

EBBL - KLEINE-BROGEL (MIL)**EBBL AD 2.1 Aerodrome Location Indicator and Name**

EBBL - KLEINE-BROGEL (MIL)

EBBL AD 2.2 Aerodrome Geographical and Administrative Data

1	ARP coordinates	511006N 0052812E
	Site of ARP at aerodrome	
2	Direction and distance from (city)	0.8NM E of Kleine-Brogel
3	Elevation / reference temperature	192FT / 23.1°C
4	Geoid undulation	148 FT
5	Magnetic variation / annual change	2° (2019) / INFO not AVBL
6	AD administration address	Belgian Air Component 10 W TAC Vliegbasis Kleine-Brogel 3990 Peer BELGIUM
	TEL	+32 (0) 2 443 31 35 (ATC SUP) +32 (0) 2 443 30 09 (Wing OPS)
	FAX	NIL
	Telex	NIL
	AFS	EBBLZPZX
	Email	NIL
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

EBBL AD 2.3 Operational Hours

1	AD Administration	The following schedule applies (HOL excl) ⁽¹⁾ : <ul style="list-style-type: none"> • From 01 NOV to 28 or 29 FEB: <ul style="list-style-type: none"> • 0800-2030 on MON and TUE • 0730-1630 on WED, THU and FRI • From 01 MAR to 31 MAY: <ul style="list-style-type: none"> • 0730-2300 (0630-2200) on MON and TUE • 0730-1630 (0630-1530) on WED, THU and FRI • From 01 JUN to 31 AUG: <ul style="list-style-type: none"> • 0630-1530 on MON, TUE, WED, THU and FRI • From 01 SEP to 31 OCT: <ul style="list-style-type: none"> • 0730-2300 (0630-2200) on MON and TUE • 0730-1630 (0630-1530) on WED, THU and FRI
2	Customs and immigration	HS
3	Health and sanitation	HS
4	AIS Briefing Office	As AD Administration
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	As AD Administration
7	ATS	As AD Administration

8	Fuelling	As AD Administration
9	Handling	As AD Administration
10	Security	As AD Administration
11	De-icing	As AD Administration
12	Remarks	(1) Planned opening of the aerodrome outside normal operational hours will be announced by NOTAM. Aerodrome may be activated outside normal hours of operation without previous notice. Activity must always be checked via Steenokkerzeel ATCC or Brussels FIC.

EBBL AD 2.4 Handling Services and Facilities

1	Cargo-handling facilities	AVBL
2	Fuel types	F-18, F-34 ⁽¹⁾ / ₍₂₎
	Oil types	O-148, O-156, O-160 ⁽¹⁾ / ₍₂₎
3	Fuelling facilities and capacity	No limitations (single point and gravity)
4	De-icing facilities	NIL
5	Oxygen	LHOX, LOX ⁽¹⁾
6	Starting units	DSA 300 - A1 ⁽¹⁾
7	Hangar space for visiting aircraft	Limited
8	Repair facilities for visiting aircraft	F-16 only
9	Remarks	(1) See AD 1.1, § 2.2 (2) 'SOAP' AVBL during HO

EBBL AD 2.5 Passenger Facilities

1	Hotels	AVBL
2	Restaurants	AVBL
3	Transportation	AVBL
4	Medical facilities	Medical officer, first aid - ambulance(s)
5	Bank	
	Post office	
6	Tourist information	
7	Remarks	NIL

EBBL AD 2.6 Rescue and Fire Fighting Services

1	Aerodrome category for fire fighting	STANAG 3712 - CAT 8
2	Rescue equipment	STANAG 3712 - CAT 8 compliant ⁽¹⁾
3	Capability for removal of disabled aircraft	Not applicable for crash fire rescue services
4	Remarks	(1) See AD 1.2

EBBL AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	<ul style="list-style-type: none"> • Snow removal equipment (sweeper-blowers) • De-icing chemicals PROVIRON, CRYOTECH E-36 and NACC • Friction testing EQPT not AVBL
2	Clearance priorities	<ol style="list-style-type: none"> 1. Primary RWY, appropriate important TWY and holding bays 2. Important ACFT stands 3. Remaining part movement area
3	Remarks	NIL

EBBL AD 2.8 Aprons, Taxiways and Check Locations Data

1	Apron surface	CONC
	Apron strength	
2	Taxiway width	All TWY: 15M
	Taxiway surface	
	Taxiway strength	LCN 30
3	ACL and elevation	NIL
4	VOR check points	
	INS check points	4 squat fix points at holding points either side of the primary RWY
5	Remarks	NIL

