

AERONAUTICAL INFORMATION PUBLICATION

Belgium and Luxembourg

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AIRAC AMDT
005/2024

Publication date: 04 APR 2024
Effective Date: 16 MAY 2024

1. Amendment content:

Section	Subject	Change
EBLG AD 2.22	STAR CIV8X, KOK8X and NIK8X	Updated
EBLG AD 2.22	Radio Communication Failure, IFR flights	Updated
EBLG AD 2.24	Standard Arrival Chart - Instrument (STAR) - ICAO	Updated
ELLX AD 2.20	Apron Regulations	Updated
ELLX AD 2.24	Aerodrome Chart - ICAO	Updated
ELLX AD 2.24	Aerodrome Chart - ICAO. Appendix 1: Runway Markings and Lighting Aids	Updated
ELLX AD 2.24	Aerodrome Ground Movement Chart - ICAO	Updated
ELLX AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways and Aprons	Updated
ELLX AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 2: Hot Spots	Updated
ELLX AD 2.24	Aircraft Parking Docking Chart - ICAO: Apron P8 & P9	New
EBOS AD 2.19	Radio Navigation and Landing Aids. ILS 26, DME	New
EBOS AD 2.24	Aerodrome Chart - ICAO	Updated
EBOS AD 2.24	Instrument Approach Chart - ICAO: ILS or LOC RWY 26	Updated

2. Hand corrections to the following pages:

NIL

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

NOTAM: NIL

SUP: NIL

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

GEN 0.2 Record of AIP Amendments

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001/2022	13-Jan-2022	27-Jan-2022	
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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

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	21-MAR-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	21-MAR-2024	AD 2.EBBR-IAC.06-1	21-MAR-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	21-MAR-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	21-MAR-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	21-MAR-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	21-MAR-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	21-MAR-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	21-MAR-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	21-MAR-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	18-APR-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	18-APR-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	18-APR-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	18-APR-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	21-MAR-2024	AD 2.EBLG-ATCSMAC.01-2	21-MAR-2024	AD 2.ELLX-35	16-MAY-2024
AD 2.EBKT-IAC.02-2	21-MAR-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	22-FEB-2024	AD 2.EBLG-IAC.02-2	18-APR-2024	AD 2.ELLX-PATC.01-1	15-JUN-2023
AD 2.EBLG-16	22-FEB-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	05-OCT-2023	AD 2.ELLX-IAC.02b-2	18-APR-2024
AD 2.EBLG-GMC.01-1	21-MAR-2024	AD 2.ELLX-6	05-OCT-2023	AD 2.ELLX-IAC.03-1	18-APR-2024
AD 2.EBLG-GMC.01-2	21-MAR-2024	AD 2.ELLX-7	07-SEP-2023	AD 2.ELLX-IAC.03-2	18-APR-2024
AD 2.EBLG-GMC.02a-1	21-MAR-2024	AD 2.ELLX-8	07-SEP-2023	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	29-DEC-2022	AD 3.HOSP-EBEA-2	23-APR-2020	AD 3.PVT-EBFI-1	04-NOV-2021
AD 2.PVT-ELNT-2	29-DEC-2022	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	23-APR-2020	AD 3.PVT-EBLT-2	23-APR-2020
AD 2.PVT-EBST-1	30-NOV-2023	AD 3.HOSP-EBYP-2	23-APR-2020	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
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AD 2.ULM-EBOR-1	25-FEB-2021	AD 3.PVT-EBBM-2	23-APR-2020	AD 3.PVT-EBNR-1	23-APR-2020
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AD 3.PERS-EBYC-1	18-JUN-2020
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AD 3.PERS-EBWV-1	18-JUN-2020
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2.3.8.1 Route Description

DESIGNATOR	Description	RMK
LNO6X	RNAV1: LNO[A3000+; K250-] - ALHUV[A3000+; K250-]	
GESLO6X	RNAV1: GESLO[F140+] - LNO[F140+; L] - ALHUV[A3000+; K250-]	
CIV8X	RNAV1: CIV[F080+] - GILOM[F080+; K250-; R] - ALHUV[F060+; K250-]	
KOK8X	RNAV1: KOK[F080+] - MAK[F080+] - ALHUV[F060+; K250-]	
NIK8X	RNAV1: NIK[F080+] - GILOM[F080+; K250-; L] - ALHUV[F060+; K250-]	

ONLY AT ATC DISCRETION

DESIGNATOR	Description	RMK
LNO6D	RNAV1: LNO[F060+] - GIREL[F060+; R] - RUDIX[F060+; R] - ALHUV[A3000+; K250-]	
GESLO6D	RNAV1: GESLO[F140+] - RITAX[F140+; R] - GIREL[F060+; L] - RUDIX[F060+; R] - ALHUV[A3000+; K250-]	
CIV7D	RNAV1: CIV[F080+] - GSY[F080+; L] - RUDIX[F060+; L] - ALHUV[A3000+; K250-]	
KOK7D	RNAV1: KOK[F080+] - GSY[F080+; L] - RUDIX[F060+; L] - ALHUV[A3000+; K250-]	
NIK7D	RNAV1: NIK[F080+] - GSY[F080+; L] - RUDIX[F060+; L] - ALHUV[A3000+; K250-]	

RWY22L

DESIGNATOR	Description	RMK
ALHUV1A	RNAV1: ALHUV[A3000+; K250-] - IPLAN[A3000+; K250-] - RERTI[A3000+; K250-] - LIBVA[A2500+; K200-]	
ALHUV1B	RNAV1: ALHUV[A3000+; K250-] - OLPUN[A3000+; K250-] - GIKLI[A3000+; K250-] - LIBVA[A2500+; K200-]	

RWY22R

DESIGNATOR	Description	RMK
ALHUV1C	RNAV1: ALHUV[A3000+; K250-] - IPLAN[A3000+; K250-] - RERTI[A3000+; K250-] - LAVTO[A2500+; K200-]	
ALHUV1D	RNAV1: ALHUV[A3000+; K250-] - OLPUN[A3000+; K250-] - GIKLI[A3000+; K250-] - LAVTO[A2500+; K200-]	

RWY04L

DESIGNATOR	Description	RMK
ALHUV1W	RNAV1: ALHUV[A3000+; K250-] - LITPO[A3000+; K250-] - OSTAT[A3000+; K250-] - MAPUP[A3000+; K250-]	ATC DISCRETION ONLY
ALHUV1X	RNAV1: ALHUV[A3000+; K250-] - NEPIV[A3000+; K250-] - EVSEN[A3000+; K250-] - MAPUP[A3000+; K250-]	

RWY04R

DESIGNATOR	Description	RMK
ALHUV1Y	RNAV1: ALHUV[A3000+; K250-] - LITPO[A3000+; K250-] - OSTAT[A3000+; K250-] - TUTSO[A3000+; K250-]	ATC DISCRETION ONLY
ALHUV1Z	RNAV1: ALHUV[A3000+; K250-] - NEPIV[A3000+; K250-] - EVSEN[A3000+; K250-] - TUTSO[A3000+; K250-]	

2.3.8.2 Waypoints

ID	LATITUDE	LONGITUDE
ALHUV	503914.4N	0052813.5E
EVSEN	502450.7N	0051831.7E
GIKLI	504207.2N	0054402.2E
IPLAN	504657.5N	0052501.2E
LAVTO	504546.6N	0053821.7E
LIBVA	504541.5N	0053829.6E
LITPO	503605.0N	0050958.1E
MAPUP	502904.7N	0051156.0E
NEPIV	502805.3N	0052334.5E
OLPUN	503917.7N	0053933.1E
OSTAT	503311.7N	0050529.3E
RERTI	505036.4N	0053049.9E
TUTSO	502859.8N	0051203.6E

2.3.8.3 Path Terminators

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

LNO6X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Nav. Spec.	Remarks
1	LNO	IF	N			3000+		250-	RNAV1	
2	ALHUV	TF	N	294.1		3000+	10.0	250-	RNAV1	

GESLO6X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Nav. Spec.	Remarks
1	GESLO	IF	N			FL140+			RNAV1	
2	LNO	TF	N	339.7	L	FL140+	32.5		RNAV1	
3	ALHUV	TF	N	294.1		3000+	10.0	250-	RNAV1	

CIV8X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Nav. Spec.	Remarks
1	CIV	IF	N			FL 080+			RNAV1	
2	GILOM	TF	N	073.1	R	FL 080+	37.5	250-	RNAV1	
3	ALHUV	TF	N	102.2		FL 060+	27.2	250-	RNAV1	

