PART 1 - GENERAL (GEN)

GEN 0 INTRODUCTION

GEN 0.1 Preface

1 NAME OF THE PUBLISHING AUTHORITY

The AIP of the Kingdom of Belgium (hereinafter “Belgium”) and the Grand Duchy of Luxembourg (hereinafter “Luxembourg”) is published by AIM Belgium under the authority of the Belgian and Luxembourg Civil Aviation Authority and Belgian Defence respectively.

2 APPLICABLE ICAO DOCUMENTS

The AIP is prepared in accordance with the SARPS of *ICAO Annex 15, ICAO PANS-AIM (Doc 10066)* and *ICAO Doc 8126*. Charts contained in the AIP are produced in accordance with *ICAO Annex 4* and *ICAO Doc 8697*. Differences from ICAO SARPS and Procedures are given in subsection GEN 1.7.

3 AIP STRUCTURE AND ESTABLISHED REGULAR AMENDMENT INTERVAL

3.1 AIP Structure

The AIP forms part of the aeronautical information products, details of which are given in subsection GEN 3.1. The AIP is made up of three parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

3.1.1 Part 1 - General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

- **GEN 0, Introduction:**
  Preface; Record of AIP amendments; Record of AIP supplements; Checklist of AIP pages; List of hand amendments to the AIP; Table of contents to Part 1.
- **GEN 1, National Regulations and Requirements:**
  Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/conventions; Differences from ICAO Standards, Recommended Practices and Procedures.
- **GEN 2, Tables and Codes:**
  Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion of units of measurement; Sunrise/sunset.
- **GEN 3, Services:**
  Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; Search and rescue.
- **GEN 4, Charges for Aerodromes/Heliports and Air Navigation Services:**
  Aerodrome/heliport charges; Air navigation services charges.

3.1.2 Part 2 - En-route (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

- **ENR 0, Introduction:**
  Table of contents to Part 2.
- **ENR 1, General Rules and Procedures:**
  General rules; Visual flight rules; Instrument flight rules; ATS airspace classification and description; Holding, approach and departure procedures; ATS surveillance services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management and airspace management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; Air traffic incidents.

- **ENR 2, Air Traffic Services Airspace:**
  FIR, UIR, TMA and CTA; Other regulated airspace.
- **ENR 3, ATS Routes:**
  Conventional navigation routes; Area navigation routes; Other routes; En-route holding.
- **ENR 4, Radio Navigation Aids/Systems:**
  Radio navigation aids – en-route; Special navigation systems; Global navigation satellite system (GNSS); Name-code designators for significant points; Aeronautical ground lights – en-route.
- **ENR 5, Navigation Warnings:**
  Prohibited, restricted and danger areas; military exercise and training areas and air defence identification zone (ADIZ); Other activities of a dangerous nature and other potential hazards; Air navigation obstacles; Aerial sporting and recreational activities; Bird migration and areas with sensitive fauna.
- **ENR 6, En-route Charts:**
  En-route charts and index charts.

3.1.3 Part 3 - Aerodromes (AD)

Part 3 consists of four sections containing information as briefly described hereafter.

- **AD 0, Introduction:**
  Table of contents to Part 3.
- **AD 1, Aerodromes/Heliports - Introduction:**
  Aerodrome/heliport availability and conditions of use; Rescue and fire fighting services and snow plan; Index to aerodromes and heliports; Grouping of aerodromes/heliports; Status of certification of aerodromes
- **AD 2, Aerodromes:**
  Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes.
- **AD 3, Heliports:**
  Detailed information about heliports not located at aerodromes.

3.2 Regular Amendment Interval

Regular amendments to the AIP are issued every four weeks according to the schedule published yearly in SUP.

4 SERVICES TO CONTACT IN CASE OF DETECTED AIP ERRORS OR OMISSIONS

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the aeronautical information products, should be referred to:

Post: AIM Belgium
AIP Office
Control Tower
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

Email: aip.production@skeyes.be

Note: Any requests concerning aeronautical information within the responsibilities of Luxembourg will be forwarded to ANA AIM.

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	
006/2022	02-Jun-2022	16-Jun-2022	
007/2022	30-Jun-2922	14-Jul-2022	
008/2022	28-Jul-2022	11-Aug-2022	
009/2022	25-Aug-2022	08-Sep-2022	
010/2022	22-Sep-2022	06-Oct-2022	
011/2022	20-Oct-2022	03-Nov-2022	
012/2022	17-Nov-2022	01-Dec-2022	
013/2022	15-Dec-2022	29-Dec-2022	
001/2023	12-Jan-2023	26-Jan-2023	
002/2023	09-Feb-2023	23-Feb-2023	
003/2023	09-Mar-2023	23-Mar-2023	
004/2023	06-Apr-2023	20-Apr-2023	
005/2023	04-May-2023	18-May-2023	
006/2023	01-Jun-2023	15-Jun-2023	
007/2023	29-Jun-2023	13-Jul-2023	
008/2023	27-Jul-2023	10-Aug-2023	
009/2023	24-Aug-2023	07-Sep-2023	
010/2023	21-Sep-2023	05-Oct-2023	
011/2023	19-Oct-2023	02-Nov-2023	
012/2023	16-Nov-2023	30-Nov-2023	
013/2023	14-Dec-2023	28-Dec-2023	
001/2024	11-Jan-2024	25-Jan-2024	
002/2024	08-Feb-2024	22-Feb-2024	
003/2024	07-Mar-2024	21-Mar-2024	
004/2024	04-Apr-2024	18-Apr-2024	
005/2024	02-May-2024	16-May-2024	

AIRAC AMENDMENT			
NR/Year	**Publication date**	**Effective date**	**Inserted by**
001/2022	16-Dec-2021	27-Jan-2022	
002/2022	13-Jan-2022	24-Feb-2022	
003/2022	10-Feb-2022	24-Mar-2022	
004/2022	10-Mar-2022	21-Apr-2022	
005/2022	07-Apr-2022	19-May-2022	
006/2022	02-Jun-2022	14-Jul-2022	
007/2022	30-Jun-2022	11-Aug-2022	
008/2022	28-Jul-2022	08-Sep-2022	

AIRAC AMENDMENT			
NR/Year	**Publication date**	**Effective date**	**Inserted by**
009/2022	25-Aug-2022	06-Oct-2022	
010/2022	22-Sep-2022	03-Nov-2022	
011/2022	20-Oct-2022	01-Dec-2022	
012/2022	17-Nov-2022	29-Dec-2022	
001/2023	15-Dec-2022	26-Jan-2023	
002/2023	12-Jan-2023	23-Feb-2023	
003/2023	09-Feb-2023	23-Mar-2023	
004/2023	06-Apr-2023	18-May-2023	
005/2023	04-May-2023	15-Jun-2023	
006/2023	01-Jun-2023	13-Jul-2023	
007/2023	29-Jun-2023	10-Aug-2023	
008/2023	27-Jul-2023	07-Sep-2023	
009/2023	24-Aug-2023	05-Oct-2023	
010/2023	21-Sep-2023	02-Nov-2023	
011/2023	19-Oct-2023	30-Nov-2023	
012/2023	16-Nov-2023	28-Dec-2023	
001/2024	14-Dec-2023	25-Jan-2024	
002/2024	11-Jan-2024	22-Feb-2024	
003/2024	08-Feb-2024	21-Mar-2024	
004/2024	07-Mar-2024	18-Apr-2024	
005/2024	04-Apr-2024	16-May-2024	

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 Measurment 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

GEN

GEN 0.1-1	06-OCT-2022
GEN 0.1-2	06-OCT-2022
GEN 0.2-1	16-MAY-2024
GEN 0.2-2	16-MAY-2024
GEN 0.3-1	16-MAY-2024
GEN 0.3-2	16-MAY-2024
GEN 0.4-1	16-MAY-2024
GEN 0.4-2	16-MAY-2024
GEN 0.4-3	16-MAY-2024
GEN 0.4-4	16-MAY-2024
GEN 0.4-5	16-MAY-2024
GEN 0.4-6	16-MAY-2024
GEN 0.4-7	16-MAY-2024
GEN 0.4-8	16-MAY-2024
GEN 0.4-9	16-MAY-2024
GEN 0.4-10	16-MAY-2024
GEN 0.5-1	04-FEB-2016
GEN 0.5-2	04-FEB-2016
GEN 0.6-1	16-MAY-2024
GEN 0.6-2	16-MAY-2024
GEN 0.6-3	16-MAY-2024
GEN 0.6-4	16-MAY-2024
GEN 1.1-1	21-APR-2022
GEN 1.1-2	21-APR-2022
GEN 1.1-3	10-AUG-2023
GEN 1.1-4	10-AUG-2023
GEN 1.1-5	05-OCT-2023
GEN 1.1-6	05-OCT-2023
GEN 1.2-1	16-MAY-2024
GEN 1.2-2	16-MAY-2024
GEN 1.2-3	18-APR-2024
GEN 1.2-4	18-APR-2024
GEN 1.3-1	04-FEB-2016
GEN 1.3-2	04-FEB-2016
GEN 1.4-1	04-FEB-2016
GEN 1.4-2	04-FEB-2016
GEN 1.5-1	18-APR-2024
GEN 1.5-2	18-APR-2024
GEN 1.6-1	31-DEC-2020
GEN 1.6-2	31-DEC-2020
GEN 1.6-3	18-MAY-2023
GEN 1.6-4	18-MAY-2023
GEN 1.6-5	31-DEC-2020
GEN 1.6-6	31-DEC-2020
GEN 1.7-1	25-JAN-2024
GEN 1.7-2	25-JAN-2024
GEN 1.7-3	25-JAN-2024
GEN 1.7-4	25-JAN-2024
GEN 1.7-5	25-JAN-2024
GEN 1.7-6	25-JAN-2024
GEN 1.7-7	25-JAN-2024
GEN 1.7-8	25-JAN-2024
GEN 2.1-1	30-NOV-2023
GEN 2.1-2	30-NOV-2023
GEN 2.2-1	25-JAN-2024
GEN 2.2-2	25-JAN-2024
GEN 2.2-3	22-FEB-2024
GEN 2.2-4	22-FEB-2024
GEN 2.2-5	22-FEB-2024
GEN 2.2-6	22-FEB-2024
GEN 2.2-7	18-APR-2024
GEN 2.2-8	18-APR-2024
GEN 2.2-9	18-APR-2024
GEN 2.2-10	18-APR-2024
GEN 2.2-11	18-APR-2024
GEN 2.2-12	18-APR-2024
GEN 2.3-1	03-NOV-2022
GEN 2.3-2	03-NOV-2022
GEN 2.3-3	21-APR-2022
GEN 2.3-4	21-APR-2022
GEN 2.4-1	25-JAN-2024
GEN 2.4-2	25-JAN-2024
GEN 2.4-3	25-JAN-2024
GEN 2.4-4	25-JAN-2024
GEN 2.5-1	21-MAR-2024
GEN 2.5-2	21-MAR-2024
GEN 2.6-1	04-FEB-2016
GEN 2.6-2	04-FEB-2016
GEN 2.7-1	25-JAN-2024
GEN 2.7-2	25-JAN-2024
GEN 2.7-3	25-JAN-2024
GEN 2.7-4	25-JAN-2024
GEN 3.1-1	02-NOV-2023
GEN 3.1-2	02-NOV-2023
GEN 3.1-3	21-MAR-2024
GEN 3.1-4	21-MAR-2024
GEN 3.1-5	30-NOV-2023
GEN 3.1-6	30-NOV-2023
GEN 3.2-1	15-SEP-2016
GEN 3.2-2	15-SEP-2016
GEN 3.2-3	11-AUG-2022
GEN 3.2-4	11-AUG-2022
GEN 3.3-1	10-SEP-2020
GEN 3.3-2	10-SEP-2020
GEN 3.3-3	25-JAN-2024
GEN 3.3-4	25-JAN-2024
GEN 3.3-5	24-MAR-2022
GEN 3.3-6	24-MAR-2022
GEN 3.3-7	02-DEC-2021
GEN 3.3-8	02-DEC-2021
GEN 3.4-1	08-SEP-2022
GEN 3.4-2	08-SEP-2022
GEN 3.4-3	16-JUN-2022
GEN 3.4-4	16-JUN-2022
GEN 3.4-5	10-AUG-2023
GEN 3.4-6	10-AUG-2023
GEN 3.4-7	02-NOV-2023
GEN 3.4-8	02-NOV-2023
GEN 3.5-1	18-APR-2024
GEN 3.5-2	18-APR-2024
GEN 3.5-3	02-DEC-2021
GEN 3.5-4	02-DEC-2021
GEN 3.5-5	02-DEC-2021
GEN 3.5-6	02-DEC-2021
GEN 3.5-7	04-NOV-2021
GEN 3.5-8	04-NOV-2021
GEN 3.5-9	04-NOV-2021
GEN 3.5-10	04-NOV-2021
GEN 3.5-11	05-NOV-2020
GEN 3.5-12	05-NOV-2020
GEN 3.5-13	18-JUN-2020
GEN 3.5-14	18-JUN-2020
GEN 3.6-1	20-MAY-2021
GEN 3.6-2	20-MAY-2021
GEN 3.6-3	02-JAN-2020
GEN 3.6-4	02-JAN-2020
GEN 3.6-5	16-MAY-2024
GEN 3.6-6	16-MAY-2024
GEN 4.1-1	21-MAR-2024
GEN 4.1-2	21-MAR-2024
GEN 4.1-3	18-APR-2024
GEN 4.1-4	18-APR-2024
GEN 4.2-1	25-JAN-2024
GEN 4.2-2	25-JAN-2024
GEN 4.2-3	18-APR-2024
GEN 4.2-4	18-APR-2024
GEN 4.2-5	18-APR-2024
GEN 4.2-6	18-APR-2024

ENR

ENR 0.1-1	04-FEB-2016
ENR 0.1-2	04-FEB-2016
ENR 0.2-1	04-FEB-2016
ENR 0.2-2	04-FEB-2016
ENR 0.3-1	04-FEB-2016
ENR 0.3-2	04-FEB-2016
ENR 0.4-1	04-FEB-2016
ENR 0.4-2	04-FEB-2016
ENR 0.5-1	04-FEB-2016
ENR 0.5-2	04-FEB-2016
ENR 0.6-1	16-MAY-2024
ENR 0.6-2	16-MAY-2024
ENR 0.6-3	16-MAY-2024
ENR 0.6-4	16-MAY-2024
ENR 1.1-1	26-JAN-2023
ENR 1.1-2	26-JAN-2023
ENR 1.1-3	18-MAY-2023
ENR 1.1-4	18-MAY-2023
ENR 1.1-5	18-MAY-2023
ENR 1.1-6	18-MAY-2023
ENR 1.1-7	18-MAY-2023
ENR 1.1-8	18-MAY-2023
ENR 1.1-9	15-SEP-2016
ENR 1.1-10	15-SEP-2016
ENR 1.1-11	26-MAY-2016
ENR 1.1-12	26-MAY-2016
ENR 1.1-13	26-MAY-2016
ENR 1.1-14	26-MAY-2016
ENR 1.1-15	26-MAY-2016
ENR 1.1-16	26-MAY-2016
ENR 1.1-17	18-AUG-2016
ENR 1.1-18	18-AUG-2016
ENR 1.1-19	15-SEP-2016
ENR 1.1-20	15-SEP-2016
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 1.6-2	28-DEC-2023
ENR 1.6-3	02-NOV-2023
ENR 1.6-4	02-NOV-2023
ENR 1.6-5	02-NOV-2023
ENR 1.6-6	02-NOV-2023
ENR 1.7-1	02-NOV-2023
ENR 1.7-2	02-NOV-2023
ENR 1.8-1	04-FEB-2016
ENR 1.8-2	04-FEB-2016
ENR 1.9-1	21-MAR-2024
ENR 1.9-2	21-MAR-2024
ENR 1.9-3	21-MAR-2024
ENR 1.9-4	21-MAR-2024
ENR 1.10-1	05-OCT-2023
ENR 1.10-2	05-OCT-2023
ENR 1.10-3	10-AUG-2023
ENR 1.10-4	10-AUG-2023
ENR 1.10-5	18-MAY-2023
ENR 1.10-6	18-MAY-2023
ENR 1.10-7	18-MAY-2023
ENR 1.10-8	18-MAY-2023
ENR 1.10-9	18-MAY-2023
ENR 1.10-10	18-MAY-2023
ENR 1.10-11	18-MAY-2023
ENR 1.10-12	18-MAY-2023
ENR 1.10-13	18-MAY-2023
ENR 1.10-14	18-MAY-2023
ENR 1.10-15	18-MAY-2023
ENR 1.10-16	18-MAY-2023
ENR 1.10-17	21-MAR-2024
ENR 1.10-18	21-MAR-2024
ENR 1.10-19	18-MAY-2023
ENR 1.10-20	18-MAY-2023
ENR 1.10-21	18-MAY-2023
ENR 1.10-22	18-MAY-2023
ENR 1.11-1	21-APR-2022
ENR 1.11-2	21-APR-2022
ENR 1.12-1	15-SEP-2016
ENR 1.12-2	15-SEP-2016
ENR 1.12-3	03-DEC-2020
ENR 1.12-4	03-DEC-2020
ENR 1.13-1	12-OCT-2017
ENR 1.13-2	12-OCT-2017
ENR 1.14-1	21-MAR-2024
ENR 1.14-2	21-MAR-2024
ENR 1.14-3	21-MAR-2024
ENR 1.14-4	21-MAR-2024
ENR 1.14-5	21-MAR-2024
ENR 1.14-6	21-MAR-2024
ENR 1.14-7	21-MAR-2024
ENR 1.14-8	21-MAR-2024
ENR 1.14-9	21-MAR-2024
ENR 1.14-10	21-MAR-2024
ENR 1.14-11	21-MAR-2024
ENR 1.14-12	21-MAR-2024
ENR 2.1-1	28-DEC-2023
ENR 2.1-2	28-DEC-2023
ENR 2.1-3	06-OCT-2022
ENR 2.1-4	06-OCT-2022
ENR 2.1-5	21-APR-2022
ENR 2.1-6	21-APR-2022
ENR 2.1-7	21-APR-2022
ENR 2.1-8	21-APR-2022
ENR 2.1-9	21-APR-2022
ENR 2.1-10	21-APR-2022
ENR 2.1-11	30-NOV-2023
ENR 2.1-12	30-NOV-2023
ENR 2.1-13	30-NOV-2023
ENR 2.1-14	30-NOV-2023
ENR 2.1-15	21-APR-2022
ENR 2.1-16	21-APR-2022
ENR 2.1-17	07-SEP-2023
ENR 2.1-18	07-SEP-2023
ENR 2.2-1	21-APR-2022
ENR 2.2-2	21-APR-2022
ENR 2.2-3	21-APR-2022
ENR 2.2-4	21-APR-2022
ENR 2.2-5	21-APR-2022
ENR 2.2-6	21-APR-2022
ENR 2.2-7	28-MAR-2019
ENR 2.2-8	28-MAR-2019
ENR 3.1-1	06-OCT-2022
ENR 3.1-2	06-OCT-2022
ENR 3.2-1	13-JUL-2023
ENR 3.2-2	13-JUL-2023
ENR 3.2-3	21-MAR-2024
ENR 3.2-4	21-MAR-2024
ENR 3.2-5	13-JUL-2023
ENR 3.2-6	13-JUL-2023
ENR 3.2-7	13-JUL-2023
ENR 3.2-8	13-JUL-2023
ENR 3.2-9	13-JUL-2023
ENR 3.2-10	13-JUL-2023
ENR 3.2-11	13-JUL-2023
ENR 3.2-12	13-JUL-2023
ENR 3.2-13	13-JUL-2023
ENR 3.2-14	13-JUL-2023
ENR 3.2-15	13-JUL-2023
ENR 3.2-16	13-JUL-2023
ENR 3.2-17	13-JUL-2023
ENR 3.2-18	13-JUL-2023
ENR 3.2-19	13-JUL-2023
ENR 3.2-20	13-JUL-2023
ENR 3.2-21	13-JUL-2023
ENR 3.2-22	13-JUL-2023
ENR 3.2-23	22-FEB-2024
ENR 3.2-24	22-FEB-2024
ENR 3.2-25	13-JUL-2023
ENR 3.2-26	13-JUL-2023
ENR 3.2-27	13-JUL-2023
ENR 3.2-28	13-JUL-2023
ENR 3.2-29	13-JUL-2023
ENR 3.2-30	13-JUL-2023
ENR 3.2-31	13-JUL-2023
ENR 3.2-32	13-JUL-2023
ENR 3.2-33	13-JUL-2023
ENR 3.2-34	13-JUL-2023
ENR 3.3-1	06-OCT-2022
ENR 3.3-2	06-OCT-2022
ENR 3.3-3	06-OCT-2022
ENR 3.3-4	06-OCT-2022
ENR 3.3-5	06-OCT-2022
ENR 3.3-6	06-OCT-2022
ENR 3.3-7	06-OCT-2022
ENR 3.3-8	06-OCT-2022
ENR 3.3-9	06-OCT-2022
ENR 3.3-10	06-OCT-2022
ENR 3.3-11	06-OCT-2022
ENR 3.3-12	06-OCT-2022
ENR 3.3-13	06-OCT-2022
ENR 3.3-14	06-OCT-2022
ENR 3.4-1	06-OCT-2022
ENR 3.4-2	06-OCT-2022
ENR 4.1-1	22-FEB-2024
ENR 4.1-2	22-FEB-2024
ENR 4.2-1	04-FEB-2016
ENR 4.2-2	04-FEB-2016
ENR 4.3-1	26-MAR-2020
ENR 4.3-2	26-MAR-2020
ENR 4.4-1	22-FEB-2024
ENR 4.4-2	22-FEB-2024
ENR 4.4-3	18-APR-2024
ENR 4.4-4	18-APR-2024
ENR 4.4-5	18-APR-2024
ENR 4.4-6	18-APR-2024
ENR 4.4-7	18-APR-2024
ENR 4.4-8	18-APR-2024
ENR 4.5-1	12-SEP-2019
ENR 4.5-2	12-SEP-2019
ENR 5.1-1	25-JAN-2024
ENR 5.1-2	25-JAN-2024
ENR 5.1-3	21-MAR-2024
ENR 5.1-4	21-MAR-2024
ENR 5.1-5	21-MAR-2024
ENR 5.1-6	21-MAR-2024
ENR 5.1-7	02-NOV-2023
ENR 5.1-8	02-NOV-2023
ENR 5.1-9	22-FEB-2024
ENR 5.1-10	22-FEB-2024
ENR 5.1-11	18-APR-2024
ENR 5.1-12	18-APR-2024
ENR 5.1-13	18-APR-2024
ENR 5.1-14	18-APR-2024
ENR 5.1-15	18-APR-2024
ENR 5.1-16	18-APR-2024
ENR 5.2-1	21-APR-2022
ENR 5.2-2	21-APR-2022
ENR 5.2-3	21-MAR-2024
ENR 5.2-4	21-MAR-2024
ENR 5.2-5	30-NOV-2023
ENR 5.2-6	30-NOV-2023
ENR 5.2-7	30-NOV-2023
ENR 5.2-8	30-NOV-2023
ENR 5.2-9	10-AUG-2023
ENR 5.2-10	10-AUG-2023
ENR 5.2-11	18-MAY-2023
ENR 5.2-12	18-MAY-2023
ENR 5.2-13	10-AUG-2023
ENR 5.2-14	10-AUG-2023
ENR 5.2-15	21-MAR-2024
ENR 5.2-16	21-MAR-2024
ENR 5.2-17	21-MAR-2024
ENR 5.2-18	21-MAR-2024
ENR 5.2-19	10-AUG-2023
ENR 5.2-20	10-AUG-2023
ENR 5.2-21	10-AUG-2023
ENR 5.2-22	10-AUG-2023
ENR 5.2-23	28-DEC-2023
ENR 5.2-24	28-DEC-2023
ENR 5.2-25	28-DEC-2023
ENR 5.2-26	28-DEC-2023
ENR 5.2-27	28-DEC-2023
ENR 5.2-28	28-DEC-2023
ENR 5.2-29	15-JUN-2023
ENR 5.2-30	15-JUN-2023
ENR 5.3-1	21-APR-2022
ENR 5.3-2	21-APR-2022
ENR 5.4-1	18-APR-2024
ENR 5.4-2	18-APR-2024
ENR 5.4-3	22-FEB-2024
ENR 5.4-4	22-FEB-2024
ENR 5.5-1	16-JUN-2022
ENR 5.5-2	16-JUN-2022
ENR 5.5-3	06-OCT-2022
ENR 5.5-4	06-OCT-2022
ENR 5.5-5	14-JUL-2022
ENR 5.5-6	14-JUL-2022
ENR 5.5-7	18-APR-2024
ENR 5.5-8	18-APR-2024
ENR 5.5-9	14-JUL-2022
ENR 5.5-10	14-JUL-2022
ENR 5.5-11	14-JUL-2022
ENR 5.5-12	14-JUL-2022
ENR 5.5-13	18-MAY-2023
ENR 5.5-14	18-MAY-2023
ENR 5.5-15	18-MAY-2023
ENR 5.5-16	18-MAY-2023
ENR 5.5-17	25-JAN-2024
ENR 5.5-18	25-JAN-2024
ENR 5.6-1	21-MAR-2024
ENR 5.6-2	21-MAR-2024
ENR 5.6-3	21-MAR-2024
ENR 5.6-4	21-MAR-2024
ENR 5.6-5	21-MAR-2024
ENR 5.6-6	21-MAR-2024
ENR 6-1	10-SEP-2020
ENR 6-2	10-SEP-2020
ENR 6.ENRC.01-1	18-APR-2024
ENR 6.ENRC.01-2	18-APR-2024
ENR 6-ENRC.02-1	18-APR-2024

ENR 6-ENRC.02-2	18-APR-2024
ENR 6-ENRC.03-1	25-JAN-2024
ENR 6-ENRC.03-2	25-JAN-2024
ENR 6-ENRC.04-1	18-APR-2024
ENR 6-ENRC.04-2	18-APR-2024
ENR 6-ENRC.05a-1	16-JUN-2022
ENR 6-ENRC.05a-2	16-JUN-2022
ENR 6-ENRC.05b-1	16-JUN-2022
ENR 6-ENRC.05b-2	16-JUN-2022
ENR 6-ENRC.05c-1	16-JUN-2022
ENR 6-ENRC.05c-2	16-JUN-2022
ENR 6-ENRC.05d-1	16-JUN-2022
ENR 6-ENRC.05d-2	16-JUN-2022
ENR 6-ENRC.05e-1	16-JUN-2022
ENR 6-ENRC.05e-2	16-JUN-2022
ENR 6-ENRC.05f-1	16-JUN-2022
ENR 6-ENRC.05f-2	16-JUN-2022
ENR 6-INDEX.01a-1	16-JUN-2022
ENR 6-INDEX.01a-2	16-JUN-2022
ENR 6-INDEX.01b-1	16-JUN-2022
ENR 6-INDEX.01b-2	16-JUN-2022
ENR 6-INDEX.01c-1	16-JUN-2022
ENR 6-INDEX.01c-2	16-JUN-2022
ENR 6-INDEX.01d-1	14-JUL-2022
ENR 6-INDEX.01d-2	14-JUL-2022
ENR 6-INDEX.02-1	21-MAR-2024
ENR 6-INDEX.02-2	21-MAR-2024
ENR 6-INDEX.03a-1	15-JUN-2023
ENR 6-INDEX.03a-2	15-JUN-2023
ENR 6-INDEX.03b-1	16-JUN-2022
ENR 6-INDEX.03b-2	16-JUN-2022
ENR 6-INDEX.03c-1	16-JUN-2022
ENR 6-INDEX.03c-2	16-JUN-2022
ENR 6-INDEX.04a-1	18-APR-2024
ENR 6-INDEX.04a-2	18-APR-2024
ENR 6-INDEX.04b-1	16-JUN-2022
ENR 6-INDEX.04b-2	16-JUN-2022
ENR 6-INDEX.04c-1	16-JUN-2022
ENR 6-INDEX.04c-2	16-JUN-2022
ENR 6-INDEX.04d-1	14-JUL-2022
ENR 6-INDEX.04d-2	14-JUL-2022
ENR 6-INDEX.04e-1	16-JUN-2022
ENR 6-INDEX.04e-2	16-JUN-2022
ENR 6-INDEX.04f-1	23-MAR-2023
ENR 6-INDEX.04f-2	23-MAR-2023
ENR 6-INDEX.05-1	16-JUN-2022
ENR 6-INDEX.05-2	16-JUN-2022
ENR 6-INDEX.06-1	30-NOV-2023
ENR 6-INDEX.06-2	30-NOV-2023
ENR 6-INDEX.07-1	13-JUL-2023
ENR 6-INDEX.07-2	13-JUL-2023
ENR 6-INDEX.08-1	16-JUN-2022
ENR 6-INDEX.08-2	16-JUN-2022
ENR 6-INDEX.09-1	25-JAN-2024
ENR 6-INDEX.09-2	25-JAN-2024
ENR 6-INDEX.10-1	01-FEB-2018
ENR 6-INDEX.10-2	01-FEB-2018

