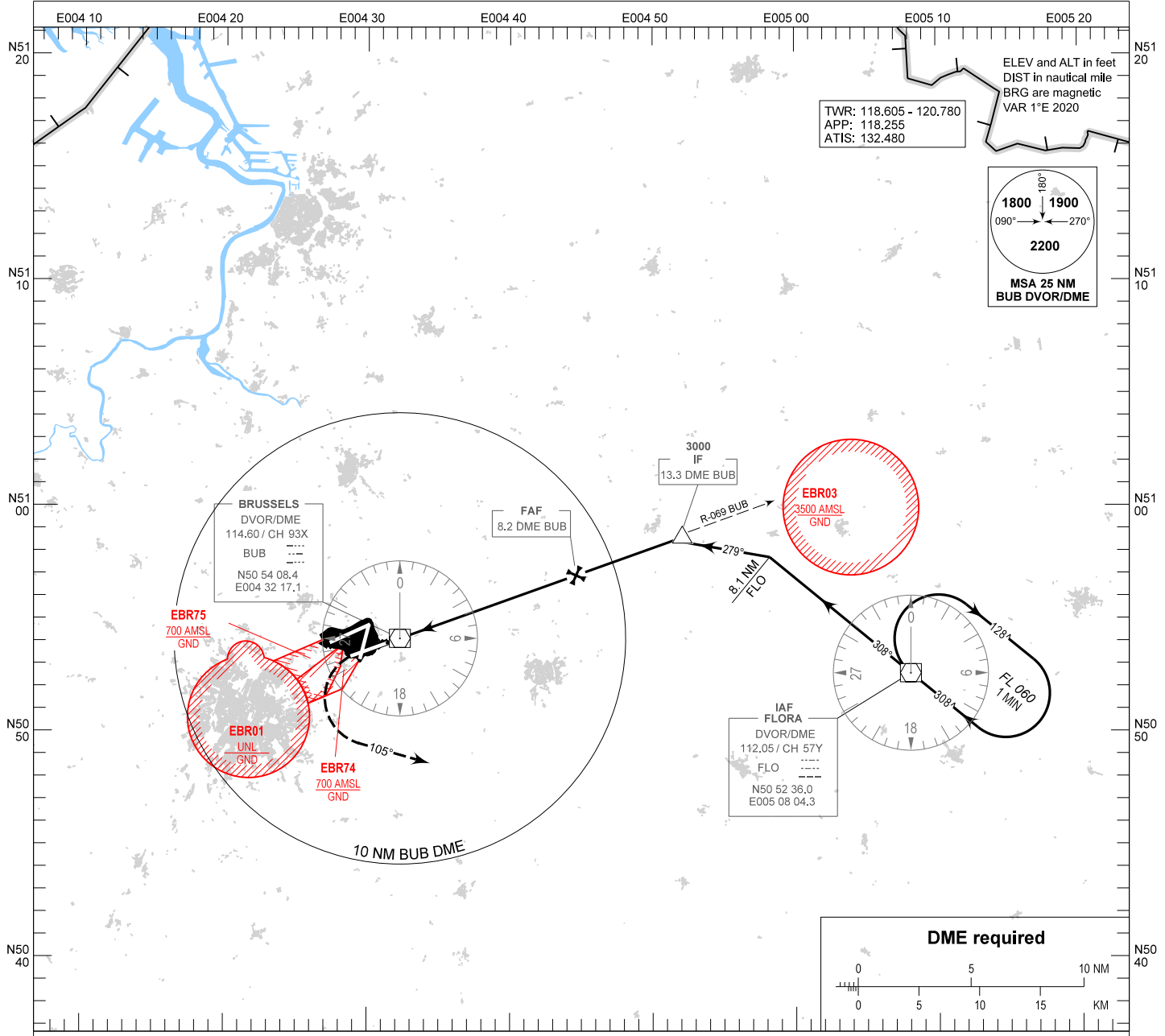
CHANGE: TWY C1 and Y note added

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**INSTRUMENT APPROACH CHART - ICAO**

AD ELEV 175  
OCH RELATED TO  
THR RWY 25L - ELEV 150

**BRUSSELS / Brussels-National (EBBR)**  
VOR y RWY 25L  
IAF FLO



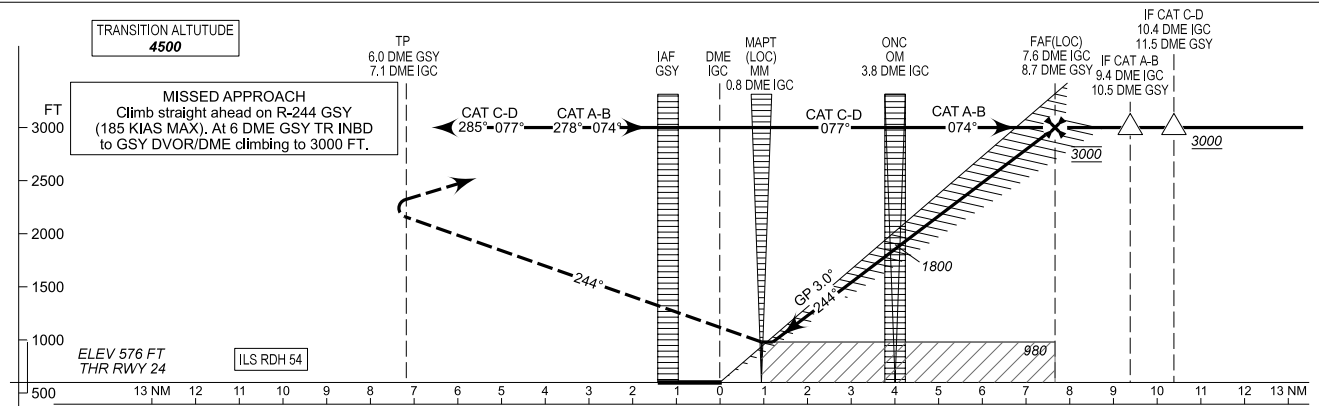
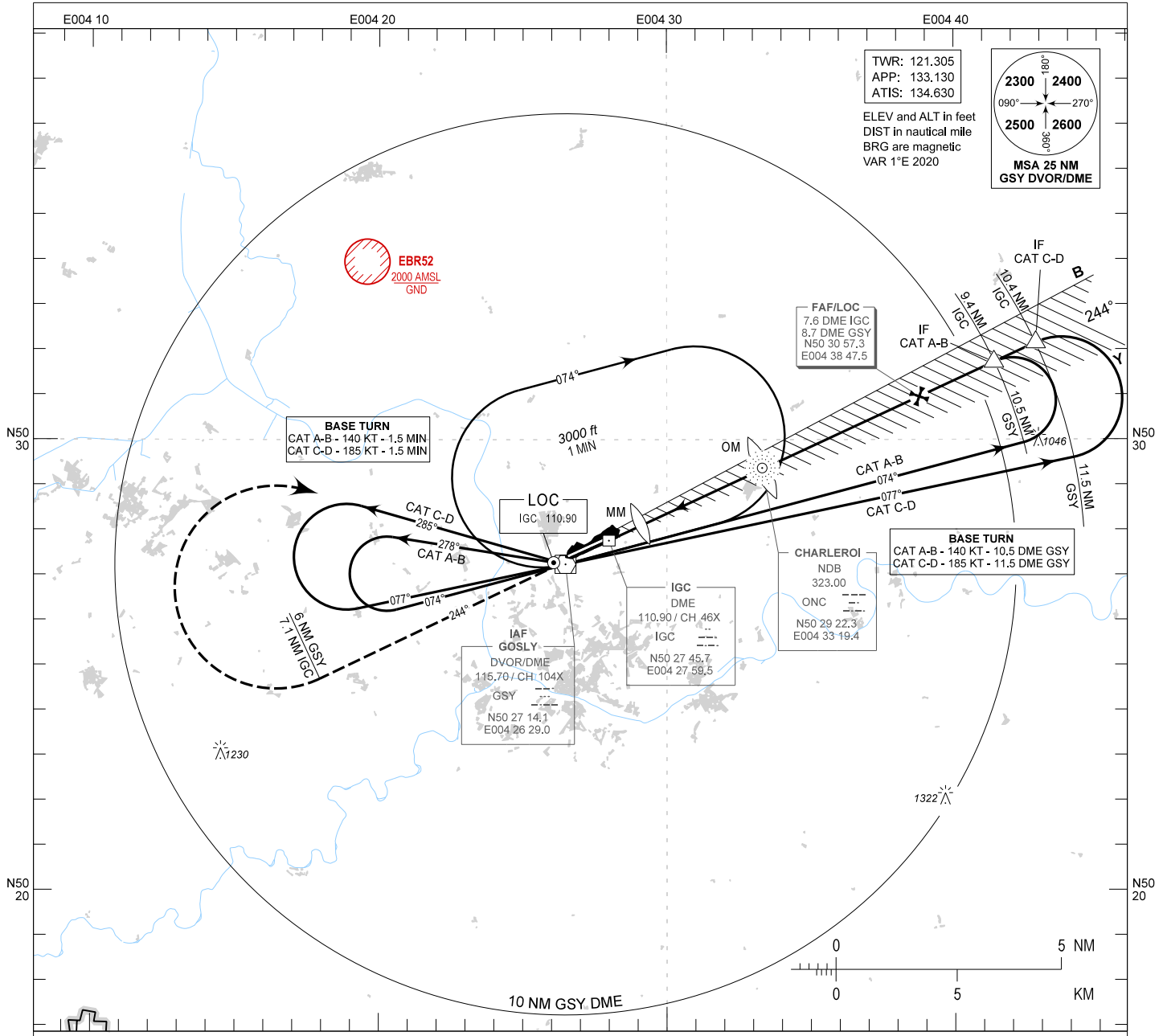
OCA (OCH)					FAF to MAPT - 8.2 NM								
CAT of ACFT	A	B	C	D	Speed (GS)	KT	70	90	120	150	180		
VOR	500 (350)	500 (350)	500 (350)	500 (350)	Rate of descent	FT/MIN	375	480	640	800	960		
VOR (without SDF)	540 (390)	540 (390)	540 (390)	540 (390)	<b>PROCEDURE ALTITUDES</b>								
					DME BUB	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
					DIST THR	8.6	7.6	6.6	5.6	4.6	3.6	2.6	1.6
					Altitude	2940	2620	2300	1990	1670	1350	1030	710