KOK8X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Nav. Spec.	Remarks
1	KOK	IF	N			FL 080+			RNAV1	
2	MAK	TF	N	103.4		FL 080+	32.9		RNAV1	
3	ALHUV	TF	N	103.2		FL 060+	77.4	250-	RNAV1	

NIK8X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Nav. Spec.	Remarks
1	NIK	IF	N			FL 080+			RNAV1	
2	GILOM	TF	N	137.7	L	FL 080+	33.4	250-	RNAV1	
3	ALHUV	TF	N	102.2		FL 060+	27.2	250-	RNAV1	

LNO6D

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Nav. Spec.	Remarks
1	LNO	IF	N			FL 060+		250-	RNAV1	
2	GIREL	TF	N	198.1	R	FL 060+	21.0	250-	RNAV1	
3	RUDIX	TF	N	300.4	R	FL 060+	19.6	250-	RNAV1	
4	ALHUV	TF	N	044.7		3000+	20.0	250-	RNAV1	

GESLO6D

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Nav. Spec.	Remarks
1	GESLO	IF	N			FL140+			RNAV1	
2	RITAX	TF	N	269.5	R	FL140+	7.7		RNAV1	
3	GIREL	TF	N	316.0	L	FL 060+	14.7	250-	RNAV1	
4	RUDIX	TF	N	300.4	R	FL 060+	19.6	250-	RNAV1	
5	ALHUV	TF	N	044.7		3000+	20.0	250-	RNAV1	

CIV7D

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Nav. Spec.	Remarks
1	CIV	IF	N			FL 080+		250-	RNAV1	
2	GSY	TF	N	107.0	L	FL 080+	24.4	250-	RNAV1	
3	RUDIX	TF	N	094.6	L	FL 060+	25.4	250-	RNAV1	
4	ALHUV	TF	N	044.7		3000+	20.0	250-	RNAV1	

KOK7D

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Nav. Spec.	Remarks
1	KOK	IF	N			FL 080+		250-	RNAV1	
2	GSY	TF	N	118.8	L	FL 080+	78.3	250-	RNAV1	
3	RUDIX	TF	N	094.6	L	FL 060+	25.4	250-	RNAV1	
4	ALHUV	TF	N	044.7		3000+	20.0	250-	RNAV1	

NIK7D

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Nav. Spec.	Remarks
1	NIK	IF	N			FL 080+		250-	RNAV1	
2	GSY	TF	N	167.0	L	FL 080+	43.8	250-	RNAV1	
3	RUDIX	TF	N	094.6	L	FL 060+	25.4	250-	RNAV1	
4	ALHUV	TF	N	044.7		3000+	20.0	250-	RNAV1	

ALHUV1A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Nav. Spec.	Remarks
1	ALHUV	IF	N			3000+		-250	RNAV1	
2	IPLAN	TF	N	345.2	R	3000+	8.0	-250	RNAV1	
3	RERTI	TF	N	045.2	R	3000+	5.2	-250	RNAV1	
4	LIBVA	TF	N	135.3	R	2500+	6.9	200	RNAV1	IF

ALHUV1B

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Nav. Spec.	Remarks
1	ALHUV	IF	N			3000+		-250	RNAV1	
2	OLPUN	TF	N	089.5	L	3000+	7.2	-250	RNAV1	
3	GIKLI	TF	N	045.2	L	3000+	4.0	-250	RNAV1	
4	LIBVA	TF	N	315.5	L	2500+	5.0	-200	RNAV1	IF

ALHUV1C

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Nav. Spec.	Remarks
1	ALHUV	IF	N			3000+		-250	RNAV1	
2	IPLAN	TF	N	345.2	R	3000+	8.0	-250	RNAV1	
3	RERTI	TF	N	045.2	R	3000+	5.2	-250	RNAV1	
4	LAVTO	TF	N	135.3	R	2500+	6.8	-200	RNAV1	IF

ALHUV1D

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Nav. Spec.	Remarks
1	ALHUV	IF	N			3000+		-250	RNAV1	
2	OLPUN	TF	N	089.5	L	3000+	7.2	-250	RNAV1	
3	GIKLI	TF	N	045.2	L	3000+	4.0	-250	RNAV1	
4	LAVTO	TF	N	315.5	L	2500+	5.1	-200	RNAV1	IF

ALHUV1W

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Nav. Spec.	Remarks
1	ALHUV	IF	N			3000+		-250	RNAV1	
2	LITPO	TF	N	254.9		3000+	12.1	-250	RNAV1	
3	OSTAT	TF	N	224.7		3000+	4.1	-250	RNAV1	
4	MAPUP	TF	N	135.0		3000+	5.8	-250	RNAV1	IF

ALHUV1X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Nav. Spec.	Remarks
1	ALHUV	IF	N			3000+		-250	RNAV1	
2	NEPIV	TF	N	194.6		3000+	11.6	-250	RNAV1	
3	EVSEN	TF	N	224.9		3000+	4.6	-250	RNAV1	
4	MAPUP	TF	N	315.2		3000+	6.0	-250	RNAV1	IF

ALHUV1Y

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Nav. Spec.	Remarks
1	ALHUV	IF	N			3000+		-250	RNAV1	
2	LITPO	TF	N	254.9		3000+	12.1	-250	RNAV1	
3	OSTAT	TF	N	224.7		3000+	4.1	-250	RNAV1	
4	TUTSO	TF	N	135.0		3000+	5.9	-250	RNAV1	IF

ALHUV1Z

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	Nav. Spec.	Remarks
1	ALHUV	IF	N			3000+		-250	RNAV1	
2	NEPIV	TF	N	194.6		3000+	11.6	-250	RNAV1	
3	EVSEN	TF	N	224.9		3000+	4.6	-250	RNAV1	
4	TUTSO	TF	N	315.2		3000+	5.9	-250	RNAV1	IF

4.1.3 Communications

Pilots will be informed by ATIS or ATC when LVO are in progress. The ATIS message will contain the phrase "LOW VISIBILITY OPERATIONS" and will also provide details of any unavailability of equipment relevant to LVO.

Pilots will be informed by ATC when LVP are terminated.

4.2 Criteria for Initiation and Termination of LVO

The preparation phase will start when visibility falls below 1500M and/or ceiling is at or below 300FT, and CAT II/III operations are expected. During this phase the aerodrome will activate LVP. The operations phase will start when RVR falls below 550M and/or ceiling is below 200FT.

The termination phase will occur when visibility is 800M, and ceiling is above 200FT and both improving. During this phase the aerodrome will deactivate LVP.

4.3 Other Information

As long as LVP are active at the aerodrome, departing aircraft shall report at the take-off CAT II/III holding position or at any other point when so requested by ATC.

Arriving aircraft shall report:

- passing the OM (RWY 22L) or 3.9 DME IHH (RWY 04R) on final;
- when having vacated the sensitive area after landing;
- when initiating a missed approach.

5 VFR FLIGHTS

5.1 Visual Reporting Points

Following reporting points shall be used to join and leave EBLG or to cross the EBLG CTR:

Name	Associated landmark	Position
ROMEO	intersection motorway E40 (Brussels - Liège) and road N69 (Tongeren - Waremme)	504217N 0051736E
INDIA	Ivoz-Ramet, bridge on dam	503530N 0052742E
OSCAR	intersection roads N63 (Liège - Marche-en-Famenne) and road N663 (Seraing - Tilf)	503400N 0053258E
FOXHE	church of Fexhe-le-haut-Clocher	503958N 0052353E

Additional reporting points to be used only at ATC discretion:

Name	Associated landmark	Position
ECHO	intersection motorway E40/E42 and E25	504049N 0053934E
WISKY	intersection motorway E42 (Liège - Namur) and road N64 (Huy - Hannut)	503451N 0051238E
NOVEM	intersection motorway E313 (Liège - Antwerpen) and road N79 (Maastricht - Tongeren)	504736N 0053151E
SIERA	Soheit-Tinlot, crossroads on the road N63 (Liège - Marche-en-Famenne)	502833N 0052232E

Pilots shall comply with ATC routing instructions. All points are mandatory reporting points.

Standard routings "ROMEO-FOXHE" and "OSCAR-INDIA" are deemed separated from STAR and SID.

