

AERONAUTICAL INFORMATION PUBLICATION

Belgium and Luxembourg

AIM Belgium
Control Tower
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

AFS: EBVAYOYX
Email: aip.production@skeyes.be
URL: <https://ops.skeyes.be>

AMDT
007/2024

Publication date: 27 JUN 2024
Insertion Date: 11 JUL 2024

1. Amendment content:

Section	Subject	Change
GEN 1.7	Differences from ICAO Standards, Recommended Practices and Procedures	Updated
GEN 3.4	Summary of AFS Addresses: EBBE	Updated
ENR 1.10	Requirement to Submit a Flight Plan	Updated
ENR 5.2	Steenokkerzeel ATCC Supervisor email	Updated
EBBR AD 2.24	Standard Arrival Chart - Instrument (STAR) - ICAO	Updated
EBCI AD 2.12	Remarks	Updated
EBCI AD 2.22	SOPOK 4U: FL restriction at SOPOK	Updated
EBKT AD 2.20	Local Aerodrome Regulations	Updated
EBKT AD 2.21	Noise Abatement Procedures	Updated
EBCV AD 2.20	Local Traffic Regulations	Updated
AD 2.PVT-EBLE	Local Aerodrome Regulations	Updated
AD 2.ULM-EBBY	RWY Dimensions and Slope	Updated

2. Hand corrections to the following pages:

NIL

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

NOTAM: B1787/24, B2496/24, F0044/24, F0045/24, F0046/24, A2279/24

SUP: NIL

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

GEN 0.2 Record of AIP Amendments

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

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

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

GEN 0.3 Record of AIP Supplements

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
001/2022	Restrictions related to Belarus	ENR	From 27 JAN 2022	
008/2022	EBBR - Unavailability of tracking / monitoring RPAS in CTR	AD	From 24 FEB 2022	
013/2022	EBZH - Obstacles and Restrictions	AD	From 24 FEB 2022	
014/2022	EBSP - Restrictions due to works	AD	From 24 FEB 2022	
016/2022	EBEB - EVERGEM / Belzele	AD	From 24 FEB 2022	
060/2022	Restrictions related to the Russian Invasion of Ukraine	GEN / ENR	From 08 SEP 2022	
071/2022	EBAW - Temporary Obstacles	AD	From 29 DEC 2022 till 01 SEP 2024	
007/2023	EBLG - Temporary Obstacle	AD	From 22 JAN 2023 till 31 DEC 2025	
014/2023	Temporary Obstacles in the vicinity of ELLX	AD	From 23 MAR 2023	
015/2023	Temporary Obstacles in the vicinity of ELLX	AD	From 23 MAR 2023	
019/2023	Military Invasion of Ukraine by Russian Federation	ENR	From 20 APR 2023	
022/2023	Wind Measurement 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	
033/2023	Wind Measurement Mast - Vaux-sur-Sûre	ENR	From 18 MAY 2023	
037/2023	Wind Measurement Mast - Bastogne	ENR	From 15 JUN 2023 till 06 MAR 2025	
043/2023	EBCI - Temporary Obstacles due to Construction Works - rue G. Lemaitre - Gosselies	AD	From 13 JUL 2023	
053/2023	EBLG - Renewal Concrete TWY A between S3 and S5	AD	From 07 SEP 2023	
058/2023	Obstacles due to Construction Works near EBBR - THE CUBE - MACHELEN	AD	From 05 OCT 2023 till 30 APR 2025	
059/2023	EBAW - RNAV1/RNP1 SID RWY 11	AD	From 05 OCT 2023 till 03 OCT 2024	
066/2023	CBA 1T	ENR	From 30 NOV 2023 till 28 NOV 2024	
069/2023	AIP Publication Schedule 2024	GEN	From 30 NOV 2023 till 31 DEC 2024	
070/2023	EBEU - Restrictions due to Obstacle	AD	From 30 NOV 2023	
072/2023	Steenokkerzeel ATCC: Limited FIS	ENR	From 23 DEC 2023 till 03 OCT 2024	
073/2023	EBLG - Increased OCA due to Obstacle	AD	From 28 DEC 2023	
076/2023	EBCI - Mobile Crane	AD	From 28 DEC 2023	
002/2024	ELLX - Obstacle due to Construction Work	AD	From 25 JAN 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	
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	
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	

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
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	
022/2024	ELLK - Temporary Obstacles in the vicinity of Helipad	AD	From 16 MAY 2024	
023/2024	ELLK - Temporary Obstacles in the vicinity of Helipad	AD	From 16 MAY 2024	
024/2024	EBOS - Temporary Obstacle	AD	From 16 MAY 2024	
025/2024	International Sanicole Airshow 2024	ENR	From 18 SEP 2024 till 22 SEP 2024	
026/2024	EBBR - Moving Obstacle	AD	From 13 JUN 2024 till 11 JUL 2025	
027/2024	Obstacle due to construction Works near EBBR - Auguste Renoir - Evere	AD	From 13 JUN 2024 till 31 DEC 2024	
028/2024	Wind Measurement Mast - Braine-l'Alleud	ENR	From 13 JUN 2024 till 31 OCT 2024	
029/2024	Additional Military Closing Days 2024	GEN	From 13 JUN 2024 till 31 DEC 2024	
030/2024	Busy Fridays 2024	ENR	From 13 JUN 2024 till 25 OCT 2024	
031/2024	TRA 21 - July 2024	ENR	From 09 JUL 2024 till 22 JUL 2024	
032/2024	EBOS - Unavailability of OO and ONO	ENR/AD	From 13 JUN 2024 till 31 DEC 2024	
033/2024	EBAW - Temporary Obstacle	AD	From 13 JUN 2024 till 21 OCT 2024	
034/2024	EBBR - Terminal Capacity Restrictions	AD	From 13 JUN 2024 till 27 OCT 2024	
035/2024	EBOS - IAP RNP RWY 08	AD	From 13 JUN 2024 till 29 NOV 2024	
036/2024	EBOS - Changes to Declared Distances due to WIP	AD	From 13 JUN 2024	
037/2024	ELLX - Obstacles due to Construction Work	AD	From 11 JUL 2024	
038/2024	Wind Measurement Mast - Lierneux	ENR	From 11 JUL 2024 till 31 MAY 2025	
039/2024	Wind Measurement Mast - Boussu	ENR	From 11 JUL 2024	
040/2024	Wind Measurement Mast - Barry	ENR	From 11 JUL 2024 till 31 MAY2026	
041/2024	EBAW - Temporary Obstacle	AD	From 11 JUL 2024 till 17 JUL 2025	
042/2024	EBBE - Temporary Obstacle	AD	From 11 JUL 2024 till 31 JAN 2025	

GEN 0.4 Checklist of AIP Pages

GEN

GEN 0.1-1 06-OCT-2022
 GEN 0.1-2 06-OCT-2022
 GEN 0.2-1 11-JUL-2024
 GEN 0.2-2 11-JUL-2024
 GEN 0.3-1 11-JUL-2024
 GEN 0.3-2 11-JUL-2024
 GEN 0.4-1 11-JUL-2024
 GEN 0.4-2 11-JUL-2024
 GEN 0.4-3 11-JUL-2024
 GEN 0.4-4 11-JUL-2024
 GEN 0.4-5 11-JUL-2024
 GEN 0.4-6 11-JUL-2024
 GEN 0.4-7 11-JUL-2024
 GEN 0.4-8 11-JUL-2024
 GEN 0.4-9 11-JUL-2024
 GEN 0.4-10 11-JUL-2024
 GEN 0.5-1 04-FEB-2016
 GEN 0.5-2 04-FEB-2016
 GEN 0.6-1 11-JUL-2024
 GEN 0.6-2 11-JUL-2024
 GEN 0.6-3 11-JUL-2024
 GEN 0.6-4 11-JUL-2024
 GEN 1.1-1 21-APR-2022
 GEN 1.1-2 21-APR-2022
 GEN 1.1-3 10-AUG-2023
 GEN 1.1-4 10-AUG-2023
 GEN 1.1-5 05-OCT-2023
 GEN 1.1-6 05-OCT-2023
 GEN 1.2-1 16-MAY-2024
 GEN 1.2-2 16-MAY-2024
 GEN 1.2-3 18-APR-2024
 GEN 1.2-4 18-APR-2024
 GEN 1.3-1 04-FEB-2016
 GEN 1.3-2 04-FEB-2016
 GEN 1.4-1 04-FEB-2016
 GEN 1.4-2 04-FEB-2016
 GEN 1.5-1 18-APR-2024
 GEN 1.5-2 18-APR-2024
 GEN 1.6-1 31-DEC-2020
 GEN 1.6-2 31-DEC-2020
 GEN 1.6-3 18-MAY-2023
 GEN 1.6-4 18-MAY-2023
 GEN 1.6-5 31-DEC-2020
 GEN 1.6-6 31-DEC-2020
 GEN 1.7-1 11-JUL-2024
 GEN 1.7-2 11-JUL-2024
 GEN 1.7-3 25-JAN-2024
 GEN 1.7-4 25-JAN-2024
 GEN 1.7-5 25-JAN-2024
 GEN 1.7-6 25-JAN-2024
 GEN 1.7-7 11-JUL-2024
 GEN 1.7-8 11-JUL-2024
 GEN 2.1-1 30-NOV-2023
 GEN 2.1-2 30-NOV-2023
 GEN 2.2-1 25-JAN-2024
 GEN 2.2-2 25-JAN-2024
 GEN 2.2-3 22-FEB-2024
 GEN 2.2-4 22-FEB-2024
 GEN 2.2-5 22-FEB-2024
 GEN 2.2-6 22-FEB-2024
 GEN 2.2-7 18-APR-2024
 GEN 2.2-8 18-APR-2024
 GEN 2.2-9 18-APR-2024
 GEN 2.2-10 18-APR-2024
 GEN 2.2-11 18-APR-2024
 GEN 2.2-12 18-APR-2024
 GEN 2.3-1 03-NOV-2022
 GEN 2.3-2 03-NOV-2022
 GEN 2.3-3 21-APR-2022
 GEN 2.3-4 21-APR-2022

GEN 2.4-1 13-JUN-2024
 GEN 2.4-2 13-JUN-2024
 GEN 2.4-3 13-JUN-2024
 GEN 2.4-4 13-JUN-2024
 GEN 2.5-1 13-JUN-2024
 GEN 2.5-2 13-JUN-2024
 GEN 2.6-1 04-FEB-2016
 GEN 2.6-2 04-FEB-2016
 GEN 2.7-1 25-JAN-2024
 GEN 2.7-2 25-JAN-2024
 GEN 2.7-3 25-JAN-2024
 GEN 2.7-4 25-JAN-2024
 GEN 3.1-1 13-JUN-2024
 GEN 3.1-2 13-JUN-2024
 GEN 3.1-3 13-JUN-2024
 GEN 3.1-4 13-JUN-2024
 GEN 3.1-5 30-NOV-2023
 GEN 3.1-6 30-NOV-2023
 GEN 3.2-1 15-SEP-2016
 GEN 3.2-2 15-SEP-2016
 GEN 3.2-3 11-AUG-2022
 GEN 3.2-4 11-AUG-2022
 GEN 3.3-1 10-SEP-2020
 GEN 3.3-2 10-SEP-2020
 GEN 3.3-3 25-JAN-2024
 GEN 3.3-4 25-JAN-2024
 GEN 3.3-5 24-MAR-2022
 GEN 3.3-6 24-MAR-2022
 GEN 3.3-7 02-DEC-2021
 GEN 3.3-8 02-DEC-2021
 GEN 3.4-1 08-SEP-2022
 GEN 3.4-2 08-SEP-2022
 GEN 3.4-3 16-JUN-2022
 GEN 3.4-4 16-JUN-2022
 GEN 3.4-5 10-AUG-2023
 GEN 3.4-6 10-AUG-2023
 GEN 3.4-7 11-JUL-2024
 GEN 3.4-8 11-JUL-2024
 GEN 3.5-1 18-APR-2024
 GEN 3.5-2 18-APR-2024
 GEN 3.5-3 02-DEC-2021
 GEN 3.5-4 02-DEC-2021
 GEN 3.5-5 02-DEC-2021
 GEN 3.5-6 02-DEC-2021
 GEN 3.5-7 04-NOV-2021
 GEN 3.5-8 04-NOV-2021
 GEN 3.5-9 04-NOV-2021
 GEN 3.5-10 04-NOV-2021
 GEN 3.5-11 05-NOV-2020
 GEN 3.5-12 05-NOV-2020
 GEN 3.5-13 18-JUN-2020
 GEN 3.5-14 18-JUN-2020
 GEN 3.6-1 20-MAY-2021
 GEN 3.6-2 20-MAY-2021
 GEN 3.6-3 02-JAN-2020
 GEN 3.6-4 02-JAN-2020
 GEN 3.6-5 16-MAY-2024
 GEN 3.6-6 16-MAY-2024
 GEN 4.1-1 21-MAR-2024
 GEN 4.1-2 21-MAR-2024
 GEN 4.1-3 18-APR-2024
 GEN 4.1-4 18-APR-2024
 GEN 4.2-1 25-JAN-2024
 GEN 4.2-2 25-JAN-2024
 GEN 4.2-3 18-APR-2024
 GEN 4.2-4 18-APR-2024
 GEN 4.2-5 18-APR-2024
 GEN 4.2-6 18-APR-2024

