AERONAUTICAL INFORMATION PUBLICATION
Belgium and Luxembourg

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AMDT 004/2024

Publication date: 04 APR 2024
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1. Amendment content:

Section	Subject	Change
GEN 1.2	Submission of the General Declaration to Luxembourg Air Border Guards in Luxembourg	Updated
GEN 1.5	RNP Approach Equipment	Updated
GEN 2.2	OMGWS - Outer main gear wheel span	New
GEN 4.1	Aerodrome Charges EBKT	Updated
GEN 4.2	Air Navigation Services Charges - ANA	Updated
ENR 4.4	MAKOB, MAPUP	Updated
ENR 4.4	MAPIG, MOKOM, OLIVI	Removed
ENR 5.1	EBR68 and EBR69, Time of activity remarks	Updated
ENR 5.4	Additional area 1 obstacle data	Updated
ENR 6	En-Route Chart - ICAO. RNAV Routes in the Lower Airspace	Updated
ENR 6	En-Route Chart - ICAO. RNAV Routes in the Upper Airspace (H24)	Updated
ENR 6	En-Route Chart - ICAO. RNAV Routes in the Upper Airspace (CDR)	Updated
EBBR AD 2.3	Handling Operational Hours	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 5: A380 Ground Movements	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 6: B747-8/-8F Ground Movements	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 7: De-icing	Updated
EBBR AD 2.24	Aircraft Parking Docking Chart - ICAO	Updated
EBCI AD 2.24	Instrument Approach Chart - ICAO: ILS or LOC RWY 24	Updated
EBKT AD 2.6	Rescue and Fire Fighting Services Contact	Updated
EBKT AD 2.8	Taxiway strength A5 and A6	Updated
EBKT AD 2.10	Aerodrome Obstacles	Updated
EBKT AD 2.20	Local Aerodrome Regulations	Updated
EBKT AD 2.21	Noise Abatement Procedures - Arrival Procedures	Updated

Section	Subject	Change
EBKT AD 2.24	Aerodrome Ground Movement Chart - ICAO	Updated
EBLG AD 2.2	Airport Management Contact	Updated
ELLX AD 2.22	Visual Reporting Point BRAVO	Updated
ELLX AD 2.24	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION TO RWY 06	Updated
ELLX AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RNAV RWY 24	Updated
EBOS AD 2.8	Taxiways width, Remarks	Updated
EBOS AD 2.14	Runway edge lights RWY 08 and 26, Runway centre line light RWY 26, Remarks	Updated
EBOS AD 2.15	Taxiway centre line lighting	Updated
EBOS AD 2.20	Taxi Regulations	Updated
EBOS AD 2.20	Runway Regulations - Turn pad	Updated
EBOS AD 2.22	Low Visibility Operations	Updated
EBOS AD 2.24	Aerodrome Chart - ICAO	Updated
EBOS AD 2.24	Aerodrome Chart - ICAO. Appendix 1: Runway Markings and Lighting Aids	Updated
EBOS AD 2.24	Aerodrome Chart - ICAO. Appendix 2: Hot Spots	Updated
EBOS AD 2.24	Aerodrome Chart - ICAO. Appendix 3: Ground Movement Responsibilities	Updated
EBOS AD 2.24	Aircraft Parking Docking Chart - ICAO	Updated
EBOS AD 2.24	Aerodrome Obstacle Chart. Type B	Removed
EBDT AD 2.23	THR COORD, THR ELEV	Updated
AD 2.PVT-EBHN	Strength of RWY	Updated
AD 2.PVT-ELUS	Operator	Updated
AD 2.PVT-EBSL	Operator, Operational Hours, Dimensions of RWY	Updated

2. Hand corrections to the following pages:

NIL

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

NOTAM: A0487/24, A0533/24, A0563/24, A0829/24, A0830/24, A0831/24, A0832/24, B1124/24

SUP: NIL

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

Insert the following pages		Remove the following pages	
GEN 0.2 - 1/2	18-APR-2024	GEN 0.2 - 1/2	21-MAR-2024
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Insert the following pages	Remove the following pages

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	
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010/2022	22-Sep-2022	06-Oct-2022	
011/2022	20-Oct-2022	03-Nov-2022	
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013/2022	15-Dec-2022	29-Dec-2022	
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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	
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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	
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AIRAC AMENDMENT			
NR/Year	**Publication date**	**Effective date**	**Inserted by**
010/2022	22-Sep-2022	03-Nov-2022	
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GEN 0.3 Record of AIP Supplements

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
001/2022	Restrictions related to Belarus	ENR	From 27 JAN 2022	
008/2022	EBBR - Unavailability of tracking / monitoring RPAS in CTR	AD	From 24 FEB 2022	
013/2022	EBZH - Obstacles and Restrictions	AD	From 24 FEB 2022	
014/2022	EBSP - Restrictions due to works	AD	From 24 FEB 2022	
016/2022	EBEB - EVERGEM / Belzele	AD	From 24 FEB 2022	
060/2022	Restrictions related to the Russian Invasion of Ukraine	GEN / ENR	From 08 SEP 2022	
066/2022	Temporary Obstacles in the vicinity of ELLK	AD	From 01 DEC 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	
021/2023	EBAW - Temporary Obstacle	AD	From 20 APR 2023 till 01 MAY 2024	
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	
035/2023	ELLK - Temporary Obstacles in the vicinity of Helipad	AD	From 15 JUN 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	
060/2023	EBMD - Temporarily Closed	AD	From 02 NOV 2023	
062/2023	ELNT - Limitations to Usage of Aerodrome	AD	From 02 NOV 2023	
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	
074/2023	EBGG - Runway Shifted	AD	From 28 DEC 2023 till 30 APR 2024	

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
075/2023	Tournai Mast Light U/S	ENR	From 28 DEC 2023 till 27 APR 2024	
076/2023	EBCI - Mobile Crane	AD	From 28 DEC 2023	
077/2023	Bol d'Air Angleur TV Mast Light U/S	ENR	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	
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	

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GEN 1.6-3	18-MAY-2023
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GEN 2.3-4	21-APR-2022
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GEN 2.4-2	25-JAN-2024
GEN 2.4-3	25-JAN-2024
GEN 2.4-4	25-JAN-2024
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GEN 2.5-2	21-MAR-2024
GEN 2.6-1	04-FEB-2016
GEN 2.6-2	04-FEB-2016
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GEN 2.7-2	25-JAN-2024
GEN 2.7-3	25-JAN-2024
GEN 2.7-4	25-JAN-2024
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GEN 3.1-2	02-NOV-2023
GEN 3.1-3	21-MAR-2024
GEN 3.1-4	21-MAR-2024
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GEN 3.1-6	30-NOV-2023
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GEN 3.2-2	15-SEP-2016
GEN 3.2-3	11-AUG-2022
GEN 3.2-4	11-AUG-2022
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GEN 3.3-2	10-SEP-2020
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GEN 3.3-5	24-MAR-2022
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GEN 3.3-8	02-DEC-2021
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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
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GEN 3.5-6	02-DEC-2021
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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	04-FEB-2016
GEN 3.6-6	04-FEB-2016
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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
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GEN 4.2-4	18-APR-2024
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ENR 1.1-18	18-AUG-2016
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AD 2.EBAW-15	18-APR-2024
AD 2.EBAW-16	18-APR-2024
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AD 2.EBAW-20	21-MAR-2024
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AD 2.EBAW-22	21-MAR-2024
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AD 2.EBAW-ADC.02-2	30-NOV-2023
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AD 2.EBAW-ADC.04-2	21-MAR-2024
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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
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AD 2.EBAW-SID.01-2	22-FEB-2024
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AD 2.EBAW-SID.02-2	21-MAR-2024
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AD 2.EBAW-SID.03b-1	21-MAR-2024
AD 2.EBAW-SID.03b-2	21-MAR-2024
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AD 2.EBAW-IAC.01-2	21-MAR-2024
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AD 2.EBAW-IAC.04-2	21-MAR-2024
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AD 2.EBAW-VAC.02-1	21-MAR-2024
AD 2.EBAW-VAC.02-2	21-MAR-2024
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AD 2.EBBR-45	18-APR-2024
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AD 2.EBLG-ADC.02-1	27-JAN-2022
AD 2.EBLG-ADC.02-2	27-JAN-2022
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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	22-FEB-2024
AD 2.EBLG-STAR.02-2	22-FEB-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
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AD 2.ELLX-4	25-JAN-2024
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AD 2.ELLX-6	05-OCT-2023
AD 2.ELLX-7	07-SEP-2023
AD 2.ELLX-8	07-SEP-2023
AD 2.ELLX-9	25-JAN-2024
AD 2.ELLX-10	25-JAN-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
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AD 2.ELLX-20	25-JAN-2024
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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
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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	21-MAR-2024
AD 2.ELLX-36	21-MAR-2024
AD 2.ELLX-ADC.01-1	20-APR-2023
AD 2.ELLX-ADC.01-2	20-APR-2023
AD 2.ELLX-ADC.02-1	13-JUL-2023
AD 2.ELLX-ADC.02-2	13-JUL-2023
AD 2.ELLX-GMC.01-1	25-JAN-2024
AD 2.ELLX-GMC.01-2	25-JAN-2024
AD 2.ELLX-GMC.02-1	25-JAN-2024
AD 2.ELLX-GMC.02-2	25-JAN-2024
AD 2.ELLX-GMC.03-1	13-JUL-2023
AD 2.ELLX-GMC.03-2	13-JUL-2023
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-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
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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
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AD 2.ELLX-IAC.02a-1	18-APR-2024
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AD 2.ELLX-IAC.02b-1	18-APR-2024
AD 2.ELLX-IAC.02b-2	18-APR-2024
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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
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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	18-APR-2024
AD 2.EBOS-10	18-APR-2024

AD 2.EBOS-11	18-APR-2024
AD 2.EBOS-12	18-APR-2024
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AD 2.EBOS-14	18-APR-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
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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	18-APR-2024
AD 2.EBOS-ADC.01-2	18-APR-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	21-MAR-2024
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AD 2.EBOS-IAC.03-2	21-MAR-2024
AD 2.EBOS-IAC.04-1	21-MAR-2024
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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
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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
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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
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AD 2.MIL-EBBE-SID.03-1	22-FEB-2024
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AD 2.MIL-EBBE-SID.04-2	22-FEB-2024
AD 2.MIL-EBBE-SID.05-1	22-FEB-2024
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AD 2.MIL-EBBE-SID.06-1	22-FEB-2024
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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
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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
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AD 2.MIL-EBBE-IAC.03-1	07-SEP-2023
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AD 2.MIL-EBBE-IAC.06-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.07-1	07-SEP-2023
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AD 2.MIL-EBBE-IAC.08-1	07-SEP-2023
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AD 2.MIL-EBBE-IAC.10-2	07-SEP-2023
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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
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AD 2.MIL-EBBE-VAC.01-1	07-SEP-2023
AD 2.MIL-EBBE-VAC.01-2	07-SEP-2023
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AD 2.MIL-EBBE-VAC.04-1	07-SEP-2023
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AD 2.MIL-EBBX-2	24-FEB-2022
AD 2.MIL-EBMB-1	06-OCT-2022
AD 2.MIL-EBMB-2	06-OCT-2022
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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
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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
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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
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AD 2.MIL-EBBL-AOC.01-2	07-SEP-2023
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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
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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
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AD 2.MIL-EBBL-IAC.06-1	30-NOV-2023
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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
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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
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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	29-DEC-2022
AD 2.PVT-ELNT-2	29-DEC-2022
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	24-MAR-2022
AD 2.ULM-EBZU-2	24-MAR-2022
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
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•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 1.5 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.

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)

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- 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/

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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

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ENR 5.6 Bird Migration and Areas with Sensitive Fauna

ENR 6 EN-ROUTE CHARTS

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Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
FAMEN	495830N 0043400E		DCT (see ENR 3.3, § 1)
FERDI	505445N 0033813E	N873, UL607, UY50, Y18, Y50	SID/STAR EBOS FRA (IA)
FEWUZ	500405N 0060726E	TG1	
GEBKI	493246N 0052704E	Y180	SID ELLX
GESLO	500445N 0060018E	N852, Z104	STAR EBLG, SID ELLX FRA (IA)
GIGAD	505142N 0025731E		IAP EBKT
GIKLI	504207N 0054402E		IAP EBLG
GIKNU	505738N 0044724E		IAP EBBR
GILOM	504507N 0044627E	L607, M624	STAR EBLG, SID EBAW
GIREL	501514N 0053229E		STAR EBLG
GIRVI	504644N 0030356E		DCT (see ENR 3.3, § 1) FRA (E)
GIVOR	483931N 0062329E		STAR ELLX
GOBNO	505856N 0055923E	Z717	
GOLEX	505643N 0033657E	L607, Y50	
GOPAS	495759N 0060411E	N852, Y181	
GUGNO	502821N 0044842E		IAP EBCI
HELEN	511407N 0035211E	L179, N873, Y28	SID EBBR FRA (I)
IBERA	493030N 0061630E	N853	FRA (I)
IBESA	502939N 0061958E	T853	FRA (I)
IDOKO	502026N 0035223E	Y50	
IDOSA	494430N 0055211E	UN857, Y180, Z283	FRA (I)
IKIFE	504650N 0025918E		IAP EBKT
IMVIX	502221N 0061706E	T181	
INRAB	510614N 0044115E		IAP EBBR
IPLAN	504657N 0052501E		IAP EBLG
IRTON	493300N 0053300E		STAR ELLX
JAZFI	510544N 0040206E	Y28	

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
KAQZI	503226N 0051727E		IAP EBLG
KEGIT	512425N 0030624E	L179, L608	
KERKY	505537N 0035933E		IAP EBBR, STAR EBBR, STAR EBCI
KOGES	503412N 0061202E	N853	
KOMOB	500838N 0052225E	M150, T859	FRA (IDA)
KONAN	510751N 0020000E	L607, UL607	SID EBOS FRA (E)
KUDIN	494135N 0051546E	M170	FRA (X)
LAREP	502634N 0054739E	Q50	
LAVTO	504547N 0053822E		IAP EBLG
LEBVU	505419N 0041934E		IAP EBBR
LENDO	503731N 0061643E	T859	FRA (I)
LERVO	504959N 0040931E	UY131	
LIBVA	504542N 0053830E		IAP EBLG
LIMGO	493814N 0061654E	N852, Q763, UN858, Z110, Z111	STAR ELLX FRA (IA)
LIPNI	493148N 0055045E	UN858	FRA (EX)
LITPO	503605N 0050958E		IAP EBLG
LOLGI	503946N 0050913E		STAR EBCI
LIRSU	501112N 0062712E	L608	FRA (I)
LUMEN	511610N 0032424E	L610, UY50, Y50	
LUTAX	493258N 0054858E	UM163	FRA (E)
LUTOM	511556N 0052516E	N852	
MADUX	511336N 0022427E	Q70	
MAGIP	504512N 0024820E		IAP LFQT
MAKIK	495812N 0061002E	Y181	
MAKOB	503726N 0042549E		IAP EBBR
MAPAD	504946N 0060109E	Y868	
MAPUP	502905N 0051156E		IAP EBLG

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
MATUG	502500N 0062211E	UL607	FRA (I)
MEDIL	502032N 0034030E	N872	SID EBCI FRA (EX)
MINLU	504745N 0030527E		IAP EBKT
MIRZO	505428N 0032821E		IAP EBKT, SID EBKT
MOSET	493247N 0062039E		STAR ELLX
NAVAK	504939N 0055505E	Y868, Z283	
NAXOD	510101N 0045154E		IAP EBBR
NEPIV	502805N 0052335E		IAP EBLG
NILEM	501748N 0040708E	UY131	FRA (X)
NISIV	495334N 0061435E	Y180	
NIVOR	504138N 0041727E		IAP EBBR, STAR EBCI
NOYON	511443N 0031038E		IAP EBOS
NPT	512941N 0020000E	TL4	
OGBOL	504918N 0053917E	Y868	
OKLUP	510525N 0044253E		IAP EBBR
OLBUS	503611N 0032206E		IAP LFQQ
OLPUN	503918N 0053933E		IAP EBLG
ORVOS	493024N 0052956E		
OSLID	503020N 0032407E		IAP LFQQ, STAR LFQQ
OSNIZ	510427N 0043513E		IAP EBAW
OSTAT	503312N 0050529E		IAP EBLG
OSVAM	502617N 0044135E		IAP EBCI
OXCAM	494954N 0063018E		STAR ELLX
OXUBA	504717N 0024405E		IAP LFQT
PABLI	503547N 0045543E		SID EBBR
PELIX	502949N 0054545E	UL607	
PESOV	502239N 0062054E	T180	

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
PETAN	493310N 0055238E		STAR ELLX
PEVAD	511629N 0040317E	L191	
PINUS	504547N 0055145E	Z283	
PITES	494343N 0063110E	M150, Z111	SID EBBR FRA (I)
PIZVE	503021N 0052044E		IAP EBLG
PODAT	504145N 0060811E	M170	
PODEN	504121N 0060825E	Y862	
PONIG	494536N 0063410E		IAP ELLX, STAR ELLX
PUTTY	512157N 0042015E		SID EBAW
RAPIX	512635N 0020000E	L610	FRA (X)
RAPOR	493529N 0051247E		SID ELLX
RASCA	500845N 0045252E		FRA (X)
REKPI	502325N 0041251E		IAP EBCI
REMBA	503944N 0045451E	M624, UL607	SID EBBR, STAR ELLX FRA (IDA)
REMGO	494633N 0050116E	UY157	
RERTI	505036N 0053050E		IAP EBLG
RITAX	500440N 0054825E	M624, UT27, Z104, Z283	SID EBBR, SID EBCI, STAR EBLG, STAR ELLX FRA (IDA)
ROBAL	502824N 0033800E	M617, UM617	
ROBON	500442N 0060712E	Z104	
RODRI	505236N 0035146E		STAR EBBR
ROFAC	505330N 0054118E	M617	
ROUSY	492835N 0060654E	M624, UT27	SID EBBR FRA (I)
RUBUT	504905N 0024033E		DCT (see ENR 3.3. § 1) FRA (E)
RUDEL	504101N 0041337E		IAP EBBR
RUDIX	502504N 0050607E		STAR EBLG
SASKI	513253N 0023000E	L179, L608	SID EBOS FRA (X)
SISGA	503705N 0040324E	UM617, UZ319	FRA (I)

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
SKARD	510952N 0031229E		IAP EBOS
SOGRI	504823N 0050243E	L608, M617, UM617, Y868	FRA (IDA)
SONDI	511126N 0045018E	L179	SID EBAW
SOPOK	501510N 0054626E	Y863, Z283	SID EBBR, SID EBCI FRA (ID)
SORAL	490650N 0062616E		STAR ELLX
SORAT	511257N 0053548E	L179	
SUMAS	505635N 0060059E	Z283	
SUTAL	492800N 0062330E	N852	SID ELLX FRA (I)
SUXIM	501658N 0061719E	L607	
TALUD	493604N 0052514E	Q763	SID ELLX
TERLA	504057N 0053956E	L608, N852	
TILVI	493630N 0053503E	Q763, Y180	SID ELLX
TOLVU	493731N 0052218E	UN857	FRA (X)
TOSCO	510424N 0023608E		IAP EBOS
TULNI	503327N 0031656E		STAR EBAW, STAR EBBR
TUTSO	502900N 0051204E		IAP EBLG
UBOLT	511934N 0030846E		IAP EBOS
ULPEN	504520N 0055539E		SID EHBK
UMPES	510356N 0044548E		IAP EBBR
UPMIT	503907N 0032105E		IAP LFQQ
UVETI	505914N 0044542E		IAP EBBR
VABIK	511447N 0020000E	Q70	
VAMKA	503252N 0044528E		IAP EBCI
VAMVO	510713N 0043513E		IAP EBBR
VAVOT	492913N 0053400E		STAR ELLX
WOODY	512420N 0042159E	N872, Z310	STAR EBAW, STAR EBBR FRA (I)
ZAFRI	511407N 0023227E		IAP EBOS

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EBR64 - SINT-TRUIDEN 4

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504836N 0050925E - 504902N 0051151E - 504835N 0051338E - 504657N 0051555E - 504355N 0051545E - 504709N 0050621E - 504836N 0050925E.	2000 FT AMSL / GND	RPAS testing and training zone. Prohibited to non-participating aircraft, except when approved by duty aerodrome commander of EBST.	activation announced by NOTAM*(1)*
(1) ACT can be checked with EBST local authorities (see EBST AD 2.2).			

EBR65 - LIERNU

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 1 NM radius, centred on 503436N 0044811E.	1500 FT AMSL / GND	RPAS testing and training zone. Prohibited to non-participating aircraft.	HX *(1)*
(1) Activation announced by NOTAM. May be activated from MON to FRI (HOL excl) between 0800-2300 (0700-2200).			

EBR66 - SINT-TRUIDEN 5

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504745N 0051214E - 504802N 0051119E - 504816N 0051207E - 504752N 0051233E - 504745N 0051214E.	550 FT AMSL / GND	RPAS testing and training zone. Prohibited to non-participating aircraft.	activation announced by NOTAM*(1)*
(1) ACT can be checked with EBST local authorities (see EBST AD 2.2).			

EBR67 - NIVELLES

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.75 NM radius, centred on 503517N 0042115E.	400 FT AGL / GND	RPAS testing and training zone. Prohibited to non-participating aircraft.*(1)*	HX*(2)*
(1) Non-participating aircraft requiring access can request PPR with Nivelles RPAS Test Center on TEL +32 (0) 67 88 36 36. *(2)* Activation announced by NOTAM.			

EBR68 - TONGEREN

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.5 NM radius, centred on 504752N 0052849E.	2500 FT AMSL / GND	Radio controlled model aircraft training zone. Prohibited to non-participating aircraft.	SAT, SUN and HOL SR-SS*(1)(2)*
(1) In VMC only. *(2)* Activation announced by NOTAM.			

EBR69 - WIEKEVORST

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.5 NM radius, centred on 510527N 0044812E.	1500 FT AMSL / GND	Radio controlled model aircraft training zone. Prohibited to non-participating aircraft.	SAT, SUN and HOL SR-SS *(1)(2)*
(1) In VMC only. *(2)* Activation announced by NOTAM.			

EBR70 - POTTES

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.5 NM radius, centred on 504316N 0032601E.	2500 FT AMSL / GND	Radio controlled model aircraft training zone. Prohibited to non-participating aircraft.	SAT, SUN and HOL SR-SS *(1)(2)(3)*
(1) Outside activation HTA10D only. *(2)* In VMC only. *(3)* Activation announced by NOTAM.			

EBR71 - ANTHISNES

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.33 NM radius, centred on 502937N 0053124E.	2400 FT AMSL / GND	Radio controlled model aircraft training zone. Prohibited to non-participating aircraft.	SAT, SUN and HOL SR-SS *(1)(2)*
(1) In VMC only. *(2)* Activation announced by NOTAM.			

EBR72 - SINT-TRUIDEN 6 (NORTH)

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504836N 0050925E - 504902N 0051151E - 504835N 0051338E - 504822N 0051356E - 504622N 0050838E - 504709N 0050621E - 504836N 0050925E.	2000 FT AMSL / GND	RPAS testing and training zone. Prohibited to non-participating aircraft.	activation announced by NOTAM *(1)*
(1) Activation can be checked with EBST local authorities (see EBST AD 2.2).			

EBR73 - SINT-TRUIDEN 7 (SOUTH)

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504355N 0051545E - 504622N 0050838E - 504822N 0051356E - 504657N 0051555E - 504355N 0051545E.	2000 FT AMSL / GND	RPAS testing and training zone. Prohibited to non-participating aircraft. Zone allowed for manned traffic when RPAS ACT in EBR72 after coordination with and approved by the Duty Aerodrome Commander (DAC) of EBST. Solo training flights prohibited. Permanent 2-way radio contact with EBST mandatory.	activation announced by NOTAM *(1)*
(1) Activation can be checked with EBST local authorities (see EBST AD 2.2).			

EBR74 - SUMMIT1

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
505356N 0042900E - 505314N 0042930E - 505154N 0042817E - 505115N 0042552E then a counter-clockwise arc radius 2.7 NM centered on 505039N 0042142E - 505219N 0042506E - 505339N 0042750E - 505356N 0042900E	700 FT AMSL / GND	Federal Police helicopter activity during international summits. Only Federal Police helicopters and MIL helicopters stationed at EBMB during QRH mission allowed. *(1)*	HX *(2)*
(1) Ground taxi at EBBR inside the EBR74 allowed. *(2)* Activation can be checked with Brussels TWR.			

EBR75 - SUMMIT2

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
505427N 0042814E - 505413N 0042824E - 505252N 0042807E - 505136N 0042708E - 505115N 0042552E then a counter-clockwise arc radius 2.7 NM centered on 505039N 0042142E - 505307N 0042326E - 505427N 0042814E	700 FT AMSL / GND	Federal Police helicopter activity during international summits. Only Federal Police helicopters and MIL helicopters stationed at EBMB during QRH mission allowed. *(1)*	HX *(2)*
(1) Ground taxi at EBBR inside the EBR75 allowed. *(2)* Activation can be checked with Brussels TWR.			

EBR77 - TEMPORARY VFR PROHIBITED ZONE *(1)(2)*

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle radius 13 NM centered on 505218N 0042524E.	FL 195 / GND	International summits.	HX *(3)*
(1) VFR flights prohibited, excl. SAR, State, medical, humanitarian, NATO flights and flights with a specific approval from the Crisis Cell of the Federal Public Service Interior. Those flights shall contact the appropriate ATS unit before entering. *(2)* Companies flying on State flight status shall contact CRC Beauvechain 30 MIN before departure on + 32 (0) 2 443 86 51 (or 650 or 653) and the Crisis Cell on + 32 (0) 506 47 11 and add STS/STATE in their flight plan. Those flights shall contact the appropriate ATS unit before entering. *(3)* Activated by NOTAM after coordination between Crisis Cell, skeyes and Defence.			