EBBL AD 2.9 Surface Movement Guidance and Control System and Markings

1	Aircraft stand identification signs	NIL
	Taxiway guide lines	NIL
	Visual docking/parking guidance system at aircraft stands	NIL
2	Runway markings	Designation, threshold, centre line
	Taxiway markings	Centre line, holding positions
3	Distance markers	Every 1000FT signalling remaining RWY distance (illuminated on primary RWY 05L/23R)
4	Stop bars	NIL
5	Other	Indicating panels and follow-me car
6	Remarks	NIL

EBBL AD 2.10 Aerodrome Obstacles

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

Details on EBBL aerodrome obstacles can be found on the aerodrome obstacle charts (see [EBBL AD 2.24](#)).

EBBL AD 2.11 Meteorological Information Provided

1	Associated MET Office	EBBL MET
2	Hours of service	As AD OPR HR
	MET Office outside hours	
3	Office responsible for TAF preparation	EBBL MET
	Periods of validity	9 HR

4	Type of landing forecast	Colour state
	Interval of issuance	1 HR or more often when necessary
5	Briefing / consultation provided	TEL, personal consultation, MOSA computer system
6	Flight documentation	Charts, abbreviated plain language text
	Languages used	En
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	TWR, APP and AIS (O/R)
10	Additional information	NIL

EBBL AD 2.12 Runway Physical Characteristics

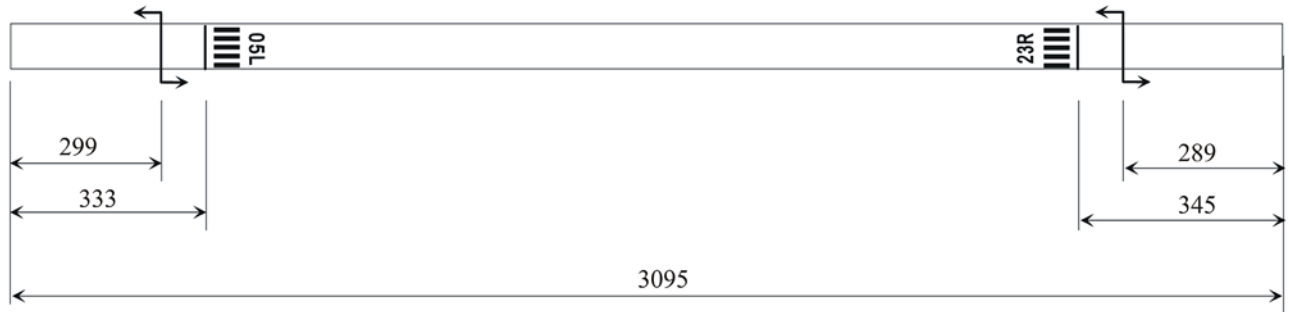
RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				RWY end COORD	
				THR geoid undulation	
1	2	3	4	5	6
05L	050°	3095 x 45	PCN 109 F/A/W/T ASPH / CONC	510941.53N 0052724.61E	THR 185FT TDZ 185FT
				511038.83N 0052913.46E	
				148 FT	
23R	230°	3095 x 45	PCN 109 F/A/W/T ASPH / CONC	511031.69N 0052859.98E	THR 161FT TDZ 171FT
				510934.55N 0052711.26E	
				147 FT	
05R	050°	2400 x 23	PCN 45 F/A/W/T ASPH / CONC	510936.36N 0052731.81E	THR 190FT
				511026.15N 0052906.45E	
				148 FT	
23L	230°	2400 x 23	PCN 45 F/A/W/T ASPH / CONC	511026.06N 0052906.35E	THR 161FT
				510935.94N 0052730.97E	
				148 FT	

Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	RMK
7	8	9	10	11	12
Long: 0.5 % Trans: 1.0 %					
Long: 0.5 % Trans: 1.0 %					