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**INSTRUMENT APPROACH  
CHART - ICAO**

AD ELEV 606  
OCH RELATED TO  
THR RWY 24 - ELEV 576

**CHARLEROI / Brussels South (EBCI)**  
ILS CAT II & III or LOC RWY 24



CAT of ACFT	OCA (OCH)				FAF to MAPT - 6.8 NM							
	A	B	C	D	Speed (GS)	KT	70	90	120	150	180	
ILS CAT I	776 (200)	776 (200)	776 (200)	776 (200)	Rate of descent	FT/MIN	375	480	640	800	960	
ILS CAT II	627 (51)	639 (63)	654 (78)	674 (98)	PROCEDURE ALTITUDES							
LOC Only	980 (370)	980 (370)	980 (370)	980 (370)								DME IGC
CIRCLING	1220 (610)	1220 (610)	1320 (710)	1440 (830)	Altitude	3000	2810	2490	2170	1850	1540	1220
AD OPR MNM: 150 M RVR												

CHANGES: C124T removed

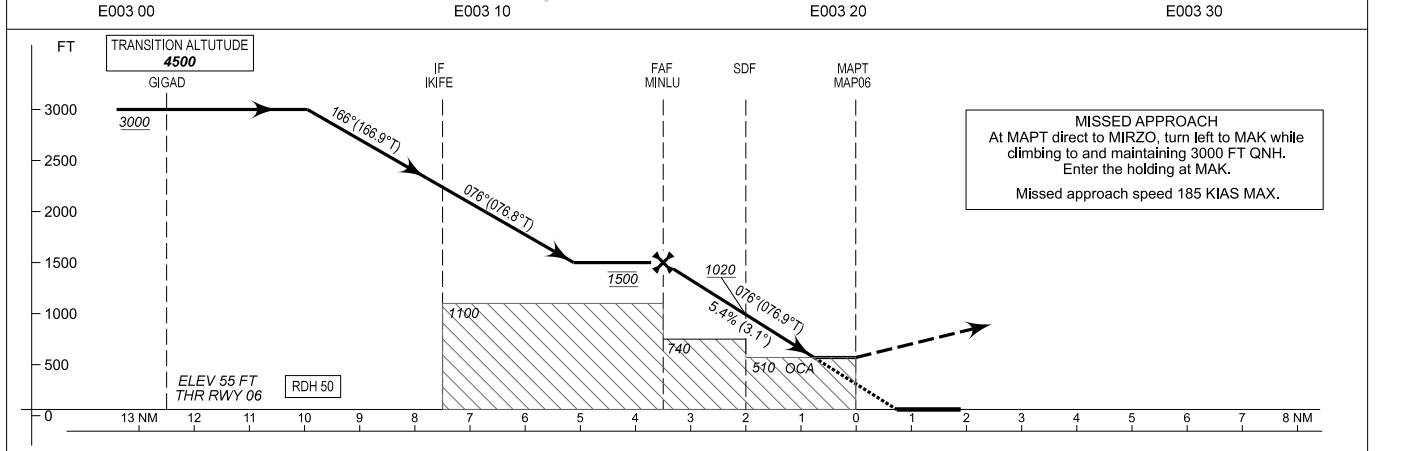
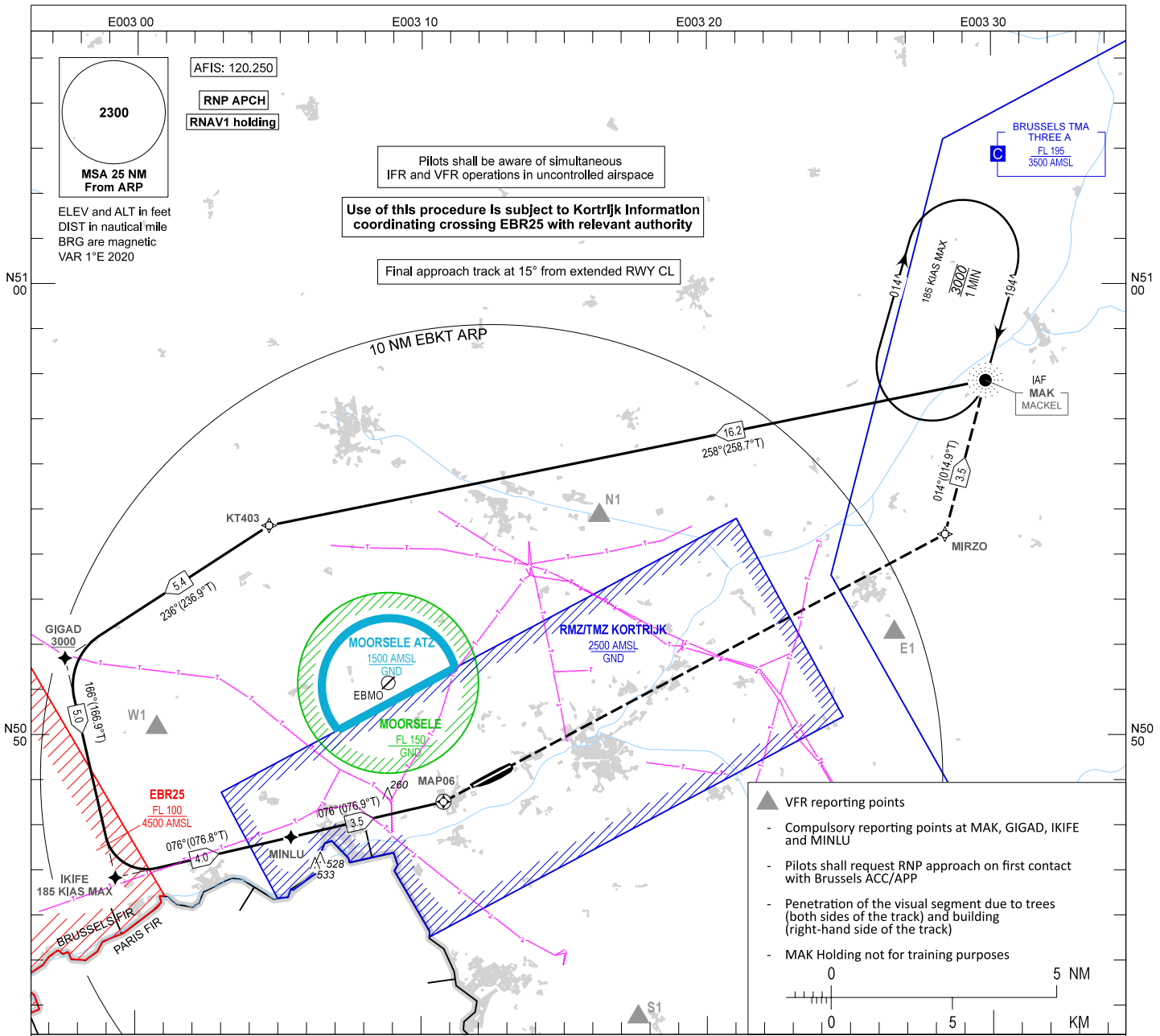
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**INSTRUMENT APPROACH CHART - ICAO**