EBR78 - TEMPORARY VFR RESTRICTED ZONE *(1)(2)(3)(4)*

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511245N 0035029E along border BELGIUM_NETHERLANDS - 512220N 0042538E then a clockwise arc radius 30 NM centered on 505218N 0042524E - 511245N 0035029E.	FL 195 / GND	International summits.	HX *(5)*
(1) VFR flights intending to enter this TRA shall submit a flight plan to Brussels ARO (EBBRZPZX) at least 60 MIN before departure. This flight plan shall additionally be send to Steenokkerzeel ATCC via AFTN (EDYYBAFA and EBMIZGZF). Add RMK/RSQ64XX to item 18 of the flight plan. *(2)* All flights shall be transponder mode A/C (designated SSR code given by Air Navigation Service Provider), mode S optional use. *(3)* All flights in airspace class G shall establish and maintain 2-way radio communication with BELGA Information on FREQ 129.325 MHZ. Flights must follow ATC instructions received from BELGA Information. *(4)* CIV aerobatic flights, CIV UAS, crop dusters, gliders, ULM, motorized delta planes, paramotors, banner towing, CIV paradrops and manned free balloons prohibited. *(5)* Activated by NOTAM after coordination between Crisis Cell, skeyes and Defence.			

EBR79A - BEVERLO UAS 90

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510711N 0051719E - 510724N 0051930E - 510634N 0052038E - 510620N 0051803E - 510630N 0051728E - 510711N 0051719E.	500 FT AGL / GND *(1)*	BVLOS military UAS training zone. Entry prohibited to non-participating aircraft. *(2)(3)*	HX *(4)*
(1) UAS maximum operating height is 300 FT AGL. *(2)* Except MIL aircraft transiting to/from Camp Beverlo, after coordination with Shooting Range Safety Office Beverlo, TEL +32 (0) 2 442 49 43 or +32 (0) 2 442 49 15 and notification to EBBL TWR +32 (0) 443 31 35. *(3)* Implies the closure of EBLE AD. *(4)* Activation announced by NOTAM.			

EBR79B - BEVERLO UAS 91

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510707N 0051635E - 510711N 0051719E - 510630N 0051728E - 510642N 0051640E - 510707N 0051635E.	500 FT AGL / GND (1)	BVLOS military UAS training zone. Entry prohibited to non-participating aircraft. (2)(3)	HX (4)

(1) UAS maximum operating height is 300 FT AGL.

(2) Except MIL aircraft transiting to/from Camp Beverlo, after coordination with Shooting Range Safety Office Beverlo, TEL +32 (0) 2 442 49 43 or +32 (0) 2 442 49 15 and notification to EBBL TWR +32 (0) 443 31 35.

(3) Implies the closure of EBLE AD.

(4) Activation announced by NOTAM.

EBR79C - BEVERLO UAS 20

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510634N 0052038E - 510620N 0051803E - 510546N 0051933E - 510613N 0052106E - 510634N 0052038E.	500 FT AGL / GND (1)	BVLOS military UAS training zone. Entry prohibited to non-participating aircraft. (2)	HX (3)

(1) UAS maximum operating height is 300 FT AGL.

(2) Except MIL aircraft transiting to/from Camp Beverlo, after coordination with Shooting Range Safety Office Beverlo, TEL +32 (0) 2 442 49 43 or +32 (0) 2 442 49 15 and notification to EBBL TWR +32 (0) 443 31 35.

(3) Activation announced by NOTAM.

EBR79D - BEVERLO UAS 30

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510620N 0051803E - 510551N 0051612E - 510517N 0051645E - 510501N 0051859E - 510546N 0051933E - 510620N 0051803E.	500 FT AGL / GND (1)	BVLOS military UAS training zone. Entry prohibited to non-participating aircraft. (2)	HX (3)

(1) UAS maximum operating height is 300 FT AGL.

(2) Except MIL aircraft transiting to/from Camp Beverlo, after coordination with Shooting Range Safety Office Beverlo, TEL +32 (0) 2 442 49 43 or +32 (0) 2 442 49 15 and notification to EBBL TWR +32 (0) 443 31 35.

(3) Activation announced by NOTAM.

EBR79E - BEVERLO UAS 40

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510546N 0051933E - 510613N 0052105E - 510436N 0052315E - 510247N 0052052E - 510410N 0051819E - 510501N 0051859E - 510546N 0051933E.	500 FT AGL / GND (1)	BVLOS military UAS training zone. Entry prohibited to non-participating aircraft. (2)	HX (3)

(1) UAS maximum operating height is 300 FT AGL.

(2) Except MIL aircraft transiting to/from Camp Beverlo, after coordination with Shooting Range Safety Office Beverlo, TEL +32 (0) 2 442 49 43 or +32 (0) 2 442 49 15 and notification to EBBL TWR +32 (0) 443 31 35.

(3) Activation announced by NOTAM.

3 DANGER AREAS

EBD26 - ARDENNES 05 *(1)*

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
501808N 0051710E - 500118N 0054241E - 494735N 0054237E - 494137N 0051624E - along the Belgian-French border - 500656N 0045209E - 500728N 0045635E - an arc of circle, 8NM radius, centred on 501521N 0045417E and traced counterclockwise to 501627N 0050641E - 501808N 0051710E.	4500FT AMSL / 1000FT AGL	High performance flights.*(2)*	HX*(3)*
(1) Can be activated from MON to FRI (HOL excl) between 0800-2300 (0700-2200). (2) Flights within this area have to stay clear of controlled airspace, prohibited, restricted zones and conflicting TSA's. *(3)* Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC.			

EBD29 - ARDENNES 07

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500723N 0041207E - 501035N 0043103E - 501059N 0043322E - an arc of circle, 5NM radius, centred on 501436N 0043845E and traced counterclockwise to 501218N 0044540E - 501320N 0045527E - 501918N 0045328E - 502231N 0045226E - 503001N 0052456E - 502627N 0053920E - 503042N 0055956E - 501955N 0055956E - 501324N 0060343E - 501011N 0060832E - along the Belgian-German border - 500748N 0060816E - along the Belgian-Luxembourg border - 500120N 0055102E - 500118N 0054241E - 494735N 0054237E - 494137N 0051624E - along the Belgian-French border - 500723N 0041207E.	4500FT AMSL / 1000FT AGL	CSAR exercises.*(1)*	HX*(2)*
(1) Flights within this area have to stay clear of controlled airspace, prohibited, restricted zones and conflicting TSA's. *(2)* Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC.			

EBD37 - TRAINING SECTOR

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503941N 0044955E - 503457N 0044956E - 502758N 0045957E - 502902N 0050637E - an arc of circle, 6.5 NM radius, centred on 502912N 0051650E and traced clockwise to 503101N 0050701E - 503357N 0050551E - 504355N 0051545E - 504709N 0050621E - 504157N 0045525E - 503941N 0044955E.	2500FT AMSL / GND*(1)*	MIL training sector for light aircraft.*(2)*	MON-FRI (HOL excl) 0730-1630 (0630-1530)*(3)*
(1) Military users: Minimum safety height is 500FT AGL, except for Practice Forced Landing (see ENR 1.2, § 2.4), in which case the minimum safety height will be 200FT AGL. *(2)* Mandatory RIS on EBBE APP for transiting OAT flights. *(3)* Additional activation will be announced by NOTAM. Activity can be checked with Steenokkerzeel ATCC, EBBE TWR or Brussels FIC.			

EBD38 - NORTH SEA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
512100N 0020500E - 512100N 0021300E - 512200N 0021900E - 512819N 0021900E - 512833N 0021630E - 512907N 0020500E - 512100N 0020500E.	FL150 / SFC *(1)*	Gunnery area, parachuting and coastguard flights.	HX *(2)*
(1) Activation limited to 4500FT AMSL maximum when TSA13 is active (see NOTAM). *(2)* Announced by NOTAM, which must include a POC during the activation.			

EBD39 - KOKSIJDE AREA *(1)*

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
512719N 0023000E - 512704N 0023246E - 512258N 0025030E - 511010N 0024630E - 510955N 0024539E - 511042N 0024029E - 511050N 0023815E - 511307N 0023000E - 512719N 0023000E.	FL245 / 2500FT AMSL *(2)*	Marshalling area for air exercises.	HX *(3)*
(1) Flights in this danger area are subject to ATS provided by Steenokkerzeel ATCC. *(2)* First usable level is 3000FT AMSL. *(3)* Announced by NOTAM. May be active MON to FRI (HOL excl). Only active during exercises flown from DOB (Deployed Operating Base) Koksijde.			

4 UAS GEOGRAPHICAL ZONES

The zones depicted in the ENR 5.1 section of AIP Belgium & Luxembourg, are not applicable to UAS.

For Belgium, the dimensions of the UAS geographical zones are defined as regulated in the *Commission Implementing Regulation (EU) 2019/947* art 15 and are publicly made available via the following weblink: https://map.droneguide.be/.

In Luxembourg, the dimensions of the UAS geographical zones are defined as regulated in the *Commission Implementing Regulation (EU) 2019/947* art 15 and are publicly made available via the following weblink, compatible with ED269 format: https://drones.geoportail.lu/zones.

For Belgium, the corresponding conditions and procedures to request prior flight authorization of the UAS geographical zones are defined as regulated in the *Commission Implementing Regulation (EU) 2019/947* art 15 and are publicly made available via the following weblink: https://es.mobilit.fgov.be/geozones/.

In Luxembourg, the conditions and procedures related to the UAS geographical zones are defined as regulated in the *Commission Implementing Regulation (EU) 2019/947* art 15 and are publicly made available via the following weblink: https://g-o.lu/uas.

5 RESERVATION SPECIFICATIONS (MILITARY ONLY)

EBD26 - Ardennes 05: The reservation request should be forwarded to CRC Beauvechain and to COMOPSAIR Air Operations Support for approval. This airspace can only be activated together with TSA26B or TSA25C as a navigation warning.

EBD29 - Ardennes 07: The reservation request should be forwarded to COMOPSAIR Air Operations Support at least one month in advance. This airspace can only be activated together with TSA29A, TSA29B and TSA29C as a navigation warning. 'Heavy jet traffic ddmmyy xx.xxZ - xx.xxZ in Brussels FIR outside controlled airspace between 1000FT AGL and 4500FT AMSL'.

EBD39 - Koksijde Area: FPL are to be made available to Steenokkerzeel ATCC 60 MIN before EOBT.

ENR 5.4 Air Navigation Obstacles

1 IN BELGIUM

1.1 Area 1 Obstacles

The area 1 obstacle data set for Belgium can be obtained online from the Belgian National Geographical Institute in AIXM 5.1 format and as shapefile:

URL: https://www.geo.be/catalog/details/94bc04de-a424-11eb-a0b2-24418cae2e72?l=en

Additional area 1 obstacle data received by third parties, but not yet verified by the National Geographical Institute are included in the following file:

URL: https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Product/Obstacles/ObstacleDataArea1Belgium18APR2024additionalinfo.xlsx

1.2 Dynamic Obstacle Lighting

Obstacles in the list below are obstacles whose lighting is only required to ensure the safety of military flying activities. To reduce the impact on the surrounding area, the lighting of these obstacles is therefore linked to a central command and will only be switched on in function of military needs.

Municipality	Obstacle type	Obstacle position	ELEV /HGT (FT)
Ciney-Pessoux	Wind turbine	501754N 0051036E	1518 / 489
Ciney-Pessoux	Wind turbine	501754N 0051105E	1498 / 489
Ciney-Pessoux	Wind turbine	501751N 0051129E	1548 / 489
Ciney-Pessoux	Wind turbine	501743N 0051037E	1517 / 489
Ciney-Pessoux	Wind turbine	501741N 0051055E	1556 / 489
Ciney-Pessoux	Wind turbine	501737N 0051118E	1548 / 488
Dorinne-Dinant	Wind turbine	501816N 0045827E	1329 / 457
Dorinne-Dinant	Wind turbine	501755N 0045812E	1320 / 457
Dorinne-Dinant	Wind turbine	501753N 0045859E	1320 / 457
Dorinne-Dinant	Wind turbine	501743N 0045838E	1303 / 457
Dorinne-Dinant	Wind turbine	501739N 0045925E	1319 / 457
Dorinne-Dinant	Wind turbine	501739N 0045902E	1329 / 457
Eghezee-Boneffe	Wind turbine	503900N 0045659E	931 / 493
Eghezee-Boneffe	Wind turbine	503847N 0045715E	970 / 493
Eghezee-Boneffe	Wind turbine	503836N 0045728E	957 / 493
Eghezee-Boneffe	Wind turbine	503839N 0045633E	957 / 493
Eghezee-Boneffe	Wind turbine	503826N 0045643E	973 / 493
Eghezee-Boneffe	Wind turbine	503815N 0045653E	947 / 493
Eghezee-Boneffe	Wind turbine	503821N 0045602E	980 / 493
Eghezee-Boneffe	Wind turbine	503810N 0045610E	963 / 493
Eghezee-Boneffe	Wind turbine	503756N 0045621E	980 / 493
Fauvillers	Wind turbine	495259N 0054159E	2029 / 493
Fauvillers	Wind turbine	495243N 0054209E	1977 / 493
Fauvillers	Wind turbine	495228N 0054222E	2010 / 493
Fauvillers	Wind turbine	495155N 0054212E	2010 / 493
Fauvillers	Wind turbine	495142N 0054238E	2020 / 493
Gesves	Wind turbine	502416N 0050546E	1358 / 489
Gesves	Wind turbine	502426N 0050606E	1361 / 489
Gesves	Wind turbine	502437N 0050633E	1341 / 490
Gingelom	Wind turbine	504233N 0050654E	884 / 492
Gingelom	Wind turbine	504231N 0050708E	903 / 492
Gingelom	Wind turbine	504228N 0050723E	880 / 492
Gingelom	Wind turbine	504200N 0050825E	946 / 492
Gingelom	Wind turbine	504156N 0050843E	936 / 492

Municipality	Obstacle type	Obstacle position	ELEV /HGT (FT)
Gingelom	Wind turbine	504153N 0050859E	957 / 491
Gingelom	Wind turbine	504153N 0050915E	933 / 492
Lincent	Wind turbine	504335N 0045916E	758 / 491
Lincent	Wind turbine	504330N 0045933E	769 / 493
Lincent	Wind turbine	504314N 0050050E	806 / 493
Lincent	Wind turbine	504311N 0050115E	797 / 493
Lincent	Wind turbine	504308N 0050223E	821 / 493
Lincent	Wind turbine	504307N 0050243E	867 / 493
Lincent	Wind turbine	504306N 0050306E	858 / 493
Lincent	Wind turbine	504225N 0050608E	910 / 476
Lincent	Wind turbine	504220N 0050623E	894 / 476
Molembaix - Celles	Wind turbine	504212N 0032316E	546 / 491
Molembaix - Celles	Wind turbine	504221N 0032341E	543 / 491
Molembaix - Celles	Wind turbine	504148N 0032312E	547 / 490
Molembaix - Celles	Wind turbine	504207N 0032412E	549 / 491
Molembaix - Celles	Wind turbine	504214N 0032433E	546 / 491
Neufchateau	Wind turbine	495150N 0052959E	2093 / 493
Neufchateau	Wind turbine	495114N 0053018E	2141 / 493
Neufchateau	Wind turbine	495121N 0053056E	2081 / 493
Neufchateau	Wind turbine	495155N 0053102E	2000 / 493
Neufchateau	Wind turbine	495206N 0053117E	1990 / 493
Ohey	Wind turbine	502447N 0050648E	1338 / 490
Ohey	Wind turbine	502500N 0050704E	1340 / 490
Tinlot	Wind turbine	502753N 0052133E	1340 / 493
Tinlot	Wind turbine	502749N 0052216E	1301 / 493
Tinlot	Wind turbine	502746N 0052144E	1337 / 493
Tinlot	Wind turbine	502805N 0052154E	1340 / 493
Tinlot	Wind turbine	502806N 0052219E	1337 / 493

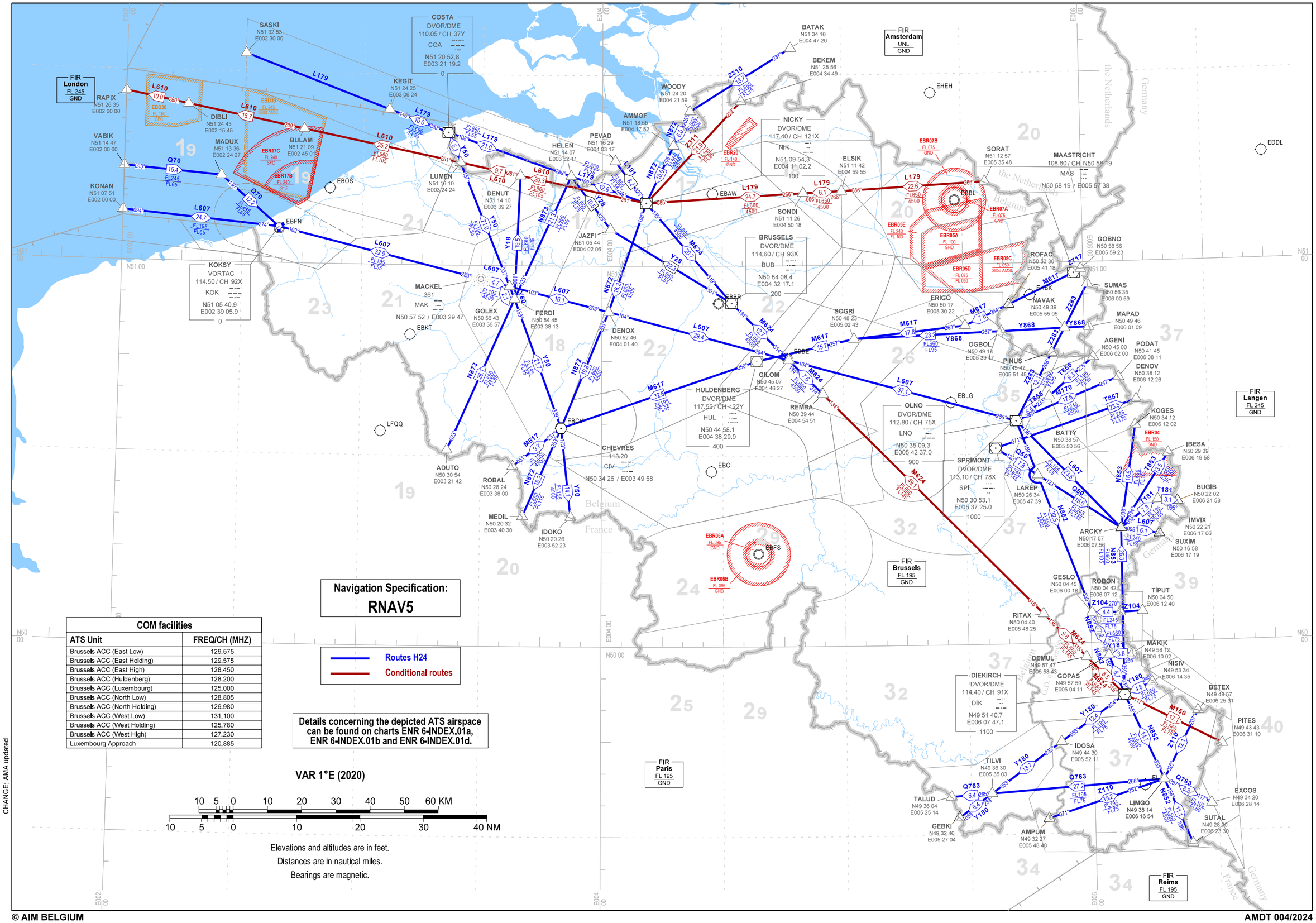
2 IN LUXEMBOURG

No Area 1 electronic obstacle sets are currently available in Luxembourg. The list below contains all obstacles with a height exceeding 100 M that are known to ANA AIM.

Designation	Municipality	Obstacle type	Obstacle position	ELEV / HGT (FT)	Marked	Remarks
EL0001	Beidweiler	Radio mast	494343N 0061904E	1844 / 952	Yes	
EL0002	Beidweiler	Radio mast	494349N 0061915E	1838 / 952	Yes	
EL0003	Beidweiler	Radio mast	494356N 0061926E	1825 / 952	Yes	
EL0005	Dudelange	Radio tower	492748N 0060545E	2353 / 985	Yes	
EL0006	Parc Hosingen	Radio mast	500115N 0060617E	2694 / 985	Yes	
EL0007	Junglinster	Radio tower	494300N 0061529E	1857 / 716	Yes	
EL0008	Junglinster	Radio tower	494307N 0061540E	1894 / 716	Yes	
EL0009	Junglinster	Radio tower	494313N 0061551E	1913 / 716	Yes	
EL0010	Wincrange	Wind turbine	500428N 0055946E	2014 / 338	Yes	
EL0011	Wincrange	Wind turbine	500344N 0055824E	2014 / 338	Yes	
EL0012	Wincrange	Wind turbine	500411N 0055628E	1996 / 339	Yes	
EL0013	Wincrange	Wind turbine	500412N 0055711E	1999 / 339	Yes	
EL0017	Weiswampach	Wind turbine	500659N 0060101E	2199 / 598	Yes	
EL0018	Weiswampach	Wind turbine	500626N 0060138E	2233 / 598	Yes	
EL0019	Weiswampach	Wind turbine	500626N 0060201E	2208 / 598	Yes	
EL0020	Weiswampach	Wind turbine	500621N 0060115E	2189 / 598	Yes	
EL0021	Weiswampach	Wind turbine	500609N 0060059E	2175 / 598	Yes	
EL0037	Weiswampach	Wind turbine	500730N 0060511E	2243 / 598	Yes	

En-route Chart - ICAO

RNAV ROUTES IN THE LOWER AIRSPACE



COM facilities	
ATS Unit	**FREQ/CH (MHZ)**
Brussels ACC (East Low)	129.575
Brussels ACC (East Holding)	129.575
Brussels ACC (East High)	128.450
Brussels ACC (Huldenberg)	128.200
Brussels ACC (Luxembourg)	125.000
Brussels ACC (North Low)	128.805
Brussels ACC (North Holding)	126.980
Brussels ACC (West Low)	131.100
Brussels ACC (West Holding)	125.780
Brussels ACC (West High)	127.230
Luxembourg Approach	120.885

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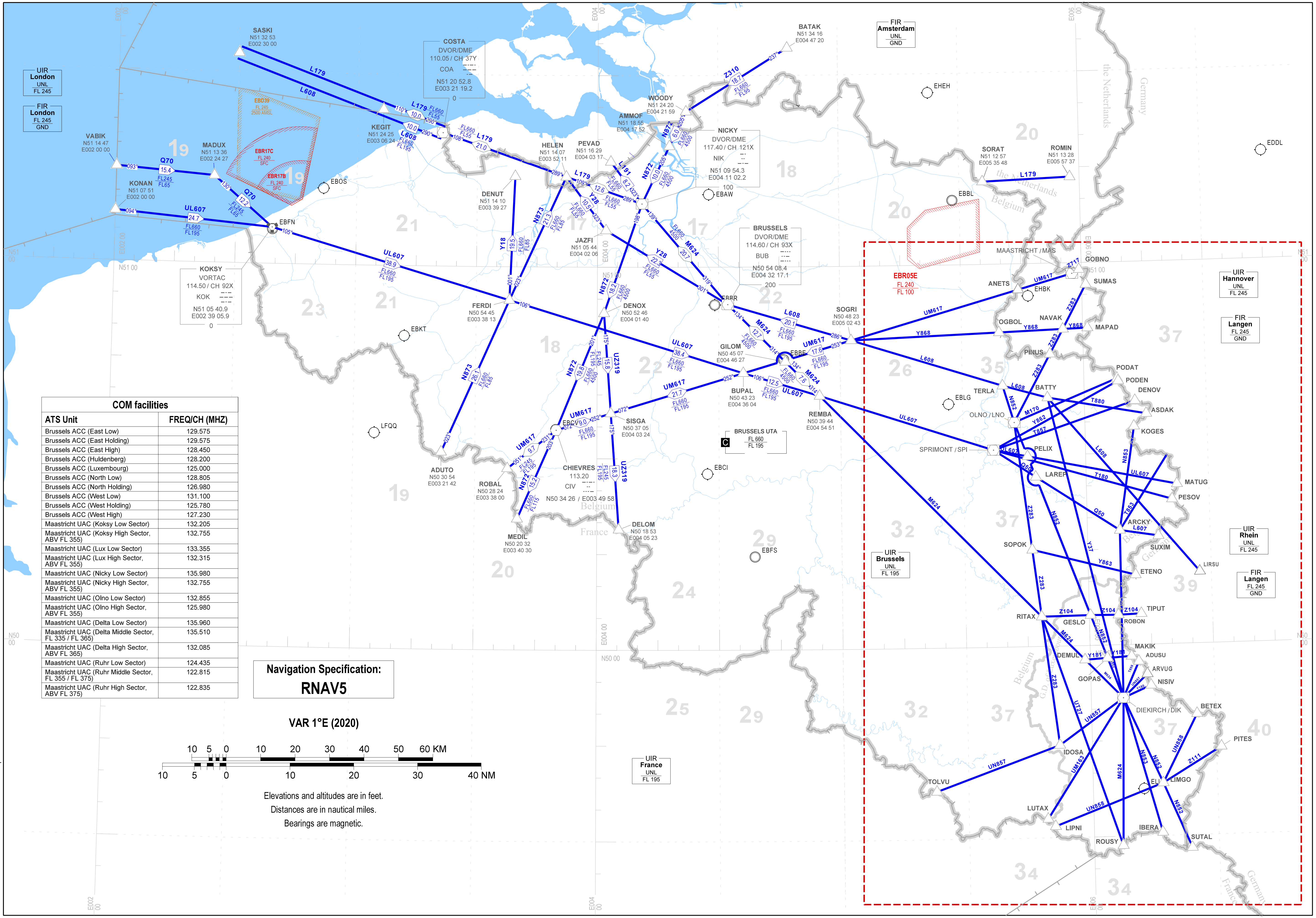
En-route Chart - ICAO

RNAV ROUTES IN THE UPPER AIRSPACE (H24)



COM facilities	
ATS Unit	**FREQ/CH (MHZ)**
Brussels ACC (East Low)	129.575
Brussels ACC (East Holding)	129.575
Brussels ACC (East High)	128.450
Brussels ACC (Huldenberg)	128.200
Brussels ACC (Luxembourg)	125.000
Brussels ACC (North Low)	128.805
Brussels ACC (North Holding)	126.980
Brussels ACC (West Low)	131.100
Brussels ACC (West Holding)	125.780
Brussels ACC (West High)	127.230
Maastricht UAC (Koksy Low Sector)	132.205
Maastricht UAC (Koksy High Sector, ABV FL 355)	132.755
Maastricht UAC (Lux Low Sector)	133.355
Maastricht UAC (Lux High Sector, ABV FL 355)	132.315
Maastricht UAC (Nicky Low Sector)	135.980
Maastricht UAC (Nicky High Sector, ABV FL 355)	132.755
Maastricht UAC (Olno Low Sector)	132.855
Maastricht UAC (Olno High Sector, ABV FL 355)	125.980
Maastricht UAC (Delta Low Sector)	135.960
Maastricht UAC (Delta Middle Sector, FL 335 / FL 365)	135.510
Maastricht UAC (Delta High Sector, ABV FL 365)	132.085
Maastricht UAC (Ruhr Low Sector)	124.435
Maastricht UAC (Ruhr Middle Sector, FL 355 / FL 375)	122.815
Maastricht UAC (Ruhr High Sector, ABV FL 375)	122.835

Navigation Specification:
RNAV5

VAR 1°E (2020)

10 5 0 10 20 30 40 50 60 KM
10 5 0 10 20 30 40 NM

Elevations and altitudes are in feet.
Distances are in nautical miles.
Bearings are magnetic.