Aircraft Arresting Systems

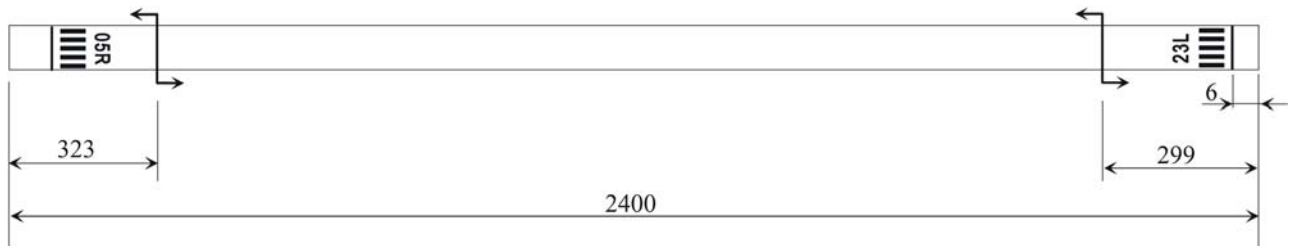
1	Type	Cable for bi-directional engagement with tailhook.
2	Nomenclature	AERAZUR 4M6-C
3	Energy-absorbing capacity	180MJ / 135 x 10 ⁶ FT x lb
4	Nominal stop distance	285M (935FT)
5	Hook-load	50000lbs (160kn - 33 000lbs)
6	Cable diameter	1"
7	Location on RWY	See diagram below
8	Remarks	NIL

EBBL 05L/23R (Distances in metres)



1	Type	PORTARREST, mobile arresting cable for bi-directional engagement with tailhook.
2	Nomenclature	500 S6
3	Energy-absorbing capacity	70 x 10 ⁶ FT x lb
4	Nominal stop distance	270M (885FT)
5	Hook-load	30000lbs
6	Cable diameter	1"
7	Location on RWY	See diagram below
8	Remarks	The portable aircraft arresting system (PORTARREST) for tailhook equipped aircraft can be installed for planned OPS on the secondary RWY (05R/23L).

EBBL 05R/23L (Distances in metres)



EBBL AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
05L	2805	2805	3095	2471	NIL
23R	2796	2889	3095	2450	NIL
05R	2100	2100	2400	2100	NIL
23L	2076	2076	2400	2070	NIL

EBBL AD 2.14 Approach and Runway Lighting

RWY 05L			
Approach lighting system	<i>Type:</i> ALS with sequenced flashing lights <i>Length:</i> 931 M <i>Intensity:</i> LIH	VASIS	<i>Type:</i> PAPI (both sides / 2.50°) <i>MEHT:</i>
Runway threshold lights	<i>Colour:</i> green <i>Wing bars:</i> NIL	Touchdown zone lights	NIL
Runway end lights	<i>Colour:</i> red <i>Wing bars:</i> NIL	Stopway lights	
Runway centre line lights	<i>Length:</i> <i>Spacing:</i> <i>Intensity:</i>		
Runway edge lights	<i>Length:</i> <i>Spacing:</i> 30M <i>Intensity:</i> LIH directional & omnidirectional		
Remarks			

RWY 23R			
Approach lighting system	<i>Type:</i> ALS with sequenced flashing lights <i>Length:</i> 931 M <i>Intensity:</i> LIH	VASIS	<i>Type:</i> PAPI (both sides / 2.75°) <i>MEHT:</i>
Runway threshold lights	<i>Colour:</i> green <i>Wing bars:</i> NIL	Touchdown zone lights	NIL
Runway end lights	<i>Colour:</i> red <i>Wing bars:</i> NIL	Stopway lights	
Runway centre line lights	<i>Length:</i> <i>Spacing:</i> <i>Intensity:</i>		
Runway edge lights	<i>Length:</i> <i>Spacing:</i> 30M <i>Intensity:</i> LIH directional & omnidirectional		
Remarks			

RWY 05R			
Approach lighting system	<i>Type:</i> NIL <i>Length:</i> <i>Intensity:</i>	VASIS	<i>Type:</i> <i>MEHT:</i>
Runway threshold lights	<i>Colour:</i> NIL <i>Wing bars:</i> NIL	Touchdown zone lights	
Runway end lights	<i>Colour:</i> NIL <i>Wing bars:</i> NIL	Stopway lights	
Runway centre line lights	<i>Length:</i> <i>Spacing:</i> <i>Intensity:</i>		
Runway edge lights	<i>Length:</i> <i>Spacing:</i> <i>Intensity:</i> LIH omnidirectional		
Remarks	NIL		

RWY 23L			
Approach lighting system	Type:	NIL	Type: MEHT:
	Length:		
Runway threshold lights	Intensity:		VASIS
	Colour:	NIL	
Runway end lights	Wing bars:	NIL	Touchdown zone lights
	Colour:	NIL	
Runway centre line lights	Wing bars:	NIL	Stopway lights
	Length:		
Runway edge lights	Spacing:		
	Intensity:	LIH omnidirectional	
Remarks	NIL		