ENR

ENR 0.1-1 04-FEB-2016

ENR 0.1-2 04-FEB-2016
 ENR 0.2-1 04-FEB-2016
 ENR 0.2-2 04-FEB-2016
 ENR 0.3-1 04-FEB-2016
 ENR 0.3-2 04-FEB-2016
 ENR 0.4-1 04-FEB-2016
 ENR 0.4-2 04-FEB-2016
 ENR 0.5-1 04-FEB-2016
 ENR 0.5-2 04-FEB-2016
 ENR 0.6-1 11-JUL-2024
 ENR 0.6-2 11-JUL-2024
 ENR 0.6-3 11-JUL-2024
 ENR 0.6-4 11-JUL-2024
 ENR 1.1-1 26-JAN-2023
 ENR 1.1-2 26-JAN-2023
 ENR 1.1-3 18-MAY-2023
 ENR 1.1-4 18-MAY-2023
 ENR 1.1-5 18-MAY-2023
 ENR 1.1-6 18-MAY-2023
 ENR 1.1-7 18-MAY-2023
 ENR 1.1-8 18-MAY-2023
 ENR 1.1-9 15-SEP-2016
 ENR 1.1-10 15-SEP-2016
 ENR 1.1-11 26-MAY-2016
 ENR 1.1-12 26-MAY-2016
 ENR 1.1-13 26-MAY-2016
 ENR 1.1-14 26-MAY-2016
 ENR 1.1-15 26-MAY-2016
 ENR 1.1-16 26-MAY-2016
 ENR 1.1-17 18-AUG-2016
 ENR 1.1-18 18-AUG-2016
 ENR 1.1-19 15-SEP-2016
 ENR 1.1-20 15-SEP-2016
 ENR 1.1-21 12-OCT-2017
 ENR 1.1-22 12-OCT-2017
 ENR 1.1-23 12-OCT-2017
 ENR 1.1-24 12-OCT-2017
 ENR 1.1-25 26-JAN-2023
 ENR 1.1-26 26-JAN-2023
 ENR 1.1-27 31-DEC-2020
 ENR 1.1-28 31-DEC-2020
 ENR 1.1-29 13-JUN-2024
 ENR 1.1-30 13-JUN-2024
 ENR 1.1-31 31-DEC-2020
 ENR 1.1-32 31-DEC-2020
 ENR 1.1-33 22-FEB-2024
 ENR 1.1-34 22-FEB-2024
 ENR 1.1-35 24-FEB-2022
 ENR 1.1-36 24-FEB-2022
 ENR 1.1-37 24-FEB-2022
 ENR 1.1-38 24-FEB-2022
 ENR 1.1-39 02-NOV-2023
 ENR 1.1-40 02-NOV-2023
 ENR 1.1-41 10-AUG-2023
 ENR 1.1-42 10-AUG-2023
 ENR 1.1-43 10-AUG-2023
 ENR 1.1-44 10-AUG-2023
 ENR 1.1-45 10-AUG-2023
 ENR 1.2-1 05-OCT-2023
 ENR 1.2-2 05-OCT-2023
 ENR 1.2-3 21-MAR-2024
 ENR 1.2-4 21-MAR-2024
 ENR 1.3-1 22-FEB-2024
 ENR 1.3-2 22-FEB-2024
 ENR 1.3-3 22-FEB-2024
 ENR 1.3-4 22-FEB-2024
 ENR 1.4-1 14-JUL-2022
 ENR 1.4-2 14-JUL-2022
 ENR 1.5-1 07-SEP-2023
 ENR 1.5-2 07-SEP-2023
 ENR 1.5-3 08-OCT-2020
 ENR 1.5-4 07-SEP-2023

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

ENR 6-ENRC.03-2	25-JAN-2024	AD 1.2-1	02-NOV-2023	AD 2.EBAW-IAC.04-2	21-MAR-2024
ENR 6-ENRC.04-1	18-APR-2024	AD 1.2-2	02-NOV-2023	AD 2.EBAW-IAC.05-1	11-JUL-2024
ENR 6-ENRC.04-2	18-APR-2024	AD 1.2-3	12-AUG-2021	AD 2.EBAW-IAC.05-2	11-JUL-2024
ENR 6-ENRC.05a-1	16-JUN-2022	AD 1.2-4	12-AUG-2021	AD 2.EBAW-IAC.05a-1	02-NOV-2023
ENR 6-ENRC.05a-2	16-JUN-2022	AD 1.2-5	06-OCT-2022	AD 2.EBAW-IAC.05a-2	02-NOV-2023
ENR 6-ENRC.05b-1	16-JUN-2022	AD 1.2-6	06-OCT-2022	AD 2.EBAW-VAC.01-1	13-JUN-2024
ENR 6-ENRC.05b-2	16-JUN-2022	AD 1.3-1	15-JUN-2023	AD 2.EBAW-VAC.01-2	13-JUN-2024
ENR 6-ENRC.05c-1	16-JUN-2022	AD 1.3-2	15-JUN-2023	AD 2.EBAW-VAC.02-1	21-MAR-2024
ENR 6-ENRC.05c-2	16-JUN-2022	AD 1.3-3	15-JUN-2023	AD 2.EBAW-VAC.02-2	21-MAR-2024
ENR 6-ENRC.05d-1	16-JUN-2022	AD 1.3-4	15-JUN-2023	AD 2.EBAW-VAC.03-1	24-MAR-2022
ENR 6-ENRC.05d-2	16-JUN-2022	AD 1.3-5	13-JUN-2024	AD 2.EBAW-VAC.03-2	24-MAR-2022
ENR 6-ENRC.05e-1	16-JUN-2022	AD 1.3-6	13-JUN-2024	AD 2.EBBR-1	18-APR-2024
ENR 6-ENRC.05e-2	16-JUN-2022	AD 1.3-7	13-JUN-2024	AD 2.EBBR-2	18-APR-2024
ENR 6-ENRC.05f-1	16-JUN-2022	AD 1.3-8	13-JUN-2024	AD 2.EBBR-3	21-MAR-2024
ENR 6-ENRC.05f-2	16-JUN-2022	AD 1.3-9	30-NOV-2023	AD 2.EBBR-4	21-MAR-2024
ENR 6-INDEX.01a-1	16-JUN-2022	AD 1.3-10	30-NOV-2023	AD 2.EBBR-5	22-FEB-2024
ENR 6-INDEX.01a-2	16-JUN-2022	AD 1.3-11	30-NOV-2023	AD 2.EBBR-6	22-FEB-2024
ENR 6-INDEX.01b-1	16-JUN-2022	AD 1.3-12	30-NOV-2023	AD 2.EBBR-7	22-FEB-2024
ENR 6-INDEX.01b-2	16-JUN-2022	AD 1.4-1	21-MAY-2020	AD 2.EBBR-8	22-FEB-2024
ENR 6-INDEX.01c-1	16-JUN-2022	AD 1.4-2	21-MAY-2020	AD 2.EBBR-9	22-FEB-2024
ENR 6-INDEX.01c-2	16-JUN-2022	AD 1.5-1	30-NOV-2023	AD 2.EBBR-10	22-FEB-2024
ENR 6-INDEX.01d-1	14-JUL-2022	AD 1.5-2	30-NOV-2023	AD 2.EBBR-11	16-MAY-2024
ENR 6-INDEX.01d-2	14-JUL-2022	AD 2.EBAW-1	05-OCT-2023	AD 2.EBBR-12	16-MAY-2024
ENR 6-INDEX.02-1	13-JUN-2024	AD 2.EBAW-2	05-OCT-2023	AD 2.EBBR-13	22-FEB-2024
ENR 6-INDEX.02-2	13-JUN-2024	AD 2.EBAW-3	30-NOV-2023	AD 2.EBBR-14	22-FEB-2024
ENR 6-INDEX.03a-1	15-JUN-2023	AD 2.EBAW-4	30-NOV-2023	AD 2.EBBR-15	22-FEB-2024
ENR 6-INDEX.03a-2	15-JUN-2023	AD 2.EBAW-5	28-DEC-2023	AD 2.EBBR-16	22-FEB-2024
ENR 6-INDEX.03b-1	16-JUN-2022	AD 2.EBAW-6	28-DEC-2023	AD 2.EBBR-17	22-FEB-2024
ENR 6-INDEX.03b-2	16-JUN-2022	AD 2.EBAW-7	05-OCT-2023	AD 2.EBBR-18	22-FEB-2024
ENR 6-INDEX.03c-1	16-JUN-2022	AD 2.EBAW-8	05-OCT-2023	AD 2.EBBR-19	22-FEB-2024
ENR 6-INDEX.03c-2	16-JUN-2022	AD 2.EBAW-9	22-FEB-2024	AD 2.EBBR-20	22-FEB-2024
ENR 6-INDEX.04a-1	13-JUN-2024	AD 2.EBAW-10	22-FEB-2024	AD 2.EBBR-21	22-FEB-2024
ENR 6-INDEX.04a-2	13-JUN-2024	AD 2.EBAW-11	11-JUL-2024	AD 2.EBBR-22	22-FEB-2024
ENR 6-INDEX.04b-1	16-JUN-2022	AD 2.EBAW-12	11-JUL-2024	AD 2.EBBR-23	21-MAR-2024
ENR 6-INDEX.04b-2	16-JUN-2022	AD 2.EBAW-13	02-NOV-2023	AD 2.EBBR-24	21-MAR-2024
ENR 6-INDEX.04c-1	16-JUN-2022	AD 2.EBAW-14	02-NOV-2023	AD 2.EBBR-25	22-FEB-2024
ENR 6-INDEX.04c-2	16-JUN-2022	AD 2.EBAW-15	18-APR-2024	AD 2.EBBR-26	22-FEB-2024
ENR 6-INDEX.04d-1	14-JUL-2022	AD 2.EBAW-16	18-APR-2024	AD 2.EBBR-27	22-FEB-2024
ENR 6-INDEX.04d-2	14-JUL-2022	AD 2.EBAW-17	21-MAR-2024	AD 2.EBBR-28	22-FEB-2024
ENR 6-INDEX.04e-1	16-JUN-2022	AD 2.EBAW-18	21-MAR-2024	AD 2.EBBR-29	22-FEB-2024
ENR 6-INDEX.04e-2	16-JUN-2022	AD 2.EBAW-19	21-MAR-2024	AD 2.EBBR-30	22-FEB-2024
ENR 6-INDEX.04f-1	23-MAR-2023	AD 2.EBAW-20	21-MAR-2024	AD 2.EBBR-31	22-FEB-2024
ENR 6-INDEX.04f-2	23-MAR-2023	AD 2.EBAW-21	21-MAR-2024	AD 2.EBBR-32	22-FEB-2024
ENR 6-INDEX.05-1	16-JUN-2022	AD 2.EBAW-22	21-MAR-2024	AD 2.EBBR-33	22-FEB-2024
ENR 6-INDEX.05-2	16-JUN-2022	AD 2.EBAW-ADC.01-1	21-MAR-2024	AD 2.EBBR-34	22-FEB-2024
ENR 6-INDEX.06-1	13-JUN-2024	AD 2.EBAW-ADC.01-2	21-MAR-2024	AD 2.EBBR-35	22-FEB-2024
ENR 6-INDEX.06-2	13-JUN-2024	AD 2.EBAW-ADC.02-1	30-NOV-2023	AD 2.EBBR-36	22-FEB-2024
ENR 6-INDEX.07-1	13-JUL-2023	AD 2.EBAW-ADC.02-2	30-NOV-2023	AD 2.EBBR-37	22-FEB-2024
ENR 6-INDEX.07-2	13-JUL-2023	AD 2.EBAW-ADC.03-1	28-DEC-2023	AD 2.EBBR-38	22-FEB-2024
ENR 6-INDEX.08-1	16-JUN-2022	AD 2.EBAW-ADC.03-2	28-DEC-2023	AD 2.EBBR-39	22-FEB-2024
ENR 6-INDEX.08-2	16-JUN-2022	AD 2.EBAW-ADC.04-1	21-MAR-2024	AD 2.EBBR-40	22-FEB-2024
ENR 6-INDEX.09-1	13-JUN-2024	AD 2.EBAW-ADC.04-2	21-MAR-2024	AD 2.EBBR-41	18-APR-2024
ENR 6-INDEX.09-2	13-JUN-2024	AD 2.EBAW-AOC.01-1	21-MAR-2024	AD 2.EBBR-42	18-APR-2024
ENR 6-INDEX.10-1	01-FEB-2018	AD 2.EBAW-AOC.01-2	21-MAR-2024	AD 2.EBBR-43	18-APR-2024
ENR 6-INDEX.10-2	01-FEB-2018	AD 2.EBAW-ATCSMAC.01-1	28-JAN-2021	AD 2.EBBR-44	18-APR-2024
		AD 2.EBAW-ATCSMAC.01-2	28-JAN-2021	AD 2.EBBR-45	11-JUL-2024
		AD 2.EBAW-STAR.01-1	22-FEB-2024	AD 2.EBBR-46	11-JUL-2024
		AD 2.EBAW-STAR.01-2	22-FEB-2024	AD 2.EBBR-47	11-JUL-2024
		AD 2.EBAW-STAR.02-1	22-FEB-2024	AD 2.EBBR-48	11-JUL-2024
		AD 2.EBAW-STAR.02-2	22-FEB-2024	AD 2.EBBR-49	11-JUL-2024
		AD 2.EBAW-SID.01-1	22-FEB-2024	AD 2.EBBR-50	11-JUL-2024
		AD 2.EBAW-SID.01-2	22-FEB-2024	AD 2.EBBR-51	11-JUL-2024
		AD 2.EBAW-SID.02-1	21-MAR-2024	AD 2.EBBR-52	11-JUL-2024
		AD 2.EBAW-SID.02-2	21-MAR-2024	AD 2.EBBR-53	11-JUL-2024
		AD 2.EBAW-SID.03a-1	21-MAR-2024	AD 2.EBBR-54	11-JUL-2024
		AD 2.EBAW-SID.03a-2	21-MAR-2024	AD 2.EBBR-55	22-FEB-2024
		AD 2.EBAW-SID.03b-1	21-MAR-2024	AD 2.EBBR-56	22-FEB-2024
		AD 2.EBAW-SID.03b-2	21-MAR-2024	AD 2.EBBR-57	22-FEB-2024
		AD 2.EBAW-IAC.01-1	21-MAR-2024	AD 2.EBBR-58	22-FEB-2024
		AD 2.EBAW-IAC.01-2	21-MAR-2024	AD 2.EBBR-59	11-JUL-2024
		AD 2.EBAW-IAC.02-1	21-MAR-2024	AD 2.EBBR-60	11-JUL-2024
		AD 2.EBAW-IAC.02-2	21-MAR-2024	AD 2.EBBR-61	11-JUL-2024
		AD 2.EBAW-IAC.02a-1	23-APR-2020	AD 2.EBBR-62	11-JUL-2024
		AD 2.EBAW-IAC.02a-2	23-APR-2020	AD 2.EBBR-63	11-JUL-2024
		AD 2.EBAW-IAC.03-1	21-MAR-2024	AD 2.EBBR-64	11-JUL-2024
		AD 2.EBAW-IAC.03-2	21-MAR-2024	AD 2.EBBR-65	11-JUL-2024
		AD 2.EBAW-IAC.04-1	21-MAR-2024	AD 2.EBBR-66	11-JUL-2024
AD 0.1-1	04-FEB-2016				
AD 0.1-2	04-FEB-2016				
AD 0.2-1	04-FEB-2016				
AD 0.2-2	04-FEB-2016				
AD 0.3-1	31-MAR-2016				
AD 0.3-2	31-MAR-2016				
AD 0.4-1	04-FEB-2016				
AD 0.4-2	04-FEB-2016				
AD 0.5-1	04-FEB-2016				
AD 0.5-2	04-FEB-2016				
AD 0.6-1	11-JUL-2024				
AD 0.6-2	11-JUL-2024				
AD 1.1-1	26-JAN-2023				
AD 1.1-2	26-JAN-2023				
AD 1.1-3	17-AUG-2017				
AD 1.1-4	17-AUG-2017				
AD 1.1-5	05-NOV-2020				
AD 1.1-6	05-NOV-2020				