CHANGE: AMA updated

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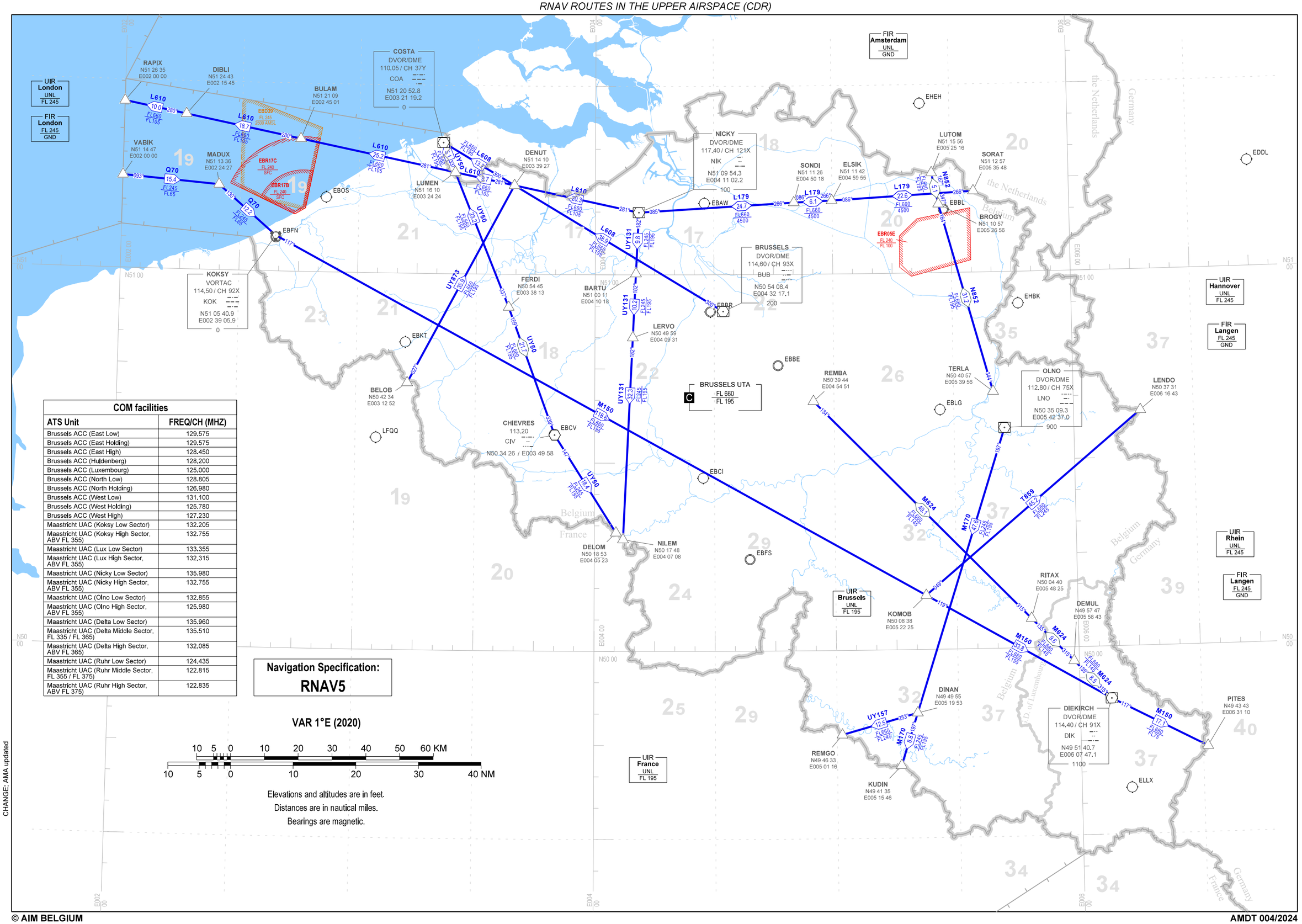
En-route Chart - ICAO

RNAV ROUTES IN THE UPPER AIRSPACE (CDR)



COM facilities	
ATS Unit	**FREQ/CH (MHZ)**
Brussels ACC (East Low)	129.575
Brussels ACC (East Holding)	129.575
Brussels ACC (East High)	128.450
Brussels ACC (Huldenberg)	128.200
Brussels ACC (Luxembourg)	125.000
Brussels ACC (North Low)	128.805
Brussels ACC (North Holding)	126.980
Brussels ACC (West Low)	131.100
Brussels ACC (West Holding)	125.780
Brussels ACC (West High)	127.230
Maastricht UAC (Koksy Low Sector)	132.205
Maastricht UAC (Koksy High Sector, ABV FL 355)	132.755
Maastricht UAC (Lux Low Sector)	133.355
Maastricht UAC (Lux High Sector, ABV FL 355)	132.315
Maastricht UAC (Nicky Low Sector)	135.980
Maastricht UAC (Nicky High Sector, ABV FL 355)	132.755
Maastricht UAC (Olno Low Sector)	132.855
Maastricht UAC (Olno High Sector, ABV FL 355)	125.980
Maastricht UAC (Delta Low Sector)	135.960
Maastricht UAC (Delta Middle Sector, FL 335 / FL 365)	135.510
Maastricht UAC (Delta High Sector, ABV FL 365)	132.085
Maastricht UAC (Ruhr Low Sector)	124.435
Maastricht UAC (Ruhr Middle Sector, FL 355 / FL 375)	122.815
Maastricht UAC (Ruhr High Sector, ABV FL 375)	122.835

Navigation Specification:

RNAV5

VAR 1°E (2020)

10 5 0 10 20 30 40 50 60 KM

10 5 0 10 20 30 40 NM

Elevations and altitudes are in feet.
Distances are in nautical miles.
Bearings are magnetic.

CHANGE: AMA updated

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AD 0.6 Table of Contents to Part 3

AD 2 PUBLIC AERODROMES

AD 2 MILITARY AERODROMES

AD 2 PRIVATE AERODROMES

AD 2 ULM AERODROMES

AD 2 PERSONAL AERODROMES

AD 3 MILITARY HELIPORTS

AD 3 HOSPITAL HELIPORTS

AD 3 PRIVATE HELIPORTS

AD 3 PERSONAL HELIPORTS

EBBR - BRUSSELS / Brussels-National

EBBR AD 2.1 Aerodrome Location Indicator and Name

EBBR - BRUSSELS / Brussels-National

EBBR AD 2.2 Aerodrome Geographical and Administrative Data

1	**ARP coordinates**	505405N 0042904E
	Site of ARP at aerodrome	246º MAG / 1.8KM from TWR
2	**Direction and distance from (city)**	6.5NM NE of Brussels
3	**Elevation / reference temperature**	175FT / 25°C
4	**Geoid undulation at AD ELEV PSN**	149FT
5	**Magnetic variation / annual change**	1°E (2020) / INFO not AVBL
6	**Name of AD operator**	Brussels Airport Company
	Address	Brussels Airport 1930 Zaventem BELGIUM
	TEL	+32 (0) 2 753 42 00 (office hours only) +32 (0) 2 753 69 00 (Airside Inspection, H24)
	FAX	+32 (0) 2 753 69 09 (Airside Inspection)
	Email	reception@brusselsairport.be (office hours only) airside.inspection@brusselsairport.be (Airside Inspection) inspect@brusselsairport.be (Airside Inspection)
	AFS	EBBRYDYX
	Website	www.brusselsairport.be
7	**Types of traffic permitted (IFR / VFR)**	IFR / VFR
8	**Remarks**	NIL

EBBR AD 2.3 Operational Hours

1	**AD Operator**	H24
2	**Customs and immigration**	H24
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	H24
5	**ATS Reporting Office (ARO)**	H24
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	H24 (Between 2100 and 0500 (2000 and 0400), only with credit cards acceptable by the chosen petroleum company)
9	**Handling**	H24 (Apron 4 only allowed between 0700 (0600) and 1700 (1600))
10	**Security**	H24
11	**De-icing**	H24
12	**Remarks**	See also EBBR AD 2.20, § 1 and EBBR AD 2.21, § 1.

EBBR AD 2.4 Handling Services and Facilities

1	**Cargo-handling facilities**	Modern handling facilities Nearest railway siding: Brussels (10KM)
2	**Fuel types**	JET A1
	Oil types	All types
3	**Fuelling facilities and capacity**	Pits and trucks / No limitations
4	**De-icing facilities**	By arrangement with handling agent. See AD 2.20 § 7. For de-icing request contact ground operations: Aeroservices: TEL +32 (0) 477 87 25 18 Alyzia: 131.680 MHZ Aviapartner: 131.455 MHZ DHL: 131.625 MHZ
5	**Hangar space for visiting aircraft**	NIL
6	**Repair facilities for visiting aircraft**	All repairs
7	**Remarks**	General aviation handling is compulsory

EBBR AD 2.5 Passenger Facilities

1	**Hotels**	At aerodrome and in the city
2	**Restaurants**	At aerodrome and in the city
3	**Transportation**	Taxis, buses, railway station and car hire
4	**Medical facilities**	Doctor, recovery rooms and ambulances Hospitals in Brussels (10KM) and in Vilvoorde (5KM)
5	**Bank**	At aerodrome
	Post office	At aerodrome
6	**Tourist office**	At aerodrome
7	**Remarks**	NIL

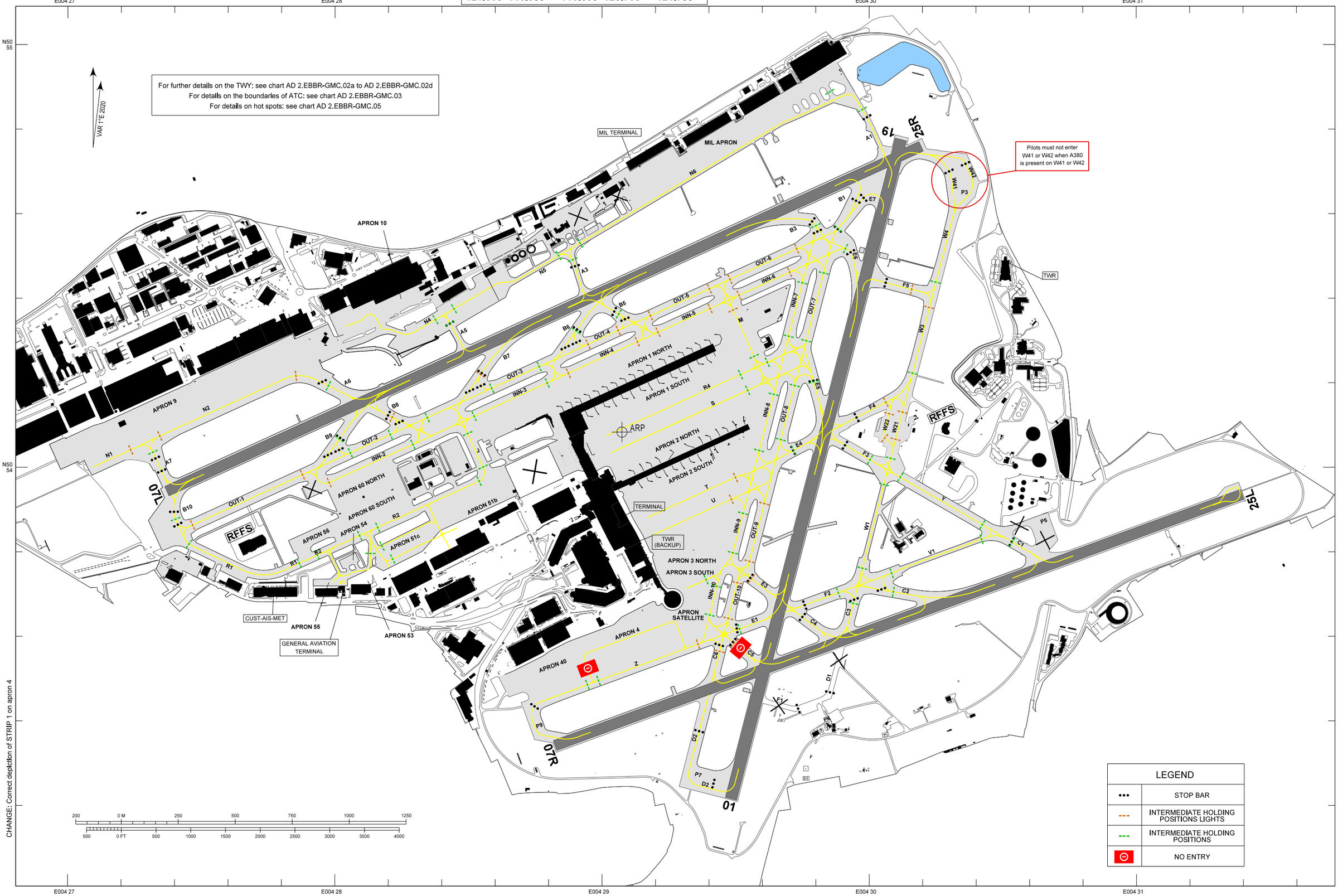
EBBR AD 2.6 Rescue and Fire Fighting Services

1	**Aerodrome category for fire fighting**	CAT 10
2	**Rescue equipment**	CAT 10 compliant
3	**Capability for removal of disabled aircraft**	No dedicated removal equipment on site, contact Airside Inspection (+32 2 753 69 00) or inspect@brusselsairport.be
4	**Remarks**	NIL

AERODROME GROUND MOVEMENT CHART - ICAO

GND		TWR		ATIS DEP
121.880	118.055	118.605	120.780	121.755

BRUSSELS / Brussels-National (EBBR)



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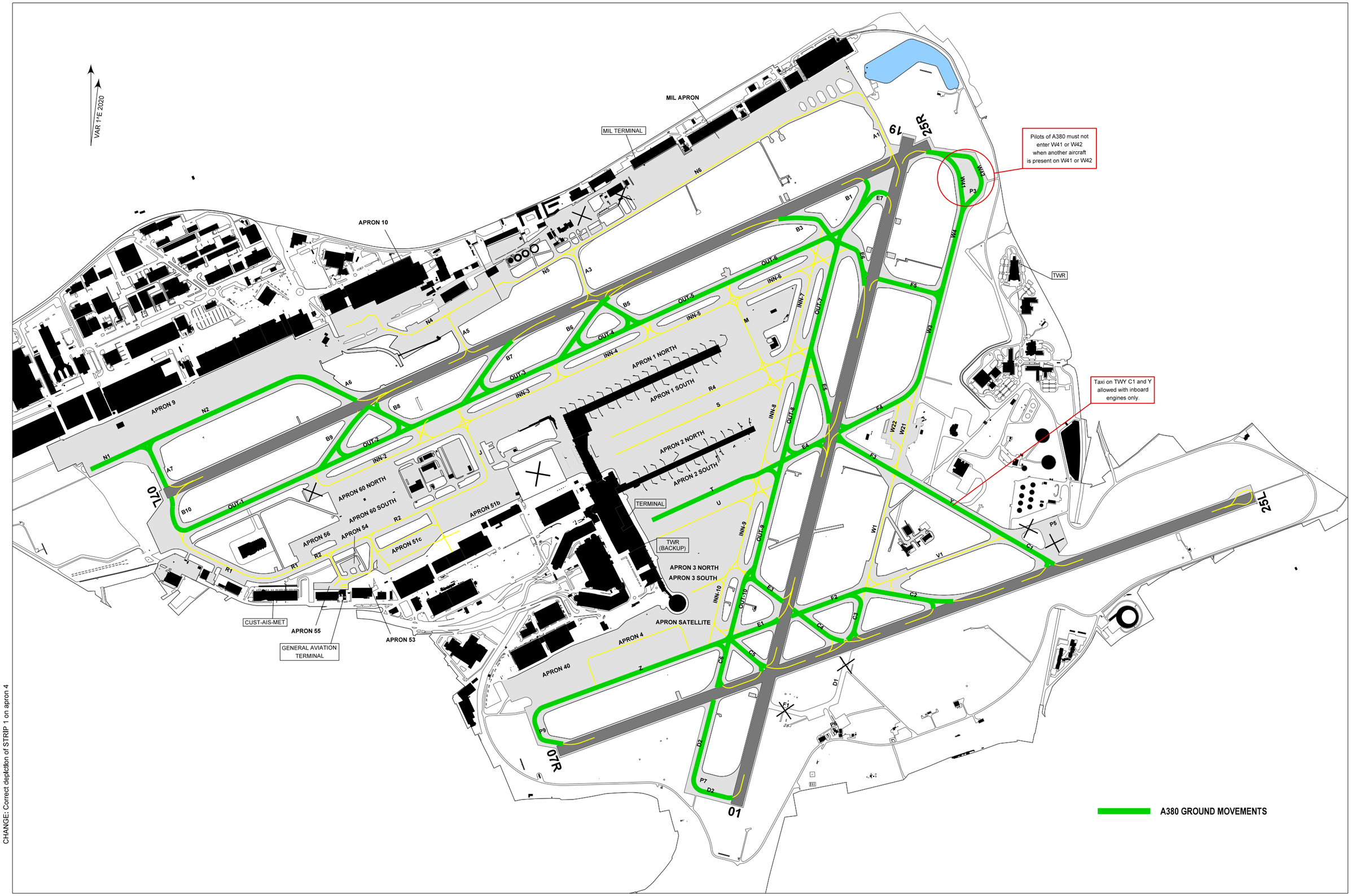
AERODROME GROUND MOVEMENT CHART - ICAO

APPENDIX 5: A380 GROUND MOVEMENTS

BRUSSELS / Brussels-National (EBBR)



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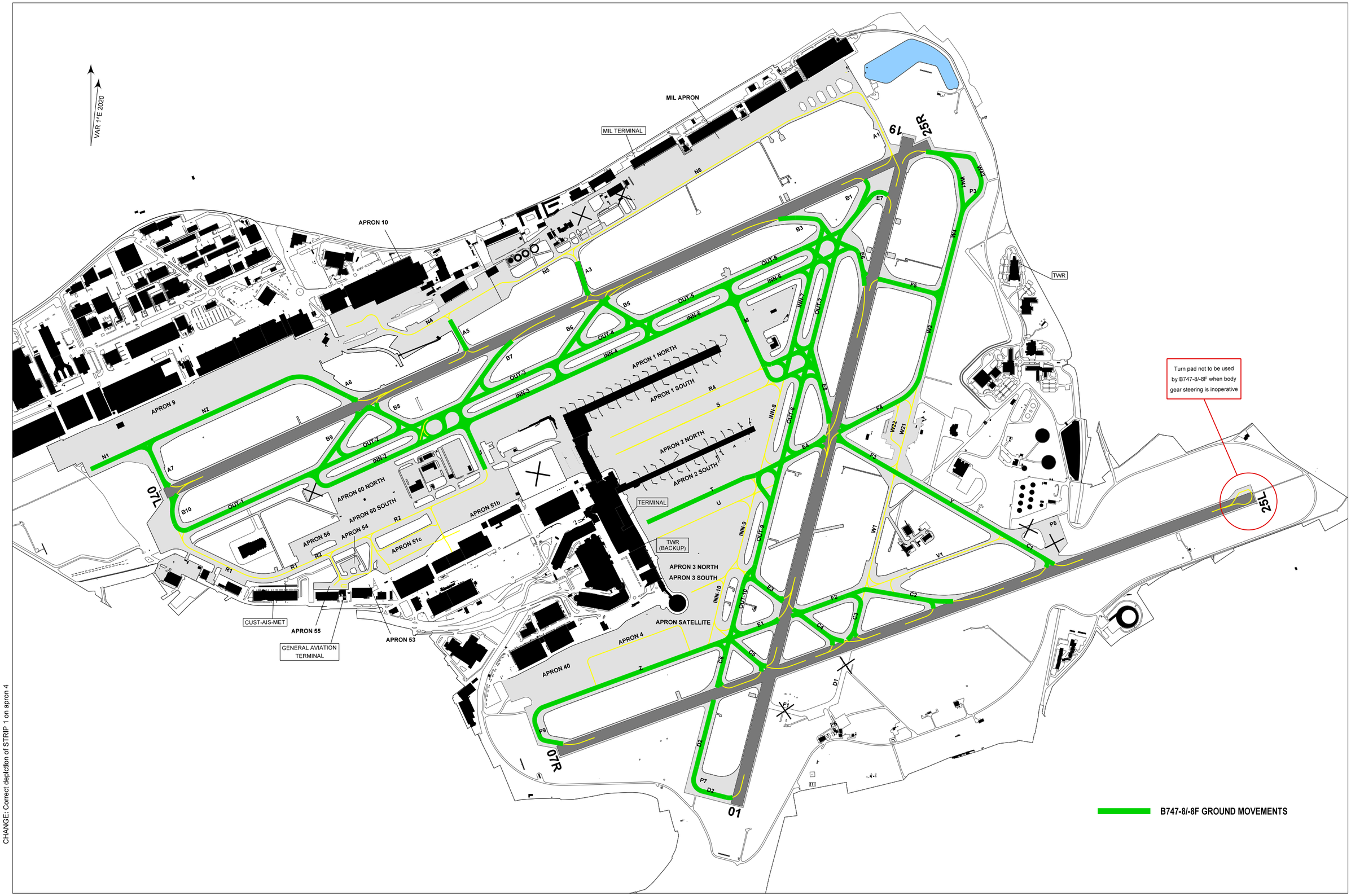
AERODROME GROUND MOVEMENT CHART - ICAO

APPENDIX 6: B747-8/-8F GROUND MOVEMENTS

BRUSSELS / Brussels-National (EBBR)



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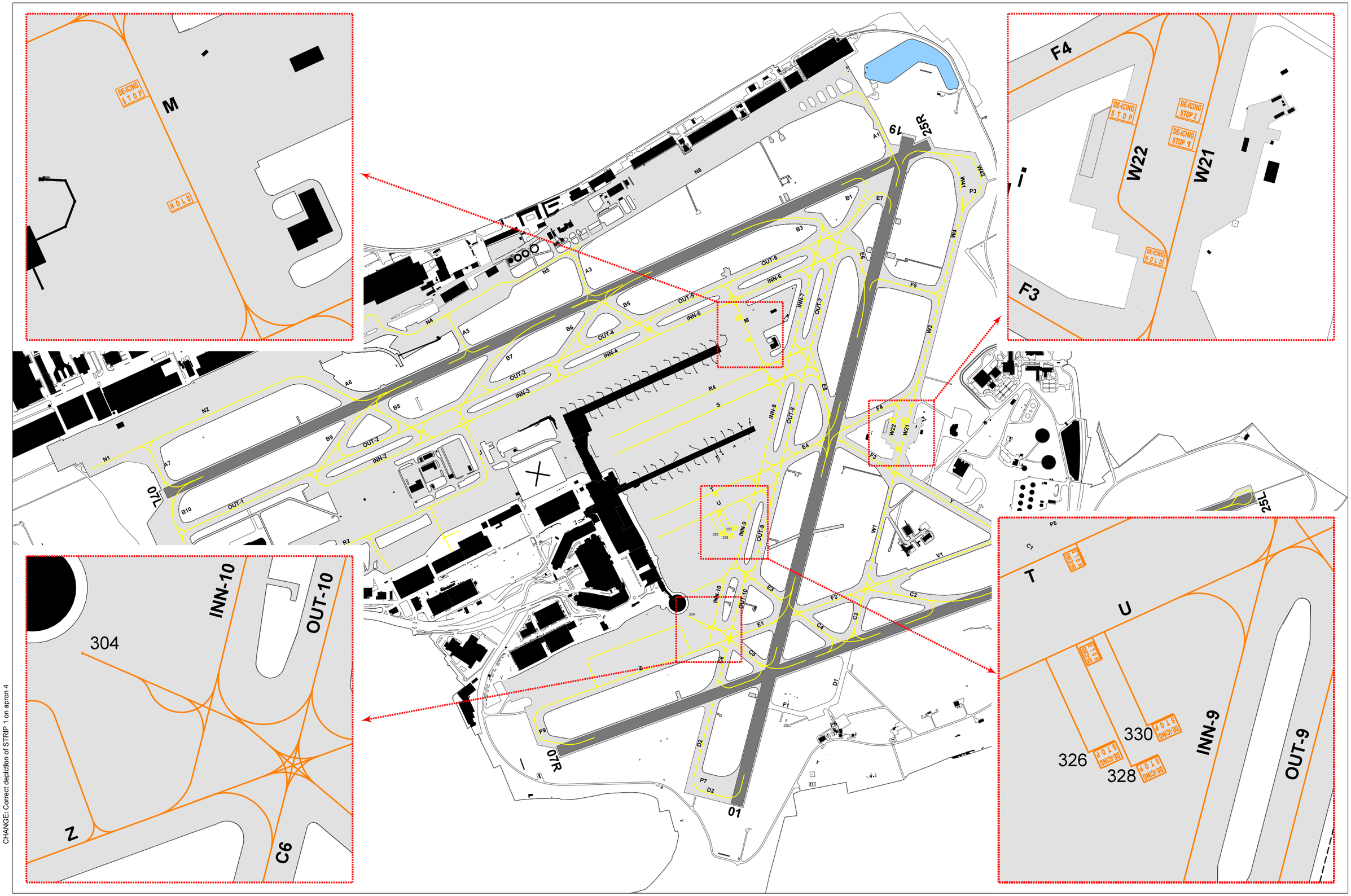
AERODROME GROUND MOVEMENT CHART - ICAO
APPENDIX 7: DE-ICING