AD

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

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

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

AD 2.EBOS-9	16-MAY-2024
AD 2.EBOS-10	16-MAY-2024
AD 2.EBOS-11	16-MAY-2024
AD 2.EBOS-12	16-MAY-2024
AD 2.EBOS-13	16-MAY-2024
AD 2.EBOS-14	16-MAY-2024
AD 2.EBOS-15	21-MAR-2024
AD 2.EBOS-16	21-MAR-2024
AD 2.EBOS-17	18-APR-2024
AD 2.EBOS-18	18-APR-2024
AD 2.EBOS-19	18-APR-2024
AD 2.EBOS-20	18-APR-2024
AD 2.EBOS-21	18-APR-2024
AD 2.EBOS-22	18-APR-2024
AD 2.EBOS-23	18-APR-2024
AD 2.EBOS-24	18-APR-2024
AD 2.EBOS-ADC.01-1	16-MAY-2024
AD 2.EBOS-ADC.01-2	16-MAY-2024
AD 2.EBOS-ADC.02-1	18-APR-2024
AD 2.EBOS-ADC.02-2	18-APR-2024
AD 2.EBOS-ADC.03-1	18-APR-2024
AD 2.EBOS-ADC.03-2	18-APR-2024
AD 2.EBOS-ADC.04-1	18-APR-2024
AD 2.EBOS-ADC.04-2	18-APR-2024
AD 2.EBOS-APDC.01-1	18-APR-2024
AD 2.EBOS-APDC.01-2	18-APR-2024
AD 2.EBOS-AOC.01-1	21-MAR-2024
AD 2.EBOS-AOC.01-2	21-MAR-2024
AD 2.EBOS-PATC.01-1	04-FEB-2016
AD 2.EBOS-PATC.01-2	04-FEB-2016
AD 2.EBOS-PATC.02-1	04-FEB-2016
AD 2.EBOS-PATC.02-2	04-FEB-2016
AD 2.EBOS-STAR.01-1	22-FEB-2024
AD 2.EBOS-STAR.01-2	22-FEB-2024
AD 2.EBOS-STAR.02-1	22-FEB-2024
AD 2.EBOS-STAR.02-2	22-FEB-2024
AD 2.EBOS-STAR.03-1	22-FEB-2024
AD 2.EBOS-STAR.03-2	22-FEB-2024
AD 2.EBOS-STAR.04-1	22-FEB-2024
AD 2.EBOS-STAR.04-2	22-FEB-2024
AD 2.EBOS-SID.01-1	21-MAR-2024
AD 2.EBOS-SID.01-2	21-MAR-2024
AD 2.EBOS-SID.02-1	21-MAR-2024
AD 2.EBOS-SID.02-2	21-MAR-2024
AD 2.EBOS-SID.03a-1	21-MAR-2024
AD 2.EBOS-SID.03a-2	21-MAR-2024
AD 2.EBOS-SID.03b-1	21-MAR-2024
AD 2.EBOS-SID.03b-2	21-MAR-2024
AD 2.EBOS-SID.04-1	21-MAR-2024
AD 2.EBOS-SID.04-2	21-MAR-2024
AD 2.EBOS-IAC.01-1	21-MAR-2024
AD 2.EBOS-IAC.01-2	21-MAR-2024
AD 2.EBOS-IAC.02-1	16-MAY-2024
AD 2.EBOS-IAC.02-2	16-MAY-2024
AD 2.EBOS-IAC.03-1	21-MAR-2024
AD 2.EBOS-IAC.03-2	21-MAR-2024
AD 2.EBOS-IAC.04-1	21-MAR-2024
AD 2.EBOS-IAC.04-2	21-MAR-2024
AD 2.EBOS-IAC.05-1	21-MAR-2024
AD 2.EBOS-IAC.05-2	21-MAR-2024
AD 2.EBOS-IAC.05a-1	23-APR-2020
AD 2.EBOS-IAC.05a-2	23-APR-2020
AD 2.EBOS-IAC.06-1	21-MAR-2024
AD 2.EBOS-IAC.06-2	21-MAR-2024
AD 2.EBOS-IAC.06a-1	23-APR-2020
AD 2.EBOS-IAC.06a-2	23-APR-2020
AD 2.EBOS-VAC.01-1	21-MAR-2024
AD 2.EBOS-VAC.01-2	21-MAR-2024
AD 2.MIL-EBBE-1	30-NOV-2023
AD 2.MIL-EBBE-2	30-NOV-2023
AD 2.MIL-EBBE-3	07-SEP-2023
AD 2.MIL-EBBE-4	07-SEP-2023
AD 2.MIL-EBBE-5	07-SEP-2023
AD 2.MIL-EBBE-6	07-SEP-2023
AD 2.MIL-EBBE-7	07-SEP-2023
AD 2.MIL-EBBE-8	07-SEP-2023
AD 2.MIL-EBBE-9	07-SEP-2023
AD 2.MIL-EBBE-10	07-SEP-2023
AD 2.MIL-EBBE-11	07-SEP-2023
AD 2.MIL-EBBE-12	07-SEP-2023
AD 2.MIL-EBBE-13	07-SEP-2023
AD 2.MIL-EBBE-14	07-SEP-2023
AD 2.MIL-EBBE-ADC.01-1	05-OCT-2023
AD 2.MIL-EBBE-ADC.01-2	05-OCT-2023
AD 2.MIL-EBBE-GMC.01-1	07-SEP-2023
AD 2.MIL-EBBE-GMC.01-2	07-SEP-2023
AD 2.MIL-EBBE-AOC.01-1	07-SEP-2023
AD 2.MIL-EBBE-AOC.01-2	07-SEP-2023
AD 2.MIL-EBBE-AOC.02-1	07-SEP-2023
AD 2.MIL-EBBE-AOC.02-2	07-SEP-2023
AD 2.MIL-EBBE-AOC.03-1	07-SEP-2023
AD 2.MIL-EBBE-AOC.03-2	07-SEP-2023
AD 2.MIL-EBBE-SID.01-1	07-SEP-2023
AD 2.MIL-EBBE-SID.01-2	07-SEP-2023
AD 2.MIL-EBBE-SID.02-1	07-SEP-2023
AD 2.MIL-EBBE-SID.02-2	07-SEP-2023
AD 2.MIL-EBBE-SID.03-1	22-FEB-2024
AD 2.MIL-EBBE-SID.03-2	22-FEB-2024
AD 2.MIL-EBBE-SID.04-1	22-FEB-2024
AD 2.MIL-EBBE-SID.04-2	22-FEB-2024
AD 2.MIL-EBBE-SID.05-1	22-FEB-2024
AD 2.MIL-EBBE-SID.05-2	22-FEB-2024
AD 2.MIL-EBBE-SID.06-1	22-FEB-2024
AD 2.MIL-EBBE-SID.06-2	22-FEB-2024
AD 2.MIL-EBBE-SID.07-1	30-NOV-2023
AD 2.MIL-EBBE-SID.07-2	30-NOV-2023
AD 2.MIL-EBBE-MISC.01-1	07-SEP-2023
AD 2.MIL-EBBE-MISC.01-2	07-SEP-2023
AD 2.MIL-EBBE-MISC.02-1	07-SEP-2023
AD 2.MIL-EBBE-MISC.02-2	07-SEP-2023
AD 2.MIL-EBBE-STAR.01-1	07-SEP-2023
AD 2.MIL-EBBE-STAR.01-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.01-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.01-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.02-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.02-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.03-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.03-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.04-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.04-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.05-1	05-OCT-2023
AD 2.MIL-EBBE-IAC.05-2	05-OCT-2023
AD 2.MIL-EBBE-IAC.06-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.06-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.07-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.07-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.08-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.08-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.09-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.09-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.10-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.10-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.11-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.11-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.12-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.12-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.13-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.13-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.14-1	05-OCT-2023
AD 2.MIL-EBBE-IAC.14-2	05-OCT-2023
AD 2.MIL-EBBE-IAC.15-1	05-OCT-2023
AD 2.MIL-EBBE-IAC.15-2	05-OCT-2023
AD 2.MIL-EBBE-IAC.16-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.16-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.16a-1	05-OCT-2023
AD 2.MIL-EBBE-IAC.16a-2	05-OCT-2023
AD 2.MIL-EBBE-IAC.17-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.17-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.17a-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.17a-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.18-1	02-NOV-2023
AD 2.MIL-EBBE-IAC.18-2	02-NOV-2023
AD 2.MIL-EBBE-IAC.18a-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.18a-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.19-1	05-OCT-2023
AD 2.MIL-EBBE-IAC.19-2	05-OCT-2023
AD 2.MIL-EBBE-IAC.19a-1	05-OCT-2023
AD 2.MIL-EBBE-IAC.19a-2	05-OCT-2023
AD 2.MIL-EBBE-IAC.20-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.20-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.21-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.21-2	07-SEP-2023
AD 2.MIL-EBBE-VAC.01-1	07-SEP-2023
AD 2.MIL-EBBE-VAC.01-2	07-SEP-2023
AD 2.MIL-EBBE-VAC.02-1	07-SEP-2023
AD 2.MIL-EBBE-VAC.02-2	07-SEP-2023
AD 2.MIL-EBBE-VAC.03-1	07-SEP-2023
AD 2.MIL-EBBE-VAC.03-2	07-SEP-2023
AD 2.MIL-EBBE-VAC.04-1	07-SEP-2023
AD 2.MIL-EBBE-VAC.04-2	07-SEP-2023
AD 2.MIL-EBBX-1	24-FEB-2022
AD 2.MIL-EBBX-2	24-FEB-2022
AD 2.MIL-EBMB-1	06-OCT-2022
AD 2.MIL-EBMB-2	06-OCT-2022
AD 2.MIL-EBMB-3	24-FEB-2022
AD 2.MIL-EBMB-4	24-FEB-2022
AD 2.MIL-EBCV-1	30-NOV-2023
AD 2.MIL-EBCV-2	30-NOV-2023
AD 2.MIL-EBCV-3	25-JAN-2024
AD 2.MIL-EBCV-4	25-JAN-2024
AD 2.MIL-EBCV-5	23-MAR-2023
AD 2.MIL-EBCV-6	23-MAR-2023
AD 2.MIL-EBCV-7	18-MAY-2023
AD 2.MIL-EBCV-8	18-MAY-2023
AD 2.MIL-EBCV-GMC.01-1	21-MAR-2024
AD 2.MIL-EBCV-GMC.01-2	21-MAR-2024
AD 2.MIL-EBCV-IAC.01-1	30-NOV-2023
AD 2.MIL-EBCV-IAC.01-2	30-NOV-2023
AD 2.MIL-EBCV-IAC.02-1	30-NOV-2023
AD 2.MIL-EBCV-IAC.02-2	30-NOV-2023
AD 2.MIL-EBCV-IAC.03-1	30-NOV-2023
AD 2.MIL-EBCV-IAC.03-2	30-NOV-2023
AD 2.MIL-EBCV-IAC.04-1	30-NOV-2023
AD 2.MIL-EBCV-IAC.04-2	30-NOV-2023
AD 2.MIL-EBDT-1	18-APR-2024
AD 2.MIL-EBDT-2	18-APR-2024
AD 2.MIL-EBFS-1	24-FEB-2022
AD 2.MIL-EBFS-2	24-FEB-2022
AD 2.MIL-EBFS-3	06-OCT-2022
AD 2.MIL-EBFS-4	06-OCT-2022
AD 2.MIL-EBFS-5	07-SEP-2023
AD 2.MIL-EBFS-6	07-SEP-2023
AD 2.MIL-EBFS-7	07-SEP-2023
AD 2.MIL-EBFS-8	07-SEP-2023
AD 2.MIL-EBFS-9	07-SEP-2023
AD 2.MIL-EBFS-10	07-SEP-2023
AD 2.MIL-EBFS-11	28-DEC-2023
AD 2.MIL-EBFS-12	28-DEC-2023
AD 2.MIL-EBFS-13	07-SEP-2023
AD 2.MIL-EBFS-14	07-SEP-2023
AD 2.MIL-EBFS-ADC.01-1	07-SEP-2023
AD 2.MIL-EBFS-ADC.01-2	07-SEP-2023
AD 2.MIL-EBFS-GMC.01-1	07-SEP-2023
AD 2.MIL-EBFS-GMC.01-2	07-SEP-2023
AD 2.MIL-EBFS-AOC.01-1	06-OCT-2022
AD 2.MIL-EBFS-AOC.01-2	06-OCT-2022
AD 2.MIL-EBFS-AOC.02-1	06-OCT-2022
AD 2.MIL-EBFS-AOC.02-2	06-OCT-2022
AD 2.MIL-EBFS-AOC.03-1	06-OCT-2022
AD 2.MIL-EBFS-AOC.03-2	06-OCT-2022
AD 2.MIL-EBFS-SID.01-1	07-SEP-2023
AD 2.MIL-EBFS-SID.01-2	07-SEP-2023
AD 2.MIL-EBFS-SID.02-1	07-SEP-2023
AD 2.MIL-EBFS-SID.02-2	07-SEP-2023
AD 2.MIL-EBFS-SID.03-1	07-SEP-2023
AD 2.MIL-EBFS-SID.03-2	07-SEP-2023
AD 2.MIL-EBFS-SID.04-1	07-SEP-2023
AD 2.MIL-EBFS-SID.04-2	07-SEP-2023
AD 2.MIL-EBFS-SID.05-1	07-SEP-2023
AD 2.MIL-EBFS-SID.05-2	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-EBFS-MISC.02-1	26-JAN-2023
AD 2.MIL-EBFS-MISC.02-2	26-JAN-2023
AD 2.MIL-EBFS-IAC.01-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.01-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.02-1	02-NOV-2023
AD 2.MIL-EBFS-IAC.02-2	02-NOV-2023
AD 2.MIL-EBFS-IAC.03-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.03-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.04-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.04-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.05-1	30-NOV-2023
AD 2.MIL-EBFS-IAC.05-2	30-NOV-2023
AD 2.MIL-EBFS-IAC.06-1	02-NOV-2023
AD 2.MIL-EBFS-IAC.06-2	02-NOV-2023
AD 2.MIL-EBFS-IAC.07-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.07-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.08-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.08-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.09-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.09-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.10-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.10-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.11-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.11-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.12-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.12-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.13-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.13-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.14-1	02-NOV-2023
AD 2.MIL-EBFS-IAC.14-2	02-NOV-2023
AD 2.MIL-EBFS-IAC.15-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.15-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.16-1	02-NOV-2023
AD 2.MIL-EBFS-IAC.16-2	02-NOV-2023
AD 2.MIL-EBFS-IAC.17-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.17-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.18-1	02-NOV-2023
AD 2.MIL-EBFS-IAC.18-2	02-NOV-2023
AD 2.MIL-EBFS-IAC.19-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.19-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.20-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.20-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.21-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.21-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.22-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.22-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.23-1	06-OCT-2022
AD 2.MIL-EBFS-IAC.23-2	06-OCT-2022
AD 2.MIL-EBFS-IAC.24-1	06-OCT-2022
AD 2.MIL-EBFS-IAC.24-2	06-OCT-2022
AD 2.MIL-EBFS-VAC.01-1	07-SEP-2023
AD 2.MIL-EBFS-VAC.01-2	07-SEP-2023
AD 2.MIL-EBFS-VAC.02-1	07-SEP-2023
AD 2.MIL-EBFS-VAC.02-2	07-SEP-2023
AD 2.MIL-EBFS-VAC.03-1	07-SEP-2023
AD 2.MIL-EBFS-VAC.03-2	07-SEP-2023
AD 2.MIL-EBFS-VAC.04-1	07-SEP-2023
AD 2.MIL-EBFS-VAC.04-2	07-SEP-2023
AD 2.MIL-EBBL-1	24-FEB-2022
AD 2.MIL-EBBL-2	24-FEB-2022
AD 2.MIL-EBBL-3	18-APR-2024
AD 2.MIL-EBBL-4	18-APR-2024
AD 2.MIL-EBBL-5	18-APR-2024
AD 2.MIL-EBBL-6	18-APR-2024
AD 2.MIL-EBBL-7	18-APR-2024
AD 2.MIL-EBBL-8	18-APR-2024
AD 2.MIL-EBBL-9	18-APR-2024
AD 2.MIL-EBBL-10	18-APR-2024
AD 2.MIL-EBBL-11	18-APR-2024
AD 2.MIL-EBBL-12	18-APR-2024
AD 2.MIL-EBBL-ADC.01-1	18-APR-2024
AD 2.MIL-EBBL-ADC.01-2	18-APR-2024
AD 2.MIL-EBBL-GMC.01-1	18-APR-2024
AD 2.MIL-EBBL-GMC.01-2	18-APR-2024
AD 2.MIL-EBBL-AOC.01-1	07-SEP-2023
AD 2.MIL-EBBL-AOC.01-2	07-SEP-2023
AD 2.MIL-EBBL-AOC.02-1	07-SEP-2023
AD 2.MIL-EBBL-AOC.02-2	07-SEP-2023
AD 2.MIL-EBBL-AOC.03-1	07-SEP-2023
AD 2.MIL-EBBL-AOC.03-2	07-SEP-2023
AD 2.MIL-EBBL-SID.01-1	30-NOV-2023
AD 2.MIL-EBBL-SID.01-2	30-NOV-2023
AD 2.MIL-EBBL-SID.02-1	30-NOV-2023
AD 2.MIL-EBBL-SID.02-2	30-NOV-2023
AD 2.MIL-EBBL-SID.03-1	02-NOV-2023
AD 2.MIL-EBBL-SID.03-2	02-NOV-2023
AD 2.MIL-EBBL-SID.04-1	21-MAR-2024
AD 2.MIL-EBBL-SID.04-2	21-MAR-2024
AD 2.MIL-EBBL-SID.05-1	30-NOV-2023
AD 2.MIL-EBBL-SID.05-2	30-NOV-2023
AD 2.MIL-EBBL-SID.06-1	21-MAR-2024
AD 2.MIL-EBBL-SID.06-2	21-MAR-2024
AD 2.MIL-EBBL-SID.07-1	30-NOV-2023
AD 2.MIL-EBBL-SID.07-2	30-NOV-2023
AD 2.MIL-EBBL-SID.08-1	21-MAR-2024
AD 2.MIL-EBBL-SID.08-2	21-MAR-2024
AD 2.MIL-EBBL-SID.09-1	30-NOV-2023
AD 2.MIL-EBBL-SID.09-2	30-NOV-2023
AD 2.MIL-EBBL-SID.10-1	30-NOV-2023
AD 2.MIL-EBBL-SID.10-2	30-NOV-2023
AD 2.MIL-EBBL-SID.11-1	21-MAR-2024
AD 2.MIL-EBBL-SID.11-2	21-MAR-2024
AD 2.MIL-EBBL-MISC.01-1	21-MAR-2024
AD 2.MIL-EBBL-MISC.01-2	21-MAR-2024
AD 2.MIL-EBBL-MISC.02-1	30-NOV-2023
AD 2.MIL-EBBL-MISC.02-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.01-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.01-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.02-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.02-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.03-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.03-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.04-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.04-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.05-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.05-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.06-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.06-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.07-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.07-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.08-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.08-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.09-1	02-NOV-2023
AD 2.MIL-EBBL-IAC.09-2	02-NOV-2023
AD 2.MIL-EBBL-IAC.10-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.10-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.11-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.11-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.12-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.12-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.13-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.13-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.14-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.14-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.15-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.15-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.16-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.16-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.17-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.17-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.18-1	26-JAN-2023
AD 2.MIL-EBBL-IAC.18-2	26-JAN-2023
AD 2.MIL-EBBL-VAC.01-1	07-SEP-2023
AD 2.MIL-EBBL-VAC.01-2	07-SEP-2023
AD 2.MIL-EBBL-VAC.02-1	07-SEP-2023
AD 2.MIL-EBBL-VAC.02-2	07-SEP-2023
AD 2.MIL-EBBL-VAC.03-1	07-SEP-2023
AD 2.MIL-EBBL-VAC.03-2	07-SEP-2023
AD 2.MIL-EBFN-1	07-SEP-2023
AD 2.MIL-EBFN-2	07-SEP-2023
AD 2.MIL-EBFN-3	24-FEB-2022
AD 2.MIL-EBFN-4	24-FEB-2022
AD 2.MIL-EBFN-5	19-MAY-2022
AD 2.MIL-EBFN-6	19-MAY-2022
AD 2.MIL-EBFN-7	24-MAR-2022
AD 2.MIL-EBFN-8	24-MAR-2022
AD 2.MIL-EBFN-9	24-FEB-2022
AD 2.MIL-EBFN-10	24-FEB-2022
AD 2.MIL-EBFN-ADC.01-1	07-SEP-2023
AD 2.MIL-EBFN-ADC.01-2	07-SEP-2023
AD 2.MIL-EBFN-GMC.01-1	07-SEP-2023
AD 2.MIL-EBFN-GMC.01-2	07-SEP-2023
AD 2.MIL-EBFN-AOC.01-1	07-SEP-2023
AD 2.MIL-EBFN-AOC.01-2	07-SEP-2023
AD 2.MIL-EBFN-AOC.02-1	07-SEP-2023
AD 2.MIL-EBFN-AOC.02-2	07-SEP-2023
AD 2.MIL-EBFN-SID.01-1	07-SEP-2023
AD 2.MIL-EBFN-SID.01-2	07-SEP-2023
AD 2.MIL-EBFN-SID.02-1	07-SEP-2023
AD 2.MIL-EBFN-SID.02-2	07-SEP-2023
AD 2.MIL-EBFN-MISC.01-1	07-SEP-2023
AD 2.MIL-EBFN-MISC.01-2	07-SEP-2023
AD 2.MIL-EBFN-MISC.02-1	06-OCT-2022
AD 2.MIL-EBFN-MISC.02-2	06-OCT-2022
AD 2.MIL-EBFN-IAC.01-1	05-OCT-2023
AD 2.MIL-EBFN-IAC.01-2	05-OCT-2023
AD 2.MIL-EBFN-IAC.02-1	05-OCT-2023
AD 2.MIL-EBFN-IAC.02-2	05-OCT-2023
AD 2.MIL-EBFN-IAC.03-1	05-OCT-2023
AD 2.MIL-EBFN-IAC.03-2	05-OCT-2023
AD 2.MIL-EBFN-VAC.01-1	07-SEP-2023
AD 2.MIL-EBFN-VAC.01-2	07-SEP-2023
AD 2.MIL-EBFN-VAC.02-1	07-SEP-2023
AD 2.MIL-EBFN-VAC.02-2	07-SEP-2023
AD 2.MIL-EBSU-1	01-DEC-2022
AD 2.MIL-EBSU-2	01-DEC-2022
AD 2.MIL-EBSU-AOC.01-1	20-MAY-2021
AD 2.MIL-EBSU-AOC.01-2	20-MAY-2021
AD 2.MIL-EBUL-1	18-MAY-2023
AD 2.MIL-EBUL-2	18-MAY-2023
AD 2.MIL-EBWE-1	24-FEB-2022
AD 2.MIL-EBWE-2	24-FEB-2022
AD 2.PVT-EBAM-1	24-FEB-2022
AD 2.PVT-EBAM-2	24-FEB-2022
AD 2.PVT-EBKH-1	25-JAN-2024
AD 2.PVT-EBKH-2	25-JAN-2024
AD 2.PVT-EBKH-3	25-JAN-2024
AD 2.PVT-EBKH-4	25-JAN-2024
AD 2.PVT-EBKH-ADC.01-1	21-MAR-2024
AD 2.PVT-EBKH-ADC.01-2	21-MAR-2024
AD 2.PVT-EBKH-VAC.01-1	21-MAR-2024
AD 2.PVT-EBKH-VAC.01-2	21-MAR-2024
AD 2.PVT-EBBT-1	24-FEB-2022
AD 2.PVT-EBBT-2	24-FEB-2022
AD 2.PVT-EBBT-3	04-FEB-2016
AD 2.PVT-EBBT-4	04-FEB-2016
AD 2.PVT-EBCF-1	07-SEP-2023
AD 2.PVT-EBCF-2	07-SEP-2023
AD 2.PVT-EBCF-3	07-SEP-2023
AD 2.PVT-EBCF-4	07-SEP-2023
AD 2.PVT-EBZW-1	24-FEB-2022
AD 2.PVT-EBZW-2	24-FEB-2022
AD 2.PVT-EBZW-3	31-JAN-2019
AD 2.PVT-EBZW-4	31-JAN-2019
AD 2.PVT-EBGG-1	21-APR-2022
AD 2.PVT-EBGG-2	21-APR-2022
AD 2.PVT-EBGG-3	04-FEB-2016
AD 2.PVT-EBGG-4	04-FEB-2016
AD 2.PVT-EBTN-1	24-FEB-2022
AD 2.PVT-EBTN-2	24-FEB-2022
AD 2.PVT-EBTN-3	05-OCT-2023
AD 2.PVT-EBTN-4	05-OCT-2023
AD 2.PVT-EBGB-1	24-FEB-2022
AD 2.PVT-EBGB-2	24-FEB-2022
AD 2.PVT-EBGB-3	19-JUL-2018
AD 2.PVT-EBGB-4	19-JUL-2018
AD 2.PVT-EBGB-VAC.01-1	21-MAR-2024
AD 2.PVT-EBGB-VAC.01-2	21-MAR-2024
AD 2.PVT-EBZH-1	24-FEB-2022
AD 2.PVT-EBZH-2	24-FEB-2022

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

AD 3.PVT-EBRD-2	23-APR-2020
AD 3.PVT-EBAS-1	23-APR-2020
AD 3.PVT-EBAS-2	23-APR-2020
AD 3.PVT-EBSW-1	23-APR-2020
AD 3.PVT-EBSW-2	23-APR-2020
AD 3.PVT-EBSF-1	06-OCT-2022
AD 3.PVT-EBSF-2	06-OCT-2022
AD 3.PVT-EBSB-1	30-NOV-2023
AD 3.PVT-EBSB-2	30-NOV-2023
AD 3.PVT-EBTK-1	30-NOV-2023
AD 3.PVT-EBTK-2	30-NOV-2023
AD 3.PVT-EBVE-1	23-APR-2020
AD 3.PVT-EBVE-2	23-APR-2020
AD 3.PVT-EBVN-1	23-APR-2020
AD 3.PVT-EBVN-2	23-APR-2020
AD 3.PVT-EBWA-1	28-JAN-2021
AD 3.PVT-EBWA-2	28-JAN-2021
AD 3.PVT-EBWK-1	25-JAN-2024
AD 3.PVT-EBWK-2	25-JAN-2024
AD 3.PVT-EBWI-1	03-DEC-2020
AD 3.PVT-EBWI-2	03-DEC-2020
AD 3.PVT-EBWH-1	03-DEC-2020
AD 3.PVT-EBWH-2	03-DEC-2020
AD 3.PVT-EBWS-1	25-FEB-2021
AD 3.PVT-EBWS-2	25-FEB-2021
AD 3.PVT-EBWZ-1	23-APR-2020
AD 3.PVT-EBWZ-2	23-APR-2020
AD 3.PVT-EBZA-1	23-APR-2020
AD 3.PVT-EBZA-2	23-APR-2020
AD 3.PVT-EBZE-1	23-APR-2020
AD 3.PVT-EBZE-2	23-APR-2020
AD 3.PVT-EBZM-1	23-APR-2020
AD 3.PVT-EBZM-2	23-APR-2020
AD 3.PVT-EBZO-1	23-APR-2020
AD 3.PVT-EBZO-2	23-APR-2020
AD 3.PERS-EBAF-1	28-DEC-2023
AD 3.PERS-EBAF-2	28-DEC-2023
AD 3.PERS-EBRU-1	28-DEC-2023
AD 3.PERS-EBRU-2	28-DEC-2023
AD 3.PERS-EBDZ-1	31-DEC-2020
AD 3.PERS-EBDZ-2	31-DEC-2020
AD 3.PERS-EBPP-1	18-JUN-2020
AD 3.PERS-EBPP-2	18-JUN-2020
AD 3.PERS-EBPL-1	30-NOV-2023
AD 3.PERS-EBPL-2	30-NOV-2023
AD 3.PERS-EBYC-1	18-JUN-2020
AD 3.PERS-EBYC-2	18-JUN-2020
AD 3.PERS-EBWV-1	18-JUN-2020
AD 3.PERS-EBWV-2	18-JUN-2020
AD 3.PERS-EBRL-1	27-JAN-2022
AD 3.PERS-EBRL-2	27-JAN-2022
AD 3.PERS-EBLV-1	18-JUN-2020
AD 3.PERS-EBLV-2	18-JUN-2020
AD 3.PERS-EBLJ-1	25-FEB-2021
AD 3.PERS-EBLJ-2	25-FEB-2021
AD 3.PERS-EBLH-1	08-OCT-2020
AD 3.PERS-EBLH-2	08-OCT-2020
AD 3.PERS-EBSV-1	10-AUG-2023
AD 3.PERS-EBSV-2	10-AUG-2023
AD 3.PERS-EBLD-1	18-JUN-2020
AD 3.PERS-EBLD-2	18-JUN-2020
AD 3.PERS-EBVU-1	23-MAR-2023
AD 3.PERS-EBVU-2	23-MAR-2023
AD 3.PERS-EBEM-1	13-JUL-2023
AD 3.PERS-EBEM-2	13-JUL-2023
AD 3.PERS-EBLR-1	18-JUN-2020
AD 3.PERS-EBLR-2	18-JUN-2020

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 0.5 List of Hand Amendments to the AIP

NIL

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 0.6 Table of Contents to Part 1

GEN 2 TABLES AND CODES

GEN 2.1 Measuring System, Aircraft Markings, Holidays

GEN 2.2 Abbreviations Used in AIS Publications

GEN 2.3 Chart Symbols

GEN 2.4 Location Indicators

GEN 2.5 List of Radio Navigation Aids

GEN 2.6 Conversion of units of measurement

GEN 2.7 Sunrise / Sunset

GEN 3 SERVICES

GEN 3.1 Aeronautical Information Services

GEN 3.2 Aeronautical Charts

GEN 3.3 Air Traffic Services

GEN 3.4 Communication Services

GEN 3.5 Meteorological Services

GEN 3.6 Search and Rescue

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 Aerodrome/Heliport Charges

GEN 4.2 Air Navigation Services Charges

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 Designated Authorities

The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1 AVIATION AUTHORITY

1.1 In Belgium

1.1.1 Civil

Post: Civil Aviation Authority
Atrium - 6th floor
Rue du Progrès / Vooruitgangstraat 56
1210 Brussels
BELGIUM

TEL: +32 (0) 2 277 43 11

Email: civilair@mobilit.fgov.be

URL: www.mobilit.belgium.be

1.1.2 Military

Post: Defence
Air Component - COMOPSAIR
Air Operations Support (A 3.2)
Kwartier Koningin Elisabeth / Quartier Reine Elisabeth
Bldg 1
Eversestraat / Rue d'Evere 1
1140 Brussels
BELGIUM

TEL: +32 (0) 2 441 66 42

Email: comopsair-a3-air-ctrl-ops@mil.be

1.2 In Luxembourg

Post: Direction de l'Aviation Civile
BP 283
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 24 77 49 00

FAX: +352 24 77 49 45

Email: civilair@av.etat.lu

URL: www.dac.gouvernement.lu

2 METEOROLOGY

2.1 In Belgium

2.1.1 Civil

Post: skeyes
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

TEL: +32 (0) 2 206 20 01

FAX: +32 (0) 2 206 20 35

AFS: EBVAYMYX

Email: meteo@skeyes.be
URL: ops.skeyes.be

2.1.2 Military

Post: Defence
Air Component - COMOPSAIR
Meteo Wing
Base Charles Roman
1320 Beauvechain
BELGIUM
TEL: +32 (0) 2 442 54 24
TEL: +32 (0) 2 442 54 34
Email: meteow-bgmt@mil.be

2.2 In Luxembourg

Post: Administration de la navigation aérienne
MET Department
BP 273
L-2012 Luxembourg
LUXEMBOURG
TEL: +352 47 98 27 00 1
FAX: +352 47 98 27 09 1
AFS: ELLXYMYX
Email: info@meteo.public.lu
URL: www.ana.gouvernement.lu (ANA site)
URL: www.meteolux.lu (MET site)

3 CUSTOMS

3.1 In Belgium

Post: Administration Centrale des Douanes et Accises / Centrale Administratie der Douane en Accijnzen
Boulevard Roi Albert II / Koning Albert II-laan 33/37
1030 Brussels
BELGIUM
TEL: +32 (0) 2 576 30 19
FAX: +32 (0) 2 579 52 79
Email: info.douane@minfin.fed.be
URL: www.customs.fgov.be

3.2 In Luxembourg

3.2.1 Passengers

Post: Administration des douanes et accises
Brigade Surveillance Passagers Findel
BP 61
L-6905 Niederanven
LUXEMBOURG
TEL: +352 24 64 88 00
FAX: +352 24 64 88 99
Email: idf.gsp@do.public.lu
URL: www.douanes.public.lu

3.2.2 Cargo

Post: Administration des douanes at accises
Brigade Contrôle Fret Findel
BP 61
L-6905 Niederanven
LUXEMBOURG
TEL: +352 24 56 90 77
FAX: +352 26 94 55 32

Email: idf.gaff@do.public.lu

URL: www.douanes.public.lu

4 IMMIGRATION

4.1 In Belgium

Post: Federale Politie / Police Fédérale
Immigratie en grenscontrole / Immigration et contrôle frontière
F. Toussaintstraat / Rue F. Toussaint 47
1050 Brussels
BELGIUM

TEL: +32 (0) 2 642 63 21

URL: www.polfed-fedpol.be

4.2 In Luxembourg

Post: Police Grand-Ducale
Service de Contrôle à l'Aéroport
BP 1007
L-2957 Luxembourg
LUXEMBOURG

TEL: +352 621 375 701

Email: upa.sca@police.etat.lu

URL: www.police.public.lu

5 HEALTH

5.1 In Belgium

Post: FOD Volksgezondheid, Veiligheid van de Voedselketen en Leefmilieu /
SPF Santé public, Sécurité de la Chaîne alimentaire et Environnement
Eurostation II
Victor Hortaplein / Place Victor Horta 40/10
1060 Brussels
BELGIUM

TEL: +32 (0) 2 524 97 97

URL: www.health.belgium.be

5.2 In Luxembourg

Post: Ministère de la Santé
Division de l'Inspection Sanitaire
20, rue de Bitbourg
L-1273 Luxembourg
LUXEMBOURG

TEL: +352 24 78 56 50

FAX: +352 48 03 23

Email: inspecteur-sanitaire@ms.etat.lu

URL: www.sante.public.lu

6 EN-ROUTE CHARGES

Post: EUROCONTROL
Central Route Charges Office
Raketstraat / Rue de la Fusée 96
1130 Brussels
BELGIUM

TEL: +32 (0) 2 729 38 38

FAX: +32 (0) 2 729 90 93

Email: r3.crco@eurocontrol.int

URL: www.eurocontrol.int/crco

7 AERODROME CHARGES

7.1 EBAW and EBOS

Post: Ministerie van de Vlaamse Gemeenschap
Departement Mobiliteit en Openbare Werken
Afdeling Openbare Werken
Koning Albert II-laan 20/2
1000 Brussels
BELGIUM

TEL: +32 (0) 2 553 78 11

FAX: +32 (0) 2 553 78 65

7.2 EBBR

Post: Brussels Airport Company
Auguste Reyerslaan 80
1030 Brussels
BELGIUM

TEL: +32 (0) 2 753 42 00

AFS: EBBRYDYX

7.3 EBCI and EBLG

Post: Service Public de Wallonie
DGO - O/METCA-MET - D323
Boulevard du Nord 8
5000 Namur
BELGIUM

TEL: +32 (0) 81 77 20 00

FAX: +32 (0) 81 77 38 66

7.4 EBKT

Post: WIVWB
Luchthavenstraat 1 bus 1
8560 Wevelgem
BELGIUM

TEL: +32 (0) 56 36 20 45

FAX: +32 (0) 56 35 40 59

AFS: EBKTZPZX

Email: airport.kortrijk@skynet.be

7.5 ELLX

Post: Société de l'Aéroport de Luxembourg SA
Airport Charges
BP 635
L-2016 Luxembourg
LUXEMBOURG

TEL: +352 24 64 1

Email: airportcharges@lux-airport.lu

URL: https://www.lux-airport.lu

8 AGRICULTURAL QUARANTINE

8.1 In Belgium

8.1.1 Brussels-Capital Region

Post: Ministère de la Région de Bruxelles-Capitale / Ministerie van het Brussels Hoofdstedelijk Gewest
Administration de l'Economie et de l'Emploi / Bestuur Economie en Werkgelegenheid
Boulevard du Jardin botanique / Kruidtuinlaan 20
1035 Brussels
BELGIUM

TEL: +32 (0) 2 800 34 52
FAX: +32 (0) 2 800 38 04
Email: info.eco@mrbc.irisnet.be
URL: www.brussels.irisnet.be

8.1.2 Flemish Region

Post: Ministerie van de Vlaamse Gemeenschap
Landbouw en Visserij
Koning Albert II-laan 35/40
1030 Brussels
BELGIUM
TEL: +32 (0) 2 552 77 69
FAX: +32 (0) 2 552 77 41
Email: communicatie@lv.vlaanderen.be
URL: lv.vlaanderen.be

8.1.3 Walloon Region

Post: Service Public de Wallonie
Direction Générale Agriculture, Ressources naturelles et Environnement
Avenue Prince de Liège 15
5100 Namur
BELGIUM
TEL: +32 (0) 81 64 94 11
Email: agriculture.dgarne@spw.wallonie.be
URL: agriculture.wallonie.be

8.2 In Luxembourg

8.2.1 Animals

Post: Administration Luxembourgeoise Vétérinaire et Alimentaire
BP 1403
L-1014 Luxembourg
LUXEMBOURG
TEL: +352 24 78 25 39
FAX: +352 40 75 45
Email: info@alva.etat.lu
URL: www.agriculture.public.lu

8.2.2 Plants

Post: Administration des Services Techniques de l'Agriculture
BP 1904
L-1019 Luxembourg
LUXEMBOURG
TEL: +352 45 71 72 275 or 277
FAX: +352 45 71 72 182
Email: import-controle@asta.etat.lu
URL: www.agriculture.public.lu

9 AIRCRAFT ACCIDENTS INVESTIGATION

9.1 In Belgium

9.1.1 Civil

Post: Air Accident Investigation Unit (Belgium)
Atrium - 6th floor
Rue du Progrès/Vooruitgangstraat 56
1210 Brussel
BELGIUM
TEL: +32 (0) 2 277 44 33 or +32 (0) 476 76 18 65
Email: aaiube@mobilit.fgov.be

9.1.2 Military

Post: Defence
Air Component
Aviation Safety Directorate
Base Charles Roman
1320 Beauvechain
BELGIUM

TEL: +32 (0) 2 442 54 49

Email: asd-avn-safety@mil.be

9.2 In Luxembourg

Post: Administration des Enquêtes Techniques
BP 1388
L-1013 Luxembourg
LUXEMBOURG

TEL: +352 24 78 44 03

FAX: +352 24 79 44 04

Email: info@aet.etat.lu

URL: www.aet.gouvernement.lu

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 34 000 KG 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
Ruiterlaan 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

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 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

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:

•Chartered military aircraft (commercial transport aircraft on military missions);
•All military fighter aircraft;
•All military helicopter aircraft.

1.2.3.3 Suitable Airfields

For all nations:

•Airfields open to civil air traffic;
•EBMB (for VIP flights).

Additionally, for EU and NATO members:

•Military airfields.

Operational clearance must always be obtained from the appropriate airfield authority.

1.2.3.4 Requests

All flights, except those who are covered by a standing diplomatic clearance, are subject to an occasional diplomatic clearance request. This request has to be sent at least 5 (five) working days in advance using the European Union Diplomatic Clearance (DIC) form and its validity frame is -24 HR until +72 HR from the scheduled overflight time of the entry point.

The Diplomatic Clearance (DIC) form may be downloaded in WORD format from the following address:

URL: https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Product/Forms/EU_Diplomatic_Clearance_DIC_form.doc

An example of a filled out form may be found from the following address:

URL: https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Product/Forms/EU_Diplomatic_Clearance_DIC_form_example.pdf

1.2.3.5 Notification

For all nations:

•Reference of clearance has to be inserted in the ICAO flight plan;
•Each notification has a validity frame of -24 HR until +72 HR from the scheduled overflight time of the entry point;
•VIP flights with planned landing in Belgium have to be notified at least one working day prior landing, with use of the European Union Diplomatic Clearance form.

Additionally, for EU and NATO members, they shall follow the rules, according to the information found on:

URL: https://dic.eda.europa.eu/belgium

All missions which are not covered by items in §1.2.3.5 are automatically subject to a requests, according to § 1.2.3.4.

1.2.3.6 Addresses

Requests for standing diplomatic clearances, occasional requests and notifications, have to be sent through diplomatic channel to FPS Foreign Affairs, Foreign Trade and Development Cooperation, International Transport Directorate.

For EU and NATO members who have agreed on a simplified communication procedure, notifications and occasional requests may be sent directly to the Belgian Air Defence Notification Center.

Email: CRC-11SQN-ADNC@mil.be
TEL: +32 (0) 2 443 86 59

1.2.4 Flights of Foreign Military Aircraft over Belgian Territory

All foreign MIL flights within the Brussels FIR/UIR may be conducted according GAT or OAT rules, depending upon operational requirements of the mission. OAT flights are only possible during the Steenokkerzeel ATCC operating hours (see GEN 3.3) and, other than transit flights, are forbidden on SAT, SUN and national HOL. COMOPSAIR can grant exceptions to this rule.

Aircraft flying according GAT shall establish radio contact with Brussels ACC/APP/FIC on frequencies stated in ENR 2.1, § 3.

Aircraft flying according OAT shall establish radio contact with Steenokkerzeel ATCC, call sign ‘Belga Radar’, on frequencies stated in ENR 2.1, § 3.

Foreign OAT flights requesting

•airspace for Tactical Air Ops or other than Tactical Air Ops shall follow the booking procedures as described in ENR 5.2, § 1.3
•the use of danger areas or restricted areas shall follow the reservation specifications as described in ENR 5.1, § 5
•the use of Helicopter Training Areas (HTA) or Low Flying Areas (LFA) shall follow the booking procedures as described in ENR 5.2, § 2.2 and ENR 5.2, § 3.2

Combined OAT missions with BEL and foreign military aircraft shall follow the domestic booking procedures.

EUROAT rules are applicable as described in ENR 1.1, § 2.1.2.2.

OAT and GAT flight plans shall be submitted according to the rules laid down in ENR 1.10.

The use of tactical call signs within the Belgian airspace is prohibited for non-Belgian military aircraft. QRA missions (training and real) are exempted from this rule. Other exception requests for the use of tactical call signs within the Belgian airspace need prior approval and can be sent, at least 5 working days in advance, to:

Post: Defence
Air Component - COMOPSAIR
Air Operations Support (A 3.2)
Kwartier Koningin Elisabeth
Bldg 1
Eversestraat / Rue d'Evere 1
1140 Brussels
BELGIUM

TEL: +32 (0) 2 441 66 42

Email: comopsair-a3-air-ctrl-ops@mil.be

1.2.5 Landing of Military Aircraft at EBBR

1.2.5.1 Conventional and Jet Transport Aircraft

Aircraft of the 15W: No restrictions.

Liaison aircraft: must file an IFR FPL and be able to select the appropriate radio frequencies stated in ENR 2.1, § 3.

1.2.5.2 Jet Fighter Aircraft

Jet fighter aircraft will only be allowed to land at EBBR in exceptional circumstances. When a jet fighter aircraft is authorised to land, the same prescription as in above will apply. The authorisation to land at EBBR must be obtained via COMOPSAIR Air Operations Support.

2 IN LUXEMBOURG

2.1 Submission of the General Declaration to Luxembourg Air Border Guards

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.

Border guards from the Luxembourg Airport Police require a General Declaration in advance, prior to take-off, by means of a submitted General Declaration (inbound and outbound).

The required General Declaration Form can be downloaded via the following link: URL: https://police.public.lu/fr/votre-police/services-et-unites/upa.html.

For all aircraft being subject to mandatory handling at the Business Aviation Center (see ELLX AD 2.20, § 6.1 and ELLX AD 2.20, § 6.2) the completed form must be sent to following email recipients:

- Border guards: upa.gendec@police.etat.lu
- Business Aviation Center: bac@lux-airport.lu

For aircraft which are exempted from handling (see ELLX AD 2.20, § 6.3) the General Declaration Form must only be sent to the competent border guards: upa.gendec@police.etat.lu.

Further information can be obtained from:

Unité de la Police de l'Aéroport
Luxembourg Airport

Email: upa.gendec@police.etat.lu

TEL: +352 24 41 85 04 0

2.2 Other

See relevant services, GEN 1.1.

GEN 1.3 Entry, Transit and Departure of Passengers and Crew

See relevant services, GEN 1.1.

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 1.4 Entry, Transit and Departure of Cargo

See relevant services, GEN 1.1.

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 1.5 Aircraft Instruments, Equipment and Flight Documents

1 NAVIGATION EQUIPMENT

1.1 RNAV Equipment

Aircraft, other than state aircraft, operating on the ATS routes above FL 095 within the Brussels FIR/UIR shall be equipped with, as a minimum, RNAV equipment meeting RNP 5 in accordance with the requirements set out in *ICAO Doc 7030, Regional Supplementary Procedures* (EUR SUPPS, chapter 4).

1.2 RNP Approach Equipment

To execute an RNP approach the use of GNSS equipment is mandatory. In case of an RNP approach to the LPV minimum, the equipment must additionally make use of the European SBAS EGNOS. These LPV approaches can be retrieved from the FMS database using the SBAS channel number as published on the relevant RNP approach chart.

In case of RNP approach, the pilot should check RAIM availability using GNSS RAIM NOTAM or other means. In case of RNP approach to LPV minimum, the pilot should check EGNOS availability using EGNOS NOTAM for the relevant airport.

The use of guidance relying on EGNOS signals is authorized for a RNP approach leading to LNAV/VNAV and LPV minima.

Barometric VNAV guidance during approach is not temperature compensated. A temperature limitation is reflected on the RNP approach chart. Operating at uncompensated altitudes will not provide expected obstacle clearance below published minimum temperatures.

2 8.33 KHZ CHANNEL SPACING CAPABLE RADIO EQUIPMENT

2.1 8.33 KHZ Voice Channel Spacing Above FL 195

The carriage of 8.33 KHZ channel spacing radio equipment is mandatory throughout the ICAO EUR Region for flights above FL 195.

State aircraft operating within Brussels FIR/UIR are permanently exempted from the above carriage requirement, provided that they are able to communicate on UHF. In addition, all state aircraft flying OAT within the Brussels UIR, are exempted from the above-mentioned carriage requirement.

Except for UHF equipped state aircraft, non-equipped aircraft planning to enter any FIR/UIR above FL 195 in the EUR Region where no exemption has been published (refer to the AIP of the state covering the FIR/UIR concerned), must flight plan to operate below FL 195 throughout the entire EUR Region.

Note: Above FL 245 in the Brussels UIR, UHF coverage is assured. Below FL 245, regular 25 KHZ assignments will be used. State aircraft planning to cross the Brussels UIR boundary above FL 195 shall comply with the 8.33 KHZ regulations of neighbouring states and check the UHF coverage provided.

2.2 8.33 KHZ Voice Channel Spacing Below FL 195

All radios operating in the 117.975-137 MHZ band (the 'VHF-band' allocated to aviation) shall have the 8.33 KHZ channel spacing capability. An operator shall not operate an aircraft in airspace where carriage of radio is required unless the aircraft radio equipment has the 8.33 KHZ channel spacing capability.

State aircraft which are permanently exempted from the requirement of having radio equipment with the 8.33 KHZ channel spacing capability shall be able to communicate on UHF or on the remaining VHF 25 KHZ frequencies, where available.

3 EUR RVSM IN BRUSSELS UIR

Only RVSM approved aircraft and non-RVSM approved state aircraft will be permitted to operate within the EUR RVSM airspace.

Guidance material on the airworthiness, continued airworthiness and the operational practices and procedures for the EUR RVSM airspace is provided in the *Joint Aviation Authorities (JAA) Temporary Guidance Leaflet (TGL) Number 6, Revision 1*, and the *ICAO EUR Regional Supplementary Procedures* (EUR SUPPS, chapter 4).

Note 1: RVSM approved aircraft are those aircraft for which the operator has obtained an RVSM approval, either from the state in which the operator is based, or from the state in which the aircraft is registered.

Note 2: Details on RVSM airspace within Brussels UIR can be found in ENR 2.1.

4 SSR TRANSPONDER

4.1 Elementary Surveillance (ELS)

The carriage and operation of a Mode S transponder, compliant with *European Aviation Safety Agency (EASA) CS-ACNS, Book 1, Subpart D, Surveillance (SUR), Section 2 - Mode S elementary surveillance*, is mandatory in the Brussels FIR/UIR, as follows:

- For IFR flight as GAT;
- For VFR flights, conducted in airspace where the carriage and operation of SSR transponders is mandatory

4.2 Enhanced Surveillance (EHS)

The carriage and operation of a Mode S transponder, compliant with *European Aviation Safety Agency (EASA) CS-ACNS, Book 1, Subpart D, Surveillance (SUR) Section 3 - Mode S enhanced surveillance*, is mandatory in the Brussels FIR/UIR for fixed wing aircraft flying in accordance with IFR as GAT, when the aircraft has a MTOW greater than 5 700 KG and/or a maximum cruising true airspeed in excess of 250 KT.

State aircraft are exempted of this requirement when flying as GAT within the Brussels FIR/UIR, carriage and operation of a Mode S ELS-capable transponder is sufficient.

5 ACAS Resolution advisory (RA) (SERA.11014)

ACAS II shall be used during flight except as provided in the minimum equipment list specified in *Commission Regulations (EU) 965/2012, 800/2013 and 379/2014* in a mode that enables RA indications to be produced for the flight crew when undue proximity to another aircraft is detected unless inhibition of RA indication mode (using TA indication only or equivalent) is called for by an abnormal procedure or due to performance-limiting conditions.