OCH RELATED TO AD ELEV 55

**KORTRIJK / Wevelgem (EBKT)**  
RNP RWY 06



CAT of ACFT	OCA (OCH)			FAF to MAPT - 3.5 NM					
	A	B	C	Speed (GS)	KT	70	90	120	150
LNAV	510 (460)	510 (460)	510 (460)	Rate of descent	FT/MIN	385	495	660	825
CIRCLING	Not allowed			PROCEDURE ALTITUDES (HEIGHTS)					
AD OPR MNM: 800 M VIS				DIST MAPT	3.0	SDF 2.0	1.0		
				Altitude (height)	1350 (1290)	1020 (960)	690 (630)		

CHANGE: Note updated

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System messages on parking stands 110 to 140	
Arrow <	Correction to the left required. A flashing red and/or yellow arrow indicates the direction to turn for the azimuth guidance. The yellow arrow indicates the aircraft position in relation to the centerline.
STOP (in red)	Stop now, docking position has been reached or emergency stop.
OK	Docking successful.
STOP + TOO FAR	Aircraft has gone past the stop position.
"Aircraft type" + SLOW	Approach on too high speed, reduce approach speed.
WAIT + VIEW BLOCK	Message coming when the closest view is hindered. (Laser problem, dust on the glass,...). Closing rate display comes again when the problem is resolved.
STOP + SBU	Internal error (safety backup). <b>Stop aircraft</b> and contact ATC.
ERR	Configuration error. <b>Stop aircraft</b> and contact ATC.
STOP (in red) + ID FAIL	Wrong type of aircraft detected. <b>Stop aircraft</b> and contact ATC.
ACFT Type: ICAO / IATA on altn mode FLT Nr: ICAO / IATA on altn mode ETA / ETD: "xx:xx"z -XX min	Aircraft type in ICAO code and IATA code with alternative mode. Flight number in ICAO code and IATA code with alternative mode. Estimated Time of Arrival or Estimated Time of Departure in Zulu Time. Countdown to ETA / ETD in minutes.

## 4 RUNWAY REGULATIONS

The simultaneous use of the 2 runways (04L/22R and 04R/22L) is not allowed.

Traffic permitting, the following criteria for the selection of the runway-in-use are applied: the crosswind component, including gusts, does not exceed 15 KT or the tailwind component, including gusts, does not exceed 5 KT.

If the pilot-in-command considers the runway-in-use not usable for reasons of safety or performance, he shall request permission to use another runway. ATC will accept such request, provided that traffic and air safety conditions permit.

## 5 SPECIFIC TRAFFIC REGULATIONS

### 5.1 Aircraft Without Radio

Take-off and landing of aircraft without radio is prohibited

### 5.2 Glider Flights

Take-off and landing of glider flights is prohibited.

### 5.3 ULM Flights

Take-off and landing of ULM flights is prohibited.

### 5.4 Parachuting

Parachuting overhead the aerodrome is prohibited.

### 5.5 Training and Test Flights

Training flights are always subject to PPR. Requests shall be made by telephone to ATC via the number: +32(0)42348492.

Training flights may only be operated by jet and propeller aircraft of more than 6000KG from MON to FRI between 0800 and 1800 (0700 and 1700), except on HOL and during the official school holiday periods of the Belgian French-speaking Community, provided they have already been operated in the territory of the Walloon Region before 08 NOV 2000 or provided the operator develops commercial activities in that area.

## EBLG AD 2.21 Noise Abatement Procedures

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## 1 GENERAL

---

### 1.1 Noise Restrictions

Aircraft operating at EBLG must be noise certificated according to *ICAO Annex 16*.

Recertificated civil subsonic jet aircraft are prohibited from 2200 to 0600 (2100 to 0500). The Airport Authority is entitled to require any aircraft operator to provide any document or technical information related to the aircraft operated and to prohibit any aircraft from take-off if the required documents have not been forwarded.

Following flights are exempted from this restriction:

- Flights carrying members of the Belgian Royal Family, the Belgian government, the Regional and Community governments and foreign Royal Families and Heads of State or leaders of foreign governments, presidents and commissioners of the European Union, on official mission;
- Missions in case of disasters or for the purpose of medical assistance;
- Military missions;
- Take-off and landing performed in exceptional conditions (flights on which there is immediate danger to the life or health of persons as well as animals, flights diverted for meteorological reasons, etc.);
- Delayed flights, provided the delay is due to circumstances beyond the operator's control.

Exceptionally and on explicit justified request, the Minister of Transport of the Walloon Region may authorize take-off or landing of a non-compliant aircraft.

Movements of jet aircraft are restricted:

- take-off with QC > 30.0 is forbidden between 2200 and 0600 (2100 and 0500).

The QC is calculated using the formula  $QC = 10^{[(B-85)/10]}$ , whereby "B" equals:

- for take-off: half the sum of the certified fly-over and sideline noise levels in EPNdB of the aircraft at its MTOW.

### 1.2 Use of Reverse Thrust

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

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## 2 GROUND PROCEDURES

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### 2.1 Engine Tests

Full power engine tests are prohibited from 2000 to 0800 (1900 to 0700).

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## 3 ARRIVAL PROCEDURES

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### 3.1 Continuous Descent Operations (CDO)

When the traffic situation permits, ATC will facilitate continuous descent for all RWY, based on radar vectoring or RNP approach.

Facilitation of CDO will be provided at ATC discretion only.

When a CDO can be approved by ATC, as soon as practicable after first call on the APP frequency, ATC will provide distance from touchdown and an approval to descend at pilot's discretion. The phraseology "when ready, descend" shall be used.

CDO will not be facilitated in adverse weather conditions that may affect the approach (wind shear, thunderstorms, etc.).

Subject to ATC instructions, inbound aircraft shall adopt a continuous descent profile - to the greatest possible extent compatible with safe operation of the aircraft - by employing minimum engine thrust, ideally in a low drag configuration, prior to the FAF/FAP.

*Note: All noise abatement procedures for arrivals as well as the speed limitations as specified in the AIP Belgium & Luxembourg remain applicable when performing CDO.*

### 3.2 Visual Approaches

For noise abatement, aircraft CAT Medium or Heavy executing visual approaches for landing or training purposes shall not intercept final approach leg closer than 8 NM from THR except when being radar vectored by ATC onto the final approach leg for a visual approach. For those training flights performing visual approaches in the aerodrome circuit, a minimum altitude of 2500 FT AMSL shall apply in order to remain inside controlled airspace.

RWY designator	Location and description of arresting gear	OFZ	RMK
13	14	15	16
06	NIL	yes	NIL
24	NIL	yes	NIL

### ELLX AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
06	4002	4002	4002	4002	NIL
24	4002	4002	4002	4002	NIL

Note: In order to reduce the taxi procedure, ATC may authorize, for certain types of aircraft, take-off from one of the following intersections:

RWY	From	TORA (M)	Remarks
06	E	2464	NIL
	F	2497	Not allowed for aircraft with MTOM ≥ 136 000 KG (WTC 'H').
	G	3275	Not allowed for aircraft with MTOM ≥ 136 000 KG (WTC 'H').
	H	3275	NIL
24	C	2850	Not allowed for aircraft with MTOM ≥ 136 000 KG (WTC 'H').
	F	1529	Not allowed for aircraft with MTOM ≥ 136 000 KG (WTC 'H').