AD

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

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

AD 2.EBOS-11	16-MAY-2024	AD 2.MIL-EBBE-12	13-JUN-2024	AD 2.MIL-EBBE-IAC.19a-1	05-OCT-2023
AD 2.EBOS-12	16-MAY-2024	AD 2.MIL-EBBE-13	07-SEP-2023	AD 2.MIL-EBBE-IAC.19a-2	05-OCT-2023
AD 2.EBOS-13	16-MAY-2024	AD 2.MIL-EBBE-14	07-SEP-2023	AD 2.MIL-EBBE-IAC.20-1	07-SEP-2023
AD 2.EBOS-14	16-MAY-2024	AD 2.MIL-EBBE-ADC.01-1	05-OCT-2023	AD 2.MIL-EBBE-IAC.20-2	07-SEP-2023
AD 2.EBOS-15	21-MAR-2024	AD 2.MIL-EBBE-ADC.01-2	05-OCT-2023	AD 2.MIL-EBBE-IAC.21-1	07-SEP-2023
AD 2.EBOS-16	21-MAR-2024	AD 2.MIL-EBBE-GMC.01-1	07-SEP-2023	AD 2.MIL-EBBE-IAC.21-2	07-SEP-2023
AD 2.EBOS-17	18-APR-2024	AD 2.MIL-EBBE-GMC.01-2	07-SEP-2023	AD 2.MIL-EBBE-VAC.01-1	07-SEP-2023
AD 2.EBOS-18	18-APR-2024	AD 2.MIL-EBBE-AOC.01-1	07-SEP-2023	AD 2.MIL-EBBE-VAC.01-2	07-SEP-2023
AD 2.EBOS-19	18-APR-2024	AD 2.MIL-EBBE-AOC.01-2	07-SEP-2023	AD 2.MIL-EBBE-VAC.02-1	07-SEP-2023
AD 2.EBOS-20	18-APR-2024	AD 2.MIL-EBBE-AOC.02-1	07-SEP-2023	AD 2.MIL-EBBE-VAC.02-2	07-SEP-2023
AD 2.EBOS-21	18-APR-2024	AD 2.MIL-EBBE-AOC.02-2	07-SEP-2023	AD 2.MIL-EBBE-VAC.03-1	07-SEP-2023
AD 2.EBOS-22	18-APR-2024	AD 2.MIL-EBBE-AOC.03-1	07-SEP-2023	AD 2.MIL-EBBE-VAC.03-2	07-SEP-2023
AD 2.EBOS-23	18-APR-2024	AD 2.MIL-EBBE-AOC.03-2	07-SEP-2023	AD 2.MIL-EBBE-VAC.04-1	07-SEP-2023
AD 2.EBOS-24	18-APR-2024	AD 2.MIL-EBBE-SID.01-1	13-JUN-2024	AD 2.MIL-EBBE-VAC.04-2	07-SEP-2023
AD 2.EBOS-ADC.01-1	16-MAY-2024	AD 2.MIL-EBBE-SID.01-2	13-JUN-2024	AD 2.MIL-EBBX-1	24-FEB-2022
AD 2.EBOS-ADC.01-2	16-MAY-2024	AD 2.MIL-EBBE-SID.02-1	13-JUN-2024	AD 2.MIL-EBBX-2	24-FEB-2022
AD 2.EBOS-ADC.02-1	18-APR-2024	AD 2.MIL-EBBE-SID.02-2	13-JUN-2024	AD 2.MIL-EBMB-1	06-OCT-2022
AD 2.EBOS-ADC.02-2	18-APR-2024	AD 2.MIL-EBBE-SID.03-1	22-FEB-2024	AD 2.MIL-EBMB-2	06-OCT-2022
AD 2.EBOS-ADC.03-1	18-APR-2024	AD 2.MIL-EBBE-SID.03-2	22-FEB-2024	AD 2.MIL-EBMB-3	24-FEB-2022
AD 2.EBOS-ADC.03-2	18-APR-2024	AD 2.MIL-EBBE-SID.04-1	13-JUN-2024	AD 2.MIL-EBMB-4	24-FEB-2022
AD 2.EBOS-ADC.04-1	18-APR-2024	AD 2.MIL-EBBE-SID.04-2	13-JUN-2024	AD 2.MIL-EBCV-1	30-NOV-2023
AD 2.EBOS-ADC.04-2	18-APR-2024	AD 2.MIL-EBBE-SID.05-1	22-FEB-2024	AD 2.MIL-EBCV-2	30-NOV-2023
AD 2.EBOS-APDC.01-1	18-APR-2024	AD 2.MIL-EBBE-SID.05-2	22-FEB-2024	AD 2.MIL-EBCV-3	25-JAN-2024
AD 2.EBOS-APDC.01-2	18-APR-2024	AD 2.MIL-EBBE-SID.06-1	13-JUN-2024	AD 2.MIL-EBCV-4	25-JAN-2024
AD 2.EBOS-AOC.01-1	21-MAR-2024	AD 2.MIL-EBBE-SID.06-2	13-JUN-2024	AD 2.MIL-EBCV-5	23-MAR-2023
AD 2.EBOS-AOC.01-2	21-MAR-2024	AD 2.MIL-EBBE-SID.07-1	13-JUN-2024	AD 2.MIL-EBCV-6	23-MAR-2023
AD 2.EBOS-PATC.01-1	04-FEB-2016	AD 2.MIL-EBBE-SID.07-2	13-JUN-2024	AD 2.MIL-EBCV-7	11-JUL-2024
AD 2.EBOS-PATC.01-2	04-FEB-2016	AD 2.MIL-EBBE-MISC.01-1	07-SEP-2023	AD 2.MIL-EBCV-8	11-JUL-2024
AD 2.EBOS-PATC.02-1	04-FEB-2016	AD 2.MIL-EBBE-MISC.01-2	07-SEP-2023	AD 2.MIL-EBCV-GMC.01-1	21-MAR-2024
AD 2.EBOS-PATC.02-2	04-FEB-2016	AD 2.MIL-EBBE-MISC.02-1	07-SEP-2023	AD 2.MIL-EBCV-GMC.01-2	21-MAR-2024
AD 2.EBOS-STAR.01-1	22-FEB-2024	AD 2.MIL-EBBE-MISC.02-2	07-SEP-2023	AD 2.MIL-EBCV-IAC.01-1	30-NOV-2023
AD 2.EBOS-STAR.01-2	22-FEB-2024	AD 2.MIL-EBBE-STAR.01-1	07-SEP-2023	AD 2.MIL-EBCV-IAC.01-2	30-NOV-2023
AD 2.EBOS-STAR.02-1	22-FEB-2024	AD 2.MIL-EBBE-STAR.01-2	07-SEP-2023	AD 2.MIL-EBCV-IAC.02-1	13-JUN-2024
AD 2.EBOS-STAR.02-2	22-FEB-2024	AD 2.MIL-EBBE-IAC.01-1	07-SEP-2023	AD 2.MIL-EBCV-IAC.02-2	13-JUN-2024
AD 2.EBOS-STAR.03-1	22-FEB-2024	AD 2.MIL-EBBE-IAC.01-2	07-SEP-2023	AD 2.MIL-EBCV-IAC.03-1	30-NOV-2023
AD 2.EBOS-STAR.03-2	22-FEB-2024	AD 2.MIL-EBBE-IAC.02-1	13-JUN-2024	AD 2.MIL-EBCV-IAC.03-2	30-NOV-2023
AD 2.EBOS-STAR.04-1	22-FEB-2024	AD 2.MIL-EBBE-IAC.02-2	13-JUN-2024	AD 2.MIL-EBCV-IAC.04-1	13-JUN-2024
AD 2.EBOS-STAR.04-2	22-FEB-2024	AD 2.MIL-EBBE-IAC.03-1	07-SEP-2023	AD 2.MIL-EBCV-IAC.04-2	13-JUN-2024
AD 2.EBOS-SID.01-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.03-2	07-SEP-2023	AD 2.MIL-EBDT-1	18-APR-2024
AD 2.EBOS-SID.01-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.04-1	07-SEP-2023	AD 2.MIL-EBDT-2	18-APR-2024
AD 2.EBOS-SID.02-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.04-2	07-SEP-2023	AD 2.MIL-EBFS-1	24-FEB-2022
AD 2.EBOS-SID.02-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.05-1	05-OCT-2023	AD 2.MIL-EBFS-2	24-FEB-2022
AD 2.EBOS-SID.03a-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.05-2	05-OCT-2023	AD 2.MIL-EBFS-3	06-OCT-2022
AD 2.EBOS-SID.03a-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.06-1	13-JUN-2024	AD 2.MIL-EBFS-4	06-OCT-2022
AD 2.EBOS-SID.03b-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.06-2	13-JUN-2024	AD 2.MIL-EBFS-5	07-SEP-2023
AD 2.EBOS-SID.03b-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.07-1	07-SEP-2023	AD 2.MIL-EBFS-6	07-SEP-2023
AD 2.EBOS-SID.04-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.07-2	07-SEP-2023	AD 2.MIL-EBFS-7	07-SEP-2023
AD 2.EBOS-SID.04-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.08-1	07-SEP-2023	AD 2.MIL-EBFS-8	07-SEP-2023
AD 2.EBOS-IAC.01-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.08-2	07-SEP-2023	AD 2.MIL-EBFS-9	07-SEP-2023
AD 2.EBOS-IAC.01-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.09-1	13-JUN-2024	AD 2.MIL-EBFS-10	07-SEP-2023
AD 2.EBOS-IAC.02-1	16-MAY-2024	AD 2.MIL-EBBE-IAC.09-2	13-JUN-2024	AD 2.MIL-EBFS-11	28-DEC-2023
AD 2.EBOS-IAC.02-2	16-MAY-2024	AD 2.MIL-EBBE-IAC.10-1	07-SEP-2023	AD 2.MIL-EBFS-12	28-DEC-2023
AD 2.EBOS-IAC.03-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.10-2	07-SEP-2023	AD 2.MIL-EBFS-13	13-JUN-2024
AD 2.EBOS-IAC.03-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.11-1	07-SEP-2023	AD 2.MIL-EBFS-14	13-JUN-2024
AD 2.EBOS-IAC.04-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.11-2	07-SEP-2023	AD 2.MIL-EBFS-ADC.01-1	07-SEP-2023
AD 2.EBOS-IAC.04-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.12-1	07-SEP-2023	AD 2.MIL-EBFS-ADC.01-2	07-SEP-2023
AD 2.EBOS-IAC.05-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.12-2	07-SEP-2023	AD 2.MIL-EBFS-GMC.01-1	07-SEP-2023
AD 2.EBOS-IAC.05-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.13-1	07-SEP-2023	AD 2.MIL-EBFS-GMC.01-2	07-SEP-2023
AD 2.EBOS-IAC.05a-1	23-APR-2020	AD 2.MIL-EBBE-IAC.13-2	07-SEP-2023	AD 2.MIL-EBFS-AOC.01-1	06-OCT-2022
AD 2.EBOS-IAC.05a-2	23-APR-2020	AD 2.MIL-EBBE-IAC.14-1	13-JUN-2024	AD 2.MIL-EBFS-AOC.01-2	06-OCT-2022
AD 2.EBOS-IAC.06-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.14-2	13-JUN-2024	AD 2.MIL-EBFS-AOC.02-1	06-OCT-2022
AD 2.EBOS-IAC.06-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.15-1	05-OCT-2023	AD 2.MIL-EBFS-AOC.02-2	06-OCT-2022
AD 2.EBOS-IAC.06a-1	23-APR-2020	AD 2.MIL-EBBE-IAC.15-2	05-OCT-2023	AD 2.MIL-EBFS-AOC.03-1	06-OCT-2022
AD 2.EBOS-IAC.06a-2	23-APR-2020	AD 2.MIL-EBBE-IAC.16-1	13-JUN-2024	AD 2.MIL-EBFS-AOC.03-2	06-OCT-2022
AD 2.EBOS-VAC.01-1	13-JUN-2024	AD 2.MIL-EBBE-IAC.16-2	13-JUN-2024	AD 2.MIL-EBFS-SID.01-1	07-SEP-2023
AD 2.EBOS-VAC.01-2	13-JUN-2024	AD 2.MIL-EBBE-IAC.16a-1	05-OCT-2023	AD 2.MIL-EBFS-SID.01-2	07-SEP-2023
AD 2.MIL-EBBE-1	30-NOV-2023	AD 2.MIL-EBBE-IAC.16a-2	05-OCT-2023	AD 2.MIL-EBFS-SID.02-1	07-SEP-2023
AD 2.MIL-EBBE-2	30-NOV-2023	AD 2.MIL-EBBE-IAC.17-1	13-JUN-2024	AD 2.MIL-EBFS-SID.02-2	07-SEP-2023
AD 2.MIL-EBBE-3	07-SEP-2023	AD 2.MIL-EBBE-IAC.17-2	13-JUN-2024	AD 2.MIL-EBFS-SID.03-1	07-SEP-2023
AD 2.MIL-EBBE-4	07-SEP-2023	AD 2.MIL-EBBE-IAC.17a-1	07-SEP-2023	AD 2.MIL-EBFS-SID.03-2	07-SEP-2023
AD 2.MIL-EBBE-5	07-SEP-2023	AD 2.MIL-EBBE-IAC.17a-2	07-SEP-2023	AD 2.MIL-EBFS-SID.04-1	07-SEP-2023
AD 2.MIL-EBBE-6	07-SEP-2023	AD 2.MIL-EBBE-IAC.18-1	13-JUN-2024	AD 2.MIL-EBFS-SID.04-2	07-SEP-2023
AD 2.MIL-EBBE-7	07-SEP-2023	AD 2.MIL-EBBE-IAC.18-2	13-JUN-2024	AD 2.MIL-EBFS-SID.05-1	07-SEP-2023
AD 2.MIL-EBBE-8	07-SEP-2023	AD 2.MIL-EBBE-IAC.18a-1	07-SEP-2023	AD 2.MIL-EBFS-SID.05-2	07-SEP-2023
AD 2.MIL-EBBE-9	07-SEP-2023	AD 2.MIL-EBBE-IAC.18a-2	07-SEP-2023	AD 2.MIL-EBFS-MISC.01-1	26-JAN-2023
AD 2.MIL-EBBE-10	07-SEP-2023	AD 2.MIL-EBBE-IAC.19-1	13-JUN-2024	AD 2.MIL-EBFS-MISC.01-2	26-JAN-2023
AD 2.MIL-EBBE-11	13-JUN-2024	AD 2.MIL-EBBE-IAC.19-2	13-JUN-2024	AD 2.MIL-EBFS-MISC.02-1	26-JAN-2023