GEN 1.6 Summary of National Regulations and International Agreements / Conventions

1 IN BELGIUM

The following national regulations apply:

- Act of 27 June 1937 on revision of the Act of 16 November 1919 on the regulation of air navigation;
- Royal Decree of 15 March 1954 regulating air navigation;
- Ministerial Decree of 31 July 1980 regulating civil flight engineer licences;
- Ministerial Decree of 27 October 1982 regulating civil free balloon pilot licences;
- Royal Decree of 11 July 2003 laying down the conditions to be met by pilots of the Belgian Armed Forces to obtain civil airplane pilot licences and ratings;
- Royal Decree of 25 April 2007 laying down the conditions to be met by helicopter pilots of the Belgian Armed Forces to obtain civil helicopter pilot licences and ratings;
- Ministerial Decree of 15 April 1997 laying down the conditions to be met by holders of military flight engineer certificates to obtain civil flight engineer licences and ratings;
- Royal Decree of 25 May 1999 laying down the particular conditions for the admission of ultra-light motorised aircraft to air traffic;
- Ministerial Decree of 8 May 2009 laying down the conditions for the physical and mental fitness of flight crew members of civil aircraft;
- Royal Decree of 8 April 2003 on certifying staff according to the JAR-66 standard;
- Royal Decree of 25 April 2007 laying down the conditions to be met by helicopter pilots of the Belgian Armed Forces to obtain civil airplane pilot licences and ratings;
- Royal Decree of 9 May 2008 regulating air traffic controller licences;
- Royal Decree of 13 July 2008 on the issue of “initial safety training” certificates for cabin crew members;

  Ministerial Decree of 14 July 2008 laying down the conditions for the physical and mental fitness of air traffic controllers;
- Royal Decree of 19 March 2014 regulating the knowledge of languages in civil aviation;
- Royal Decree of 12 July 2013 organising the verification of the physical and mental fitness conditions for flight and cabin crew members of civil aircraft, as well as for air traffic controllers;
- Royal Decree of 25 October 2013 implementing Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- Royal Decree of 11 June 1954 prohibiting the overflight of certain parts of the territory of the Kingdom;
- Royal Decree of 14 April 1958 prohibiting the overflight of certain parts of the territory of the Kingdom;
- Ministerial Decree of 29 May 2013 regulating helicopter landings and take-offs outside aerodromes;
- Ministerial Decree of 12 July 1988 regulating the issue and keeping of the aircraft journey log;
- Royal Decree of 19 December 2014 on the rules of the air and the operational provisions relating to air navigation services and procedures;
- Ministerial Decree of 9 July 1957 determining the position lights to be displayed by certain aircraft;
- Ministerial Decree of 13 February 1970 on the regulation laying down the technical measures to be taken for the operation in commercial air transport of aircraft with a maximum total weight authorised of 5.700 kg or more;
- Ministerial Decree of 16 April 1971 laying down the conditions for the approval of technical services for the construction of aircraft and the manufacture of aircraft components;
- Royal Decree of 5 June 1980 laying down, with regard to noise emissions, the conditions for the issue and renewal of the certificate of airworthiness and the conditions of operation of subsonic airplanes;
- Ministerial Decree of 2 August 1990 determining the maintenance work to which aircraft must be subject, the procedures for submitting an application for the renewal of the certificate of airworthiness and the documents to be produced in order to establish the continued airworthiness of aircraft;
- Ministerial Decree of 12 September 1991 laying down technical measures for the operation of aircraft used in commercial air transport with a maximum total weight authorised of less than 5.700 kg;
- Ministerial Decree of 29 May 1996 on the approval of aircraft maintenance technical services according to the common reference standards JAR 145;
- Royal Decree of 17 September 2000 on the limitation of the operation of airplanes covered by Annex 16 to the Convention on International Civil Aviation, Volume 1, Part II, Chapter 2, second edition (1988);
- Royal Decree of 25 June 2001 determining the conditions for adding the words “in accordance with the requirements of Jar-Ops 1” or “in accordance with the requirements of Jar-Ops 3” on the Air Operator's Certificate;
- Royal Decree of 11 July 2003 regulating air navigation passes for aircraft registered or recorded in Belgium;
- Royal Decree of 9 January 2005 laying down the conditions for the technical operation of general aviation airplanes;
- Royal Decree of 18 November 2005 regulating the air transport of dangerous goods;

- Royal Decree of 16 March 2009 laying down the conditions for granting access to the air traffic for certain aircraft without a certificate of airworthiness;

  Ministerial Decree of 28 May 2014 laying down the conditions for the temporary permit to fly of certain gyroplanes;
- Royal Decree of 10 June 2014 laying down the particular conditions for the admission of paramotors to air traffic;
- Royal Decree of 24 September 2017 laying down the technical conditions for the admission to air traffic of historical aircraft and aircraft without type certificate holder;
- Act of 6 June 1990 on airlines;
- Royal Decree of 16 November 1990 implementing the Act of 6 June 1990 on airlines;
- Ministerial Decree of 3 August 1994 laying down the conditions for issuing operating licences to air carriers;
- Royal Decree of 18 August 2010 on the designation of Community air carriers and the granting of traffic rights for the operation of scheduled air services between Belgium and non-Community countries;
- Ministerial Decree of 23 January 1998 determining the classification of aircraft into acoustic categories;
- Royal Decree of 6 November 2010 regulating the access to the groundhandling market at Brussels National Airport;
- Royal Decree of 23 June 2003 on slot coordination at Brussels National Airport;
- Royal Decree of 25 September 2003 establishing rules and procedures concerning the introduction of operating restrictions at Brussels National Airport;
- Ministerial Decree of 3 May 2004 on noise pollution management at Brussels National Airport;
- Royal Decree of 27 May 2004 on the transformation of Brussels International Airport Company (B.I.A.C.) into a public limited company under private law and on airport facilities;
- Royal Decree of 21 June 2004 granting the operating licence for Brussels National Airport to the public limited company BIAC;
- Ministerial Decree of 19 November 2014 on the approval of the maintenance programme for rolling stock and essential stock, as well as on conditions for the roadworthiness testing of rolling stock at Brussels National Airport;
- Ministerial Decree of 19 November 2014 on the approval of groundhandling service providers at Brussels National Airport;
- Royal Decree of 15 March 2002 establishing a mediation service for Brussels National Airport;
- Act of 31 July 2017 establishing an appeal procedure against a decision concerning the selection procedure for limited categories of ground handling services at Brussels National Airport;
- Act of 31 July 2017 confirming the imposition of action plans and the implementation of security measures at Brussels Airport Company;
- Decree of the Regent of 10 January 1950 fixing the control and surveillance taxes relating to the inspection of radio-electric installations on board aircraft;
- Royal Decree of 14 February 2001 fixing the charges to which the use of public services relevant for air navigation is subject;
- Royal Decree of 20 July 1971 on the establishment of a national civil aviation security committee and local airport security committees;
- Royal Decree of 3 May 1991 regulating civil aviation security;
- Ministerial Decree of 6 May 1991 regulating the terms and conditions under which airlines themselves take security measures that are not imposed by Belgian aviation authorities for passenger flights;
- Royal Decree of 23 August 2004 regulating the conditions for the training and certification of aviation inspectorate members;
- Royal Decree of 4 May 1999 regulating the conditions for the training and certification of the inspectors and deputy chief inspectors of the airport inspectorate;
- Royal Decree of 4 May 1999 regulating the conditions for the training and certification of the auxiliary staff and staff of the airport inspectorate;
- Ministerial Decree of 11 April 2000 regulating the conditions of carriage on board civil aircraft of “inadmissible passengers and persons to be removed”;
- Royal Decree of 2 December 2001 on critical infrastructure in the air transport sub-sector;
- Royal Decree of 2 December 2018 granting warrants for aviation inspectorate inspectors;
- Royal Decree of 28 April 2016 determining rules for the drafting, implementation and maintenance of a national civil aviation security programme and a national quality control programme;
- Royal Decree of 18 June 2017 regulating the granting of the warrant for airport inspectorate inspectors with security qualification;
- Royal Decree of 17 January 2019 granting warrants for aviation inspectorate inspectors;
- Royal Decree of 14 February 2006 on the establishment of a National Supervisory Authority (NSA) for air navigation services;
- Royal Decree of 20 November 2006 on the certification of air navigation service providers and the designation of air traffic and meteorological service providers;
- Act of 29 April 2013 giving assent to the Treaty relating to the establishment of the Functional Airspace Block “Europe Central” between the Federal Republic of Germany, the Kingdom of Belgium, the French Republic, the Grand Duchy of Luxembourg, the Kingdom of the Netherlands and the Swiss Confederation, done at Brussels on 2 December 2010;
- Treaty of 2 December 2010 relating to the establishment of the Functional Airspace Block “Europe Central” between the Federal Republic of Germany, the Kingdom of Belgium, the French Republic, the Grand Duchy of Luxembourg, the Kingdom of the Netherlands and the Swiss Confederation;

- Ministerial Decree of 4 October 2013 on the designation of customs aerodromes as defined in Article 45 of the Royal Decree of 15 March 1954 regulating air navigation;
- Royal Decree of 9 December 1998 regulating the investigations on civil aviation accidents and incidents;
- Royal Decree of 22 April 2005 on occurrence reporting in civil aviation;
- Royal Decree of 16 December 2005 on the safety of third-country aircraft using Belgian airports;
- Royal Decree of 11 December 2006 on the obligation of air carriers to communicate passenger data;
- Royal Decree of 12 November 2008 fixing the minimum insurance cover with regard to the liability towards passengers for the non-commercial operation of aircraft with a maximum take-off weight of 2.700 kg or less;
- Royal Decree of 25 April 2014 approving the third management contract between the State and Belgocontrol;

  Royal Decree of 13 November 2009 on administrative fines applicable in the event of infringement of aviation regulations;
- Air transport. - EASA. - Designation;
- Royal Decree of 19 December 2014 laying down the cost funding arrangements for the provision of terminal air navigation services at Belgian airports in 2015;
- Royal Decree of 26 December 2015 laying down the cost funding arrangements for the provision of terminal air navigation services at Belgian airports in 2016;
- Royal Decree of 25 December 2016 laying down the cost funding arrangements for the provision of terminal air navigation services at Belgian airports in 2017;
- Royal Decree of 7 December 2017 laying down the cost funding arrangements for the provision of terminal air navigation services at Belgian airports in 2018;
- Royal Decree of 7 December 2018 laying down the cost funding arrangements for the provision of terminal air navigation services at Belgian airports in 2019;
- Royal Decree of 20 December 2019 laying down the cost funding arrangements for the provision of terminal air navigation services at Belgian airports in 2020;
- Royal Decree of 10 April 2016 on the use of remotely piloted aircraft in Belgian airspace;
- Ministerial Decree of 30 November 2016 delegating authority to the Director General of the Belgian Civil Aviation Authority under the Royal Decree of 10 April 2016 on the use of remotely piloted aircraft in Belgian airspace.

The following international regulations and conventions apply:

- Convention on international civil aviation signed at Chicago, on 7 december 1944;
- Convention of October 12, 1929 on the Liability of the Air Carrier towards Passengers and Shippers (Warsaw Convention);
- International Convention of May 29, 1933 relating to the precautionary seizure of aircraft;
- Convention of 7 October 1952 on Damage Caused to Third Parties on the Surface by Foreign Aircraft (Rome Convention);
- Convention of September 18, 1961, complementary to the Warsaw Convention - Carriage performed by a person other than the contractual carrier (Guadalajara Convention);
- Convention of 28 May 1999 for the unification of certain rules relating to international transport by air (Montreal Convention);
- Convention of September 14, 1963 on Offenses and Certain Other Acts Committed on Board Aircraft (Tokyo Convention);
- Convention of 16 December 1970 relating to the unlawful seizure of aircraft (Hague Convention);
- Convention of September 23, 1971 for the Suppression of Unlawful Acts against Civil Aviation (Montreal Convention);
- Regulation (EU) 2018/1139 of the European Parliament and of the council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/ 2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91;
- Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations;
- Commission Regulation (EU) 2015/640 of 23 April 2015 on additional airworthiness specifications for a given type of operations and amending Regulation (EU) No 965/2012;
- Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks;
- Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- Commission Regulation (EU) 2018/395 of 13 March 2018 laying down detailed rules for the operation of balloons as well as for the flight crew licensing for balloons pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council;

- Commission Implementing Regulation (EU) 2018/1976 of 14 December 2018 laying down detailed rules for the operation of sailplanes as well as for the flight crew licensing for sailplanes pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council;
- Commission Regulation (EU) No 452/2014 of 29 April 2014 laying down technical requirements and administrative procedures related to air operations of third country operators pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011;
- Commission Implementing Regulation (EU) No 1079/2012, Commission Implementing Regulation (EU) No 1207/2011, Commission Implementing Regulation (EU) No 1206/2011, Commission Regulation (EU) No 73/2010, Commission Regulation (EC) No 262/2009, Commission Regulation (EC) No 29/2009, Commission Regulation (EC) No 633/2007, Commission Regulation (EC) No 1033/2006, Commission Regulation (EC) No 1032/2006;
- Commission Regulation (EU) 2015/340 of 20 February 2015 laying down technical requirements and administrative procedures relating to air traffic controllers' licences and certificates pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, amending Commission Implementing Regulation (EU) No 923/2012 and repealing Commission Regulation (EU) No 805/2011;
- Commission Regulation (EU) No 1332/2011 of 16 September 2011 - Airspace Usage Requirements and Operating Procedures for Airborne Collision Avoidance;
- Commission Implementing Regulation (EU) 2018/1048 of 18 July 2018 laying down airspace usage requirements and operating procedures concerning performance-based navigation;
- Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010;
- Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- Commission Implementing Regulation (EU) 2019/947 of 24 May 2019 on the rules and procedures for the operation of unmanned aircraft;
- Commission Implementing Regulation (EU) 2019/945 of 12 March 2019 on unmanned aircraft systems and on third-country operators of unmanned aircraft systems;
- Commission Regulation (EC) No 104/2004 of 22 January 2004 laying down rules on the organisation and composition of the Board of Appeal of the European Aviation Safety Agency;
- Commission Implementing Regulation (EU) 2019/2153 of 16 December 2019 on the fees and charges levied by the European Union Aviation Safety Agency, and repealing Regulation (EU) No 319/2014;
- Commission Implementing Regulation (EU) No 646/2012 of 16 July 2012 laying down detailed rules on fines and periodic penalty payments pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- Commission Implementing Regulation (EU) No 628/2013 of 28 June 2013 on working methods of the European Aviation Safety Agency for conducting standardisation inspections and for monitoring the application of the rules of Regulation (EC) No 216/2008 of the European Parliament and of the Council and repealing Commission Regulation (EC) No 736/2006;
- Commission Implementing Regulation (EU) 2019/317 of 11 February 2019 laying down a performance and charging scheme in the single European sky and repealing Implementing Regulations (EU) No 390/2013 and (EU) No 391/2013.

These documents can be consulted via the website of the CAA:

URL: https://mobilit.belgium.be/nl/luchtvaart/wetgeving-en-regelgeving (Dutch)

URL: https://mobilit.belgium.be/fr/aviation/legislation-et-reglementation (French)

2 IN LUXEMBOURG

A list containing all national regulations and international agreements / conventions concerning air navigation in Luxembourg may be downloaded from the following address:

URL: https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Product/Documents/Releve_Legislation_Aviation-Legislation_nationale_05_04_2019.pdf

Further information on the national regulations and the international agreements / conventions concerning air navigation in Luxembourg can be found on the website of Legilux:

URL: www.legilux.public.lu

3 EUROPEAN REGULATIONS

European regulations can be consulted on the website of EASA:

URL: https://www.easa.europa.eu/regulations#regulations-atmans---air-traffic-managemantair-navigations-services

Note: The above link also allows to directly access related Acceptable Means of Compliance and Guidance Material in support of EASA rules incl. the comprehensive EASA Access Rules. Single European Sky Regulations are indicated through a further link within that homepage. For any queries linked with this webpage please use: https:// www.easa.europa.eu/contact-us.

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures

<table>
<tr><th>Number</th><th>Annex</th><th>Edition</th><th>Differences</th></tr>
<tr><td>1</td><td>Personnel Licensing</td><td>11</td><td>NIL</td></tr>
<tr><td>2</td><td>Rules of the Air</td><td>10</td><td>
Chapter 3, § 3.2.2 (Belgium and Luxembourg)
An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.

Chapter 3, § 3.2.2.4 (Belgium and Luxembourg)
Sailplanes overtaking: a sailplane overtaking another sailplane may alter its course to the right or to the left.

Chapter 3, § 3.2.3.2 (b) (Belgium and Luxembourg)
Unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable.

Chapter 3, § 3.2.5 (c) and (d) (Belgium and Luxembourg)
(c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC;
(d) except for balloons, land and take off into the wind unless safety, the runway configuration or air traffic considerations determine that a different direction is preferable.

Chapter 3, § 3.3.1.2 (Belgium and Luxembourg)
VFR flights across international borders but remaining within the Schengen Area do not need a flight plan as far as the Brussels FIR is concerned.
A pilot is required to file a flight plan when planning any flight at night if leaving the vicinity of an aerodrome.

Chapter 3, § 3.8 and Appendix 2 (Belgium and Luxembourg)
The words “in distress” are not included in EU law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive, as well as those found in Attachment A, are not contained in EU law.

Chapter 4, § 4.3 (Luxembourg only)
VFR flights at night may be authorised under the following conditions:
1. They are operated exclusively in controlled airspace except for flights who have been granted exemptions for special operations;
2. A complete flight plan shall be filed;
3. Except when necessary for take-off or landing, or except when specifically authorised by the CAA, VFR flights at night shall be operated at a level which is at least 1 000 FT above the highest obstacle located within 8 KM of the estimated position of the aircraft;
4. Visibility and distance from cloud minima in visual meteorological conditions at night are the following:

<table>
<tr><th>Altitude band</th><th>Airspace class</th><th>Flight visibility</th><th>Distance from cloud</th></tr>
<tr><td>At and above FL 100</td><td>C D</td><td>8 KM</td><td>1500 M horizontally
1000 FT vertically</td></tr>
<tr><td>Below FL 100 and above 3000 FT AMSL, or above 1000 FT above terrain, whichever is the higher</td><td>C D</td><td>5 KM</td><td>1500 M horizontally
1000 FT vertically</td></tr>
<tr><td>At and below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher</td><td>C D</td><td>5 KM</td><td>1500 M horizontally
1000 FT vertically</td></tr>
</table>
However:
1. the ceiling shall not be less than 1 500 FT
2. in airspace classes C and D, at and below 3 000 FT AMSL or 1 000 FT above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface
</td></tr>
</table>

Number	Annex	Edition	Differences
			Chapter 4, § 4.6 (Belgium and Luxembourg) Except when necessary for take-off or landing, or except by permission from the CAA, a VFR flight shall not be flown: a. over the congested areas of cities, towns or settlements, or over an open-air assembly of persons at a height less than 300 M (1000FT) above the highest obstacle within a radius of 600M from the aircraft; b. elsewhere than as specified in (a), at a height less than 150M (500FT) above the ground or water, or 150 M (500FT) above the highest obstacle within a radius of 150M (500FT) from the aircraft.
3	Meteorology	19	NIL
4	Aeronautical Charts	11	NIL
5	Units of Measurement to be Used in Air and Ground Operations	5	NIL
6	Operation of Aircraft		
	Part I: International Commercial Air Transport - Aeroplanes	10	NIL
	Part II: International General Aviation - Aeroplanes	9	NIL
	Part III: International Operations - Helicopters	8	NIL
7	Aircraft Nationality and Registration Marks	6	NIL
8	Airworthiness of Aircraft	11	NIL
9	Facilitation	14	NIL

Number	Annex	Edition	Differences
10	Aeronautical Telecommunications		
	Volume 1: • Part 1: Equipment and System • Part 2: Radio Frequencies	6	NIL
	Volume 2: Communication Procedures including those with PANS status	7	**Chapter 5 § 5.2.1.4.1 (Belgium and Luxembourg)** (a) Transmission of numbers (1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately. (i) Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds. (ii) The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1 000 hPa which shall be transmitted as “ONE THOUSAND”. (iii) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word “THOUSAND”. (2) All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word “HUNDRED” or “THOUSAND”, as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word “THOUSAND”, followed by the number of hundreds, followed by the word “HUNDRED”. (3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately. (4) When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as “TEN O'CLOCK” or “ELEVEN O'CLOCK”. (5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word “DECIMAL”. (6) All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used.
			Chapter 5 § 5.2.1.7.3.2.3 (additional provision) (Belgium and Luxembourg) For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted.
	Volume 3: • Part 1: Digital Data Communication Systems • Part 2: Voice Communication Systems	2	NIL
	Volume IV: Surveillance Radar and Collision Avoidance Systems	5	NIL
	Volume V: Aeronautical Radio Frequency Spectrum Utilization	3	NIL

Number	Annex	Edition	Differences
11	Air Traffic Services	14	**Chapter 2, § 2.6 and Appendix 4 (Belgium only)** Pilots shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel in class G RMZ. The Director General of the CAA may exempt aircraft types, which for technical or safety reasons exceed the 250 KT speed limit.
			Chapter 2, 2.6.1 (Luxembourg only) The CAA may exempt aircraft types, which for technical or safety reasons exceed the 250 KT speed limit.
			Chapter 2, 2.6.3 (Luxembourg only) The CAA may exempt aircraft types, which for technical or safety reasons exceed the 250 KT speed limit.
			Chapter 2, 2.13.5 (Luxembourg only) Annex 11 Appendix 3, 2.1.1. (e) requires that the word “visual” is used in the plain language designator when the route has been established for VFR, whereas the EU rule extends it to IFR in VMC as well. (same difference is replicated in paragraph 5.3 Annex 11 Appendix 3). Annex 11 Appendix 3 paragraph 6 (MLS/RNAV) is not transposed. Annex 11 Appendix 3 paragraph 7:7.2 is not transposed. Annex 11 Appendix 3 paragraph 8 is not transposed.
			Chapter 2, 2.15.3 (Luxembourg only) Annex 11 Appendix 2, paragraph 1.1 the terms “preferably VHF or higher frequency aids” are not transposed. Paragraph 4.2, 5.7 and 5.8 are not transposed.
			Chapter 2, 2.19.1 (Luxembourg only) The EU regulation refers to “air operations” instead of “activities”, therefore restricting the scope of the requirement. The EU regulation does not specify with whom the co-ordination should be affected by omitting to specify the “appropriate air traffic services authorities”.
			Chapter 2, 2.19.4 (Luxembourg only) Art. 3c of Regulation (EU) 2017/373: Art. 3c(2) refers to Art. 3c(1), which is the transposition of paragraph 2.19.1 of Annex 11, therefore the same difference applies.
			Chapter 2, § 2.26.5 (Belgium and Luxembourg) Time checks shall be given at least to the nearest minute.
			Chapter 3 and Appendix 4 (Belgium only) When requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the appropriate ATS unit in airspace classes D and E, a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below FL 100 during climb or descent, during day under VMC.
			Chapter 3, 3.3.4 (Luxembourg only) When requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the CAA, a flight, in airspace classes D and E, may be cleared subject to maintaining own separation in respect of a specific portion of the flight below 3 050 M (10 000 FT) during climb or descent, during day in VMC.
			Chapter 3, § 3.7.3.1 (Belgium and Luxembourg) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: a. ATC route clearances; b. clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and c. runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and d. transition levels, whether issued by the controller or contained in ATIS broadcasts.
			Chapter 3, § 3.7.3.1.1 (Belgium and Luxembourg) Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.

Number	Annex	Edition	Differences
			Chapter 3 (additional provision) (Belgium and Luxembourg) Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the CAA for helicopters in special cases such as, but not limited to, medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied: a. such flights may be conducted during day only, unless otherwise permitted by the CAA; b. by the pilot: 1. clear of cloud and with the surface in sight; 2. the flight visibility is not less the 1500M or, for helicopters, not less than 800M; 3. fly at a speed of 140KT IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision, and c. an air traffic control unit will not issue a Special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima: 1. the ground visibility is less than 1500 M or, for helicopters, less than 800 M; 2. the ceiling is less than 180M (600FT).
			Chapter 4, 4.3.7 (Luxembourg only) The braking action will not be provided through ATIS.
			Chapter 4, 4.3.8 (Luxembourg only) The braking action will not be provided through ATIS.
			Chapter 4, 4.3.9 (Luxembourg only) The braking action will not be provided through ATIS.
			Chapter 6, 6.1.2.1 (Luxembourg only) The EU Regulation allows flexibility in the available radio coverage subject to approval by the competent authority.
12	Search and Rescue	8	NIL
13	Aircraft Accident Investigation	11	NIL
14	Aerodromes		
	Volume 1: Aerodrome Design and Operations	8	Note: Differences below are only applicable to the aerodromes certified according to the European regulation. The aerodromes are listed in AD 1.5 Status of Certification of Aerodromes.
			Chapter 1, §1.4.1 (Belgium only) European regulation applies only to aerodromes open to public use, which serve commercial air transport, having a paved instrument runway of 800 M or more. These aerodromes are certified under European regulation, with a possible exemption for aerodromes below 10 000 commercial passengers per year and 850 freight movements per year. Aerodromes not covered by European regulations are certified when they accommodate more than 10 000 commercial passengers over 3 consecutive years. All aerodromes out of the scope of European Union regulation are subject to runway homologation by the Competent Authority. See AD 1.5 Status of Certification of Aerodromes.
			Chapter 3, §3.8.1 (Belgium only) The provision of radio altimeter operating area is optional for CAT I runways.
			Chapter 3, §3.9.12 (Belgium only) Regulation requires a suitable strength for taxiways and not the strength of the runway they serve.
			Chapter 3, §3.13.6 (Belgium only) The regulation offers the possibility to reduce the clearance distance for height limited objects if the stand is restricted for aircraft with specific characteristics.
			Chapter 4, §4.2.16 (Belgium only) For code letter F aerodromes, the width of the inner approach surface and the length of the inner edge of the balked landing surface are increased to 140M, irrespective of the type of avionics.

Number	Annex	Edition	Differences
			Chapter 5,§5.2.10.5, §5.2.10.6, §5.2.10.7 (Belgium only) Only pattern A2 and B2 are used.
			Chapter 5, §5.2.13.1 (Belgium only) Markings may not be provided where appropriate procedures are in place.
			Chapter 5, §5.3.5.36 (Belgium only) The regulation does not foresee that the approach slope should be appropriate for the aeroplanes.
			Chapter 5, §5.3.5.44 (Belgium only) The regulation foresees one more case where an object or an extension to an existing object may penetrate the obstacle protection surface, that is, when after a safety assessment, it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of helicopters.
			Chapter 5, §5.3.20.1 (Belgium only) Stop bars are provided when the runway is intended to be used with an RVR less than 550M.
			Chapter 5, §5.3.22.1 (Belgium only) The regulation describes only the purpose of the de-icing/anti-icing facility exit lights and does not require the provision of the lights.
			Chapter 5, §5.3.24.1 (Belgium only) The provision of floodlighting on de-icing/anti-icing facilities is not mandatory.
			Chapter 5, §5.3.28.1 (Belgium only) Road-holding position lights are provided when the runway is to be used with RVR below 550M.
			Chapter 5, §5.4.3.5 (Belgium only) Intersection take-off signs are mandatory.
			Chapter 8, §8.1.10 (Belgium only) Essential security lighting and essential equipment and facilities for the aerodrome responding emergency services, are not covered by the regulation.
			Chapter 9, §9.1.7 (Belgium only) The regulation allows the possibility for a mobile command post not to be available.
			Chapter 9, §9.1.11 (Belgium only) The regulation allows the possibility for communication systems not to be provided.
			Chapter 9, §9.1.13 (Belgium only) The regulation does not foresee the possibility of “modular tests in the first year and a full emergency exercise at intervals not exceeding 3 years”.
			Chapter 9, §9.2.4 (Belgium only) The regulation uses the principles contained in 9.2.5 and 9.2.6 for establishing the level of protection for an aerodrome; however the regulation allows the reduction of the required level of protection based on the number of movements of the larges aeroplane at the aerodrome.
			Chapter 9, §9.2.16 (Belgium only) The regulation does not require supplementary water supplies to be available.
			Chapter 9, §9.2.29 (Belgium only) The regulation does not include a certain response times to any other part of the movement area. The response times are calculated and included in the aerodrome emergency plan.
			Chapter 9, §9.2.31 (Belgium only) The regulation foresees the arrival of vehicles, other from the first responding vehicle, by taking into account the time that the first vehicle should respond plus one minute.
			Chapter 9, §9.2.32 (Belgium only) The regulation foresees the arrival of vehicles, other from the first responding vehicle, by taking into account the time that the first vehicle should respond plus one minute.
			Chapter 9, §9.9.4 (Belgium only) In addition to the cases foreseen in the relevant specification, the regulation allows the presence of equipment/installations also after a safety assessment regarding safety and regularity.

Number	Annex	Edition	Differences
			Chapter 10, §10.5.8 (Belgium only) The regulation applies for taxiway operations under 550M RVR.
			Chapter 10, §10.5.9 (Belgium only) The regulation applies for taxiway operations under 550M RVR.
	Volume 2: Heliports	4	NIL
15	Aeronautical Information Services	16	**Chapter 6, 6.3.2.3 (Luxembourg only)** Not all the additional cases introduced with amendments 40 and 41 of Annex 15, for NOTAM origination are covered.
			Chapter 6, 6.3.2.4 (Luxembourg only) A NOTAM is also required to be originated and issued in case of unavailability of a runway due to runway marking works or, if the equipment used for those works can be removed, a time lag required for making the runway available.
16	Environmental Protection		
	Volume 1: Aircraft Noise	8	NIL
	Volume 2: Aircraft Engine Emissions	4	NIL
17	Security	10	NIL
18	The Safe Transport of Dangerous Goods by Air	4	NIL
19	Safety Management	1	NIL

(*) References marked with an asterisk are differences from Recommendations.

Number	Document	Edition	Differences
4444	Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)	16	**Chapter 6, § 6.3.2.3** In Belgium, standard clearances for departing aircraft do not contain the cleared level. They will contain the initial level, except when this element is included in the SID description.
			Chapter 6, § 6.3.2.4 In Belgium, when a departing aircraft on a SID is cleared to climb to a level higher than the initially cleared level or the level(s) specified in the SID, the aircraft shall follow the published vertical profile of the SID, unless such restrictions are explicitly cancelled by ATC. The phraseologies specified in § 6.3.2.4 are not used in Belgium.
			Chapter 6, § 6.3.2.5 In Belgium, clearances will refer to the initial or intermediate level instead of the cleared level.
			Chapter 6, § 6.5.2.3 In Belgium, standard clearances for arriving aircraft do not contain the cleared level. They will contain the initial level, except when this element in included in the STAR description.
			Chapter 6, § 6.5.2.4 In Belgium, when an arriving aircraft on a STAR is cleared to descend to a level lower than the level or level(s) specified in the STAR, the aircraft shall follow the published vertical profile of the STAR, unless such restrictions are explicitly cancelled by ATC. Published minimum levels based on terrain clearance shall always be applied. The phraseologies specified in § 6.5.2.4 are not used in Belgium.
			Chapter 8, § 8.5.4.1 Where an aircraft's Mode C displayed level differs from the cleared flight level by 90 M (300 FT) or more, the controller will inform the pilot accordingly and the pilot shall be requested to check the pressure setting and confirm the aircraft's level.

Number	Document	Edition	Differences
4444	Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)		**Chapter 12, § 12.3.1.2, level changes, reports and rates** In the Brussels FIR, above FL 245, the words “TO” and “FOR” shall not be used in connection with assignment/reporting of levels. **Chapter 12, § 12.3.1.2, items (z) to (kk)** In Belgium, following additional phraseologies are used: • clearance to cancel level restriction(s) of the vertical profile of a SID during climb: *“CLIMB TO (level) [LEVEL RESTRICTION(S) (SID designator) CANCELLED (or) LEVEL RESTRICTION(S) (SID designator) AT (point) CANCELLED]”*; • clearance to cancel level restriction(s) of the vertical profile of a STAR during descend: *“DESCEND TO (level) [LEVEL RESTRICTION(S) (STAR designator) CANCELLED (or) LEVEL RESTRICTION(S) (STAR designator) AT (point) CANCELLED]”*. In Belgium, the phraseologies for the following circumstances are not used: • clearance to climb on a SID which has published level and/or speed restrictions, where the pilot is to climb to the cleared level and comply with published level restrictions, follow the lateral profile of the SID; and comply with published speed restrictions or ATC issued speed control instructions as applicable; • clearance to cancel level restriction(s) of the vertical profile of a SID during climb; • clearance to cancel specific level restriction(s) of the vertical profile of a SID during climb; • clearance to cancel speed restrictions of a SID during climb; • clearance to cancel specific speed restrictions of a SID during climb; • clearance to climb and to cancel speed and level restrictions of a SID; • clearance to descend on a STAR which has published level and/or speed restrictions, where the pilot is to descend to the cleared level and comply with published level restrictions, follow the lateral profile of the STAR and comply with published speed restrictions or ATC issued speed control instructions; • clearance to cancel level restrictions of a STAR during descent; • clearance to cancel specific level restrictions of a STAR during descent; • clearance to cancel speed restrictions of a STAR during descent; • clearance to cancel specific speed restrictions of a STAR during descent; • clearance to descend and to cancel speed and level restrictions of a STAR.
			Chapter 12, § 12.3.2.2, item (b) (3) In Belgium, the phraseology *“FLIGHT PLANNED ROUTE”* is used.
			Chapter 12, § 12.3.3.1, item (f) In Belgium, the phraseology *“CLEARED VIA (designation)”* is used.
			Chapter 12, § 12.3.3.1, item (g) and (h) In Belgium, the phraseology for clearance to proceed direct with advance notice of a future instruction to rejoin the SID is not used.
			Chapter 12, § 12.3.3.2, item (a) In Belgium, the phraseology *“CLEARED (or PROCEED) VIA (designation)”* is used.
			Chapter 12, § 12.3.3.2, item (b) In Belgium, the phraseology *“CLEARED TO (clearance limit) VIA (designation)”* is used.
			Chapter 12, § 12.3.3.2, item (c) In Belgium, the phraseology *“CLEARED (or PROCEED) VIA (details of the route to be followed)”* is used.
			Chapter 12, § 12.3.3.2, item (d) and (e) In Belgium, the phraseology for clearance to proceed direct with advance notice of a future instruction to rejoin the STAR is not used.
			Chapter 12, § 12.4.1.6, item (k) In Belgium, the phraseology *“RESUME PUBLISHED SPEED)”* is not used.
			Appendix 2, item 8, page A2-3, M if MIL In addition to MIL operations, operators of customs or police aircraft shall insert letter "M" in item 8 of the ICAO flight plan form.

GEN 2 TABLES AND CODES

GEN 2.1 Measuring System, Aircraft Markings, Holidays

1 UNITS OF MEASUREMENT

The table of units of measurement shown below are used by aeronautical stations within Brussels FIR/UIR for air and ground operations:

For measurement of	Units used
Distance used in navigation, position reporting, etc (generally in excess of 2 nautical miles)	Nautical miles (NM) and tenths
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Metres (M)
Altitudes, elevations and height	Feet (FT)
Horizontal speed, including wind speed	Knots (KT)
Vertical speed	Feet per minute (FPM)
Wind direction for landing and take-off	Degrees magnetic (°)
Wind direction, except for landing and take-off	Degrees true (°)
Visibility, including RVR	Kilometres or metres (KM or M)
Visibility, including RVR (MIL)	Kilometres or metres (KM or M) or nautical miles (NM) and tenths
Altimeter setting	Hectopascal (HPA)
Temperature	Degrees Celsius (°)
Weight	Metric tonnes (T) or kilogrammes (KG)
Weight (MIL)	Pounds or kilogrammes (KG)
Time	Hours and minutes, beginning at midnight UTC

2 TEMPORAL REFERENCE SYSTEM

Co-ordinated Universal Time (UTC) and the Gregorian calendar are used by air navigation services and in publications issued by the AIS. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241.

Due to the application of daylight saving time, the relation between UTC and local time is different during summer and the winter period. The summer period starts every year on the last SUN of MAR at 0100 UTC and ends on the last SUN of OCT at 0100 UTC.

During the winter period, local time is UTC + 1 HR. During the summer period, local time is UTC + 2 HR.

In the AIP and in AIC, UTC times applicable during the summer period will be added between brackets when different from those applicable during the winter period.

SUP will mention UTC times as applicable during their period of validity. If the period of validity overlaps the transition from summer to winter period or vice versa, the system used in the AIP will be applied.

NOTAM will mention UTC times as applicable during their period of validity. If item D or E of a NOTAM contains time information and the period of validity overlaps the transition between summer and winter period, a separate NOTAM will be published for each time period.

3 HORIZONTAL REFERENCE SYSTEM

All published geographical co-ordinates indicating latitude and longitude are expressed in terms of the World Geodetic System of 1984 (WGS-84) geodetic reference datum.

An asterisk (*) will be used to identify those published geographical co-ordinates which have been transformed in to WGS-84 co-ordinates but whose accuracy of original field work does not meet the requirements in *ICAO Annex 11*, Chapter 2 and *ICAO Annex 14, Volumes I and II*, Chapter 2.

4 VERTICAL REFERENCE DATUM

4.1 Designation of the Reference System

Mean sea level datum (MSL) is used as the vertical reference system.

In addition to elevation values referenced to MSL, geoid undulation (referenced to the WGS-84 ellipsoid) is published for specific surveyed ground positions.

4.2 Description of the Geoid Model

MSL values refer to the Earth Gravitational Model 2008 (EGM-2008). Values of geoid undulations are computed on a 1'x1' grid (equiangular spacing in terms of WGS-84 geodetic coordinates). At any point, this model provides trough interpolation the geoid undulation above the ellipsoid WGS-84. The accuracy of this model has been reported as to the order of 10 CM.

4.3 Transformation between The Geoid Model and EGM-96

MSL values can be transformed to and from EGM-96 using the conversion grid in the following PDF: https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Product/Documents/Conversion EGM-96.pdf

The conversion grid covers the Brussels FIR, using rows and columns delimited by the geographical coordinates shown in the margin, expressed in degrees and minutes. By determining the applicable cell in the grid, MSL values and geoid undulation can be transformed between EGM-2008 and EGM-96 for each given position expressed in metres, using following formulas:

MSL value [EGM-96] = MSL value [EGM-2008] - value shown in grid

Undulation [EGM-96] = undulation [EGM-2008] + value shown in grid

5 AIRCRAFT NATIONALITY AND REGISTRATION MARKS

The nationality mark for civil aircraft registered in Belgium is the letter combination "OO" and for civil aircraft registered in Luxembourg, the letter combination "LX". The nationality mark is followed by a hyphen and a registration mark consisting of:

- three letters and/or numbers or a combination of those for Belgium (e.g. OO-SDN / OO-112 / OO-A02),
- three letters for Luxembourg (e.g. LX-LAA).

6 PUBLIC HOLIDAYS

New Year's Day	01 JAN	Belgium and Luxembourg
Easter Monday	-	Belgium and Luxembourg
King's Birthday	15 APR	Belgian Defence
Labour Day	01 MAY	Belgium and Luxembourg
Europe Day	09 MAY	Luxembourg
Ascension Day	-	Belgium and Luxembourg
Day after Ascension Day	-	Belgian Defence
Whit Monday	-	Belgium and Luxembourg
National Holiday	23 JUN	Luxembourg
National Holiday	21 JUL	Belgium
Assumption Day	15 AUG	Belgium and Luxembourg
All Saints Day	01 NOV	Belgium and Luxembourg
All Souls Day	02 NOV	Belgium(*)
Armistice Day	11 NOV	Belgium
Dynasty Day	15 NOV	Belgium(*)
Christmas Day	25 DEC	Belgium and Luxembourg
Boxing Day	26 DEC	Belgium(*) and Luxembourg
Holiday period	27 - 31 DEC	Belgian Defence
(*) *Public services only*		

Note: Dates of Easter Monday, Ascension Day, day after Ascension Day, Whit Monday and any additional military closing days will be announced by SUP.

GEN 2.2 Abbreviations Used in AIS Publications

Abbreviations marked by an asterisk (*) are either different from or not contained in *ICAO Doc 8400*.