5.2 Inbound Traffic

VFR and special VFR flights must be conducted in accordance with the following provisions:

- a. Unless otherwise instructed:
 - Entry from the west and the north: proceed towards ROMEO, then to FOXHE;
 - Entry from the east and the south: proceed towards OSCAR, then to INDIA;
 - FOXHE and INDIA are clearance limit points (HLDG). Upon reaching one of the points, pilots shall perform orbits at 1500FT AMSL (HEL 1300FT AMSL) unless otherwise instructed by ATC;
- b. MAX ALT:
 - 2000FT AMSL at ROMEO and OSCAR when entering the CTR, descending to 1500FT AMSL (HEL 1300FT AMSL);
 - 1500FT AMSL at FOXHE and INDIA (HEL 1300FT AMSL);
- c. Aircraft shall join the aerodrome circuit at 1500FT AMSL (HEL 1300FT AMSL).

5.3 Outbound Traffic

VFR and special VFR flights shall be conducted in accordance with the following provisions:

- a. Unless otherwise instructed:
 - Exit to the west and the north: proceed to FOXHE, then to ROMEO;
 - Exit to the east and the south: proceed to INDIA, then to OSCAR;
- b. MAX ALT:
 - FOXHE and INDIA shall be crossed at 1500FT AMSL MAX;
 - MAX ALT to leave the CTR: 2000FT AMSL.

5.4 Aerodrome Traffic Circuits

Aerodrome traffic circuits shall be operated continuously in sight of Liège TWR and at an altitude not exceeding 1500FT AMSL.

6 HELICOPTER FLIGHTS

NIL

7 RADIO COMMUNICATION FAILURE

7.1 IFR Flight

If an aircraft does not succeed in landing within the 30MIN normally allowed to make its approach and landing, it must leave the CTR on heading 270° from ALHUV at 2400FT AMSL and land at the first suitable aerodrome where the MET conditions permit a visual approach and landing.

7.2 VFR Flights

7.2.1 Outside Controlled Airspace

In all cases, the aircraft shall remain outside the controlled airspace.

7.2.2 Within Controlled Airspace But Outside the Aerodrome Traffic Circuit

According to its position from the RWY axis, the aircraft shall leave the controlled airspace by the shortest way:

- a. north of the RWY axis: via visual reporting point ROMEO;
- b. south of the RWY axis: via visual reporting point OSCAR.

7.2.3 Within the Aerodrome Traffic Circuit

A full-stop landing shall be performed.

EBLG AD 2.23 Additional Information

1 AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS)

ATIS broadcast messages serving INBD and OUBD TFC are broadcasted H24 (for FREQ, see [EBLG AD 2.18](#)).

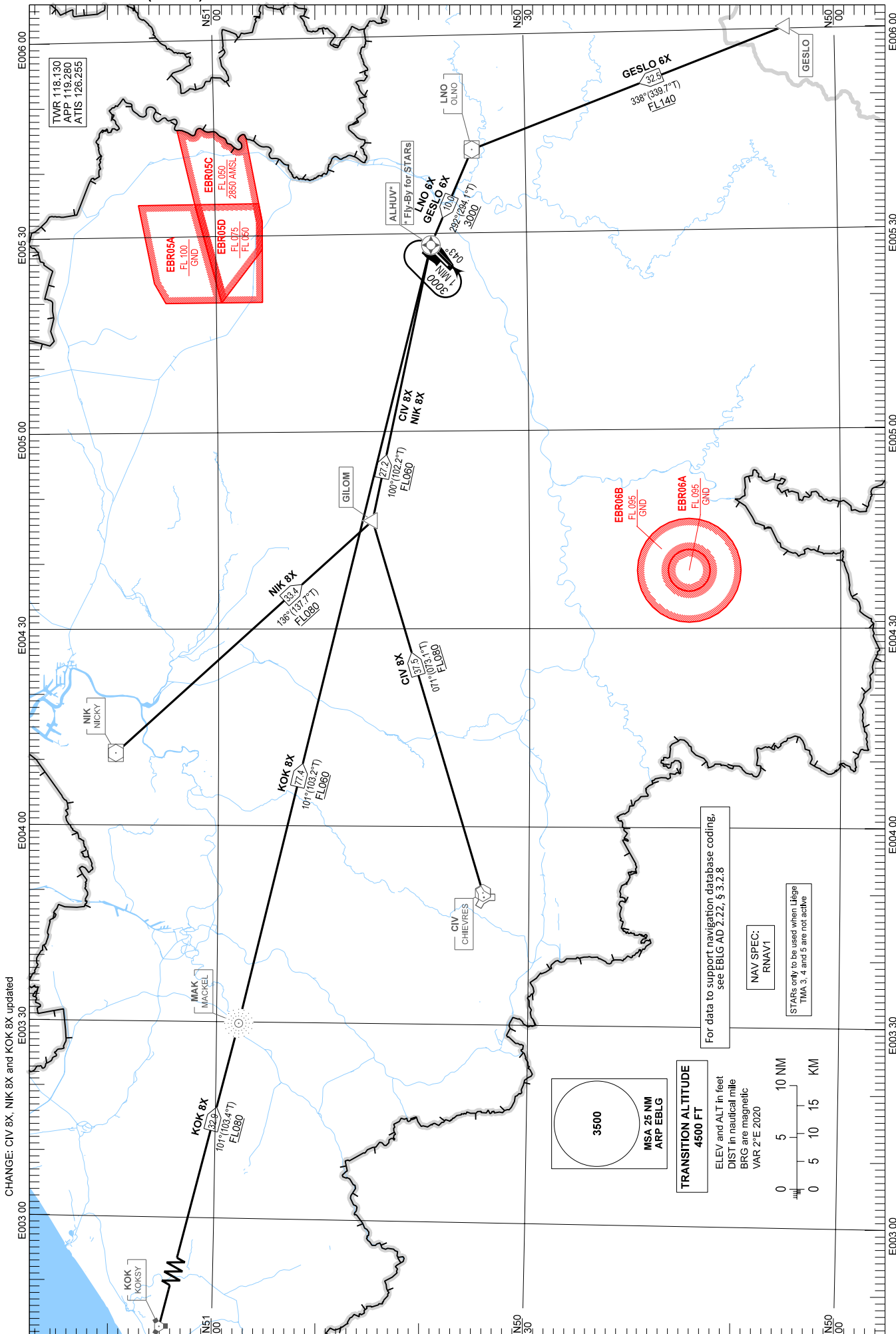
They contain the following elements in the order as listed:

Item	ATIS	Start of expression
Aerodrome name	LIÈGE	Liège...
Alphabetical designator	INFO (A till Z)	Information... (alfa - zulu)
ATIS Time	HHMM
Type of approach to be expected	TYPE APCH	Expecting vectoring...
Runway in use for ARR and DEP	RIU for ARR and DEP	RWY... for ARR and DEP
RSCD time	RSCD AT HHMM	Runway surface condition at...
RSCD for complete RWY or per third part of RWY including depth	TDZ...UP TO...mm MID...UP TO...mm END...UP...mm	touchdown zone...up to...mm middle...up to...mm end...up to...mm
RWYCC	RWYCC	Runway condition code...
Transition level	TRL	Transition level...

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

LNO 6X GESLO 6X CIV 8X
KOK 8X NIK 8X

LIÈGE / Liège (EBLG)



CHANGE: CIV 8X, NIK 8X and KOK 8X updated

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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

2 TAXI REGULATIONS

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 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.

TWY F is not available for aircraft with WTC H.

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.

3 APRON REGULATIONS

No control service provided on aprons by ATC.

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.

4 RUNWAY REGULATIONS

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 ≤ 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.

5 SPECIFIC TRAFFIC REGULATIONS

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.

6.2.2 Performance Based Navigation**6.2.2.1 Standard Instrument Arrivals**

- Set transponder code 7600;
- Follow STAR to end waypoint;
- Proceed to DIK at last assigned and acknowledged flight level;
- Continue with a published approach.

6.2.2.2 Transitions

- Set transponder code 7600;
- Follow Transition to FAF/FAP;
- Adhere to published profile and speed;
- Continue with a published approach.

6.2.2.3 Holding Patterns

- Commence descent from the last NAVAID or fix at or as close as possible to the last expected approach time that has been received and acknowledged;
- If no expected approach time has been received and acknowledged, the estimated time of arrival as indicated in the FPL shall be used;
- Continue with a published approach;
- Land, if possible, within 30 MIN after the ETA or the last acknowledged expected approach time, whichever is earlier.

6.3 VFR

- Set transponder on code 7600;
- Without clearance do not enter Luxembourg CTR and land on alternate aerodrome;
- If already cleared to join aerodrome circuit: hold on downwind and look out for light signals from TWR.