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

AD 2.PVT-EBGB-VAC.01-1	21-MAR-2024	AD 2.ULM-EBOR-2	25-FEB-2021	AD 3.PVT-EBBV-1	23-APR-2020
AD 2.PVT-EBGB-VAC.01-2	21-MAR-2024	AD 2.ULM-EBZU-1	16-MAY-2024	AD 3.PVT-EBBV-2	23-APR-2020
AD 2.PVT-EBZH-1	24-FEB-2022	AD 2.ULM-EBZU-2	16-MAY-2024	AD 3.PVT-EBOK-1	23-APR-2020
AD 2.PVT-EBZH-2	24-FEB-2022	AD 2.PERS-EBSM-1	16-JUL-2020	AD 3.PVT-EBOK-2	23-APR-2020
AD 2.PVT-EBZH-3	04-FEB-2016	AD 2.PERS-EBSM-2	16-JUL-2020	AD 3.PVT-EBDV-1	29-DEC-2022
AD 2.PVT-EBZH-4	04-FEB-2016	AD 3.MIL-EBCT-1	23-APR-2020	AD 3.PVT-EBDV-2	29-DEC-2022
AD 2.PVT-EBHN-1	18-APR-2024	AD 3.MIL-EBCT-2	23-APR-2020	AD 3.PVT-EBEB-1	23-APR-2020
AD 2.PVT-EBHN-2	18-APR-2024	AD 3.MIL-EBCT-VAC.01-1	23-APR-2020	AD 3.PVT-EBEB-2	23-APR-2020
AD 2.PVT-EBHN-3	04-FEB-2016	AD 3.MIL-EBCT-VAC.01-2	23-APR-2020	AD 3.PVT-EBFR-1	14-JUL-2022
AD 2.PVT-EBHN-4	04-FEB-2016	AD 3.MIL-EBCT-VAC.02-1	23-APR-2020	AD 3.PVT-EBFR-2	14-JUL-2022
AD 2.PVT-EBEH-1	24-FEB-2022	AD 3.MIL-EBCT-VAC.02-2	23-APR-2020	AD 3.PVT-EBAG-1	23-APR-2020
AD 2.PVT-EBEH-2	24-FEB-2022	AD 3.HOSP-EBAL-1	23-APR-2020	AD 3.PVT-EBAG-2	23-APR-2020
AD 2.PVT-EBEH-3	31-JAN-2019	AD 3.HOSP-EBAL-2	23-APR-2020	AD 3.PVT-EBHL-1	31-DEC-2020
AD 2.PVT-EBEH-4	31-JAN-2019	AD 3.HOSP-EBMD-1	23-APR-2020	AD 3.PVT-EBHL-2	31-DEC-2020
AD 2.PVT-EBLE-1	11-JUL-2024	AD 3.HOSP-EBMD-2	23-APR-2020	AD 3.PVT-EBHM-1	23-APR-2020
AD 2.PVT-EBLE-2	11-JUL-2024	AD 3.HOSP-EBSJ-1	23-APR-2020	AD 3.PVT-EBHM-2	23-APR-2020
AD 2.PVT-EBMO-1	25-JAN-2024	AD 3.HOSP-EBSJ-2	23-APR-2020	AD 3.PVT-EBHO-1	03-DEC-2020
AD 2.PVT-EBMO-2	25-JAN-2024	AD 3.HOSP-EBSS-1	03-DEC-2020	AD 3.PVT-EBHO-2	03-DEC-2020
AD 2.PVT-EBMO-3	24-FEB-2022	AD 3.HOSP-EBSS-2	03-DEC-2020	AD 3.PVT-EBHT-1	23-APR-2020
AD 2.PVT-EBMO-4	24-FEB-2022	AD 3.HOSP-EBUC-1	23-APR-2020	AD 3.PVT-EBHT-2	23-APR-2020
AD 2.PVT-EBNM-1	22-FEB-2024	AD 3.HOSP-EBUC-2	23-APR-2020	AD 3.PVT-EBHF-1	05-OCT-2023
AD 2.PVT-EBNM-2	22-FEB-2024	AD 3.HOSP-EBEU-1	30-NOV-2023	AD 3.PVT-EBHF-2	05-OCT-2023
AD 2.PVT-EBNM-3	24-FEB-2022	AD 3.HOSP-EBEU-2	30-NOV-2023	AD 3.PVT-EBKD-1	24-FEB-2022
AD 2.PVT-EBNM-4	24-FEB-2022	AD 3.HOSP-EBEA-1	23-APR-2020	AD 3.PVT-EBKD-2	24-FEB-2022
AD 2.PVT-ELNT-1	16-MAY-2024	AD 3.HOSP-EBEA-2	23-APR-2020	AD 3.PVT-EBFI-1	04-NOV-2021
AD 2.PVT-ELNT-2	16-MAY-2024	AD 3.HOSP-ELEA-1	29-DEC-2022	AD 3.PVT-EBFI-2	04-NOV-2021
AD 2.PVT-EBSG-1	03-NOV-2022	AD 3.HOSP-ELEA-2	29-DEC-2022	AD 3.PVT-EBKW-1	23-APR-2020
AD 2.PVT-EBSG-2	03-NOV-2022	AD 3.HOSP-ELEA-ADC.01-1	29-DEC-2022	AD 3.PVT-EBKW-2	23-APR-2020
AD 2.PVT-EBSG-3	03-NOV-2022	AD 3.HOSP-ELEA-ADC.01-2	29-DEC-2022	AD 3.PVT-EBSA-1	13-JUN-2024
AD 2.PVT-EBSG-4	03-NOV-2022	AD 3.HOSP-ELET-1	29-DEC-2022	AD 3.PVT-EBSA-2	13-JUN-2024
AD 2.PVT-EBSH-1	24-FEB-2022	AD 3.HOSP-ELET-2	29-DEC-2022	AD 3.PVT-EBKR-1	21-APR-2022
AD 2.PVT-EBSH-2	24-FEB-2022	AD 3.HOSP-EBGT-1	02-NOV-2023	AD 3.PVT-EBKR-2	21-APR-2022
AD 2.PVT-EBSH-3	24-FEB-2022	AD 3.HOSP-EBGT-2	02-NOV-2023	AD 3.PVT-EBMS-1	13-AUG-2020
AD 2.PVT-EBSH-4	24-FEB-2022	AD 3.HOSP-EBYP-1	16-MAY-2024	AD 3.PVT-EBMS-2	13-AUG-2020
AD 2.PVT-EBST-1	30-NOV-2023	AD 3.HOSP-EBYP-2	16-MAY-2024	AD 3.PVT-EBLT-1	23-APR-2020
AD 2.PVT-EBST-2	30-NOV-2023	AD 3.HOSP-EBKZ-1	23-APR-2020	AD 3.PVT-EBLT-2	23-APR-2020
AD 2.PVT-EBST-3	30-NOV-2023	AD 3.HOSP-EBKZ-2	23-APR-2020	AD 3.PVT-EBRE-1	25-JAN-2024
AD 2.PVT-EBST-4	30-NOV-2023	AD 3.HOSP-EBKG-1	23-APR-2020	AD 3.PVT-EBRE-2	25-JAN-2024
AD 2.PVT-EBST-VAC.01-1	21-MAR-2024	AD 3.HOSP-EBKG-2	23-APR-2020	AD 3.PVT-EBLO-1	23-APR-2020
AD 2.PVT-EBST-VAC.01-2	21-MAR-2024	AD 3.HOSP-EBGA-1	23-APR-2020	AD 3.PVT-EBLO-2	23-APR-2020
AD 2.PVT-EBSP-1	13-JUN-2024	AD 3.HOSP-EBGA-2	23-APR-2020	AD 3.PVT-EBLU-1	10-SEP-2020
AD 2.PVT-EBSP-2	13-JUN-2024	AD 3.HOSP-EBLC-1	23-APR-2020	AD 3.PVT-EBLU-2	10-SEP-2020
AD 2.PVT-EBSP-3	13-JUN-2024	AD 3.HOSP-EBLC-2	23-APR-2020	AD 3.PVT-EBMK-1	23-APR-2020
AD 2.PVT-EBSP-4	13-JUN-2024	AD 3.HOSP-EBCH-1	23-APR-2020	AD 3.PVT-EBMK-2	23-APR-2020
AD 2.PVT-EBSP-VAC.01-1	13-JUN-2024	AD 3.HOSP-EBCH-2	23-APR-2020	AD 3.PVT-EBMM-1	23-APR-2020
AD 2.PVT-EBSP-VAC.01-2	13-JUN-2024	AD 3.HOSP-EBLS-1	25-MAR-2021	AD 3.PVT-EBMM-2	23-APR-2020
AD 2.PVT-EBTY-1	24-FEB-2022	AD 3.HOSP-EBLS-2	25-MAR-2021	AD 3.PVT-EBMH-1	15-JUL-2021
AD 2.PVT-EBTY-2	24-FEB-2022	AD 3.HOSP-EBLX-1	23-APR-2020	AD 3.PVT-EBMH-2	15-JUL-2021
AD 2.PVT-EBTY-3	02-JAN-2020	AD 3.HOSP-EBLX-2	23-APR-2020	AD 3.PVT-EBME-1	27-JAN-2022
AD 2.PVT-EBTY-4	02-JAN-2020	AD 3.HOSP-EBMC-1	23-FEB-2023	AD 3.PVT-EBME-2	27-JAN-2022
AD 2.PVT-ELUS-1	18-APR-2024	AD 3.HOSP-EBMC-2	23-FEB-2023	AD 3.PVT-EBMN-1	23-APR-2020
AD 2.PVT-ELUS-2	18-APR-2024	AD 3.HOSP-EBGE-1	23-APR-2020	AD 3.PVT-EBMN-2	23-APR-2020
AD 2.PVT-EBTX-1	24-FEB-2022	AD 3.HOSP-EBGE-2	23-APR-2020	AD 3.PVT-EBSC-1	12-AUG-2021
AD 2.PVT-EBTX-2	24-FEB-2022	AD 3.HOSP-ELLC-1	10-AUG-2023	AD 3.PVT-EBSC-2	12-AUG-2021
AD 2.PVT-EBTX-3	20-MAY-2021	AD 3.HOSP-ELLC-2	10-AUG-2023	AD 3.PVT-EBLM-1	23-APR-2020
AD 2.PVT-EBTX-4	20-MAY-2021	AD 3.HOSP-ELLC-ADC.01-1	10-AUG-2023	AD 3.PVT-EBLM-2	23-APR-2020
AD 2.PVT-EBZR-1	30-NOV-2023	AD 3.HOSP-ELLC-ADC.01-2	10-AUG-2023	AD 3.PVT-EBGU-1	25-JAN-2024
AD 2.PVT-EBZR-2	30-NOV-2023	AD 3.HOSP-ELLZ-1	29-DEC-2022	AD 3.PVT-EBGU-2	25-JAN-2024
AD 2.PVT-EBSL-1	18-APR-2024	AD 3.HOSP-ELLZ-2	29-DEC-2022	AD 3.PVT-EBDY-1	22-APR-2021
AD 2.PVT-EBSL-2	18-APR-2024	AD 3.HOSP-ELLK-1	29-DEC-2022	AD 3.PVT-EBDY-2	22-APR-2021
AD 2.ULM-EBAR-1	20-APR-2023	AD 3.HOSP-ELLK-2	29-DEC-2022	AD 3.PVT-EBNK-1	23-APR-2020
AD 2.ULM-EBAR-2	20-APR-2023	AD 3.HOSP-EBMT-1	23-APR-2020	AD 3.PVT-EBNK-2	23-APR-2020
AD 2.ULM-EBML-1	13-AUG-2020	AD 3.HOSP-EBMT-2	23-APR-2020	AD 3.PVT-EBOO-1	23-FEB-2023
AD 2.ULM-EBML-2	13-AUG-2020	AD 3.HOSP-EBNB-1	23-APR-2020	AD 3.PVT-EBOO-2	23-FEB-2023
AD 2.ULM-EBIS-1	23-APR-2020	AD 3.HOSP-EBNB-2	23-APR-2020	AD 3.PVT-EBNH-1	31-DEC-2020
AD 2.ULM-EBIS-2	23-APR-2020	AD 3.HOSP-EBNG-1	25-MAR-2021	AD 3.PVT-EBNH-2	31-DEC-2020
AD 2.ULM-EBBN-1	23-APR-2020	AD 3.HOSP-EBNG-2	25-MAR-2021	AD 3.PVT-EBOB-1	18-MAY-2023
AD 2.ULM-EBBN-2	23-APR-2020	AD 3.HOSP-EBAD-1	23-APR-2020	AD 3.PVT-EBOB-2	18-MAY-2023
AD 2.ULM-EBMG-1	23-APR-2020	AD 3.HOSP-EBAD-2	23-APR-2020	AD 3.PVT-EBPW-1	22-APR-2021
AD 2.ULM-EBMG-2	23-APR-2020	AD 3.HOSP-EBVS-1	23-APR-2020	AD 3.PVT-EBPW-2	22-APR-2021
AD 2.ULM-EBBY-1	11-JUL-2024	AD 3.HOSP-EBVS-2	23-APR-2020	AD 3.PVT-EBNP-1	23-MAR-2023
AD 2.ULM-EBBY-2	11-JUL-2024	AD 3.PVT-EBDR-1	23-MAR-2023	AD 3.PVT-EBNP-2	23-MAR-2023
AD 2.ULM-EBAV-1	05-OCT-2023	AD 3.PVT-EBDR-2	23-MAR-2023	AD 3.PVT-EBEN-1	03-DEC-2020
AD 2.ULM-EBAV-2	05-OCT-2023	AD 3.PVT-EBJS-1	23-APR-2020	AD 3.PVT-EBEN-2	03-DEC-2020
AD 2.ULM-EBBZ-1	23-APR-2020	AD 3.PVT-EBJS-2	23-APR-2020	AD 3.PVT-EBLY-1	23-APR-2020
AD 2.ULM-EBBZ-2	23-APR-2020	AD 3.PVT-EBBM-1	23-APR-2020	AD 3.PVT-EBLY-2	23-APR-2020
AD 2.ULM-EBOR-1	25-FEB-2021	AD 3.PVT-EBBM-2	23-APR-2020	AD 3.PVT-EBRO-1	23-APR-2020

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

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 0.6 Table of Contents to Part 1

GEN 0 INTRODUCTION

GEN 0.1 Preface

1 NAME OF THE PUBLISHING AUTHORITY	GEN 0.1-1
2 APPLICABLE ICAO DOCUMENTS	GEN 0.1-1
3 AIP STRUCTURE AND ESTABLISHED REGULAR AMENDMENT INTERVAL	GEN 0.1-1
4 SERVICES TO CONTACT IN CASE OF DETECTED AIP ERRORS OR OMISSIONS	GEN 0.1-2

GEN 0.2 Record of AIP Amendments

GEN 0.3 Record of AIP Supplements

GEN 0.4 Checklist of AIP Pages

GEN 0.5 List of Hand Amendments to the AIP

GEN 0.6 Table of Contents to Part 1

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 Designated Authorities

1 AVIATION AUTHORITY	GEN 1.1-1
2 METEOROLOGY	GEN 1.1-1
3 CUSTOMS	GEN 1.1-2
4 IMMIGRATION	GEN 1.1-3
5 HEALTH	GEN 1.1-3
6 EN-ROUTE CHARGES	GEN 1.1-3
7 AERODROME CHARGES	GEN 1.1-4
8 AGRICULTURAL QUARANTINE	GEN 1.1-4
9 AIRCRAFT ACCIDENTS INVESTIGATION	GEN 1.1-5