### ELLX AD 2.14 Approach and Runway Lighting

RWY 06			
Approach lighting system	Type:	PALS CAT I	VASIS
	Length:	900M	
	Intensity:	LIH	
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:	4002M	white:
	Spacing:	15M	red / white:
	Intensity:	LIH	red:
Runway edge lights	Length:	4002 M	white:
	Spacing:	30 M	yellow:
	Intensity:	LIH	
Remarks	All RWY lights till stopbars included LED. No LED used for approach lighting system.		

RWY 24			
Approach lighting system	Type:	PALS CAT II / III	VASIS
	Length:	900M	
	Intensity:	LIH	
Runway threshold lights	Colour:	green	Touchdown zone lights
	Wing bars:	NIL	
			900M

RWY 24			
<b>Runway end lights</b>	<i>Colour:</i> red <i>Wing bars:</i> NIL	<b>Stopway lights</b>	NIL
<b>Runway centre line lights</b>	<i>Length:</i> 4002M <i>Spacing:</i> 15M <i>Intensity:</i> LIH	<i>white:</i> from 0 to 3091 M <i>red / white:</i> from 3106 to 3689M <i>red:</i> from 3704 to 4002M	
<b>Runway edge lights</b>	<i>Length:</i> 4002M <i>Spacing:</i> 30M <i>Intensity:</i> LIH	<i>white:</i> from 0 to 3377 M <i>yellow:</i> from 3407 to 4002M	
<b>Remarks</b>	All RWY lights till stopbars included LED. No LED used for approach lighting system.		

### ELLX AD 2.15 Other Lighting and Secondary Power Supply

1	<b>ABN / IBN location, characteristics and hours of operation</b>	ABN: TWR building, FLG W EV 2.4 SEC/H24 IBN: NIL
2	<b>LDI location and lighting</b>	NIL
	<b>WDI location and lighting</b>	At 276M from THR 06 and 3726M from THR 24 (lighted) At 1813M from THR 06 and 2189M from THR 24 (lighted) At 3678M from THR 06 and 324M from THR 24 (lighted)
3	<b>Taxiway edge lighting</b>	All TWY
	<b>Taxiway centre line lighting</b>	All TWY
4	<b>Secondary power supply</b>	AVBL
	<b>Switch-over time</b>	1SEC during LVP, 15SEC outside LVP
5	<b>Remarks</b>	NIL

### ELLX AD 2.16 Helicopter Landing Area

All helicopters have to use the RWY for landing and take-off except HEMS and police flights by local operators, which are allowed to land and take-off from TWY B3.

### ELLX AD 2.17 ATS Airspace

1	<b>Designation</b>	Luxembourg CTR
	<b>Lateral limits</b>	494311N 0061213E - an arc of circle, 5NM radius, centred on 493850N 0061603E and traced clockwise to 493429N 0061952E - 493041N 0060939E - an arc of circle, 5NM radius, centred on 493502N 0060549E and traced clockwise to 493923N 0060159E - 494311N 0061213E.
2	<b>Vertical limits</b>	2500FT AMSL
3	<b>Airspace classification</b>	D
4	<b>ATS unit call sign</b>	Luxembourg Tower
	<b>Language(s)</b>	En
5	<b>Transition altitude</b>	5000 FT AMSL
6	<b>Hours of activation</b>	H24
7	<b>Remarks</b>	NIL

### ELLX AD 2.18 ATS Communication Facilities

Service designation	Call sign	Channel/ Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Luxembourg Approach	120.885	H24	Primary 8.33 KHZ CH DOC: 80NM - FL200
		362.300 MHz	H24	NIL
		121.500MHz	H24	Emergency
		120.165	H24	Spare 8.33 KHZ CH DOC: 25NM - FL 100
		119.950MHz	H24	Spare DOC: 25NM - FL 100
	Luxembourg Director	118.905	HX	Control service on final approach with radar. 8.33 KHZ CH On ATC instructions only. Only state CS on initial contact. DOC: 40NM - FL200
TWR	Luxembourg Tower	118.105	H24	Primary 8.33 KHZ CH DOC: 25NM - FL040
		362.300 MHz	H24	NIL
		121.500MHz	H24	Emergency
		120.165	H24	Spare 8.33 KHZ CH DOC: 25NM - FL 100
		119.950MHz	H24	Spare DOC: 25NM - FL 100
	Luxembourg Delivery	121.855	HS	Clearance delivery. 8.33 KHZ CH Operational hours: 0500-2200 (0400-2100) DOC: 5NM - GND See <a href="#">ELLX AD 2.22, § 3.1</a>
ATIS	Luxembourg ATIS	134.755	H24	8.33 KHZ CH DOC: 40NM - FL 150 See <a href="#">ELLX AD 2.23</a>
VDF	Luxembourg Homer	118.105	H24	8.33 KHZ CH
		120.885		
		121.500MHz	H24	NIL

### ELLX AD 2.19 Radio Navigation and Landing Aids

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
DVOR/DME (2° E/2020)	DIK	114.400MHZ (CH 91X)	H24	495140.7N 0060747.1E	1100FT	349° GEO / 14.58NM from ARP DOC DVOR: 100NM - FL500
DVOR/DME (2° E/2020)	LUX	112.250MHZ CH 59Y	H24	493822.3N 0061450.2E	1200FT	060° GEO / 1.93NM from ARP DOC: 60NM - FL250

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
ILS 06 (CAT I)						
LOC	ILE	109.900MHZ	H24	493818.6N 0061438.4E		060° GEO / 2.55NM from THR 06 DOC: 25NM - FL060
GP		333.800MHZ	H24	493703.4N 0061128.1E		Slope 3° RDH 57FT DOC: 25NM - FL060
DME	ILE	CH 36X	H24	493703.4N 0061128.1E	1200 FT	Type N Collocated with GP 0 at 230M from THR 06 DOC: 25NM - FL100
ILS 24 (CAT III)						
LOC	ILW	110.700MHZ	H24	493658.7N 0061103.6E		240° GEO / 2.31NM from THR 24 DOC: 25NM - FL060
GP		330.200MHZ	H24	493758.5N 0061359.1E		Slope 3° RDH 50FT DOC: 25NM - FL060
DME	ILW	CH 44X	H24	493758.5N 0061359.1E	1300 FT	Type N Collocated with GP 0 at 300M from THR 24 (ABM antenna) DOC: 25NM - FL100

## ELLX AD 2.20 Local Aerodrome Regulations

### 1 GENERAL

#### 1.1 Ground Surveillance - Use of Mode A, C and S Transponders

ELLX is equipped with an advanced ground surveillance system using Mode A and S. Operators intending to use the airport should ensure that Mode S transponders are able to operate when their aircraft are on the ground.

Pilots shall select XPDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY, and the assigned Mode A code, if available:

- from the request for push-back or start-up, whichever is earlier;
- after landing, continuously until the aircraft is fully parked on stand. When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

Whenever possible, the aircraft identification (i.e. call sign used in flight) shall be entered as from the request for push-back or start-up, whichever is earlier (through the FMS or the transponder control panel). Pilots shall use the ICAO format for aircraft identification, as entered in item 7 of the flight plan form (e.g. "LGL123").

To ensure that the performance of systems based on SSR frequencies (incl. airborne ACAS units and SSR radars) is not compromised, ACAS shall not be selected before receiving clearance to line up. It should be deselected after vacating the runway.

Aircraft without assigned Mode A code or taxiing without flight plan, shall select Mode A code 2000.

#### 1.2 Aircraft Code F

Aircraft code F other than B747-8F are subject to a special permission. Requests for special permission have to be sent minimum 72 hours in advance to [dutymanager.ops@lux-airport.lu](mailto:dutymanager.ops@lux-airport.lu).

At holding points RWY 24 on TWY A1 and TWY A2, no simultaneous holding positions will be allowed for B747 type aircraft.

#### 1.3 Adverse Weather

During adverse weather situations such as lightning activity above or in the proximity of the aerodrome and high winds exceeding 40 KT expect suspension of ground handling activities. Arriving aircraft are to follow the Follow Me guidance for parking of aircraft, no marshalling on stand.

