

EBFS - FLORENNES (MIL)

EBFS AD 2.1 Aerodrome Location Indicator and Name

EBFS - FLORENNES (MIL)

EBFS AD 2.2 Aerodrome Geographical and Administrative Data

1	ARP coordinates	501436N 0043845E
	Site of ARP at aerodrome	
2	Direction and distance from (city)	2 NM ESE of Florennes
3	Elevation / reference temperature	927 FT / 22.5°C
4	Geoid undulation	152 FT
5	Magnetic variation / annual change	2° (2020) / INFO not AVBL
6	AD administration address	Belgian Air Component 2 W TAC Base J. Offenbergh 5620 Florennes BELGIUM
	TEL	+32 (0) 2 442 62 90 (ATC SUP) +32 (0) 2 442 65 77 (Wing OPS)
	FAX	NIL
	Telex	NIL
	AFS	EBFSZPZX
	Email	NIL
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	A concession for flying activity outside MIL OPR HR has been given to the Military Gliding Center and Belgian Defence Aeroclub ASBL. See EBFS AD 2.23 for more information.

EBFS AD 2.3 Operational Hours

1	AD Administration	The following schedule applies (HOL excl) ⁽¹⁾⁽²⁾ : <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	MON-FRI: O/R 24 HR SAT, SUN and HOL: O/R before FRI 1600 (1500)
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 hours will be announced by NOTAM. Aerodrome may be activated by COMOPSAIR outside normal hours of operation without previous notice. Activity must always be checked via Steenokkerzeel ATCC or Brussels FIC. (2) Due to parking limitation, full stop landing strictly 24 HR PPR to all foreign and non home base aircraft and helicopters. PPR may be obtained at W Ops via AFS or by phone (see EBFS AD 2.2). Insert PPR number in ICAO FPL item 18.

EBFS AD 2.4 Handling Services and Facilities

1	Cargo-handling facilities	AVBL
2	Fuel types	F-18, F-34 ⁽¹⁾⁽²⁾⁽³⁾
	Oil types	O-148, H151 ⁽¹⁾⁽²⁾
3	Fuelling facilities and capacity	No limitations (single point and gravity)
4	De-icing facilities	S-737, S-738, S-742
5	Oxygen	LHOX, LOX ⁽¹⁾
6	Starting units	Generator set HOUCHIN Nr 1 & 2 ⁽¹⁾ , ATLAS COPCO, MACCI, COPCO (Air PARTNER), GUINAULT, TRILECTRON
7	Hangar space for visiting aircraft	NIL
8	Repair facilities for visiting aircraft	For F-16 only
9	Remarks	(1) See AD 1.1, § 2.2 (2) 'SOAP' AVBL during AD OPN HR (3) Fuel F18 available with 48 HR pre-notice

EBFS AD 2.5 Passenger Facilities

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

EBFS AD 2.6 Rescue and Fire Fighting Services

1	Aerodrome category for fire fighting	STANAG 3712 - CAT 8 ⁽¹⁾
2	Rescue equipment	STANAG 3712 - CAT 8 compliant ⁽²⁾
3	Capability for removal of disabled aircraft	Not applicable for crash fire rescue services
4	Remarks	(1) Reduced to STANAG 3712 - CAT 5 during periods of QRA (2) See AD 1.2

EBFS 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 UREA • 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