GEN 1.2 Entry, Transit and Departure of Aircraft

1 IN BELGIUM	GEN 1.2-1
2 IN LUXEMBOURG	GEN 1.2-4

GEN 1.3 Entry, Transit and Departure of Passengers and Crew

GEN 1.4 Entry, Transit and Departure of Cargo

GEN 1.5 Aircraft Instruments, Equipment and Flight Documents

1 NAVIGATION EQUIPMENT	GEN 1.5-1
2 8.33KHZ CHANNEL SPACING CAPABLE RADIO EQUIPMENT	GEN 1.5-1
3 EUR RVSM IN BRUSSELS UIR	GEN 1.5-1
4 SSR TRANSPONDER	GEN 1.5-2
5 ACAS Resolution advisory (RA) (SERA.11014)	GEN 1.5-3

GEN 1.6 Summary of National Regulations and International Agreements / Conventions

1 IN BELGIUM	GEN 1.6-1
2 IN LUXEMBOURG	GEN 1.6-4
3 EUROPEAN REGULATIONS	GEN 1.6-5

GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures

GEN 2 TABLES AND CODES

GEN 2.1 Measuring System, Aircraft Markings, Holidays

1	UNITS OF MEASUREMENT.....	GEN 2.1-1
2	TEMPORAL REFERENCE SYSTEM.....	GEN 2.1-1
3	HORIZONTAL REFERENCE SYSTEM.....	GEN 2.1-1
4	VERTICAL REFERENCE DATUM.....	GEN 2.1-2
5	AIRCRAFT NATIONALITY AND REGISTRATION MARKS.....	GEN 2.1-2
6	PUBLIC HOLIDAYS.....	GEN 2.1-2

GEN 2.2 Abbreviations Used in AIS Publications

GEN 2.3 Chart Symbols

GEN 2.4 Location Indicators

GEN 2.5 List of Radio Navigation Aids

GEN 2.6 Conversion of units of measurement

GEN 2.7 Sunrise / Sunset

1	BELGIUM.....	GEN 2.7-1
2	LUXEMBOURG.....	GEN 2.7-2

GEN 3 SERVICES

GEN 3.1 Aeronautical Information Services

1	RESPONSIBLE SERVICES.....	GEN 3.1-1
2	AREA OF RESPONSIBILITY.....	GEN 3.1-2
3	AERONAUTICAL PUBLICATIONS.....	GEN 3.1-2
4	AIRAC SYSTEM.....	GEN 3.1-3
5	PRE-FLIGHT INFORMATION SERVICE AT AERODROMES / HELIPORTS.....	GEN 3.1-4
6	ELECTRONIC TERRAIN AND OBSTACLE DATA.....	GEN 3.1-6
7	EAD.....	GEN 3.1-6

GEN 3.2 Aeronautical Charts

1	RESPONSIBLE SERVICE.....	GEN 3.2-1
2	MAINTENANCE OF CHARTS.....	GEN 3.2-1
3	PURCHASE ARRANGEMENTS.....	GEN 3.2-1
4	AERONAUTICAL CHART SERIES AVAILABLE.....	GEN 3.2-1
5	LIST OF AERONAUTICAL CHARTS AVAILABLE.....	GEN 3.2-2
6	INDEX TO THE WORLD AERONAUTICAL CHART (WAC) - ICAO 1:1 000 000.....	GEN 3.2-3
7	TOPOGRAPHICAL CHARTS.....	GEN 3.2-3
8	CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP.....	GEN 3.2-4
9	MILITARY USE OF NAVIGATIONAL CHARTS.....	GEN 3.2-4

GEN 3.3 Air Traffic Services

1	RESPONSIBLE SERVICES.....	GEN 3.3-1
2	AREA OF RESPONSIBILITY.....	GEN 3.3-2
3	TYPES OF SERVICES.....	GEN 3.3-2
4	CO-ORDINATION BETWEEN THE OPERATOR AND ATS.....	GEN 3.3-4
5	MINIMUM FLIGHT ALTITUDE.....	GEN 3.3-4
6	ATS UNITS ADDRESS LIST.....	GEN 3.3-5
7	STEENOKKERZEEL ATCC OPERATIONAL HOURS.....	GEN 3.3-7
8	CRC BEAUVECHAIN OPERATIONAL HOURS.....	GEN 3.3-7

GEN 3.4 Communication Services

1	RESPONSIBLE SERVICES.....	GEN 3.4-1
2	AREA OF RESPONSIBILITY.....	GEN 3.4-2
3	TYPE OF SERVICES.....	GEN 3.4-2
4	REQUIREMENTS AND CONDITIONS.....	GEN 3.4-6
5	MISCELLANEOUS.....	GEN 3.4-6

GEN 3.5 Meteorological Services

1 CIVIL.....	GEN 3.5-1
2 MILITARY	GEN 3.5-7

GEN 3.6 Search and Rescue

1 RESPONSIBLE SERVICE	GEN 3.6-1
2 AREA OF RESPONSIBILITY	GEN 3.6-1
3 TYPES OF SERVICE	GEN 3.6-3
4 SAR AGREEMENTS	GEN 3.6-3
5 CONDITIONS OF AVAILABILITY	GEN 3.6-3
6 PROCEDURES AND SIGNALS USED	GEN 3.6-3
7 SAR REGION CHART.....	GEN 3.6-4

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES**GEN 4.1 Aerodrome/Heliport Charges**

1 EBAW	GEN 4.1-1
2 EBBR.....	GEN 4.1-2
3 EBCI	GEN 4.1-2
4 EBLG	GEN 4.1-4
5 EBKT	GEN 4.1-4
6 ELLX.....	GEN 4.1-4
7 EBOS.....	GEN 4.1-4

GEN 4.2 Air Navigation Services Charges

1 SKEYES	GEN 4.2-1
2 ANA	GEN 4.2-3
3 ROUTE CHARGES	GEN 4.2-4

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures

Number	Annex	Edition	Differences																
1	Personnel Licensing	11	NIL																
2	Rules of the Air	10	<p>Chapter 3, § 3.2.2 (Belgium and Luxembourg) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.</p> <p>Chapter 3, § 3.2.2.4 (Belgium and Luxembourg) Sailplanes overtaking: a sailplane overtaking another sailplane may alter its course to the right or to the left.</p> <p>Chapter 3, § 3.2.3.2 (b) (Belgium and Luxembourg) Unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable.</p> <p>Chapter 3, § 3.2.5 (c) and (d) (Belgium and Luxembourg) (c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC; (d) except for balloons, land and take off into the wind unless safety, the runway configuration or air traffic considerations determine that a different direction is preferable.</p> <p>Chapter 3, § 3.3.1.2 (Belgium and Luxembourg) VFR flights across international borders operating in class G airspace and originating from within the Schengen area do not need a flight plan as far as the Brussels FIR is concerned. A pilot is required to file a flight plan when planning any flight at night if leaving the vicinity of an aerodrome.</p> <p>Chapter 3, § 3.8 and Appendix 2 (Belgium and Luxembourg) The words "in distress" are not included in EU law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive, as well as those found in Attachment A, are not contained in EU law.</p> <p>Chapter 4, § 4.3 (Luxembourg only) VFR flights at night may be authorised under the following conditions:</p> <ol style="list-style-type: none"> 1. They are operated exclusively in controlled airspace except for flights who have been granted exemptions for special operations; 2. A complete flight plan shall be filed; 3. Except when necessary for take-off or landing, or except when specifically authorised by the CAA, VFR flights at night shall be operated at a level which is at least 1 000 FT above the highest obstacle located within 8 KM of the estimated position of the aircraft; 4. Visibility and distance from cloud minima in visual meteorological conditions at night are the following: <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Altitude band</th> <th style="text-align: center;">Airspace class</th> <th style="text-align: center;">Flight visibility</th> <th style="text-align: left;">Distance from cloud</th> </tr> </thead> <tbody> <tr> <td>At and above FL 100</td> <td style="text-align: center;">C D</td> <td style="text-align: center;">8 KM</td> <td>1500 M horizontally 1000 FT vertically</td> </tr> <tr> <td>Below FL 100 and above 3000 FT AMSL, or above 1000 FT above terrain, whichever is the higher</td> <td style="text-align: center;">C D</td> <td style="text-align: center;">5 KM</td> <td>1500 M horizontally 1000 FT vertically</td> </tr> <tr> <td>At and below 3000FT AMSL, or 1000FT above terrain, whichever is the higher</td> <td style="text-align: center;">C D</td> <td style="text-align: center;">5 KM</td> <td>1500 M horizontally 1000 FT vertically</td> </tr> </tbody> </table> <p>However:</p> <ol style="list-style-type: none"> 1. the ceiling shall not be less than 1 500 FT 2. in airspace classes C and D, at and below 3 000 FT AMSL or 1 000 FT above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface 	Altitude band	Airspace class	Flight visibility	Distance from cloud	At and above FL 100	C D	8 KM	1500 M horizontally 1000 FT vertically	Below FL 100 and above 3000 FT AMSL, or above 1000 FT above terrain, whichever is the higher	C D	5 KM	1500 M horizontally 1000 FT vertically	At and below 3000FT AMSL, or 1000FT above terrain, whichever is the higher	C D	5 KM	1500 M horizontally 1000 FT vertically
Altitude band	Airspace class	Flight visibility	Distance from cloud																
At and above FL 100	C D	8 KM	1500 M horizontally 1000 FT vertically																
Below FL 100 and above 3000 FT AMSL, or above 1000 FT above terrain, whichever is the higher	C D	5 KM	1500 M horizontally 1000 FT vertically																
At and below 3000FT AMSL, or 1000FT above terrain, whichever is the higher	C D	5 KM	1500 M horizontally 1000 FT vertically																

Number	Annex	Edition	Differences
			<p>Chapter 4, § 4.6 (Belgium and Luxembourg)</p> <p>Except when necessary for take-off or landing, or except by permission from the CAA, a VFR flight shall not be flown:</p> <ul style="list-style-type: none"> a. over the congested areas of cities, towns or settlements, or over an open-air assembly of persons at a height less than 300 M (1000FT) above the highest obstacle within a radius of 600M from the aircraft; b. elsewhere than as specified in (a), at a height less than 150M (500FT) above the ground or water, or 150 M (500FT) above the highest obstacle within a radius of 150M (500FT) from the aircraft.
3	Meteorology	19	NIL
4	Aeronautical Charts	11	NIL
5	Units of Measurement to be Used in Air and Ground Operations	5	NIL
6	Operation of Aircraft		
	Part I: International Commercial Air Transport - Aeroplanes	10	NIL
	Part II: International General Aviation - Aeroplanes	9	NIL
	Part III: International Operations - Helicopters	8	NIL
7	Aircraft Nationality and Registration Marks	6	NIL
8	Airworthiness of Aircraft	11	NIL
9	Facilitation	14	NIL

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

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

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

Number	Document	Edition	Differences
4444	Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)		<p>Chapter 12, § 12.3.1.2, level changes, reports and rates In the Brussels FIR, above FL 245, the words “TO” and “FOR” shall not be used in connection with assignment/reporting of levels.</p> <p>Chapter 12, § 12.3.1.2, items (z) to (kk) In Belgium, following additional phraseologies are used:</p> <ul style="list-style-type: none"> • clearance to cancel level restriction(s) of the vertical profile of a SID during climb: “CLIMB TO (level) [LEVEL RESTRICTION(S) (SID designator) CANCELLED (or) LEVEL RESTRICTION(S) (SID designator) AT (point) CANCELLED]”; • clearance to cancel level restriction(s) of the vertical profile of a STAR during descend: “DESCEND TO (level) [LEVEL RESTRICTION(S) (STAR designator) CANCELLED (or) LEVEL RESTRICTION(S) (STAR designator) AT (point) CANCELLED]”. <p>In Belgium, the phraseologies for the following circumstances are not used:</p> <ul style="list-style-type: none"> • clearance to climb on a SID which has published level and/or speed restrictions, where the pilot is to climb to the cleared level and comply with published level restrictions, follow the lateral profile of the SID; and comply with published speed restrictions or ATC issued speed control instructions as applicable; • clearance to cancel level restriction(s) of the vertical profile of a SID during climb; • clearance to cancel specific level restriction(s) of the vertical profile of a SID during climb; • clearance to cancel speed restrictions of a SID during climb; • clearance to cancel specific speed restrictions of a SID during climb; • clearance to climb and to cancel speed and level restrictions of a SID; • clearance to descend on a STAR which has published level and/or speed restrictions, where the pilot is to descend to the cleared level and comply with published level restrictions, follow the lateral profile of the STAR and comply with published speed restrictions or ATC issued speed control instructions; • clearance to cancel level restrictions of a STAR during descent; • clearance to cancel specific level restrictions of a STAR during descent; • clearance to cancel speed restrictions of a STAR during descent; • clearance to cancel specific speed restrictions of a STAR during descent; • clearance to descend and to cancel speed and level restrictions of a STAR. <p>Chapter 12, § 12.3.2.2, item (b) (3) In Belgium, the phraseology “FLIGHT PLANNED ROUTE” is used.</p> <p>Chapter 12, § 12.3.3.1, item (f) In Belgium, the phraseology “CLEARED VIA (designation)” is used.</p> <p>Chapter 12, § 12.3.3.1, item (g) and (h) In Belgium, the phraseology for clearance to proceed direct with advance notice of a future instruction to rejoin the SID is not used.</p> <p>Chapter 12, § 12.3.3.2, item (a) In Belgium, the phraseology “CLEARED (or PROCEED) VIA (designation)” is used.</p> <p>Chapter 12, § 12.3.3.2, item (b) In Belgium, the phraseology “CLEARED TO (clearance limit) VIA (designation)” is used.</p> <p>Chapter 12, § 12.3.3.2, item (c) In Belgium, the phraseology “CLEARED (or PROCEED) VIA (details of the route to be followed)” is used.</p> <p>Chapter 12, § 12.3.3.2, item (d) and (e) In Belgium, the phraseology for clearance to proceed direct with advance notice of a future instruction to rejoin the STAR is not used.</p> <p>Chapter 12, § 12.4.1.6, item (k) In Belgium, the phraseology “RESUME PUBLISHED SPEED” is not used.</p> <p>Appendix 2, item 8, page A2-3, M if MIL In addition to MIL operations, operators of customs or police aircraft shall insert letter “M” in item 8 of the ICAO flight plan form.</p>