BRUSSELS / Brussels-National (EBBR)



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AIRCRAFT PARKING/DOCKING CHART - ICAO

GND		CLR
121.880	118.055	121.955

BRUSSELS / Brussels-National (EBBR)

For details on the boundaries of ATC: see chart AD 2.EBBR-GMC.03
For details on hot spots: see chart AD 2.EBBR-GMC.05
For details on docking guidance systems: see EBBR AD 2.20, § 3.1

VAR 1°E 2020

Apron	Stands	Coordinates	
1 North	120	505404.61N	0042834.44E
	122	505405.36N	0042837.07E
	126	505406.03N	0042839.40E
	134	505406.70N	0042841.73E
	136	505407.38N	0042844.06E
	138	505408.05N	0042846.38E
	140	505408.54N	0042849.54E
	142	505409.12N	0042851.55E
	144	505409.70N	0042853.56E
	146	505410.29N	0042855.57E
	148	505410.84N	0042857.61E
	150	505411.42N	0042859.61E
	152	505411.99N	0042901.63E
	154	505412.57N	0042903.64E
	156	505413.16N	0042905.65E
	158	505413.74N	0042907.66E
	160	505414.32N	0042909.68E
	162	505415.15N	0042912.59E
	164	505415.71N	0042914.61E
	166	505416.32N	0042916.60E
	168	505416.87N	0042918.63E
	170	505417.48N	0042920.62E
	172	505418.03N	0042922.66E
	174	505418.41N	0042924.88E
1 South	143	505407.32N	0042858.46E
	145L	505408.04N	0042859.55E
	145R	505408.16N	0042900.28E
	147	505408.74N	0042902.29E
	149L	505409.12N	0042903.62E
	149R	505409.32N	0042904.31E
	151	505409.90N	0042906.32E
	153L	505410.29N	0042907.64E
	153R	505410.48N	0042908.33E
	155	505411.06N	0042910.34E
	157L	505411.45N	0042911.67E
	157R	505411.64N	0042912.35E
	159	505412.05N	0042914.48E
	161	505413.18N	0042917.27E
	163	505413.65N	0042919.29E
	165L	505414.03N	0042920.60E
	165R	505414.22N	0042921.28E
	167	505414.81N	0042923.30E
	169L	505415.32N	0042925.07E
	169R	505415.27N	0042925.39E
	171	505416.04N	0042926.91E
2 North	204	505359.37N	0042905.33E
	206L	505400.02N	0042908.41E
	206R	505400.10N	0042907.43E
	208	505400.56N	0042909.38E
	210L	505400.99N	0042911.73E
	210R	505401.20N	0042911.22E
	214	505401.94N	0042915.05E
	228	505402.90N	0042918.38E
	230L	505403.86N	0042921.69E
	230R	505403.96N	0042920.72E
	232	505404.40N	0042922.68E
	234L	505404.96N	0042925.49E
	234R	505405.05N	0042924.51E
	236	505405.54N	0042926.45E
	238	505406.05N	0042929.30E
	240	505406.85N	0042931.29E
2 South	201	505356.03N	0042906.97E
	205L	505357.45N	0042909.40E
	205R	505357.57N	0042910.24E
	207	505358.20N	0042912.07E
	209	505358.71N	0042914.00E
	211L	505359.10N	0042915.10E
	211R	505359.17N	0042915.97E
	215	505359.76N	0042917.83E
	217L	505400.19N	0042918.89E
	217R	505400.26N	0042919.75E
	227	505400.86N	0042921.62E
	229L	505401.29N	0042922.69E
	229R	505401.36N	0042923.56E
	231	505401.13N	0042926.01E
	233L	505402.31N	0042926.63E
	233R	505402.47N	0042927.34E
	237	505403.56N	0042930.23E
Hangar 5		505351.46N	0042827.65E

Apron	Stands	Coordinates	
3 North	312	505347.41N	0042915.32E
	314	505348.79N	0042916.92E
	316	505348.39N	0042918.70E
	318	505349.38N	0042918.97E
	320	505349.92N	0042920.85E
	322	505349.48N	0042922.61E
	324	505350.47N	0042922.74E
	326	505351.15N	0042925.11E
	328	505350.76N	0042927.03E
	330	505351.90N	0042927.72E
3 South	313	505345.42N	0042917.17E
	315	505345.97N	0042919.06E
	317	505346.84N	0042918.91E
	319	505346.51N	0042920.94E
	321	505347.81N	0042922.28E
	323	505348.61N	0042924.97E
SATELLITE	304	505339.45N	0042918.16E
	354	505341.15N	0042919.76E
4	400	505335.45N	0042855.96E
	401	505331.97N	0042859.17E
	402	505335.95N	0042858.11E
	403	505332.47N	0042901.33E
	404	505336.45N	0042900.26E
	405	505333.02N	0042903.69E
	406	505337.55N	0042903.46E
	407	505333.57N	0042906.04E
	408	505338.05N	0042905.63E
	409	505334.11N	0042908.40E
	410	505338.55N	0042907.79E
	411	505334.66N	0042910.76E
	412	505339.05N	0042909.95E
	413	505335.20N	0042913.11E
	414	505339.55N	0042912.12E
	415	505335.75N	0042915.47E
51b	510	505358.74N	0042837.76E
	512	505356.41N	0042836.80E
	514	505355.55N	0042836.44E
	516	505355.81N	0042834.71E
	518	505354.58N	0042833.06E
	520	505354.60N	0042830.52E
	522	505353.60N	0042829.69E
	524	505353.99N	0042828.42E
	526	505352.69N	0042826.29E
51c	550	505350.77N	0042821.85E
	552	505350.55N	0042821.70E
	554	505350.51N	0042821.02E
	556	505350.16N	0042820.47E
	558	505350.25N	0042820.20E
	560	505349.93N	0042819.19E
	562	505349.71N	0042819.05E
	564	505349.67N	0042818.37E
	566	505349.32N	0042817.81E
	568	505349.40N	0042817.54E
	570	505349.14N	0042816.73E
	572	505348.93N	0042816.58E
	574	505348.88N	0042815.90E
	576	505348.53N	0042815.34E
	578	505348.62N	0042815.08E
	580	505348.36N	0042814.25E
	582	505348.14N	0042814.11E
	584	505348.10N	0042813.43E
	586	505347.75N	0042812.87E
	588	505347.84N	0042812.61E
60 North	680	505354.67N	0042801.41E
	682	505355.25N	0042803.39E
	684	505355.36N	0042804.50E
	686	505355.82N	0042805.37E
	688	505356.39N	0042807.34E
	690	505356.50N	0042808.46E
	692	505356.96N	0042809.32E
	694	505357.53N	0042811.30E
	696	505357.67N	0042812.40E
	698	505358.10N	0042813.28E
60 South	681	505353.32N	0042802.39E
	683	505353.75N	0042803.27E
	685	505353.89N	0042804.36E
	687	505354.46N	0042806.34E
	689	505354.90N	0042807.22E
	691	505355.04N	0042808.32E
	693	505355.61N	0042810.30E
	695	505356.04N	0042811.18E
	697	505356.18N	0042812.28E
	699	505356.43N	0042814.49E

Apron	ELEV (in FT)	Strength
1 NORTH	119	PCN 72/R/A/W/T
1 SOUTH	120	PCN 77/R/A/W/T
2 NORTH	128	PCN 77/R/A/W/T
2 SOUTH	129	PCN 77/R/A/W/T
3 NORTH	130	PCN 68/R/C/W/T
3 SOUTH	132	PCN 68/R/C/W/T
SATELLITE	137	PCN 110/R/B/W/T
4	141	PCN 63/R/D/W/T
40	144	PCN 68/R/C/W/T
51B	122	PCN 70/R/C/W/U
51C	123	PCN 70/R/C/W/U
60 NORTH	118	PCN 120/R/B/W/T
60 SOUTH	119	PCN 120/R/B/W/T

LEGEND

⊖	NO ENTRY
╫╫╫	RUNWAY-HOLDING PSN
= = =	RUNWAY-HOLDING PSN
●●●	STOP BAR LIGHT
- - -	INTERMEDIATE HOLDING POSITIONS LIGHTS
- - -	INTERMEDIATE HOLDING POSITIONS

0 M — 500
0 FT — 1000

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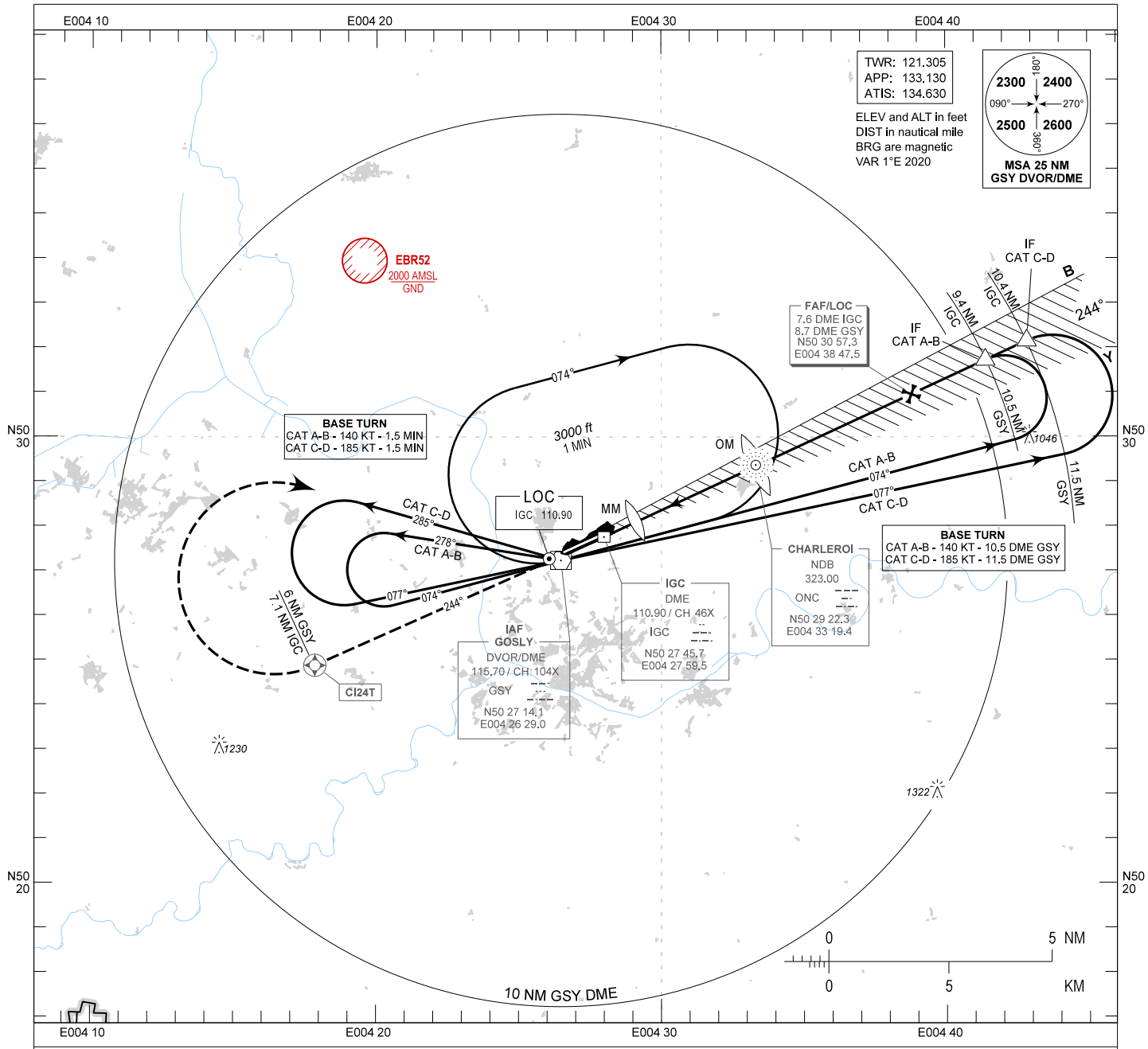
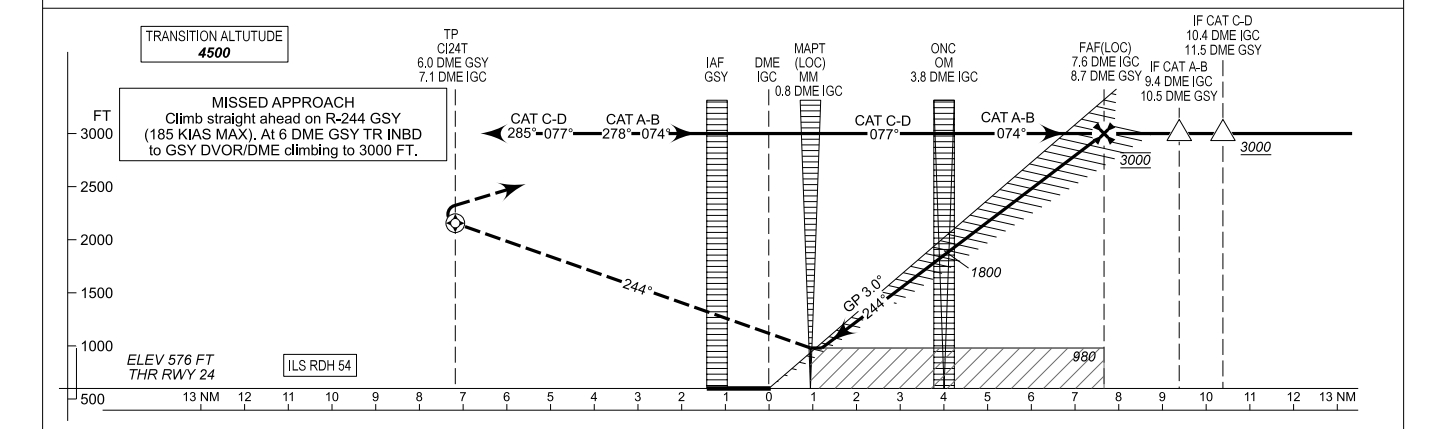
INSTRUMENT APPROACH CHART - ICAO

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

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





CHANGES: CI24T added

OCA (OCH)				
CAT of ACFT	A	B	C	D
ILS CAT I	776 (200)	776 (200)	776 (200)	776 (200)
ILS CAT II	627 (51)	639 (63)	654 (78)	674 (98)
LOC Only	980 (370)	980 (370)	980 (370)	980 (370)
CIRCLING	1220 (610)	1220 (610)	1320 (710)	1440 (830)

AD OPR MNM: 150 M RVR

FAF to MAPT - 6.8 NM							
Speed (GS)	KT	70	90	120	150	180	
Rate of descent	FT/MIN	375	480	640	800	960	

PROCEDURE ALTITUDES							
DME IGC	7.6	7.0	6.0	5.0	4.0	3.0	2.0
Altitude	3000	2810	2490	2170	1850	1540	1220

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EBKT - KORTRIJK / Wevelgem

EBKT AD 2.1 Aerodrome Location Indicator and Name

EBKT - KORTRIJK / Wevelgem

EBKT AD 2.2 Aerodrome Geographical and Administrative Data

1	**ARP coordinates**	504907N 0031233E
	Site of ARP at aerodrome	250° MAG / 654M from Tower Building
2	**Direction and distance from (city)**	2NM W of Kortrijk
3	**Elevation / reference temperature**	55FT / 21°C
4	**Geoid undulation at AD ELEV PSN**	147FT
5	**Magnetic variation / annual change**	1°E (2020) / INFO not AVBL
6	**Name of AD operator**	ILKW (Internationale Luchthaven Kortrijk Wevelgem)
	Address	Luchthavenstraat 1 bus 1 8560 Wevelgem BELGIUM
	TEL	+32 (0) 56 36 20 44 or +32 (0) 56 36 20 42 (AFIS) +32 (0) 56 35 46 85 (back up number AFIS) +32 (0) 56 23 29 95 (CEO) +32 (0) 56 23 29 92 (Director - Financial manager) +32 (0) 56 23 29 90 (Operations manager) +32 (0) 56 23 29 93 (Chief RFFS) +32 (0) 56 17 08 03 (RFFS Operations)
	FAX	+32 (0) 56 35 40 59
	Email	info@kortrijkairport.be
	AFS	EBKTZTZX
	Website	www.kortrijkairport.be
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	

EBKT AD 2.3 Operational Hours

1	**AD Operator**	Operational hours from 0500 (0400) to 2000 (1900) Outside Opening hours: PPR Extended AD operational hours possible between 2000 (1900) and 2200 (2100) on request. 24HR prior notice required. Extensions shall be requested via FIA FBO: TEL: +32 (0) 56 37 34 34 Email: ops@fia.aero *Note: Cancellations less than 24HR before the requested extension will be charged.*
2	**Customs and immigration**	From 0500 (0400) to 2100 (2000). Customs and police clearance outside these hours is available for operational needs.
3	**Health and sanitation**	First AID available on the airport / Automated External Defibrillator in airport building.
4	**AIS Briefing Office**	As AD Operator
5	**ATS Reporting Office (ARO)**	NIL
6	**MET Briefing Office**	NIL
7	**ATS**	TEL: +32 (0) 56 36 20 44 TEL: +32 (0) 56 36 20 42 FAX: +32 (0) 56 35 40 59

8	**Fuelling**	AVGAS 100 LL: self service - AD operational hours. Jet A1 H24 on request provided by FIA FBO (+32 (0) 56 37 34 34). Prior notice and additional cost for Jet A1 on SAT, SUN and HOL.
9	**Handling**	H24, with prior notice. Handling mandatory for non home-based aircraft above 2T by FIA FBO. Last minute/early morning flight to be confirmed by phone to FIA FBO (+32 (0) 56 37 34 34).
10	**Security**	According to operational needs.
11	**De-icing**	H24, with prior notice when planned outside 1800 (1700) and 0700 (0600). Performed by FIA handling department.
12	**Remarks**	NIL

EBKT AD 2.4 Handling Services and Facilities

1	**Cargo-handling facilities**	Flanders International Airport (FIA) TEL: +32 (0) 56 37 34 34 Email: ops@fia.aero URL: www.fia.aero
2	**Fuel types**	AVGAS 100 LL JET A1
	Oil types	
3	**Fuelling facilities and capacity**	AVGAS 100 LL: 1 fixed pump (50 000L) JET A1: 1 delivery truck (20 000L) and 1 fixed reservoir (50 000L)
4	**De-icing facilities**	Type 1 HOT fluid, mobile de-icer
5	**Hangar space for visiting aircraft**	O/R
6	**Repair facilities for visiting aircraft**	Some repairs (EASA PART 145) O/R
7	**Remarks**	Payment: All services provided by FIA FBO: cash, AM or credit card on location. Other services and landing fees: pilots fill in visitor's logbook in the briefing room, invoice will be received the next month.

EBKT AD 2.5 Passenger Facilities

1	**Hotels**	At aerodrome and in the city
2	**Restaurants**	At aerodrome and in the city
3	**Transportation**	Taxis, buses, train and car hire O/R
4	**Medical facilities**	Public ambulances and hospitals in the city (5KM)
5	**Bank**	In the city (2KM)
	Post office	In the city (2KM)
6	**Tourist office**	Tourist office in the city
7	**Remarks**	NIL

EBKT AD 2.6 Rescue and Fire Fighting Services

1	**Aerodrome category for fire fighting**	CAT 6
2	**Rescue equipment**	CAT 6
3	**Capability for removal of disabled aircraft**	NIL
4	**Remarks**	No layer of foam on RWY No dedicated removal equipment on site, contact airport authority on +32 (0) 56 23 29 93 or rffcdt@kortrijkairport.be for coordination

EBKT AD 2.7 Runway Surface Condition Assessment and Reporting, and Snow Plan

1	**Types of clearing equipment**	NIL
2	**Clearance priorities**	1. RWY 06/24 2. TWY B between B2 and B3, INT B2 and B3 3. Apron 2 4. Apron 1 5. TWY A, INT A1, A3 and A4 6. TWY B, INT B1, B4, B5, B6 and INT A5 7. Apron 3
3	**Use of material for movement area surface treatment**	KAC (potassium acetate fluids) and KFOR (potassium formate fluids) used.
4	**Specially prepared winter runways**	Not applicable.
5	**Remarks**	Clearing is outsourced, AFIS can give information on clearing schedule for flight planning. Designated authority to co-ordinate information about the current state of progress of snow clearance operations and the conditions of the movement area is the AFIS: TEL: +32 (0) 56 36 20 44 Strong caution advised during snow and ice conditions. RCR based on RCAM (evaluated by airport authority and communicated to the AFIS).

EBKT AD 2.8 Aprons, Taxiways and Check Locations/Positions Data

1	**Apron designation, surface and strength**	Apron 1: ASPH, MAX 5700 KG MTOW allowed Apron 2: CONC, PCN 41/R/B/X/T Apron 3: ASPH, PCN 36/F/B/X/T
2	**Taxiway designation, width, surface and strength**	TWY A and B: 10.5 M, ASPH, PCN 36/F/B/X/T (TWY B 15 M between B2 and B3) TWY A1, A3, A4, B1, B4, B5 and B6: 12 M, ASPH, PCN 36/F/B/X/T TWY A5: 11 M, ASPH, PCN 4/F/B/Z/T TWY A6: 5 M, ASPH, Air-taxi only TWY B2 and B3: 18 M, ASPH, PCN 36/F/B/X/T
3	**ACL and elevation**	At aprons (53FT)
4	**VOR check points**	NIL
5	**INS check points**	On aircraft stands, see chart AD 2 EBKT-GMC.01
6	**Remarks**	TWY A5 and A6 only available for home-based recreational aircraft, TWY's not compliant with relevant regulations

EBKT AD 2.9 Surface Movement Guidance and Control System and Markings

1	**Aircraft stand identification signs**	Aircraft stand identification markings available on apron 2 only, signs not available
	Taxiway guide lines	Illuminated sign-boards at entrance of TWY to RWY and intersections of RWY A1, A3, A4, B1, B2, B3, B4, B5, B6. INT A3, B1, B2, B3, B4, B5 and B6 have TWY edge lights. TWY A and B have edge markers.
	Visual docking/parking guidance system at aircraft stands	NIL
2	**Runway markings and lighting**	Designation, threshold, touchdown zone, centre line and side stripe markings, aiming point
	Taxiway markings and lighting	Centre line and holding positions
3	**Stop bars**	NIL
	Runway guard lights	High intensity runway guard lights are provided on intersections A1, A3, A4, B1, B2, B3, B4, B5 and B6
4	**Other runway protection measures**	NIL
5	**Remarks**	NIL

EBKT AD 2.10 Aerodrome Obstacles

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

Position	Elevation (M)	Description	Marked
1	2	3	4
504832.5N 0031102.9E	69.0	Church Wevelgem	YES
504922.2N 0031338.1E	59.0	Church Bissegem	YES
504825.2N 0031325.5E	86.9	Chimney	NO
504827.0N 0031400.1E	70.9	Church Marke	NO
504853.3N 0031429.5E	80.8	Light mast	NO
504901.3N 0031450.9E	80.8	Light mast	NO
504908.9N 0031455.8E	80.8	Light mast	NO
504859.8N 0031435.6E	80.8	Light mast	NO
504724.3N 0031215.3E	83.7	Chimney	NO

RNP RWY 06 LNAV minima: penetration of the VSS by the church of Wevelgem, 71.08 M AMSL 504833N 0031103E.

EBKT AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	EBBR MET
2	**Hours of service**	See EBBR AD 2.11
	MET Office outside hours	See EBBR AD 2.11
3	**Office responsible for TAF preparation**	NIL
	Periods of validity	NIL
	Periods of validity	NIL
4	**Trend forecast**	Not AVBL
	Interval of issuance	NIL
5	**Briefing / consultation provided**	Not AVBL
6	**Flight documentation**	Charts, abbreviated plain language text
	Languages used	En
7	**Charts and other information available for briefing or consultation**	NIL
8	**Supplementary equipment available for providing information**	NIL
9	**ATS units provided with information**	AFIS
10	**Additional information**	International aviation: Contact EBBR AMO (see EBBR AD 2.11) VFR flights, gliding, ballooning: TEL: 0902 / 88 173 (CONSULTEL) *Note: Communications automatically recorded on tape.*

3	**TLOF and FATO area dimensions**	RWY type FATO
	Surface	ASPH
	Strength	PCN 52/F/B/X/T
	Marking	Standard markings
4	**True BRG of FATO**	062°/242°
5	**Declared distance available**	NIL
6	**APCH and FATO lighting**	NIL
7	**Remarks**	Helicopter take-off and final approach only on RWY 06/24. Helicopters shall only enter the RWY via the holding points. Entry/exit via the grass subject to prior permission of the airport authority. Helicopter stands available on apron 1, 2 and 3. Handling mandatory for all non home-based helicopters > 2 T MTOW. JET A1 refuelling only allowed on Apron 2. Stand allocation and marshalling mandatory for helicopters parking on apron 2. These services are provided by FIA FBO exclusively. Helicopter parking on private property at north side at own risk, no dedicated stands available.