#### 1.4 Wildlife strikes

Pilots are requested to report wildlife strikes as well as observed wildlife risks in flight immediately to ATC.



Once on stand submit the report also to the Wildlife Unit.

**Wildlife Unit**

TEL: +352 24 64 31 00

Always submit the wildlife strike report to the Safety Management Unit.

**Safety Management Unit**

Email: [safety@lux-airport.lu](mailto:safety@lux-airport.lu)

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## 2 TAXI REGULATIONS

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When issued with taxi instructions, departing aircraft shall taxi as close as possible to the appropriate runway-holding position. Unless otherwise notified to ATC by the pilot, aircraft are expected to be ready for departure upon reaching the runway-holding position. General aviation aircraft departing from aprons P5 and P6 shall complete all pre-departure checks, including engine/power checks, before requesting taxi instructions to enter the manoeuvring area.

Aircraft with MTOM  $\geq$  136 000 KG (WTC 'H') are not allowed to enter RWY 06/24 via intersection G, except when towed. All aircraft are still permitted to vacate at TWY G after landing.

Traffic landing on RWY 06 and vacating at TWY E or D1 shall await onward clearance before entering TWY B1 due to conflicting ground traffic in opposite direction.

To expedite departing traffic flow on RWY 24, use TWY A2. Other TWY are available on request or ATC instruction.

*Note: Main gear clearance on TWY A2 is below minima on the inner side of the turn for aircraft types Airbus A340-600, Airbus A350-1000 and Boeing 777-300.*

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## 3 APRON REGULATIONS

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No control service provided on aprons by ATC, except on apron P8 taxilanes.

Aprons P1, P2, P7 and P10 shall only be entered behind a follow-me car.

On aprons P7 and P10, use minimum thrust, maximum 30 PCT N1, when entering aircraft stands to avoid jet blast damage and injuries. Aircraft entering stands Z5, Z6, Z7 and Z8 use caution due to slight upslope.

On aprons P1 and P2, boarding and deboarding is not permitted with running engines. The use of APU is limited to 15 minutes after arrival and 20 minutes before departure. Exception to this only after authorisation of Business Aviation Center on apron P2.

Due to reduced space on B-aircraft stands, pilots must proceed with caution when parking and strictly follow the instructions from the marshaller.

On apron P6:

- Exit is not allowed via TXL N unless explicitly approved by ATC.
- Air taxiing is forbidden.

On apron P9 aircraft movement under towing only.

Wearing of high visibility vest mandatory on movement area.

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## 4 RUNWAY REGULATIONS

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### 4.1 Reduced Runway Separation Minima

Reduced RWY separation minima can be applied by TWR on RWY 06/24 if following criteria are met:

- VMC;
- Daytime;
- Tailwind  $\leq$  5 KT;
- Runway braking action not adversely affected by contaminants (i.e. RWYCC 6 or 5).

### 4.2 Minimum Runway Occupancy Time

#### 4.2.1 Departure

Pilots should be ready for a rapid line-up according to ATC instructions.

Cockpit checks should be completed prior to line-up and any checks requiring completion whilst on the runway should be kept to a minimum required. Pilots should ensure that they are able to commence take-off roll immediately after receiving take-off clearance. Pilots not able to comply with the above requirements shall notify ATC as soon as possible.

**4.2.2 Arrival**

Landing aircraft shall vacate the runway expeditiously and are to ensure fully vacated before stopping.

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**5 SPECIFIC TRAFFIC REGULATIONS**

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**5.1 Aircraft without Radio**

Aircraft without radio are prohibited.

**5.2 Glider Flights**

Glider flights are prohibited except with a special permission from the CAA.

**5.3 ULM Flights**

ULM flights are prohibited except with a special permission from the CAA.

**5.4 Balloon Flights**

Balloon flights are prohibited. Transit of CTR allowed (radio contact mandatory).

**5.5 Parachuting**

Parachuting is prohibited.

**5.6 Acrobatic Flights**

Acrobatic flights are prohibited.

**5.7 Training and Test Flights**

Are considered as training flights:

- Successive touch-and-goes in the traffic circuit;
- Approaches, VFR or IFR, followed by a go-around (except for operational and emergency reasons).

Only Luxembourg registered aircraft and aircraft with a special permission from the CAA are allowed to perform training flights at ELLX.

Only one training flight is allowed in the traffic circuit at a time. Time slots shall be arranged via telephone with ELLX ARO (+352 47 98 23 01 0 or 1), starting at 0600 (0500) of the day on which the flight is planned to be executed.

Overview of allowed training times:

Type of training	MON to SAT	SUN and HOL
Training flights performing successive touch-and-goes in the traffic circuit	0700-0830 (0600-0730) 1100-1600 (1000-1500) 1900-2000 (1800-1900)	0700-0830 (0600-0730) 1300-1600 (1200-1500) 1900-2000 (1800-1900)
IFR training flights (see Note 3)	0530-0830 (0430-0730) 1100-1600 (1000-1500) 1900-2000 (1800-1900)	0700-0830 (0600-0730) 1100-1600 (1000-1500) 1900-2000 (1800-1900)

*Note 1: Training flights with multi-engine aircraft are not allowed on SUN and HOL.*

*Note 2: RWY maintenance/inspection has priority over training flights.*

*Note 3: Exceptions to IFR training flight times may be granted upon request on day of operations via telephone with ELLX ARO (+352 47 98 23 01 0 or 1).*

*Note 4: ATC may refuse training flights on short notice in case of adverse traffic situation.*

**5.8 Local Flights**

Any flight departing from and arriving at ELLX without intermediate landing abroad is considered as a local flight.

Local flights are allowed: MON to SAT 0530-2100 (0430-2000); SUN and HOL 0700-2100 (0600-2000).

**5.9 Green Lane**

Green Lane can be used by vehicles after authorisation by TWR. Wingtip clearance between all code A, B and C aircraft and vehicles on Green Lane guaranteed.

## APPENDIX 1 TO AERODROME GROUND MOVEMENT CHART - ICAO

## TAXIWAYS

DESIGNATOR	WIDTH (M)	BEARING STRENGTH	EDGE LIGHTS	EDGE LIGHTS ON THE CURVES ONLY	CENTRE LINE LIGHTS	REMARKS
1	2	3	4	5	6	7
A	23.0	PCN 65/F/A/W/U	•	-	•	
A1	43.3	PCN 65/F/A/W/U	•	-	•	Bypass taxiway
A2	37.2	PCN 65/F/A/W/U	•	-	•	
B1	23.0	PCN 65/F/A/W/U	•	-	•	Limited line of sight on TWY B1/B2 intersection (westerly direction) Transverse slope above certification specifications: 2.3%
B2	23.0	PCN 65/F/A/W/U	•	-	•	Limited line of sight on TWY B2/B3 intersection (westerly and easterly direction)
B3	23.1	PCN 65/F/A/W/U	•	-	•	RWY-TWY minimum separation distance below minimum. Limited line of sight on TWY B2/B3 intersection (westerly and easterly direction) Longitudinal slope above certification specifications: 2.56%
B4	23.2	PCN 65/F/A/W/U	•	-	•	RWY-TWY minimum separation distance below minimum.
C	25.0	PCN 65/F/A/W/U	•	-	•	
D1	25.0	PCN 65/F/A/W/U	•	-	•	Transverse slope above certification specifications: 1.9%
D2	27.6	PCN 65/F/A/W/U	•	-	•	Limited line of sight towards TWY B1/B2 intersection from the RWY
E	50.8	PCN 65/F/A/W/U	•	-	•	
F	32.5	PCN 65/F/A/W/U	•	-	•	
G	31.2	PCN 65/F/A/W/U	•	-	•	Longitudinal slope above certification specifications: 2.60% Limited line of sight towards the RWY
H	25.0	PCN 65/F/A/W/U	•	-	•	
I	23.0	PCN 65/F/A/W/U	•	-	•	

## APRONS

DESIGNATOR	MINIMUM BEARING STRENGTH	REMARKS
1	2	3
P1	PCN 43/F/A/W/T	Stands V27-V34: PCN 38/F/A/W/T
P2	PCN 46/R/B/W/T	Stand G12: PCN 41/R/B/W/T Stand G42: PCN 33/R/B/W/T
P4	PCN 7/F/A/W/T	
P5	PCN 11/F/A/W/T	P5 West (general aviation): PCN > 6/F/A/W/T
P6	INFO NOT AVBL	
P7	PCN 76/R/A/W/T	
P8	Asphalt: PCN 63/F/A/W/T Concrete: PCN 66/R/B/W/T	
P9	Asphalt: PCN 48/F/A/W/T Concrete: PCN 57/R/A/W/T	
P10	INFO NOT AVBL	
Note: Slopes (positive or negative) slightly exceed maximum on parts of the aprons.		