EBFS AD 2.8 Aprons, Taxiways and Check Locations Data

1	Apron surface	CONC
	Apron strength	
2	Taxiway width	<p>All TWY: 15 M Except:</p> <ul style="list-style-type: none"> • TWY C2, C3, E1 - E3, Q, S4, T: 12 M • TWY C1, G1, N2 and P1 - P5: 22.5 M
	Taxiway surface	
	Taxiway strength	<ul style="list-style-type: none"> • TWY C1, G1 and N2: PCN 45/F/C/W/T • TWY C2 and C3: PCN 44/F/C/W/T • TWY E1, E2 and E3: PCN 27/F/C/W/T • TWY G2 and H1: PCN 32/F/C/W/T • TWY G3, L, M1, M2, M3 and W2: PCN 27/F/C/W/U • TWY N1: PCN 21/F/C/W/U • TWY N3 and N4: PCN 31/F/C/W/U • TWY P1, P2, P3, P4 and P5: PCN 59/F/C/W/T • TWY Q: PCN 27/F/C/W/T • TWY S1, S2, S3 and S4: PCN 21/F/C/W/T • TWY T: PCN 48/F/C/W/T • TWY W1: PCN 37/F/C/W/T
3	ACL and elevation	
4	VOR check points	
	INS check points	On main ACFT parkings and RWY entrance + 2 squat fixes (on taxi W1 and E1)
5	Remarks	T parking/apron markings not compliant with STANAG/ICAO; taxi with help of marshaller is mandatory.

EBFS 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 and secondary RWY)
4	Stop bars	NIL
5	Other	Indicating panels and follow-me car
6	Remarks	NIL

EBFS AD 2.10 Aerodrome Obstacles

1 SPECIFIC OBSTACLES FOR THE PRIMARY RWY

- a. Localizer antenna 20FT high, 20M in front of beginning of concrete RWY 08L, 317M in front of THR 08L;
- b. Near field antenna 5FT high, 60M down the RWY 08L, 237M before the THR 08L;
- c. Glide slope antenna 59FT high, 120M from centre line south of RPI RWY 26R;
- d. To avoid pilots from coming in too low on RWY 08L, the portion of RWY in front of the threshold markings of RWY 08L is marked with yellow chevrons, thus indicating clearly to pilots not to touch before over the threshold markings. The portion marked with these yellow chevrons is nevertheless usable for ground movements of ACFT.

2 SPECIFIC OBSTACLES FOR THE SECONDARY RWY

- a. OBST in the lateral slope:
 - Shelter 27, 12M high, 121M south of THR 26L, ELEV 947FT;
 - Antenna D1, 24M high, 150M south axis, 105 M down of THR 08R, ELEV 1064FT;
- b. OBST in the approach slope:
 - Trees "Pont de la Cour", 1400M before THR 26L, south of the axis with an ELEV of 1017FT;
- c. RPAS equipment alongside the secondary RWY:
 - RAPS landing system, 3FT high, 501414N 004 3823E and 501417N 0043849E;
 - DRUMS arresting system, 1FT high, 501415N 004 3845E and 501415N 0043829E.

3 Other obstacles

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

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

EBFS AD 2.11 Meteorological Information Provided

1	Associated MET Office	EBFS MET
2	Hours of service	As AD OPR HR
	MET Office outside hours	
3	Office responsible for TAF preparation	EBFS MET
	Periods of validity	9 HR for the 3 first and 12 HR for the last one published at 1541 (1441)
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	Surface charts, prognostic surface chart, significant weather forecast chart, tropopause and maximum wind, local cross-section, sea state chart
8	Supplementary equipment available for providing information	Precipitations radar, satellite images and animations, FAX and self-briefing terminal
9	ATS units provided with information	TWR, APP and AIS (O/R)
10	Additional information	NIL