EBKT AD 2.17 ATS Airspace

1	**Designation**	Kortrijk RMZ/TMZ
	Lateral limits	505449N 0032102E - 505025N 0032446E - 504532N 0031017E - along the French-Belgian border - 504623N 0030459E - 504844N 0030300E - 505449N 0032102E.
2	**Vertical limits**	2500 FT AMSL
3	**Airspace classification**	G
4	**ATS unit call sign**	Kortrijk Information
	Language(s)	En
5	**Transition altitude**	4500 FT AMSL
6	**Hours of activation**	As AD Operator. See AD-2.3
7	**Remarks**	Non-controlled aerodrome with AFIS. Pilots entering Kortrijk RMZ and receiving no reply on 120.250 MHZ can obtain flight info from Brussels FIC on 126.900 MHZ. Maximum 185 KIAS recommended. Mode S transponder compulsory. An exemption to this rule may be granted for a single (ferry-) flight to a maintenance facility, provided the request is made before the flight to Kortrijk AFIS (TEL +32 (0) 56 36 20 44). For TCAS equipped aircraft, the use of the TCAS in Auto or TA/RA mode is compulsory.

EBKT AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
AFIS	Kortrijk Information	120.250 MHZ	HO	
		134.055	HO	Spare frequency 8.33 KHZ CH

EBKT AD 2.19 Radio Navigation and Landing Aids

NIL

EBKT AD 2.20 Local Aerodrome Regulations

1 GENERAL

1.1 Airport Safety Briefing

Mandatory safety briefing for all pilots planning to fly to/from EBKT airport on https://kortrijkairportsafety.be.

Following the briefing and applying for a certificate one time is sufficient. When a new version is published pilots shall follow the briefing again (registered pilots will receive an email when a new version is published).

Current safety briefing version in effect: 2020-001.

1.2 Use of the Aerodrome at Night

1.2.1 IFR and VFR Flights

Operational Hours form 0500 (0400) to 2000 (1900). Extension possible till 2200 (2100) on request via FIA handling.

1.2.2 VFR Night Circuit Training Flights with Touch-and-go

- On weekdays from SS to 1900 (1800);
- PPR (AFIS: +32 (0) 56 36 20 44);
- MAX 1 aircraft in circuit;
- Only authorized for home based aircraft;
- MAX noise level permitted for night flight circuit training is 72 dB(A);

1.3 Safety Instructions

All aircraft crew, operational crew and airport personnel shall wear high visibility clothing on airside at all times.

1.4 Additional Requirements

ICAO flight plan for non EU flights, inbound and outbound, has to be filed min 1HR in advance of EOBT on customs request.

2 TAXI REGULATIONS

Mandatory to contact Kortrijk Information on 120.250 MHZ and request taxi information before taxi and at the holding points, before lining-up, crossing and after vacating the RWY.

TWY A maximum wingspan 15 M except crossing traffic to Flyinggroup or ASL hangar via intersection A3.

TWY B maximum wingspan 24 M.
Upon activation of the higher code aircraft operations, maximum wingspan on TWY B up to 36 M between intersections B2 and B3.

Provided traffic permits, turboprop and jet aircraft will be asked to taxi via TWY B and B2 and backtrack to THR 24. Kortrijk Information will advise.

Helicopter air-taxi overhead another aircraft/vehicle/person is forbidden.

Aircraft or vehicles leaving air side by gate 4, 5 or 6 enter a public area at their own risk.

A follow-me car is available on request.

Taxi outside the AD perimeter is at own responsibility.

3 APRON REGULATIONS

3.1 Apron 1

General aviation apron.

Self-parking for general aviation aircraft within the red parking box, no jet or turboprop aircraft allowed.
Unmarked apron, only for non-commercial aircraft with wingspan < 15 M.

Helicopter stands, AVGAS refuelling: maximum allowed D-value 12 M, customs and border control: maximum allowed D-value 13 M.

3.2 Apron 2

Business and commercial aviation apron.

Stand allocation and marshalling mandatory for all aircraft on apron 2, these services are provided by FIA exclusively, + 32 (0) 56 37 34 34.

- Aircraft shall be parked towable: brakes off and locks off. Operators/crew shall allow handling agent to tow aircraft for obstacle limitation or operational reasons.
- Pilots shall use minimal power when moving on the apron.
- Stands 210 and 250: maximum wingspan 36 M, helicopters maximum allowed D-value 20 M. If parking for longer than 2 HR on stand 210/250, nose of aircraft shall be directed to the RWY.
- Stands 212/222, 224/232, 234/242 and 244/252: maximum wingspan 24 M, helicopters maximum allowed D-value 13 M.
- Stands 211/221, 223/231, 233/241 and 243/251: maximum wingspan 17 M, helicopters maximum allowed D-value 13 M.

Simultaneous helicopter movements on adjacent helicopter stands are not allowed.

Vehicle access on request and under supervision by FIA only, + 32 (0) 56 37 34 34.

3.3 Apron 3

Helicopter parking and longer term parking apron.

Self-parking for helicopters and general aviation aircraft within the red parking box.
Unmarked apron, only for non-commercial aircraft with wingspan < 15 M.

4 helicopter stands, maximum allowed D-value 13 M.

Simultaneous helicopter movements on adjacent helicopter stands are not allowed.

Also available for longer term parking of business/commercial aviation aircraft, contact airport authority for information and availability.
Business/Commercial aviation aircraft can only enter/leave apron 3 under tow.

3.4 Helicopters

3.4.1 AVGAS refuelling instructions for helicopters

Helicopters should land within the provided AVGAS refuelling helicopter stand. After landing and engine shut-down, the heliwheels that are provided at the AVGAS station shall be used to push the helicopter to the refuelling area.

After refuelling, the pilot should push the helicopter back to the AVGAS refuelling helicopter stand for air-taxi. After returning the heliwheels, the pilot can contact Kortrijk Information to request start-up advice.

3.4.2 Customs/border control instructions for helicopters

A dedicated helicopter stand for a short stop, to pass customs/border control is provided on apron 1. It can only be used when no other traffic is present on apron 1, and can only be used for customs/border control.

No long-term parking allowed, for this apron 3 shall be used. Should other traffic prohibit the use of this dedicated stand, apron 3 shall be used for helicopter parking.

3.4.3 First solo flight preferred location

Preferred location for student helicopter pilots to commence their first solo flight is on Apron 3, provided sufficient space is available.
Kortrijk Information will advise on most appropriate location.

4 RUNWAY REGULATIONS

Intersection take-off prohibited for fixed wing aircraft.

5 SPECIFIC TRAFFIC REGULATIONS

5.1 Glider Flights

Take-off and landing of glider flights (towing incl) is prohibited.

5.2 ULM Flights

Only home based ULM and ULM visiting Lambert Aircraft Engineering are permitted.

All ULM flights require prior permission from the Airport Authority.

Take-off and landing are only allowed for ULM complying with the following:

- 3-axis ULM;
- 4-stroke motor;
- equipped with radio able to transmit and receive on the airband;
- able to maintain an airspeed of 70 KT MNM;
- radio and transponder equipped.

5.3 Balloon Flights

Take-off and landing of balloon flights is prohibited, except with permission from the Airport Authority.

Balloon aircrew intending to lift-off, to land or to transit in the RMZ/TMZ, are requested to inform the AFIS at least 15 MIN before taking off, landing or entering the area:

- TEL: +32 (0) 56 36 20 44
- AFIS: 120.250 MHZ

5.4 Parachuting

Parachuting overhead the aerodrome is prohibited.

5.5 Acrobatic Flights

Acrobatic flights above the airfield and inside the vertical limits of the aerodrome traffic pattern are prohibited. In principle, ONLY examination flights requested by the Belgian CAA after co-ordination with the Airport Authority are an exception thereto.

5.6 Banner Towing

Take-off and landing of banner towing flights is prohibited.

5.7 Training and Test Flights

5.7.1 Local Training Flights (Circuits)

Local training flights (circuit training, simulated forced landings,...) are only allowed during following periods (HOL excl):

- MON-FRI: 0800-1900 (0700-1800);
- SAT from SEP to JUN: 0830-1100 (0730-1000) and 1300-1700 (1200-1600);
- SAT in JUL and AUG: 0830-1100 (0730-1000);
- HEL training flights not allowed on SAT, SUN and HOL

For night VFR circuit training, see § 1.1.2.

Following general conditions apply:

a. a maximum of 3 aircraft for touch-and-go applies. In case of dense traffic, the AFIS can reduce the number of touch-and-go flights to a maximum of 2 aircraft in the circuit; for night VFR training a maximum of 1 aircraft for touch-and-go applies;
b. follow strictly the circuit pattern as published on AD 2.EBKT-VAC.01 and VAC.02;
c. take-off from the beginning of the runway is mandatory;
d. before any touch-and-go flights, a copy of the noise certificate must be delivered to the Airport Authority;
e. keep an altitude of 1000 FT until turning final, if compatible with the safety of the aircraft;
f. keep the angle of descent as high as compatible with the safety of the aircraft;
g. perform an approach ≥3° with the lowest power setting possible;
h. low approach with full flaps setting, high motor rotation speed and high pitch setting is forbidden for noise reduction reasons;
i. IFR training flights are made PPR (contact AFIS by TEL).

Additional conditions for training flights on weekdays:

a. On weekdays, after 1600 (1500), for VFR circuit training including touch & go's, MAX noise level permitted is 72 dB(A)

Additional conditions apply for training flights on SAT:

a. only authorised for home-based aircraft;
b. no precautionary circuit allowed;
c. helicopter circuit training flights not allowed;
d. MAX noise level permitted for VFR circuit training incl touch & go's is 72 dB(A).

5.7.2 Training Flights Without Full Stop

Training flights without full stop are prohibited for non-home-based aircraft, unless prior permission has been obtained from the Airport Authority.

5.7.3 Helicopter Training Flights

A helicopter is counted as an aircraft performing touch-and-go. Maximum one helicopter in the circuit is allowed for training. Helicopter touch-and-go training flights are only allowed for home based helicopters.

Helicopter training exercises are restricted to the RWY exclusively, no exercises are allowed on the grass strips of the airport. Helicopter ground exercises shall be performed on Apron 3, on condition that Apron 3 is unoccupied.

5.7.4 Training Flights with “Aborted Take-off”

After an aborted take-off, the aircraft shall return to the beginning of the runway.

5.7.5 Training Precautionary Circuit

Precautionary circuit training is only allowed for home-based aircraft. The minimum altitude for precautionary circuit training is 600 FT.

5.7.6 IFR Training Flights

IFR training: PPR. Contact AFIS:

- TEL:+32 (0) 56 36 20 44

5.8 Helicopter Flights

Helicopter take off and final approach only on RWY 06/24.

6 HIGHER CODE AIRCRAFT OPERATIONS

ICAO aerodrome reference code C aircraft (24 M ≤ wingspan < 36 M) can operate to/from EBKT provided that Higher Code Aircraft Procedure is active.

PPR 24HR: ops@fia.aero or +32 (0) 56 37 34 34

Higher code aircraft procedure in general:

- Procedure is activated by NOTAM.
- When procedure is active, all movements on the airport are PPR. Contact AFIS 120.250 MHZ or +32 (0) 56 36 20 44.
- During movement of higher code aircraft, no other conflicting movements (taxi, towing, take-off, landing, fuelling of other aircraft and vehicles) will be allowed.
- Crew operating a higher code aircraft shall adhere strictly to any taxi instruction given by EBKT AFIS.
- The higher code aircraft is only allowed to operate on the RWY, INT B2 and B3, TWY B between INT B2 and B3 and on aircraft stands 210 and 250. See chart AD 2.EBKT-GMC.02.
- Turn-pads are available at the left hand side of each RWY end, suited for all code C aircraft.
- If parking longer than 2 HR on stand 210/250, nose of aircraft shall be directed to the RWY.

EBKT AD 2.21 Noise Abatement Procedures

1 GENERAL

1.1 Noise Certification

Aircraft operating to and from EBKT must be noise-certified according to *ICAO Annex 16*.

For touch-and-go flights, an airplane ≤ 2T must be noise certified ≤ 76dB(A) according to *ICAO Annex 16*.

On weekdays after 1600 (1500), for touch-and-go circuit training, the aircraft must be noise certified ≤ 72 dB(A) according to *ICAO Annex 16.*

1.2 Reverse Thrust

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

2 GROUND PROCEDURES

2.1 Engine Test Runs and Idle Checks

Engine test runs in the open air must be restricted to the very minimum and are only allowed between 0800-1100 (0700-1000) and 1300-1700 (1200-1600). The Airport Authority has the right to stop or restrict all ongoing tests in case of violation of airport regulations or other circumstances that require such decision.

Preferred location for engine test runs are aircraft stands 243/251, 244/252.

When stand 243 or 244 is used, crew shall ensure the taxilane behind the stand is free when performing idle and low power engine test runs. When performing high power test runs, also stand 241, 242 respectively has to be kept free.

When stand 251 is used, crew shall ensure apron 3 is free until intersection B3 for idle and low power engine test runs. When performing high power test runs, apron 3 shall be kept completely free.

Take-off power engine test runs are only allowed on the RWY, after prior approval of the airport authority and when traffic permits.

2.2 Power Supply

The APU shall be shut down at the earliest opportunity after arrival, not exceeding 30 MIN, and it may only be restarted when essential aircraft checks or cabin conditions require so before the planned departure, and this also not exceeding 40 MIN.

3 ARRIVAL PROCEDURES

3.1 VFR arrivals (Except High Performance Aircraft)

Keep an altitude of 1000 FT until turning final, if compatible with the safety of the aircraft.

Keep the angle of descent as high as compatible with the safety of the aircraft.

Perform an approach ≥3° with the lowest power setting possible.

Low approach with full flaps setting, high motor rotation speed and high pitch setting is forbidden.

4 DEPARTURE PROCEDURES

4.1 VFR Take-off and Climb Procedures

For turbo-jet aircraft:

- From take-off to 1500 FT QNH:
  - take-off power;
  - take-off flaps;
  - climb to V2 + 10 to 20 KT or as limited by body angle;
- At 1500 FT QNH:
  - reduce thrust to not less than climb thrust;
- From 1500 FT QNH to 3000 FT QNH:
  - climb at V2 + 10 to 20 KT;
- At 3000 FT QNH:
  - accelerate smoothly to en-route climb speed with flaps retraction.

For propeller aircraft:

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

EBKT AD 2.22 Flight Procedures

1 GENERAL

1.1 Aerodrome Minima

1.1.1 VMC Aerodrome Minima

See ENR 1.2, § 1.1.

1.1.2 Aerodrome Declared IFR

When the MET conditions are below VMC minima or for another reason (e.g. high density traffic predicted), the AFIS shall declare the aerodrome IFR. In principle, only IFR flights are permitted.

Airport minimum is 800 M.

1.2 Communication

Incoming traffic shall contact Kortrijk Information at least 5MIN before entering the aerodrome traffic circuit. However, contact shall be made at MAX 15NM from EBKT and MAX 3000FT AMSL.

All traffic shall contact Kortrijk Information before taxiing.

1.3 Traffic Regulation

As the aerodrome is situated in uncontrolled airspace class G, it shall be noted that flights into and from EBKT operate at own risk as no ATC separation service is provided.

SERA.3210 rules “avoidance of collisions” are applicable: landing aircraft have priority. When more than one aircraft are landing, the lowest has priority.

1.4 Traffic Information Between IFR and VFR Flights

- On first contact, all traffic report position, altitude and intentions.
- Usage of compulsory reporting points:
  - IFR flights shall report flying over the IAF MAK, IF and FAF indicating position, altitude and intentions;
  - Additionally, IFR traffic shall report when vacating the runway or when initiating missed approach
  - VFR flights shall report flying over the entry reporting points (N1, S1, E1 and W1) and, when in the traffic circuit, report beginning of downwind, turning base leg and final;
  - VFR flights are recommended to report flying over the intermediate points (N2, S2, E2 and W2).
- All pilots shall maintain two-way radio communication on FREQ 120.250MHZ.
- To enhance the “see and avoid” concept, all aircraft operating locally at EBKT:
  - shall keep their navigation, landing and anti-collision lights switched on;
  - will keep a sharp look-out for other traffic;
  - is highly recommended not to exceed 185 KIAS, unless prescribed otherwise by the relevant flight procedures.
- Kortrijk Information will inform the IFR flight of the position of all known VFR flights in the vicinity of the airfield and broadcast to the VFR flights the position of the IFR flight.
- IFR traffic proceeding for a visual approach are recommended to proceed for the entire VFR circuit.
  Provided traffic permits, a visual straight in approach might be available, AFIS will advise.
- VFR flights are recommended not to fly overhead the field when entering the RMZ/TMZ via the mandatory entry reporting points. AFIS will provide pilots with aerodrome information.
- VFR pilots are recommended to join beginning of downwind of their applicable circuit.
  Provided traffic permits, a straight in approach might be available, AFIS will advise.
- For traffic separation, orbits are allowed in the circuit, or if necessary pilots should extend downwind slightly or leave the traffic circuit and re-join beginning of downwind in order to avoid conflicts with other traffic.
- Student pilots should include the word “SOLO” immediately after the aircraft call sign at initial contact with Kortrijk Information (ref SERA.8035).
- All pilots shall report left/right hand downwind, base and final.

2 IFR FLIGHTS

2.1 General

- Only 3 IFR movements at the same time are allowed.

- 3 IFR movements at a time means that skeyes (Brussels info, Brussels departure/control, EBKT info) provides traffic info to the maximum extend to pilots in order to strive for a maximum of 1 IFR departure, 1 IFR arrival and 1 IFR in holding at the same time and that pilots have to keep in mind that they fly in class G where the ultimate responsibility for separation remains with the pilot.
- Unless prescribed otherwise by the relevant flight procedures, all traffic in Kortrijk RMZ/TMZ is highly recommended not to exceed 185 KIAS.
- Arriving IFR flights shall announce their ETO MAK at least 10 MIN in advance on the EBKT AFIS FREQ 120.250 MHZ.

2.2 Holding pattern

Only one holding level is available at 3000FT.

Holding is not allowed for training purposes.

Fix	MAK NDB
Turn / inbound track (MAG)	Right / 194°
Levels	3000FT QNH
Remarks	RNAV 1, 185 KIAS MAX

Path terminators - EBKT holding MAK

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

MAK

#	ID	P/T	F/O	Course (°T / °M)	Turn Dir.	ALT (ft)	DIST	Speed limit (kts)	NAV Spec	Remarks
1	MAK	HM	Y	194.9/ 194	R	@3000	1 MIN	-185	RNAV1	

2.3 Approach Procedures RWY 24

2.3.1 General

When released by Brussels ACC/APP, report MAK at 3000FT QNH to Kortrijk Information for approach and landing on RWY 24.

Circling is not allowed.

2.3.2 RNP RWY24

2.3.2.1 Waypoints

ID	LATITUDE	LONGITUDE
MAK	505752.1N	0032947.1E
MIRZO	505427.5N	0032820.9E
ALFAS	505207.1N	0032125.5E
RW24	504919.40N	0031307.37E
KT401	504725.4N	0030729.9E
KT402	505025.7N	0030213.3E
KT403	505439.1N	0030439.2E
KT404	505935.5N	0032552.3E

2.3.2.2 Path Terminators

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

#	ID	P/T	F/O	Course (°T/°M)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (kts)	VPA (°)/ TCH (ft)	NAV Spec	Remarks
1	MAK	IF	N			+3000		-185		RNP APCH	IAF
2	MIRZO	TF	N	194.9/194		+2000	3.5	-185		RNP APCH	IF
3	ALFAS	TF	N	241.9/241		@2000	5.0			RNP APCH	FAF
4	RW24	TF	Y	242.0/241			6.0		-3.00°/50	RNP APCH	MAPT
5	KT401	DF	N					-160		RNP APCH	
6	KT402	TF	N	312.0/311			4.5			RNP APCH	
7	KT403	TF	N	020.0/019			4.5			RNP APCH	
8	KT404	TF	N	069.6/069			14.3			RNP APCH	
9	MAK	TF	N	124.9/124		@3000	3.0	-185		RNP APCH	

2.3.2.3 Missed Approach

Pilots will report the missed approach including the time over IAF MAK and entry in the holding. Under certain conditions a new approach can be initiated without entry into the holding.

2.4 Approach Procedures RWY 06

2.4.1 General

When released by Brussels ACC/APP, report MAK at 3000FT QNH to Kortrijk Information for approach and landing on RWY 06.

Circling is not allowed.

2.4.2 RNP RWY06

2.4.2.1 Waypoints

ID	LATITUDE	LONGITUDE
MAK	505752.1N	0032947.1E
KT403	505439.1N	0030439.2E
GIGAD	505141.9N	0025730.9E
IKIFE	504650.0N	0025918.2E
MINLU	504744.5N	0030526.5E
MAP06	504831.9N	0031046.6E
MIRZO	505427.5N	0032820.9E

2.4.2.2 Path Terminators

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

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)/ Time (min)	Speed limit (kts)	VPA (°)/ TCH (ft)	NAV Spec	Remarks
1	MAK	IF								RNP APCH	IAF
2	KT403	TF	N	258.7			16.2			RNP APCH	
3	GIGAD	TF	N	236.9		+3000	5.4			RNP APCH	
4	IKIFE	TF	N	166.9	L		5.0	-185		RNP APCH	IF
5	MINLU	TF	N	076.8		@1500	4.0			RNP APCH	FAF
6	MAP06	TF	Y	076.9			3.5		-3.10°/50	RNP APCH	MAPt
7	MIRZO	DF	N							RNP APCH	
8	MAK	TF	N	014.9		@3000	3.5	-185		RNP APCH	MAHF

2.4.2.3 Missed Approach

Pilots will report the missed approach including the time over IAF MAK and entry in the holding. Under certain conditions a new approach can be initiated without entry into the holding.

2.5 Departure Procedures RWY 24

2.5.1 Standard Instrument Departures

After TKOF proceed SID towards MAK climb to 3000FT QNH, turn right to MAK, contact Brussels DEP/ACC and continue climb to cleared level.

The RNAV 1 SIDs are available only to aircraft which are equipped and operated in accordance with the requirements of CS-ACNS (Issue 2), or equivalent, and approved by their State of Registry for RNAV 1 operations.

i. In addition, the RNAV 1 SIDs are only available to those aircraft that are either GNSS equipped or that have DME/ DME/IRU positioning capability with an automatic runway updating function.

ii. There are no critical navaids associated with the RNAV 1 SID, assuming the use of GNSS or INS/IRU for initial guidance up to an altitude of 2000FT.

2.5.1.1 Route Description

Designator	Route	Remarks
MAK2A	At 500 FT QNH, direct to KT401, turn right to KT402, turn right to KT403, turn right to MAK. Climb and maintain 3000 FT QNH. RNAV1: [T242, A500+] -> KT401[K160-] - KT402 - KT403 - MAK[A3000].	Available for CAT A and B aircraft. MNM PDG of 5.3% (725 FT/MIN) due to obstacles until 500 FT.
MAK1B	At 500 FT QNH, direct to KT401, turn right to KT402, turn right to KT403, turn right to MAK. Climb and maintain 3000 FT QNH. RNAV1: [T242, A500+] -> KT401[K185-] - KT402[K200-] - KT403 - MAK[A3000].	Available for CAT C aircraft. MNM PDG of 7.3% (1220 FT/MIN) due to obstacles until 500 FT.

2.5.1.2 Waypoints

ID	LATITUDE	LONGITUDE
KT401	504725.4N	0030729.9E
KT402	505025.7N	0030213.3E
KT403	505439.1N	0030439.2E
MAK	505752.1N	0032947.1E

2.5.1.3 Path Terminators

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

MAK2A

#	ID	P/T	F/O	Course (°T/°M)	Turn Direction	Upper limit (FT) / Lower limit (FT)	DIST (NM)	Speed limit (kts)	NAV Spec
1		CA		242.0/241		- / 500			RNAV1
2	KT401	DF	N					-160	RNAV1
3	KT402	TF	N	312.0/311			4.5		RNAV1
4	KT403	TF	N	020.0/019			4.5		RNAV1
5	MAK	TF	N	078.4/077		@3000	16.2		RNAV1

MAK1B

#	ID	P/T	F/O	Course (°T/°M)	Turn Direction	Upper limit (FT) / Lower limit (FT)	DIST (NM)	Speed limit (kts)	NAV Spec
1		CA		242.0/241		- / 500			RNAV1
2	KT401	DF	N					-185	RNAV1
3	KT402	TF	N	312.0/311			4.5	-200	RNAV1
4	KT403	TF	N	020.0/019			4.5		RNAV1
5	MAK	TF	N	078.4/077		@3000	16.2		RNAV1

2.6 Departure Procedures RWY 06

2.6.1 Standard Instrument Departures

After TKOF proceed SID towards MAK climb to 3000FT QNH, turn left to MAK, contact Brussels DEP/ACC and continue climb to cleared level.