EBAW

AD operator	EBAWYDYX
TWR	EBAWZTZX

EBBR

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

EBCI

AD operator	EBCIYDYX
TWR	EBCIZTZX

EBKT

AFIS	EBKTZTZX
------	----------

EBLG

AD operator	EBLGYDYX
MET	EBLGYMYX
TWR/APP	EBLGZTZX

EBOS

AD operator	EBOSYDYX
TWR/APP	EBOSZTZX

EBSP

AD operator	EBSPYDYX
Basic information	EBSPZTZX

5.1.1.2 Military**EBBE**

W OPS	EBBEZPZX
CRC	EBGLZPZX
RCC	EBMIYCYX

EBCV

Base Ops	ETARYXYX KRCHYXYX
----------	----------------------

EBFS

W OPS	EBFSZPZX
-------	----------

EBBL

W OPS	EBBLZPZX
-------	----------

EBFN

ATC	EBFNZPZX
RSC	EBFNZYCYX

EBMB

W OPS	EBMBZPZX
-------	----------

STEENOKKERZEEL ATCC

ARO	EBMIZGZF
-----	----------

5.1.2 Luxembourg

CAA

CAA	ELLXYAYX
-----	----------

ELLX

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

5.1.3 Eurocontrol

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

ENR 0.6 Table of Contents to Part 2

ENR 0 INTRODUCTION

ENR 0.1 Preface

ENR 0.2 Record of AIP Amendments

ENR 0.3 Record of AIP Supplements

ENR 0.4 Checklist of AIP Pages

ENR 0.5 List of Hand Amendments to the AIP

ENR 0.6 Table of Contents to Part 2

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 General Rules

1 CIVIL.....	ENR 1.1-1
2 MILITARY.....	ENR 1.1-26

ENR 1.2 Visual Flight Rules

1 CIVIL.....	ENR 1.2-1
2 MILITARY.....	ENR 1.2-3

ENR 1.3 Instrument Flight Rules

1 CIVIL.....	ENR 1.3-1
2 MILITARY.....	ENR 1.3-2

ENR 1.4 ATS Airspace Classification and Description

1 AIRSPACE BELOW FL660.....	ENR 1.4-1
2 AIRSPACE ABOVE FL660.....	ENR 1.4-2

ENR 1.5 Holding, Approach and Departure Procedures

1 CIVIL.....	ENR 1.5-1
2 MILITARY.....	ENR 1.5-2

ENR 1.6 ATS Surveillance Services and Procedures

1 CIVIL.....	ENR 1.6-1
2 MILITARY.....	ENR 1.6-3

ENR 1.7 Altimeter Setting Procedures

1 GENERAL.....	ENR 1.7-1
2 PROCEDURES.....	ENR 1.7-2
3 TABLE OF CRUISING LEVELS.....	ENR 1.7-3

ENR 1.8 Regional Supplementary Procedures

ENR 1.9 Air Traffic Flow Management and Airspace Management

1 RESPONSIBILITIES OF THE EUROCONTROL NM.....	ENR 1.9-1
2 RESPONSIBILITIES OF ATS.....	ENR 1.9-1
3 ATFM DOCUMENTATION.....	ENR 1.9-1
4 CONTACT.....	ENR 1.9-1
5 ATFM PROCEDURES.....	ENR 1.9-2

ENR 1.10 Flight Planning

1 CIVIL	ENR 1.10-1
2 MILITARY	ENR 1.10-12
3 ICAO FLIGHT PLAN FORM	ENR 1.10-21

ENR 1.11 Addressing of Flight Plan Messages

1 CIVIL	ENR 1.11-1
2 MILITARY	ENR 1.11-2

ENR 1.12 Interception of Civil Aircraft

1 INTERCEPTION PROCEDURES (SERA.11015)	ENR 1.12-1
2 SIGNALS FOR USE IN THE EVENT OF INTERCEPTION	ENR 1.12-3
3 MILITARY PROCEDURES	ENR 1.12-3

ENR 1.13 Unlawful Interference

1 SERA.11005	ENR 1.13-1
--------------------	------------

ENR 1.14 Air Traffic Incidents

1 DEFINITIONS	ENR 1.14-1
2 SEVERITY CLASSIFICATIONS OF ACCIDENTS (MIL)	ENR 1.14-1
3 SEVERITY DEFINITIONS OF AIR TRAFFIC INCIDENTS	ENR 1.14-2
4 USE OF THE AIR TRAFFIC INCIDENT REPORT FORM A/B	ENR 1.14-2
5 REPORTING PROCEDURES	ENR 1.14-3
6 PURPOSE OF REPORTING AND HANDLING OF THE FORMS	ENR 1.14-5
7 INSTRUCTIONS FOR THE COMPLETION OF THE AIR TRAFFIC INCIDENT REPORT FORM A	ENR 1.14-5
8 INSTRUCTIONS FOR THE COMPLETION OF THE AIR TRAFFIC INCIDENT REPORT FORM B	ENR 1.14-6
9 AIR TRAFFIC INCIDENT REPORT FORM A & B	ENR 1.14-7

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA and CTA

1 UPPER AIRSPACE	ENR 2.1-1
2 LOWER AIRSPACE	ENR 2.1-2
3 FREQUENCIES OF ATS UNITS	ENR 2.1-7

ENR 2.2 Other Regulated Airspace

1 ATS AIRSPACE	ENR 2.2-1
2 TRANSPONDER MANDATORY ZONES	ENR 2.2-7
3 RADIO MANDATORY ZONES	ENR 2.2-7

ENR 3 ATS ROUTES

ENR 3.1 Lower ATS Routes Conventional Navigation Routes

ENR 3.2 Upper ATS Routes Area Navigation Routes

1 REMARKS ON RNAV ROUTES	ENR 3.2-1
2 RNAV Routes	ENR 3.2-2

ENR 3.3 Area Navigation (RNAV) Routes Other Routes

1 DIRECT ROUTES	ENR 3.3-1
2 MILITARY ROUTES	ENR 3.3-1

ENR 3.4 Helicopter Routes En-route Holding

ENR 4 RADIO NAVIGATION AIDS / SYSTEMS

ENR 4.1 Radio Navigation Aids - En-route

ENR 4.2 Special Navigation Systems

ENR 4.3 Global Navigation Satellite System (GNSS)**ENR 4.4 Name-code Designators for Significant Points****ENR 4.5 Aeronautical Ground Lights - En-route****ENR 5 NAVIGATION WARNINGS****ENR 5.1 Prohibited, Restricted and Danger Areas**

1	RESTRICTED AREAS	ENR 5.1-1
2	DANGER AREAS	ENR 5.1-12
3	UAS Geographical Zones.....	ENR 5.1-14
4	RESERVATION SPECIFICATIONS (MILITARY ONLY).....	ENR 5.1-14

ENR 5.2 Military Exercise and Training Areas and Air Defence Identification Zone

1	TEMPORARY RESERVED AREAS AND TEMPORARY SEGREGATED AREAS	ENR 5.2-1
2	HELICOPTER TRAINING AREAS	ENR 5.2-21
3	LOW FLYING AREAS	ENR 5.2-27
4	AIR DEFENCE IDENTIFICATION ZONE.....	ENR 5.2-29

ENR 5.3 Other Activities of a Dangerous Nature and Other Potential Hazards

1	OTHER ACTIVITIES OF A DANGEROUS NATURE	ENR 5.3-1
2	OTHER POTENTIAL HAZARDS	ENR 5.3-1

ENR 5.4 Air Navigation Obstacles

1	IN BELGIUM.....	ENR 5.4-1
2	IN LUXEMBOURG	ENR 5.4-2

ENR 5.5 Aerial Sporting and Recreational Activities

1	GENERAL	ENR 5.5-1
2	LOW FLYING AREAS GOLF	ENR 5.5-9
3	MILITARY LOW FLYING AREAS GOLF.....	ENR 5.5-12
4	RADIO CONTROLLED MODEL AIRCRAFT.....	ENR 5.5-14
5	OTHER ACTIVITIES	ENR 5.5-17

ENR 5.6 Bird Migration and Areas with Sensitive Fauna

1	BIRD MIGRATION.....	ENR 5.6-1
2	CONCENTRATIONS.....	ENR 5.6-1
3	AREAS WITH SENSITIVE FAUNA	ENR 5.6-1
4	MILITARY BIRD MIGRATION OBSERVATION SYSTEM	ENR 5.6-1

ENR 6 EN-ROUTE CHARTS

THIS PAGE INTENTIONALLY LEFT BLANK

ENR 1.10 Flight Planning

1 CIVIL

1.1 Requirement to Submit a Flight Plan (SERA.4001)

Information relative to an intended flight or portion of a flight, to be provided to ATS units, shall be in the form of a flight plan. A flight plan shall be submitted prior to operating:

- a. any IFR flight;
- b. any flight or portion thereof to be provided with ATC service;
- c. any flight above FL660;
- d. any flight at night, if leaving the vicinity of an aerodrome;
- e. any flight across international borders, except for VFR flights operating in class G airspace and originating from within the Schengen area.

It is advisable to file a flight plan:

- a. when flying over sparsely populated areas, where SAR operations would be difficult;
- b. if the aircraft is not equipped with radio.

A flight plan may be filed for any flight in order to facilitate the provision of SAR services.

Note: A pilot who has submitted a flight plan for a flight departing from a private aerodrome is responsible for the forwarding of the associated messages either by TEL or by radio to the ATS unit to which the flight plan was sent.

1.2 Categories of Flight Plan

A distinction is made between three different categories of flight plan:

- **Full flight plan submitted prior departure**
A flight plan in line with the formatting requirements of § 1.4 below, submitted prior departure in accordance with the procedures specified in § 1.3.4 below.
- **Full flight plan submitted during flight (AFIL)**
A flight plan in line with the formatting requirements of § 1.4 below, submitted to an ATS unit during flight in accordance with the procedures specified in § 1.3.5 below.
- **Abbreviated flight plan**
Limited information provided to an ATS unit with the purpose to obtain a clearance for a minor portion of a VFR flight, such as to cross a CTR, to take-off from or land at a controlled aerodrome.

1.2.1 In Belgium

An abbreviated flight plan transmitted in the air contains as a minimum:

- call sign;
- type of aircraft;
- point of entry;
- point of exit;
- level.

1.2.2 In Luxembourg

An abbreviated flight plan transmitted in the air by radiotelephony for the crossing of controlled airspace contains, as a minimum:

- call sign;
- type of aircraft;
- point of entry;
- point of exit;
- level.

For domestic VFR flights (no border crossing), an abbreviated flight plan may be submitted at least 30 MIN prior departure. It comprises the following information:

- aircraft identification;
- departure aerodrome and estimated off-block time;
- destination aerodrome or operating site and total estimated flight time;
- mandatory reporting point for CTR exit;
- fuel endurance;
- total number of persons on board;
- name of the pilot in command.

1.3 Submission of a Flight Plan

A flight plan form based on the model shown in § 3 below shall be used by operators and ATS units for the purpose of completing flight plans. If the flight plan is transmitted by FAX, a special flight plan model shall be used. This form can be obtained from EBBR or ELLX ARO (see GEN 3.3, § 6).

1.3.1 IFR Flight Plan

A full flight plan shall be submitted for IFR flights prior to departure either to the IFPS or to an ARO, or during flight to an appropriate ATS unit.

The IFPS is the responsible unit for accepting IFR/GAT flight plans, for flights conducted within the IFPS Zone. Unless a flight plan has been received and accepted by the IFPS (i.e. an ACK message has been received), the requirement to submit a flight plan for an IFR/GAT flight intending to operate into the IFPS-Zone will not have been satisfied and no ATC clearance will be issued for such a flight.

Aircraft operators shall file their flight plans and associated messages for IFR/GAT flights directly with the IFPS, whenever possible, or they can use the intermediate of a local ARO. The IFPS will send back "Operational Reply Messages" to the message originator (aircraft operator or ARO), indicating the status of processing of his flight plan or associated message:

- an acknowledge message (ACK) will indicate the successful processing of the message;
- a reject message (REJ) indicates that the submitted message could not be processed and that the message originator should file a new corrected message;
- a manual message (MAN) means that the message contains errors and that it will be presented to an IFPS operator for manual processing. A MAN message will be followed either by an ACK message, if the message has been corrected successfully by the IFPS operator, or by a REJ message, if the error(s) could not be solved.

Detailed information on flight plan filing procedures with IFPS is published in the *IFPS Users Manual* (see ENR 1.9, § 3).

1.3.2 VFR Flight Plan

Flight plans shall be submitted for VFR flights as required in § 1.1 above. A full flight plan can be submitted for VFR flights prior to departure to an ARO or during flight to an appropriate ATS unit. Alternatively, an abbreviated flight plan may be submitted to the ATS unit concerned. A full flight plan must be filed if the pilot requires other ATS units affected by his flight to be notified.

1.3.3 Adherence to Airspace Utilisation Rules and Availability

No flight plans shall be filed via the Brussels FIR/UIR deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilisation rules and availability for the Brussels FIR/UIR and any reference to them shall be made via:

URL: www.nm.eurocontrol.int/RAD/index.html

1.3.4 Procedures for Submitting Flight Plans Prior to Departure

1.3.4.1 Flight Plans Submitted via AFTN and SITA

1.3.4.1.1 IFR/GAT flights conducted in the IFPS Zone

Such flight plans shall be submitted to the IFPS via:

- AFTN to EUCHZMFP and EUCBZMFP, or
- SITA to BRUEP7X and PAREP7X.

1.3.4.1.2 IFR/GAT flights leaving the IFPS Zone and/or mixed rules flight plans

Message originators able to file the addresses for the portion of their flight outside the IFPS Zone and/or for the VFR portion of their flight should only file to the IFPS via:

- AFTN to EUCHZMFP and EUCBZMFP;
- SITA to BRUEP7X and PAREP7X.

Such message originators shall fill in the non-IFPS addresses or the VFR addresses in AFTN-format below the date/time/originator line - using the re-addressing procedure - as specified in the *IFPS Users Manual*. (see ENR 1.9, § 3).

Message originators not able to file the addresses for the portion of their flight outside the IFPS Zone and/or for the VFR portion of their flight shall file to the ARO via AFTN to EBBRZPZX (departure from Belgium) or ELLXZPZX (departure from Luxembourg).

The ARO will address the IFR or mixed rules flight plan to both IFPS units in accordance with the re-addressing procedure.

Note 1: Aircraft Operators filing via an ARO shall never submit the same flight plan simultaneously to the IFPS.

Note 2: If a REJ message is received from the IFPS, the ARO will transmit this REJ message to the message originator's AFS address for corrective action.

1.3.4.1.3 VFR Flight Plans

VFR flight plans shall be transmitted to the responsible ARO for distribution. This shall be done via AFTN to EBBRZPZX for departures from Belgium, or to ELLXZPZX for departures from Luxembourg.

1.3.4.2 **Flight Plans Submitted by FAX, TEL or in Person**

Regardless the flight rules, flight plans can be submitted by FAX, TEL or in person at the ARO of EBBR and ELLX. ELLX ARO also accepts flight plans via email. Such flight plans cannot be submitted directly with IFPS. At EBBR ARO, acceptance of flight plans by TEL is subject to workload permitting.

Note: All flight plan forms sent by FAX should be filled out in capital letters using a black ballpoint.

It is the aircraft operator's responsibility to ensure himself of the correct reception of his FAX flight plan at the appropriate ARO.

Operators of IFR/GAT flights filing their flight plan by FAX, TEL or in person shall indicate a (mobile) telephone number in item 19 under "N/(remarks)" on which they can be contacted in case the originally filed IFR or mixed rules flight plan would be changed by the IFPS (especially when in item 18 "RMK/IFPSRA" has been included) or if there are problems with the flight plan that prevent the processing.

Operators of IFR/GAT flights filing their flight plan by FAX, TEL or in person shall in any case contact the appropriate ARO, (preferably 15 MIN after filling) to obtain confirmation on the acceptance of their flight plan by the IFPS (ACK message received at the ARO).