EBFS AD 2.12 Runway Physical Characteristics

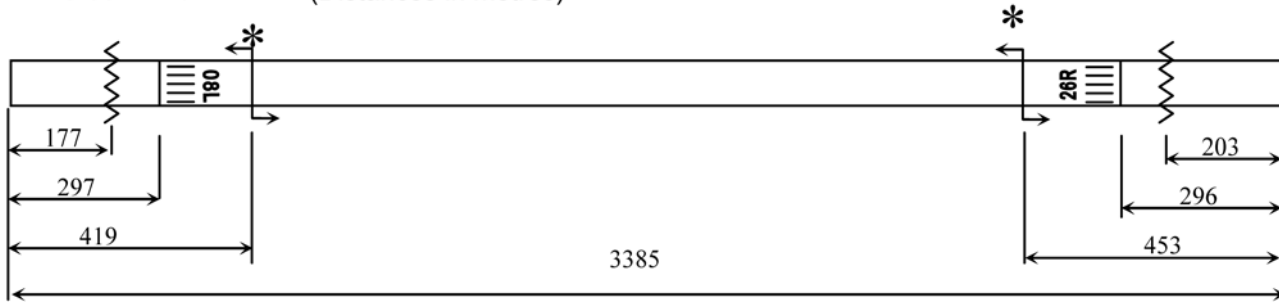
RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				RWY end COORD	
				THR geoid undulation	
1	2	3	4	5	6
08L	080°	3385 x 45	PCN 58 F/B/W/T ASPH	501428.78N 0043746.47E	THR 900FT TDZ 906FT
				501446.95N 0044019.72E	
				152 FT	
26R	260°	3385 x 45	PCN 58 F/B/W/T ASPH	501445.22N 0044005.05E	THR 924FT TDZ 927FT
				501427.01N 0043731.57E	
				152 FT	
08R	080°	2250 x 22.5	PCN 59 F/C/W/T ASPH	501411.25N 0043802.17E	THR 901FT TDZ 911FT
				501423.63N 0043946.37E	
				152 FT	
26L	260°	2250 x 22.5	PCN 59 F/C/W/T ASPH	501422.77N 0043939.05E	THR 903FT TDZ 911FT
				501410.36N 0043754.76E	
				152 FT	

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

Aircraft Arresting Systems

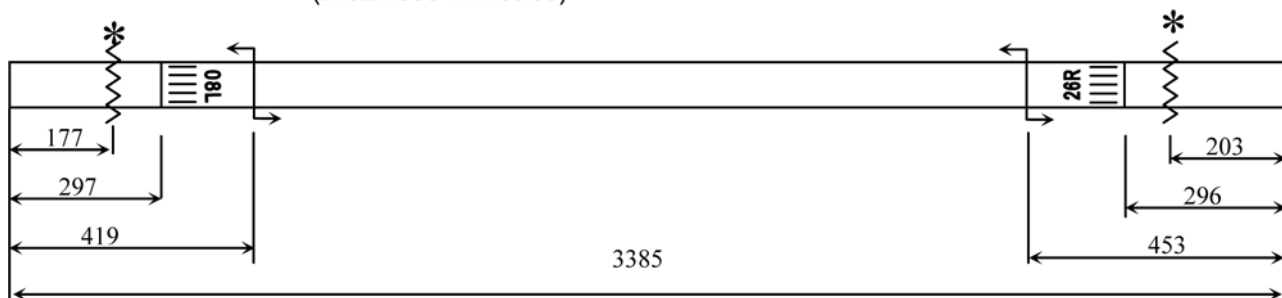
1	Type	Cable for bi-directional engagement with tailhook.
2	Nomenclature	BLISS 500 S6
3	Energy-absorbing capacity	70 x 10 ⁶ FT x lb
4	Nominal stop distance	270M (885FT)
5	Hook-load	30000lbs (13600KG)
6	Cable diameter	1"
7	Location on RWY	Indicated on the diagram below with an asterisk (*)
8	Remarks	NIL

EBFS 08L – 26R (Distances in metres)



1	Type	Net barrier for unidirectional engagement with fuselage and wings of jet aircraft.
2	Nomenclature	Capture element (net): AERAZUR Type ES30-5-M03
		Net lifting system: AERAZUR Type 5
		Braking system: BLISS 500S
3	Energy-absorbing capacity	55 x 10 ⁶ FT x lb
4	Nominal stop distance	200M (656FT)
5	Maximum aircraft weight	33000lbs (14968KG) at 160KT
6	Barrier lifting	Manual
7	Location on RWY	Indicated on the diagram below with an asterisk (*)
8	Remarks	NIL