The RNAV 1 SIDs are available only to aircraft which are equipped and operated in accordance with the requirements of CS-ACNS (Issue 2), or equivalent, and approved by their State of Registry for RNAV 1 operations.

i. In addition, the RNAV 1 SIDs are only available to those aircraft that are either GNSS equipped or that have DME/DME/IRU positioning capability with an automatic runway updating function.

ii. There are no critical navaids associated with the RNAV 1 SID, assuming the use of GNSS or INS/IRU for initial guidance up to an altitude of 2000FT.

2.6.1.1 Route Description

Designator	Route	Remarks
MAK1C	At 500FT QNH, direct to MIRZO, turn left to MAK. Climb and maintain 3000FT QNH. **RNAV1:** [T062,A500+]->MIRZO-MAK[A3000]	

2.6.1.2 Waypoints

See § 2.4.2.1.

2.6.1.3 Path Terminators

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

MAK1C

#	ID	P/T	F/O	Course (°T)	Turn Direction	ALT (ft)	DIST (NM)	Speed limit (kts)	NAV Spec
1		CA		061.9		+500			RNAV1
2	MIRZO	DF	N						RNAV1
3	MAK	TF	N	014.9		@3000	3.5		RNAV1

3 VFR FLIGHTS

3.1 Visual Reporting Points

VFR traffic shall/can use following reporting points:

Compulsory reporting points

Abbreviation	Name	Associated landmark	Position
E1	ECHO 1	junction motorway E17 and road N382 (Waregem-Anzegem)	505217N 0032634E
N1	NOVEMBER 1	junction road N50 (Oostkamp-Kortrijk) and canal Roeselare-Leie	505453N 0031614E
S1	SIERRA 1	junction motorway A17 and road N58 (Moeskroen-Dottenijs)	504346N 0031736E
W1	WHISKEY 1	junction motorway A19 and road N303 (Passendale-Wervik)	505010N 0030044E

Recommended reporting points

Abbreviation	Name	Associated landmark	Position
E2	ECHO 2	junction road N8 and road N391	504856N 0031833E
N2	NOVEMBER 2	junction ring road R8 and railroad	505111N 0031432E
S2	SIERRA 2	junction motorway E403 and motorway E17	504720N 0031349E
W2	WHISKEY 2	junction motorway A19 and road N32	504912N 0030708E

3.2 Inbound Traffic

Reporting point N1, W1, S1 or E1 shall be reported and overflown before entering the visual traffic circuit. Pilots are recommended to route N1-N2, W1-W2 or S1-S2. In order to increase situational awareness it is recommended to VFR flights not to fly overhead the field when entering the RMZ but to proceed directly to the circuit pattern (see § 1.4).

3.3 Outbound Traffic

It is mandatory to leave the circuit via the compulsory reporting points E1, N1, S1 and W1.

3.4 Visual Traffic Pattern (Noise Abatement Procedure)

RWY 06:

Helicopter

a. Right-hand circuit;
b. Take-off must be performed using the best rate of climb of the aircraft. Continue to climb straight ahead to 800FT AMSL before turning right crosswind, continue the climb to circuit altitude 1000FT AMSL;
c. The right-hand downwind leg is at 1000FT AMSL, overhead the water canal;
d. Keep an altitude of 1000FT until turning final, if compatible with the safety of the aircraft.

AERODROME GROUND MOVEMENT CHART - ICAO

AFIS
120.250

KORTRIJK / Wevelgem (EBKT)

Apron	ELEV (In FT)	Strength
Apron 1	53	5700 KG MTOW
Apron 2	53	PCN 41/R/B/X/T
Apron 3	53	PCN 36/F/B/X/T

TWYs	WIDTH	SURFACE	STRENGTH	LIGHTING	
				CENTRE	EDGE
A	*10.5 M*	*ASPH*	*INFO NOT AVBL*	*yes*	*no*
B	*10.5 M* *15 M (BTN B2 and B3)*	*ASPH*	*PCN 36/F/B/X/T*	*yes*	*no*
A1, A3, A4 B1, B4, B5 and B6	*12 M*	*ASPH*	*PCN 36/F/B/X/T*	*yes*	*no*
A5	*11 M*	*ASPH*	*PCN 4/F/B/Z/T*	*yes*	*no*
A6	*5 M*	*ASPH*	*air-taxi only*	*yes*	*no*
B2 and B3	*18 M*	*ASPH*	*INFO NOT AVBL*	*yes*	*no*

VAR 1°E 2020

Unmarked Aprons 1 and 3 only available for non-commercial aircraft with wingspan < 15 M

Apron	Stands	Coordinates	
Apron 2	210	504911.71N	0031300.18E
	211	504911.87N	0031257.23E
	212	504911.20N	0031257.79E
	221	504912.33N	0031258.20E
	222	504911.65N	0031258.77E
	223	504910.99N	0031254.61E
	224	504910.31N	0031255.18E
	231	504911.44N	0031255.58E
	232	504910.77N	0031256.15E
	233	504910.10N	0031251.97E
	234	504909.42N	0031252.54E
	241	504910.55N	0031252.95E
	242	504909.88N	0031253.53E
	243	504909.21N	0031249.36E
	244	504908.54N	0031249.92E
	250	504908.09N	0031249.42E
	251	504909.67N	0031250.33E
	252	504909.00N	0031250.90E

CHANGE: TWY strength updated

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EBLG - LIÈGE / Liège

EBLG AD 2.1 Aerodrome Location Indicator and Name

EBLG - LIÈGE / Liège

EBLG AD 2.2 Aerodrome Geographical and Administrative Data

1	**ARP coordinates**	503811N 0052634E
	Site of ARP at aerodrome	261° MAG / 785M from TWR
2	**Direction and distance from (city)**	5NM W of Liège
3	**Elevation / reference temperature**	651FT / 22°C
4	**Geoid undulation at AD ELEV PSN**	153FT
5	**Magnetic variation / annual change**	2°E (2020) / INFO not AVBL
6	**Name of AD operator**	**Airport Authority:** Service Public de Wallonie **Airport Management:** Liège Airport SA
	Address	**Airport Authority:** Service Public de Wallonie Direction de l'aéroport de Liège Mr Anselme (Airport Commander) Rue de l'aéroport Building 44 4460 Grâce-Hollogne BELGIUM **Airport Management:** Liège Airport SA Rue de l'aéroport Building 50 4460 Grâce-Hollogne BELGIUM
	TEL	**Airport Authority:** Airport Authority: +32 (0) 4 234 84 07 (office hours) Airport Inspection: +32 (0) 4 234 84 29 (H24) **Airport Management:** APOC - Airport Operations Center (H24) Duty Manager: +32 (0) 4 234 87 87 Flight planners: +32 (0) 4 234 87 05
	FAX	NIL
	Email	**Airport Authority:** Airport inspection: inspection-eblg@spw.wallonie.be **Airport Management:** Duty Manager: APOC@liegeairport.com Flight planners: flights@liegeairport.com
	AFS	Airport Authority: EBLGYDYX
	Website	www.liegeairport.com/flexport/en
7	**Types of traffic permitted (IFR/VFR)**	IFR / VFR
8	**Remarks**	NIL

EBLG AD 2.3 Operational Hours

1	**AD Operator**	H24
2	**Customs and immigration**	H24
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	H24
5	**ATS Reporting Office (ARO)**	NIL
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	H24
9	**Handling**	H24
10	**Security**	H24
11	**De-icing**	H24
12	**Remarks**	NIL

EBLG AD 2.4 Handling Services and Facilities

1	**Cargo-handling facilities**	Modern handling facilities Nearest railway siding: Cargo Village (1KM)
2	**Fuel types**	AVGAS 100 LL and JET A1
	Oil types	Contact handler
3	**Fuelling facilities and capacity**	AVGAS 100 LL (sold via Liège Airport): • 1 tank 38M³ • 1 truck 5000l JET A1: • 3 trucks 85000L, 3000L/MIN • 3 trucks 60000L, 3000L/MIN • 2 trucks 40000L, 3000L/MIN • 1 truck 18000L, 3000L/MIN (dedicated to Apron P0) • 3 Hydrant Cars, 3000L/MIN BP, Q8, TF, Vitol, WFS and TUI fuel cards accepted via TF, Q8 and WFS. Credit cards accepted via TF.

During LVP, arriving aircraft shall respect the following restrictions when vacating RWY 24:

- TWY D2, E or F: preferably to be used when vacating RWY 24;
- TWY B4, G or H: if planned to use, advise ATC as soon as possible;
- TWY C, D1, H or I: only usable on ATC instructions;
- TWY A1 or A2: not usable.

ATC may use ground surveillance information to assist in monitoring aircraft and vehicles on the manoeuvring area. Any ground surveillance derived information is however to be considered as advice only.

4.1.3 Communications

Pilots will be informed by ATIS or ATC when LVP are in progress. The ATIS message will contain the phrase “LOW VISIBILITY PROCEDURES IN OPERATION. DEPARTING AIRCRAFT, USE CAT TWO THREE HOLDING POINTS. ARRIVING AIRCRAFT, LATEST RVR WILL BE GIVEN ON THE ATC FREQUENCY. CHECK YOUR MINIMA”.

In addition to the current readings for the landing runway and information on significant changes in surface wind, ATC will provide details of any unavailability of equipment relevant to LVP (NOTAM will be issued if the unavailability is expected to last more than 1HR).

Pilots will be informed by ATC when LVP are terminated.

Pilots shall report when runway and taxiway are vacated and when approaching any CAT II/III holding points.

Pilots should be ready for departure at the CAT II/III holding point.

4.2 Criteria for Initiation and Termination of LVP

The preparation phase will start when visibility is at or below 1500M and/or ceiling is at or below 300FT, and further weather deterioration is expected. The notification phase will start when RVR is at or below 800M and/or ceiling/vertical visibility is at or below 200FT.

LVP will be terminated when RVR increases above 800M and ceiling/vertical visibility is higher than 200FT, and a further improvement of the weather conditions is expected.

Note: The ILS sensitive area shall remain clear of vehicles until the visibility exceeds 1500M and the ceiling is higher than 300FT.

4.3 Other Information

Pilots wishing to practice a CAT II/III approach shall inform Luxembourg APP using the phraseology “REQUEST PRACTICE CAT II/III APPROACH.” They should be aware that protection of the ILS sensitive area is not guaranteed and no special ATC procedures will be applied.

During low visibility operations and provided adjacent airspace is available, arriving aircraft are typically vectored to intercept ILS at 10NM final. Due to airspace limitations arriving aircraft may be vectored to be established at 8NM final latest. Aircraft requiring a longer than 8NM line-up shall inform ATC as soon as practicable to allow time for the necessary coordination with adjacent sectors.

The spacing between inbound flights established on the ILS is typically 10NM, but may vary depending on actual weather conditions and runway contamination.

During low visibility operations, all guided take-offs shall be requested upon start-up, otherwise there is no ILS protection for departures.

During low visibility operations, the aerodrome capacity is reduced. Major delay should be expected.

5 VFR FLIGHTS

5.1 General

A flight plan is compulsory for all VFR flights to and from ELLX (see ENR 1.10, § 1.1).

The published inbound and outbound routes indicate the optimum routing with regard to safety and noise abatement. The indicated routes are compulsory and shall be followed as accurately as possible, unless otherwise instructed by ATC or necessary for the safety of the aircraft or flight. 2 000FT AMSL are to be maintained as far as cloud separation permits.

Centreline crossing closer than 11NM from ARP should be done at 2000FT MAX. Aircraft unable to comply shall contact Luxembourg APP on CH 120.885.

VFR pilots should expect delay during ATC peak hours which are defined as follows: MON to SUN 0830-1100 (0730-1000), 1600-1900 (1500-1800) and 2000-2100 (1900-2000).

5.2 Visual Reporting Points

VFR traffic shall only use following compulsory reporting points:

Name	Associated landmark	Relative position	Position
ALPHA	Church of Keispelt	R-293 LUX / 7.7 DME	494138N 0060407E
MERSA	Red bridge over railway at Mersch	R-319 LUX / 8.5 DME	494459N 0060639E
BRAVO	Road crossing Waldhof	R-298 LUX / 2.4 DME	493933N 0061139E
CARLI	Castle of Fischbach	R-338 LUX / 6.9 DME	494451N 0061112E
OSCAR	Bridge of Wormeldange	R-106 LUX / 6.4 DME	493626N 0062414E
REMIK	Bridge of Remich	R-138 LUX / 7.5 DME	493236N 0062214E
SIERA	Railway crossing at Moutfort	R-174 LUX / 2.8 DME	493534N 0061507E
TANGO	Water tower at Frisange	R-195 LUX / 7.8 DME	493053N 0061123E

5.3 Inbound Traffic

Inbound flights shall proceed via the arrival routes depicted on chart AD 2.ELLX-VAC.01.

The VFR holding patterns and aerodrome traffic circuits are depicted on chart AD 2.ELLX-VAC.02 and take into consideration preferred operational routes and avoidance of noise nuisance to neighbouring communities.

If PAPI required for approach, advise ATC.

5.4 Outbound Traffic

Outbound flights shall contact Luxembourg Delivery with relevant flight plan information (e.g. exit point, touch and go) except HEMS and police flights by local operators.

Outbound flights shall proceed via the departure routes depicted on chart AD 2.ELLX-VAC.01 and

- if RWY 06 is in use, via CARLI or OSCAR;
- if RWY 24 is in use, via ALPHA or TANGO.

5.5 8.33 KHZ Channel Spacing

Luxembourg CTR has been designated as controlled airspace (airspace class D).

Voice communications with ATC within this airspace are performed in a 8.33 KHZ channel.

Airspace users planning to enter or operate within this airspace shall ensure that proper radio communications equipment is available on board their aircraft.

Operators equipped only with 25 KHZ channel spacing radios capability shall not use these radios in trying to communicate on a 8.33 KHZ spaced channel due to potential interferences.

25 KHZ voice channel spaced frequencies published as “contingency” shall only be used in these remote situations (e.g. airspace infringement by flights not planned to operate within the Luxembourg CTR) and only when directed by ATC.

Non-adherence to the procedures related to communication requirements mentioned above may result in the flight being refused to enter the CTR or being instructed to leave the CTR.

6 RADIO COMMUNICATION FAILURE

6.1 General

DIK is the only holding available in case of RCF.

Aircraft equipped with an on-board telephone/mobile phone, dial +352 47 98 24 01 0 or +352 47 98 24 01 1 and mention last RTF channel used.

6.2 IFR

6.2.1 Conventional Navigation

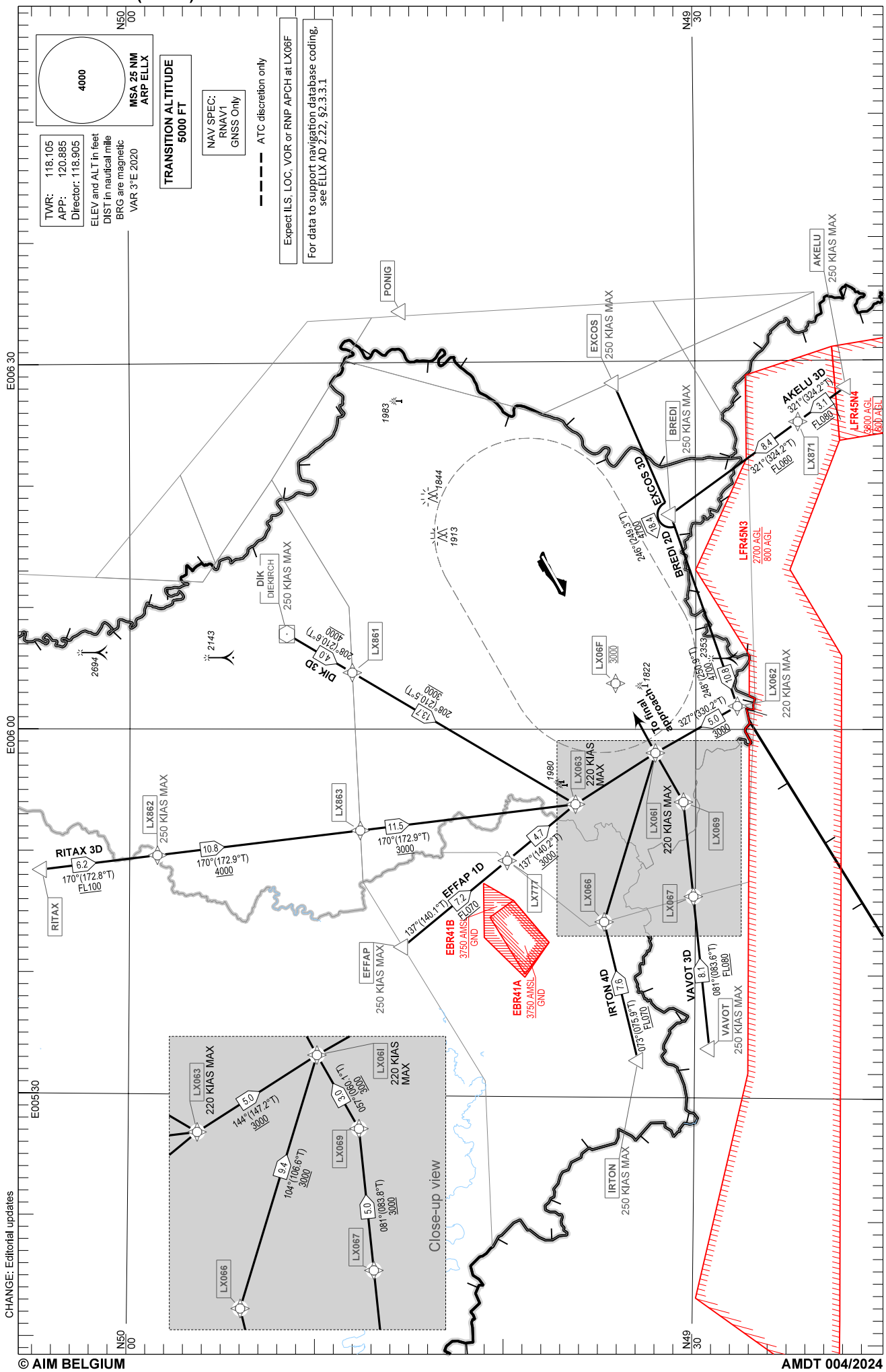
- Set transponder on code 7600;
- Proceed to DIK at last assigned and acknowledged flight level or, if assigned a level below 4 000 FT whilst receiving radar vectors to intercept an instrument approach, climb immediately to 4 000 FT;
- At last received and acknowledged EAT or, in the absence of an EAT, at FPL ETA, descend to 4 000 FT QNH in the DIK holding pattern;
- Descend to initial approach altitude to carry out a standard instrument approach according to IAC.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DIK 3D EXCOS 3D BREDI 2D AKELU 3D
VAVOT 3D IRTON 4D EFFAP 1D RITAX 3D

LUXEMBOURG / Luxembourg (ELLX)

RNAV TRANSITION TO RWY 06



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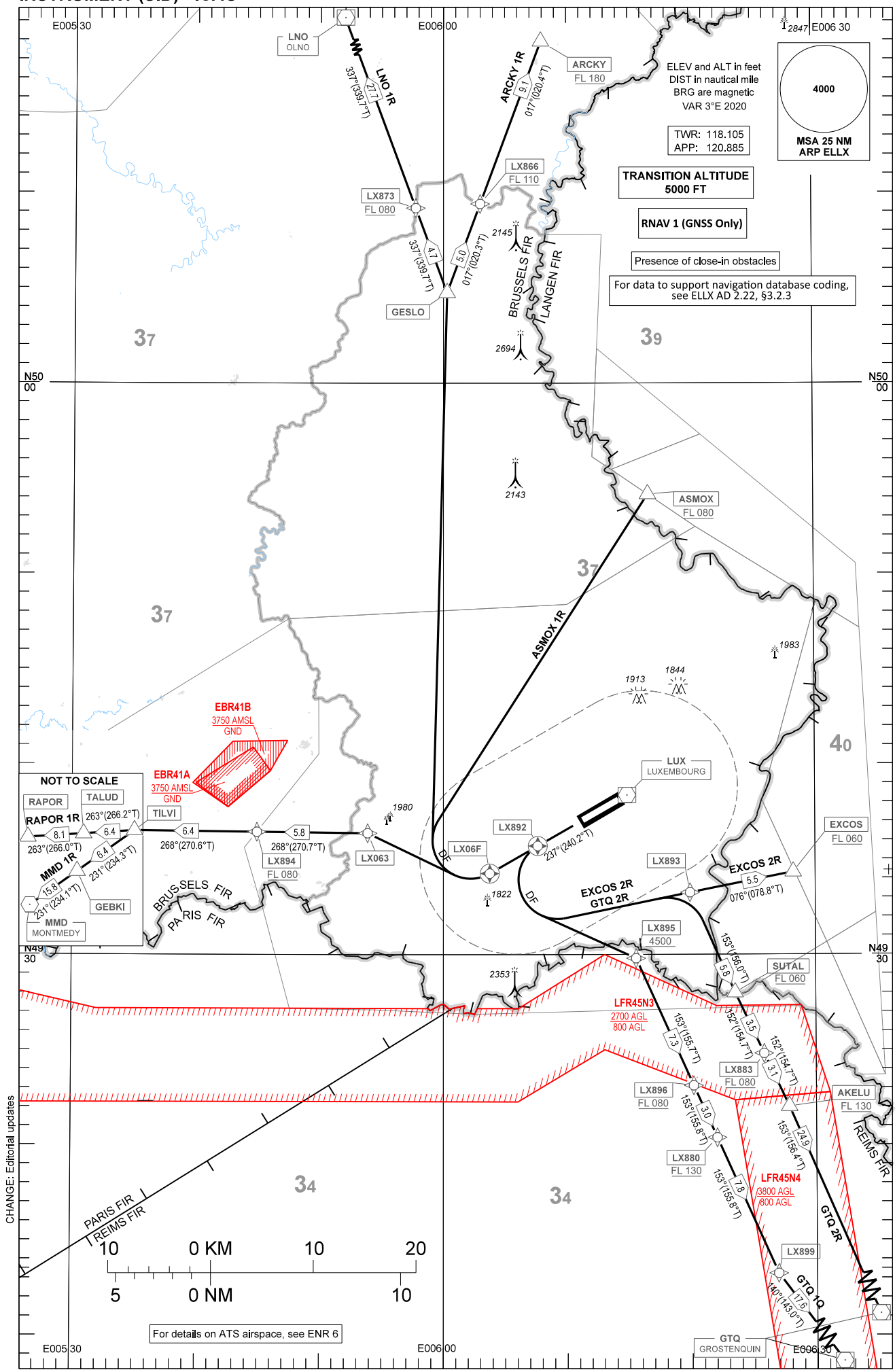
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

ARCKY 1R ASMOX 1R EXCOS 2R
GTQ 1Q-2R MMD 1R RAPOR 1R LNO 1R

LUXEMBOURG / Luxembourg (ELLX)

RNAV RWY 24



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EBOS AD 2.6 Rescue and Fire Fighting Services

1	**Aerodrome category for fire fighting**	CAT 9
2	**Rescue equipment**	CAT 9 compliant
3	**Capability for removal of disabled aircraft**	NIL
4	**Remarks**	No dedicated removal equipment on site, contact Airside Inspection (+32 59 55 12 02) or operations@ostendairport.aero for coordination.

EBOS AD 2.7 Runway Surface Condition Assessment and Reporting, and Snow Plan

1	**Types of clearing equipment**	• 3 sweeper-blowers with snowplough (working width: 4M) • 1 sprayer of de-icing liquids (capacity: 4600L, spraying width: 23M) • 1 spreader of de-icing solid NAAC (capacity: 6T, spraying width: 12M)
2	**Clearance priorities**	1. RWY 08/26 (inclusive turn path) 2. TWY to the aprons 1 and 2 3. Important aircraft stands on the apron 1 and 2 4. Remaining part of the aprons and the access roads
3	**Use of material for movement area surface treatment**	KAC (potassium acetate fluids) and NAAC (sodium acetate solid)
4	**Specially prepared winter runways**	Not applicable
5	**Remarks**	Transmission of information by SNOWTAM, ATIS and RCR based on RCAM (evaluated by airport inspection and communicated to ATC). Designated authority to co-ordinate information about the current state of progress of snow clearance operations and the conditions of the movement area are the Airport Inspectors: TEL: +32 (0) 59 55 12 02 Email: operations@ostendairport.aero The AD operator will report to AIS and ATS on matters of operational significance affecting aircraft and aerodrome operations on the movement area, particularly in respect of runway contamination, as per the Global Reporting Format (GRF). When these conditions apply, airport inspection will issue a Runway Condition Report (RCR) after assessment of the runway condition, which will report the condition over each third of the runway. It will contain a Runway Condition Code (RWYCC), code number from 0 to 6, which will be derived via the Runway Condition Assessment Matrix (RCAM). The appropriate condition will be disseminated by means of ATIS. A SNOWTAM will be published when a significant change in runway condition occurs due to water, snow, slush, ice or frost. A SNOWTAM will be published to reflect significant changes until the runway is no longer contaminated. Pilots shall report (AIREP) to ATC whenever the braking action experienced during landing is less good than indicated on the RWYCC.

EBOS AD 2.8 Aprons, Taxiways and Check Locations/Positions Data

1	**Apron designation, surface and strength**	Apron 1: CONC / ASPH, PCN 101/R/D/W/T Apron 2: CONC / ASPH, PCN 86/F/C/W/T Apron 3: CONC / ASPH, PCN 52/F/C/X/T

2	**Taxiway designation, width, surface and strength**	TWY G2: 15M, CONC / ASPH, PCN 28/R/A/W/U TWY H2: 15M, CONC / ASPH, PCN 52/F/C/X/T TWY B1: 20M, CONC / ASPH, PCN 86/F/C/W/T TWY D1, E1, E2, K3, K4, K5, K6, K7, K8, L and M: 23M, CONC / ASPH, PCN 86/F/C/W/T TWY A, B2, C2 and F: 30M,CONC / ASPH, PCN 86/F/C/W/T TWY C1: INFO not AVBL, CONC / ASPH, 5700KG MAX
3	**ACL and elevation**	At apron 2 (4FT)
4	**VOR check points**	NIL
	INS check points	See chart AD 2.EBOS-ADC.01
5	**Remarks**	TWY C1 can only be used during HJ by aircraft with a weight of 5700KG. Turns from TWY B1 to TWY K4 or TWY D1 to TWY K5 are only allowed for aircraft ICAO code C MAX. No guidelines present. TWY B1 is limited to aircraft with OMGWS < 9 M.