A

A	Amber
*A	Ampere
AAA	(or AAB, AAC, etc. in sequence) Amended meteorological message (message type designator)
A/A	Air-to-air
AAD	Assigned altitude deviation
AAIM	Aircraft autonomous integrity monitoring
AAL	Above aerodrome level
AAR	Air to air refuelling
ABI	Advance boundary information
ABM	Abeam
ABN	Aerodrome beacon
ABT	About
ABV	Above
AC	Altocumulus
ACARS	Aircraft communication addressing and reporting system
ACAS	Airborne collision avoidance system
ACC	Area control centre or area control
ACCID	Notification of an aircraft accident
*A-CDM	Airport collaborative decision making
ACFT	Aircraft
*ACID	Aircraft identification
ACK	Acknowledge
ACL	Altimeter check location
*ACL	ATC clearances and instructions
*ACM	ATC Communications Management
ACN	Aircraft classification number
ACP	Acceptance (message type designator)
ACPT	Accept or accepted
ACT	Active or activated or activity
*ACU	Air control unit
AD	Aerodrome
ADA	Advisory area
ADC	Aerodrome chart
*ADC	Air defence controller
ADDN	Addition or additional
*ADEP	Airport of departure
*ADES	Airport of destination
ADF	Automatic direction-finding equipment
ADIZ	Air defence identification zone
ADJ	Adjacent
*ADNC	Air Defence Notification Cell
ADO	Aerodrome office (specify service)
*ADP	Automatic data processing
ADR	Advisory route
ADS	The address [when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS] (to be used in AFS as a procedure signal)
ADS-B	Automatic dependent surveillance - broadcast
ADS-C	Automatic dependent surveillance - contract
ADSU	Automatic dependent surveillance unit
ADVS	Advisory service
ADZ	Advise
AES	Aircraft earth station
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
*AFIZ	Aerodrome flight information zone
AFM	Yes or affirm or affirmative or that is correct
AFS	Aeronautical fixed service
AFT	After . . . (time or place)
AFTN	Aeronautical fixed telecommunication network
A/G	Air-to-ground
AGA	Aerodromes, air routes and ground aids
AGL	Above ground level
AGN	Again
AIC	Aeronautical information circular
AIDC	Air traffic services interfacility data communication
*AIM	ATFM information message
AIM	Aeronautical Information Management
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIREP	Air-report
AIRMET	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations
*AIRPROX	Aircraft proximity
AIS	Aeronautical Information Services
ALA	Alighting area
ALERFA	Alert phase
*ALO	Air Liaison Officer
ALR	Alerting (message type designator)
ALRS	Alerting service
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate or alternating (light alternates in colour)
ALTN	Alternate (aerodrome)
AMA	Area minimum altitude
*AMC	Airspace Management Cell
*AMC	ATC microphone check
AMD	Amend or amended (used to indicate amended meteorological message; message type designator)
AMDT	Amendment (AIP amendment)
*AMHS	ATS message handling system
*AMO	Aerodrome Meteorological Office
AMS	Aeronautical mobile service
AMSL	Above mean sea level
AMSS	Aeronautical mobile satellite service
*ANA	Administration de la navigation aérienne
ANC	Aeronautical chart - 1:500000 (followed by name/title)
ANCS	Aeronautical navigation chart - small scale (followed by name/title and scale)
*ANM	ATFM notification message
ANS	Answer
AO	Aircraft Operator
AOC	Aerodrome obstacle chart (followed by type and name/title)
AP	Airport
APAPI	Abbreviated precision approach path indicator
APCH	Approach
APDC	Aircraft parking/docking chart (followed by name/title)
APN	Apron
*APOC	Airport operations centre
APP	Approach control office or approach control or approach control service
APR	April
APRX	Approximate or approximately
APSG	After passing
APU	Auxiliary power unit
APV	Approach procedure with vertical guidance
*AR	Authorization required
ARC	Area chart
*ARES	Airspace reservation
ARNG	Arrange
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARP	Air-report (message type designator)
ARQ	Automatic error correction
ARR	Arrival (message type designator)
ARR	Arrive or arrival
ARS	Special air-report (message type designator)
ARST	Arresting [specify (part of) aircraft arresting equipment]

AS	Altostratus
ASAP	As soon as possible
ASC	Ascend to or ascending to
ASDA	Accelerate-stop distance available
ASE	Altimetry system error
ASHTAM	Special series of NOTAM notifying, by means of a specific format, change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations
*A-SMGCS	Advanced surface movement guidance and control system
ASPH	Asphalt
*ASR	Aerodrome surveillance radar
AT	At (followed by time at which weather change is forecast to occur)
ATA	Actual time of arrival
ATC	Air traffic control (in general)
*ATCC	Air traffic control centre (military abbreviation)
ATCSMAC	Air traffic control surveillance minimum altitude chart (followed by name/title)
ATD	Actual time of departure
*ATFCM	Air traffic flow and capacity management
ATFM	Air traffic flow management
ATIS	Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATP	At . . . (time or place)
ATS	Air traffic services
ATTN	Attention
AT-VASIS	Abbreviated T visual approach slope indicator system
ATZ	Aerodrome traffic zone
AUG	August
*AUP	Airspace Use Plan
AUTH	Authorized or authorization
AUTO	Automatic
AUW	All up weight
AUX	Auxiliary
AVBL	Available or availability
AVG	Average
AVGAS	Aviation gasoline
AWOS	Automatic Weather Observation System
AWTA	Advise at what time able
AWY	Airway
AZM	Azimuth

B

B	Blue
BA	Braking action
BARO-VNAV	Barometric vertical navigation
BASE	Cloud base
BCFG	Fog patches
BCN	Beacon (aeronautical ground light)
BCST	Broadcast
BDRY	Boundary
BECMG	Becoming
BFR	Before
BKN	Broken
BL	Blowing (followed by DU = dust, SA = sand or SN = snow)
BLDG	Building
BLO	Below clouds
BLW	Below . . .
BOMB	Bombing
BR	Mist
BRF	Short (used to indicate the type of approach desired or required)
BRG	Bearing
BRKG	Braking
BS	Commercial broadcasting station
BTL	Between layers
BTN	Between
BUFR	Binary universal form for the representation of meteorological data
*BVLOS	Beyond visual line of sight

C

C	Centre (runway identification)
C	Degrees Celsius (centigrade)
CA	Course to an altitude
CAA	Civil Aviation Authority or Civil Aviation Administration
*CANAC	Computer Assisted National Air traffic control Centre
*CAS	Close Air Support
CAT	Category
CAT	Clear air turbulence
CAVOK	Visibility, cloud and present weather better than prescribed values or conditions
CB	Cumulonimbus
*CBA	Cross-border area
CC	Cirrocumulus
CCA	(or CCB, CCC, etc. in sequence) Corrected meteorological message (message type designator)
CCO	Continuous climb operations
*CCTV	Closed circuit television
CD	Candela
CDN	Co-ordination (message type designator)
CDO	Continuous descent operations
CDR	Conditional route
*CENOR	Central and Northern region (an organisaton of NATO nations that developed specifications for aeronautical charts for the use of MIL crew)
*CEU	Central executive unit
CF	Change frequency to . . .
CF	Course to a fix
*CFIT	Controlled flight into terrain
CFM	Confirm or I confirm (to be used in AFS as a procedure signal)
CGL	Circling guidance light(s)
CH	Channel
CHEM	Chemical
CHG	Modification (message type designator)
CI	Cirrus
CIDIN	Common ICAO data interchange network
CIV	Civil
CK	Check
CL	Centre line
CLA	Clear type of ice formation
CLBR	Calibration
CLD	Cloud
CLG	Calling
CLIMB-OUT	Climb-out area
CLR	Clear(s) or cleared to . . . or clearance
CLRD	Runway(s) cleared
CLSD	Close or closed or closing
CM	Centimetre
CMB	Climb to or climbing to
CMPL	Completion or completed or complete
CNL	Cancel or cancelled
CNL	Flight plan cancellation (message type designator)
CNS	Communications, navigation and surveillance
COM	Communications
*COMAO	Composite Air Operations
*COMOPSAIR	Commando Air Operations
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction or constructed
CONT	Continue(s) or continued
COOR	Coordinate or coordination
COORD	Coordinates
COP	Change-over point
COR	Correct or correction or corrected (used to indicate corrected meteorological message; message type designator)
COT	At the coast

COV	Cover or covered or covering
CPDLC	Controller-pilot data link communications
CPL	Current flight plan (message type designator)
*CPSRA	Critical part of the security restricted area
CRC	Cyclic redundancy check
*CRC	Control and reporting centre
CRM	Collision risk model
*CRNA	Centre en Route de la Navigation Aérienne
CRP	Compulsory reporting point
CRZ	Cruise
CS	Call sign
CS	Cirrostratus
*CSAR	Combat search and rescue
CTA	Control area
CTAM	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
*CTOT	Calculated take-off time
CTR	Control zone
CU	Cumulus
CUF	Cumuliform
CUST	Customs
CVR	Cockpit voice recorder
CW	Continuous wave
CWY	Clearway

D

D	Downward (tendency in RVR during previous 10 minutes)
D	Danger area (followed by identification)
DA	Decision altitude
*DAT	Significant data related to data link capability
D-ATIS	Data link automatic terminal information service
*dB	Decibel
DCD	Double channel duplex
DCKG	Docking
*DCL	Data link clearance delivery service
DCP	Datum crossing point
DCPC	Direct controller-pilot communications
DCS	Double channel simplex
DCT	Direct (in relation to flight plan clearances and type of approach)
DE	From (used to precede the call sign of the calling station; to be used in AFS as a procedure signal)
DEC	December
DEG	Degrees
DEP	Depart or departure
DEP	Departure (message type designator)
DEPO	Deposition
DER	Departure end of the runway
DES	Descend to or descending to
DEST	Destination
DETRESFA	Distress phase
DEV	Deviation or deviating
DF	Direction finding
DFDR	Digital flight data recorder
*D-FIS	Data link flight information service
DFTI	Distance from touchdown indicator
*DGS	Docking guidance system
DH	Decision height
DIF	Diffuse
DIST	Distance
DIV	Divert or diverting
DLA	Delay or delayed
DLA	Delay (message type designator)
DLIC	Data link initiation capability
DLY	Daily
DME	Distance measuring equipment
DNG	Danger or dangerous
*DOC	Designated operational coverage
DOF	Date of flight
DOM	Domestic
DP	Dew point temperature
*DPM	Motorized deltaplane
DPT	Depth
DR	Dead reckoning
DR	Low drifting (followed by DU = dust, SA = sand or SN = snow)
DRG	During
DS	Duststorm
DSB	Double sideband
DTAM	Descend to and maintain
DTG	Date-time group
DTHR	Displaced runway threshold
DTRT	Deteriorate or deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUPE	This is a duplicate message (signal for use in the teletypewriter service only; to be used in AFS as a procedure signal)
DUR	Duration
D-VOLMET	Data link VOLMET
DVOR	Doppler VOR
DW	Dual wheels
DZ	Drizzle

E

E	East or eastern longitude
*eAIP	Electronic aeronautical information publication
EAT	Expected approach time
*EAUP	European airspace use plan
*EAW	Early access weekend routes
EB	Eastbound
*ECAC	European Civil Aviation Conference
EDA	Elevation differential area
EDTO	Extended diversion time operations
EEE	Error (signal for use in the teletypewriter service only; to be used in AFS as a procedure signal)
EET	Estimated elapsed time
EFC	Expect further clearance
EFIS	Electronic flight instrument system
EGNOS	European geostationary navigation overlay service
EHF	Extremely high frequency (30 000 to 300 000 MHZ)
*EHS	Enhanced surveillance
ELBA	Emergency location beacon - aircraft
ELEV	Elevation
ELR	Extra long range
*ELS	Elementary surveillance
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
*En	English
END	Stop-end (related to RVR)
ENE	East-north-east
ENG	Engine
ENR	En-route
ENRC	En-route chart (followed by name/title)
EOBT	Estimated off block time
EQPT	Equipment
EQS	Equatorial latitudes southern hemisphere
*ESA	Emergency safety altitude
ESE	East-south-east
EST	Estimate or estimated or estimate (message type designator)
*EST	Estimated (preceded by time-group)
ETA	Estimated time of arrival or estimating arrival
ETD	Estimated time of departure or estimating departure
ETO	Estimated time over significant point
*ETOT	Estimated take-off time
EUR RODEX	European regional OPMET data exchange
*EUROAT	Eurocontrol harmonised rules for operational air traffic

*EUUP	European updated airspace use plan
EV	Every
EVS	Enhanced vision system
EXC	Except
*excl	Excluded
EXER	Exercises or exercising or to exercise
EXP	Expect or expected or expecting
EXTD	Extend or extending or extended

F

F	Fixed
FA	Course from a fix to an altitude
*FAB	Functional airspace block
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
*FANS	Future air navigation system
FAP	Final approach point
FAS	Final approach segment
*FASID	Facilities and Services Implementation Document
FATO	Final approach and take-off area
FAX	Facsimile transmission
FBL	Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain)
*FBZ	Flight planning buffer zone
FC	Funnel cloud (tornado or water spout)
FCST	Forecast
FCT	Friction coefficient
FDPS	Flight data processing system
FEB	February
FEW	Few
FG	Fog
FIC	Flight information centre
FIR	Flight information region
FIS	Flight information service
FISA	Automated flight information service
FL	Flight level
FLD	Field
FLG	Flashing
*FLIP	Flight information publication
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following
FLY	Fly or flying
FM	Course from a fix to manual termination (used in navigation database coding)
FM	From
FM	From (followed by time weather change is forecast to begin)
FMC	Flight management computer
*FMP	Flow management position
FMS	Flight management system
FMU	Flow management unit
FNA	Final approach
*FOD	Foreign object damage
FPAP	Flight path alignment point
FPL	Flight plan
FPM	Feet per minute
FPR	Flight plan route
*FPS	Federal Public Service
FR	Fuel remaining
*Fr	French
*FRA	Free route airspace
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT	Front (relating to weather)
FROST	Frost (used in aerodrome warnings)
FRQ	Frequent
FSL	Full stop landing
FSS	Flight service station
FST	First
FT	Feet (dimensional unit)
FTE	Flight technical error
FTP	Fictitious threshold point
FTT	Flight technical tolerance
FU	Smoke
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

G

*G	Gram
G	Green
G	Variations from the mean wind speed (gusts) (used in METAR/SPECI and TAF)
GA	General Aviation
GA	Go ahead, resume sending (to be used in AFS as a procedure signal)
G/A	Ground-to-air
G/A/G	Ground-to-air and air-to-ground
GAGAN	GPS and geostationary earth orbit augmented navigation
GAIN	Airspeed or headwind gain
GAMET	Area forecast for low-level flights
GARP	GBAS azimuth reference point
*GAT	General air traffic
GBAS	Ground-based augmentation system
GCA	Ground controlled approach system or ground controlled approach
*Ge	German
GEN	General
GEO	Geographic or true
GES	Ground earth station
GLD	Glider
GLONASS	Global orbiting navigation satellite system
GLS	GBAS landing system
GMC	Ground movement chart (followed by name/title)
GND	Ground
GNDCK	Ground check
GNSS	Global navigation satellite system
GOV	Government
GP	Glide path
GPA	Glide path angle
GPIP	Glide path intercept point
GPS	Global positioning system
GPU	Ground power unit
GPWS	Ground proximity warning system
GR	Hail
GRAS	Ground-based regional augmentation system
GRASS	Grass landing area
GRIB	Processed meteorological data in the form of grid point values expressed in binary form (aeronautical meteorological code)
GRVL	Gravel
GS	Ground speed
GS	Small hail and/or snow pellets
*GSM	Global System for Mobile Communications
GUND	Geoid undulation

H

H	High pressure area or the centre of high pressure
H...	Significant wave height (followed by figures in METAR/SPECI)
H24	Continuous day and night service
HA	Holding/racetrack to an altitude
*HAA	Height above aerodrome elevation
HAPI	Helicopter approach path indicator
*HAT	Height above touch-down
HBN	Hazard beacon

HCH	Helicopter crossing height
HDF	High frequency direction-finding station
HDG	Heading
HEL	Helicopter
*HEMS	Helicopter emergency medical service
HF	High frequency (3000 to 30000 KHZ)
HF	Holding/racetrack to a fix
*HFDL	High frequency data link
HGT	Height or height above
HJ	Sunrise to sunset
HLDG	Holding
HLP	Heliport
HLS	Helicopter landing site
HM	Holding/racetrack to a manual termination
HN	Sunset to sunrise
HNH	High latitudes northern hemisphere
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
*HPMA	High performance military aircraft
HR	Hours
HRP	Heliport reference point
HS	Service available during hours of scheduled operations
HSH	High latitudes southern hemisphere
*HT	High tension
*HTA	Helicopter training area
HUD	Head-up display
HUM	Humanitarian
HURCN	Hurricane
HVDF	High and very high frequency direction-finding stations (at the same location)
HVY	Heavy
HVY	Heavy (used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain)
HX	No specific working hours
HYR	Higher
HZ	Haze
HZ	Hertz (cycles per second)

I

IAC	Instrument approach chart (followed by name/title)
IAF	Initial approach fix
IAO	In and out of clouds
IAP	Instrument approach procedure
IAR	Intersection of air routes
IAS	Indicated airspeed
*IATA	International Air Transport Association
IBN	Identification beacon
ICAO	International Civil Aviation Organization
ICE	Icing
*ICF	Initial contact frequency
ID	Identifier or identify
IDENT	Identification
IF	Intermediate approach fix
IFF	Identification friend/foe
*IFPS	Integrated Initial Flight Plan Processing System
*IFPU	Integrated Initial Flight Plan Processing Unit
IFR	Instrument flight rules
IGA	International general aviation
ILS	Instrument landing system
IM	Inner marker
IMC	Instrument meteorological conditions
IMG	Immigration
IMI	Interrogation sign (question mark) (to be used in AFS as a procedure signal)
IMPR	Improve or improving
IMT	Immediate or immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCORP	Incorporated
INCERFA	Uncertainty phase
*incl	Included
INFO	Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inertial navigation system
INSTL	Install or installed or installation
INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt or interruption or interrupted
INTSF	Intensify or intensifying
INTST	Intensity
IR	Ice on runway
*IRM	Institut Royal Météorologique de Belgique
IRS	Inertial reference system
*IRU	Inertial reference unit
ISA	International standard atmosphere
ISB	Independent sideband
ISOL	Isolated

J

*JAA	Joint Aviation Authorities
JAN	January
JTST	Jet stream
JUL	July
JUN	June

K

KG	Kilograms
KHZ	Kilohertz
KIAS	Knots indicated airspeed
KM	Kilometres
KMH	Kilometres per hour
*KMI	Koninklijk Meteorologisch Instituut
KPA	Kilopascal
KT	Knots
*kVA	Kilovolt-ampere
KW	Kilowatts

L

L	Left (runway identification)
L	Litre
L	Locator (see LM, LO)
L	Low pressure area or the centre of low pressure
LAM	Logical acknowledgement (message type designator)
LAN	Inland
*LARA	Local and sub-Regional Airspace Management Support System
LAT	Latitude
*LB	Pounds
LCA	Local or locally or location or located
*LCN	Load classification number
*LCTA	Lower control area
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
*LED	Light-emitting diode
LEN	Length
LF	Low frequency (30 to 300 KHZ)
*LFA	Low flying area
LGT	Light or lighting
LGTD	Lighted
LIH	Light intensity high
LIL	Light intensity low

LIM	Light intensity medium
LINE	Line (used in SIGMET)
*LLFC	Low level forecast chart
LM	Locator, middle
LMT	Local mean time
LNAV	Lateral navigation
LNG	Long (used to indicate the type of approach desired or required)
LO	Locator, outer
LOC	Localizer
*LOM	Compass locator at OM
LONG	Longitude
LORAN	Long range air navigation system
LOSS	Airspeed or headwind loss
LPV	Localizer performance with vertical guidance
LR	The last message received by me was . . .(to be used in AFS as a procedure signal)
LRG	Long range
LS	The last message sent by me was . . . or Last message was . . .(to be used in AFS as a procedure signal)
*LSA	Light sport aircraft
*LT	Left turn
LTA	Lower control area
LTD	Limited
LTP	Landing threshold point
*Lu	Luxembourgish
LV	Light and variable (relating to wind)
LVE	Leave or leaving
LVL	Level
*LVO	Low Visibility Operations
LVP	Low visibility procedures
*LWEP	Live weapons emergency procedure
LYR	Layer or layered

M

M	Metres (preceded by figures)
M	Mach number (followed by figures)
M	Indicator for minimum value of runway visual range (used in the METAR/SPECI code forms)
MAA	Maximum authorized altitude
MAG	Magnetic
MAHF	Missed approach holding fix
MAINT	Maintenance
*MAN	Manual
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	At sea
MAR	March
*MARSA	Military authority assumes responsibility for separation of aircraft
MATF	Missed approach turning fix
MATZ	Military aerodrome traffic zone
MAX	Maximum
MAY	May
MBST	Microburst
MCA	Minimum crossing altitude
MCTR	Military control zone
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDF	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en-route altitude
MEDEVAC	Medical evacuation flight
MEHT	Minimum eye height over threshold (for visual approach slope indicator systems)
MET	Meteorological or meteorology
METAR	Aviation routine weather report (in aeronautical meteorological code)
MET REPORT	Local routine meteorological report (in abbreviated plain language)
MF	Medium frequency (300 to 3000 KHZ)
MHA	Minimum holding altitude
MHDF	Medium and high frequency direction-finding stations (at the same location)
MHVDF	Medium, high and very high frequency direction-finding stations (at the same location)
MHZ	Megahertz
MID	Mid-point (related to RVR)
MIFG	Shallow fog
MIL	Military
*MILFAG	Military Low Flying Area Golf
MIN	Minutes
*MIPS	Military instrument procedure standardization
MIS	Missing . . . (transmission identification; to be used in AFS as a procedure signal)
*MJ	Megajoule
MKR	Marker radio beacon
MLS	Microwave landing system
*MLW	Maximum landing weight
MM	Middle marker
*MM	millimetre
MNH	Middle latitudes northern hemisphere
MNM	Minimum
MNPS	Minimum navigation performance specifications
MNT	Monitor or monitoring or monitored
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance (required)
MOCA	Minimum obstacle clearance altitude
MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports, e.g. MOD RA = moderate rain)
MON	Above mountains
MON	Monday
MOPS	Minimum operational performance standards
*MOPSC	Maximum operational passenger seating configuration
MOV	Move or moving or movement
*MPH	Statute miles per hour
*MPM	Metres per minute
MPS	Metres per second
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS/MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSAS	Multi-functional transport satellite (MTSAT) satellite-based augmentation system
MSAW	Minimum safe altitude warning
*MSC	Mission Support Centre
MSG	Message
MSH	Middle latitudes southern hemisphere
MSL	Mean sea level
MSR	Message . . . (transmission identification) has been misrouted (signal for use in the teletypewriter service only; to be used in AFS as a procedure signal)
MSSR	Monopulse secondary surveillance radar
MT	Mountain
MTOM	Maximum take-off mass
*MTOW	Maximum authorized take-off weight
MTU	Metric units
MTW	Mountain waves
*MVA	Minimum vectoring altitude
MVDF	Medium and very high frequency direction-finding stations (at the same location)
MWO	Meteorological watch office
MX	Mixed type of ice formation (white and clear)

N

*N	Newton
N	No distinct tendency (in RVR during previous 10 minutes)
N	North or northern latitude
NADP	Noise abatement departure procedure
NASC	National AIS system centre

NAT	North Atlantic
*NATO	North Atlantic Treaty Organisation
NAV	Navigation
NAVAID	Navigation aid
NB	Northbound
NBFR	Not before
NC	No change
NCD	No cloud detected (used in automated METAR/SPECI)
NDB	Non-directional radio beacon
NDV	No directional variations available (used in automated METAR/SPECI)
NE	North-east
NEB	North-eastbound
NEG	No or negative or permission not granted or that is not correct
NGT	Night
NIL	None or I have nothing to send to you
*NI	Dutch
NM	Nautical miles
NML	Normal
NN	No name, unnamed
NNE	North-north-east
NNW	North-north-west
NO	No (negative; to be used in AFS as a procedure signal)
NOF	International NOTAM office
NONSTD	Non-standard
NOSIG	No significant change (used in trend-type landing forecasts)
NOTAM	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOTAMC	Cancelling NOTAM
NOTAMN	New NOTAM
NOTAMR	Replacing NOTAM
NOV	November
NOZ	Normal operation zone
NPA	Non precision approach
NR	Number
NRH	No reply heard
NS	Nimbostratus
NSC	Nil significant cloud
NSE	Navigation system error
NSW	Nil significant weather
NTL	National
NTZ	No transgression zone
*NVA	Night Vision Aid
*NVG	Night Vision Goggles
NW	North-west
NWB	North-westbound
NXT	Next

O

OAC	Oceanic area control centre
OAS	Obstacle assessment surface
*OAT	Operational air traffic
OBS	Observe or observed or observation
OBSC	Obscure or obscured or obscuring
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCC	Occulting (light)
OCH	Obstacle clearance height
OCNL	Occasional or occasionally
OCS	Obstacle clearance surface
OCT	October
OFZ	Obstacle free zone
OGN	Originate (to be used in AFS as a procedure signal)
OHD	Overhead
OIS	Obstacle identification surface
OK	We agree / it is correct (to be used in AFS as a procedure signal)
OLDI	On-line data interchange
OM	Outer marker
*OMGWS	Outer main gear wheel span
OPA	Opaque, white type of ice formation
OPC	Control indicated is operational control
OPMET	Operational meteorological (information)
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OPS	Operations
O/R	On request
*ORCAM	Originating region code assignment method
ORD	Order
*ORP	Operational readiness platform
*ORRP	On request reporting point
OSV	Ocean station vessel
OTP	On top
OTS	Organized track system
OUBD	Outbound
OVC	Overcast
*OVH	Overhead

P

P	Indicator for maximum value of wind speed or runway visual range (used in the METAR/SPECI and TAF code forms)
P	Prohibited area (followed by identification)
PA	Precision approach
PALS	Precision approach lighting system (specify category)
PANS	Procedures for air navigation services
PAPI	Precision approach path indicator
PAR	Precision approach radar
PARL	Parallel
PATC	Precision approach terrain chart (followed by name/title)
PAX	Passenger(s)
PBC	Performance-based communication
PBN	Performance-based navigation
PBS	Performance-based surveillance
PCD	Proceed or proceeding
PCL	Pilot-controlled lighting
PCN	Pavement classification number
PCT	Per cent
PDC	Pre-departure clearance
PDG	Procedure design gradient
PER	Performance
PERM	Permanent
*PFO	Permanent flying order
PIB	Pre-flight information bulletin
PJE	Parachute jumping exercise
PL	Ice pellets
*PL	Plain language
PLA	Practice low approach
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust/sand whirls (dust devils)
POB	Persons on board
*POC	Point of contact
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRFG	Aerodrome partially covered by fog
PRI	Primary
PRKG	Parking
*PRM	Persons with reduced mobility
PROB	Probability
PROC	Procedure

PROP	Propeller
PROV	Provisional
PRP	Point-in-space reference point
PS	Plus
PSG	Passing
*PSI	Pounds per square inch
PSN	Position
PSP	Pierced steel plank
PSR	Primary surveillance radar
PSYS	Pressure system(s)
PTN	Procedure turn
PTS	Polar track structure
PWR	Power

Q

*QC	Quota count
QDL	Do you intend to ask me for a series of bearings? or I intend to ask you for a series of bearings (to be used in radiotelegraphy as a Q Code)
QDM	Magnetic heading (zero wind)
QDR	Magnetic bearing
QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QGE	What is my distance to your station? or Your distance to my station is (distance figures and units) (to be used in radiotelegraphy as a Q Code)
QJH	Shall I run my test tape/a test sentence? or Run your test tape/a test sentence (to be used in AFS as a Q Code)
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
*QRA	Quick reaction alert
QSP	Will you relay to . . . free of charge? or I will relay to . . . free of charge (to be used in AFS as a Q Code)
QTA	Shall I cancel telegram number . . .? or Cancel telegram number . . . (to be used in AFS as a Q Code)
QTE	True bearing
QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control? or The position of your station according to the bearings taken by the D/F stations that I control was . . . latitude . . . longitude (or other indication of position), class . . . at . . . hours (to be used in radiotelegraphy as a Q Code)
QUAD	Quadrant
QUJ	Will you indicate the TRUE track to reach you? or The TRUE track to reach me is . . . degrees at . . . hours (to be used in radiotelegraphy as a Q Code)

R

R	Right (runway identification)
R	Rate of turn
R	Red
R	Radial from VOR (followed by three figures)
R	Restricted area (followed by identification)
R	Runway (used in the METAR/SPECI code forms)
R	Received (acknowledgement of receipt; to be used in AFS as a procedure signal)
RA	Rain
RA	Resolution advisory
RAC	Rules of the air and air traffic services
*RAD	Route availability document
RAG	Ragged
RAG	Runway arresting gear
RAI	Runway alignment indicator
RAIM	Receiver autonomous integrity monitoring
RASC	Regional AIS system centre
RASS	Remote altimeter setting source
RB	Rescue boat
RCA	Reach cruising altitude
*RCAM	Runway condition assessment matrix
RCC	Rescue co-ordination centre
RCF	Radiocommunication failure (message type designator)
RCH	Reach or reaching
RCL	Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RCP	Required communication performance
*RCR	Runway condition report
RDH	Reference datum height (for ILS)
RDL	Radial
RDO	Radio
RDOACT	Radioactive
RE	Recent (used to qualify weather phenomena, e.g. RERA = recent rain)
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to . . . or refer to . . .
REG	Registration
*REJ	Rejected
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
RERTE	Re-route
RESA	Runway end safety area
*RETIL	Rapid exit taxiway indicator lighting
RF	Constant radius arc to a fix
RFFS	Rescue and fire fighting services
*RFP	Replacement flight plan (related to ATFM)
RG	Range (lights)
RHC	Right-hand circuit
RIF	Reclearance in flight
RIME	Rime (used in aerodrome warnings)
*RIS	Radar information service
RL	Report leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Request level not available
*RMIB	Royal meteorological institute of Belgium
RMK	Remark
*RMZ	Radio mandatory zone
RNAV	Area navigation
RNG	Radio range
RNP	Required navigation performance
ROBEX	Regional OPMET bulletin exchange (scheme)
ROC	Rate of climb
ROD	Rate of descent
RON	Receiving only
*RPA	Remotely piloted aircraft
*RPAS	Remotely piloted aircraft system
RPDS	Reference path data selector
RPI	Radar position indicator
RPL	Repetitive flight plan
RPLC	Replace or replaced
RPS	Radar position symbol
RPT	Repeat / I repeat (to be used in AFS as a procedure signal)
RQ	Indication of a request (to be used in AFS as a procedure signal)
RQMNTS	Requirements
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type designator)
RR	Report reaching
RRA	(or RRB, RRC, etc. in sequence) Delayed meteorological message (message type designator)
*RSA	Restricted airspace
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Responder beacon
RSP	Required surveillance performance
RSR	En-route surveillance radar
RSS	Root sum square

*RT	Right turn
RTD	Delayed (used to indicate delayed meteorological message; message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVA	Radar vectoring area
RVR	Runway visual range
*RVSM	Reduced vertical separation minimum
RWY	Runway
*RWYCC	Runway Condition Code

S

S	South or southern latitude
S	State of the sea (followed by figures in METAR/SPECI)
SA	Sand
SALS	Simple approach lighting system
*SAM	Slot allocation message
SAN	Sanitary
SAR	Search and rescue
SARPS	Standards and Recommended Practices (ICAO)
SAT	Saturday
SATCOM	Satellite communication (used only when referring generally to both voice and data satellite communication or only data satellite communication)
SATVOICE	Satellite voice communication
SB	Southbound
SBAS	Satellite-based augmentation system
SC	Stratocumulus
SCT	Scattered
SD	Standard deviation
SDBY	Stand by
SDF	Step down fix
SE	South-east
SEA	Sea (used in connection with sea-surface temperature and state of the sea)
SEB	South-eastbound
SEC	Seconds
SECN	Section
SECT	Sector
SELCAL	Selective calling system
SEP	September
SER	Service or servicing or served
SEV	Severe (used e.g. to qualify icing and turbulence reports)
SFC	Surface
SFO	Simulated flame out
SG	Snow grains
SGL	Signal
SH	Showers (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow)
SHF	Super high frequency (3000 to 30000 MHZ)
SI	International system of units
SID	Standard instrument departure
SIF	Selective identification feature
SIG	Significant
SIGMET	Information concerning en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations
*SIGWX	Significant weather
SIMUL	Simultaneous or simultaneously
*SITA	Société Internationale des Télécommunications Aéronautique
SIWL	Single isolated wheel load
SKED	Schedule or scheduled
SLP	Speed limiting point
SLW	Slow
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow
SNOCLO	Indicator for the aerodrome being closed due to snow on the runway
SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format
SOC	Start of climb
*SOF	Supervisor of flights
SPECI	Aviation selected special weather report (in aeronautical meteorological code)
SPECIAL	Special meteorological report (in abbreviated plain language)
SPI	Special position indicator
SPL	Supplementary flight plan (message type designator)
SPOC	SAR point of contact
SPOT	Spot wind
SQ	Squall
SQL	Squall line
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of precision approach radar system
SRG	Short range
SRR	Search and rescue region
SRY	Secondary
SS	Sandstorm
SS	Sunset
SSB	Single sideband
SSE	South-south-east
SSR	Secondary surveillance radar
SST	Supersonic transport
SSW	South-south-west
ST	Stratus
STA	Straight-in approach
*STANAG	Standardization agreement (NATO)
STAR	Standard instrument arrival
STD	Standard
STF	Stratiform
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
STWL	Stopway light(s)
SUBJ	Subject to
SUN	Sunday
SUP	Supplement (AIP supplement)
SUPPS	Regional supplementary procedures
SVC	Service (message type only)
SVCBL	Serviceable
SW	South-west
SWB	South-westbound
*SWC-LL	Significant weather chart - low level
SWX	Space weather
SWXC	Space weather centre
SWY	Stopway
*SYNOP	Synopsis

T

T	Temperature
T	True (preceded by a bearing to indicate reference to True North)
*T	Metric tons
TA	Traffic advisory
TA	Transition altitude

TAA	Terminal arrival altitude
TACAN	UHF tactical air navigation aid
TAF	Aerodrome forecast
TA/H	Turn at an altitude/height
TAIL	Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCAC	Tropical cyclone advisory centre
TCAS RA	Traffic alert and collision avoidance system resolution advisory
TCH	Threshold crossing height
*TCN	Terminal change notice
TCU	Towering cumulus
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	Temporary or temporarily
TF	Track to fix
TFC	Traffic
TGL	Touch-and-go landing
*TGL	Temporary Guidance Leaflet
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA	Traffic information broadcast by aircraft
TIL	Until
TIP	Until past . . . (place)
TKOF	Take-off
TL	Till (followed by time by which weather change is forecast to end)
TLOF	Touchdown and lift-off area
TMA	Terminal control area
*TMZ	Transponder mandatory zone
TN	Indicator for minimum temperature (used in the TAF code form)
TNA	Turn altitude
*TNC	Terminal navigation charge
TNH	Turn height
TO	To . . . (place)
*TOBT	Target off block time
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	Cloud top
TORA	Take-off run available
TOX	Toxic
TP	Turning point
TR	Track
TRA	Temporary reserved airspace
TRANS	Transmits or transmitter
TREND	Trend forecast
TRG	Training
TRL	Transition level
TROP	Tropopause
TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)
TS	Thunderstorm (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)
*TSA	Temporary segregated area
*TSAT	Target start-up approval time
TSUNAMI	Tsunami (used in aerodrome warnings)
TT	Teletypewriter
*TTOT	Target take-off time
TUE	Tuesday
TURB	Turbulence
T-VASIS	T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TX...	Maximum temperature (followed by figures in TAF)
TXL	Taxilane
TXT	Text [when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT] (to be used in AFS as a procedure signal)
TYP	Type of aircraft
TYPH	Typhoon

U

U	Upward (tendency in RVR during previous 10 minutes)
UA	Unmanned aircraft
UAB	Until advised by . . .
UAC	Upper area control centre
UAR	Upper air route
UAS	Unmanned aircraft system
*UAT	Universal access receiver
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	Ultra high frequency (300 to 3000 MHZ)
UIC	Upper information centre
UIR	Upper flight information region
ULM	Ultra light motorized aircraft
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation (used in automated METAR/SPECI)
*UPS	Uninterrupted power supply
U/S	Unserviceable
*USAF	United States Air Force
UTA	Upper control area
UTC	Coordinated Universal Time
*UUP	Updated Airspace Use Plan
*UWT	Upper winds and temperature

V

V	Indicator for variations from the mean wind direction (used in the METAR/SPECI code forms)
VA	Heading to an altitude
VA	Volcanic ash
VAAC	Volcanic ash advisory centre
VAC	Visual approach chart (followed by name/title)
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator system
*VAT	Value-added tax
VC	Vicinity of the aerodrome (followed by FG = fog, FC = funnel clouds, SH = showers, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, e.g. VC FG = vicinity fog)
VCY	Vicinity
VDF	Very high frequency direction-finding station
*VDL	Very high frequency data link
*VDP	Visual descent point
VER	Vertical
VFR	Visual flight rules
VHF	Very high frequency (30 to 300 MHZ)
VI	Heading to an intercept
VIP	Very important person
VIS	Visibility
*VLA	Very light aircraft
VLF	Very low frequency (3 to 30 KHZ)
*VLOS	Visual line of sight

VLR	Very long range
VM	Heading to a manual termination
VMC	Visual meteorological conditions
VNAV	Vertical navigation
VOL	Volume (followed by I, II...)
VOLMET	Meteorological information for aircraft in flight
VOR	VHF omnidirectional radio range
VORTAC	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VPA	Vertical path angle
VPT	Visual manoeuvre with prescribed track
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
*VSS	Visual segment surface
VTF	Vector to final
VTOL	Vertical take-off and landing
VV	Vertical visibility (used in the METAR/SPECI and TAF code forms)

W

W	West or western longitude
W	White
W	Indicator for sea-surface temperature (ued in the METAR/SPECI code forms)
WAAS	Wide area augmentation system
WAC	World Aeronautical Chart - ICAO 1:1 000 000 (followed by name/title)
WAFC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from or effective from
WGS-84	World Geodetic System - 1984
WI	Within
WID	Width or wide
WIE	With immediate effect or effective immediately
WILCO	Will comply
WIND	Wind
WIP	Work in progress
WKN	Weaken or weakening
WNW	West-north-west
WO	Without
*WPR	Way-point reporting
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSPD	Wind speed
WSW	West-south-west
WT	Weight
*WTC	Wake turbulence category
WTSPT	Waterspout
WWW	Worldwide web
WX	Weather
WXR	Weather radar

X

X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing
XS	Atmospherics

Y

Y	Yellow
YCZ	Yellow caution zone (runway lighting)
YES	Yes (affirmative; to be used in AFS as a procedure signal)
YR	Your

Z

Z	Coordinated Universal Time (in meteorological messages)

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 2.3 Chart Symbols

Aerodromes	
	Civil aerodrome
	Military aerodrome
	Joint civil and military aerodrome
	Private aerodrome
	Military aerodrome with civilian concession
Ⓡ	Military reserve aerodrome
Ⓜ	Aerodrome for ULM use only
Ⓗ	Heliport
H	Hospital heliport
	Aerodrome on which the procedure is based
	Aerodrome affecting traffic on the aerodrome on which the procedure is based

Air Traffic Services	
	Flight information region
	Control zone
	Control area
	Aerodrome traffic zone
	Final approach fix
087° 30.7	Route segment with track and distance
	Route compressed (not to scale)
	Additional procedure track
FL 195 / 4500	Upper and lower limit
4000	"At or above" altitude/level (on SID/STAR)
4000	"At or below" altitude/level (on SID/STAR)
4000	Mandatory altitude/level (on SID/STAR)
4000	Recommended altitude/level (on SID/STAR)

Miscellaneous	
	International boundary
	Prominent transmission line
23	Area minimum altitude (AMA), expressed in 100 FT (e.g. 2300 FT)

Radio Navigation Aids	
	Basic radio navigation aid symbol
	Non-directional beacon (NDB)
	VHF omnidirectional radio range (VOR)
	Distance measuring equipment (DME)
	Collocated VOR and DME (VOR/DME)
	UHF tactical air navigation aid (TACAN)
	Collocated VOR and TACAN (VORTAC)
	Compass rose, oriented to the magnetic north. Used in combination with the symbols for VOR, VOR/DME, TACAN and VORTAC
	Radio marker beacon
	Profile view symbols (from left to right): marker beacon, navigation aid, marker beacon and navigation aid combined, DME fix
	ILS course (plan view)
	ILS course (profile view)
10.9 NM / IBR	DME distance
R-251 BUN	VOR radial