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## EBOS AD 2.19 Radio Navigation and Landing Aids

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
NDB	ONO	399.5KHZ	H24	511313.1N 0030041.8E		Coverage: 50NM Collocated with OM ILS 26
L	DD	352.5KHZ	H24	511138.1N 0025006.1E		257° GEO / 0.85NM from THR 08 Coverage: 25NM
L	OO	375KHZ	H24	511216.6N 0025426.1E		Coverage: 25NM Collocated with MM ILS 26
ILS 08 (CAT I)						
LOC	IMI	111.550MHZ	H24	511213.7N 0025403.2E		076° GEO / 1.71NM from THR 08 No back beam available LOC only reliable within 35° either side of course line
GP		332.750MHZ	H24	511148.4N 0025141.9E		Slope 3° RDH 52FT
DME	IMI	CH 52Y	H24	511148.6N 0025141.8E	21FT	Collocated with GP 0 at 315M from THR 08
ILS 26 (CAT I)						
LOC	IOS	109.500MHZ	H24	511145.5N 0025056.0E		256° GEO / 1.65NM from THR 26 No back beam available LOC only reliable within 35° either side of course line
GP		332.600MHZ	H24	511201.8N 0025315.1E		Slope 3° RDH 51FT
DME	IOS	CH 32X	H24	511202.0N 0025315.1E	11FT	Collocated with GP 0 at 339 M from THR 26
OM	dash / dash	75MHZ	H24	511313.3N 0030042.5E		4.66NM from THR 26
MM	dot / dash	75MHZ	H24	511216.8N 0025425.3E		0.61 NM from THR 26

## EBOS AD 2.20 Local Aerodrome Regulations

### 1 GENERAL

#### 1.1 Safety Instructions

All aircraft crew and airport personnel is required to wear high visibility clothing when airside at all times.

Handling of turboprop aircraft with more than one running engine is prohibited.

#### 1.2 Use of SSR

In order to improve safety, the carriage and operation of a serviceable mode S transponder with Basic Functionality is mandatory for all aircraft operating within Oostende CTR and/or Oostende TMA.

#### 1.3 Transponder Operation

- mandatory for departing aircraft from the request for push-back or taxi, whichever is earlier
- after landing OFF or STBY when parked

#### 1.4 Pre-departure checks, including engine/power check

Pre-departure checks, including engine/power checks shall not be performed on the parking position.

Pre-departure checks, including engine/power checks shall be performed on dedicated run-up area after receiving the taxi clearance:

- RWY 08 in use: following ATC instructions, on the dedicated run-up area in front of TWY K8 or to the holding point F, E1, D1 or C1;
- RWY 26 in use: following ATC instructions, at the holding point A, B1, C1.

*Note 1: One aircraft at a time will always be sent to run-up area by ATC clearance*

*Note 2: Intersection C1 can only be used during HJ by aircraft with a weight of 5 700 KG MAX*

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## 2 TAXI REGULATIONS

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Taxi routes for B777-300 to and from Apron 2 via TWY K should always be done via C2.

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## 3 APRON REGULATIONS

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On Apron 1 and 2, aircraft shall taxi to stand on engine power.

Procedures Apron 2 at departure:

- The general procedure is that engines are started only after the push-back operation but can be pushed back with one engine on idle only (if needed).
- Aircraft parked at stands 203 to 208 and 221 to 224 are pushed “facing West” or “facing East” and leave the apron via C2 or E2 (depending on the type of aircraft and which runway is in use).
- Stands 201, 202 and 221 can only be pushed “facing West”.
- Aircraft parked at stands 209 to 210 and 225 to 228 are pushed “facing West” or “facing East” and leave the apron via B2 or C2 (depending on the type of aircraft and which runway is in use). Here, these aircraft can be so aligned with the centreline of the apron and there is no need to push them to E2 or B2 (risk of jet blast on TWY).
- Stands 211 and 229 can only be pushed “facing East”.

Stands 230, 231, 232 and 233: no push-back operation available, only self-maneuvring. MAX span width 43 M.

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## 4 RUNWAY REGULATIONS

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### 4.1 Selection of Runway-in-use

Between 2100 and 0700 (2000 and 0600), when the crosswind component - including gusts - does not exceed 15KT, or the tailwind component - including gusts - does not exceed 5KT and traffic permitting, RWY 26 will be used for take-off and RWY 08 for landing. If the pilot-in-command considers the runway-in-use not usable for reasons of safety or performance, he shall request permission to use another runway. ATC will accept such request, provided that traffic and air safety conditions permit.

### 4.2 Turn pad

Turn pad up to code F aircraft available at beginning of RWY 08.

Aircraft shall turn anticlockwise on the turn pad. Yellow guideline markings and TWY centre line lights are present.

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## 5 SPECIFIC TRAFFIC REGULATIONS

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### 5.1 Aircraft code F and An225 Aircraft

Procedures for A380, B747-8F, An124 and An225 aircraft are available upon request and require prior permission. Please contact the Airport Authorities: [operations@ostendairport.aero](mailto:operations@ostendairport.aero) for operations with your specific aircraft.

### 5.2 Aircraft without Radio

Take-off and landing of aircraft without radio is prohibited.

### 5.3 Glider Flights

Take-off and landing of glider flights is prohibited.

### 5.4 ULM Flights

Take-off and landing of ULM flights is only allowed for aircraft complying with the following:

- three-axis ULM;
- Equipped with transponder;
- Equipped with VHF radio;

AERODROME CHART - ICAO

ARP: 511156N  
0025144E

ELEV: 7 FT

GND 121.980 TWR 118.180 ATIS 126.130

OOSTENDE-BRUGGE / Oostende (EBOS)

E002 51

E002 52

E002 53

E002 54

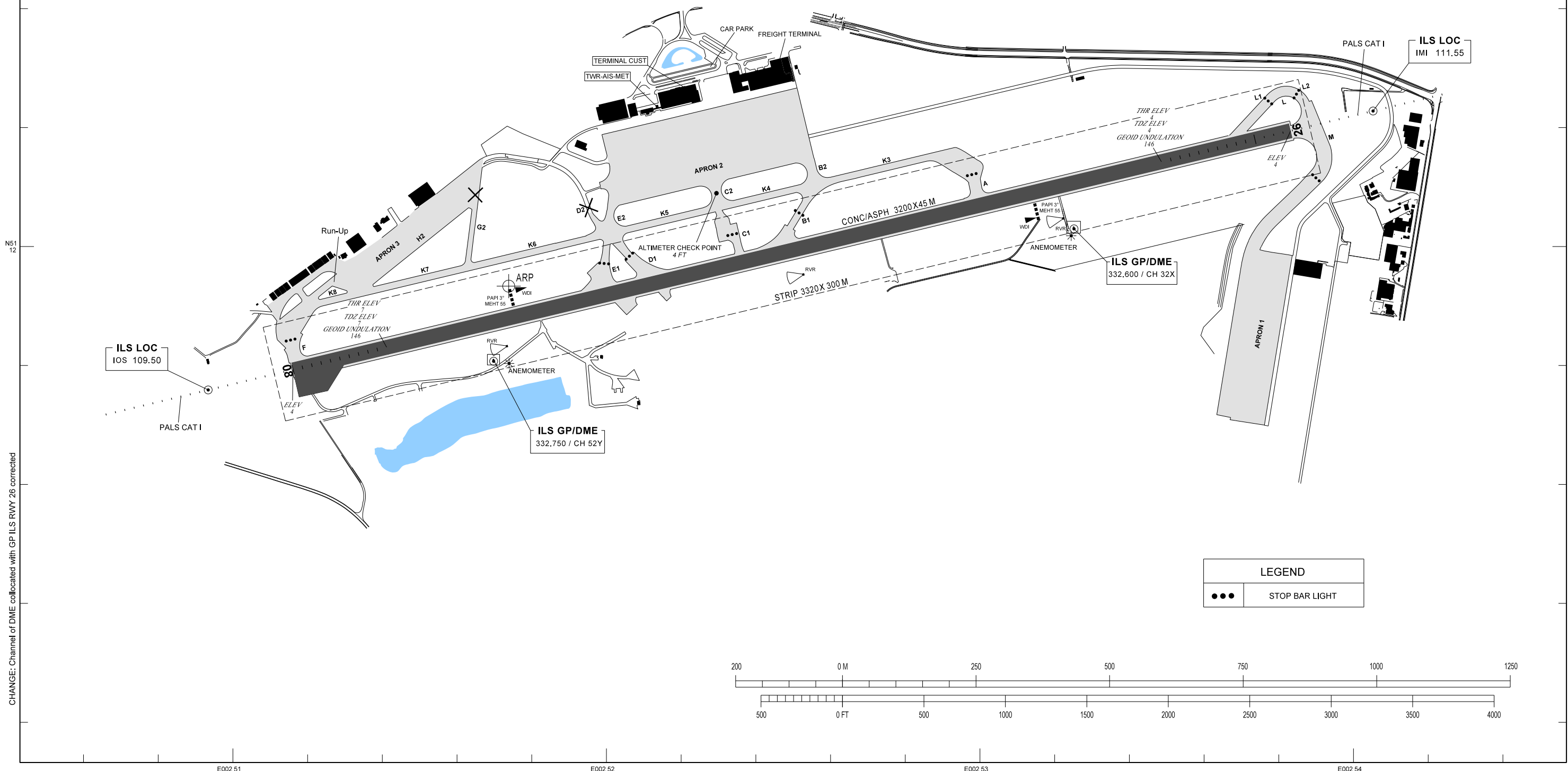
VAR 1°E 2020  
ANNUAL CHANGE  
INFO NOT AVBL