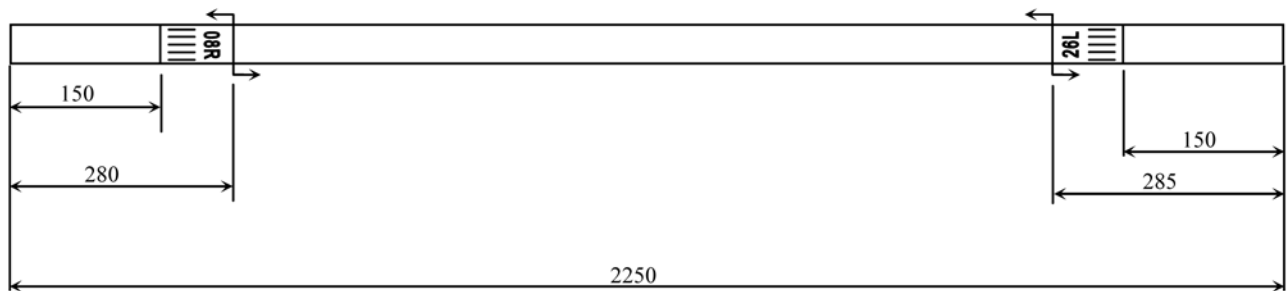
EBFS 08L – 26R (Distances in metres)



Note: The net barrier will be removed from the beginning of the runway in use.

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	Indicated on the diagram below with an asterisk (*)
8	Remarks	NIL

EBFS 08R – 26L (Distances in metres)



EBFS AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
08L	2875	3325	3125	2638	NIL
26R	2766	2925	3125	2674	NIL
08R	1965	2250	2250	1815	NIL
26L	1975	2250	2250	1825	NIL

EBFS AD 2.14 Approach and Runway Lighting

RWY 08L			
Approach lighting system	Type: ALS with sequenced flashing lights Length: 750M Intensity: LIH	VASIS	Type: PAPI (both sides / 2.75°) MEHT:
Runway threshold lights	Colour: green Wing bars: NIL	Touchdown zone lights	NIL
Runway end lights	Colour: red Wing bars: NIL	Stopway lights	
Runway centre line lights	Length: Spacing: Intensity:		
Runway edge lights	Length: 3385M Spacing: 60M Intensity: LIH directional & omnidirectional	red: from 0 to 240M orange: from 300 to 840M	
Remarks	NIL		

RWY 26R			
Approach lighting system	Type: ALS with sequenced flashing lights Length: 900M Intensity: LIH	VASIS	Type: PAPI (both sides / 2.75°) MEHT:
Runway threshold lights	Colour: green Wing bars: NIL	Touchdown zone lights	NIL
Runway end lights	Colour: red Wing bars: NIL	Stopway lights	

RWY 26R	
Runway centre line lights	<i>Length:</i> <i>Spacing:</i> <i>Intensity:</i>
Runway edge lights	<i>Length:</i> red: from 0 to 240M <i>Spacing:</i> 60M orange: from 300 to 840M <i>Intensity:</i> LIH directional & omnidirectional
Remarks	NIL

RWY 08R			
Approach lighting system	<i>Type:</i> Non-standard <i>Length:</i> 335M <i>Intensity:</i>	VASIS	<i>Type:</i> <i>MEHT:</i>
Runway threshold lights	<i>Colour:</i> <i>Wing bars:</i>	Touchdown zone lights	
Runway end lights	<i>Colour:</i> <i>Wing bars:</i>	Stopway lights	
Runway centre line lights	<i>Length:</i> <i>Spacing:</i> <i>Intensity:</i>		
Runway edge lights	<i>Length:</i> 2250M <i>Spacing:</i> 30M <i>Intensity:</i> LIH omnidirectional		
Remarks	NIL		

RWY 26L			
Approach lighting system	<i>Type:</i> Non-standard <i>Length:</i> 210M <i>Intensity:</i>	VASIS	<i>Type:</i> PAPI (left / 3.2°) <i>MEHT:</i>
Runway threshold lights	<i>Colour:</i> <i>Wing bars:</i>	Touchdown zone lights	
Runway end lights	<i>Colour:</i> <i>Wing bars:</i>	Stopway lights	
Runway centre line lights	<i>Length:</i> <i>Spacing:</i> <i>Intensity:</i>		
Runway edge lights	<i>Length:</i> 2250M <i>Spacing:</i> 30M <i>Intensity:</i> LIH omnidirectional		
Remarks	NIL		