ELLX AD 2.23 Additional Information

1 ATIS

ATIS messages serving both inbound and outbound traffic are broadcast H24 (see [ELLX AD 2.18](#)) and available via phone under: +352 47 98 27 30 0.

The messages contain following elements in the order as listed:

Item	Remarks
Name of aerodrome	
Arrival and departure indicator with alphabetical designator	
Time of observation	Expressed in HR and MIN UTC.
Type of approach(es) to be expected	Not reported.
Runway-in-use	
-	Significant runway surface conditions are reported at end of message, see below.
Holding delay	If appropriate.
Transition level	
ATC operational information	
Operational status LVP	Low visibility operations are announced when RVR is at or below 800 M or ceiling or vertical visibility is at or below 200 FT.
Surface wind direction (in degrees magnetic) and speed (average and gusts when appropriate)	Expressions "variable" and "calm" are used when appropriate.
Visibility, and when applicable, RVR with the indication of the runway and the section of the runway to which the information refers	The expression CAVOK is used when VIS is 10 KM MNM, no clouds exist below 5000 FT and no CB are present and no precipitation or thunderstorms exist.
Present weather	
Clouds (amount expressed by SCT, BKN and OVC, height in feet. Types CB and TCU only are specified)	

Item	Remarks
Air temperature and dew point temperature	
QNH	In HPA.
Information on recent weather of operational significance	Reported over the ATC frequencies.
Wind shear	
Trend forecast	
Significant runway surface conditions (RWYCC for all three parts of the runway, for each of the three parts of the runway the coverage, the depth of loose contaminant in MM as applicable and the condition description)	Runway condition information is always provided starting from THR RWY06. Runway condition for a dry runway (RWYCC 6/6/6) will not be included in ATIS messages.

2 Wildlife Inspections

Wildlife inspections are active MON-SUN: 0430-2100 (0330-2000) and use various equipment, including remote control gas cannons, flare shell crackers, alternating wildlife dispersal guns and amplified cries of distress.

ELLX AD 2.24 Charts Related to ELLX

AD 2.ELLX-ADC.01	Aerodrome Chart - ICAO
AD 2.ELLX-ADC.02	Aerodrome Chart - ICAO. Appendix 1: Runway Markings and Lighting Aids
AD 2.ELLX-GMC.01	Aerodrome Ground Movement Chart - ICAO
AD 2.ELLX-GMC.02	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways and Aprons
AD 2.ELLX-GMC.03	Aerodrome Ground Movement Chart - ICAO. Appendix 2: Hot Spots
AD 2.ELLX-APDC.01	Aircraft Parking Docking Chart - ICAO
AD 2.ELLX-APDC.02	Aircraft Parking Docking Chart - ICAO: Apron P5
AD 2.ELLX-APDC.03	Aircraft Parking Docking Chart - ICAO: Apron P8 & P9
AD 2.ELLX-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations): RWY 06/24
AD 2.ELLX-PATC.01	Precision Approach Terrain Chart - ICAO: RWY 24
AD 2.ELLX-ATCSMAC.01	ATC Surveillance Minimum Altitude Chart - ICAO
AD 2.ELLX-STAR.01	Standard Arrival Chart - Instrument (STAR) - ICAO: Holding DIK DVOR/DME
AD 2.ELLX-STAR.02	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV ALL RWY
AD 2.ELLX-STAR.03	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION TO RWY 06
AD 2.ELLX-STAR.04	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION TO RWY 24
AD 2.ELLX-SID.01	Standard Departure Chart - Instrument (SID) - ICAO: RWY 06
AD 2.ELLX-SID.02	Standard Departure Chart - Instrument (SID) - ICAO: RWY 24
AD 2.ELLX-SID.03	Standard Departure Chart - Instrument (SID) - ICAO: RNAV RWY 06
AD 2.ELLX-SID.04	Standard Departure Chart - Instrument (SID) - ICAO: RNAV RWY 24
AD 2.ELLX-IAC.01a	Instrument Approach Chart - ICAO: ILS or LOC z RWY 06
AD 2.ELLX-IAC.01b	Instrument Approach Chart - ICAO: ILS or LOC y RWY 06
AD 2.ELLX-IAC.02a	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC z RWY 24
AD 2.ELLX-IAC.02b	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC y RWY 24
AD 2.ELLX-IAC.03	Instrument Approach Chart - ICAO: VOR RWY 06 IAF DIK
AD 2.ELLX-IAC.04	Instrument Approach Chart - ICAO: VOR RWY 24 IAF DIK
AD 2.ELLX-IAC.05	Instrument Approach Chart - ICAO: RNP RWY 06
AD 2.ELLX-IAC.05a	Instrument Approach Chart - ICAO: RNP RWY 06. Appendix: FAS Datablock
AD 2.ELLX-IAC.06	Instrument Approach Chart - ICAO: RNP RWY 24
AD 2.ELLX-IAC.06a	Instrument Approach Chart - ICAO: RNP RWY 24. Appendix: FAS Datablock
AD 2.ELLX-VAC.01	Visual Approach Chart - ICAO
AD 2.ELLX-VAC.02	Visual Approach Chart - ICAO. Appendix 1: Aerodrome Traffic Circuit

AERODROME CHART - ICAO

ARP: 493724N
0061216E

ELEV: 1234 FT

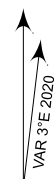
TWR 118.105
ATIS 134.755
CLR 121.855

LUXEMBOURG / Luxembourg (ELLX)

RWY	DIRECTION	THR	BEARING STRENGTH
RWY06	057°	N493703.08 E0061115.05	PCN 79/F/A/W/T
RWY24	237°	N493807.42 E0061408.17	PCN 79/F/A/W/T