ELEVATIONS ARE IN FEET  
AND DIMENSIONS IN METRES  
BEARINGS ARE MAGNETIC

RWY	DIRECTION	THR	BEARING STRENGTH
RWY08	076.00°	N51 11 49.85 E002 51 24.68	PCN 86/F/C/W/T
RWY26	256.00°	N51 12 08.57 E002 53 29.17	PCN 86/F/C/W/T

For RWY marking and lighting: see chart AD 2.EBOS-ADC.02  
For details on hot spots: see chart AD 2.EBOS-ADC.03  
For details on the boundaries of ATC: see chart AD 2.EBOS-ADC.04

TWYs	WIDTH	SURFACE	STRENGTH	LIGHTING	
				CENTRE	EDGE
G2	15 M	CONC/ASPH	PCN 28/R/A/W/U	no	yes
H2	15 M	CONC/ASPH	PCN 52/F/C/X/T	no	no
B1	20 M	CONC/ASPH	PCN 86/F/C/W/T	no	yes
D1, E1, E2, K3, K4 K5, K6, K7 and K8	23 M	CONC/ASPH	PCN 86/F/C/W/T	no	yes
L	23 M	CONC/ASPH	PCN 86/F/C/W/T	no	yes
M	23 M	CONC/ASPH	PCN 86/F/C/W/T	yes	yes
A, B2, C2 and F	30 M	CONC/ASPH	PCN 86/F/C/W/T	no	yes
C1	NOT AVBL	CONC/ASPH	5700 KG MAX	no	no



CHANGE: Channel of DME collocated with GP ILS RWY 26 corrected

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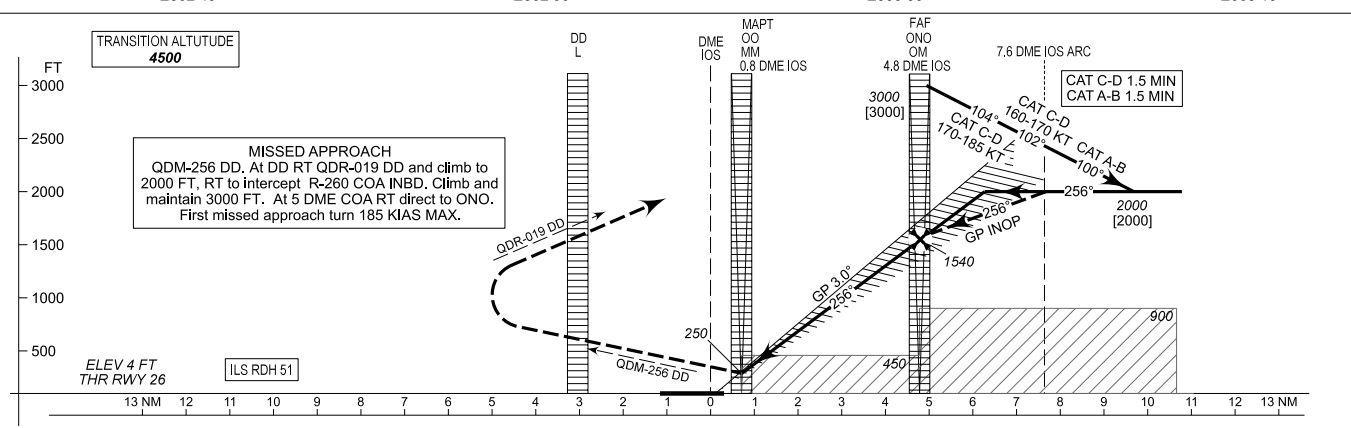
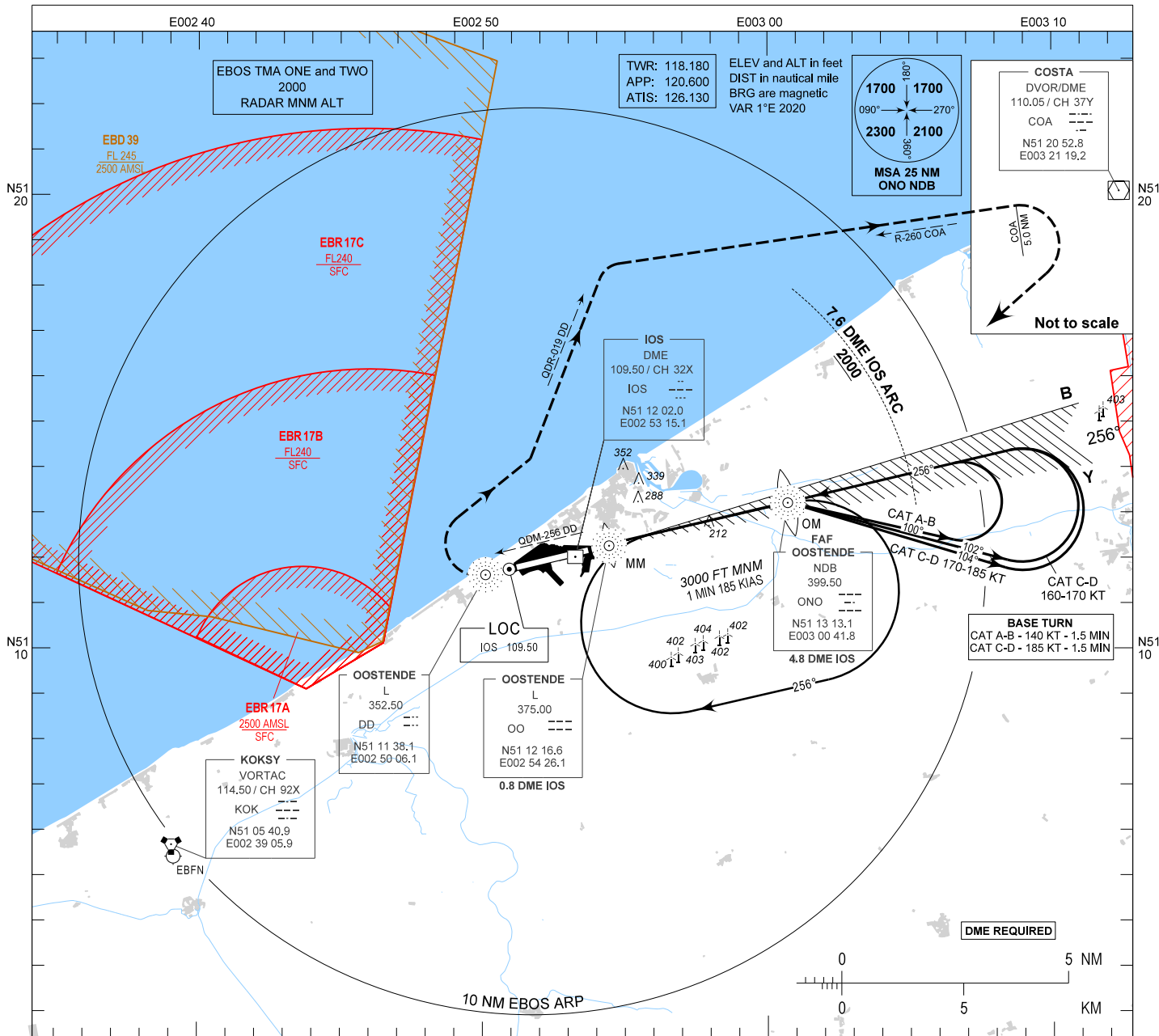