EBFS 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	10 MIN delay
	Switch-over time	
5	Remarks	NIL

EBFS AD 2.16 Helicopter Landing Area

1	Coordinates (centre of HEL landing area) Geoid unulation	
2	Location	APRX 300 M N of centre of RWY, see AD 2 EBFS FLIP 2-2
3	Marking	No markings
4	Lighting	No
5	Remarks	NIL

EBFS AD 2.17 ATS Airspace

1	Designation	Florennes CTR ⁽¹⁾
	Lateral limits	501816N 0044404E - 501918N 0045328E - 501320N 0045527E - 501218N 0044540E - an arc of circle, 5 NM radius, centred at 501436N 0043845E and traced clockwise to 501059N 0043322E - 500957N 0042355E - 501547N 0042210E - 501653N 0043149E - an arc of circle, 5 NM radius, centred at 501436N 0043845E and traced clockwise to 501816N 0044404E.
2	Vertical limits	3500FT AMSL
3	Airspace classification	D
4	ATS unit call sign	Florennes Tower
	Language(s)	En
5	Transition altitude	4500FT AMSL
6	Remarks	⁽¹⁾ Outside EBFS OPR HR, airspace is not active. As EBFS may be re-activated at any time, pilots are advised to avoid crossing whenever possible. Aircraft shall maintain a listening watch with Florennes TWR when <u>EBR06B</u> is activated. Upon activation of Florennes CTR, aircraft shall comply promptly with instructions from Florennes TWR. Activation can be checked with Steenokkerzeel ATCC or Brussels FIC.

EBFS AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Florennes Tower	125.880 ⁽¹⁾ 234.800 MHZ	HO	Primary frequency
		257.800 MHZ	HO	Secondary frequency
		121.500 MHZ 243.000 MHZ	HO	Emergency frequency
	Florennes Ground	122.100 MHZ ⁽²⁾ 308.775 MHZ	HO	Primary frequency

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Florennes Approach	124.380 ⁽¹⁾ 372.275 MHz	HO	Primary frequency
		122.500 MHz ⁽²⁾ 362.300 MHz	HO	Secondary frequency
		121.500 MHz 243.000 MHz	HO	Emergency frequency
	Florennes PAR	123.300 MHz 341.725 MHz	HO	Primary frequency
(1) 8.33 KHZ CH.				
(2) If no UHF, nor VHF 8.33 KHZ, contact this FREQ.				

EBFS 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°/2020)	BFS	CH 52X	H24	501429.1N 0043911.7E	1000FT	Coverage: 200 NM/FL 600: SE 100 NM/FL 600: other directions EBFS TACAN restricted due to azimuth unlocks may be observed in sector R341-R347
ILS 26R (CAT I)						
LOC	I-BFS	108.350 MHz	H24 ⁽¹⁾	501426.9N 0043730.7E		
GP	NIL	333.950 MHz	H24 ⁽¹⁾	501439.2N 0043947.8E		Slope 2.75°, RDH 50 FT TACAN required for ILS approach (1) Switched Off when RWY 08L/R in use
ILS 08L (CAT I)						
LOC	I-FLR	108.350 MHz	H24 ⁽¹⁾	501447.1N 0044021.2E		
GP	NIL	333.950 MHz	H24 ⁽¹⁾	501434.3N 0043759.7E		Slope 3.00°, RDH 54 FT TACAN required for ILS approach (1) Switched Off when RWY 26L/R in use

EBFS AD 2.20 Local Traffic Regulations

1 GENERAL

Military use only.

2 TAXI REGULATIONS

TWY E3, M1 and M2 closed due to FOD.