EBBR ARO can be contacted at:

TEL: +32 (0) 2 206 25 40 or 41

FAX: +32 (0) 2 206 25 39

ELLX ARO can be contacted at:

TEL: +352 47 98 23 01 0

FAX: +352 47 98 23 09 0

Email: aro@airport.etat.lu

1.3.4.3 **Flight Plans Submitted via Dedicated Workstations or via the Internet**

Flight plans can be submitted to Brussels ARO via dedicated workstations or via the Internet. Dedicated workstations for filing of flight plans are installed at EBAW, EBCI, EBLG and EBOS.

Aircraft Operators intending to use the Internet for the submission of their flight plan, shall exclusively use the electronic flight plan form made available on the operational website of skeyes.

URL: ops.skeyes.be

It is the aircraft operator's responsibility to ensure himself of the correct reception of his internet flight plan at the Brussels ARO.

Operators of IFR/GAT flights filing their flight plan via either a dedicated workstation or via the Internet shall in any case contact Brussels ARO (preferably 15MIN after filing) to obtain confirmation on the acceptance of their flight plan by the IFPS (ACK message received at the ARO).

Operators of IFR/GAT flights filing their flight plan either via a dedicated workstation or via the Internet shall leave a (mobile) telephone number at the ARO, where they can be contacted in case the originally filed flight plan would be changed by the IFPS (especially when in Item 18 "RMK/IFPSRA" has been included).

1.3.4.4 **Submission Time**

Flight plans for flights planned to operate across international borders or to be provided with ATC or air traffic advisory service shall be submitted at least 1 HR before the EOBT. See [ENR 1.9](#) for ATFM purposes.

A flight plan shall not be submitted more than 120HR (5 days) prior to the EOBT.

In the event of a delay of 15MIN in excess of the EOBT for a controlled flight or a delay of 60MIN for a non-controlled flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted and the old one should be cancelled.

In Luxembourg, flight plans for local and domestic flights shall be submitted at least 30 MIN before the EOBT.

1.3.5 **Procedures for Submitting Flight Plans during Flight (AFIL)**

A flight plan submitted during flight should normally be transmitted to the ATS unit in charge of the FIR or control area in which the aircraft is flying in, or through which the aircraft wishes to fly.

In case of an AFIL, the ATS unit receiving the flight plan will be responsible for addressing the flight plan message in accordance with the procedures described above.

An AFIL for a flight to be provided with ATC service shall be submitted at a time that will ensure its receipt by the appropriate ATS unit at least 10MIN before the aircraft is estimated to reach:

- the intended point of entry into a control area;
- the point of crossing an airway.

Note: If the flight plan is submitted for the purpose of obtaining ATC service, the aircraft is required to wait for an ATC clearance prior to proceed under the conditions requiring compliance with ATC procedures.

1.4 Completion of a Full Flight Plan (SERA.4010)

1.4.1 General

A form based of the model shown in § 3 below shall be used for the purpose of completing flight plans. If the flight plan is transmitted by FAX, a special model shall be used. This model can be obtained from EBBR or ELLX ARO.

Whatever the purpose for which it is submitted, a flight plan shall contain information, as applicable, on the items listed up to § 1.4.9 below, regarding the whole route or the portion thereof for which the flight plan is submitted. It shall contain in addition, as applicable, information as listed in § 1.4.10 below, when submitted to facilitate the provision of alerting and SAR services or prior to departure for an IFR flight.

When filling in a flight plan, pilots shall:

- Adhere closely to the prescribed formats and manner of specifying data;
- Commence inserting data in the first space provided. Where excess space is available, leave unused spaces blank;
- Insert all clock times in 4 figures UTC;
- Insert all estimated elapsed times in 4 figures (HR and MIN);
- Complete items 7 to 18 as indicated hereunder;
- Complete also item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.

Note 1: Item numbers on the form are not consecutive, as they respond to Field Type numbers in ATS messages.

Note 2: The fields preceding item 3 are to be completed by ATS and COM services, unless the responsibility for originating flight plan messages has been delegated

1.4.2 Item 7: Aircraft Identification (MAX 7 characters)

Insert one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols:

- a. the ICAO designator for the aircraft operating agency followed by the flight identification (e.g. "BEL511", "NGA213"), when in RTF the call sign of the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. "BEELINE 511", "NIGERIA 213",...). In this case, the registration marking of the aircraft shall be specified in Item 18, preceded by "REG/";
- b. the nationality or common mark and the registration mark of the aircraft (e.g. "EIAKO", "4XBCD", "OOSDE", "N2567GA"), when:
 - in RTF the call sign to be used by the aircraft will consist of this identification alone (e.g. "OOSDE"), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. "BEELINE OOSDE"). in this case the name of the operator shall be specified in item 18, preceded by "OPR/";
 - the aircraft is not equipped with radio.

Note: Provisions for the use of RTF call signs are contained in chapter 5 of ICAO Annex 10, Volume II. ICAO designators for aircraft operating agencies are contained in ICAO Doc 8585.

1.4.3 Item 8: Flight Rules and Type of Flight (1 or 2 characters)

1.4.3.1 Flight Rules

Insert one of the following letters to denote the category of flight rules with which the pilot intends to comply:

I	if it is intended that the entire flight will be operated under IFR
V	if it is intended that the entire flight will be operated under VFR
Y	if the flight initially will be operated under IFR, followed by one or more subsequent changes of flight rules
Z	if the flight initially will be operated under VFR followed by one or more subsequent changes of flight rules

Note: Specify the point(s) where a change of flight rules is planned in item 15.

1.4.3.2 Type of Flight

Insert one of the following letters to denote the type of flight:

S	scheduled air service
N	non-scheduled air transport operation
G	general aviation
M	military (see note 1)
X	other than any of the categories defined above (see note 2)

Note 1: In addition to MIL operations, operators of customs or police aircraft shall insert the letter "M" in item 8.

Note 2: If "X" is used, the status of the flight shall be indicated in item 18, preceded by the indicator "STS/", or when necessary to denote other reasons for specific handling by ATS, the reason shall be indicated, preceded by the indicator "RMK".

TSA29C: The reservation request should be forwarded to ANA Luxembourg at least one month in advance to allow coordination and decision on availability, while Luxembourg Armed Forces need to be informed of any request via opscell@armee.etat.lu and dair@armee.etat.lu. This airspace can only be activated together with TSA29A.

1.3.4 Airspace Regulations

1.3.4.1 TRA North A/B and South A/B

ATC will strive to avoid transits through active TRA areas. For details regarding the permeability of reserved airspace, see § 1.2. Depending on the permeability of the area by non-participating traffic, temporary limitations can be imposed upon the traffic using the affected area (e.g. Large scale exercise departures/recoveries).

Steenokkerzeel ATCC will not accept more than three aircraft in a single TRA, and maximum four aircraft in two TRA.

1.3.4.2 TSA N1/N2/N3 and TSA S1/S2/S3/S4/S5/S6

ATC will strive to avoid transits through active TSA areas. For details regarding the permeability of reserved airspace, see § 1.2. Depending on the permeability of the area by non-participating traffic, temporary limitations can be imposed upon the traffic using the affected area.

1.3.5 Confirmation and cancellation

1.3.5.1 Tactical Air Ops

All bookings shall be confirmed by the military user at least three hours before the activation time of the slot, including the requested airspace and number of aircraft participating to CRC. When CRC Beauvechain does not receive the confirmation, the reservation will automatically be cancelled. CRC Beauvechain will check if all conditions for the reservation are met and confirm the reservation to the AMC. If not all conditions are met, CRC Beauvechain will adapt the reservation in coordination with the user, to make sure that all conditions are met before the airspace can be confirmed. Cancellation of missions (especially in TSA26, TSA25B and TSA25C) shall be notified ASAP to CRC Beauvechain in order to allow other airspace users to occupy the airspace. CRC Beauvechain will inform the AMC (before H-3) or the ATCC supervisor (after H-3), who will contact Brussels NOF for modification of the current TSA26 NOTAM.

1.3.5.2 Other than Tactical Air Ops except EBR05

All bookings shall be confirmed by the military user at least three hours before the activation time of the slot, including the requested airspace and number of aircraft participating to the AMC. When the AMC does not receive the confirmation, the reservation will automatically be cancelled. The AMC will check if all conditions for the reservation are met. If not all conditions are met, the AMC will adapt the reservation in coordination with the user, to make sure that all conditions are met before the airspace can be confirmed. Cancellation of missions (especially in TRA S5) shall be notified ASAP to the AMC (before H-3) or ATCC Supervisor (after H-3) in order to allow other airspace users to occupy the airspace.

1.3.5.3 EBR05

Booking of EBR05 will be confirmed by the military user at least three hours prior activation time of the slot, including the requested airspace and number of aircraft participating directly to Pampa Range- Range Officer.

1.3.5.4 Changes to Reservations

Exceptionally, additional reservations for TSA-slots can be booked (TSA26 until not later than 24 hours prior slot activation, other TSAs until 3 hours prior activation) on a first come, first serve basis via the CRC Beauvechain Current Operations weapons office.

1.3.6 Contact Information

1.3.6.1 CRC Beauvechain Current Operations Weapons Office

Contact info for booking

TEL: +32 (0) 2 443 86 34

Email: CRC-11SQN-CURROPS-WEAPONS@mil.be

1.3.6.2 Master Controller Assistant

Information about the TRA/TSA airspace regulations can be obtained via:

TEL: +32 (0) 2 443 86 51

1.3.6.3 Steenokkerzeel ATCC Supervisor

TEL: +32 (0) 2 443 82 04

Email: atcc-atc-flops-secatm-datco@mil.be

1.3.6.4 COMOPSAIR Air Operations Support Current Ops Officer

TEL: +32 (0) 2 441 66 42

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

1.3.6.5 10 W Tac Current Ops

TEL: +32 (0) 2 443 31 03 or 30 08
TEL: 9-6321-33103 or 33008 (MIL)
Email: 10WTAC-VGP-COMDO-OPSTRG-CUR@mil.be

1.3.6.6 10 W Tac - Pampa Range Range Officer

TEL: +32 (0) 2 443 32 72
TEL: 9-6321-33272 (MIL)
Email: 10WTAC-VGP-COMDO-OPSTRG-CUR@mil.be

1.3.6.7 2 W Tac Current Ops

TEL: +32 (0) 2 442 64 05 or 65 77
TEL: 9-6321-26405 or 26577 (MIL)
Email: 2wtac-gpv-currentopssqn-woc@mil.be

1.3.7 Priority Guidelines

See table 1.3.7.1 for general guidelines on airspace allocation.

Requests are only valid when they are received by the appropriate agency (see column d) within the delays (as stated in column c).

Requests on D-7 to D-1 are accepted according to the priority of the mission, as inserted by the user during the reservation in LARA (see table 1.3.7.2). Reservations on D can only book still available airspace, and are on a 'first come, first served' basis.

Booking requests can either be:

- accepted as requested;
- accepted with limitations (laterally, horizontally, timing, number of aircraft,...);
- refused.

Airspace requests for flights not included in the LARA priority list (see table 1.3.7.2) such as civil glider competitions, civil photo missions, Geographical & Environmental Surveillance flights...) will obtain a case by case priority by COMOPSAIR.

The ATCC Supervisor can himself reserve "manoeuvring" airspace for holding, separating or sequencing aircraft whenever he expects high traffic density in a specific area (for instance when large formations are returning from abroad to land at a Belgian airfield). The ATCC Supervisor will in that case make the airspace unavailable to other users through LARA. Cancellations of already confirmed airspace to create manoeuvring airspace is only allowed when flight safety would otherwise be endangered. Airspace can also be made unavailable to accommodate GAT avoiding bad weather (thunderstorms).

Overlapping requests for aerobatic areas prior D will be solved using the priority list in LARA (see table 1.3.7.2).

Airspace users should avoid to book airspace already requested by other users. If this occurs the AMC or the ATCC Supervisor should contact the users and try to find a solution. If the users have different priority, the AMC or the ATCC Supervisor shall approve the mission with the highest priority. If users with equal priority cannot agree, the AMC or the ATCC Supervisor will take the final decision

Operations within TSA26B will take priority over RPAS operations within TSA27A/B/D/E if the TSA26B airspace reservation is made prior THU Week -1 1100 (1000). TSA27A/B/D/E airspace reservations will have priority over TSA26B airspace

AD 0.6 Table of Contents to Part 3

AD 0 INTRODUCTION

AD 0.1 Preface

AD 0.2 Record of AIP Amendments

AD 0.3 Record of AIP Supplements

AD 0.4 Checklist of AIP Pages

AD 0.5 List of Hand Amendments to the AIP

AD 0.6 Table of Contents to Part 3

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 Aerodrome/Heliport Availability and Conditions of Use

AD 1.2 Rescue and Firefighting Services, Runway Service Condition Assessment and Reporting, and Snow Plan

AD 1.3 Index to Aerodromes and Heliports

AD 1.4 Grouping of Aerodromes / Heliports

AD 1.5 Status of Certification of Aerodromes

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

THIS PAGE INTENTIONALLY LEFT BLANK

6	Flight documentation	Charts, abbreviated plain language text
	Languages used	En
7	Charts and other information available for briefing or consultation	Surface charts, altitude charts, prognostic altitude charts, prognostic chart of significant weather, tropopause and maximum wind chart
8	Supplementary equipment available for providing information	Self-briefing terminal, FAX, real-time weather display
9	ATS units provided with information	Charleroi TWR and Charleroi APP
10	Additional information	International aviation: TEL: +32 (0) 71 25 12 24 FAX: +32 (0) 2 206 28 29 (EBBR) VFR flights, gliding, ballooning: TEL: 0902 / 88 173 (CONSUTEL) <i>Note: Communications automatically recorded on tape.</i>

EBCI AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				RWY end COORD	
				THR geoid undulation	
1	2	3	4	5	6
06	065.47°	2905 x 45	64/F/A/W/T ASPH	502724.66N 0042632.97E	THR 604.0 FT TDZ 604.0 FT
				502759.51N 0042832.95E	
				151.0 FT	
24	245.47°	3055 x 45	64/F/A/W/T ASPH	502752.83N 0042809.95E	THR 576.1 FT TDZ 581.0 FT
				502720.59 0042618.93E	
				151.0 FT	

RWY designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	Dimensions of RESA
7	8	9	10	11	12
06	+ 0.1% (1155M) -0.8% (1250M) 0.0% (500M)	NIL	260 x 150	3175 x 300	200 x 90
24	0.0% (500M) + 0.8% (1250M) -0.1% (1155M)	NIL	205 x 150	3175 x 300	240 x 90

RWY designator	Location and description of arresting system	OFZ	RMK
13	14	15	16
06	AVBL O/R. At a height of about 8CM and at a distance of 460M from the end of RWY 06. See AD2 EBCI ADC.01	NIL	Longitudinal slope third quarter > 0.8% and < 1.0%. The slope changes do not give the pilot an unobstructed line of sight over half the length of the RWY at all points 3 M above the RWY.
24	AVBL O/R. At a height of about 8CM and at a distance of 205M from the end of RWY 24 06. See AD2 EBCI ADC.01	yes	Longitudinal slope second quarter > 0.8% and < 1.0%. The slope changes do not give the pilot an unobstructed line of sight over half the length of the RWY at all points 3 M above the RWY.