**INSTRUMENT APPROACH CHART - ICAO**

AD ELEV 7  
OCH RELATED TO  
THR RWY 26 - ELEV 4

**OOSTENDE-BRUGGE / Oostende (EBOS)**

ILS or LOC RWY 26



CHANGES: Channel of IOS DME corrected

CAT of ACFT	OCA (OCH)				FAF to MAPT - 4.1 NM						
	A	B	C	D/DL	Speed (GS)	KT	70	90	120	150	180
ILS CAT I	204 (200)	204 (200)	204 (200)	204 (200)	Rate of descent	FT/MIN	375	480	640	800	960
LOC	450 (450)	450 (450)	450 (450)	450 (450)	<b>PROCEDURE ALTITUDES (HEIGHTS)</b>						
CIRCLING	580 (570)	650 (650)	800 (790)	800 (790)							
					Altitude	1910	1600	1280	960	640	

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# ELNT - NOERTRANGE

Note: The following sections in this chapter are intentionally left blank: AD-2.3, AD-2.4, AD-2.5, AD-2.6, AD-2.7, AD-2.8, AD-2.9, AD-2.10, AD-2.11, AD-2.12, AD-2.13, AD-2.14, AD-2.15, AD-2.16, AD-2.17, AD-2.18, AD-2.19, AD-2.20, AD-2.21, AD-2.22, AD-2.23, AD-2.24

## ELNT AD 2.1 Aerodrome Location Indicator and Name

ELNT - NOERTRANGE

## ELNT AD 2.2 Aerodrome Data

1	<b>Coordinates</b>	495852N 0055505E
2	<b>Elevation (FT)</b>	1 502
3	<b>Magnetic variation / annual change</b>	3° E (2020) / 11' E increasing
4	<b>Runway, true bearing</b>	076° / 256°
5	<b>Runway dimensions (M)</b>	660 x 30
6	<b>Slope</b>	+1.8% to W
7	<b>Surface</b>	GRASS
8	<b>Strength</b>	2250KG
9	<b>Operator</b>	Fédération Aéronautique Luxembourgeoise (FAL) 3, route d'Arlon L-8009 Strassen LUXEMBOURG
10	<b>TEL</b>	+352 95 84 30 (AD) +352 49 38 52 (OPR)
11	<b>FAX</b>	NIL
12	<b>Email</b>	<a href="mailto:fal@pt.lu">fal@pt.lu</a>
13	<b>Operational hours</b>	MON-SAT: 0830 - 1100 (0730 - 1000) and 1200 - 1900 (1100 - 1800) SUN, HOL: 0830 - 1100 (0730 - 1000) and 1300 - 1900 (1200 - 1800)
14	<b>AFIS</b>	NIL
15	<b>Procedures</b>	The airfield should be overflown from the south to the north, before entering the north downwind of the airfield. Avoid straight long final on RWY 08 due to obstacle (church tower) aligned on extended centre line. Presence of obstacles (trees and bushes) in vicinity of THR 26 and along RWY penetrating the strip.
16	<b>Remarks</b>	Aerodrome operations under VMC and day conditions only. Aerodrome available only for single-engine aircraft used for para dropping. The use of the aerodrome is subject to the presence of a person in charge designated by the operator. Parachute jumping at aerodrome. "Noertrange" - A/A 126.955 (8.33 KHZ CH) - No ATS.

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# EBZU - ZUIENKERKE

Note: The following sections in this chapter are intentionally left blank: AD-2.3, AD-2.4, AD-2.5, AD-2.6, AD-2.7, AD-2.8, AD-2.9, AD-2.10, AD-2.11, AD-2.12, AD-2.13, AD-2.14, AD-2.15, AD-2.16, AD-2.17, AD-2.18, AD-2.19, AD-2.20, AD-2.21, AD-2.22, AD-2.23, AD-2.24

## EBZU AD 2.1 Aerodrome Location Indicator and Name

EBZU - ZUIENKERKE

## EBZU AD 2.2 ULM Data

1	<b>Coordinates</b>	511524N 0030826E
2	<b>Elevation (FT)</b>	1
3	<b>Geoid undulation (FT)</b>	146
4	<b>Runway</b>	17/35
5	<b>Runway bearing (MAG)</b>	172° / 352°
6	<b>Runway dimensions (M)</b>	407 x 18
7	<b>Slope</b>	NIL
8	<b>Surface</b>	GRASS
9	<b>Strength</b>	3000KG
10	<b>Operator</b>	Zuienkerke Aviation ULM Mr Gilbert Van Den Broucke Vanderstichelenstraat 3 Bus 201 8370 Blankenberge BELGIUM
11	<b>TEL</b>	+32 (0) 475 79 15 38 (Mr. Van Den Broucke) +32 (0) 472 60 05 09 (Mr. De Jonghe)
12	<b>FAX</b>	+32 (0) 50 31 76 70
13	<b>Email</b>	<a href="mailto:van.den.broucke@pandora.be">van.den.broucke@pandora.be</a> <a href="mailto:dirk@ctsw.be">dirk@ctsw.be</a>
14	<b>Operational hours</b>	SR-30 MIN - SS+30 MIN
15	<b>Basic Information</b>	"Zuienkerke Radio" - 123.430 (8.33 KHZ CH) - INFO only, no ATC.
16	<b>Procedures</b>	RWY 17: right-hand circuit. Circuit height: 900FT AGL.
17	<b>Remarks</b>	The use of the aerodrome is subject to prior permission from the operator. No helicopters allowed. Radio mandatory. Training flights for home-based pilots only.

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# EBYP - IEPER / Jan Yperman

Note: The following sections in this chapter are intentionally left blank: AD-3.3, AD-3.4, AD-3.5, AD-3.6, AD-3.7, AD-3.8, AD-3.9, AD-3.10, AD-3.11, AD-3.12, AD-3.13, AD-3.14, AD-3.15, AD-3.16, AD-3.17, AD-3.18, AD-3.19, AD-3.20, AD-3.21, AD-3.22, AD-3.23

## EBYP AD 3.1 Heliport Location Indicator and Name

EBYP - IEPER / Jan Yperman

## EBYP AD 3.2 Heliport Data

1	<b>Coordinates</b>	505149N 0025348E
2	<b>Elevation (FT)</b>	63
3	<b>Geoid undulation (FT)</b>	147
4	<b>Dimensions (M)</b>	30 in diameter
5	<b>Slope</b>	< 2%
6	<b>Surface</b>	ASPH
7	<b>Strength</b>	10 000 KG
8	<b>Arrival routes (MAG)</b>	080° and 290°
9	<b>Operator</b>	Regionaal Ziekenhuis Jan Yperman VZW Briekstraat 12 8900 Ieper BELGIUM
10	<b>TEL</b>	+32 (0) 57 35 60 00 +32 (0) 475 29 52 35 (Mr Perseyn)
11	<b>FAX</b>	+32 (0) 57 35 60 09
12	<b>Email</b>	<a href="mailto:rik.persyn@yperman.net">rik.persyn@yperman.net</a>
13	<b>Operational hours</b>	H24
14	<b>Basic Information (languages used)</b>	NIL
15	<b>Remarks</b>	Prior permission required. Only helicopters operating in performance class I performing HEMS and AIR AMBULANCE flights.

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