EBBL AD 2.15 Other Lighting, Secondary Power Supply

1	ABN / IBN location, characteristics and hours of operation	
2	LDI location and lighting	
	WDI location and lighting	
3	Taxiway edge lighting	Omnidirectional lighting
	Taxiway centre line lighting	
4	Secondary power supply	NIL
	Switch-over time	
5	Remarks	NIL

EBBL AD 2.16 Helicopter Landing Area

1	Coordinates (centre of HEL landing area) Geoid unulation	510934.35N 0052727.04E
2	Location	Close to THR 05R, see AD 2 EBBL FLIP 4-2
3	Marking	
4	Lighting	No
5	Remarks	NIL

EBBL AD 2.17 ATS Airspace

1	Designation	Kleine-Brogel CTR One ⁽¹⁾⁽²⁾
	Lateral limits	511052N 0054231E - along the Belgian-Dutch border - 511743N 0053057E - 510810N 0051238E - an arc of circle, 5 NM radius, centred on 510445N 0051827E and traced counterclockwise to 510120N 0052414E - 511052N 0054231E ⁽³⁾
2	Vertical limits	2500FT AMSL
3	Airspace classification	D

4	ATS unit call sign	Kleine-Brogel Tower
	Language(s)	En
5	Transition altitude	4500FT AMSL
6	Remarks	<p>(1) For details on Kleine-Brogel CTR Two, see ENR 2.2.</p> <p>(2) Outside EBBL OPR HR, airspace is not active. As EBBL may be re-activated at any time, pilots are advised to avoid crossing whenever possible. Aircraft shall maintain a listening watch with Kleine-Brogel TWR when EBR07B is activated. Upon activation of Kleine-Brogel CTR ONE, aircraft shall comply promptly with instructions from Kleine-Brogel TWR. Activation can be checked with Steenokkerzeel ATCC or Brussels FIC.</p> <p>(3) EBR05A is excluded when activated (activity of EBR05A can be verified with EBBL ATC or Steenokkerzeel ATCC).</p>

EBBL AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Kleine-Brogel Tower	134.105 ⁽¹⁾ 314.375 MHZ	HO	Primary frequency
		257.800 MHZ	HO	Secondary frequency
		121.500 MHZ 243.000 MHZ	HO	Emergency frequency
	Kleine-Brogel Ground	362.775 MHZ	HO	Primary frequency
		122.100 MHZ ⁽²⁾	HO	Secondary frequency
APP	Kleine-Brogel Approach	134.480 ⁽¹⁾ 337.975 MHZ	HO	Primary frequency
		122.500 MHZ ⁽²⁾ 362.300 MHZ	HO	Secondary frequency
		121.500 MHZ 243.000 MHZ	HO	Emergency frequency
	Kleine-Brogel PAR	123.300 MHZ 141.550 MHZ 282.200 MHZ 388.950 MHZ	HO	Primary frequency

(1) 8.33 KHZ CH.
(2) If no UHF, nor VHF 8.33 KHZ, contact this FREQ.

EBBL AD 2.19 Radio Navigation and Landing Aids

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
TACAN (2°/2019)	BBL	CH33X	H24	511003.1N 0052750.7E	200FT	Coverage: 40NM/FL250
ILS 23R (CAT I)						
LOC	I-BBL	109.950MHZ	H24	510932.5N 0052707.4E		
GP		333.650MHZ	H24	511022.0N 0052851.2E		Slope 2.75°, RDH 52FT TACAN required for ILS approach

EBBL AD 2.20 Local Traffic Regulations

1 FLYING RESTRICTIONS

- Military use only;
- PPR 24 HR minimum.

2 OPERATIONS ON SECONDARY RWY (05R/23L)

- Close-in obstacles on short final of the secondary RWY shall be avoided visually. Only aircrew familiar with EBBL AOCare allowed to operate on that RWY;
- Only low intensity omni-directional white lights along RWY, no approach lighting AVBL;
- Significant obstacle: trees at 30M along SE side of the RWY.

3 TAKE-OFF AND LANDING

- Pilots shall avoid overflying EBR42 and the cities of Peer and Leopoldsburg;
- The overflight of Nederweert (511500N 0054500E) and Weert (511500N 0054200E) shall be avoided below 3000FT AGL.

EBBL AD 2.21 Noise Abatement Procedures**1 GENERAL**

- Only one approach, practice PAR / ILS or TACAN is permitted;
- PPR for training at EBBL by AWACS, KDC-10 or equivalent heavy aircraft due to noise complaints and training is limited to one session every month with a maximum of five approaches;
- Low approach followed by a close pattern is restricted to the case of a missed approach and low fuel reserve.