Obstacles	
	Obstacle
	Obstacle, lighted
	Group of obstacles
	Group of obstacles, lighted
	Exceptionally high obstacle (≥1000 FT AGL)
	Exceptionally high obstacle, lighted
	Wind turbine
	Wind turbine, lighted
	Area of wind turbines
351 (312)	Obstacle with elevation (in italic) and height (between parentheses)

Airspace Restrictions	
	Restricted airspace (P, R or D area); military exercise or training area; area for aerial sporting or recreational activities

Symbols Used on Aerodrome Charts	
	Runway
	Stopway
	Clearway
	Taxiways and parking area
	Helicopter alighting area on an aerodrome
	Aerodrome reference point
	RVR observation site
	Anemometer
	Wind direction indicator (unlighted / lighted)
	Landing direction indicator (unlighted / lighted)
	Point light
	Barrette
	Obstacle light
	PAPI
	Runway-holding position (pattern A)
	Runway-holding position (pattern B)
	Intermediate holding position
	Stop bar
	No entry

Topography	
1772	Spot elevation (in feet)
1772	Highest elevation on chart (in feet)
1200	Elevation contours (in feet)
	Swamp

Symbols Used on Aerodrome Obstacle Charts	
	Tree or shrub
	Pole, tower, spire, antenna, etc.
	Building or large structure
	Terrain penetrating obstacle plane

Culture	
	City or large town
	Town or village
	Building
	Dual motorway
	Road
	Road bridge
	Road tunnel
	Railroad (single track)
	Railroad (multiple track)
	Railroad bridge
	Railroad tunnel
	Railroad station
	Fence
	Church
	Nuclear power station

Aerial Activities	
	Glider activity
	Parachuting
	Delta gliding / paragliding
	Manned free balloon activity

Reporting and Fly-by / Flyover Functionality				
	On request fly-by	Compulsory fly-by	On request flyover	Compulsory flyover
Intersection / VFR reporting point				
VORTAC				
TACAN				
VOR				
VOR/DME				
NDB				
Waypoint				

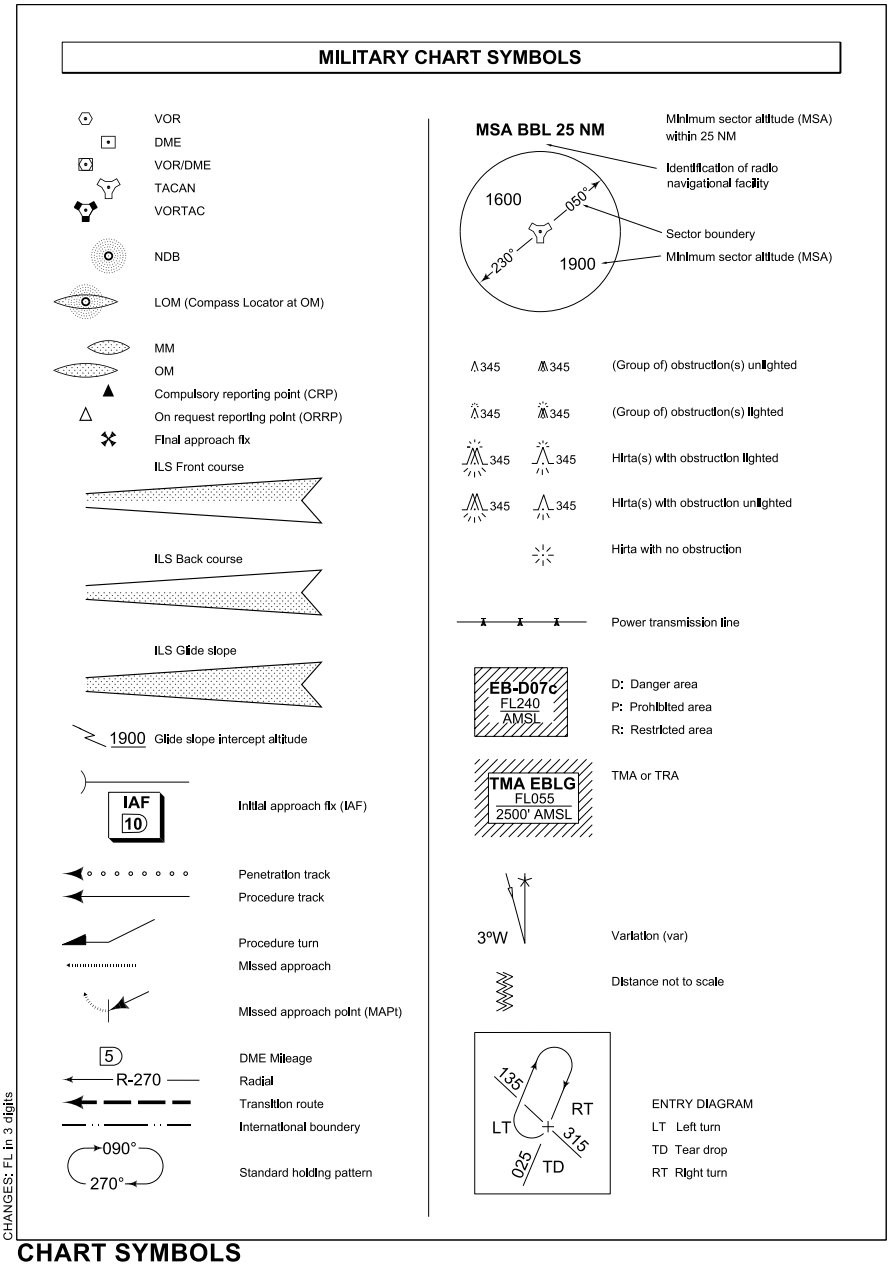
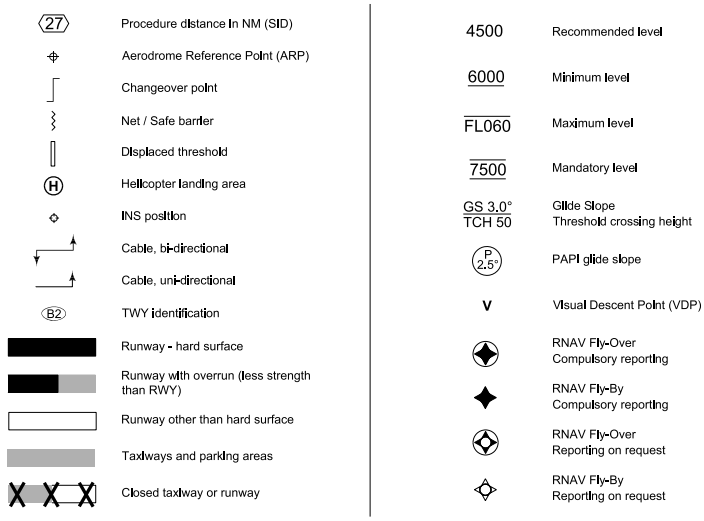


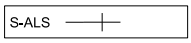
CHART SYMBOLS

V

MILITARY CHART SYMBOLS



MILITARY APPROACH LIGHTING SYSTEMS



Simple Approach LightingSystem with (min) 1 crossbar and a row of a single light source or barrette on the extended centre line of the runway.

Precision Approach Lighting System Category I with (min) 4 crossbars and a row of a single light source or a barrette in the first 300 m on the extended centre line, a row of 2 light sources or barrette between 300 - 600 m on the extended centre line and 3 or more light sources or a barrette after 600 m on the extended centre line with Rail / Sequenced Flashing Lights.

Precision Approach Lighting System Category II and III with (min) 4 crossbars and 3 rows of barrettes or a single light source and barrettes plus 2 side rows of lights in the first 300 m on the extended centre line, a row of 2 light sources or a barrette between 300 - 600 m on the extended centre line and 3 light sources or a barrette after 600 m on the extended centre line with Rail / Sequenced Flashing Lights.

CHANGES: FL in 3 digits

BEL DEFENCE, AIR COMPONENT 21-APR-2022 - THS

CHART SYMBOLS

GEN 2.4 Location Indicators

The locations marked with an asterisk (*) cannot be used in the address component of AFS messages.

DECODE	
Identifier	Name
*EBAD	ROESELARE / AZ Delta
*EBAF	AFFLIGEM
*EBAG	GRACE-HOLLOGNE / Agusta Aerospace Services
*EBAL	AALST / Onze-Lieve-Vrouwziekenhuis
*EBAM	AMOUGIES
*EBAR	ARLON / Sterpenich
*EBAS	SCHILDE / 's Gravenwezel
*EBAV	HANNUT / Avernas-le-Bauduin
EBAW	ANTWERPEN / Deurne
EBBB	BRUSSELS (COM Centre)
EBBE	BEAUVECHAIN (MIL)
EBBL	KLEINE-BROGEL (MIL)
*EBBM	BRAKEL / Michelbeke
*EBBN	BÜLLINGEN
EBBR	BRUSSELS / Brussels-National
*EBBS	BRUSSELS Civilair
*EBBT	BRASSCHAAT
EBBU	BRUSSELS (ACC/FIC)
*EBBV	BRECHT / Vochten
*EBBX	BERTRIX / Jehonville (MIL)
*EBBY	GENAPPE / Baisy-Thy
*EBBZ	PONT-À-CELLES / Buzet
*EBCF	CERFONTAINE
*EBCH	LIEGE / Clinique Montlegia CHC
EBCI	CHARLEROI / Brussels South
*EBCT	CASTEAU / SHAPE (MIL)
*EBCV	CHIÈVRES (MIL)
*EBDR	ANTWERPEN / Commandant Fourcault
*EBDT	DIEST / Schaffen (MIL)
*EBDV	DIKSMUIDE / Leke
*EBDY	NIVELLES / Dynali
*EBDZ	DEINZE / De Groote
*EBEA	EEKLO / AZ Alma
*EBEB	EVERGEM / Belzele
*EBEH	HYDROBASE DE L'EAU D'HEURE
*EBEM	SINT-JORIS-WINGE
*EBEN	RANST / Engels
*EBEU	EDEGEM / UZA
*EBFI	KNOKKE / Fort Isabella
EBFN	KOKSIJDE (MIL)
*EBFR	FRANCORCHAMPS
EBFS	FLORENNES (MIL)

DECODE	
Identifier	Name
*EBGA	LEUVEN / UZ Gasthuisberg
*EBGB	GRIMBERGEN / Lint
*EBGE	LOVERVAL / Gerpinnes
*EBGG	GERAARDSBERGEN / Overboelare
EBGL	GLONS (MIL)
*EBGT	GENT / UZ Gent
*EBGU	NEVELE
*EBHF	KALLO / De Perel
*EBHL	HALEN
*EBHM	HASSELT / Maasland
*EBHN	HOEVENEN
*EBHO	HOLSBEEK
*EBHT	HOUTHALEN
*EBIS	ATH / Isières
*EBJS	ATH / Ghislenghien
*EBKD	HOLSBEEK / Kortrijk-Dutsel
*EBKG	KORTRIJK / AZ Groeninge
*EBKH	BALEN / Keiheuvel
*EBKR	KRUISEM / Sons
EBKT	KORTRIJK / Wevelgem
*EBKW	KNOKKE-HEIST / Westkapelle
*EBKZ	KNOKKE / AZ Zeno
EBLB	ELSENBORN (MIL)
*EBLC	LIÈGE / Citadelle
*EBLD	RANST / De Vijver
*EBLE	LEOPOLDSBURG / Beverlo
EBLG	LIÈGE / Liège
*EBLH	LOTENHULLE
*EBLJ	LOKEREN / Janssens
*EBLM	MEULEBEKE
*EBLO	LOCHRISTI
*EBLR	WAASMUNSTER / Raemdonck
*EBLS	LIÈGE / Sart Tilman
*EBLT	LINT
*EBLU	LUMMEN
*EBLV	KORTEMARK
*EBLX	LIERNEUX / Centre Hospitalier Spécial l'Accueil
*EBLY	RANST / Lymar
EBMB	BRUSSELS / Melsbroek (MIL)
*EBMC	LODELINSART / Marie-Curie
*EBMD	ANTWERPEN / AZ Middelheim
*EBME	MEERBEEK
*EBMG	DOISCHE / Matagne-la-Petite
*EBMH	MALDEGEM / Huysman

DECODE	
Identifier	Name
EBMI	STEENOKKERZEEL (ATCC) (MIL)
*EBMK	MAARKEDAL / Nukerke
*EBML	ASSESSE / Maillen
*EBMM	MAASMECHELEN
*EBMN	MEETKERKE / Nachtegaele
*EBMO	MOORSELE
*EBMS	LIERNEUX / Bra
*EBMT	MONTIGNY-LE-TILLEUL
*EBNB	NAMUR / Bouge
*EBNG	NAMUR / CHU UCL Godinne
*EBNH	OOSTENDE
*EBNK	NOKERE / Suys
*EBNM	NAMUR / Suarlée
*EBNP	PELT / Tilburgs
*EBNR	ROESELARE / Nuytten
*EBOB	OUD-HEVERLEE / Blanden
*EBOK	BRUSSELS / Groot-Bijgaarden
*EBOO	OOSTDIJCKBANK
*EBOR	VRESSE-SUR-SEMOIS / Orchimont
EBOS	OOSTENDE-BRUGGE / Oostende
*EBPL	GESVES
*EBPP	DEINZE / Piens
*EBPW	PECQ / Warcoing
*EBRD	ROOSDAAL
*EBRE	LO-RENINGE
*EBRL	KAMPENHOUT
*EBRO	RANST / Van Den Bosch
*EBRR	ROESELARE / Rumbeke
*EBRU	BEKKEVOORT
*EBSB	SPIERE-HELKIJN
*EBSC	MERCHTEM
*EBSF	SPA / Francorchamps
*EBSG	SAINT-GHISLAIN
*EBSH	SAINT-HUBERT / Saint-Hubert
*EBSJ	BRUGGE / AZ Sint-Jan
*EBSL	ZUTENDAAL
*EBSM	VERREBROEK
EBSP	SPA / La Sauvenière
*EBSS	BRUGGE / Sint-Lucas
*EBST	SINT-TRUIDEN / Brustem
*EBSU	SAINT-HUBERT (MIL)
*EBSV	OTTERGEM / Erpe-Mere
*EBSW	SINT-PIETERS-LEEUW
EBSZ	SEMMERZAKE (MIL)
*EBTK	TIELEN / Kasterlee
*EBTN	GOETSENHOVEN
*EBTX	VERVIERS / Theux
*EBTY	TOURNAI / Maubray

DECODE	
Identifier	Name
*EBUC	BRUSSELS / UCL
*EBUL	URSEL (MIL)
*EBUM	BRUSSELS (IRM/KMI)
EBUR	BRUSSELS (UIR)
EBVA	SKEYES
*EBVE	VEURNE
*EBVN	VLIMMEREN
*EBVS	VEURNE / Sint-Augustinus
*EBVU	ROTSELAAR
*EBWA	WAASMUNSTER
*EBWE	WEELDE (MIL)
*EBWH	WINGENE / Hemelrijk
*EBWI	WINGENE
*EBWK	WERVIK
*EBWM	BEAUVECHAIN (MET) (MIL)
*EBWS	WINGENE / Scherrens
*EBWV	ICHTEGEM
*EBWZ	WINGENE / Zwevezele
*EBYC	GREMBERGEN / Dendermonde
*EBYP	IEPER / Jan Yperman
*EBZA	ZEDELGEM/Aartrijke
*EBZE	ZELE
*EBZH	HASSELT / Kiewit
*EBZM	ZOMERGEM
*EBZO	ZONNEBEKE / Zandvoorde
*EBZR	ZOERSEL / Oostmalle
*EBZU	ZUIENKERKE
*EBZW	GENK / Zwartberg
*ELEA	ESCH-SUR-ALZETTE / Centre Hospitalier Emile Mayrisch
*ELET	ETTELBRUCK / Centre Hospitalier du Nord CHdN
*ELLC	LUXEMBOURG / Centre Hospitalier de Luxembourg (CHL)
*ELLK	LUXEMBOURG / Hôpital Kirchberg
ELLX	LUXEMBOURG / Luxembourg
*ELLZ	LUXEMBOURG / ZITHAKLINIK S.A. Hôpitaux Robert Schuman
*ELNT	NOERTRANGE
*ELUS	USELDANGE

ENCODE	
Name	Identifier
AALST / Onze-Lieve-Vrouwziekenhuis	*EBAL
AFFLIGEM	*EBAF
AMOUGIES	*EBAM
ANTWERPEN / AZ Middelheim	*EBMD
ANTWERPEN / Commandant Fourcault	*EBDR
ANTWERPEN / Deurne	EBAW

ENCODE	
Name	Identifier
ARLON / Sterpenich	*EBAR
ASSESSE / Maillen	*EBML
ATH / Ghislenghien	*EBJS
ATH / Isières	*EBIS
BALEN / Keiheuvel	*EBKH
BEAUVECHAIN (MIL)	EBBE
BEAUVECHAIN (MET) (MIL)	*EBWM
BEKKEVOORT	*EBRU
BERTRIX / Jehonville (MIL)	*EBBX
BRAKEL / Michelbeke	*EBBM
BRASSCHAAT	*EBBT
BRECHT / Vochten	*EBBV
BRUGGE / AZ Sint-Jan	*EBSJ
BRUGGE / Sint-Lucas	*EBSS
BRUSSELS (ACC/FIC)	EBBU
BRUSSELS (COM Centre)	EBBB
BRUSSELS (IRM/KMI)	*EBUM
BRUSSELS (UIR)	EBUR
BRUSSELS / Brussels-National	EBBR
BRUSSELS / Groot-Bijgaarden	*EBOK
BRUSSELS / Melsbroek (MIL)	EBMB
BRUSSELS / UCL	*EBUC
BRUSSELS Civilair	*EBBS
BÜLLINGEN	*EBBN
CERFONTAINE	*EBCF
CHARLEROI / Brussels South	EBCI
CHIÈVRES (MIL)	*EBCV
DEINZE / De Groote	*EBDZ
DEINZE / Piens	*EBPP
DIEST / Schaffen (MIL)	*EBDT
DIKSMUIDE / Leke	*EBDV
DOISCHE / Matagne-la-Petite	*EBMG
EDEGEM / UZA	*EBEU
EEKLO / AZ Alma	*EBEA
ESCH-SUR-ALZETTE / Centre Hospitalier Emile Mayrisch	*ELEA
ETTELBRUCK / Centre Hospitalier du Nord CHdN	*ELET
ELSENBORN (MIL)	*EBLB
EVERGEM / Belzele	*EBEB
FLORENNES (MIL)	EBFS
FRANCORCHAMPS	*EBFR
GENAPPE / Baisy-Thy	*EBBY
GENK / Zwartberg	*EBZW
GENT / UZ Gent	*EBGT
GERAARDSBERGEN / Overboelare	*EBGG

ENCODE	
Name	Identifier
GESVES	*EBPL
GLONS (MIL)	EBGL
GOETSENHOVEN	*EBTN
GRACE-HOLLOGNE / Agusta Aerospace Services	*EBAG
GREMBERGEN / Dendermonde	*EBYC
GRIMBERGEN / Lint	*EBGB
HALEN	*EBHL
HANNUT / Avernas-le-Bauduin	*EBAV
HASSELT / Kiewit	*EBZH
HASSELT / Maasland	*EBHM
HOEVENEN	*EBHN
HOLSBEEK	*EBHO
HOLSBEEK / Kortrijk-Dutsel	*EBKD
HOUTHALEN	*EBHT
HYDROBASE DE L'EAU D'HEURE	*EBEH
ICHTEGEM	*EBWV
IEPER / Jan Yperman	*EBYP
KALLO / De Perel	*EBHF
KAMPENHOUT	*EBRL
KLEINE-BROGEL (MIL)	EBBL
KNOKKE / AZ Zeno	*EBKZ
KNOKKE / Fort Isabella	*EBFI
KNOKKE-HEIST / Westkapelle	*EBKW
KOKSIJDE (MIL)	EBFN
KORTEMARK	*EBLV
KORTRIJK / AZ Groeninge	*EBKG
KORTRIJK / Wevelgem	EBKT
KRUISEM / Sons	*EBKR
LEOPOLDSBURG / Beverlo	*EBLE
LEUVEN / UZ Gasthuisberg	*EBGA
LIÈGE / Citadelle	*EBLC
LIEGE / Clinique Montlegia CHC	*EBCH
LIÈGE / Liège	EBLG
LIÈGE / Sart Tilman	*EBLS
LIERNEUX / Bra	*EBMS
LIERNEUX / Centre Hospitalier Spécial l'Accueil	*EBLX
LINT	*EBLT
LO-RENINGE	*EBRE
LOCHRISTI	*EBLO
LODELINSART / Marie-Curie	*EBMC
LOKEREN / Janssens	*EBLJ
LOTENHULLE	*EBLH
LOVERVAL / Gerpinnes	*EBGE
LUMMEN	*EBLU

ENCODE	
Name	Identifier
LUXEMBOURG / Centre Hospitalier de Luxembourg (CHL)	*ELLC
LUXEMBOURG / ZITHAKLINIK S.A. Hôpitaux Robert Schuman	*ELLZ
LUXEMBOURG / Hôpital Kirchberg	*ELLK
LUXEMBOURG / Luxembourg	ELLX
MAARKEDAL / Nukerke	*EBMK
MAASMECHELEN	*EBMM
MALDEGEM / Huysman	*EBMH
MEERBEEK	*EBME
MEETKERKE / Nachtegaele	*EBMN
MERCHTEM	*EBSC
MEULEBEKE	*EBLM
MONTIGNY-LE-TILLEUL	*EBMT
MOORSELE	*EBMO
NAMUR / Bouge	*EBNB
NAMUR / CHU UCL Godinne	*EBNG
NAMUR / Suarlée	*EBNM
NEVELE	*EBGU
NIVELLES / Dynali	*EBDY
NOERTRANGE	*ELNT
NOKERE / Suys	*EBNK
OOSTDIJCKBANK	*EBOO
OOSTENDE	*EBNH
OOSTENDE-BRUGGE / Oostende	EBOS
OTTERGEM / Erpe-Mere	*EBSV
OUD-HERVERLEE/ Blanden	*EBOB
PECQ / Warcoing	*EBPW
PELT / Tilburgs	*EBNP
PONT-À-CELLES / Buzet	*EBBZ
RANST / De Vijver	*EBLD
RANST / Engels	*EBEN
RANST / Lymar	*EBLY
RANST / Van Den Bosch	*EBRO
ROESELARE / AZ Delta	*EBAD
ROESELARE / Nuytten	*EBNR
ROESELARE / Rumbeke	*EBRR
ROOSDAAL	*EBRD
ROTSELAAR	*EBVU
SAINT-GHISLAIN	*EBSG
SAINT-HUBERT (MIL)	*EBSU
SAINT-HUBERT / Saint-Hubert	*EBSH
SCHILDE / ‘s Gravenwezel	*EBAS
SEMMERZAKE (MIL)	EBSZ
CASTEAU / SHAPE (MIL)	*EBCT

ENCODE	
Name	Identifier
SINT-JORIS-WINGE	*EBEM
SINT-PIETERS-LEEUW	*EBSW
SINT-TRUIDEN / Brustem	*EBST
SKEYES	EBVA
SPA / Francorchamps	EBSF
SPA / La Sauvenière	EBSP
SPIERE-HELKIJN	*EBSB
STEENOKKERZEEL (ATCC) (MIL)	EBMI
TIELEN / Kasterlee	*EBTK
TOURNAI / Maubray	*EBTY
URSEL (MIL)	*EBUL
USELDANGE	*ELUS
VERREBROEK	*EBSM
VERVIERS / Theux	*EBTX
VEURNE	*EBVE
VEURNE / Sint-Augustinus	*EBVS
VLIMMEREN	*EBVN
VRESSE-SUR-SEMOIS / Orchimont	*EBOR
WAASMUNSTER	*EBWA
WAASMUNSTER / Raemdonck	*EBLR
WEELDE (MIL)	*EBWE
WEELDE (MIL)	*EBWE
WERVIK	*EBWK
WINGENE	*EBWI
WINGENE / Hemelrijk	*EBWH
WINGENE / Zwevezele	*EBWZ
ZEDELGEM/Aartrijke	*EBZA
ZELE	*EBZE
ZOERSEL / Oostmalle	*EBZR
ZOMERGEM	*EBZM
ZONNEBEKE / Zandvoorde	*EBZO
ZUIENKERKE	*EBZU
ZUTENDAAL	*EBSL

GEN 2.5 List of Radio Navigation Aids

ID	Station name	Facility	Purpose (AD/ENR)
AFI	Affligem	DVOR/DME	AE
ANT	Antwerpen	DVOR/DME	AE
BBE	Beauvechain	TACAN	AE
BBL	Kleine-Brogel	TACAN	AE
BFS	Florennes	TACAN	AE
BUB	Brussels	DVOR/DME	AE
BUN	Bruno	DVOR/DME	AE
CIV	Chièvres	DVOR/TACAN	AE
COA	Costa	DVOR/DME	AE
DD	Oostende	L	A
DIK	Diekirch	DVOR/DME	AE
FLO	Flora	DVOR/DME	AE
GSY	Gosly	DVOR/DME	AE
HUL	Huldenberg	DVOR/DME	AE
IAD	Antwerpen	ILS	A
I-BBE	Beauvechain	ILS	A
I-BBL	Kleine-Brogel	ILS	A
I-BEV	Beauvechain	ILS	A
I-BFS	Florennes	ILS	A
IBI	Llège	ILS	A
IBL	Brussels	ILS	A
IBM	Brussels	ILS	A
IBR	Brussels	ILS	A
IBX	Brussels	ILS	A
ICV	Chièvres	ILS	A
I-FLR	Florennes	ILS	A
IGC	Charleroi	ILS	A
IHH	Liège	ILS	A
I-KNB	Kleine-Brogel	ILS	A
ILE	Luxembourg	ILS	A
ILG	Liège	ILS	A
ILW	Luxembourg	ILS	A
IMI	Oostende	ILS	A
IOS	Oostende	ILS	A
KOK	Koksy	VORTAC/TACAN	AE
LIE	Liège	DME	AE
LNO	Olno	DVOR/DME	AE
LUX	Luxembourg	DVOR/DME	AE
MAK	Mackel	NDB	AE
MAS	Maastricht	VOR/DME	AE
NIK	Nicky	DVOR/DME	AE
ONC	Charleroi	NDB	AE
ONL	Liège	NDB	AE
ONO	Oostende	NDB	AE
ONW	Antwerpen	NDB	AE
OO	Oostende	L	A
SLV	Spa	NDB	A
SPI	Sprimont	DVOR/DME	AE

Station name	Facility	ID	Purpose (AD/ENR)
Affligem	DVOR/DME	AFI	AE
Antwerpen	DVOR/DME	ANT	AE
Antwerpen	NDB	ONW	AE
Antwerpen	ILS	IAD	A
Beauvechain	TACAN	BBE	AE
Beauvechain	ILS	I-BBE	A
Beauvechain	ILS	I-BEV	A
Bruno	DVOR/DME	BUN	AE
Brussels	DVOR/DME	BUB	AE
Brussels	ILS	IBL	A
Brussels	ILS	IBM	A
Brussels	ILS	IBR	A
Brussels	ILS	IBX	A
Charleroi	NDB	ONC	AE
Charleroi	ILS	IGC	A
Chièvres	DVOR/TACAN	CIV	AE
Chièvres	ILS	ICV	A
Costa	DVOR/DME	COA	AE
Diekirch	DVOR/DME	DIK	AE
Flora	DVOR/DME	FLO	AE
Florennes	TACAN	BFS	AE
Florennes	ILS	I-BFS	A
Florennes	ILS	I-FLR	A
Gosly	DVOR/DME	GSY	AE
Huldenberg	DVOR/DME	HUL	AE
Kleine-Brogel	TACAN	BBL	AE
Kleine-Brogel	ILS	I-BBL	A
Kleine-Brogel	ILS	I-KNB	A
Koksy	VORTAC/TACAN	KOK	AE
Liège	NDB	ONL	AE
Liège	ILS	IHH	A
Liège	ILS	ILG	A
Liège	ILS	IBI	A
Liège	DME	LIE	AE
Luxembourg	DVOR/DME	LUX	AE
Luxembourg	ILS	ILE	A
Luxembourg	ILS	ILW	A
Mackel	NDB	MAK	AE
Maastricht	VOR/DME	MAS	AE
Nicky	DVOR/DME	NIK	AE
Olno	DVOR/DME	LNO	AE
Oostende	NDB	ONO	AE
Oostende	L	DD	A
Oostende	L	OO	A
Oostende	ILS	IMI	A
Oostende	ILS	IOS	A
Spa	NDB	SLV	A
Sprimont	DVOR/DME	SPI	AE

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 2.6 Conversion of units of measurement

NM to KM (1 NM = 1.852 KM)		KM to NM (1 KM = 0.54 NM)		FT to M (1 FT = 0.3048 M)		M to FT (1 M = 3.281 FT)	
NM	KM	KM	NM	FT	M	M	FT
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.370	0.2	0.11	2	0.610	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.5	0.27	5	1.524	5	16.40
0.6	1.111	0.6	0.32	6	1.829	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1	1.852	1	0.54	10	3.048	10	32.81
2	3.704	2	1.08	20	6.096	20	65.62
3	5.556	3	1.62	30	9.144	30	98.43
4	7.408	4	2.16	40	12.192	40	131.23
5	9.260	5	2.70	50	15.240	50	164.04
6	11.112	6	3.24	60	18.288	60	196.85
7	12.964	7	3.78	70	21.336	70	229.66
8	14.816	8	4.32	80	24.384	80	262.47
9	16.668	9	4.86	90	27.432	90	295.28
10	18.520	10	5.40	100	30.480	100	328.08
20	37.040	20	10.80	200	60.960	200	656.17
30	55.560	30	16.20	300	91.440	300	984.25
40	74.080	40	21.60	400	121.920	400	1312.34
50	92.600	50	27.00	500	152.400	500	1640.42
60	111.120	60	32.40	600	182.880	600	1968.50
70	129.640	70	37.80	700	213.360	700	2296.59
80	148.160	80	43.20	800	243.840	800	2624.67
90	166.680	90	48.60	900	274.320	900	2952.76
100	185.200	100	54.00	1000	304.800	1000	3280.84
200	370.400	200	107.99	2000	609.600	2000	6561.68
300	555.600	300	161.99	3000	914.400	3000	9842.52
400	740.800	400	215.98	4000	1219.200	4000	13123.36
500	926.000	500	269.98	5000	1524.000	5000	16404.20

From decimal minutes of an arc to seconds of an arc							
MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8

From decimal minutes of an arc to seconds of an arc							
MIN	**SEC**	**MIN**	**SEC**	**MIN**	**SEC**	**MIN**	**SEC**
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0		

From seconds of an arc to decimal minutes of an arc							
SEC	**MIN**	**SEC**	**MIN**	**SEC**	**MIN**	**SEC**	**MIN**
1	0.02	16	0.27	31	0.52	46	0.77
2	0.03	17	0.28	32	0.53	47	0.78
3	0.05	18	0.30	33	0.55	48	0.80
4	0.07	19	0.32	34	0.57	49	0.82
5	0.08	20	0.33	35	0.58	50	0.83
6	0.10	21	0.35	36	0.60	51	0.85
7	0.12	22	0.37	37	0.62	52	0.87
8	0.13	23	0.38	38	0.63	53	0.88
9	0.15	24	0.40	39	0.65	54	0.90
10	0.17	25	0.42	40	0.67	55	0.92
11	0.18	26	0.43	41	0.68	56	0.93
12	0.20	27	0.45	42	0.70	57	0.95
13	0.22	28	0.47	43	0.72	58	0.97
14	0.23	29	0.48	44	0.73	59	0.98
15	0.25	30	0.50	45	0.75		

GEN 2.7 Sunrise / Sunset

1 BELGIUM

Tables according to the ephemerides of BRUSSELS (IRM/KMI): EBUM, 504752N 0042129E. SR/SS and twilight data for each calendar day can also be consulted on the website of the Royal Observatory of Belgium (https://www.astro.oma.be).

JAN 2024					FEB 2024				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
1	0706	0745	1547	1626	5	0638	0713	1640	1716
6	0705	0744	1553	1631	10	0630	0705	1649	1724
11	0703	0742	1559	1638	15	0622	0656	1658	1732
16	0700	0738	1607	1644	20	0613	0646	1707	1741
21	0656	0733	1615	1652	25	0603	0636	1716	1749
26	0651	0728	1623	1659					
31	0645	0721	1632	1707					

MAR 2024					APR 2024				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
1	0553	0626	1724	1757	5	0435	0509	1822	1856
6	0543	0615	1733	1806	10	0424	0458	1830	1905
11	0532	0604	1741	1814	15	0413	0447	1839	1914
16	0521	0553	1750	1822	20	0402	0437	1847	1922
21	0509	0542	1758	1831	25	0351	0427	1855	1931
26	0458	0531	1806	1839	30	0340	0418	1903	1940
31	0447	0520	1814	1848					

MAY 2024					JUN 2024				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
5	0331	0409	1911	1949	4	0248	0332	1950	2035
10	0321	0401	1918	1958	9	0244	0330	1954	2040
15	0313	0353	1926	2006	14	0243	0329	1957	2043
20	0305	0346	1933	2015	19	0243	0329	1959	2046
25	0258	0341	1939	2022	24	0244	0330	2000	2046
30	0252	0336	1945	2029	29	0247	0332	2000	2045

JUL 2024					AUG 2024				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
4	0251	0336	1958	2043	3	0333	0413	1924	2003
9	0256	0340	1955	2039	8	0342	0420	1915	1953
14	0302	0346	1951	2034	13	0350	0428	1906	1943
19	0309	0352	1945	2028	18	0359	0435	1856	1932
24	0317	0358	1939	2020	23	0408	0443	1846	1921
29	0325	0405	1932	2012	28	0416	0451	1836	1910

SEP 2024					OCT 2024				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
2	0424	0458	1825	1859	2	0512	0545	1717	1750
7	0432	0506	1814	1847	7	0520	0553	1706	1739
12	0441	0514	1802	1836	12	0528	0601	1656	1729
17	0449	0522	1751	1824	17	0536	0609	1645	1719
22	0457	0529	1740	1813	22	0544	0618	1635	1709
27	0504	0537	1729	1801	27	0552	0626	1626	1700

NOV 2024					DEC 2024				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
1	0600	0635	1617	1651	1	0645	0723	1540	1618
6	0608	0644	1608	1643	6	0651	0730	1538	1616
11	0616	0652	1601	1636	11	0656	0735	1537	1616
16	0624	0700	1554	1630	16	0700	0739	1537	1617
21	0631	0708	1548	1625	21	0703	0742	1539	1619
26	0638	0716	1543	1621	26	0705	0744	1542	1622
					31	0706	0745	1547	1626

2 LUXEMBOURG

Tables according to the ephemerides of LUXEMBOURG: ELLX, 493758N 0061359E.

JAN 2024					FEB 2024				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
1	0654	0734	1543	1623	5	0628	0704	1635	1710
6	0654	0733	1549	1628	10	0621	0656	1643	1718
11	0652	0731	1555	1634	15	0613	0647	1652	1726
16	0649	0728	1602	1640	20	0604	0638	1700	1734
21	0646	0723	1610	1647	25	0555	0629	1709	1742
26	0641	0718	1618	1655					
31	0635	0711	1626	1702					

MAR 2024					APR 2024				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
1	0545	0619	1717	1750	5	0430	0504	1812	1846
6	0535	0608	1725	1758	10	0419	0454	1820	1855
11	0525	0558	1733	1806	15	0408	0444	1827	1903
16	0514	0547	1741	1814	20	0358	0434	1835	1911
21	0503	0536	1749	1822	25	0347	0424	1843	1920
26	0452	0526	1757	1830	30	0338	0415	1850	1928
31	0441	0515	1804	1838					

MAY 2024					JUN 2024				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
5	0328	0407	1858	1937	4	0248	0332	1935	2020
10	0319	0359	1905	1945	9	0245	0330	1939	2024
15	0311	0352	1912	1953	14	0243	0329	1942	2028
20	0304	0345	1919	2001	19	0243	0329	1944	2030
25	0257	0340	1925	2008	24	0245	0330	1945	2030
30	0252	0336	1930	2014	29	0247	0333	1944	2030

JUL 2024					AUG 2024				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
4	0251	0336	1943	2028	3	0331	0411	1911	1950
9	0256	0340	1940	2024	8	0339	0418	1903	1941
14	0302	0345	1936	2019	13	0347	0425	1854	1931
19	0309	0351	1931	2013	18	0355	0432	1845	1921
24	0316	0357	1925	2006	23	0404	0439	1835	1910
29	0323	0404	1918	1959	28	0411	0447	1825	1900

SEP 2024					OCT 2024				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
2	0419	0454	1814	1849	2	0505	0538	1709	1743
7	0427	0501	1803	1838	7	0513	0546	1659	1732
12	0435	0509	1753	1826	12	0520	0554	1648	1722
17	0442	0516	1742	1815	17	0528	0602	1638	1712
22	0450	0523	1731	1804	22	0535	0610	1629	1703
27	0457	0531	1720	1753	27	0543	0618	1619	1654

NOV 2024					DEC 2024				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
1	0551	0626	1611	1646	1	0634	0712	1536	1615
6	0558	0634	1603	1638	6	0639	0719	1534	1613
11	0606	0642	1555	1632	11	0644	0724	1533	1613
16	0613	0650	1549	1626	16	0648	0728	1534	1613
21	0621	0658	1543	1621	21	0651	0731	1536	1615
26	0627	0706	1539	1617	26	0653	0733	1539	1618
					31	0654	0734	1543	1623

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 3 SERVICES

GEN 3.1 Aeronautical Information Services

1 RESPONSIBLE SERVICES

AIM Belgium, skeyes, Belgian Defence and ANA are the responsible authorities to ensure the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the areas indicated below.

Note: AIM Belgium is a service provided by skeyes in cooperation with Belgian Defence.

The service is provided in accordance with the provisions contained in *ICAO Annex 15 and ICAO PANS-AIM (Doc 10066).*

1.1 AIP Office (AIM Belgium)

Post: AIM Belgium
AIP Office
Control Tower
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

AFS: EBVAYOYX

Email: aip.production@skeyes.be

1.2 Brussels NOF (skeyes)

Post: skeyes AIM
International NOTAM Office
Control Tower
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

TEL: +32 (0) 2 206 25 30

FAX: +32 (0) 2 206 25 29

AFS: EBBRYNYN

Email: notam@skeyes.be

URL: ops.skeyes.be

1.3 Steenokkerzeel NOF (Belgian Defence)

Post: Belgian Air Component
Air Traffic Control Centre
Sqn ATC / Flight AIM / NOF
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

TEL: +32 (0) 2 442 23 75

AFS: EBMIZGZF

Email: atcc-atc-flaim-nof@mil.be

1.4 AIS Luxembourg (ANA)

Post: Administration de la navigation aérienne
OPS Department
BP 273
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 47 98 23 01 0

FAX: +352 47 98 23 09 0

AFS: ELLXZPZX

Email: AIM@airport.etat.lu

URL: www.ana.gouvernement.lu

2 AREA OF RESPONSIBILITY

2.1 AIM Belgium

AIM Belgium is responsible for the provision of the AIP (including AIP amendments and AIP supplements) and the AIC for Belgium and Luxembourg.

2.2 Skeyes

Skeyes is responsible for the origination and issuance of NOTAM in the Brussels FIR and for the provision of pre-flight information services in relation to route stages originating at the civil aerodromes and heliports in Belgium.

2.3 Belgian Defence

Belgian Defence is responsible for the origination and issuance of military NOTAM in the Brussels FIR and for the provision of pre-flight information services in relation to route stages originating at the military aerodromes and heliports in Belgium.