MEAN APRON ELEV	
APRONS	ELEV IN FEET
P1	1226
P2	1233
P4	1227
P5	1204
P6	1189
P7	1216
P8	1192
P9	1189
P10	1219

For details on aprons and taxiways, see ELLX AD 2.8



ELEVATIONS ARE IN FEET
AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

Geoid undulation 158 FT

LUXEMBOURG
DVOR/DME
112.25 / CH 59Y
LUX
N49 38 22.3
E006 14 50.2

ILS LOC
ILE 109.90

THR ELEV 1213
TDZ ELEV 1213

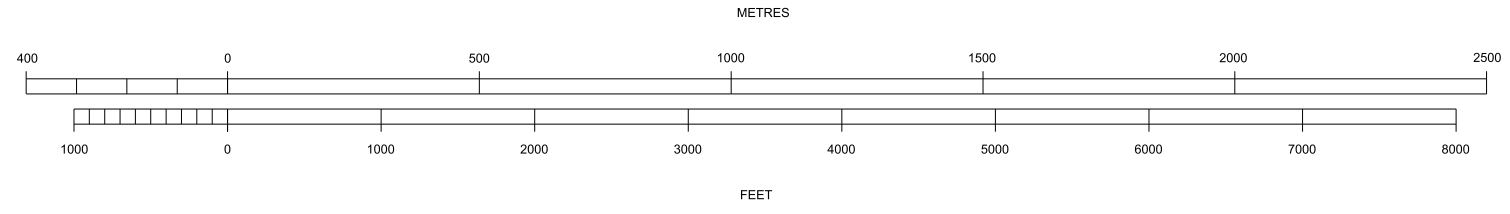
ILS GP/DME
330.200 / CH 44X

ILS LOC
ILW 110.70

THR ELEV 1158
TDZ ELEV 1204

ILS GP/DME
333.800 / CH 36X

LEGEND	
	SLIDING GATE
	APRON BOUNDARY



CHANGE: New apron P5

N49 37

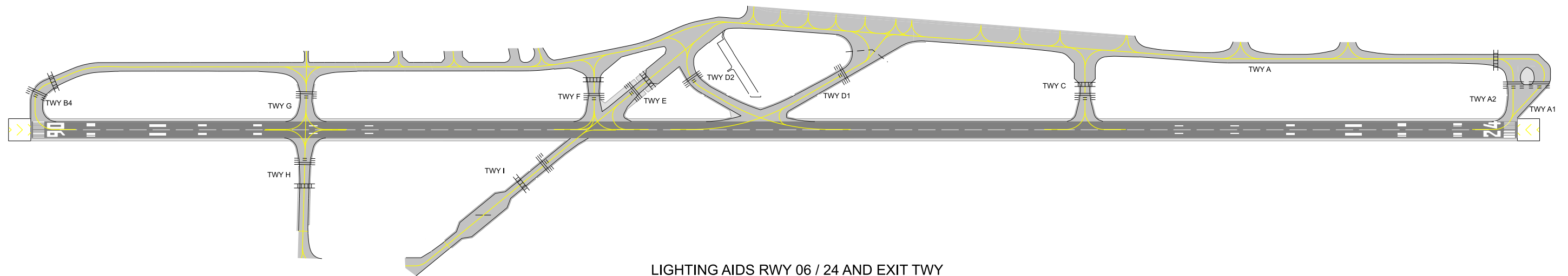
N49 37

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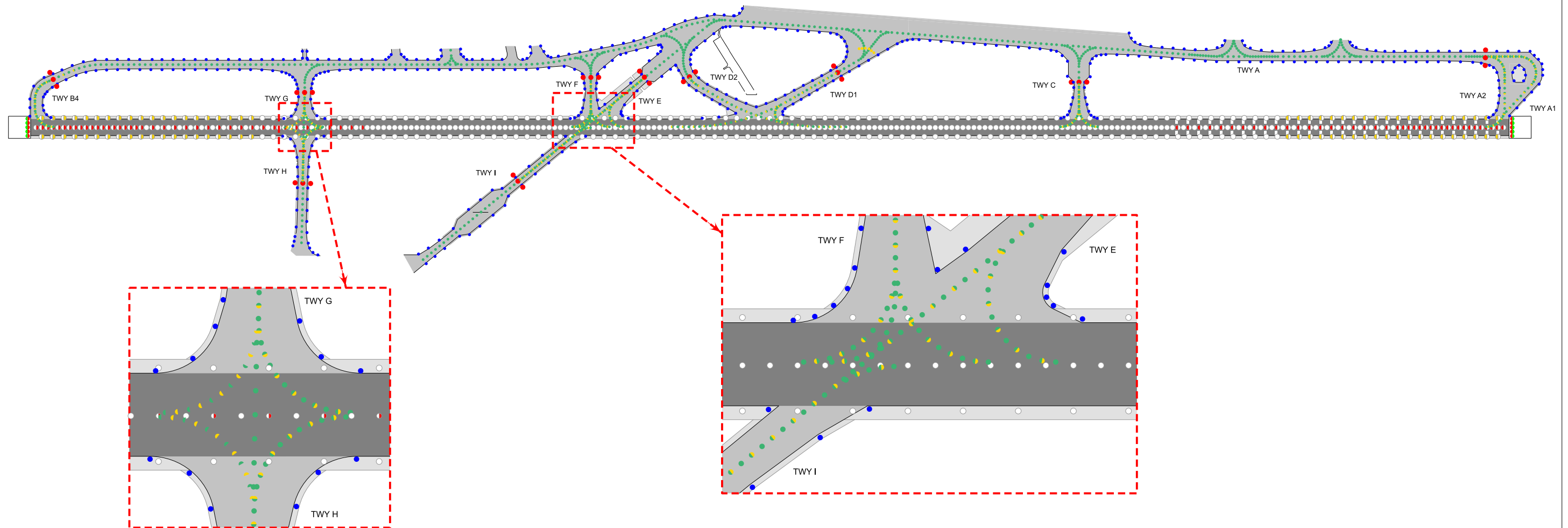
AERODROME CHART - ICAO
APPENDIX: RUNWAY MARKING AND LIGHTING AIDS

LUXEMBOURG / Luxembourg (ELLX)

MARKING AIDS RWY 06 / 24 AND EXIT TWY



LIGHTING AIDS RWY 06 / 24 AND EXIT TWY



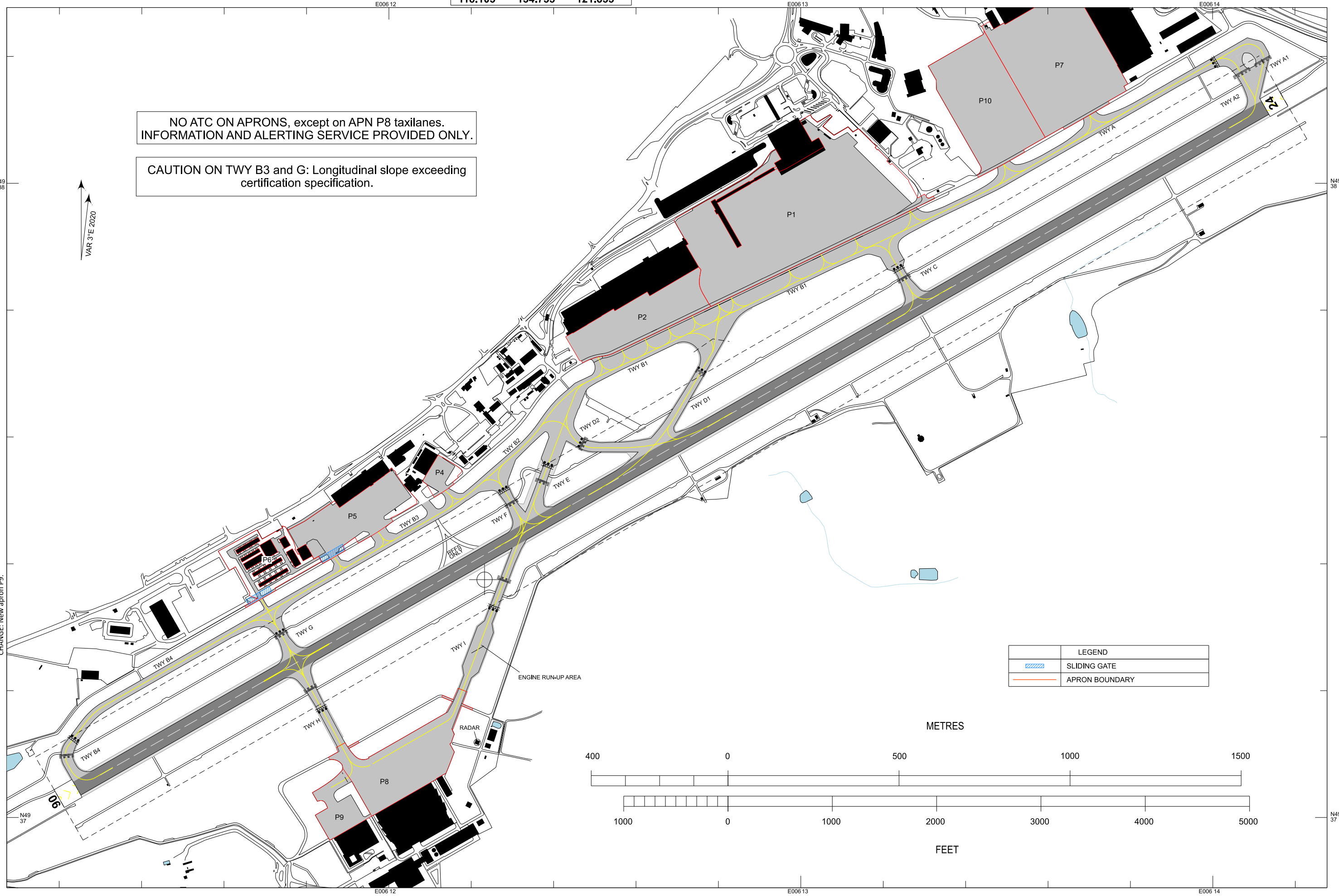
CHANGE: Changes to edge lights on TWY H.

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AERODROME GROUND MOVEMENT CHART - ICAO

TWR	ATIS	CLR
118.105	134.755	121.855

LUXEMBOURG / Luxembourg (ELLX)



NO ATC ON APRONS, except on APN P8 taxilanes.
INFORMATION AND ALERTING SERVICE PROVIDED ONLY.

CAUTION ON TWY B3 and G: Longitudinal slope exceeding
certification specification.

LEGEND	
	SLIDING GATE
	APRON BOUNDARY

CHANGE: New apron P9.