EBBL AD 2.22 Flight Procedures

The information concerning IFR and VFR procedures is contained in EBBL AD 2.24 and the BEMIL FLIPs IFR & VFR.

EBBL AD 2.23 Additional Information

EBBL TACAN RWY 23 limited OPS.

EBBL AD 2.24 Charts Related to EBBL

AD 2.MIL-EBBL-ADC.01	Aerodrome Chart
AD 2.MIL-EBBL-GMC.01	Aerodrome Ground Movement Chart
AD 2.MIL-EBBL-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations) RWY 05L/23R
AD 2.MIL-EBBL-AOC.02	Aerodrome Obstacle Chart. Type A (Operating Limitations) RWY 05R/23L
AD 2.MIL-EBBL-AOC.03	Aerodrome Obstacle Chart. Type B
AD 2.MIL-EBBL-SID.01	Instrument Departure Chart - MIPS: HPMA BL 05A - 05B
AD 2.MIL-EBBL-SID.02	Instrument Departure Chart - MIPS: BL 05A - 05B
AD 2.MIL-EBBL-SID.03	Instrument Departure Chart - MIPS: HPMA BL 23A - 23B
AD 2.MIL-EBBL-SID.04	Instrument Departure Chart - MIPS: REMBA CORRIDOR SB or NB
AD 2.MIL-EBBL-SID.05	Instrument Departure Chart - MIPS: HPMA BL 05C - 23C
AD 2.MIL-EBBL-SID.06	Instrument Departure Chart - MIPS: LIEGE CORRIDOR SB or NB
AD 2.MIL-EBBL-SID.07	Instrument Departure Chart - MIPS: BL 05D - 23D

AD 2.MIL-EBBL-SID.08	Instrument Departure Chart - MIPS: SINT-TRUIDEN CORRIDOR
AD 2.MIL-EBBL-SID.09	Instrument Departure Chart - MIPS: BL 23B
AD 2.MIL-EBBL-SID.10	Instrument Departure Chart - MIPS: BL 05E - 23E
AD 2.MIL-EBBL-SID.11	Instrument Departure Chart - MIPS: PAMPA
AD 2.MIL-EBBL-MISC.01	Minimum Vectoring Altitude - MIPS: MVA CHART
AD 2.MIL-EBBL-MISC.02	Approach Surveillance Radar - MIPS: ASR CHART
AD 2.MIL-EBBL-IAC.01	Instrument Approach Chart - MIPS: HPMA ILS RWY 23R
AD 2.MIL-EBBL-IAC.02	Instrument Approach Chart - MIPS: HPMA TACAN RWY 23R
AD 2.MIL-EBBL-IAC.03	Instrument Approach Chart - MIPS: HPMA TACAN RWY 05L
AD 2.MIL-EBBL-IAC.04	Instrument Approach Chart - MIPS: HPMA TACAN RWY 23L
AD 2.MIL-EBBL-IAC.05	Instrument Approach Chart - MIPS: HPMA TACAN RWY 05R
AD 2.MIL-EBBL-IAC.06	Instrument Approach Chart - MIPS: ILS RWY 23R
AD 2.MIL-EBBL-IAC.07	Instrument Approach Chart - MIPS: TACAN RWY 23R
AD 2.MIL-EBBL-IAC.08	Instrument Approach Chart - MIPS: TACAN RWY 05L
AD 2.MIL-EBBL-IAC.09	Instrument Approach Chart - MIPS: TACAN RWY 23L
AD 2.MIL-EBBL-IAC.10	Instrument Approach Chart - MIPS: TACAN RWY 05R
AD 2.MIL-EBBL-IAC.11	Instrument Approach Chart - MIPS: QRA HPMA ILS RWY 23R
AD 2.MIL-EBBL-IAC.12	Instrument Approach Chart - MIPS: QRA HPMA TACAN RWY 05L
AD 2.MIL-EBBL-IAC.13	Instrument Approach Chart - MIPS: RNAV (GNSS) RWY 23R
AD 2.MIL-EBBL-IAC.14	Instrument Approach Chart - MIPS: RNAV (GNSS) RWY 05L
AD 2.MIL-EBBL-IAC.15	Instrument Approach Chart - MIPS: RNAV ARINC CODING
AD 2.MIL-EBBL-VAC.01	Visual Departure Chart: VAD - RWY 05L
AD 2.MIL-EBBL-VAC.02	Visual Departure Chart: VAD - RWY 23R
AD 2.MIL-EBBL-VAC.03	Visual Approach Chart: VIS-APP RWY 05L - 23R