3 APRON REGULATIONS

NIL

4 RUNWAY REGULATIONS

Operational limitations for flights on secondary RWY (08R/26L):

1. General:
 - a. Only home base ACFT may perform take-off and landing on the secondary RWY while the primary RWY is open. Nevertheless, TWR may authorize take-off and landing on the secondary RWY for other ACFT if the situation dictates (traffic load, QRA scramble in progress, etc.);
 - b. Qualification needs to be obtained prior landing (pilots must be aware of the secondary RWY characteristics and all obstacles in the vicinity, furthermore pilots have to perform a practice low approach and a touch-and-go landing prior full stop landing;
2. Take-off and landing:
 - a. Single take-off and landing will be of application;
 - b. No simultaneous approaches will be conducted on both RWY at the same time;
 - c. Slow lane will not be of application;
 - d. Separation between two landing ACFT is one RWY length;
 - e. Out of SFO pattern only practice low approach authorized;
 - f. No precision approach available (neither ILS nor PAR);
 - g. No night OPS will occur except for QRA A-scramble take-off when primary RWY is closed;
3. Training approaches:
 - a. For home base ACFT, training approaches are authorized to gain or maintain qualification;
 - b. For non-home base ACFT, 01 training approach will be authorized. According traffic, ATC may authorize more approaches;
 - c. RMK: For fast jets, only practice low approach authorized (no touch-and-go landing).

5 SPECIFIC TRAFFIC REGULATIONS

NIL

EBFS AD 2.21 Noise Abatement Procedures

NIL

EBFS AD 2.22 Flight Procedures

The information concerning IFR and VFR procedures is contained in [EBFS AD 2.24](#) and the BEMIL FLIPs IFR & VFR.

EBFS AD 2.23 Additional Information

1 GENERAL

TWY E3, L and N5 closed due to FOD.

2 USE OUTSIDE MILITARY OPERATIONAL HOURS

2.1 Contact details

A concession for flying activity outside MIL OPR HR has been given to the Military Gliding Center and to the Belgian Defence Aeroclub ASBL:

Post: Military Gliding Center
Basis Charles Roman
Rue de Grande Lecke
1320 Beauvechain
BELGIUM

TEL: + 32 (0) 24 42 56 50

TEL: + 32 (0) 24 42 56 49
 Post: Belgian Defence Aeroclub ASBL
 Florennes Airbase - 2 Wing Tactique
 Base Jean Offenbergh
 Route Charlemagne 191
 5620 Florennes
 BELGIUM

TEL: + 32 (0) 19 32 30 46

TEL: + 32 (0) 475 98 19 87

The use of the aerodrome is strictly subject to prior approval of the Wing Ops in coordination with the concession holders.

2.2 Operational Hours

SAT, SUN and HOL or O/R (outside MIL OPR HR only), from SR - 30 MIN to SS + 30 MIN.

2.3 Runway Physical Characteristics

RWY designator	Dimensions of RWY (m)	Strength and surface of RWY and SWY
08L/26R	3385 x 45	PCN 58 F/B/W/T ASPH
08R/26L	2250 x 22,5	PCN 59 F/B/W/T ASPH

2.4 Communication Facilities

Basic information: 125.875 MHZ - INFO only, no ATC outside MIL OPR HR (En)

2.5 Local Traffic Regulations

The use of the aerodrome is subject to prior permission from the Base Ops (Tel: +32 (0) 71 68 25 04).