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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	•	-	•	Not available for aircraft with WTC H
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	•	-	•	

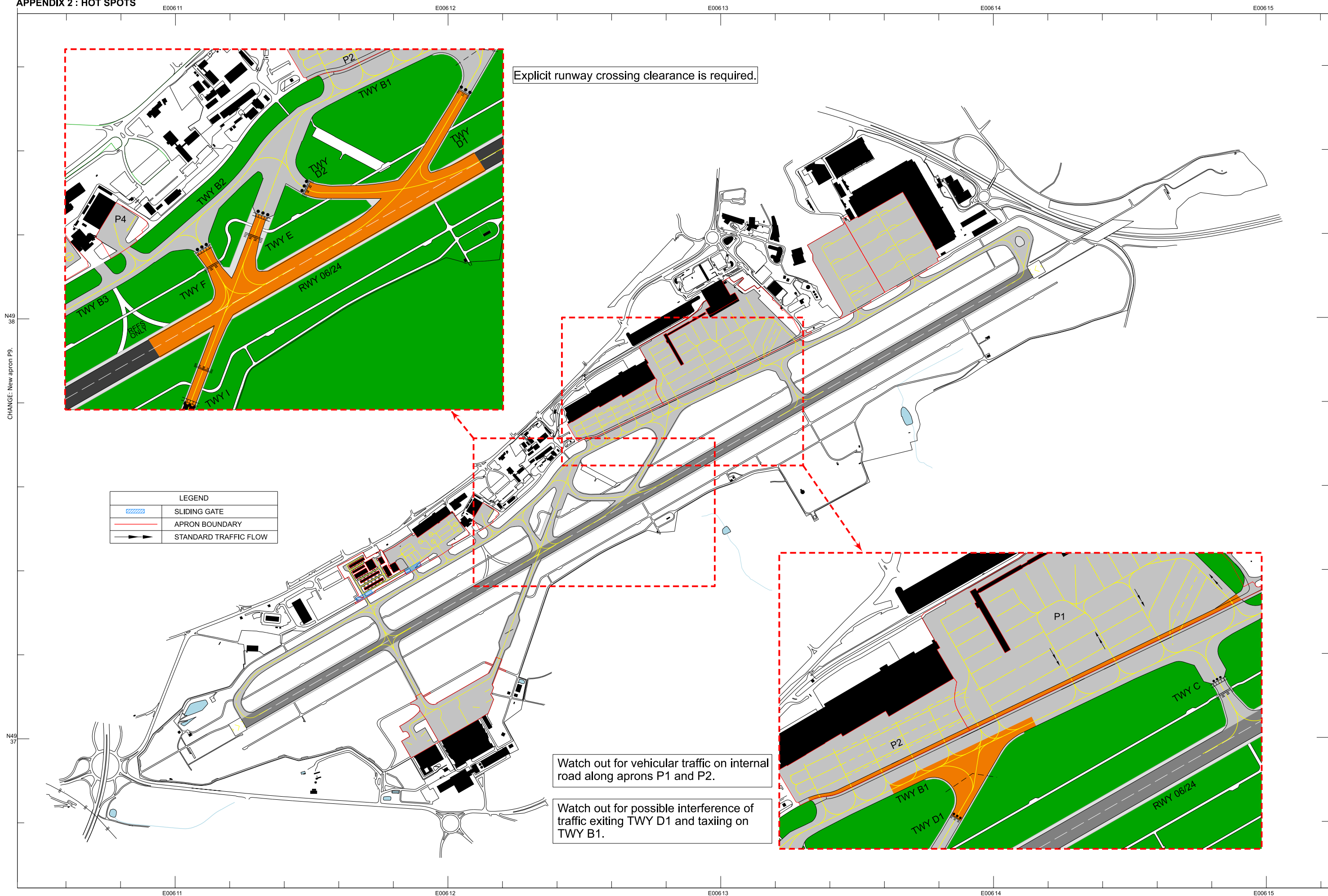
APRONS

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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AERODROME GROUND MOVEMENT CHART - ICAO
APPENDIX 2 : HOT SPOTS

LUXEMBOURG / Luxembourg (ELLX)



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AIRCRAFT PARKING/DOCKING CHART - ICAO

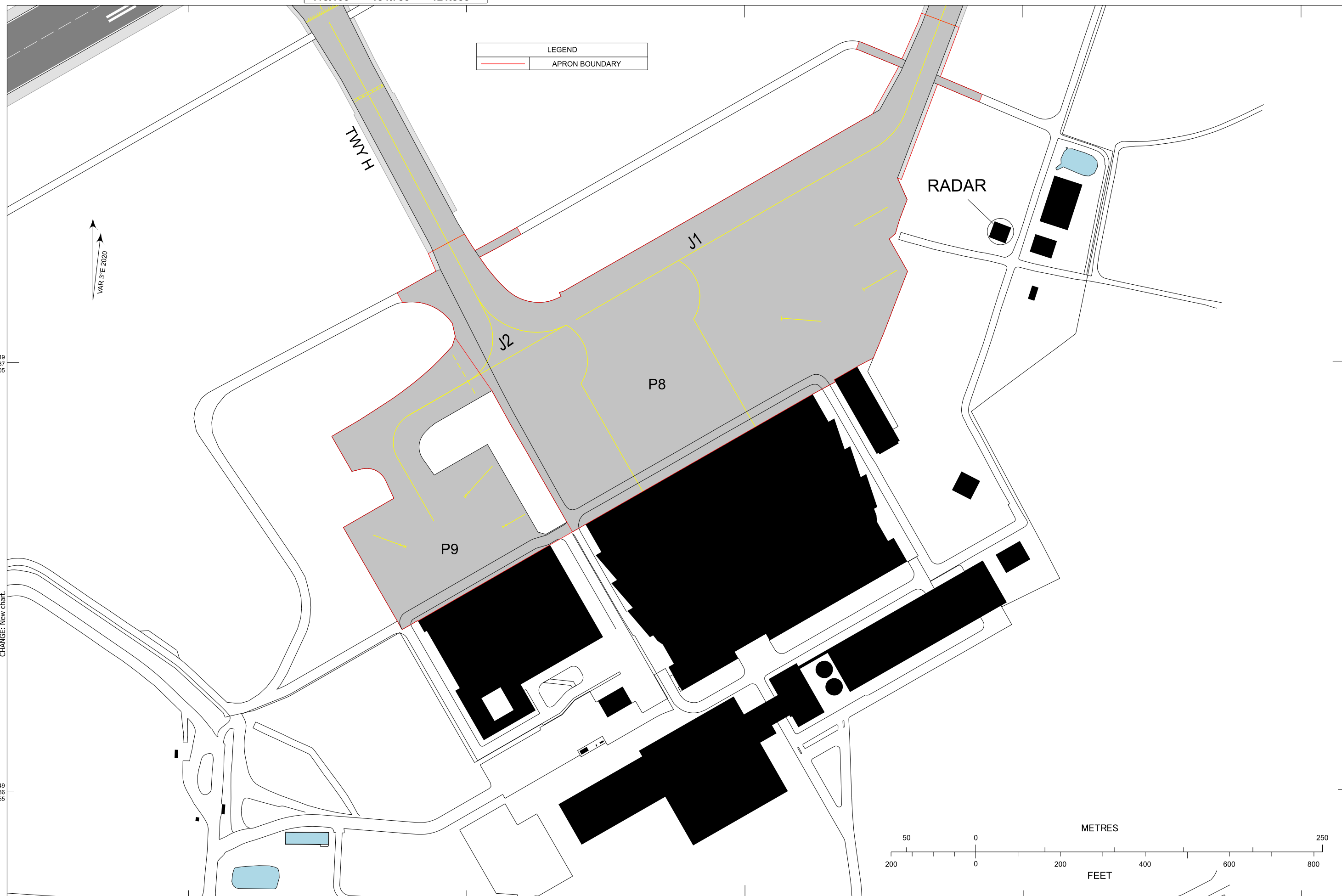
TWR	ATIS	CLR
118.105	134.755	121.855

LUXEMBOURG / Luxembourg (ELLX)

E006 11 40

E006 12 00

LEGEND	
	APRON BOUNDARY



CHANGE: New chart.

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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 GP08 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 50X	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

2 TAXI REGULATIONS

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

3 APRON REGULATIONS

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.

4 RUNWAY REGULATIONS

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.

5 SPECIFIC TRAFFIC REGULATIONS

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 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;

- Able to maintain 80KIAS MNM.

5.5 Banner Towing

Taking up or throwing off banners is prohibited.

5.6 Balloon Flights

Take-off and landing of balloon flights is prohibited.

5.7 Training and test flights

No training flights on SUN and HOL. In JUL and AUG no training flights for aircraft exceeding 6T MTOW.

Training flights are allowed between 0800 (0700) and 2100 (2000).

Military aircraft may perform no more than 3 training flights per day.

Training flights of aircraft with MTOW less than 2 000KG must have a noise certificate which states that the noise level is ≤ 76 dB(A) according to *ICAO Annex 16, Volume 1, Part II*. Non compliance will result in an "environmental surcharge" on the airport charges invoice. A copy of the noise certificate must be delivered to the Airport Authority. It is the pilot in command's responsibility to comply to the environmental requirements.

A maximum of 4 aircraft simultaneous in circuit applies.