2.4 ANA

ANA is responsible for the collection of information for the entire territory of Luxembourg and its dissemination to AIM Belgium and skeyes for publication.

ANA is responsible for the provision of pre-flight information services in relation to route stages originating at the aerodromes and heliports in Luxembourg as well as the publication of SNOWTAM.

3 AERONAUTICAL PUBLICATIONS

The aeronautical information is provided in the form of the following aeronautical information products:

- Aeronautical Information Publication (AIP)
- AIP Amendments (AMDT)
- AIP Supplements (SUP)
- Aeronautical Information Circulars (AIC)
- NOTAM
- Aeronautical charts

3.1 Aeronautical Information Publication (AIP)

The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

The AIP is available in an electronic form that allows for printing on paper (eAIP), for use in international and domestic operations, whether the flight is a commercial or a private one. The text is in English only.

The eAIP is published on the operational website of skeyes (ops.skeyes.be).

3.2 AIP Amendments

Amendments to the eAIP are made by issuing a replacement eAIP. Each eAIP is allocated a separate serial number, which is consecutive and based on the calendar year. The year, indicated by four digits, is a part of the serial number.

A new eAIP is issued for each AIRAC effective date.

Each eAIP contains:

- The AIP including the AIRAC AIP amendment becoming effective on the eAIP effective date, if any;
- The AIP including the regular AIP amendment inserted on the eAIP effective date;
- A preview of the published AIRAC AIP amendments that are not yet effective, if any.

Amendment changes in the AIP are identified by a light blue (regular AIP amendment) or pink (AIRAC AIP amendment) background, whereby removed text is barred with a horizontal line. Each amendment is also available in an electronic form that allows for printing on paper.

AIRAC AIP amendments, issued in accordance with the AIRAC System (see also § 4 below) and identified by the acronym “AIRAC”, incorporate operationally significant permanent changes into the AIP on the indicated AIRAC effective date. Regular AIP amendments, issued in accordance with the established regular interval, incorporate other permanent changes into the AIP.

Each regular and AIRAC AIP amendment is allocated a separate serial number, which is consecutive and based on the calendar year. The year, indicated by four digits, is a part of the serial number of the amendment.

The publication schedule of the AIP amendments is published yearly in an AIP supplement.

3.3 AIP Supplements

Temporary changes of long duration (three months and longer) and information of short duration that consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP supplements.

AIP supplements are separated by information subject (GEN, ENR, AD) and are published in one package with the AIP. Each AIP supplement is allocated a separate serial number, which is consecutive and based on the calendar year. The year, indicated by four digits, is a part of the serial number of the AIP supplement.

An AIP supplement is kept in the AIP as long as all or some of its information remain valid. The period of validity of the information contained in the AIP supplement will normally be given in the AIP supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the AIP supplement.

The checklist of AIP supplements currently in force is published as part of the AIP (see GEN 0.3).

3.4 Aeronautical Information Circulars (AIC)

AIC contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters.

AIC are published in one package with the AIP

Each AIC is allocated a separate serial number, which is consecutive and based on the calendar year. The year, indicated by four digits, is a part of the serial number of the AIC. A checklist of AIC currently in force is contained in the eAIP and a checklist is also issued as an AIC at least once per year.

3.5 NOTAM and Pre-flight Information Bulletins (PIB)

3.5.1 NOTAM

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM format and is composed of the significations / uniform abbreviated phraseology assigned to the ICAO NOTAM code, complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language.

NOTAM are originated and issued for the Brussels FIR/UIR and are distributed in three series identified by the letters A, B, M and S:

- *Series A:* General international distribution.
- *Series B:* International distribution limited to Denmark, France, Germany, the Netherlands, Switzerland and the United Kingdom.
- *Series M:* Military NOTAM.
- *Series S (SNOWTAM):* Information concerning snow, slush, ice or standing water associated with snow, slush and ice in the movement areas. SNOWTAM are prepared in accordance with Appendix 4 of ICAO PANS-AIM.

Note: NOTAM series A, B and S are originated and issued by Brussels NOF. NOTAM series M are originated and issued by Steenokkerzeel NOF.

Each NOTAM will be allocated a series identified by a letter (A, B, M or S) and a four-digit number followed by a stroke and a two-digit number for the year (e.g. A0023/10). Each series starts on 1 JAN with number 0001.

Note: A checklist of valid NOTAM is issued monthly as a NOTAM.

3.5.2 Pre-flight Information Bulletins (PIB)

PIB, which contain a recapitulation of current NOTAM and other information of urgent character for the operator / flight crews are available on the Belgian aerodromes, at ELLX and from the operational website of skeyes. The extent of the information contained in the PIB is listed in § 5.

3.6 Aeronautical Charts

Aeronautical charts are made available as specified in GEN 3.2.

4 AIRAC SYSTEM

In order to control and regulate the operationally significant changes requiring amendments to charts, route-manuals etc., such changes – whenever possible – will be issued on predetermined dates according to the AIRAC system as an AIRAC AIP amendment.

The table below indicates the AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be available online at the latest 28 days before the effective date. At AIRAC effective dates, a trigger NOTAM

will be issued, giving a brief description of the contents and reference number of the AIRAC AIP amendment that becomes effective on that date. The trigger NOTAM remains in force as a reminder in the PIB for fifteen days after the effective date.

To provide additional advanced notification to professional users, each AIRAC AIP amendment will be posted in electronic format on the Eurocontrol AIS AGORA forum. This forum can be found on the following address:

URL: www.eurocontrol.int/online-tool/aeronautical-information-forum

If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before the AIRAC effective date concerned.

The publication schedule of the AIRAC AIP amendments will be published yearly in an AIP supplement.

2020	2021	2022	2023	2024
02 JAN	28 JAN	27 JAN	26 JAN	25 JAN
30 JAN	25 FEB	24 FEB	23 FEB	22 FEB
27 FEB	25 MAR	24 MAR	23 MAR	21 MAR
26 MAR	22 APR	21 APR	20 APR	18 APR
23 APR	20 MAY	19 MAY	18 MAY	16 MAY
21 MAY	17 JUN	16 JUN	15 JUN	13 JUN
18 JUN	15 JUL	14 JUL	13 JUL	11 JUL
16 JUL	12 AUG	11 AUG	10 AUG	08 AUG
13 AUG	09 SEP	08 SEP	07 SEP	05 SEP
10 SEP	07 OCT	06 OCT	05 OCT	03 OCT
08 OCT	04 NOV	03 NOV	02 NOV	31 OCT
05 NOV	02 DEC	01 DEC	30 NOV	28 NOV
03 DEC	30 DEC	29 DEC	28 DEC	26 DEC
31 DEC				

2025	2026	2027	2028	2029
23 JAN	22 JAN	21 JAN	20 JAN	18 JAN
20 FEB	19 FEB	18 FEB	17 FEB	15 FEB
20 MAR	19 MAR	18 MAR	16 MAR	15 MAR
17 APR	16 APR	15 APR	13 APR	12 APR
15 MAY	14 MAY	13 MAY	11 MAY	10 MAY
12 JUN	11 JUN	10 JUN	08 JUN	07 JUN
10 JUL	09 JUL	08 JUL	06 JUL	05 JUL
07 AUG	06 AUG	05 AUG	03 AUG	02 AUG
04 SEP	03 SEP	02 SEP	31 AUG	30 AUG
02 OCT	01 OCT	30 SEP	28 SEP	27 SEP
30 OCT	29 OCT	28 OCT	26 OCT	25 OCT
27 NOV	26 NOV	25 NOV	23 NOV	22 NOV
25 DEC	24 DEC	23 DEC	21 DEC	20 DEC

5 PRE-FLIGHT INFORMATION SERVICE AT AERODROMES / HELIPORTS

5.1 In Belgium

Pre-flight information is available at aerodromes as detailed below.

5.1.1 Civil Aerodromes

AD	TYPE	BRIEFING COVERAGE
EBAW	Documentation	Belgium, Luxembourg, France, Germany, the Netherlands, United Kingdom and Spain via self-briefing terminals. Denmark, Switzerland paper copy AVBL
	PIB	Worldwide coverage via self-briefing terminals
EBBR	Documentation	Belgium, Luxembourg, France, Germany, the Netherlands, United Kingdom and Spain via self-briefing terminals O/R to EBBR NOF: **Europe:** full coverage **Africa:** Algeria, ASECNA, Cape Verde, Egypt, Ghana, Kenya, Libya, Morocco, Nigeria, Democratic Republic of Congo, South Africa and Tunisia **Asia:** Bahrain, China, Hong Kong, India, Iran, Israel, Japan, Jordan, Korea, Kuwait, Lebanon, Oman, Saudi Arabia, Singapore, Syria, United Arab Emirates and Uzbekistan **North America:** Canada and the United States **South America and the Caribbean:** Cuba and Eastern Caribbean States
	PIB	Worldwide coverage via self-briefing terminals
EBCI	Documentation	Belgium, Luxembourg, France, Germany, the Netherlands, United Kingdom and Spain via self-briefing terminals
	PIB	Worldwide coverage via self-briefing terminals
EBLG	Documentation	Belgium, Luxembourg, France, Germany, the Netherlands, United Kingdom and Spain via self-briefing terminals
	PIB	Worldwide coverage via self-briefing terminals
EBOS	Documentation	Belgium, Luxembourg, France, Germany, the Netherlands, United Kingdom and Spain via self-briefing terminals.
	PIB	Worldwide coverage via self-briefing terminals

PIB are also delivered by FAX or via e-mail after request to Brussels NOF. Self-briefing is possible via the operational website of skeyes (ops.skeyes.be).

Note: PIB via self-briefing terminals or via internet include only NOTAM not older than 250 days and "PERM" NOTAM not older than 90 days from their start of validity.

5.1.2 Military Aerodromes

AD	TYPE	BRIEFING COVERAGE
EBBE	Documentation (CIV)	Belgium, Luxembourg, France, Germany, the Netherlands and the United Kingdom.
	Documentation (MIL)	Belgium, Luxembourg, France, Germany, the Netherlands and the United Kingdom.
	PIB	Information at AIS office on request. *(coverage: see ATM instruction 5).*
EBFS	Documentation (CIV)	Belgium, Luxembourg, France, Germany and the United Kingdom.
	Documentation (MIL)	Belgium, Luxembourg, France, Germany, Italy, Spain and the United Kingdom.
	PIB	Information at AIS office on request. *(coverage: see ATM instruction 5).*
EBBL	Documentation (CIV)	Belgium, Luxembourg, Denmark, France, Germany, Greece, the Netherlands, Norway, Slovakia, Turkey and the U.K.
	Documentation (MIL)	Belgium, Luxembourg, the Czech Republic, Denmark, France, Germany, Greece, Italy, the Netherlands, Portugal, Spain and the U.K.
	PIB	Information at AIS office on request. *(coverage: see ATM instruction 5).*
EBFN	Documentation (CIV)	Belgium, Luxembourg, France, Germany, the Netherlands and the United Kingdom.
	Documentation (MIL)	Belgium, Luxembourg, France, Germany, the Netherlands and the United Kingdom.
	PIB	Information at AIS office on request. *(coverage: see ATM instruction 5).*
EBMB	Documentation (CIV)	Austria, Belgium, Luxembourg, China, the Czech Republic, Denmark, Egypt, Estonia, France, Germany, Greenland and the Faroe Islands, Kazachstan, Latvia, Lithuania, Morocco, Moldova, the Netherlands, Norway, Poland, Russia, Serbia and Montenegro, Slovakia, Slovenia, Switzerland and the United Kingdom.
	Documentation (MIL)	Belgium, Luxembourg, France, Germany, Italy, the Netherlands, Spain and the United Kingdom.
	PIB	Information at AIS office on request. *(coverage: see ATM instruction 5).*

5.2 In Luxembourg

Pre-flight information is available as detailed below.

AD	TYPE	BRIEFING COVERAGE
ELLX	Documentation	ECAC Member States
	PIB	Worldwide coverage. AVBL H24 at the ARO Office

PIB are also delivered by FAX or via e-mail after request to Luxembourg ARO. Self-briefing is possible via the operational website of skeyes (ops.skeyes.be).

Note: PIB via internet include only NOTAM not older than 250 days and "PERM" NOTAM not older than 90 days from their start of validity.

6 ELECTRONIC TERRAIN AND OBSTACLE DATA

An area 1 electronic obstacle data set is available for Belgium as specified in ENR 5.4.

A digital terrain model is available for Belgium from the Belgian National Geographical Institute. For details see:

URL: https://www.geo.be/catalog/details/49c7af1e-0f35-11ed-ac71-186571a04de2?l=en

7 EAD

Belgium and Luxembourg are fully migrated to the European AIS Database (EAD). The EAD may be consulted at the following address (free registration required):

URL: www.ead.eurocontrol.int

GEN 3.2 Aeronautical Charts

1 RESPONSIBLE SERVICE

The aeronautical charts are produced by AIM Belgium (see GEN 3.1, AIP Office).

The civil charts are prepared in accordance with the provisions contained in *ICAO Annex 4*. The military aeronautical charts are prepared in accordance with the provisions contained in *ICAO Annex 4* or in accordance with the provisions of CENOR.

2 MAINTENANCE OF CHARTS

The aeronautical charts are kept up to date by AIP amendments. The BEMIL FLIP charts are kept up to date by replacement. If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

3 PURCHASE ARRANGEMENTS

The civil charts and selected military charts are included in the AIP.

Military users can obtain the military charts listed in § 5.2 from their local AIS office. En-route charts “Airspace 4500FT / FL195”, “Airspace FL200 / UNL” and “Brussels FIR/UIR structure” are available on request at the AIS headquarters.

4 AERONAUTICAL CHART SERIES AVAILABLE

Aerodrome Chart - ICAO:
This chart contains detailed aerodrome data to provide flight crews with information that will facilitate the ground movement of aircraft from the aircraft stand to the runway and from the runway to the aircraft stand. It also provides essential operational information concerning the aerodrome.

Aerodrome Ground Movement Chart - ICAO:
This chart is produced for those aerodromes where, due to congestion of information, details necessary for the ground movement of aircraft along the taxiways to and from the aircraft stands and for the parking or docking of aircraft cannot be shown with sufficient clarity on the Aerodrome Chart - ICAO.

Aircraft Parking/Docking Chart - ICAO:
This chart is produced for those aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking or docking of aircraft cannot be shown with sufficient clarity on the Aerodrome Chart - ICAO or on the Aerodrome Ground Movement Chart - ICAO.

Aerodrome Obstacle Chart - ICAO - Type A (operating limitations):
This chart contains detailed information on obstacles in the take-off flight path areas of aerodromes. It is shown in plan and profile view. This obstacle information provides the data necessary to enable an operator to comply with the operating limitations as contained in *ICAO Annex 6*.

Aerodrome Obstacle Chart - ICAO - Type B:
This chart provides information to satisfy the following functions:

- The determination of minimum safe altitudes/heights, including those for circling procedures;
- The determination of procedures for use in the event of an emergency during take-off or landing;
- The application of obstacle clearing and marking criteria;
- The provision of source material for aeronautical charts.

Precision Approach Terrain Chart - ICAO:
This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters. It is produced for all precision approach runways CAT II and III.

En-route Chart - ICAO:
This chart is produced for the Brussels FIR/UIR. It provides the flight crew with information that will facilitate navigation along ATS routes in compliance with ATS procedures.

ATC Surveillance Minimum Altitude Chart - ICAO:
This chart provides information which will enable flight crews to monitor and cross-check altitudes assigned by a controller using an ATS surveillance system.

Standard Departure Chart - Instrument (SID) - ICAO:
This chart is produced whenever a SID has been established and provides the flight crew with information that will enable them to comply with the designated SID from the take-off phase to the en-route phase.

Standard Arrival Chart - Instrument (STAR) - ICAO:
This chart is produced whenever a STAR has been established and provides the flight crew with information that will enable them to comply with the designated STAR from the en-route phase to the approach phase.

Instrument Approach Chart - ICAO:
This chart is produced for all aerodromes used for civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart - ICAO is provided for each approach procedure. It provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing, including the missed approach procedure and, where applicable, associated holding patterns.

Visual Approach Chart - ICAO:
This chart provides the flight crew with information that will enable them to transit from the en-route/descent phase to the approach phase and to perform an approach by means of visual reference to the runway of intended landing.

5 LIST OF AERONAUTICAL CHARTS AVAILABLE

5.1 Aeronautical Charts Contained in the AIP

5.1.1 Aerodrome Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.2 Aerodrome Ground Movement Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.3 Aircraft Parking/Docking Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.4 Aerodrome Obstacle Charts (- ICAO) - Type A

See section AD 2.24 of relevant aerodromes/heliports.

5.1.5 Aerodrome Obstacle Charts - ICAO - Type B

See section AD 2.24 of relevant aerodromes/heliports.

5.1.6 ATC Surveillance Minimum Altitude Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.7 En-route Charts (- ICAO)

See ENR 6.

5.1.8 En-route Index Charts

See ENR 6.

5.1.9 Precision Approach Terrain Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.10 Standard Departure Charts - Instrument (SID) - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.11 Standard Arrival Charts - Instrument (STAR) - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.12 Instrument Approach Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.13 Visual Approach Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.2 BEMIL FLIP Charts

The Belgian Military Flight Information Publication booklets contain the military IFR and VFR flying procedures (BEMIL FLIP IFR and BEMIL FLIP VFR). These booklets are published as two volumes and are only available for Belgian military users.

5.2.1 Aerodrome Layout / Radar

- EBBE
- EBFS
- EBBL
- EBFN
- EBLG
- EBAW
- EBBR
- EBCI
- EBOS

5.2.2 Aerodrome Ground Movement Charts

- EBBE
- EBFS
- EBBL
- EBFN

5.2.3 Instrument Departure Charts

- EBBE
- EBFS
- EBBL
- EBFN

5.2.4 Instrument Approach Charts

- EBBE
- EBFS
- EBBL
- EBFN
- EBLG
- EBAW
- EBBR
- EBCI
- EBOS

5.2.5 Visual Approach and Departure Charts

- EBBE
- EBFS
- EBBL
- EBFN
- EBLG
- EBAW
- EBBR
- EBCI
- EBOS

6 INDEX TO THE WORLD AERONAUTICAL CHART (WAC) - ICAO 1:1000000

The WAC is not available for Belgium or Luxembourg.

7 TOPOGRAPHICAL CHARTS

Various topographical charts for Belgium can be obtained from the National Geographical Institute:

Post: IGN / NGI
Service de Vente / Verkoopdienst
Avenue de Cortenbergh / Kortenberglaan 115
1000 Brussels
BELGIUM

TEL: +32 (0) 2 629 82 82

FAX: +32 (0) 2 629 82 83

URL: www.ign.be

Military users can obtain the “Low-Air” Chart from COMOPSAIR, their local AIS or Mission Planning Office.

8 CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

NIL

9 MILITARY USE OF NAVIGATIONAL CHARTS

For low-level flights military jet pilots shall use the latest edition of the Low Flying Chart 2nd series (LFC) 1:500 000. Sheets 1, 2, 4 and 5 give coverage of Belgium.

NOTAM and the Chart Amendment Document - GERMANY (CHAD-GER) shall be consulted for latest updates to sheets 1 and 2. The AAFCE Chart Amendment Low Flying (CALF) bulletin and NOTAM shall be consulted for latest updates to sheets 4 and 5.

Other than jet pilots can use the Belgian produced “Low-Air” Chart 1:250 000 (M-534) or the Transit Flying Chart (Low level) 2nd series (TFC(L)) sheets NM 31-2, NM 31-3, NM 31-5, NM 31-6, NM 31-9, NM 31-12 and NM32-4.

The AAFCE Chart Amendment Low Flying (CALF) bulletin and NOTAM shall be consulted for latest updates to all sheets except for sheet NM 32-4 which is updated by the CHAD-GER.

For the “Low-Air” Chart 1:250 000 there is no update in between the yearly publication cycle. Pilots are to consult AIP and NOTAM for the changes to the aeronautical information.

GEN 3.3 Air Traffic Services

1 RESPONSIBLE SERVICES

1.1 Civil

Skeyes, ANA and Eurocontrol are the responsible authorities for the provision of air traffic services within the area indicated under § 2 below.

The services are provided in accordance with the provisions contained in the following ICAO documents:

- *ICAO Annex 2. Rules of the Air*
- *ICAO Annex 11. Air Traffic Services*
- *ICAO Doc 4444. Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)*
- *ICAO Doc 7030. Regional Supplementary Procedures*
- *ICAO Doc 8168. Aircraft Operations (PANS-OPS)*

Differences to these provisions are detailed in section GEN 1.7.

1.1.1 Skeyes

Post: skeyes
DGS&O
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

TEL: +32 (0) 2 206 23 20

FAX: +32 (0) 2 206 22 21

AFS: EBVAZGZX

Email: info@skeyes.be

URL: www.skeyes.be

1.1.2 ANA

1.1.2.1 ANA ATC

Post: Administration de la navigation aérienne
ATC Department
BP 273
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 47 98 24 00 1 (Head of TWR)

TEL: +352 47 98 24 00 4 (Head of APP)

FAX: +352 47 98 24 09 9 (TWR)

FAX: +352 47 98 24 09 0 (APP)

AFS: ELLXZTZX

Email: info.dir@aeroport.public.lu

URL: www.ana.gouvernement.lu

1.1.2.2 ANA ARO

Post: Administration de la navigation aérienne
OPS Department – ARO division
BP 273
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 47 98 23 00 1 (Head of ARO)

TEL: +352 47 98 23 01 0 (ARO)

FAX: +352 47 98 23 09 0 (ARO)

AFS: ELLXZPZX

Email: aro@airport.etat.lu

URL: www.ana.gouvernement.lu

1.1.3 Eurocontrol

Post: Eurocontrol
Maastricht UAC
Horsterweg 11
6199 AC Maastricht Airport
THE NETHERLANDS

TEL: +31 (0) 43 366 12 34

FAX: +31 (0) 43 366 13 00

AFS: EDYYZQZX

Email: masuac.info@eurocontrol.int

URL: www.eurocontrol.int/muac

1.2 Military

Within Belgian Defence, Comopsair is the responsible authority for the provision of air traffic services to OAT (see ENR 1.1) within the area indicated under § 2.2 below.

Post: Defence
Belgian Air Component - COMOPSAIR
Air Operations Support (A 3.2)
Kwartier Koningin Elisabeth
Bldg 1
Eversestraat / Rue d'Evere 1
1140 Brussels
BELGIUM

TEL: +32 (0) 2 441 66 42

Email: comopsair-a3-air-ctrl-ops@mil.be

2 AREA OF RESPONSIBILITY

2.1 Civil

2.1.1 Skeyes

Skeyes is responsible for the provision of air traffic services within the Brussels FIR/UIR up to and including FL245, with the exception of the airspace within which air traffic services are provided by ANA.

In some cases, delegated air traffic services are provided in airspace belonging to the Amsterdam, Langen and Paris FIR and the France UIR. Details of such services are provided in section ENR 2.2.

2.1.2 ANA

ANA is responsible for the provision of air traffic services within the territory of Luxembourg up to the upper limits of Luxembourg TMA One A and Luxembourg TMA One B.

In some cases, delegated air traffic services are provided in airspace of Belgium and in airspace belonging to the Langen, Reims and Paris FIR. Details of such services are provided in section ENR 2.2.

2.1.3 Eurocontrol

Eurocontrol Maastricht UAC is responsible for the provision of air traffic services within the Brussels UIR above FL245.

2.2 Military

Belgian Defence is responsible for the provision of air traffic services to OAT within the Brussels FIR/UIR.

In some cases, delegated air traffic services are provided in airspace belonging to the Amsterdam FIR, Paris FIR and France UIR. Details of such services are provided in section ENR 2.2.

3 TYPES OF SERVICES

3.1 Civil

The following types of services are provided:

- Flight Information Service (FIS) and Alerting Service (ALRS);
- Area Control (ACC);
- Approach Control (APP).

The following types of services are provided at aerodromes:

- Aerodrome Control (TWR);
- Aerodrome Flight Information Service (AFIS);
- Automatic Terminal Information Service (ATIS);
- Alerting Service (ALRS);
- ATS Reporting Office (ARO).

At certain aerodromes basic information may be provided, consisting of advice and information useful for the safe and efficient conduct of flights while not subject to an air traffic service. Basic information shall not be considered to be equivalent to FIS. It may include:

- MET conditions;
- changes in the serviceability of facilities;
- AD conditions;
- general airspace activity;
- any other information likely to affect safety.

3.2 Military

When providing a radar service, controllers will, immediately after having identified the aircraft, notify pilots of the service they are provided with. Depending on the traffic situation, controllers may change the type of service. They will notify pilots of this. Pilots are to note that they are not in receipt of a radar service, until they are formally identified and notified of the type of service.

The following types of services are provided:

3.2.1 Radar Control (RC)

Radar control is an air traffic control radar service in which pilots are given mandatory instructions to enable the prescribed separation minima from other traffic to be maintained. These instructions will generally be associated with information on the conflicting traffic. No changes of heading or level are to be made without prior approval of the controller. The provision of RC will normally be restricted to flights within controlled airspace.

3.2.2 TRA Service (TRAS)

TRA Service is an air traffic control radar service in which pilots are given mandatory instructions in order to:

- Keep participating traffic (VFR and IFR) inside the published limits of its assigned reserved area;
- Enable the prescribed separation minima from other traffic to be maintained.

IFR traffic will be separated from VFR traffic and vice versa using the radar separation minima.

VFR traffic will be given traffic info towards other VFR traffic and traffic avoidance on request.

Responsibility for separation between participating aircraft inside the TRA lies with the pilots. 'Participating aircraft' are those flights for which a specific area has been booked for simultaneous use.

3.2.3 Radar Information Service (RIS)

Radar Information Service is an air traffic radar service provided to VFR flights, which assists pilots in their navigation.

In class C airspace, the VFR traffic will be informed of bearing, distance and, if available, level of any conflicting VFR traffic or obstacle known to the controller. Traffic avoidance advice will be provided on request. The pilot is responsible for maintaining the prescribed separation.

The controller has the authority to change the RIS into radar control to enable the prescribed separation minima to be maintained (VFR to IFR).

In Class G airspace, the VFR traffic will be informed of bearing, distance and, if available, level of any conflicting VFR traffic or obstacle known to the controller. The pilot is responsible for maintaining the prescribed separation whether the controller has called the conflicting traffic or obstacle or not.

3.2.4 Flight Information Service (FIS)

Flight Information Service is an air traffic service provided for the purpose of giving information for the safe and efficient conduct of flights.

3.2.5 Aerodrome Control Service

Aerodrome control service is an air traffic control service that shall issue, with or without the use of radar, information, clearances and instructions for sequencing to aircraft to achieve a safe, orderly and expeditious flow of air traffic on and in the vicinity of an aerodrome (pilots flying VFR are responsible for separation).

4 CO-ORDINATION BETWEEN THE OPERATOR AND ATS

Co-ordination between the operator and ATS is effected in accordance with *ICAO Annex 11*, chapter 2 and *ICAO Doc 4444*, chapter 8. For operational reasons, Belgian Defence may use non ICAO compliant procedures.

5 MINIMUM FLIGHT ALTITUDE

NIL.

6 ATS UNITS ADDRESS LIST

6.1 Skeyes

ATS unit	Postal address	TEL and FAX NR	AFS address
ANTWERPEN TWR	skeyes DGS&O/EBAW TWR Luchthaven Antwerpen/Deurne 2100 Deurne BELGIUM	TEL: +32 (0) 3 285 69 08 TEL: +32 (0) 3 285 69 09 FAX: +32 (0) 3 281 29 84	EBAWZTZX
BRUSSELS ACC/APP/FIS	skeyes DGS&O/CANAC Tervuursesteenweg 303 1820 Steenokkerzeel BELGIUM	TEL: +32 (0) 2 206 27 00 FAX: +32 (0) 2 206 27 09	EBBUZGZX
BRUSSELS TWR	skeyes DGS&O/EBBR TWR Tervuursesteenweg 303 1820 Steenokkerzeel BELGIUM	TEL: +32 (0) 2 206 25 10 FAX: +32 (0) 2 206 25 09	EBBRZTZX
BRUSSELS ARO	skeyes DGI/AIM Control Tower Tervuursesteenweg 303 1820 Steenokkerzeel BELGIUM	TEL: +32 (0) 2 206 25 40 TEL: +32 (0) 2 206 25 41 FAX: +32 (0) 2 206 25 39	EBBRZPZX
CHARLEROI TWR/APP	skeyes DGS&O/EBCI TWR Aéroport de Charleroi/Brussels South 6041 Gosselies BELGIUM	TEL: +32 (0) 71 25 12 13 FAX: +32 (0) 71 37 32 80	EBCIZTZX
KORTRIJK AFIS	skeyes DGS&O/EBKT AFIS Internationale Luchthaven Kortrijk Wevelgem Luchthavenstraat 1 bus 1 8560 Wevelgem BELGIUM	TEL: +32 (0) 56 36 20 44 TEL: +32 (0) 56 36 20 42	EBKTZPZX
LIÈGE APP	skeyes DGS&O/EBLG APP Aéroport civil de Liège 4460 Grâce-Hollogne BELGIUM	TEL: +32 (0) 4 234 84 23 FAX: +32 (0) 4 234 87 42	EBLGZGZA
LIÈGE TWR	skeyes DGS&O/EBLG TWR Aéroport civil de Liège 4460 Grâce-Hollogne BELGIUM	TEL: +32 (0) 4 234 84 92 FAX: +32 (0) 4 234 85 00	EBLGZGZT
OOSTENDE TWR/APP	skeyes DGS&O/EBOS TWR Internationale luchthaven Oostende-Brugge 8400 Oostende BELGIUM	TEL: +32 (0) 59 55 14 90 FAX: +32 (0) 59 51 29 51	EBOSZTZX

6.2 ANA

ATS unit	Postal address	TEL and FAX NR	AFS address
LUXEMBOURG TWR	Administration de la navigation aérienne ATC Department - Tower BP 273 L-2012 Luxembourg LUXEMBOURG	TEL: +352 47 98 24 00 1 FAX: +352 47 98 24 09 9	ELLXZTZX
LUXEMBOURG APP	Administration de la navigation aérienne ATC Department - Approach BP 273 L-2012 Luxembourg LUXEMBOURG	TEL: +352 47 98 24 00 4 FAX: +352 47 98 24 09 0	ELLXZAZX
LUXEMBOURG ARO	Administration de la navigation aérienne OPS Department - ARO Division BP 273 L-2012 Luxembourg LUXEMBOURG	TEL: +352 47 98 23 01 0 FAX: +352 47 98 23 09 0	ELLXZPZX

6.3 Eurocontrol

ATS unit	Postal address	TEL and FAX NR	AFS address
MAASTRICHT UAC	EUROCONTROL Maastricht UAC Horsterweg 11 6199 AC Maastricht Airport THE NETHERLANDS	TEL: +31 43 366 12 34 FAX: +31 43 366 13 00 INMARSAT: +871 761 619 227	EDYYZQZX

6.4 Belgian Defence

ATS unit	Postal address	TEL NR	AFS address
BEAUVECHAIN TWR/APP Supervisor	Belgian Air Component 1W Base Lt Col Avi Ch. Roman 1320 Beauvechain BELGIUM	TEL: + 32 (0) 2 442 55 00	EBBEZPZX
FLORENNES TWR/APP Supervisor	Belgian Air Component 2 W TAC Base J. Offenberg 5620 Florennes BELGIUM	TEL: +32 (0) 2 442 62 90	EBFSZPZX
KLEINE-BROGEL TWR/APP Supervisor	Belgian Air Component 10 W TAC Vliegbasis Kleine-Brogel 3990 Peer BELGIUM	TEL: +32 (0) 2 443 31 35	EBBLZPZX
KOKSIJDE TWR/APP Supervisor	Belgian Air Component Basis van Koksijde R. Van Dammestraat, 10 8670 Koksijde BELGIUM	TEL: +32 (0) 2 442 36 26	EBFNZPZX

ATS unit	Postal address	TEL NR	AFS address
STEENOKKERZEEL ATCC Supervisor	Belgian Air Component Air Traffic Control Centre Tervuursesteenweg 303 1820 Steenokkerzeel BELGIUM	TEL: +32 (0) 2 443 82 04	
STEENOKKERZEEL Flight Data Section	Belgian Air Component Air Traffic Control Centre Tervuursesteenweg 303 1820 Steenokkerzeel BELGIUM	TEL: +32 (0) 2 443 82 21	
STEENOKKERZEEL ARO	Belgian Air Component Air Traffic Control Centre Tervuursesteenweg 303 1820 Steenokkerzeel BELGIUM	TEL: +32 (0) 2 442 23 79	EBMIZGZF
CRC ADNC	CRC Beauvechain Rue de la Grande Lecke 5 1320 Beauvechain BELGIUM	TEL: +32 (0) 2 443 86 59	
RCC Brussels	CRC Beauvechain Rue de la Grande Lecke 1320 Beauvechain BELGIUM	TEL: +32 (0) 2 443 86 60 TEL: +32 (0) 2 443 47 69	EBMIYCYX

7 STEENOKKERZEEL ATCC OPERATIONAL HOURS

Steenokkerzeel ATCC is providing ATS, except on HOL as published in GEN 2.1, § 6, according the following schedule:

1. 01 NOV till 28 or 29 FEB:
   a. 0800 - 2030 on MON and TUE
   b. 0730 - 1630 on WED, THU and FRI
2. 01 MAR till 31 MAY:
   a. 0730 (0630) - 2300 (2200) on MON and TUE
   b. 0730 (0630) - 1700 (1600) on WED, THU and FRI
3. 01 JUN till 31 AUG:
   a. 0630 - 1600 on MON, TUE, WED, THU and FRI
4. 01 SEP till 31 OCT:
   a. 0730 (0630) - 2300 (2200) on MON and TUE
   b. 0730 (0630) - 1700 (1600) on WED, THU and FRI

Remarks:

- as from 1630 (1530) ATS will be provided only to Belgian OAT flights
- foreign OAT flights, requesting an airspace reservation, can be accepted according the booking principles in ENR 5.2, § 1.3
- planned OAT flights outside these operational hours, see ENR 1.1, § 2.1.2
- during any additional opening outside the above mentioned operational hours (published by NOTAM), only planned OAT activities, QRA and EBFN activities will be accepted. More information can be obtained via ATCC SUPERVISOR
- under exceptional circumstances (contingencies, operations in the interest of national security, etc) COMOPSAIR can decide to activate Steenokkerzeel ATCC at short notice outside the normal operational hours and without NOTAM

8 CRC BEAUVECHAIN OPERATIONAL HOURS

CRC Beauvechain guarantees a minimum of 3 air defence control positions H24 in the Brussels FIR. The master controller has the authority to alter this number to maximum 5 in function of system status or manning.

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 3.4 Communication Services

1 RESPONSIBLE SERVICES

1.1 Civil

Skeyes, ANA and Eurocontrol are the responsible authorities for the provision of telecommunication and navigation facility services within the areas indicated under § 2 below.

The services are provided in accordance with the provisions contained in the following ICAO documents:

- *ICAO Annex 10. Aeronautical Telecommunications*
- *ICAO Doc 7030. Regional Supplementary Procedures*
- *ICAO Doc 7910. Location Indicators*
- *ICAO Doc 8400. ICAO Abbreviations and Codes (PANS-ABC)*
- *ICAO Doc 8585. Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services*

1.1.1 Skeyes

Post: skeyes
DGS&O
Tervuursesteenweg, 303
1820 Steenokkerzeel
BELGIUM

TEL: +32 (0) 2 206 22 03

FAX: +32 (0) 2 206 22 00

Email: info@skeyes.be

URL: www.skeyes.be

1.1.2 ANA

Post: Administration de la Navigation Aérienne
Service CNS
BP 273
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 47 98 25 80 0

FAX: +352 47 98 25 09 0

Email: cns_all@airport.etat.lu

URL: www.ana.gouvernement.lu

1.1.3 Eurocontrol

Post: Eurocontrol
Maastricht UAC
Horsterweg 11
6199 AC Maastricht Airport
THE NETHERLANDS

TEL: +31 (0) 43 366 12 34

FAX: +31 (0) 43 366 13 00

AFS: EDYYZQZX

Email: masuac.info@eurocontrol.int

URL: www.eurocontrol.int/muac

1.2 Military

Within Belgian Defence, Comopsair is the responsible authority for the provision of military telecommunication and navigation facility services within the area indicated under § 2.2 below.

Post: Defence
Air Component - COMOPSAIR
Air Operations Support (A 3.2)
Kwartier Koningin Elisabeth
Bldg 1
Eversestraat / Rue d'Evere 1
1140 Brussels
BELGIUM

TEL: +32 (0) 2 701 17 04
Email: comopsair-a3-air-ctrl-ops@mil.be

2 AREA OF RESPONSIBILITY

2.1 Civil

2.1.1 Skeyes

Skeyes is responsible for the provision of radio navigation and surveillance services within the territory of Belgium.

Skeyes is responsible for the provision of voice and data communications services within the area of responsibility of its air traffic services (see GEN 3.3, § 2.1.2).

Note: Data link services are provided in cooperation with SITA, ARINC and Sat AIRCOM.

2.1.2 ANA

ANA is responsible for the provision of radio navigation and surveillance services within the territory of Luxembourg.

ANA is responsible for the provision of voice and data communication services within the area of responsibility of its air traffic services (see GEN 3.3, § 2.1.2).

2.1.3 Eurocontrol

Eurocontrol Maastricht UAC is responsible for the provision of voice and data communication services within the Brussels UIR above FL245.

2.2 Military

Military communication services are provided for the Brussels FIR/UIR.

COMOPSAIR is responsible for the provision of military communications services within the area of responsibility of its air traffic services (see GEN 3.3, § 2.2).

3 TYPE OF SERVICES

3.1 Radio Navigation Services

The following types of radio aids for navigation are available:

- Non-directional radio beacon (NDB)
- VHF omnidirectional radio range (VOR) - Doppler VOR (DVOR)
- VHF direction-finding station (VDF)
- Instrument landing system (ILS)
- Distance measuring equipment (DME)
- UHF tactical air navigation aid (TACAN)
- Terminal area surveillance radar (TAR)
- Secondary surveillance radar (SSR)
- Surface movement radar (SMR)
- En-route surveillance radar (RSR)
- Global navigation satellite core constellations (GPS)
- Satellite based augmentation systems (EGNOS)

According to the judgement of the direction-finding station, bearings are classified as follows:

Class A	Accurate within ± 2 DEG
Class B	Accurate within ± 5 DEG
Class C	Accurate within ± 10 DEG

Direction-finding stations have authority to refuse to give bearings or headings to steer when conditions are unsatisfactory or when bearings do not fall within the calibrated limits of the station, stating the reason at the time of refusal.

3.1.1 Miscellaneous

Due to Clacton VOR/DME (CLN) operating on FREQ 114.550 MHZ / CH 92Y, aircraft equipped with receivers with channel spacing of 100 KHZ and flying in lower airspace may be subject to erroneous indications at the limit of the designated operational coverage of BUB (FREQ 114.600 MHZ) and KOK (FREQ 114.500 MHZ).

Consequently, it is recommended that these aircraft use only a coverage of 50 NM for BUB and 40 NM for KOK in the north sector of both stations between 270 and 090 degrees.

3.2 Voice and Fixed Services

3.2.1 Voice Service

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified.

An aircraft should normally communicate with the air-ground control radio station that exercises control in the area in which it is flying. Aircraft should maintain continuous watch on the appropriate frequencies of the control station and should not abandon watch, except in an emergency, without informing the control station.

On frequencies published as “guarded”, a permanent listening watch is maintained during the responsible unit’s operational hours. On frequencies published as “stand-by”, no permanent listening watch is maintained.

3.2.2 Fixed Service

The messages to be transmitted over the AFS are accepted only if:

- they satisfy the requirements of *ICAO Annex 10*, volume 2, chapter 3
- they are prepared in the form specified in *ICAO Annex 10*
- the text of an individual message does not exceed 200 groups

3.3 Broadcasting Service

Sub-area meteorological broadcasts (VOLMET) are available H24 for use by aircraft in flight. Full details are given in GEN 3.5, § 1.7.