EBOS AD 2.9 Surface Movement Guidance and Control System and Markings

1	**Aircraft stand identification signs**	Markings
	Taxiway guide lines	Illuminated guidance signs
	Visual docking/parking guidance system at aircraft stands	Parking guide lines at all stands
2	**Runway markings and lighting**	Designation, threshold, touchdown zone, centre line and side stripe markings, aiming point
	Taxiway markings and lighting	Centre line, edge lines and holding positions with enhanced taxi centreline markings at the TWY/RWY intersections. Intermediate holding positions are available (not lighted).
3	**Stop bars**	On all runway holding positions
	Runway guard lights	Elevated runway guard lights available at all holding positions
4	**Other runway protection measures**	NIL
5	**Remarks**	NIL

EBOS AD 2.10 Aerodrome Obstacles

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

Details on EBOS aerodrome obstacles can be found on chart AD 2.EBOS-AOC.01.

Close-in Obstacles

ID	Latitude	Longitude	ALT (M)	ALT (FT)	Remarks	Vegetation
EBOS_1848	511152.48N	0025100.95E	10.0	33	RWY 08 Close-in	Yes
EBOS_1852	511151.60N	0025058.44E	9.9	33	RWY 08 Close-in	Yes
EBOS_1851	511151.45N	0025058.75E	8.6	29	RWY 08 Close-in	Yes
EBOS_5124	511147.19N	0025045.62E	13.7	45	RWY 08 Close-in	Yes
EBOS_5126	511147.03N	0025045.11E	14.0	46	RWY 08 Close-in	Yes
EBOS_5123	511148.31N	0025048.23E	11.5	38	RWY 08 Close-in	Yes
EBOS_5102	511219.64N	0025401.16E	16.8	56	RWY 26 Close-in	Yes
EBOS_3664	511219.29N	0025357.25E	10.5	35	RWY 26 Close-in	Yes
EBOS_3663	511219.24N	0025357.42E	10.5	35	RWY 26 Close-in	Yes
EBOS_3659	511219.43N	0025359.20E	12.2	41	RWY 26 Close-in	Yes
EBOS_3661	511219.47N	0025357.47E	10.5	35	RWY 26 Close-in	Yes
EBOS_3662	511219.27N	0025357.58E	10.5	35	RWY 26 Close-in	Yes
EBOS_5099	511221.88N	0025408.20E	20.8	69	RWY 26 Close-in	Yes
EBOS_0493	511221.26N	0025410.86E	22.3	74	RWY 26 Close-in	Yes
EBOS_5096	511222.66N	0025409.80E	22.7	75	RWY 26 Close-in	Yes
EBOS_0494	511221.91N	0025411.13E	18.3	61	RWY 26 Close-in	Yes
EBOS_3039	511221.70N	0025408.87E	16.7	55	RWY 26 Close-in	Yes
EBOS_0499	511220.90N	0025410.65E	16.4	54	RWY 26 Close-in	Yes
EBOS_0500	511221.00N	0025410.97E	15.7	52	RWY 26 Close-in	Yes

EBOS AD 2.14 Approach and Runway Lighting

RWY 08					
Approach lighting system	*Type:* PALS CAT I *Length:* 870M *Intensity:* LIH		**VASIS**	*Type:* PAPI (left / 3°) *MEHT:* 55 FT	
Runway threshold lights	*Colour:* green *Wing bars:* NIL		**Touchdown zone lights**	900M	
Runway end lights	*Colour:* red *Wing bars:* NIL		**Stopway lights**	NIL	
Runway centre line lights	*Length:* 3200M *Spacing:* 15M *Intensity:* LIH	*white:* *red / white:* *red:*	from 0 to 2300M from 2300 to 2900M from 2900 to 3200M		
Runway edge lights	*Length:* 3200M *Spacing:* 30M *Intensity:* LIH	*red:* *white:* *yellow:*	from 0 to 300M from 300M to 2600M from 2600M to 3200M		
Remarks	All LED				

RWY 26					
Approach lighting system	*Type:* PALS CAT I *Length:* 840M *Intensity:* LIH		**VASIS**	*Type:* PAPI (left / 3°) *MEHT:* 55 FT	
Runway threshold lights	*Colour:* green *Wing bars:* NIL		**Touchdown zone lights**	900M	
Runway end lights	*Colour:* red *Wing bars:* NIL		**Stopway lights**	NIL	
Runway centre line lights	*Length:* 3200M *Spacing:* 15M *Intensity:* LIH	*white:* *red / white:* *red:*	from 0 to 2300M from 2300 to 2900M from 2900 to 3200M		
Runway edge lights	*Length:* 3200M *Spacing:* 30M *Intensity:* LIH	*red:* white: *yellow:*	from 0 to 415M from 415M to 2600M from 2600M to 3200M		
Remarks	LED (except PAPI which are halogen)				

EBOS AD 2.15 Other Lighting and Secondary Power Supply

1	**ABN / IBN location, characteristics and hours of operation**	NIL
2	**LDI location and lighting**	NIL
	WDI location and lighting	At TDZ RWY 08 (lighted) At TDZ RWY 26 (lighted)
3	**Taxiway edge lighting**	TWY A, B1, B2, C2, D1, E1, E2, F, K3, K4, K5, K6, K7, K8, L, G2 and M
	Taxiway centre line lighting	TWY L, M and turn pad
4	**Secondary power supply**	To all lighting at aerodrome
	Switch-over time	0 SEC
5	**Remarks**	NIL

EBOS AD 2.16 Helicopter Landing Area

Helicopters shall use RWY 08/26 for landing and take-off.

EBOS AD 2.17 ATS Airspace

1	**Designation**	Oostende CTR
	Lateral limits	511412N 0030716E - an arc of circle, 5NM radius, centred on 511305N 0025929E and traced clockwise to 510812N 0030119E - 510635N 0025022E - 511145N 0023423E - an arc of circle, 5NM radius, centred on 510717N 0023045E and traced counterclockwise to 511124N 0022612E - 511935N 0024500E - 512018N 0025304E - an arc of circle, 8NM radius, centred on 511221N 0025450E and traced clockwise to 511412N 0030716E.
2	**Vertical limits**	1500FT AMSL
3	**Airspace classification**	D
4	**ATS unit call sign**	Oostende Tower
	Language(s)	En
5	**Transition altitude**	4500FT AMSL
6	**Hours of activation**	H24
7	**Remarks**	UAS can be encountered in UAS geographical zones EBOS VLL0, VLL1 and VLL2 (for specifications, see ENR 5.1, § 4). Systematic tracking of UAS by ATC cannot be ensured.

EBOS AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
APP / TAR	Oostende Approach	120.600MHZ	H24	Primary frequency
		266.075MHZ	H24	NIL
		121.500MHZ 243.000MHZ	H24	Emergency frequency
		127.330	H24	Supplementary frequency 8.33 KHZ CH
TWR	Oostende Tower	118.180	H24	Primary frequency 8.33 KHZ CH
		266.075MHZ	H24	NIL
		121.500MHZ 243.000MHZ	H24	Emergency frequency
		127.330	H24	Supplementary frequency 8.33 KHZ CH
	Oostende Ground *(1)*	121.980	H24	8.33 KHZ CH
		127.330	H24	Supplementary frequency 8.33 KHZ CH
ATIS	Oostende Information	126.130	H24	8.33 KHZ CH D-ATIS AVBL (see GEN 3.4, § 3.4.2)
VDF	Oostende Homer	120.600MHZ 121.500MHZ	H24	NIL
		118.180	H24	8.33 KHZ CH
		127.330	H24	Supplementary frequency 8.33 KHZ CH

(1) Ground movement control

EBOS AD 2.19 Radio Navigation and Landing Aids

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
NDB	ONO	399.5KHZ	H24	511313.1N 0030041.8E		Coverage: 50NM Collocated with OM ILS 26
L	DD	352.5KHZ	H24	511138.1N 0025006.1E		257° GEO / 0.85NM from THR 08 Coverage: 25NM
L	OO	375KHZ	H24	511216.6N 0025426.1E		Coverage: 25NM Collocated with MM ILS 26
ILS 08 (CAT I)						
LOC	IMI	111.550MHZ	H24	511213.7N 0025403.2E		076° GEO / 1.71NM from THR 08 No back beam available LOC only reliable within 35° either side of course line
GP		332.750MHZ	H24	511148.4N 0025141.9E		Slope 3° RDH 52FT
DME	IMI	CH 52Y	H24	511148.6N 0025141.8E	21FT	Collocated with GP08 at 315M from THR 08
ILS 26 (CAT I)						
LOC	IOS	109.500MHZ	H24	511145.5N 0025056.0E		256° GEO / 1.65NM from THR 26 No back beam available LOC only reliable within 35° either side of course line
GP		332.600MHZ	H24	511201.8N 0025315.1E		Slope 3° RDH 51FT
OM	dash / dash	75MHZ	H24	511313.3N 0030042.5E		4.66NM from THR 26
MM	dot / dash	75MHZ	H24	511216.8N 0025425.3E		0.61NM from THR 26

EBOS AD 2.20 Local Aerodrome Regulations

1 GENERAL

1.1 Safety Instructions

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

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

1.2 Use of SSR

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

1.3 Transponder Operation

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

1.4 Pre-departure checks, including engine/power check

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

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

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

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

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

2 TAXI REGULATIONS

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

3 APRON REGULATIONS

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

Procedures Apron 2 at departure:

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

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

4 RUNWAY REGULATIONS

4.1 Selection of Runway-in-use

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

4.2 Turn pad

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

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

5 SPECIFIC TRAFFIC REGULATIONS

5.1 Aircraft code F and An225 Aircraft

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

5.2 Aircraft without Radio

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

5.3 Glider Flights

Take-off and landing of glider flights is prohibited.

5.4 ULM Flights

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

- three-axis ULM;
- Equipped with transponder;
- Equipped with VHF radio;
- Able to maintain 80 KIAS MNM.

5.5 Banner Towing

Taking up or throwing off banners is prohibited.

5.6 Balloon Flights

Take-off and landing of balloon flights is prohibited.

5.7 Training and test flights

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

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

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

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

A maximum of 4 aircraft simultaneous in circuit applies.

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

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

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

EBOS AD 2.21 Noise Abatement Procedures

1 GENERAL

1.1 Noise Quota System

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

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

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

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

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

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

1.2 Reverse Thrust

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

2 GROUND PROCEDURES

2.1 Engine Test Runs and Idle Checks

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

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

2.2 Power Supply

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

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

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

3 ARRIVAL PROCEDURES

3.1 ILS Approach

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

3.2 Visual Approach

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

3.3 Noise Abatement Approach and Landing Procedures

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

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

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

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

4 DEPARTURE PROCEDURES

4.1 Noise Abatement Take-off and Climb Procedures

For turbo-jet aircraft:

- From take-off to 1500FT QNH:
  - take-off power;
  - take-off flaps;
  - climb to V2 + 10 to 20KT or as limited by body angle;
- At 1500FT QNH:
  - reduce thrust to not less than climb thrust;
- From 1500FT QNH to 3000FT QNH:
  - climb at V2 + 10 to 20KT;
- At 3000FT QNH:
  - accelerate smoothly to the en-route climb speed with flaps retraction.

For propeller aircraft:

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

EBOS AD 2.22 Flight Procedures

1 GENERAL

1.1 Aerodrome Minima

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

2 IFR FLIGHTS (INBOUND)

2.1 Holding Pattern

OOSTENDE - Conventional navigation

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

OOSTENDE - RNAV1 Path Terminators

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

2.2 Approach Procedures

2.2.1 Standard Instrument Arrivals

2.2.1.1 Route Description

STAR have been established as shown on chart AD 2.EBOS-STAR.01 and as listed below.

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

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

KOK6M

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	NAV Spec
1		CA		256.6 / 256		+500			RNAV1
2		CA		293.0 / 292		+3000			RNAV1
3	KOK	DF	N		L				RNAV1

KONAN4M

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	NAV Spec
1		CA		256.6 / 256		+500			RNAV1
2	OS508	CF	N	293.0 / 292					RNAV1
3	KONAN	TF	N	255.7 / 255			25.9		RNAV1

MAK4M

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	NAV Spec
1		CA		256.6 / 256		+500			RNAV1
2		CA		293.0 / 292		+3000			RNAV1
3	KOK	DF	N		L				RNAV1
4	MAK	TF	N	103.4 / 102			32.9		RNAV1

FERDI4M

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	NAV Spec
1		CA		256.6 / 256		+500			RNAV1
2		CA		293.0 / 292		+3000			RNAV1
3	KOK	DF	N		L				RNAV1
4	FERDI	TF	N	105.9 / 105			38.9		RNAV1

NIK4M

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	NAV Spec
1		CA		256.6 / 256		+500			RNAV1
2	OS507	DF	N		R			210	RNAV1
3	COA	TF	N	079.9 / 079			17.6		RNAV1
4	NIK	TF	N	109.1 / 108			33.1		RNAV1

SASKI6M

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	NAV Spec
1		CA		256.6 / 256		+500			RNAV1
2	OS509	CF	N	293.0 / 292					RNAV1
3	SASKI	TF	N	348.2 / 347			17.9		RNAV1

4 LOW VISIBILITY OPERATIONS

4.1 Facilities and Equipment Available

4.1.1 Runways

RWY 08 and 26 are equipped with ILS and are approved for CAT I. A minimum RVR of 550 M for CAT I operations applies. Low visibility take-off is available with a minimum RVR of 200 M.

During LVO, when RWY 08 is in use, vacating of runway shall take place via exit A for access to Aprons 2 and 3 and Exit M for access to apron 1.

During LVO, when RWY 26 is in use, vacating of runway shall take place via exit F for access to Aprons 2 and 3 and Exit M for access to apron 1.

In order to provide adequate protection of the ILS system, no vehicle or aircraft shall infringe the ILS sensitive area when:

- an arriving aircraft is within 2NM from touchdown and has not completed its landing run;
- a departing aircraft has started its take-off run and is not yet airborne.

4.1.2 Taxiways

A follow-me car will guide aircraft from the runway exit to the aircraft stand and from the aircraft stand to the runway holding position.

Exceptions: no follow-me will be provided for aircraft on apron 1. Follow-me for aircraft on apron 1 will only be provided on request.

Aircraft on departure shall not leave the stand before the preceding aircraft has taken off or has parked on the stand.

4.1.3 Communications

Pilots will be informed by ATC when LVO are in progress and when they are terminated.

4.2 Criteria for the Initiation and Termination of LVO

The preparation phase will start when visibility falls below 1200M. The operations phase will start when RVR falls below 600M.

The termination phase will occur when VIS is greater than 800M and a continuing improvement in VIS is expected.

5 VFR FLIGHTS

5.1 General

Before entering Oostende TMA, pilots shall report at one of the visual reporting points listed below.

Special VFR flights may be performed as specified in ENR 1.2, § 1.2

5.2 Visual Reporting Points

VFR traffic shall use following reporting points:

Name	Associated landmark	Position
DUNKY	city of Dunkerque	510157N 0022225E
NEWPO	Newport Marina	510800N 0024632E
GESPO	intersection motorway E40 and road N33	510934N 0025616E
BOSSY	radar tower at motorway intersection E40-A10	511137N 0030357E
BRESK	village of Breskens	512343N 0033319E
ALTER	village of Aalter	510509N 0032655E
TURUT	city of Torhout	510358N 0030606E

6 RADIO COMMUNICATION FAILURE

If an aircraft does not succeed in landing within the 30MIN normally allowed for approach and landing, it shall leave Oostende CTR and TMA on a track of 045° MAG below 1650FT QNH, and land at the first suitable aerodrome where the weather conditions permit visual approach and landing.

EBOS AD 2.23 Additional Information

1 ATIS

ATIS messages serving inbound and outbound traffic are broadcast H24 (see EBOS AD 2.18)

The messages contain following elements in the order as listed:

Item	ATIS	Start of expression
Aerodrome name	OSTEND	Oostend...
Alphabetical designator	INFO (A till Z)	Information... (alfa - zulu)
ATIS Time	HHMM	....
Type of approach to be expected	TYPE APCH	Expecting vectoring...
Runway in use for ARR and DEP	RiU for ARR and DEP	RWY... for ARR and DEP
RSCD time	RSCD AT HHMM	Runway surface condition at....
RSCD for complete RWY or per third part of RWY including depth	TDZ...UP TO...mm MID...UP TO...mm END...UP TO...mm	touchdown zone...up to...mm middle...up to...mm end...up to...mm
RWYCC	RWYCC	Runway condition code...
Transition level	TRL	Transition level...
Operational status	OPS STS	...
Surface wind, direction and speed (including significant variations)	WIND	Wind...
Visibility	VIS	CAVOK or visibility...
RVR	RVR (RWY) TDZ / M, MID / M, END / M	RVR runway... ...metres, ...metres, ...metres
Present weather	WX	weather...
Cloud base or vertical visibility	CLD VV / FT	Cloud...or vertical visibility...
Air temperature	T	Temperature...
Dewpoint temperature	DP	Dewpoint...
Altimeter settings	QNH	QNH...
Recent weather	REWX	Recent...
Supplementary meteorological phenomena	SIGWX	Wind shear..., cumulonimbus in climb out, severe icing,...
Landing forecast TREND	TREND	NOSIG, trend BCMG...or trend TEMPO...
CONFIRM ATIS	CFM...(A till Z)	Confirm information...(alfa - zulu) on first contact

When rapidly changing weather conditions make it inadvisable to include a weather report in the ATIS broadcast, the weather data are omitted and replaced by the phrase “MET REPORT OMITTED DUE TO RAPID CHANGES”. The omitted data can be requested from ATC.

Pilots are requested to listen to the ATIS broadcast prior to the first contact with ATS. When establishing communication with the relevant ATS unit, the pilot shall acknowledge receipt of ATIS message with the phrase “INFORMATION ... [alphabetical designator] RECEIVED”. ATS will confirm the validity of the received alphabetical designator. If the designator has changed meanwhile, only the actually valid designator will be given.

2 LIGHTNING PROCEDURE

Lightning procedure in progress will be announced by ATIS.

When lightning procedure is activated, some handling activities may be temporarily suspended.

EBOS AD 2.24 Charts Related to EBOS

AD 2.EBOS-ADC.01	Aerodrome Chart - ICAO
AD 2.EBOS-ADC.02	Aerodrome Chart - ICAO. Appendix 1: Runway Markings and Lighting Aids
AD 2.EBOS-ADC.03	Aerodrome Chart - ICAO. Appendix 2: Hot Spots
AD 2.EBOS-ADC.04	Aerodrome Chart - ICAO. Appendix 3: Ground Movement Responsibilities
AD 2.EBOS-APDC.01	Aircraft Parking Docking Chart - ICAO
AD 2.EBOS-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations)
AD 2.EBOS-PATC.01	Precision Approach Terrain Chart - ICAO: RWY 08
AD 2.EBOS-PATC.02	Precision Approach Terrain Chart - ICAO: RWY 26

AD 2.EBOS-STAR.01	Standard Arrival Chart - Instrument - ICAO
AD 2.EBOS-STAR.02	Standard Arrival Chart - Instrument - ICAO (RNAV1 Overlay)
AD 2.EBOS-STAR.03	Standard Arrival Chart - Instrument - ICAO: RNAV Transition to RWY 26
AD 2.EBOS-STAR.04	Standard Arrival Chart - Instrument - ICAO: RNAV Transition to RWY 08
AD 2.EBOS-SID.01	Standard Departure Chart - Instrument - ICAO: RWY 08
AD 2.EBOS-SID.02	Standard Departure Chart - Instrument - ICAO: RWY 26
AD 2.EBOS-SID.03a	Standard Departure Chart - Instrument - ICAO: RNAV RWY 08 (Part a)
AD 2.EBOS-SID.03b	Standard Departure Chart - Instrument - ICAO: RNAV RWY 08 (Part b)
AD 2.EBOS-SID.04	Standard Departure Chart - Instrument - ICAO: RNAV RWY 26
AD 2.EBOS-IAC.01	Instrument Approach Chart - ICAO: L RWY 08
AD 2.EBOS-IAC.02	Instrument Approach Chart - ICAO: ILS or LOC RWY 26
AD 2.EBOS-IAC.03	Instrument Approach Chart - ICAO: NDB RWY 26
AD 2.EBOS-IAC.04	Instrument Approach Chart - ICAO: ILS or LOC RWY 08
AD 2.EBOS-IAC.05	Instrument Approach Chart - ICAO: RNP RWY 26
AD 2.EBOS-IAC.05a	Instrument Approach Chart - ICAO: RNP RWY 26. Appendix: FAS Datablock
AD 2.EBOS-IAC.06	Instrument Approach Chart - ICAO: RNP RWY 08
AD 2.EBOS-IAC.06a	Instrument Approach Chart - ICAO: RNP RWY 08. Appendix: FAS Datablock
AD 2.EBOS-VAC.01	Visual Approach Chart - ICAO

AERODROME CHART - ICAO

ARP: **511156N 0025144E**

ELEV: **7 FT**

GND	TWR	ATIS
121.980	**118.180**	**126.130**

OOSTENDE-BRUGGE / Oostende (EBOS)

E002 51 E002 52 E002 53 E002 54

N51 12

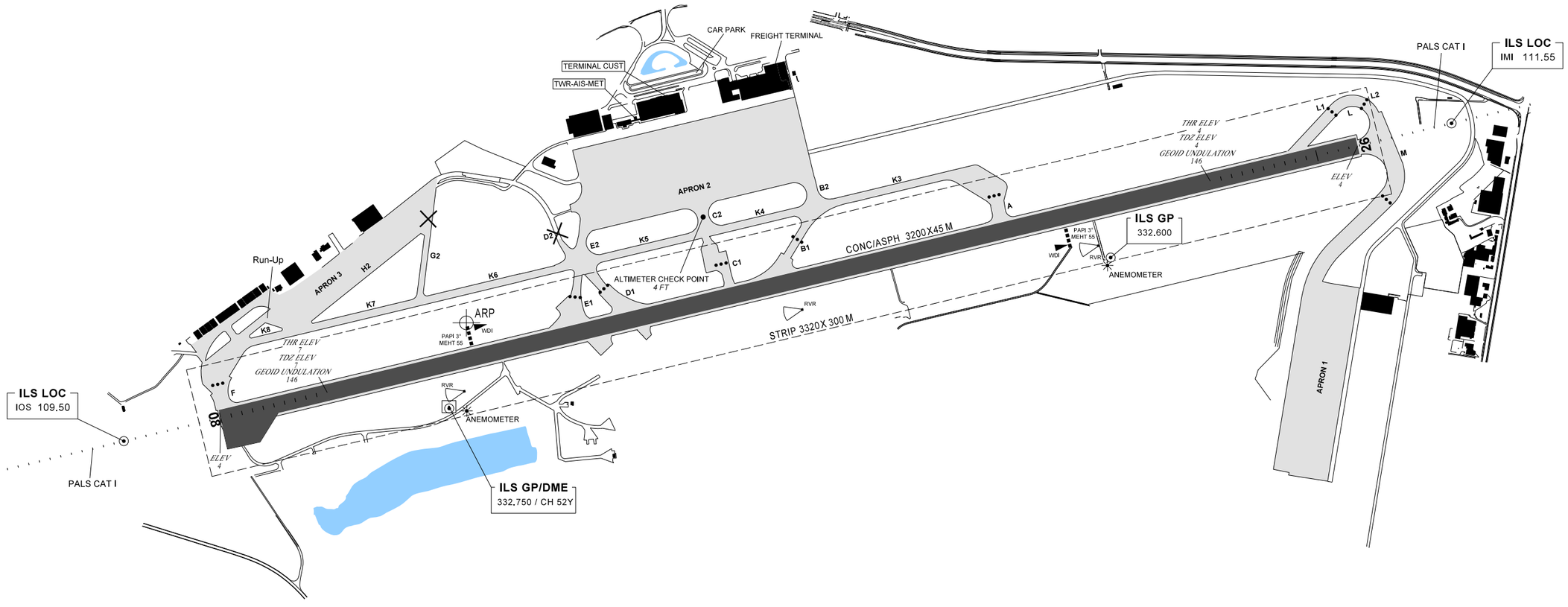
VAR 1°E 2020
ANNUAL CHANGE INFO NOT AVBL