EBFS AD 2.24 Charts Related to EBFS

AD 2.MIL-EBFS-ADC.01	Aerodrome Chart
AD 2.MIL-EBFS-GMC.01	Aerodrome Ground Movement Chart
AD 2.MIL-EBFS-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations) RWY 08L/26R
AD 2.MIL-EBFS-AOC.02	Aerodrome Obstacle Chart. Type A (Operating Limitations) RWY 08R/26L
AD 2.MIL-EBFS-AOC.03	Aerodrome Obstacle Chart. Type B
AD 2.MIL-EBFS-SID.01	Instrument Departure Chart - MIPS: FS 08A - 26A
AD 2.MIL-EBFS-SID.02	Instrument Departure Chart - MIPS: FS 08B - 26B
AD 2.MIL-EBFS-SID.03	Instrument Departure Chart - MIPS: FS 08C - 26C
AD 2.MIL-EBFS-SID.04	Instrument Departure Chart - MIPS: HPMA FS 08D - 08E
AD 2.MIL-EBFS-SID.05	Instrument Departure Chart - MIPS: HPMA FS 26D - 26E
AD 2.MIL-EBFS-MISC.01	Minimum Vectoring Altitude - MIPS: MVA CHART
AD 2.MIL-EBFS-MISC.02	Approach Surveillance Radar - MIPS: ASR CHART
AD 2.MIL-EBFS-IAC.01	Instrument Approach Chart - MIPS: HPMA ILS RWY 26R
AD 2.MIL-EBFS-IAC.02	Instrument Approach Chart - MIPS: HPMA ILS RWY 08L
AD 2.MIL-EBFS-IAC.03	Instrument Approach Chart - MIPS: HPMA ILS z RWY 08L
AD 2.MIL-EBFS-IAC.04	Instrument Approach Chart - MIPS: HPMA ILS y RWY 08L
AD 2.MIL-EBFS-IAC.05	Instrument Approach Chart - MIPS: HPMA TACAN RWY 26R
AD 2.MIL-EBFS-IAC.06	Instrument Approach Chart - MIPS: HPMA TACAN RWY 26L
AD 2.MIL-EBFS-IAC.07	Instrument Approach Chart - MIPS: HPMA TACAN RWY 08L
AD 2.MIL-EBFS-IAC.08	Instrument Approach Chart - MIPS: HPMA TACAN RWY 08R
AD 2.MIL-EBFS-IAC.09	Instrument Approach Chart - MIPS: HPMA TACAN z RWY 08L
AD 2.MIL-EBFS-IAC.10	Instrument Approach Chart - MIPS: HPMA TACAN y RWY 08L
AD 2.MIL-EBFS-IAC.11	Instrument Approach Chart - MIPS: ILS RWY 26R

AD 2.MIL-EBFS-IAC.12	Instrument Approach Chart - MIPS: ILS RWY 08L
AD 2.MIL-EBFS-IAC.13	Instrument Approach Chart - MIPS: TACAN RWY 26R
AD 2.MIL-EBFS-IAC.14	Instrument Approach Chart - MIPS: TACAN RWY 26L
AD 2.MIL-EBFS-IAC.15	Instrument Approach Chart - MIPS: TACAN RWY 08L
AD 2.MIL-EBFS-IAC.16	Instrument Approach Chart - MIPS: TACAN RWY 08R
AD 2.MIL-EBFS-IAC.17	Instrument Approach Chart - MIPS: QRA HPMA ILS RWY 26R
AD 2.MIL-EBFS-IAC.18	Instrument Approach Chart - MIPS: QRA HPMA ILS RWY 08L
AD 2.MIL-EBFS-IAC.19	Instrument Approach Chart - MIPS: QRA HPMA TACAN RWY 26R
AD 2.MIL-EBFS-IAC.20	Instrument Approach Chart - MIPS: QRA HPMA TACAN RWY 08L
AD 2.MIL-EBFS-IAC.21	Instrument Approach Chart - MIPS: QRA HPMA TACAN RWY 26L
AD 2.MIL-EBFS-IAC.22	Instrument Approach Chart - MIPS: QRA HPMA TACAN RWY 08R
AD 2.MIL-EBFS-IAC.23	Instrument Approach Chart - MIPS: RNP RWY 26R (LNAV)
AD 2.MIL-EBFS-IAC.24	Instrument Approach Chart - MIPS: RNP RWY 08L (LNAV)
AD 2.MIL-EBFS-IAC.25	Instrument Approach Chart - MIPS: RNP (LNAV) ARINC CODING
AD 2.MIL-EBFS-VAC.01	Visual Approach Chart: JET RWY 08 - 26
AD 2.MIL-EBFS-VAC.02	Visual Approach Chart: PROP RWY 08 - 26
AD 2.MIL-EBFS-VAC.03	Visual Approach Chart: DEP RWY 08 - 26
AD 2.MIL-EBFS-VAC.04	Visual Approach Chart: HEL RWY 08 - 26

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