At EBAW, EBBR, EBCI, EBLG, EBOS and ELLX, ATIS broadcasts are available to pass routine arrival and departure information. Full details are given in the relevant AD 2.18 and AD 2.23 sections.

Note: In Belgium, voice toggling (male/female) is used in order to attract attention on the start of a new message.

3.4 Data Link Service

3.4.1 Controller-Pilot Data Link Communication (CPDLC)

3.4.1.1 General

The CPDLC application provides a means of communication between the air traffic controller and the pilot, using a predefined data link message set. This application includes a set of clearance/information/request message elements which correspond to the phraseologies used in the radiotelephony environment.

CPDLC services are available for all certified aircraft operating within the upper airspace (above FL245) of the Brussels UIR in the area under the responsibility of Maastricht UAC.

The following CPDLC services are provided in Maastricht UAC area of responsibility:

- DLIC (data link initiation capability)
- ACL (ATC clearances and instructions)
- ACM (ATC communications management)
- AMC (ATC microphone check)

The use of CPDLC is reserved for strategic clearances in this airspace and is conducted at the discretion of ATC.

In Brussels UIR (Maastricht UAC), it is mandatory for all flight crews of CPDLC-equipped and Eurocontrol NM Log On listed ATN aircraft to log on to EDYY.

Aircraft which do not qualify for NM DPMF Log ON Listing, should refrain from Log On attempts to avoid deterioration of the VDL Mode 2 performance.

If the pilot or ATC is of the opinion that CPDLC should no longer be used in the given circumstances, CPDLC shall be discontinued or terminated and the other party shall be informed about this by voice communication.

To increase acceptance and use of CPDLC, it is very important to confirm and execute all CPDLC Up Links promptly.

Flight crews shall ensure that they only execute UL instructions from the same ATC unit, they are in VHF contact as well.

3.4.1.2 Registration and inclusion of air carriers on the Log On list

Air carriers wishing to conduct CPDLC in Brussels UIR shall register with the EUROCONTROL NM Data link Performance Monitoring at least four weeks prior to the AIRAC date before their first planned flight using data link.

Email: dpmf@eurocontrol.int

URL: https://ext.eurocontrol.int/WikiLink/index.php/Main_Page

No inquiries shall be made on the frequency. Contact for operational questions:

Post: MUAC Datalink Team
Eurocontrol MAS-UAC
NL-6191 AC Maastricht-Airport
THE NETHERLANDS

Email: masuac.datalink@eurocontrol.int

Technical issues can be reported to the Eurocontrol DLS CRO in the Jira ticket tool. Usage is described:
https://ext.eurocontrol.int/WikiLink/index.php/How_to_use_the_DLS_CRO_Issue_Management_Tool

3.4.1.3 Flight Plan

Pilots shall file their aircraft 24-bit address code in the flight plan item 18 “CODE/” (6 hexadecimal characters).

3.4.1.4 CPDLC Use

In the area of responsibility of Maastricht UAC, voice communication and radiotelephony instructions have priority over CPDLC instructions at all times. A clearance requested via CPDLC should subsequently be issued via CPDLC. A clearance requested via radiotelephony should also be issued via radiotelephony.

Only if the controller is asking explicitly for a voice read back, the following phrase should be used by the pilot: e.g. “Call sign -Confirming CPDLC climb FL370”.

No CPDLC clearances shall be executed until the WILCO message has been sent.

If uncertainty arises regarding a data link message, voice communication shall be used. CPDLC exchanges with Maastricht UAC shall only be conducted when the aircraft is actually under control and responsibility of Maastricht UAC.

3.4.1.5 DLIC log-on

The data link address for Maastricht UAC is EDYY.

All data link-equipped aircraft included on the Eurocontrol NM Data link Performance Monitoring Log On white list which enter Maastricht UAC airspace are required to log on to EDYY as a secondary means of communication.

This improves safety in air traffic during VHF frequency interference and failures, adverse weather and traffic congestion. It also mitigates the consequences of a LOST COM.

Data link capability is displayed on the screens at Maastricht and the controllers will request appropriately equipped aircraft to LOG ON, CPDLC shall not be mentioned from the flight crew on the frequency.

Flight crews can expect to receive uplinks especially during periods of high traffic volume, and are requested to always confirm them as soon as possible with WILCO.

3.4.1.6 CPDLC Services

3.4.1.6.1 ATC Clearances and Instructions (ACL)

Pilots may receive the uplink messages described via data link. Pilots may request changes to flight levels (ascent or descent) via data link or clearance direct to a point on their route.

3.4.1.6.2 ATC Communications Management (ACM)

The pilot response to an ATC instruction to change the communication channel shall be WILCO. If the pilot is unable to comply with this data link instruction, he shall revert to voice communication to inform ATC.

When an aircraft is transferred by data link to an adjacent sector/ATS Unit, the pilot shall acknowledge the instruction by WILCO, and shall contact the next sector/ATS Unit by voice communication on the instructed channel.

3.4.1.6.3 ATC Microphone Check (AMC)

A 'Check Stuck Microphone' instruction may be sent by ATC in circumstances where an aircraft is inadvertently blocking a voice communication channel. For FANS 1/A+ aircraft a ROGER response will be expected in response to this instruction.

If the 'Check Stuck Microphone' instruction relates to the RTF channel currently being used, the pilot shall check that the radio equipment is not causing the blockage. If the 'Check Stuck Microphone' instruction does not relate to the RTF channel being used, no further action by the pilot is required.

3.4.1.7 Message Restrictions

Pilots shall not use free-format free-text messages when communicating with Maastricht UAC via CPDLC. Use of such a free-text message will result in an error response.

3.4.1.8 CPDLC Failure

In case of a CPDLC failure, CPDLC clearances that have not yet been confirmed shall be repeated over radiotelephony and/or confirmed. If either the pilot or ATC consider that CPDLC should not be used in the prevailing circumstances, CPDLC shall be suspended or terminated and the other party shall be informed by voice communication.

In case of a scheduled shutdown or an unexpected failure of the CPDLC system, ATC will instruct all aircraft equipped with data link to return to voice communication. In case of an on board failure of CPDLC, the pilot shall return to voice communication and inform ATC.

3.4.1.9 CPDLC Messages

The controller or pilot shall construct CPDLC messages using the defined message set. The following uplink clearances and instructions may be expected when using CPDLC with Maastricht UAC:

- **ATC Uplink Clearances and Instructions, supported**
  - Vertical clearances:
    - MAINTAIN [level]
    - CLIMB TO [level]
    - DESCEND TO [level]
    - CLIMB TO REACH [level] BY [position]
    - DESCEND TO REACH [level] BY [position]
    - CLIMB TO [level], to cross [position] AT or ABOVE
    - DESCEND TO [level], to cross [position] AT or BELOW
  - Contact/monitor/surveillance requests:
    - CONTACT/MONITOR [unit name] [frequency]
    - SQUAWK [code]
    - SQUAWK IDENT
  - Lateral offsets:
    - RESUME OWN NAVIGATION
  - Route modifications:
    - PROCEED DIRECT TO [position]
    - CLEARED [route clearance]
    - CLEARED TO [position] VIA [route clearance]
  - Speed changes:
    - MAINTAIN [speed]
    - MAINTAIN PRESENT SPEED
    - MAINTAIN [speed] OR GREATER
    - MAINTAIN [speed] OR LESS
    - MAINTAIN NORMAL SPEED
  - Air traffic advisories:
    - CHECK STUCK MICROPHONE [frequency]
    - WHEN CAN YOU ACCEPT [level]
    - STATE PREFERRED LEVEL
    - STATE TOP OF DESCENT
  - Route modifications:
    - TURN [direction] HEADING [degrees]
    - FLY HEADING [degrees]
    - CONTINUE PRESENT HEADING
    - STATE TOP OF DESCENT

Pilots shall respond to all uplink clearances and instructions with the appropriate data link operational response, before manoeuvre execution.

- **Pilot Downlink Request**

  The following downlink requests may be sent by pilots using CPDLC with Maastricht UAC:
  - Vertical request:
    - REQUEST [level]
    - REQUEST CLIMB TO [level]
    - REQUEST DESCENT TO [level]
  - Route modifications request:
    - REQUEST DIRECT TO [position]
  - Speed requests:
    - REQUEST [speed]

When using CPDLC, the maximum dialogue time is 120 SEC. CPDLC shall only be used for non time critical requests, i.e. requests that do not require the immediate reaction of the controller. Nevertheless, as in radiotelephony, it is of paramount importance that the CPDLC messages shall be answered with the least possible delay. If the downlink request is cut off because the time limit was exceeded, the pilot should also repeat the request via radiotelephony.

3.4.2 D-VOLMET and D-ATIS

Digital VOLMET (D-VOLMET) and digital ATIS (D-ATIS) are available H24 via data link. The information provided is identical with the information provided through broadcasting (see § 3.3 above).

The system operates in accordance with specifications AEEC 622 and 623. Aircraft can interface with the service through the SITA and ARINC service providers' networks where available to aircraft.

Uplink messages will be formatted according to the line width indicated by the value of the avionics indicator contained in the down-linked request. Formatting of the up-linked information takes into account pre-defined rules intended to enhance the readability of the messages.

Note 1: A single VOLMET message is provided for en-route (E) requests associated with EBAW, EBBR, EBCI, EBLG or EBOS.

Note 2: For EBBR a separate ATIS message is provided for arrival (A) or departure (D) requests; for EBAW, EBCI, EBLG and EBOS, a combined ATIS message is provided for arrival (A) or departure (D) requests. A continuous update sequence is generated for a contract (C) request and ended by a terminate (T) request, or else automatically timed out after 1 hour.

D-VOLMET and D-ATIS information is also made available (for non-operational use only) in the following ways:

Free dial-in voice service:

TEL: +32 (0) 2 206 25 25

Internet text service (registration required):

URL: ops.skeyes.be

Note: Message content should not differ from the airborne content (voice and text), but a small synchronisation lag may be noticed.

3.5 Languages Used

3.5.1 Civil

In the Brussels FIR/UIR English shall be used to contact ATS units providing ATC, FIS and AFIS.

3.5.2 Military

In the Brussels FIR/UIR, for communication with military ATS, only English shall be used for the normal communication and flight safety messages.

3.6 Frequencies for gliding

CHANNEL	SERVICE	AREA	DOC
122.385 (8.33 KHZ CH)	A/A	Belgium	GND / FL 100
126.810 (8.33 KHZ CH)			
135.235 (8.33 KHZ CH)			

Users have to apply the most strictly as possible the limitations in levels and distances as mentioned above, to avoid interference of the other stations using the same channel to enable aircraft to exchange necessary operational information and to facilitate the resolution of operational problems.

Unless specifically approved by the Belgian CAA, these frequencies are not to be used for special events. Frequencies for special events shall continue to be requested through existing channels.

4 REQUIREMENTS AND CONDITIONS

NIL

5 MISCELLANEOUS

5.1 SUMMARY OF AFS ADDRESSES

5.1.1 Belgium

5.1.1.1 Civil

SKEYES

AIM	EBVAYOYX
COM	EBBBYFYX

EBAW

AD operator	EBAWYDYX
TWR	EBAWZTZX

EBBR

AD operator	EBBRYDYX
COM	EBBBYFYX
MET (Data Bank)	EBBRYMYX - EBBRYZYX
NOF	EBBRYNYN
ARO	EBBRZPZX
ACC	EBBUZGZX
Operations (VFR)	EBBUZFZX
Operations (IFR)	EBBUZQZX
Operations (FMP)	EBBRFMPC
TWR	EBBRZTZX

EBCI

AD operator	EBCIYDYX
TWR	EBCIZTZX

EBKT

AFIS	EBKTZTZX

EBLG

AD operator	EBLGYDYX
MET	EBLGYMYX
TWR/APP	EBLGZTZX

EBOS

AD operator	EBOSYDYX
TWR/APP	EBOSZTZX

EBSP

AD operator	EBSPYDYX
Basic information	EBSPZTZX

5.1.1.2 Military

EBBE

W OPS	EBBEZPZX
AIS CRC	EBGLZPZX
RCC	EBMIYCYX

EBCV

Base Ops	ETARYXYX KRCHYXYX

EBFS

W OPS	EBFSZPZX

EBBL

W OPS	EBBLZPZX

EBFN

ATC	EBFNZPZX
RSC	EBFNYCYX

EBMB

W OPS	EBMBZPZX

STEENOKKERZEEL ATCC

NOF	EBMIZGZF
ARO	EBMIZGZF

5.1.2 Luxembourg

CAA

CAA	ELLXYAYX

ELLX

AD operator	ELLXYDYX
COM	ELLXYTYX
MET	ELLXYMYX
AIS	ELLXYOYX
ARO	ELLXZPZX
TWR/APP	ELLXZTZX
RSC	ELLXYCYX

5.1.3 Eurocontrol

UIC/UAC	EDYYZQZX
CEU (West)	EUCHCEUW
Network Manager	EUCHEUCX
ATFM	EUCHZMTA
IFPU Brussels	EUCHZMFP
IFPU Brétigny	EUCBZMFP

GEN 3.5 Meteorological Services

1 CIVIL

1.1 Responsible Services

Skeyes and ANA are the meteorological service providers for international air navigation within the area indicated under § 1.2 below.

The services are provided in accordance with the provisions contained in the following ICAO documents:

- *Annex 3. Meteorological Service for International Air Navigation*
- *Doc 7030. Regional Supplementary Procedures*
- *Doc 7754. Air Navigation Plan. European Region*

Differences to these provisions are detailed in section GEN 1.7.

1.1.1 Skeyes

Post: skeyes
MET Department
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

TEL: +32 (0) 2 206 28 02

FAX: +32 (0) 2 206 28 09

Email: meteo@skeyes.be

URL: ops.skeyes.be

1.1.2 ANA

Post: Administration de la navigation aérienne
MET Department - Forecast Office
BP 273
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 47 98 27 01 1

FAX: +352 47 98 27 09 0

Email: info@meteo.public.lu

URL: www.ana.gouvernement.lu (ANA site)

URL: www.meteolux.lu (MET site)

AFS: ELLXYMYX

1.2 Area of Responsibility

Skeyes is responsible for the provision of meteorological services within the Brussels FIR/UIR, with the exception of the airspace within which meteorological services are provided by ANA.

ANA is responsible for the provision of meteorological services within the territory of Luxembourg.

1.3 Meteorological Observations and Reports

Name of station Location indicator	Type and frequency of observation/ automatic observing system	Types of MET reports & Supplementary Information included	Observation system & Sites	Hours of operation	Climato-logical infor-mation
1	2	3	4	5	6
ANTWERPEN/ Deurne EBAW	Half hourly plus special observations	METAR MET REPORT SPECIAL MET REPORT (AUTO METAR AUTO MET REPORT AUTO SPECIAL MET REPORT) (1) TREND (2)	Windvector-sensor: THR 29 and THR 11. Ceilometer: THR 29. RVR measurement: forward scattermeters TDZ RWY 29 and TDZ RWY 11. Temperature: observation site.	During AD OPR HR: MAN reports issued from EBAW or EBBR (see EBAW AD 2.11). Outside AD OPR HR: AUTO reports	AVBL (3)
BRUSSELS/ Brussels-National EBBR	Half hourly plus special observations	METAR MET REP SPECIAL MET REP TREND	Windvector-sensor: see AD 2.EBBR-ADC.01. Ceilometer: MM RWY 25L, MM RWY 01, THR RWY 07L and THR RWY 25R. RVR measurement: forward scattermeters TDZ, MID and END of RWY 25R/07L, 25L/07R and 01/19. Temperature: observation site. Radar: airport centre (see AD 2.EBBR-ADC.01).	H24	AVBL (3)
CHARLEROI/ Brussels-South EBCI	Half hourly plus special observations	METAR MET REP SPECIAL MET REP TREND	Windvector-sensor: THR 25 and THR 07. Ceilometer: MM RWY 25 and THR RWY 07. RVR measurement: forward scattermeter TDZ, MID and END of RWY 25. Temperature: observation site.	H24	AVBL (3)
KORTRIJK/ Wevelgem EBKT	Half hourly plus special observations	METAR	Windvector-sensor: observation site. Ceilometer: observation site. Temperature: observation site. RVR measurement: NIL.	AD OPR HR	Not AVBL
LIÈGE/Liège EBLG	Half hourly plus special observations	METAR MET REP SPECIAL MET REP TREND	Windvector-sensor: THR RWY 22L and THR RWY 04R. Ceilometer: MM RWY 22L and TDZ of RWY 04R. RVR measurement: forward scattermeters TDZ, MID and END of RWY 22L and TDZ of RWY 22R. Temperature: observation site.	H24	AVBL (3)
LUXEMBOURG/ Luxembourg ELLX	Half hourly plus special observations	METAR MET REP SPECIAL MET REP TREND	Windvector-sensor: THR 06, THR 24 and in the middle of RWY 24. Ceilometer: RWYs 06 and 24. RVR measurement: points A, B and C of RWY 24. Temperature: observation site.	H24	AVBL (4)
OOSTENDE-BRUGGE/ Oostende EBOS	Half hourly plus special observations	METAR MET REP SPECIAL MET REP TREND	Windvector-sensor: THR RWY 26 and THR RWY 08. Ceilometer: MM RWY 26 and THR RWY 08. RVR measurement: forward scattermeters TDZ, MID and END of RWY 26. Temperature: observation site.	H24	AVBL (3)
SAINT-HUBERT/ Saint-Hubert EBSH	Half hourly	AUTO METAR (1)	Windvector-sensor: THR NW. Ceilometer: observation site. Temperature: observation site. RVR measurement: NIL.	H24 (Unmanned station)	AVBL (3)
SPA/La Sauvenière EBSP	Half hourly	AUTO METAR (1)	Windvector-sensor: 180 M right side axis RWY 05. Ceilometer: observation site. Temperature: observation site. RVR measurement: NIL.	H24 (Unmanned station)	AVBL (3)

Note 1: When automated meteorological reports are provided, cumulonimbus clouds (CB), towering cumulus clouds (TCU) and thunderstorm (TS) are not included due to technical reasons.

Note 2: When automated meteorological reports are provided, no TREND forecast is included in the report.

Note 3: Aeronautical climatological information for aerodromes is available on request via the operational website of skeyes (request form available on ops.skeyes.be, costs may be charged.)

Note 4: Aeronautical climatological information shall be requested via TEL (+352 47 98 27 00 3), FAX (+352 47 98 27 09 1), email (climatologie@airport.etat.lu), AFS (ELLXYMYX) or post (see GEN 1.1, § 2.2).

1.4 Types of Services

1.4.1 General

Personal briefing and consultation for flight crew members are provided at EBAW, EBCI, EBLG, EBOS and ELLX.

For all other civil aerodromes in Belgium (incl EBBR), briefing and consultation is available by telephone.

Flight documentation for flights from aerodromes in Belgium is supplied to operators and flight crew via self-briefing terminals in dedicated crew-rooms or via internet (operational website of skeyes accessible after registration). In case of problems or specific questions, please contact the local Aerodrome Meteorological Offices (AMO).

Note: Charges for telephone briefings and consultations may apply.

Details of the AMO and the meteorological information available are given in § 1.3 and in section AD 2.11.

For ELLX, a weather bulletin is available to the users via the MeteoLux website and through a polling system:

URL: www.meteolux.lu

FAX: +352 47 98 27 09 0

1.4.2 Meteorological Info for International Scheduled Air Traffic

Meteorological information for international scheduled air traffic normally consists of documentation and if necessary briefing/consultation.

The documentation is supplied to the pilot-in-command via self-briefing terminal or via airport operators.

The flight documentation consists generally of:

- Meteorological aerodrome reports: METAR;
- Aerodrome forecasts in TAF-form;
- Forecast of en-route conditions in form of charts (significant weather charts);
- Upper winds-and temperature-forecasts in chart form (for one or more isobaric standard levels best adapted to the flights concerned (3 levels MAX));
- SIGMET;
- AIRMET;
- Relevant Special Air Reports;
- Volcanic Ash Advisories, Tropical Cyclone Advisories and Space Weather Advisories.

The AMO at the aerodrome of departure can supply the pilot-in-command with a detailed oral explanation of the existing situation and the expected weather conditions during the flight and also with a forecast for take-off that can be requested MAX 3 hours before departure. At EBBR and EBCI, this consultation can only be obtained via telephone.

1.4.3 Meteorological Info for General Aviation

Meteorological information for General Aviation is normally supplied upon request by a pilot as briefing directly or by telephone.

Flight documentation is available via self-briefing terminal or via internet (operational website of skeyes accessible after registration).

In Belgium, for special activities such as glider flying, ballooning, VFR flights, low level private and business aviation, weather charts, special bulletins, etc. are available to the users via the skeyes website (after registration).

Briefing, consultation and information about these special activities may be obtained on request via CONSULTEL:

TEL: 0902 / 88 173 (charges apply).

In Luxembourg, information for glider flying, ballooning, VFR flights, low-level private and business aviation are available by phone.

1.4.3.1 GAMET Area forecast for Low-level Flights

A GAMET Area Forecast is available at set timings and provides information about the following elements:

A. Section I: Weather phenomena hazardous to low-level flights:
   - Strong surface wind speed (>30KT);
   - Low surface visibility (≤5KM) + weather;
   - Significant weather phenomena;
   - Significant clouds;
   - Icing;
   - Turbulence;

- Applicable SIGMET.

B. Section II: Additional information required by low-level flights:
   - Synopsis;
   - Surface wind speed (>30KT);
   - Winds and temperature at 1000, 2000, 5000 and 10000FT;
   - Surface visibility;
   - Clouds;
   - Freezing level;
   - MNM QNH;
   - Outlook:

Availability		Validity period
(UTC)	Outlook	
2100	00-06	+6
0300	06-12	+6
0900	12-18	+6
1500	18-24	+6

The GAMET is accessible via the operational website of skeyes (after registration).

1.4.3.2 Significant Weather Chart - Low Level (SWC - LL)

Periodically a SWC-LL covering the Brussels FIR will be made available. This chart is a prognostic chart for the low-level flights and gives areas with similar characteristics about:

- Visibility;
- Weather;
- Clouds;
- Turbulence and icing;
- Zero degree level.

Fronts and pressure centres with direction of movement, convergence lines, low-level jets, widespread strong surface winds and squall lines are given on the maps by means of the appropriate international symbols.

Availability (UTC)	Validity time
0200	0600 (0430 - 0730)
0500	0900 (0730 - 1030)
0800	1200 (1030 - 1330)
1100	1500 (1330 - 1630)
1400	1800 (1630 - 1930)

The SWC-LL is accessible via the operational website of skeyes (after registration).

1.5 Notification Required from Operators

The service required for a non-scheduled flight shall be requested with a prior notice sufficient for the preparation of the briefing and documentation (a 2 HR notice is generally sufficient for an ordinary flight).

1.6 Aircraft Reports

The meteorological office at the aerodrome of departure or arrival in Belgium should be informed as soon as possible (via the appropriate ATC communication channels) when the following weather phenomena are encountered during the climb-out, en route or approach phases of the flight:

- Moderate or severe icing;
- Moderate or severe turbulence;
- Moderate or severe wind shear;
- Volcanic ash;
- Thunderstorm (with/without hail);
- Other meteorological conditions when they, in the opinion of the pilot-in-command, may affect the safety of other aircraft operations.

1.7 VOLMET Service

Name of station	Call sign Identification (EM)	FREQ (MHZ)	Broadcast period	Hours of service	Aerodromes included	Contents and format of REP and FCST and remarks
1	2	3	4	5	6	7
BRUSSELS	Brussels MET Broadcast (A3E)	127.805 (8.33 KHZ CH)	H24	CNS	EBBR EBOS EGLL ELLX EHAM LFPO EDDF EDDK EDDL	METAR, TREND

1.8 SIGMET and AIRMET Service

1.8.1 General

For the safety of air traffic, the Meteorological Watch Office (MWO) maintains a continuous watch over meteorological conditions affecting flight operations within the Brussels FIR. In case of occurrence or expected occurrence of special meteorological phenomena, which may endanger safety and efficiency of flight operations, SIGMET and AIRMET information is issued.
Furthermore, aerodrome warnings are issued to operators, in accordance with local arrangements, by all AMO.

1.8.2 Area Meteorological Watch Service

SIGMET and AIRMET information are provided by the Brussels AMO and disseminated internationally as well as nationally.
SIGMET information is valid for the entire Brussels FIR and refers to the following phenomena:

- Obscured, embedded, frequent, squall line thunderstorms (with/without hail);
- Severe icing;
- Severe turbulence;
- Radioactive cloud;
- Volcanic ash.

AIRMET information is valid for the entire Brussels FIR from surface up to level FL100 and will be issued if one of the following phenomena is not forecast in the section I of the GAMET:

- Occasional, isolated thunderstorms (with/without hail);
- Moderate icing;
- Moderate turbulence;
- Surface wind speed >30KT;
- Surface visibility <5KM;
- Broken or overcast clouds with base below 1000 FT AGL.

1.8.3 Aerodrome Warning Service

Local meteorological warnings referring to a certain airport and its vicinity are being provided by the local meteorological centres. These warnings refer to the occurrence or expected occurrence of one or more of the following phenomena:

- Thunderstorm;
- Squall line;
- Strong surface wind and gusts;
- Hail;
- Hoar frost or rime;
- Snow;
- Freezing precipitation;
- Freezing fog;
- Volcanic ash;
- Toxic chemicals;
- Funnel cloud.

The aerodrome warnings are issued in English and are distributed in accordance with a distribution list agreed upon locally.

Lightning warnings are also provided to aerodrome operators.

1.9 Other Automated Meteorological Services

Service name	Information available	Area, route and aerodrome coverage	Telephone numbers, websites, remarks
1	2	3	4
Meteorological Information Self-briefing Terminal	OPMET (TAF, METAR, SIGMET, ...), satellite imagery, weather-radar info, analysis charts of MSL pressure; FCST charts, SIGWX charts, aviation weather warning, UWT charts, time series…	Europe, Worldwide international aerodromes	Contact local AMO
Internet website	OPMET (TAF, METAR, SIGMET,...), satellite imagery, weather-radar info, analysis charts of MSL pressure; FCST charts, SIGWX charts, aviation weather warning, UWT charts, time series…	Europe, Worldwide international aerodromes	ops.skeyes.be
Brussels EUROPMET Databank	METAR, TAF, SIGMET, AIRMET, volcanic ash advisories, other GA meteorological information	Europe, Worldwide international aerodromes	access via AFS with ICAO OPMET query language

1.9.1 Meteorological Information Self-briefing Terminal (MIST)

Meteorological Information Self Briefing terminal are available at any Flight Briefing Unit. Contact the local AMO for details.

1.9.2 Internet Website

A dedicated website (ops.skeyes.be) is available, requiring user-name and password. These can be obtained online for aeronautical users residing in Belgium.

1.9.3 Brussels EUROPMET Databank

1.9.3.1 General

To serve the aviation community, the Brussels databank supplies actual OPMET data for flight services. The Brussels databank is one of the three European ICAO EUR OPMET databanks.

The use of the databank is only for aviation purposes and commercial use for third parties is not allowed.

The Brussels EUR OPMET Databank is managed and operated by skeyes (H24):

Post: skeyes DGI/MET
EUR OPMET Databank
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

Email: metsysadmin@skeyes.be

AFS: interrogation - automatic response:

- AFTN: EBBRYZYX (requests for data in TAC format only)
- AMHS: /C=XX/A=ICAO/P=BELGIUM/O=EBBR/OU1=EBBR/CN=EBBRYZYA (requests for data in TAC or IWXXM format)

1.9.3.2 Contents

The EUR OPMET Database Catalogue consists of lists of OPMET products that are required to be available, in the ICAO EUR OPMET Databases, following the requirements by the ICAO EUR Air Navigation Plan (EUR ANP).

These requirements are:

a. for message types METAR/SPECI, FT TAF and FC TAF:
Table MET II-2 Volume II of the ICAO Regional Air Navigation Plans (eANP).

b. for SIGMET messages:
all FIR, as listed in the Regional SIGMET Guides. These documents are available via the regional ICAO websites; for the EUR/NAT region (www.icao.int/eurnat/Pages/welcome.aspx).

1.9.3.3 Access Procedures

Access via AFTN/AMHS.

For details on the access procedures, data types and the EUR OPMET Databank query language, see *Appendix A (Interface Control Document) - ICAO EUR Doc-018: EUR OPMET Data management handbook*. This document is available on the ICAO EUR/NAT website:

URL: www.icao.int/eurnat/Pages/welcome.aspx

Note: Access procedures shall be strictly applied.

2 MILITARY

2.1 Responsible Service

The National Military Meteorological Centre (NMMC) is the meteorological service provider for military air navigation within the area indicated under § 2.2 below.

Post: Defence
Air Component - COMOPSAIR
Meteo Wing
Base Charles Roman
Rue de la Grande Lecke 1
1320 Beauvechain
BELGIUM

TEL: +32 (0) 2 442 54 24

TEL: +32 (0) 2 442 54 34

Email: meteow-bmgt@mil.be

2.2 Area of Responsibility

The NMMC is responsible for the provision of military meteorological services within the Brussels FIR/UIR.

2.3 Meteorological Offices

2.3.1 National Military Meteorological Centre (NMMC)

The NMMC is competent to (H24):

- provide and obtain forecasts and other relevant information for flights that are concerned;
- provide an amendment service to forecasts;
- supply meteorological information and provide briefings and documentation to aeronautical personnel;
- disseminate meteorological information required by a dependent meteorological office or meteorological observation station;
- exchange meteorological information with other NMMCs, civil and allied meteorological offices.

2.3.2 Dependent Meteorological Office (DMO)

A DMO is competent to:

- prepare and obtain forecasts under the guidance of the NMMC for flights that are concerned;
- supply meteorological information and provide briefings and documentation to aeronautical personnel;
- have forecasting capability for local meteorological conditions.

2.3.3 Meteorological Observation Station (MOS)

A MOS is competent to:

- make synoptic and aeronautical observations;
- make meteorological reports and transmit these reports to the NMMC.

A MOS may be an independent station or may be part of a DMO.

2.3.4 Address of National Military Meteorological Centre

Location indicator Name / type of unit	Hours of operation	Additional information:
EBWM Beauvechain Weather Military Centre / NMMC (see § 2.1)	H24	Post: Meteo Wing Base Charles Roman Rue de la Grande Lecke 1 1320 Beauvechain BELGIUM TEL: +32 (0) 2 442 58 02 TEL: +32 (0) 473 83 91 08 AFS: EBWMYMYX Email: meteow-ops-meteoc@mil.be Language used: En - Fr - Nl

The Beauvechain Military Weather Centre is the associated NMMC of the following meteorological units.

2.4 Meteorological Observations and Reports

Name of Station - Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
BEAUVECHAIN - EBBE / DMO - MOS	x	x	x	DMO: MON to FRI, 0500-1700 (0400-1600) (night flight: 2300(2200)) MOS: H24 (manual if Air OPS; AUTO if no OPS)	(AUTO-)SYNOP, (AUTO-)METAR, (AUTO-)SPECI, TAF	TREND/CSF
Observation systems and site: 1. Windvector-sensor: THR 22 and THR 04 2. Ceilometer: observation site 3. Temperature: observation site 4. Visibility meter: observation site					**Additional information:** TEL: +32 (0) 2 442 54 97 AFS: EBBEYMYX Email: meteow-ops-metsta-1w@mil.be Language used: En - Fr - Nl	

Name of Station - Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
CHIEVRES - EBCV / MOS	x	x	x	H24 (Fully AUTO mode)	AUTO-SYNOP, AUTO-METAR, AUTO-SPECI, TAF	
Observation systems and site: 1. Windvector-sensor: observation site 2. Ceilometer: observation site 3. Temperature: observation site 4. Visibility meter: observation site					**Additional information:** TEL: +32 (0) 2 442 58 02 (Meteo Wing - MeteoC) AFS: EBCVYMYX Email: meteow-ops-meteoc@mil.be Language used: En - Fr - Nl	

Name of Station - Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
ELSENBORN - EBLB / MOS	x	x	x	H24 (Fully AUTO mode)	AUTO-SYNOP, AUTO-METAR, AUTO-SPECI	
Observation systems and site: 1. Windvector-sensor: near center RWY 04-22 2. Ceilometer: near center RWY 04-22 3. Temperature: near center RWY 04-22 4. Visibility meter: near center RWY 04-22					**Additional information:** TEL: +32 (0) 2 442 58 02 (Meteo Wing - MeteoC) AFS: EBLBYMYX Email: meteow-ops-meteoc@mil.be Language used: En - Fr - Nl	

Name of Station - Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
FLORENNES - EBFS / DMO - MOS	x	x	x	DMO: MON to FRI, 0500-1700 (0400-1600) (night flight: 2300 (2200)) MOS: H24 (manual if Air OPS; AUTO if no OPS)	(AUTO-)SYNOP, (AUTO-)METAR, (AUTO-)SPECI, TAF	TREND/CSF
Observation systems and site: 1. Windvector-sensor: THR 26 and THR 08 2. Ceilometer: observation site 3. Temperature: observation site 4. Visibility meter: observation site					**Additional information:** TEL: +32 (0) 2 442 65 84 AFS: EBFSYMYX Email: meteow-ops-metsta-2w@mil.be Language used: En - Fr	

Name of Station - Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
KLEINE-BROGEL - EBBL / DMO - MOS	x	x	x	DMO: MON to FRI, 0500-1700 (0400-1600) (night flight: 2300(2200)) MOS: H24 (manual if Air OPS; AUTO if no OPS)	(AUTO-)SYNOP, (AUTO-)METAR, (AUTO-)SPECI, TAF	TREND/CSF
Observation systems and site: 1. Windvector-sensor: THR 23 and THR 05 2. Ceilometer: observation site 3. Temperature: observation site 4. Visibility meter: THR 05					**Additional information:** TEL: +32 (0) 2 443 30 28 AFS: EBBLYMYX Email: meteow-ops-metsta-10w@mil.be Language used: En - Nl	

Name of Station - Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
KOKSIJDE - EBFN / DMO - MOS	x	x	x	DMO: MON to FRI, 0500-1700 (0400-1600) (night flight: 2300 (2200)) MOS: H24 (manual if Air OPS; AUTO if no OPS)	(AUTO-)SYNOP, (AUTO-)METAR, (AUTO-)SPECI, TAF	TREND/CSF
Observation systems and site: 1. Windvector-sensor: THR 29 and near RWY (29 - 11) / VOR 2. Ceilometer: observation site 3. Temperature: observation site 4. Visibility meter: observation site					**Additional information:** TEL: +32 (0) 2 442 35 78 AFS: EBFNYMYX Email: meteow-ops-metsta-bkoks@mil.be Language used: En - Nl - Fr	

Name of Station - Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
MESLBROEK - EBMB / DMO - MOS	(*)	(*)	(*)	DMO: contact EBWM NMMC - H24 MOS: H24 (*)	(*)	(*)
(*) Observations are made by civil MOS (EBBR).					**Additional information:** TEL: +32 (0) 2 442 58 02 (Meteo Wing - MeteoC) AFS: EBMBYMYX Email: meteow-ops-meteoc@mil.be Language used: En - Fr - Nl	

Name of Station - Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
SCHAFFEN - EBDT / DMO - MOS	x	x	x	DMO: MON to FRI, beginning till end of training OPS MOS: H24 (manual if Air OPS; AUTO if no OPS)	(AUTO-)SYNOP, (AUTO-)METAR, (AUTO-)SPECI, TAF	TREND/CSF
Observation systems and site: 1. Windvector-sensor: observation site 2. Ceilometer: observation site 3. Temperature: observation site 4. Visibility meter: observation site					**Additional information:** TEL: +32 (0) 2 442 05 55 AFS: EBDTYMYX Email: meteow-ops-metsta-cepara@mil.be Language used: En - Fr - Nl	

Name of Station - Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
SEMMERZAKE - EBSZ / MOS	x	x	x	H24 (Fully AUTO mode)	AUTO-SYNOP, AUTO-METAR, AUTO-SPECI	
Observation systems and site: 1. Windvector-sensor: observation site 2. Ceilometer: observation site 3. Temperature: observation site 4. Visibility meter: observation site					**Additional information:** TEL: +32 (0) 2 442 58 02 (Meteo Wing - MeteoC) AFS: EBSZYMYX Email: meteow-ops-meteoc@mil.be Language used: En - Fr - Nl	

Note 1: No TREND included in automated meteorological reports (AUTO-METAR & AUTO-SPECI)

Note 2: No CB (Cumulonimbus clouds), No TCU (Towering Cumulus clouds), No TS (Thunderstorm) included in AUTO-reports.

2.5 Types of Services

2.5.1 General

Briefing and consultation (personal and/or by telephone) for flight crew members are provided at EBBE, EBBL, EBDT, EBFN and EBFS.

Other flight documentation is also supplied to operators and flight crew via self-briefing terminals in dedicated crew-rooms (via intranet Defence http://meteo).
In case of problems or specific questions, please contact the local Dependent Meteorological Office (DMO) or National Military Meteorological Centre (NMMC).

2.5.2 Meteorological Info for International Scheduled Air Traffic

Meteorological information for international scheduled air traffic (route forecast) normally consists of documentation and if necessary briefing/consultation.

This documentation is supplied to the pilot-in-command via self-briefing terminal or via e-mail and can be supplemented by a detailed oral explanation of the existing weather conditions during the flight and also with a forecast for take-off that can be requested maximum 3 hours before departure.

For EBMB, this MET information shall be obtained from the NMMC.

The flight documentation generally consists of:

- Meteorological Aerodrome Reports (METAR) of aerodromes of
  - departure
  - destination
  - en-route
- Aerodrome Forecasts (TAF) of aerodromes of
  - departure
  - destination
  - en-route
- Significant Weather Charts (forecasts of the en-route conditions in chart form)
  - F.e. PGDE14 EGRR (Sig Wx Chart: Trop/Max wind FL 100-450 Europe H+24)
- Forecasts of upper-winds and temperature (in chart form)
  (charts of relevant isobaric standard level have to be provided in function of flight level)
  - F.e. PWBE70 EBBR (Wind & Temp FL 100 H+24)
- SIGMET
- Volcanic Ash Advisories and Tropical Cyclone Advisories
- Local aerodrome warnings
- MET satellite images
- Ground-based weather radar information

2.5.3 Short-Range Bulletin (SR) - Significant Weather Forecast Chart (SWF) - Local Area Forecast (LAF)

On fixed time intervals a combined product (SR) consisting og SWF chart and a detailed wetaher description for Belgium (LAF) will be issued.

- The *Significant Weather Forecast* is a detailed and clear prognostic chart depicting weather conditions significant for aviation.

  It covers Benelux, Germany, England, Wales and northern part of France and consists of following elements:
  - frontal systems, convergence lines, squall lines and their direction of movement

- areas with similar significant meteorological conditions and their movement.
  For each area the prevailing (P), local (L) and isolated (I) weather conditions are described on terms of:
  - visibility
  - weather
  - cloudiness

Availability	Validity Time	Frontal Position
0430 (0330)	0600 (0500) - 1200 (1100)	0900 (0800)
0600 (0500)	1200 (1100) - 1800 (1700)	1500 (1400)
1300 (1200)	1800 (1700) - 2400 (2300)	2100 (2000)
2200 (2100)	0000 (2300) - 0600 (0500)	0300 (0200)

- The *Local Area Forecast* is a text bulletin (FXBX50 EBWM) containing following information:
  - potentially dangerous phenomena Belgium
  - general situation Belgium
  - significant weather Belgium
  - surface temperatures Belgium
  - surface winds Belgium
  - upper winds Brussels
  - upper air data Belgium
  - outlook for next 12 hours Belgium
  - sea state Belgian coast and sea surface temperature Westhinder

Availability	Validity Time	Outlook
0430 (0330)	0600 (0500) - 1800 (1700)	1800 (1700) - 0600 (0500)
1300 (1200)	1800 (1700) - 0600 (0500)	0600 (0500) - 1800 (1700)

- The *Short-Range Bulletin (SR)* combines:
  - SWF
  - elaborated LAF:
    - potentially dangerous phenomena Belgium
    - general situation Belgium
    - significant weather Belgium
    - surface temperatures Belgium
    - surface winds Belgium
    - upper winds Brussels
    - upper air data Belgium
    - outlook for next 12 hours Belgium
    - sea state Belgian coast and sea surface temperature Westhinder

Availability	Validity Time	SWF	LAF	Outlook
0430 (0330)	0600 (0500) - 1200 (1100)	0600 (0500) - 1200 (1100)	0600 (0500) - 1800 (1700)	1800 (1700) - 0600 (0500)
0800 (0700)	1200 (1100) - 1800 (1700)	1200 (1100) - 1800 (1700)	0600 (0500) - 1800 (1700)	1800 (1700) - 0600 (0500)
1300 (1200)	1800 (1700) - 2400 (2300)	1800 (1700) - 2400 (2300)	1800 (1700) - 0600 (0500)	0600 (0500) - 1800 (1700)
2200 (2100)	0000 (2300) - 0600 (0500)	0000 (2300) - 0600 (0500)	1800 (1700) - 0600 (0500)	0600 (0500) - 1800 (1700)

2.5.4 Meteorological Warning Service

2.5.4.1 General

For the safety of military aviation, the NMMC maintains a continuous watch over meteorological conditions affecting flight operations within the area of responsibility.