Training flights includes touch-and-go flights, stop-and-go flights and multiple approaches.

For VFR training flights at night only activation of PAPI, lighted WDI, edge-, threshold- and runway end lighting.

Training for non home-based aircraft PPR only. Contact: +32 (0)59 55 14 13 or navigation@ost.aero.

EBOS AD 2.21 Noise Abatement Procedures

1 GENERAL

1.1 Noise Quota System

Aircraft operating at EBOS shall be noise certificated according to *ICAO Annex 16, Volume I*.

Between 2200 and 0500 (2100 and 0400), movements of aircraft with MTOW over 8618KG and certified according to the standards of chapters 2, 3 or 5 of *ICAO Annex 16, Volume I*, are allowed if their QC is less or equals 12.

Movements with aircraft with a QC of more than 12 are forbidden.

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

- for take-off: half the sum of the certified fly-over and the sideline noise levels in EPNdB of the aircraft at its MTOW;
- for landing: the certified approach noise level in EPNdB of the aircraft at its maximum certified landing weight, minus 9EPNdB.

Operators shall provide the documents containing the certified fly-over, sideline and approach noise levels in EPNdB to the Airport Inspection on first request.

1.2 Reverse Thrust

Except for safety reasons, reverse thrust shall not be used at other than idle power.

2 GROUND PROCEDURES

2.1 Engine Test Runs and Idle Checks

Engine test runs and idle checks in the open air and without silencers must be restricted to the very minimum and require prior permission from the Airport Inspection.

Engine test runs are only allowed between 0600 and 2200 (0500 and 2100), except when authorized by Airport Authorities. They can only take place on the taxiways at the holding bays of RWY intersections A and M.

2.2 Power Supply

Pilots shall be aware of the noise impact the use of APU has on the local community, especially between 2200 and 0500 (2100 and 0400).

The APU shall be shut down at the earliest opportunity after the arrival on stand and it may only be restarted when essential aircraft checks or cabin conditions require so before the planned departure. The APU shall not be left running without qualified attendance.

Any additional use of APU can only be allowed by the Airport Inspection, on justified request. Unless for safety reasons, no exceptions will be allowed between 2200 and 0500 (2100 and 0400).

3 ARRIVAL PROCEDURES

3.1 ILS Approach

Aircraft performing an ILS approach shall not intercept the GP below 2000FT QNH. After interception, the aircraft shall not descend below the GP.

3.2 Visual Approach

Aircraft performing a visual approach without ILS or radar assistance, shall not descend below 1500FT QNH before intercepting the PAPI approach slope, nor fly below it thereafter.

3.3 Noise Abatement Approach and Landing Procedures

Noise abatement descent and approach procedures using continuous descent and reduced power/reduced drag techniques should be used when following conditions apply:

- ILS available;
- runway clear and dry;
- visibility exceeding 1900M;
- ceiling higher than 500FT above aerodrome elevation;
- cross-wind component lower than 15KT (gusts incl);
- tail-wind component lower than 5KT (gusts incl);
- no adverse weather conditions that may affect the approach (wind shear, thunderstorms, etc).

Turbo-jet powered aircraft shall use as final flap setting the minimum certified landing flaps setting published in the Aircraft Flight Manual for the applicable conditions. However, each pilot-in-command may use a different flaps setting approved for that aircraft if he determines that it is necessary in the interest of safety.

Between 2200 and 0500 (2100 and 0400), and if conditions permit, the use of excessive reserve thrust should be avoided and a long landing should be considered.

4 DEPARTURE PROCEDURES

4.1 Noise Abatement Take-off and Climb Procedures

For turbo-jet aircraft:

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

For propeller aircraft:

- From take-off to 1000FT QNH:
 - take-off power;
 - climb at the MAX gradient compatible with safety;
 - speed not less than single engine climb speed nor higher than best rate of climb speed;
- At 1000FT QNH:
 - reduce power to the maximum normal operating power, if this power has been used for showing compliance with the noise certification requirements or to the maximum climb power;
- From 1000FT QNH to 3000FT QNH:
 - climb at the MAX gradient with reduced power, maintaining constant speed;
- Above 3000FT QNH:

- accelerate smoothly to the en-route climb speed.

EBOS AD 2.22 Flight Procedures

1 GENERAL

1.1 Aerodrome Minima

Except when authorized by the CAA or in case of emergency, a pilot-in-command shall not take off below a minimum of 200M RVR.

2 IFR FLIGHTS (INBOUND)

2.1 Holding Pattern

OOSTENDE - Conventional navigation

Fix	ONO NDB
Turn / inbound track (MAG)	Right / 076°
Level (MNM)	3000FT AMSL
Remarks	The holding pattern shall be entered at 185 KIAS MAX.

OOSTENDE - RNAV1 Path Terminators

Serial # / Procedure Designator	Navigational Performance	Path Descriptor	Waypoint Identifier	Fly-over	True Track (°) / MAG Track (°)	DIST (NM)	Turn Direction	Upper Limit (FT) / Lower Limit (FT)	Speed (KTS)	VPA (°)	Remarks
1 / Holding ONO	RNAV1	HM	ONO	Y	076.5 / 076		R	- / 3000	240		

2.2 Approach Procedures

2.2.1 Standard Instrument Arrivals

2.2.1.1 Route Description

STAR have been established as shown on chart [AD 2.EBOS-STAR.01](#) and as listed below.

Designator	Route	MAG track	Distance (NM)	MNM IFR level	Remarks
COA5A	COA DVOR				NIL
		238°	15.0	3000FT QNH	
	ONO NDB				
RNAV1: COA - ONO[A3000+]					
DENUT5A	DENUT				NIL
		300°	4.2	FL060	
	9 DME COA				
		256°	-	R-178 COA / 3000FT QNH	
	ONO NDB				
RNAV1: DENUT - OS902 - OS901[F060+] - ONO[A3000+]					

Designator	Route	MAG track	Distance (NM)	MNM IFR level	Remarks
FERDI5A	FERDI				NIL
		337°	19.2	FL060	
	9 DME COA				
		256°	-	R-178 COA / 3000FT QNH	
	ONO NDB				
RNAV1: FERDI - OS901[F060+] - ONO[A3000+]					
KOK6A	KOK VORTAC				NIL
		060°	15.6	3000FT QNH	
	ONO NDB				
	RNAV1: KOK - ONO[A3000+]				

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

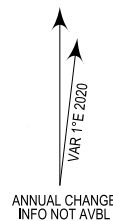
E002 54

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

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

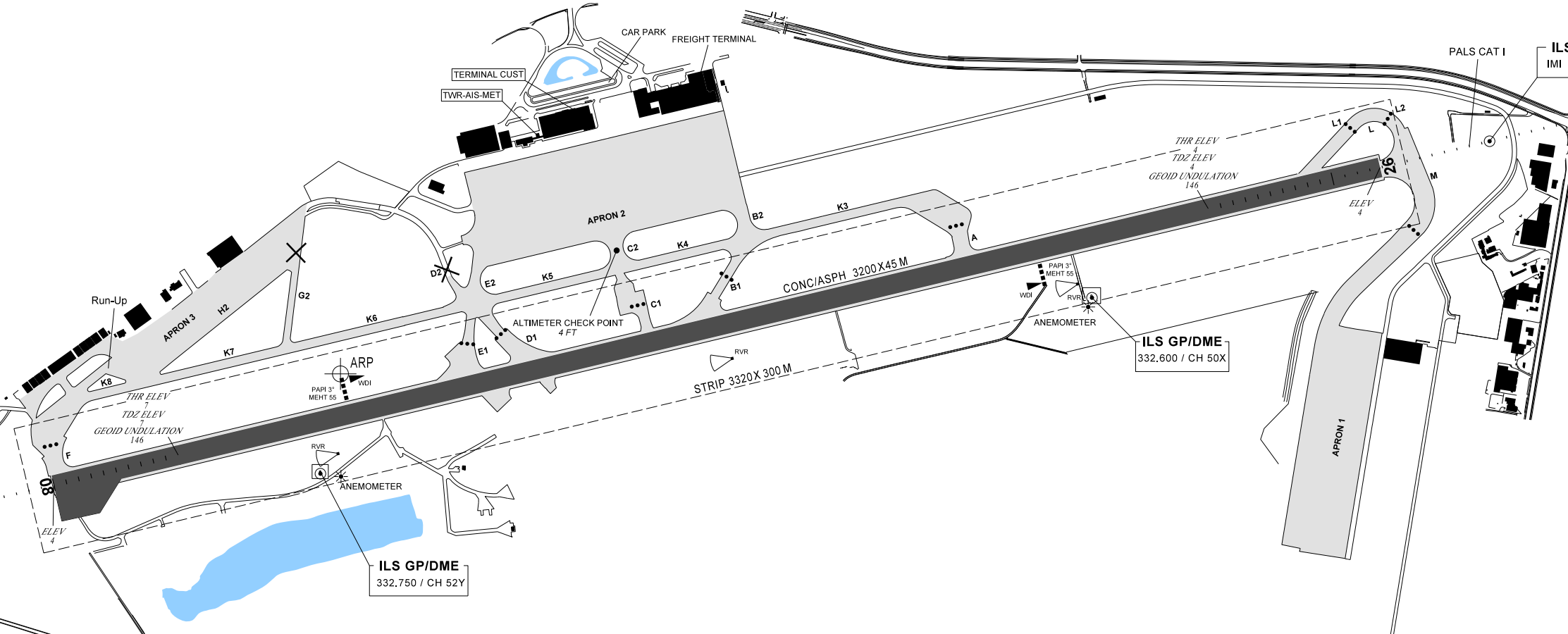
For RWY marking and lighting: see chart AD 2.EBOS-ADC.02
For details on hot spots: see chart AD 2.EBOS-ADC.03
For details on the boundaries of ATC: see chart AD 2.EBOS-ADC.04