ELEVATIONS ARE IN FEET
AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

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

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

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



LEGEND	
●●●	STOP BAR LIGHT

200 0 M 250 500 750 1000 1250

500 0 FT 500 1000 1500 2000 2500 3000 3500 4000

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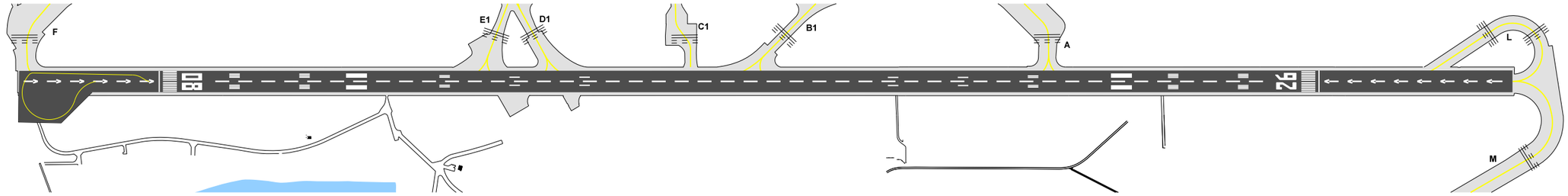
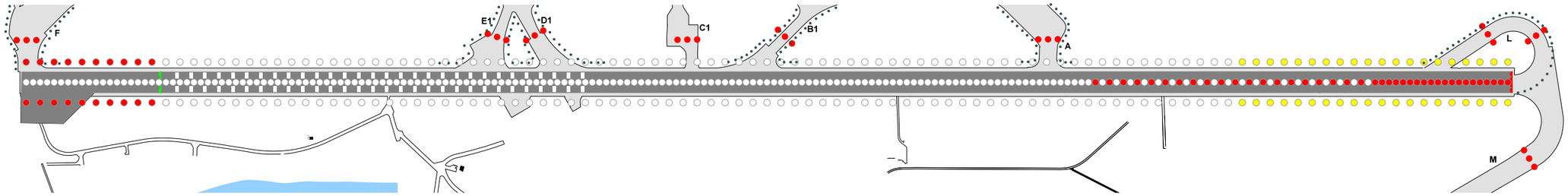
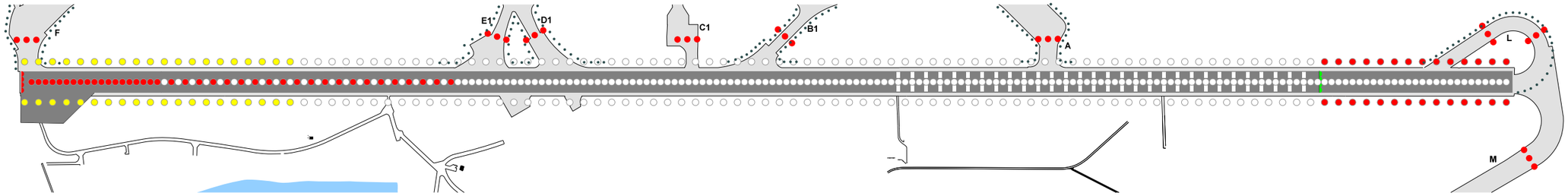
MARKING AIDS RWY 08 / 26 AND EXIT TWY



LIGHTING AIDS RWY 08 AND EXIT TWY



LIGHTING AIDS RWY 26 AND EXIT TWY



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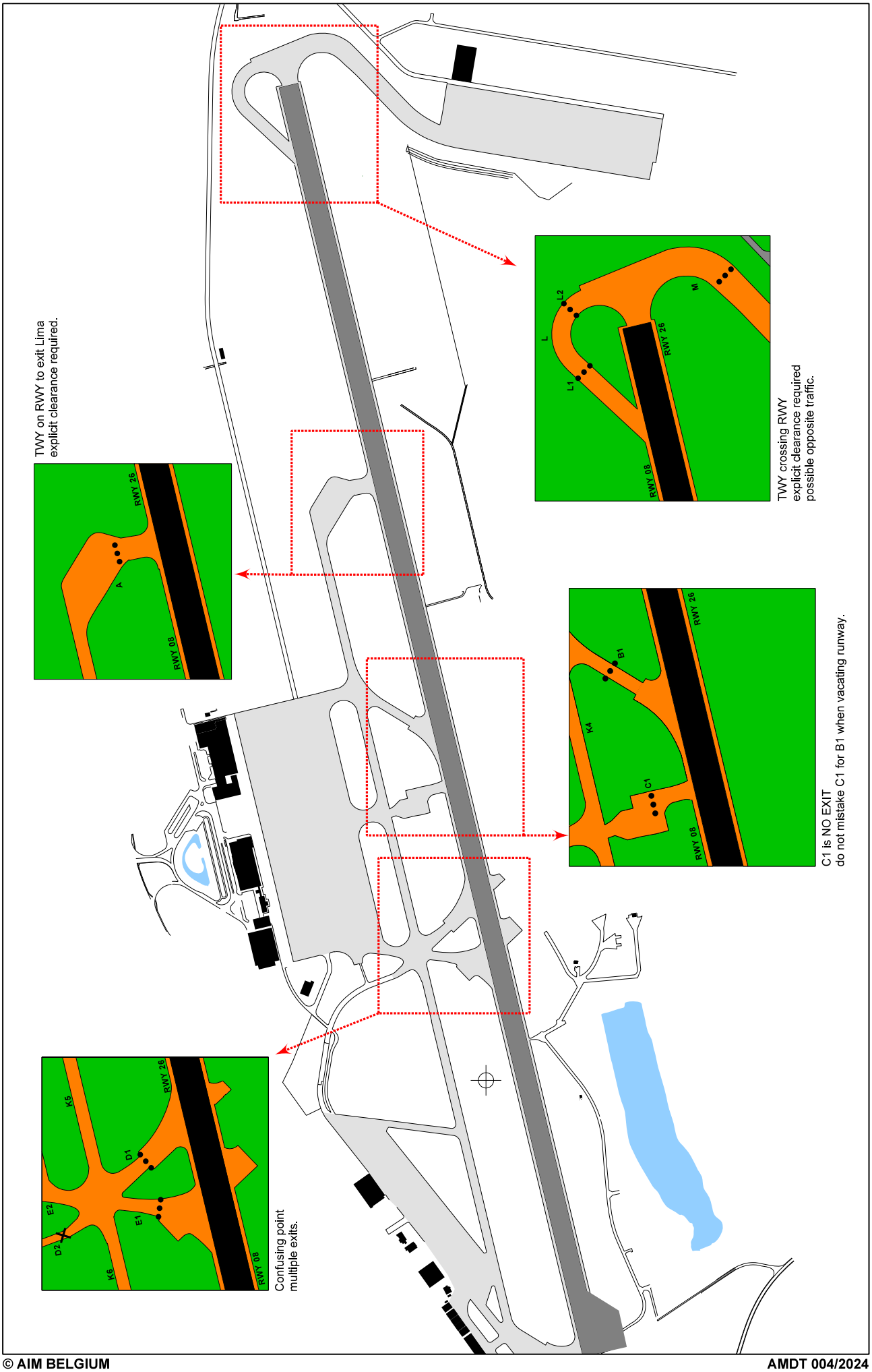
AERODROME CHART - ICAO
APPENDIX 2: HOT SPOTS

OOSTENDE-BRUGGE / Oostende (EBOS)



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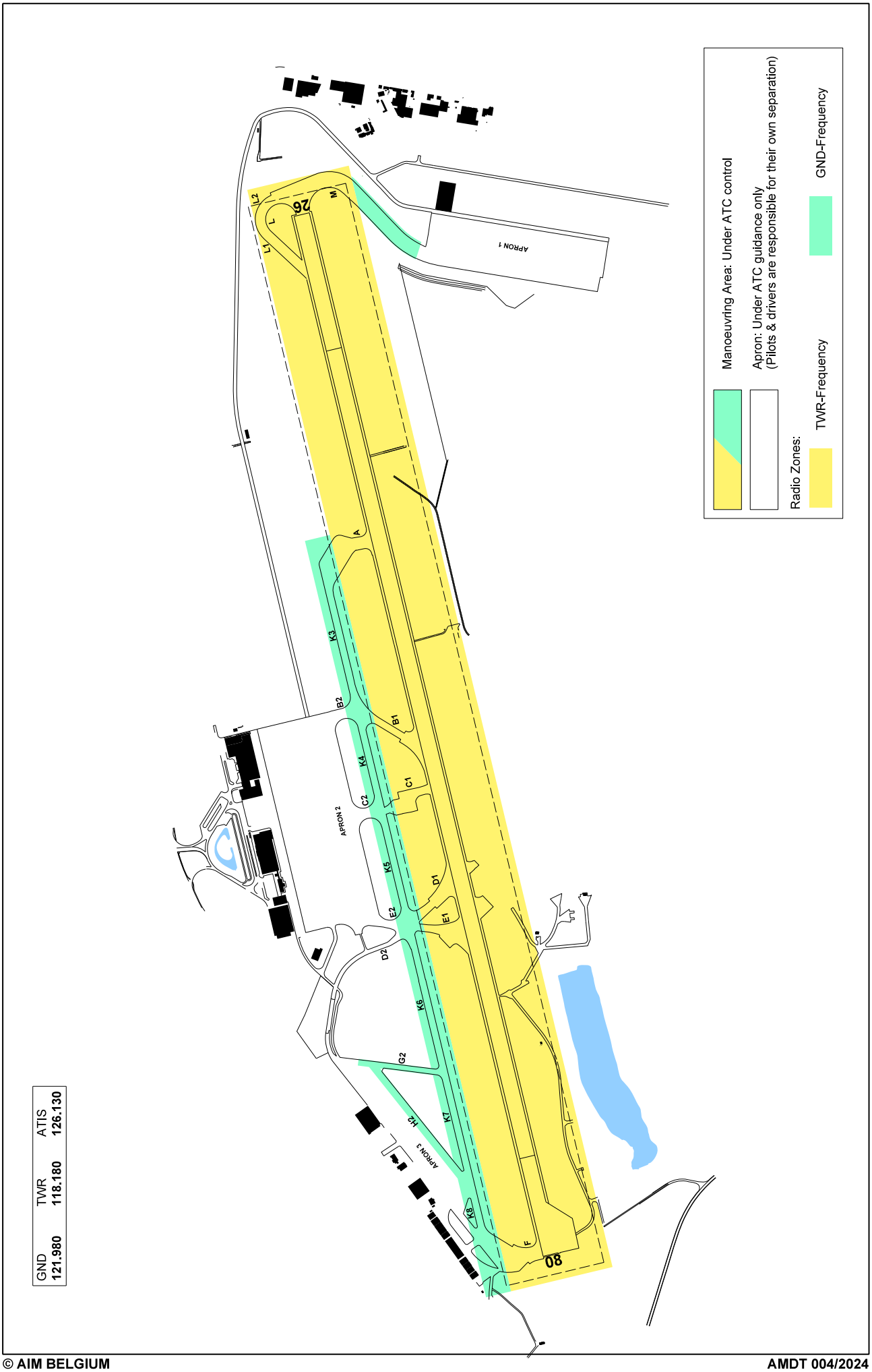
AERODROME CHART - ICAO
APPENDIX 3: GROUND MOVEMENT RESPONSIBILITIES

OOSTENDE-BRUGGE / Oostende (EBOS)



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AIRCRAFT PARKING/DOCKING CHART - ICAO

GND	TWR	ATIS
121.980	118.180	126.130

OOSTENDE-BRUGGE / Oostende (EBOS)

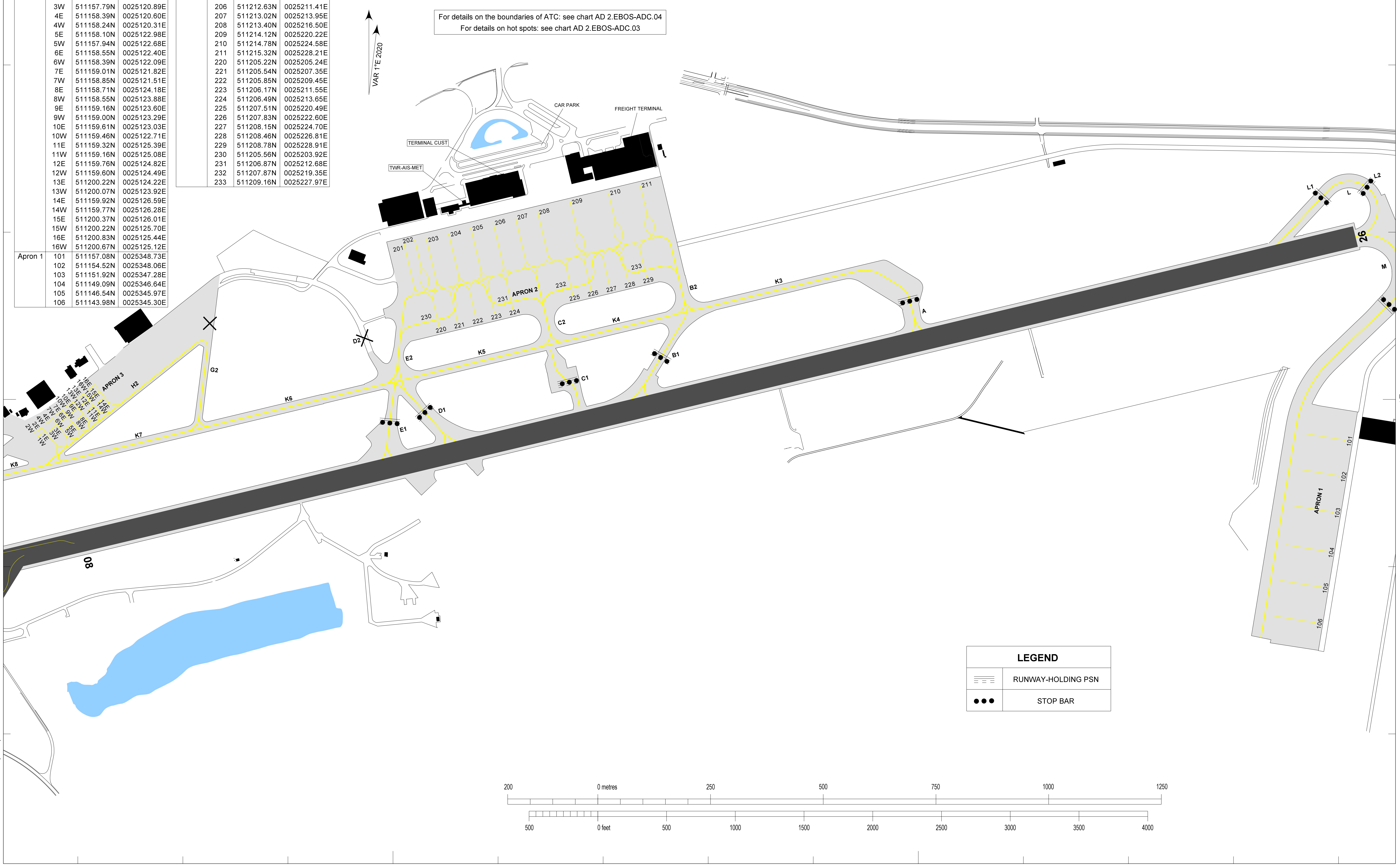
APRON	Num	Coordinates	
Apron 3	1E	511157.49N	0025119.80E
	1W	511157.33N	0025119.48E
	2E	511157.78N	0025119.42E
	2W	511157.63N	0025119.10E
	3E	511157.95N	0025121.18E
	3W	511157.79N	0025120.89E
	4E	511158.39N	0025120.60E
	4W	511158.24N	0025120.31E
	5E	511158.10N	0025122.98E
	5W	511157.94N	0025122.68E
	6E	511158.55N	0025122.40E
	6W	511158.39N	0025122.09E
	7E	511159.01N	0025121.82E
	7W	511158.85N	0025121.51E
	8E	511158.71N	0025124.18E
	8W	511158.55N	0025123.88E
	9E	511159.16N	0025123.60E
	9W	511159.00N	0025123.29E
	10E	511159.61N	0025123.03E
	10W	511159.46N	0025122.71E
	11E	511159.32N	0025125.39E
	11W	511159.16N	0025125.08E
	12E	511159.76N	0025124.82E
	12W	511159.60N	0025124.49E
	13E	511200.22N	0025124.22E
	13W	511200.07N	0025123.92E
	14E	511159.92N	0025126.59E
	14W	511159.77N	0025126.28E
	15E	511200.37N	0025126.01E
	15W	511200.22N	0025125.70E
	16E	511200.83N	0025125.44E
	16W	511200.67N	0025125.12E
Apron 1	101	511157.08N	0025348.73E
	102	511154.52N	0025348.06E
	103	511151.92N	0025347.28E
	104	511149.09N	0025346.64E
	105	511146.54N	0025345.97E
	106	511143.98N	0025345.30E

APRON	Num	Coordinates	
Apron 2	201	511211.11N	0025201.24E
	202	511211.45N	0025202.45E
	203	511211.49N	0025203.78E
	204	511211.87N	0025206.33E
	205	511212.25N	0025208.87E
	206	511212.63N	0025211.41E
	207	511213.02N	0025213.95E
	208	511213.40N	0025216.50E
	209	511214.12N	0025220.22E
	210	511214.78N	0025224.58E
	211	511215.32N	0025228.21E
	220	511205.22N	0025205.24E
	221	511205.54N	0025207.35E
	222	511205.85N	0025209.45E
	223	511206.17N	0025211.55E
	224	511206.49N	0025213.65E
	225	511207.51N	0025220.49E
	226	511207.83N	0025222.60E
	227	511208.15N	0025224.70E
	228	511208.46N	0025226.81E
	229	511208.78N	0025228.91E
	230	511205.56N	0025203.92E
	231	511206.87N	0025212.68E
	232	511207.87N	0025219.35E
	233	511209.16N	0025227.97E

ELEVATIONS ARE IN FEET
AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

Apron	ELEV (in FT)	Strength
Apron 1	4	PCN 101/R/D/W/T
Apron 2	4	PCN 86/F/C/W/T
Apron 3	4	PCN 52/F/C/X/T

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



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EBDT - DIEST / Schaffen (MIL)

Note: The following sections in this chapter are intentionally left blank: AD-2.3, AD-2.4, AD-2.5, AD-2.6, AD-2.7, AD-2.8, AD-2.9, AD-2.10, AD-2.11, AD-2.12, AD-2.13, AD-2.14, AD-2.15, AD-2.16, AD-2.17, AD-2.18, AD-2.19, AD-2.20, AD-2.21, AD-2.22, AD-2.24, AD-2.25

EBDT AD 2.1 Aerodrome Location Indicator and Name

EBDT - DIEST / Schaffen (MIL)

EBDT AD 2.2 Military data

1	**Coordinates**	505957N 0050356E
2	**Elevation (FT)**	92
3	**Geoid undulation at AD ELEV PSN (FT)**	150
4	**RWY**	06 / 24
5	**Dimensions (M)**	600 x 30
6	**Surface**	GRASS
7	**Strength**	10000KG
8	**Operator**	Belgian Land Component
9	**TEL**	
10	**FAX**	
11	**Operational hours**	
12	**Remarks**	Aerodrome given in concession to civil club outside MIL activity (see EBDT AD 2.23)

EBDT AD 2.23 Additional Information

1 USE OUTSIDE MILITARY OPERATIONAL HOURS

1.1 Contact Details

Post: Diest Aeroclub
Nieuwe Dijkstraat 77
3290 Diest
BELGIUM

TEL: +32 (0) 473 51 52 70 (AD)

TEL: +32 (0) 478 21 30 61 (CMDT)

Email: pleincdt@dac.be (AD CMDT)

1.2 Operational Hours

Glider winching: SAT, SUN and HOL, SR - SS +30 MIN

1.3 Runway Physical Characteristics

RWY designator	Dimensions of RWY (m)	Strength (KG)	THR COORD	THR ELEV
1	2	3	4	5
06	750 x 40	5 700	510010.96N 0050344.23E	101 FT
24	600 x 40	5 700	510021.67N 0050410.39E	80 FT

1.4 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
06	750	750	750	600	NIL
24	600	600	600	600	NIL

1.5 Communication Facilities

Basic Information: 118.930 (8.33 KHZ CH) - “Schaffen Radio” - INFO only, no ATC (En/Nl)

Radio mandatory

1.6 Local Traffic Regulations

- Use of the aerodrome is subject to prior permission from the operator;
- Mixed activity (airplanes and gliders);
- Parachuting in VMC;
- Radio controlled model aircraft;
- Caution when RWY 24 in use:
  - obstacles are located on the SW side of the runway axis, 900 M beyond the runway;
  - beyond the runway, the field has an ascending slope from 3.6% on the SW side to 2.3% on the NW side;
- Solo training flights can only be performed after two reconnaissance flights with instructor. The solo training flight must be performed within five weeks after the first reconnaissance flight;
- Jet aircraft operations not allowed.
- Drone operators have to contact Diest Aeroclub via email pleincdt@dac.be at least 7 days prior to the planned operations;
- Due to obstacles at 800 M SW of THR RWY 06, a pilot briefing is mandatory for all pilots at www.dac.be.

1.7 Flight Procedures

RWY 24: right-hand circuit

Glider winching and towing, operating procedures see website.

URL: www.dac.be

EBHN - HOEVENEN

Note: The following sections in this chapter are intentionally left blank: AD-2.5, AD-2.6, AD-2.7, AD-2.8, AD-2.9, AD-2.10, AD-2.11, AD-2.14, AD-2.16, AD-2.17, AD-2.19, AD-2.21, AD-2.23, AD-2.24

EBHN AD 2.1 Aerodrome Location Indicator and Name

EBHN - HOEVENEN

EBHN AD 2.2 Aerodrome Geographical and Administrative Data

1	**ARP coordinates**	511819N 0042326E
	Site of ARP at aerodrome	
2	**Direction and distance from (city)**	
3	**Elevation / reference temperature**	2 FT / INFO not AVBL
4	**Geoid undulation at AD ELEV PSN**	147 FT
5	**Magnetic variation / annual change**	INFO not AVBL
6	**Name of AD operator**	Vliegclub Hoevenen
	Address	Pauwelsdreef 86 2940 Hoevenen BELGIUM
	TEL	+32 (0) 3 605 74 41
	FAX	NIL
	Email	NIL
	AFS	NIL
	Website	INFO not AVBL
7	**Types of traffic permitted (IFR/VFR)**	VFR
8	**Remarks**	The use of the aerodrome is subject to prior permission from the operator. Permission will only be granted when requested by phone prior to the flight.

EBHN AD 2.3 Operational Hours

HJ

EBHN AD 2.4 Handling Services and Facilities

1	**Cargo-handling facilities**	
2	**Fuel types**	
	Oil types	
3	**Fuelling facilities and capacity**	
4	**De-icing facilities**	
5	**Hangar space for visiting aircraft**	
6	**Repair facilities for visiting aircraft**	
7	**Remarks**	

EBHN AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY end COORD THR geoid undulation	THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
15	153°	600 x 18	5 700 KG GRASS		
33	333°	600 x 18	5 700 KG GRASS		

EBHN AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
15					NIL
33					NIL

EBHN AD 2.15 Other Lighting and 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	
	Taxiway centre line lighting	
4	Secondary power supply	
	Switch-over time	
5	Remarks	

EBHN AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Basic information	Hoevenen Radio	135.005 (8.33 KHZ CH)	see EBHN AD 2.3	INFO only, no ATC (En/Nl)

EBHN AD 2.20 Local Aerodrome Regulations

Parachuting in VMC.

Training flights for home-based aircraft only.

Mixed activity (airplanes and ULM).

ELUS - USELDANGE

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

ELUS AD 2.1 Aerodrome Location Indicator and Name

ELUS - USELDANGE

ELUS AD 2.2 Aerodrome Data

1	**Coordinates**	494604N 0055803E
2	**Elevation (FT)**	925
3	**Magnetic variation / annual change**	3° E (2020) / 11' E increasing
4	**Runway, true bearing**	101° / 281°
5	**Runway dimensions (M)**	900 x 30
6	**Slope**	NIL
7	**Surface**	GRASS
8	**Strength**	NIL
9	**Operator**	CLVV – Cercle Luxembourgeois de Vol à Voile ASBL Um Fluchfeld L-8706 Useldange LUXEMBOURG
10	**TEL**	+352 23 63 81 17 +352 621 455 380
11	**FAX**	NIL
12	**Email**	contact@clvv.lu
13	**Operational hours**	From SR-30 MIN to SS+30 MIN
14	**AFIS**	NIL
15	**Procedures**	NIL
16	**Remarks**	Prior permission required: The use of the aerodrome is subject to prior permission of a person in charge designated by the operator. This person has to be present on site to assess the usability of the manoeuvring and signal area and to release the aerodrome for operations. Glider activity only. Winch launching up to 1500FT AGL. Two wind turbines are situated in the vicinity of the aerodrome: • 494720.8N 0055711.1E (ELEV 1383FT) • 494731.1N 0055737.4E (ELEV 1396FT) Trees close to the final approach RWY 28 (possible turbulence by north wind). Grove (small group of trees) and obstacle (barn/stable) close to the glide path of final approach RWY 10. “Useldange” - A/A 129.435 (8.33 KHZ CH) - No ATS.

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EBSL - ZUTENDAAL

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

EBSL AD 2.1 Aerodrome Location Indicator and Name

EBSL - ZUTENDAAL

EBSL AD 2.2 Aerodrome Geographical and Administrative Data

1	**ARP Coordinates**	505651N 0053526E
2	**Direction and distance from (city)**	
3	**Elevation / reference temperature**	312 FT / INFO not AVBL
4	**Geoid undulation at AD ELEV PSN**	150 FT
5	**Magnetic variation / annual change**	INFO not AVBL
6	**Name of AD operator**	Limburgs Zweefvliegcentrum
	Address	Limburgs Zweefvliegcentrum Stalkerweg 14 3690 Zutendaal BELGIUM
	TEL	+32 (0) 470 24 52 05
	FAX	NIL
	Email	info@lzc.be
	AFS	NIL
	Website	INFO not AVBL
7	**Types of traffic permitted (IFR/VFR)**	
8	**Remarks**	

EBSL AD 2.3 Operational Hours

FRI: 1600 (1500) to SS + civil twilight

SAT, SUN and HOL: SR to SS + civil twilight

Outside these hours: O/R

EBSL AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY end COORD THR geoid undulation	THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
06	060°	799 x 18	5700KG CONC		
24	240°	799 x 18	5700KG CONC		

EBSL AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Basic information	Zutendaal Radio	134.930 (8.33 KHZ CH)	see AD-2.3	INFO only, no ATC (En/Nl)

EBSL AD 2.20 Local Aerodrome Regulations

Use of the aerodrome is subject to prior permission from the operator;

Only gliders allowed winching up to 2300FT;

Jet aircraft operations not allowed.