In case of occurrence or expected occurrence of special meteorological phenomena, which may endanger safety and efficiency of flight operations, meteorological warnings are issued for one or more of the following phenomena:

- negative air and/or ground temperatures
- abundant precipitation (>15-20 MM/6 HR and /or >25-50 MM/12 HR)
- wintry precipitation
- rime and/or ice patches
- widespread fog formation
- freezing fog
- thunderstorms with or without hail/gusts
- strong winds or gusts (threshold: ≥ 30 KT)
- wind chill index ≤ -7° C
- heat stress index ≥ 29° C

2.5.4.2 Local Aerodrome Warnings

Furthermore, local aerodrome warnings are issued to operators, in accordance with local arrangements, by all DMO.

2.5.5 Climatology and Historical Data

2.5.5.1 Data

Climatological (means - extreme – frequencies - …) and historical (past meteorological) data is available for the following military stations:

- BEAUVECHAIN
- CHIEVRES
- ELSENBORN
- FLORENNES
- KLEINE-BROGEL
- KOKSIJDE
- SCHAFFEN
- SEMMERZAKE

2.5.5.2 Parameters

Climatological and/or historical data can be obtained for the following meteorological parameters, depending on their availability:

- Air temperature
- Soil temperature
- Surface wind (direction & speed)
- Visibility
- Cloud amount & height of cloud base
- Precipitation (rain, drizzle, snow)
- State of ground
- Surface pressure

2.5.5.3 Winds and Temperature Aloft

Historical data about winds and temperature aloft are available as well. They are based on the prognostic upper air soundings of Uccle (RMIB).

2.6 Belgian Meteorological Stations

Belgian Military Meteorological Stations					
Station	Position Lat/Long (D° M' S.S") WGS84 (2013)	Elevation AMSL EGM2008		WMO Index	ICAO LOC Indicator
		M	FT		
BEAUVECHAIN	N50 44 44.47 - E4 45 47.80	120.675	395.915	06 458	EBBE
CASTEAU	N50 30 10.63 - E3 58 59.78	90.721	297.641	06 415	EBCT
CHIEVRES	N50 34 19.78 - E3 49 52.94	60.164	197.388	06 432	EBCV
ELSENBORN	N50 28 56.49 - E6 10 52.68	564.898	1853.340	06 496	EBLB
FLORENNES	N50 14 04.49 - E4 39 10.65	287.558	943.432	06 456	EBFS
HOUTHALEN-HELCHTEREN	N51 03 01.37 - E5 26 07.51	77.217	253.337	06 413	EBHH
KLEINE-BROGEL	N51 10 07.79 - E5 27 45.71	54.786	179.744	06 479	EBBL
KOKSIJDE	N51 05 17.10 - E2 39 08.65	4.075	13.369	06 400	EBFN
MARCHE-EN-FAMENNE	N50 14 16.44 - E5 21 21.25	219.398	719.810	06 417	EBMF
SCHAFFEN	N50 59 49.08 - E5 03 43.07	51.780	169.882	06 465	EBDT
SEMMERZAKE	N50 56 26.03 - E3 40 10.96	34.762	114.049	06 428	EBSZ

Note 1: Elevation refers to height of the pressure sensor in the Meteo Park (ca 2 M above the ground level)

Belgian Meteorological Stations - Code						
Station	MET Service	Position Lat/Long (DMS) WGS84	Elevation HP EGM2008		WMO Index	ICAO LOC Indicator
			M	FT		
ANTWERPEN-DEURNE	skeyes	51 11 25N 004 27 28E	13.21	43.340	06 450	EBAW
BEAUVECHAIN	MIL	50 44 44N 004 45 48E	120.675	395.915	06 458	EBBE
BEITEM	RMIB	50 54 14N 003 07 18E	25	80.021	06 414	
BRUSSELS NATIONAL (AIRPORT)	skeyes	50 53 47N 004 31 38E	54.9	180.118	06 451	EBBR
BUZENOL	RMIB	49 37 13N 005 35 15E	324	1062.992	06 484	
CASTEAU	MIL	50 30 11N 003 59 00E	90.721	297.641	06 415	EBCT
CHARLEROI/ BRUSSELS SOUTH	skeyes	50 27 15N 004 26 24E	188.1	617.126	06 449	EBCI
CHIEVRES	MIL	50 34 20N 003 49 53E	60.164	197.388	06 432	EBCV
DIEPENBEEK	RMIB	50 54 56N 005 27 01E	39	127.953	06 477	
DOURBES	RMIB	50 05 44N 004 35 40E	233	764.436	06 455	
ELSENBORN	MIL	50 28 56N 006 10 53E	564.898	1853.34	06 496	EBLB
ERNAGE	RMIB	50 34 55N 004 41 21E	157	515.092	06 459	
FLORENNES	MIL	50 14 04N 004 39 11E	287.558	943.432	06 456	EBFS
GENK	RMIB	50 56 00N 005 30 00E	63	206.693	06 481	
GENT/INDUSTRIE-ZONE	RMIB	51 10 50N 003 48 15E	8	26.247	06 431	
HOUTHALEN-HELCHTEREN	MIL	51 03 01N 005 26 08E	77.217	253.337	06 413	EBHH
HUMAIN	RMIB	50 11 37N 005 15 20E	296	971.129	06 472	
KLEINE-BROGEL	MIL	51 10 08N 005 27 46E	54.786	179.744	06 479	EBBL
KOKSIJDE	MIL	51 05 17N 002 39 09E	4.075	13.369	06 400	EBFN
LIEGE-BIERSET	skeyes	50 38 45N 005 27 20E	181.03	593.930	06 478	EBLG
MARCHE-EN-FAMENNE	MIL	50 14 16N 005 21 21E	219.398	719.810	06 417	EBMF
MELLE	RMIB	50 58 49N 003 48 57E	15	49.213	06 434	
MONT-RIGI	RMIB	50 30 39N 006 04 24E	673	2208.005	06 494	
OOSTENDE (AIRPORT)	skeyes	51 12 01N 002 53 14E	4	13.123	06 407	EBOS
OOSTENDE (PIER)	RMIB	51 14 00N 002 55 00E	9	29.528	06 408	
RETIE	RMIB	51 13 17N 005 01 38E	21	68.898	06 464	
SAINT-HUBERT	skeyes	50 02 20N 005 24 14E	557.03	1827.526	06 476	EBSH
SCHAFFEN	MIL	50 59 49N 005 03 43E	51.780	169.882	06 465	EBDT

Belgian Meteorological Stations - Code						
Station	MET Service	Position Lat/Long (DMS) WGS84	Elevation HP EGM2008		WMO Index	ICAO LOC Indicator
			M	FT		
SEMMERZAKE	MIL	50 56 26N 003 40 11E	34.762	114.049	06 428	EBSZ
SINT-KATELIJNE-WAVER	RMIB	51 04 30N 004 31 29E	11	36.089	06 439	
SPA/LA SAUVENIERE	skeyes	50 28 43N 005 54 36E	477.35	1566.109	06 490	EBSP
STABROEK	RMIB	51 19 29N 004 21 50E	6	19.685	06 438	
UCCLE	RMIB	50 47 49N 004 21 29E	101	331.365	06 447	EBUM
ZEEBRUGGE	RMIB	51 20 50N 003 12 06E	9	29.528	06 418	

Source: https://oscar.wmo.int

Note 1: Elevation HP is the datum level to which barometric pressure reports at the station refers.

Note 2: Service:

- MIL: MET stations of the Belgian Air Component.
- skeyes: MET stations of the Civil Aviation Authority.
- RMIB: MET stations of the Royal Meteorological Institute of Belgium.

2.7 Regulations

2.7.1 International Flights of Transport Aircraft

The basic obligations for meteorological service for International Air Navigation are contained in the ICAO Annex 3.

Pilots-in-command of transport aircraft and meteorological officers should comply with the regulations concerning briefing, de-briefing, documentation and in-flight weather observation and reporting.

2.7.2 Operational and Training Flights

2.7.2.1 Briefing

No pilot is allowed to take-off unless he is fully briefed on the meteorological situation.

Attendance to a general or an individual meteorological briefing is mandatory. This shall be by means of personal contact with the aerodrome meteorological office or by means of consultation of network displayed briefings. When personal briefing or consultation is impracticable, meteorological information should be provided by telephone or other suitable telecommunication facilities.

Flight documentation will be issued when considered necessary and as agreed between aerodrome meteorological office and the flight crew members.

2.7.2.2 In-flight Weather Observation

Debriefing should always include the weather elements so that actual enroute information is obtained. If the qualified meteorological officer does not receive the weather de-briefing, weather information should be made available to the debriefing officer who will pass it to the local meteorological office or station for onward dissemination through national channels.

Aircrew will usually be able to provide detailed information and they are encouraged to draft a pilot-report (PIREP) using the pro-format.

The value of aircrew weather reports is increased if, prior to take-off, pilots are given some indication where weather observation is considered most important.

2.8 Summary of MIL AFTN Addresses

METEO STATION	SERVICE	AFTN-ADDRESS
BEAUVECHAIN	Meteo Station Military Meteorological Center	EBBEYMYX EBWMYMYX
CHIEVRES	Meteo Station	EBCVYMYX
ELSENBORN	Meteo Station	EBLBYMYX
FLORENNES	Meteo Station	EBFSYMYX
KLEINE-BROGEL	Meteo Station	EBBLYMYX
KOKSIJDE	Meteo Station	EBFNYMYX
SCHAFFEN	Meteo Station	EBDTYMYX
SEMMERZAKE	Meteo Station	EBSZYMYX

GEN 3.6 Search and Rescue

1 RESPONSIBLE SERVICE

1.1 Responsible Authority

SAR within the Brussels FIR is organized in accordance with ICAO SARPS and the overall responsibility for making available the necessary facilities rests with the Belgian Department of Defence.

1.2 Rescue Co-ordination Centre (RCC) and Related Rescue Units

Details of the RCC and related Rescue Units are given in § 2.

In addition, various elements of the State Police Organization, the Merchant Marine, the Armed Forces and private organizations can be made available for SAR missions, when required. The aeronautical maritime and public telecommunication services are available to the SAR organization.

1.3 Applicable ICAO Documents

- *ICAO Annex 12. Search and Rescue*
- *ICAO Annex 13. Aircraft Accident and Incident Investigation*
- *ICAO Doc 7030. Regional Supplementary Procedures*
- *ICAO Doc 9731. International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual*

2 AREA OF RESPONSIBILITY

2.1 General

The SAR Region coincides with the Brussels FIR/UIR. Operations are performed by military organization under the direction of the Belgian Air Component.

2.2 Rescue Co-ordination Centre

The RCC Brussels for SAR operations is a section of the CRC located at Beauvechain and operates under the responsibility of Comopsair Brussels.

RCC Brussels, to which all phases of emergency are to be notified, provides the aeronautical SAR services and may call upon the Koksijde and Luxembourg Sub-Centres (RSC) for assistance.

MRCC Oostende provides the maritime SAR services.

The RCC Brussels is in direct liaison with all stations guarding the emergency frequencies and communicates with adjacent RCC, i.e. Fareham (the United Kingdom), Den Helder (the Netherlands), Münster (Germany) and Lyon (France), when necessary.

2.3 Co-ordination with the Neighbouring SAR Organisations

In compliance with ICAO Recommended Practices, RCC Brussels may be called upon to put its available SAR means at the disposal of the neighbouring RCC and to co-operate with SAR operations.

SAR service may be called upon for SAR operations within the national SAR region, and outside that region, on request by a neighbouring RCC.

If a SAR operation necessitates different RCC to co-operate in close conjunction, they will, by mutual arrangements, agree on a directing RCC and one or more associated RCC.

2.4 Rescue Sub-Centre (Belgium)

The RSC Koksijde assures a permanent listening watch on emergency - and search and rescue frequencies during SAR operations.

It initiates SAR operations according to the decision matrix as stated in the Guidelines for Homeland Operations when first advised or when immediate action is required.

It executes SAR operations requested by the RCC Brussels.

It co-ordinates SAR operations within its area of responsibility.

It keeps RCC Brussels informed about SAR operations.

2.5 Contact

2.5.1 Rescue Co-ordination Centre (RCC)

Post: Belgian Air Component
Control and Reporting Centre
Search and Rescue Co-ordination Centre
RCC Brussels
Rue de la Grande Lecke 5
1320 Beauvechain
BELGIUM

AFS: EBMIYCYX

TEL: +32 (0) 2 443 86 60

TEL: +32 (0) 2 443 47 69

Email: CRC-11SQN-RCC@mil.be

2.5.2 Rescue Sub-Centres (RSC)

2.5.2.1 Belgium

Post: Search and Rescue Sub-Centre Koksijde
Koksijde Air Base
R. Van Dammestraat, 100
8670 Koksijde
BELGIUM

AFS: EBFNYCYX

TEL: +32 (0) 58 31 17 14 (direct line)

TEL: +32 (0) 58 53 25 11 (direct line)

TEL: +32 (0) 2 442 35 69

TEL: 9-2630-2504 (MIL network)

TEL: 9-2630-2511 (MIL network)

TEL: 9-6321-23569 (MIL network)

2.5.2.2 Luxembourg

Post: Administration de la navigation aérienne
ATC Department - Rescue Sub-Centre
BP 273
L-2012 Luxembourg
LUXEMBOURG

AFS: ELLXYCYX

TEL: +352 47 98 24 00 4

FAX: +352 47 98 24 09 0

3 TYPES OF SERVICE

Name	Location	Means	Remarks
BEAUVECHAIN (EBBE)	504528N 0044601E	HEL SRG	Depending on availability
BLANKENBERGE	511851N 0030635E	RV / RB	Depending on availability
BRUSSELS / Melsbroek (EBMB)	505405N 0042904E	ACFT	NIL
KOKSIJDE (EBFN)	510525N 0023910E	HEL	0700-1900 (0600-1800): 20 MIN prior notice 1900-0700 (1800-0600): 45 MIN prior notice
NIEUWPOORT	510919N 0024310E	RV / RB	Depending on availability
OOSTENDE	511414N 0025518E	RV / RB, tugboats	Depending on availability
ZEEBRUGGE	512027N 0031230E	RV / RB	Depending on availability

4 SAR AGREEMENTS

INFO not AVBL.

5 CONDITIONS OF AVAILABILITY

INFO not AVBL.

6 PROCEDURES AND SIGNALS USED

6.1 Procedures and Signals Used by Aircraft

Procedures for pilots-in-command observing an accident or intercepting a distress call and/or message are outlined SAR in *ICAO Annex 12*, Chapter 5.

6.2 Communication

Transmission and reception of distress messages within the SAR Region are handled in accordance with *ICAO Annex 10. Volume II*, § 5.3. High priority indicators are specified for such messages:

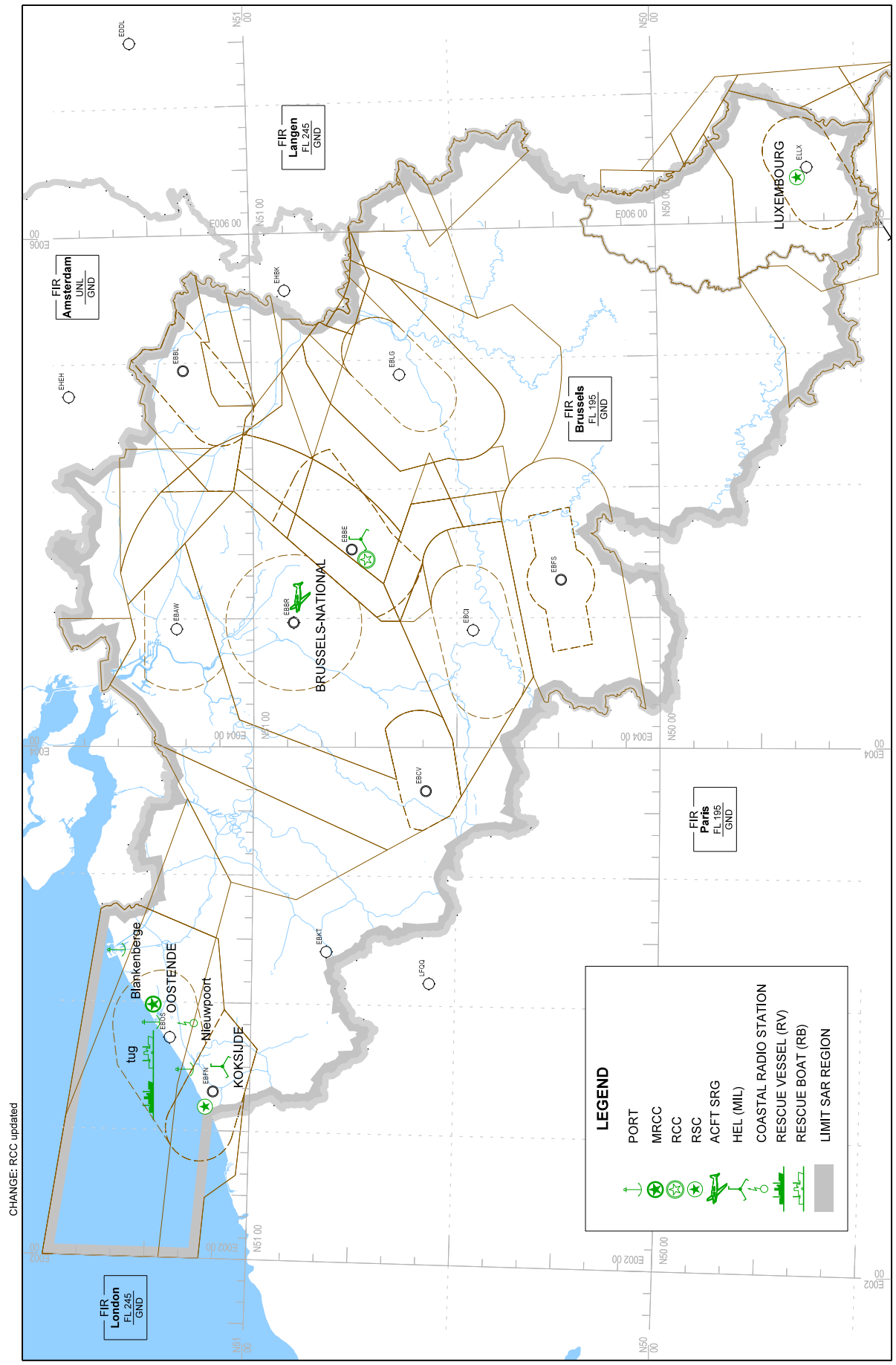
- “DD” for INCERFA
- “SS” for ALERFA and DETRESFA.

The following frequencies are designated for the reception of distress messages:

FREQ	EM	Normal use	Guarded by or remarks
The designated air-ground area or route frequency (see ENR 2.1, § 3)	A3	ATC RTF (HF - VHF - UHF)	ATC units
121.500 MHZ	A3	International VHF: emergency VHF channel (aeronautical stations)	• EBAW (HS) • EBBR (H24) • EBCI (HS) • EBLG (H24) • ELLX (H24) • MIL AD (HO) • EBOS (H24) • CRC (H24) • ATCC (HO) • RSC (H24) • RCC (H24)
243.000 MHZ	A3	International UHF: emergency RTF channel (aeronautical stations)	• EBBR (H24) • EBCI (HS) • EBLG (H24) • MIL AD (HO) • CRC (H24) • ATCC (HO) • RSC (H24) • RCC (H24)
2182 KHZ	A3	International distress RTF frequency for coastal and sea areas	Coastal station Oostende • Call sign: Oostende Radio (H24)

7 SAR REGION CHART

I


FIR Amsterdam UNL GND
FIR Langen FL 245 GND
FIR Brussels FL 195 GND
FIR Paris FL 195 GND
FIR London FL 245 GND
LUXEMBOURG
BRUSSELS-NATIONAL
OOSTENDE
Blankenberge
tug
Nieuwpoort
KOKSIJDE
EBOS
EBFN
EBBR
EBBE
EBAW
EBBL
EBLG
EBCI
EBFS
EBCV
EBKT
EHBK
EHEH
EDDL
ELLX
LFQQ
CHANGE: RCC updated
LEGEND
PORT
MRCC
RCC
RSC
ACFT SRG
HEL (MIL)
COASTAL RADIO STATION
RESCUE VESSEL (RV)
RESCUE BOAT (RB)
LIMIT SAR REGION

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 Aerodrome/Heliport Charges

1 EBAW

This information can be consulted online on the Antwerp Airport website.

URL: https://www.antwerp-airport.com/airport-fees

Post: LEM Antwerpen NV
Luchthavenlei
2100 Deurne (Antwerpen)
BELGIUM

Email: info@antwerpairport.aero

2 EBBR

This information can be consulted online on the Brussels Airport website.

URL: https://www.brusselsairport.be/en/airport-operations/operations/charges-fees

Post: Brussels Airport Company
Luchthaven Brussel Nationaal 1M
1930 Zaventem
BELGIUM

Email: OperationalDocumentation@brusselsairport.be

3 EBCI

3.1 Landing Charges

3.1.1 Scheduled Passenger Flights (North Terminal)

3.1.1.1 Scheduled/charter flights

The landing charges for scheduled passenger flights at EBCI are fixed at 2.94 EUR/passenger.

Reduction to the yearly charges per carrier is granted as follows:

Bracket of departing passengers	Reduction applicable to the passengers in this bracket
15001 to 35000	5%
35001 to 50000	10%
50001 to 100000	25%
100001 to 200000	35%
200001 and up	50%

The landing charges are also due for diverted flights and for flights forced to land for technical reasons.

3.1.1.2 Ad hoc flights

The landing charges for based aircraft at EBCI are fixed at 11.44 EUR/T MTOW.

The landing charges are also due for diverted flights and for flights forced to land for technical reasons.

3.1.2 General Aviation and Cargo Flights (South Terminal)

The landing charges for based aircraft at EBCI are fixed at 11.44 EUR/T MTOW.

The landing charges for non-based aircraft at EBCI are fixed at 13.82 EUR/T MTOW.

For aircraft with a MTOW < 6T, quarterly and annual subscriptions for landing charges are available as follows:

MTOW	Quarterly	Annual
< 1T	352.50 EUR	1101.59 EUR
1T to < 2T	572.82 EUR	1938.80 EUR
2T to < 3T	749.09 EUR	2555.68 EUR
3T to < 4T	969.42 EUR	3172.56 EUR
4T to < 5T	1189.71 EUR	3921.65 EUR
5T to < 6T	1410.03 EUR	4714.82 EUR

3.1.3 Training Flights and Touch-and-go

The landing charges for training flights and touch-and-go movements are fixed at 11.44 EUR/T MTOW.

For training flights and touch-and-go movements performed with aircraft of 6T or more from MON to FRI (HOL excl), a reduction of 50% is granted.

3.2 Unsheltered Parking

3.2.1 Scheduled Passenger Flights (North Terminal)

A charge is due for the unsheltered parking of an aircraft for longer than twelve consecutive hours. This charge is fixed at 2.64 EUR/T MTOW per day.

3.2.2 General aviation and cargo flights (South Terminal)

For based aircraft, a charge is due for the unsheltered parking for longer than twelve consecutive hours. This charge is fixed at 2.64 EUR/T MTOW per day.

For non-based aircraft, a charge is due for the unsheltered parking for longer than twelve consecutive hours. This charge is fixed at 3.19 EUR/T MTOW per day.

For aircraft with a MTOW < 6T, quarterly and annual subscriptions for parking fees are available as follows:

MTOW	Quarterly	Annual
< 1T	204.80 EUR	722.87 EUR
1T to < 2T	409.62 EUR	1445.74 EUR
2T to < 3T	614.43 EUR	2168.61 EUR
3T to < 4T	819.26 EUR	2891.48 EUR
4T to < 5T	1024.07 EUR	3614.34 EUR
5T to < 6T	1228.88 EUR	4337.23 EUR

3.3 Passenger charges

3.3.1 Scheduled Passenger Flights (North Terminal)

NIL

3.3.2 General aviation and cargo flights (South Terminal)

A charge is due for the use of passenger facilities. This charge is fixed at 20.42 EUR/passenger in and out.

3.4 Fuelling for Scheduled/Charter/Ad hoc flights (North Terminal)

The charges for the supply of fuel on board of aircraft are:

Per m^3 (cubic meter) taken on board: 5.00 EUR

3.5 Exemptions

None of the above mentioned charges are due for

- Aircraft used for the exclusive transport of heads of state or government members on official business;
- Aircraft carrying out flights on request of the Walloon regional government;
- Aircraft carrying out flights on request of the CAA in order to perform checks and controls;

- Aircraft carrying out flights on request of skeyes for a mission concerning EBCI;
- Aircraft carrying out flights of which the humanitarian character has been recognized by the regional Minister of Transport;
- Members of the Walloon regional government or services of the Walloon regional government on official duty.

3.6 Remarks

For the calculation of the charges, every part of a ton is counted as a full ton and every started day is counted as a full day.

All charges are linked to the Belgian consumer price index and will be updated accordingly, once a year. The tariffs mentioned are VAT excl.

If the charges due are not settled as required, aircraft may be grounded by the Airport Authority.

4 EBLG

This information can be consulted online on the Liège Airport website.

URL: http://www.liegeairport.com/flexport/en/landing-fee/

Post: Liège Airport
Rue de l'Aéroport
4460 Grâce-Hollogne
BELGIUM

Email: alp@liegeairport.com

5 EBKT

This information can be consulted online on the Kortrijk Airport website.

URL: https://www.kortrijkairport.be/index.php?id=99&L=2

Post: International Airport Kortrijk-Wevelgem
Luchthavenstraat 1 bus 1
8560 Wevelgem
BELGIUM

Email: info@kortrijkairport.be

6 ELLX

The Airport Charges in effect at Luxembourg Airport include the following:

- Landing and Take-off Charge;
- Aircraft Parking Charge;
- Passenger Service Charge;
- PRM Charge.

The details of the airport charges, their calculation method, the amounts as well as the exemptions are specified in the publication done by the aerodrome operator "Société de l'Aéroport de Luxembourg S.A.".

The publication can be consulted online on the website:

URL: https://www.lux-airport.lu/corporate/services-and-facilities/airport-fees-charges/

7 EBOS

This information can be consulted online on the Ostend Airport website.

URL: https://www.ostendbruges-airport.com/technical-information/

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 4.2 Air Navigation Services Charges

1 SKEYES

1.1 Amount of the Charges

skeyes levies a charge for each take-off in the charging zone of EBBR, the amount of which is equal to the product of the formula:

$U \times W_i \times N_i \times P_i \times S_i \times \alpha$

in which:

- "U" is the unit rate;
- "W_i" is the number of terminal air navigation service units payable for this flight;
- "N_i" is the noise factor for this flight;
- "P_i" is the emission factor of the aircraft used for this flight;
- "S_i" is the distance factor of this flight;
- "i" is the identification of the individual flight;
- "α" is the compensation coefficient (set to 0.6368) allowing to offset the revenue surplus or deficit due to the application of factors N, P and S.

U: the unit rate (U) is set at 219.37 EUR for 2024.

W: the number of terminal air navigation service units (Wi) equals the weight factor for the aircraft concerned, expressed according to Annex VIII of *Implementing Regulation (EU) nr. 2019/317* as a figure taken to two decimal places, being the quotient obtained by dividing the certified maximum take-off mass of the aircraft in metric tons by 50 and increasing it to the power of 0.7.

N: the noise factor (Ni) is equal to (N1+N2)/2, where N1 is the noise factor for landing and N2 is the noise factor for take-off.

N1 is determined using the following table:

QCA	N1			
	0500 (0400) - 0559 (0459)	0600 (0500) - 1959 (1859)	2000 (1900) - 2159 (2059)	2200 (2100) - 0459 (0359)
0	2.50	2.00	2.50	3.00
0.10 - 0.90	1.50	1.00	1.50	2.00
1.00 - 1.90	1.65	1.10	1.65	2.50
2.00 - 2.90	1.80	1.20	1.80	3.00
3.00 - 3.90	1.95	1.30	1.95	3.50
4.00 - 4.90	2.10	1.40	2.10	4.00
5.00 - 5.90	2.25	1.50	2.25	4.50
6.00 - 6.90	2.40	1.60	2.40	5.00
7.00 - 7.90	2.55	1.70	2.55	5.50
8.00 - 8.90	2.70	1.80	2.70	10.00
9.00 - 9.90	2.85	1.90	2.85	10.00
10.00 - 10.90	3.00	2.00	3.00	10.00
11.00 - 11.90	3.15	2.10	3.15	10.00
12.00 - 12.90	10.00	2.20	3.30	10.00
13.00 - 13.90	10.00	2.30	3.45	10.00
14.00 - 14.90	10.00	2.40	3.60	10.00
15.00 - 15.90	10.00	2.50	3.75	10.00
16.00 - 16.90	10.00	2.60	3.90	10.00
17.00 - 17.90	10.00	2.70	4.05	10.00
18.00 - 18.90	10.00	2.80	4.20	10.00
19.00 - 19.90	10.00	2.90	4.35	10.00
20.00 - 20.90	10.00	3.00	4.50	10.00
21.00 - 21.90	10.00	3.10	4.65	10.00
22.00 - 22.90	10.00	3.20	4.80	10.00
23.00 - 23.90	10.00	3.30	4.95	10.00
≥ 24.00	10.00	10.00	10.00	10.00

N2 is determined using the following table:

QCD	N2			
	0500 (0400) - 0559 (0459)	0600 (0500) - 1959 (1859)	2000 (1900) - 2159 (2059)	2200 (2100) - 0459 (0359)
0	2.50	2.00	2.50	3.00
0.10 - 0.90	1.50	1.00	1.50	2.00
1.00 - 1.90	1.65	1.10	1.65	2.50
2.00 - 2.90	1.80	1.20	1.80	3.00
3.00 - 3.90	1.95	1.30	1.95	3.50
4.00 - 4.90	2.10	1.40	2.10	4.00
5.00 - 5.90	2.25	1.50	2.25	4.50
6.00 - 6.90	2.40	1.60	2.40	5.00
7.00 - 7.90	2.55	1.70	2.55	5.50
8.00 - 8.90	2.70	1.80	2.70	10.00
9.00 - 9.90	2.85	1.90	2.85	10.00
10.00 - 10.90	3.00	2.00	3.00	10.00
11.00 - 11.90	3.15	2.10	3.15	10.00
12.00 - 12.90	10.00	2.20	3.30	10.00
13.00 - 13.90	10.00	2.30	3.45	10.00
14.00 - 14.90	10.00	2.40	3.60	10.00
15.00 - 15.90	10.00	2.50	3.75	10.00
16.00 - 16.90	10.00	2.60	3.90	10.00
17.00 - 17.90	10.00	2.70	4.05	10.00
18.00 - 18.90	10.00	2.80	4.20	10.00
19.00 - 19.90	10.00	2.90	4.35	10.00
20.00 - 20.90	10.00	3.00	4.50	10.00
21.00 - 21.90	10.00	3.10	4.65	10.00
22.00 - 22.90	10.00	3.20	4.80	10.00
23.00 - 23.90	10.00	3.30	4.95	10.00
24.00 - 24.90	10.00	3.40	10.00	10.00
25.00 - 25.90	10.00	3.50	10.00	10.00
26.00 - 26.90	10.00	3.60	10.00	10.00
27.00 - 27.90	10.00	3.70	10.00	10.00
28.00 - 28.90	10.00	3.80	10.00	10.00
29.00 - 29.90	10.00	3.90	10.00	10.00
30.00 - 30.90	10.00	4.00	10.00	10.00
31.00 - 31.90	10.00	4.10	10.00	10.00
32.00 - 32.90	10.00	4.20	10.00	10.00
33.00 - 33.90	10.00	4.30	10.00	10.00
34.00 - 34.90	10.00	4.40	10.00	10.00
35.00 - 35.90	10.00	4.50	10.00	10.00
36.00 - 36.90	10.00	4.60	10.00	10.00
37.00 - 37.90	10.00	4.70	10.00	10.00
38.00 - 38.90	10.00	4.80	10.00	10.00
39.00 - 39.90	10.00	4.90	10.00	10.00
40.00 - 40.90	10.00	5.00	10.00	10.00
41.00 - 41.90	10.00	5.10	10.00	10.00
42.00 - 42.90	10.00	5.20	10.00	10.00
43.00 - 43.90	10.00	5.30	10.00	10.00
44.00 - 44.90	10.00	5.40	10.00	10.00
45.00 - 45.90	10.00	5.50	10.00	10.00
46.00 - 46.90	10.00	5.60	10.00	10.00
47.00 - 47.90	10.00	5.70	10.00	10.00
≥ 48.00	10.00	10.00	10.00	10.00

skeyes uses the noise quotas (QCD and QCA) of the aircraft determined by the competent service at Brussels National Airport.

The time to be taken into account for take-off shall be that at which the aircraft leaves the ground.

P: The emissions factor of the aircraft used for the flight (Pi) shall be determined using the following table:

Emissions score of the aircraft	Pi
≥ 90	0.95
> 10 and < 90	1.00
≤ 10	1.05

The aircraft's emissions score is equal to the average of the CO2 score and the NOx score. The methods for determining these scores are set out in the following document: https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Product/Documents/Methodology_to_determine_emission_factor.pdf

S: The flight's distance factor (Si) is 1.5 for flights whose destination, according to the great-circle distance, is no more than 500 KM from the ARP of Brussels National Airport. The flight's distance factor is 1.0 for flights whose destination, according to the great-circle distance, is more than 500 KM from the ARP of Brussels National Airport.

$\alpha = \Sigma W_i / \Sigma[W_i \times N_i \times P_i \times S_i]$.

α is calculated on the data of the year n-2.

1.2 Exemptions

Exempted from this charge are aircraft:

- flights performed exclusively for the transport, on official mission, of reigning Monarchs and their immediate family, head of state, heads of Government and Government Ministers; in all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan;
- search and rescue flights authorised by the appropriate competent body;
- flights performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning flights by the aircraft concerned;
- flights forced to return;
- humanitarian flights authorised by the appropriate competent body;
- customs and police flights.

1.3 Remarks

The charge laid down by the present regulations does not include VAT, if any.

The above-mentioned charge has to be paid to the airport manager or his deputy in specie, with a eurocheque or by means of any electronic instrument of payment.

Payment on a later date is possible on the understanding that skeyes has given prior written agreement. In that case, the deposit of a guarantee can be required.

Provision of air navigation services will be refused to debtors unwilling to pay outstanding ATC charges with conventional enforcement measures. skeyes will inform its debtors in writing of the deadline from when the provision of air navigation services will be discontinued if payment is not received. After the expiry of this deadline all skeyes regions and local units will be instructed not to accept any flight plans from such debtors nor to issue start-up permission, taxi or take-off clearances.

1.4 Military Aircraft

Belgian military aircraft are exempted from charge. Foreign military aircraft are exempted from charge if their State grants a similar advantage to Belgian military aircraft on a properly settled reciprocal basis.

2 ANA

2.1 General

All landings are free of TNC charges, only departing aircraft shall pay a TNC charge.

2.2 Amount of Charges

The formula used for the calculation of the TNC charges is shown below:

$\mathbf{R = U \times (MTOW/50)^{0.7} \times E \times D \times \alpha}$

in which:

- "R" is the TNC charge per departure aircraft in EUR;

- "U" is the unit rate (set to 257.80 EUR for 2024);
- "MTOW" is the maximum take-off weight of the aircraft expressed in tons;
- "E" is the environmental factor;
- "D" is the day/night factor;
- "α" is the compensational factor (set to 0.8251 for 2024).

2.2.1 Environmental factor

The environmental factor (E) is determined according to the table below:

Acoustic Category	V (acoustic factor)	E
CAT A (least noisy)	10 or more	0.90
CAT B	between 7.5 (included) and 10	1.00
CAT C	between 5 (included) and 7.5	1.25
CAT D (most noisy)	less than 5	1.50

In order to define the environmental factor (E), an acoustic factor (V) will be used.

The acoustic factor is obtained by dividing through the number of engines of the aircraft the difference of the aircraft maximum noise level value(s) as specified in *ICAO Annex 16* and the actual aircraft noise level value(s) figuring on the noise certification data sheet.

In case of multiple values for lateral, approach, fly over, overflight and/or take-off noise levels, cumulative noise values will be used.

In the case of *ICAO Annex 16* chapters containing sub-chapters (e.g. chapter 8, 10 or 11), the highest maximum noise levels will be considered.

In case of multiple values for MTOW, the highest MTOW shall be applied.

2.2.2 Day/Night factor

The day/night factor (D) is determined according to the table below:

TKOF time	D
0500 - 2200 (0400 - 2100)	1.00
2201 - 2300 (2101 - 2200)	1.50
2301 - 0459 (2201 - 0359)	2.00

The take-off time on the flight progress strip applies.

2.3 Noise Certification Data Sheet

In order to allow for the correct calculation of the TNC, especially with regard to the environmental factor it is strongly recommended to submit all noise certification date sheet(s) to the ANA OPS Department prior to departure (see GEN 3.1).

In the case that the noise certificate has not been received prior to departure, is unreadable or does not provide actual noise level values, the environmental factor (E) is considered as 1.50.

In this context the correct environmental factor (E) can only be applied starting from the date the noise certificate has been received by ANA OPS Department. Backwards recalculation prior to the date of reception of the noise certificate cannot be performed.

2.4 Exemptions

The following aircraft are exempted from TNC:

- Flights carried out exclusively to transport, on official missions, the reigning monarchs and their immediate family, heads of state, heads of government and government ministers, when the status of those flights is confirmed by an appropriate indication of the status or by an adequate note on the flight plan;
- Search and rescue flights authorized by the appropriate competent authority;
- Military flights carried out by military aircraft of any country;
- Training flights carried out exclusively for the purposes of obtaining a license or an evaluation of the abilities of the flight crew, when this purpose has been confirmed by an adequate remark on the flight plan. These flights must be carried out exclusively within Luxembourgish airspace and must not be used for the transport of passengers or goods, nor for positioning or convoying;
- Flights carried out exclusively for the purposes of checking or testing equipment used or to be used as ground aids for air navigation, excluding positioning flights carried out by the aircraft concerned;
- Humanitarian flights authorized by ANA;
- Flights carried out by customs and the police.

2.5 Payment Terms

If the bill is not paid within thirty days from the date of invoice, ANA reserves the right to charge default interest. After sixty days late, ANA will automatically send a formal notice to the debtor and will charge default interest in accordance and as foreseen in the national legislation.

ANA may prohibit the flight of any aircraft for which the charges due under this regulation have not been paid within the time prescribed above.

3 ROUTE CHARGES

The route charges for the Brussels FIR/UIR are managed by Eurocontrol's Central Route Charges Office (CRCO). Details can be consulted on the Eurocontrol website:

URL: www.eurocontrol.int/crco

THIS PAGE INTENTIONALLY LEFT BLANK