ELEVATIONS ARE IN FEET
AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

ILS LOC
IOS 109.50

PALS CAT I



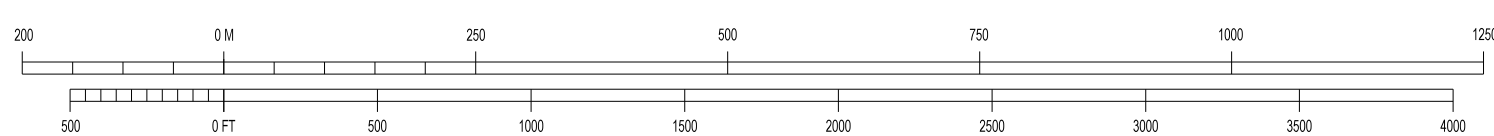
ILS LOC
IMI 111.55

PALS CAT I

THR ELEV
TDZ ELEV
GEOID UNDULATION
146

ILS GP/DME
332.600 / CH 50X

ILS GP/DME
332.750 / CH 52Y



CHANGE: New DME collocated with GP ILS RWY 26

E002 51

E002 52

E002 53

E002 54

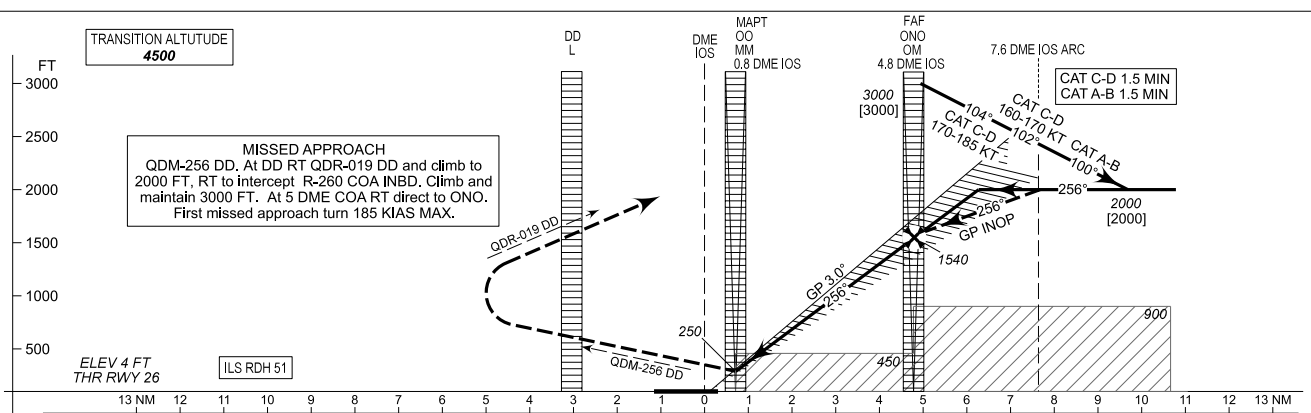
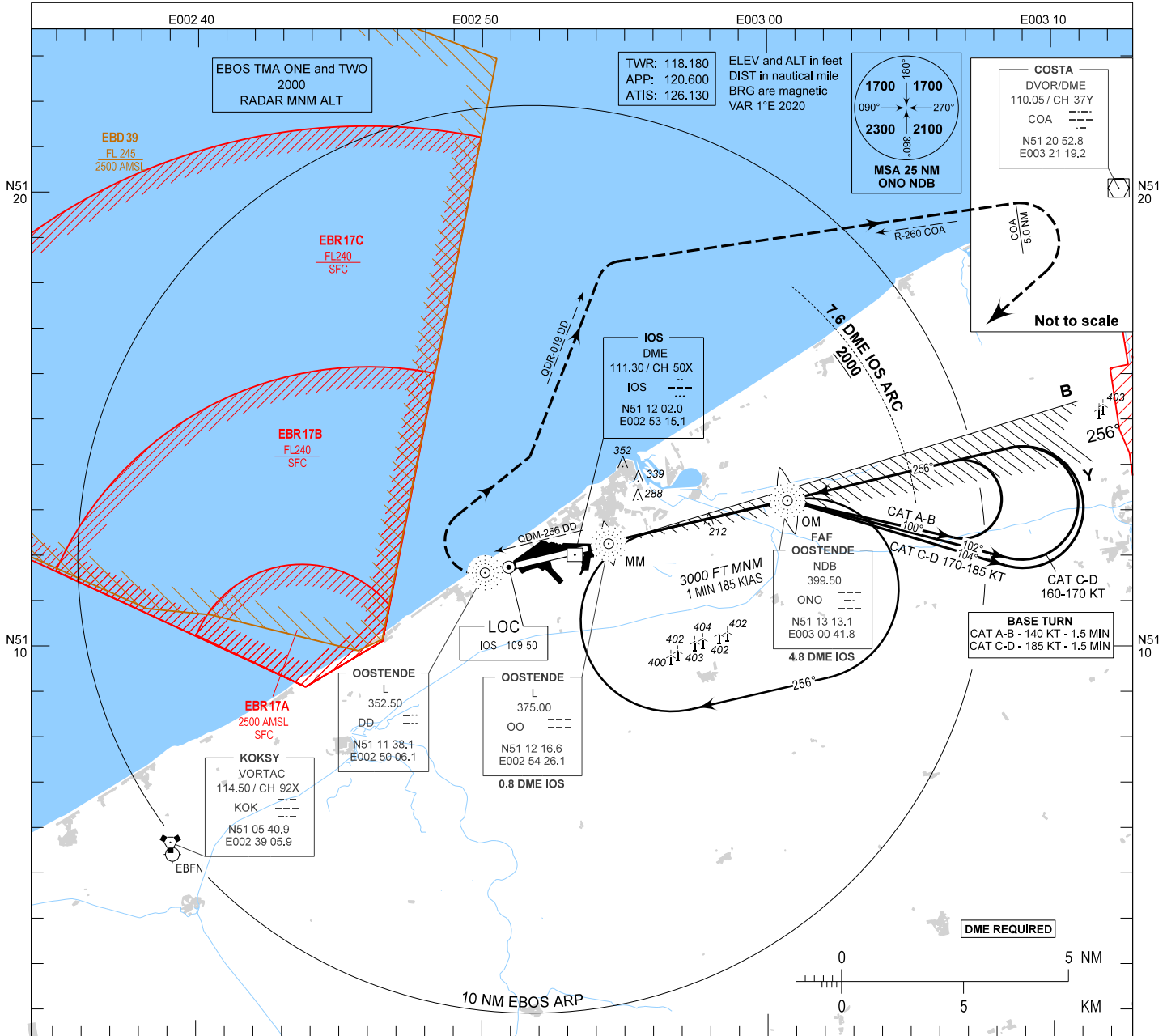
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INSTRUMENT APPROACH CHART - ICAO

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

OOSTENDE-BRUGGE / Oostende (EBOS)

ILS or LOC RWY 26



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)	PROCEDURE ALTITUDES (HEIGHTS)						
CIRCLING	580 (570)	650 (650)	800 (790)	800 (790)	DIST IOS	6.0	5.0	4.0	3.0	2.0	
					Altitude	1910	1600	1280	960	640	

CHANGES: IOS DME added

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