EBCI AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
06	2905	3165	2905	2600	NIL
24	3055	3260	3055	2405	NIL

Note: In order to reduce the taxi procedure, ATC may authorize take-off from one of the following intersections when A-SMGCS is available. If A-SMGCS is not available this is only authorized with a RVR of 550 M or more:

RWY	From	TORA (M)
06	N2	2800
	N3	2160
	S2	2345
	S3	1670
24	N4	1820
	N5	2405
	N6	2837
	S4	1820

EBCI AD 2.14 Approach and Runway Lighting

RWY 06			
Approach lighting system	Type: SALS Length: 420 M Intensity: LIH	VASIS	Type: PAPI (left / 3°) MEHT: 69 FT
Runway threshold lights	Colour: green Wing bars: NIL	Touchdown zone lights	NIL
Runway end lights	Colour: red Wing bars: NIL	Stopway lights	NIL
Runway centre line lights	Length: 2 905 M Spacing: 15 M Intensity: LIH	white: from 0 to 2 005 M red / white: from 2 005 to 2 605 M red: from 2 605 to 2 905 M	
Runway edge lights	Length: 2 905 M Spacing: 30 M Intensity: LIH	red: from 0 to 305 M white: from 305 to 2 305 M yellow: from 2 305 to 2 905 M	
Remarks	LED: threshold lights, end lights and edge lights		

RWY 24			
Approach lighting system	Type: PALS CAT II/III Length: 900 M Intensity: LIH	VASIS	Type: PAPI (left / 3°) MEHT: 59FT
Runway threshold lights	Colour: green Wing bars: NIL	Touchdown zone lights	900 M
Runway end lights	Colour: red Wing bars: NIL	Stopway lights	NIL

RWY 24

Designator	Route	Remarks
SOPOK4U	Intercept R-245 GSY. At 6 DME GSY LT to intercept R-256 SPI INBD to ASPIX. SOPOK next. RNAV1: [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - ASPIX[R] - SOPOK[F240+]	PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI. ASPIX-SOPOK is a RNAV segment.
SOPOK9Y	Intercept R-245 GSY. At 6 DME GSY RT HDG 335° to intercept R-208 BUB INBD. RT to intercept R-244 FLO INBD. RT to intercept R-286 SPI INBD. When passing BULUX or climbing through FL170, whichever is later, RT direct to SOPOK. Cross SOPOK at FL240 or above. RNAV1: [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - BULUX - [F170+; R] -> SOPOK[F240+]	ATC climb requirements: see below (§ 3.1.2). BULUX-SOPOK is a RNAV segment.
RITAX4U	Intercept R-245 GSY. At 6 DME GSY LT to intercept R-256 SPI INBD. RT to intercept R-314 DIK to RITAX. RNAV1: [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - CI007[R] - RITAX	PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI.
RITAX8Y	Intercept R-245 GSY. At 6 DME GSY RT HDG 335° to intercept R-208 BUB INBD. RT to intercept R-244 FLO INBD. RT to intercept R-286 SPI INBD. RT to intercept R-314 DIK INBD to RITAX. RNAV1: [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - CI011[R] - RITAX	ATC climb requirements: see below (§ 3.1.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternate route: SOPOK 8Y - SOPOK - RITAX).
MEDIL4Y	Intercept R-245 GSY. At 8.2 DME GSY RT to intercept R-261 SPI INBD to MEDIL. RNAV1: [A1100+] - CI001[A5000+; R] - MEDIL	At ATC discretion only. PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery.
CIV 4Y	Intercept R-245 GSY. At 6 DME GSY RT to intercept R-121 CIV INBD to CIV. RNAV1: [A1100+] - CI009[R] - CIV	NIL
LNO4U	Intercept R-245 GSY. At 6 DME GSY LT to intercept R-256 SPI to ASPIX. At ASPIX, intercept R-240 LNO to LNO. RNAV1: [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - ASPIX[R] - LNO	PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI.
LNO8Y	Intercept R-245 GSY. At 6 DME GSY RT HDG 335° to intercept R-208 BUB INBD. RT to intercept R-244 FLO INBD. RT to intercept R-282 LNO INBD to LNO. RNAV1: [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI005[R] - LNO	NIL
SPI4U	Intercept R-245 GSY. At 6 DME GSY LT to intercept R-256 SPI INBD to SPI. RNAV1: [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - SPI	PDG 8% (490 FT/NM) until passing FL 070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI.
SPI8Y	Intercept R-245 GSY. At 6 DME GSY RT HDG 335° to intercept R-208 BUB INBD. RT to intercept R-244 FLO INBD. RT to intercept R-286 SPI INBD to SPI. RNAV1: [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - SPI	NIL

3.1.1.2 Waypoint Information**RWY 06**

ID	Latitude	Longitude	Fly-over
CI101	504020.1N	0045302.4E	N
CI102	504214.3N	0045656.3E	N
CI103	504001.9N	0045225.3E	N
CI105	503131.0N	0043506.9E	Y(*)/N
BULUX	503534.0N	0051505.0E	N
CIV	503426.3N	0034958.4E	N
LNO	503509.3N	0054237.0E	N
RITAX	500440.0N	0054825.0E	N
SOPOK	501510.0N	0054626.0E	N
SPI	503053.1N	0053725.0E	N

(*) CIV 5X only

RWY 24

ID	Latitude	Longitude	Fly-over
CI001	502344.8N	0041346.9E	N
CI002	502849.9N	0041010.4E	N
CI003	503822.6N	0041827.5E	N
CI004	504321.4N	0043537.9E	N
CI005	504443.4N	0044023.0E	N
CI006	501924.8N	0041928.8E	N
CI007	502725.8N	0051314.3E	N
CI009	502414.1N	0041528.5E	N
CI011	503942.7N	0045401.4E	N
ASPIX	502907.3N	0052459.7E	N
BULUX	503534.0N	0051505.0E	N
CIV	503426.3N	0034958.4E	N
LNO	503509.3N	0054237.0E	N
MEDIL	502032.0N	0034030.0E	N
RITAX	500440.0N	0054825.0E	N
SOPOK	501510.0N	0054626.0E	N
SPI	503053.1N	0053725.0E	N

3.1.1.3 Suggested Database Coding

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

3.1.1.3.1 RWY 06

SOPOK8X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				1100+		
2	CI105	503131.0N	0043506.9E	CF	N	052.1				
3	CI103	504001.9N	0045225.3E	TF	N	052.2	R		13.9	
4	BULUX	503534.0N	0051505.0E	TF	N	107.1	R		15.1	
5				CA		107.1		FL170+		
6	SOPOK	501510.0N	0054626.0E	DF	N			FL240+		

RITAX7X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				A1100+		
2	CI105	503131.0N	0043506.9E	CF	N	052.1				
3	CI101	504020.1N	0045302.4E	TF	N	052.2	R	F100+	14.4	
4	RITAX	500440.0N	0054825.0E	TF	N	134.8			50.3	

CIV 5X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				1100+		
2	CI105	503131.0N	0043506.9E	CF	Y	052.1	L			
3	CIV	503426.3N	0034958.4E	DF	N					

LNO7X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				1100+		
2	CI105	503131.0N	0043506.9E	CF	N	052.1				
3	CI102	504214.3N	0045656.3E	TF	N	052.2	R		17.6	
4	LNO	503509.3N	0054237.0E	TF	N	103.4			29.9	

SPI7X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				1100+		
2	CI105	503131.0N	0043506.9E	CF	N	052.1				
3	CI103	504001.9N	0045225.3E	TF	N	052.2	R		13.9	
4	SPI	503053.1N	0053725.0E	TF	N	107.4			30.1	

3.1.1.3.2 RWY 24

SOPOK9Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R			
3	CI002	502849.9N	0041010.4E	TF	N	335.6	R		5.6	
4	CI003	503822.6N	0041827.5E	TF	N	028.9	R		10.9	
5	CI004	504321.4N	0043537.9E	TF	N	065.4	R		12.0	
6	BULUX	503534.0N	0051505.0E	TF	N	107.1	R		26.3	
7				CA		107.1		FL170+		
8	SOPOK	501510.0N	0054626.0E	DF	N			FL240+		

RITAX8Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R			
3	CI002	502849.9N	0041010.4E	TF	N	335.6	R		5.6	
4	CI003	503822.6N	0041827.5E	TF	N	028.9	R		10.9	
5	CI004	504321.4N	0043537.9E	TF	N	065.4	R		12.0	
6	CI011	503942.7N	0045401.4E	TF	N	107.2	R		12.3	
7	RITAX	500440.0N	0054825.0E	TF	N	134.9			49.4	

MEDIL4Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R	5000+		
3	MEDIL	502032.0N	0034030.0E	TF	N	261.6			21.5	

CIV 4Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI009	502414.1N	0041528.5E	CF	N	245.9	R			
3	CIV	503426.3N	0034958.4E	DF	N	302.3			19.2	

LNO8Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R			
3	CI002	502849.9N	0041010.4E	TF	N	335.6	R		5.6	
4	CI003	503822.6N	0041827.5E	TF	N	028.9	R		10.9	
5	CI005	504443.4N	0044023.0E	TF	N	065.4	R		15.3	
6	LNO	503509.3N	0054237.0E	TF	N	103.2			40.7	

SPI8Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R			
3	CI002	502849.9N	0041010.4E	TF	N	335.6	R		5.6	
4	CI003	503822.6N	0041827.5E	TF	N	028.9	R		10.9	
5	CI004	504321.4N	0043537.9E	TF	N	065.4	R		12.0	
6	SPI	503053.1N	0053725.0E	TF	N	107.2			41.3	

SOPOK4U

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	L			220-
3	CI006	501924.8N	0041928.8E	TF	N	139.9	L	6500+	5.7	220-
4	ASPIX	502907.3N	0052459.7E	TF	N	076.5	R		43.0	
5	SOPOK	501510.0N	0054626.0E	TF	N	135.4		FL240+	19.6	

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	<p>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.</p>

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	2500FT AMSL
3	Airspace classification	G
4	ATS unit call sign	Kortrijk Information
	Language(s)	En
5	Transition altitude	4500FT AMSL
6	Hours of activation	As AD Operator. See AD-2.3
7	Remarks	<p>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.</p>

EBKT AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
AFIS	Kortrijk Information	120.250MHZ	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 from 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 0500 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 Security Information

RWY, TWYs and aprons are under camera recording H24.

All movements of ACFT, vehicles and persons on airside can be filmed for security and safety reasons.

1.5 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 may 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 heli-wheels 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 heli-wheels, 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 70KT 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 15MIN before taking off, landing or entering the area:

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

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: 0800-1100 (0700-1000) and 1300-1700 (1200-1600);
- SAT in JUL and AUG: 0800-1100 (0700-1000);
- 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 1000FT 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 $\geq 3^\circ$ 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 ($24\text{ M} \leq \text{wingspan} < 36\text{ M}$) 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 $\leq 2\text{T}$ must be noise certified $\leq 76\text{dB(A)}$ according to *ICAO Annex 16*.

On weekdays after 1600 (1500), and on SAT, 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 up to 75% N1, apron 3 shall be kept completely free.

Take-off power engine test runs and high power test runs above 75% N1 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 30MIN, and it may only be restarted when essential aircraft checks or cabin conditions require so before the planned departure, and this also not exceeding 40MIN.

3 ARRIVAL PROCEDURES

3.1 VFR arrivals (Except High Performance Aircraft)

Keep an altitude of 1000FT 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 $\geq 3^\circ$ 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 1500FT QNH:
 - take-off power;
 - take-off flaps;
 - climb to $V_2 + 10$ to 20KT or as limited by body angle;
- At 1500FT QNH:
 - reduce thrust to not less than climb thrust;
- From 1500FT QNH to 3000FT QNH:
 - climb at $V_2 + 10$ to 20KT;
- At 3000FT QNH:
 - accelerate smoothly to en-route climb speed with flaps retraction.

For propeller aircraft:

- From take-off to 1000FT 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 1000FT 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 1000FT QNH to 3000FT QNH:
 - climb at the maximum gradient with reduced power, maintaining constant speed;
- Above 3000FT 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.

EBCV AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Chièvres Tower	232.525 MHz ⁽¹⁾ 387.700 MHz ⁽²⁾ 257.800 MHz 243.000 MHz 128.855 MHz ⁽¹⁾ 141.750 MHz ⁽²⁾ 121.500 MHz 122.100 MHz	HO	(1) Stand by frequency (2) Ground control frequency OPR USAF

EBCV 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
DVOR (1°E/2020)	CIV	113.200MHz	H24	503426.3N 0034958.4E		DOC: 60 NM / FL 500 CIV DVOR is located 808 M from CIV TACAN. Both aids can therefore not be considered as collocated.
TACAN (2°E/2022)	CIV	CH79X ⁽¹⁾	H24	503420.4N 0034918.4E	200 FT AMSL	TACAN unusable: 056° - 234° and 315° - 326° beyond 30 NM below 3 000 FT. OPR DVOR: skeyes OPR TACAN: USAF ⁽¹⁾ Emission A2 / A9
ILS 26 (CAT I)						
	LOC	ICV	108.55MHz	HO	503427.9N 0034902.9E	200 FT AMSL OPR USAF
	GP		329.750MHz	H24	503437.9N 0035106.1E	200 FT AMSL Slope 3°, RDH 43 FT TACAN required for ILS approach

EBCV AD 2.20 Local Traffic Regulations

1 GENERAL

- Military use only;
- Outside normal hours of operation, airfield is available in support SHAPE visitors with VIP code "DV code 4" or higher, and only after coordination with Airfield Management, +32 (0) 68 25 66 65. During non-duty hours, contact +32 (0) 68 25 66 82 for further instruction;
- Prior crossing or entering the Chievres CTR, all pilots must contact Chievres TWR on VHF FREQ 128.855 MHz only; in case of no answer, contact BELGA INFO or BRUSSELS INFO;
- Warning - bird sanctuary: avoid overflight north of RWY centreline 2.5 NM from RWY 26 to the maximum extent possible.

2 TAXI REGULATIONS

NIL

3 APRON REGULATIONS

NIL

4 RUNWAY REGULATIONS

NIL

5 SPECIFIC TRAFFIC REGULATIONS

NIL

EBCV AD 2.21 Noise Abatement Procedures

NIL - Not-applicable

EBCV AD 2.22 Flight Procedures

The information concerning IFR and VFR procedures is contained in the DoD FLIP 'High and low altitude Europe and North Africa and Middle East VOL - 2'. These procedures have been approved by COMOPSAIR.

EBCV AD 2.23 Additional Information

NIL

EBCV AD 2.24 Charts Related to EBCV

See DoD FLIP 'High and low altitude Europe and North Africa and Middle East VOL - 2'.

AD 2.MIL-EBCV-GMC.01	Aerodrome Ground Movement Chart
AD 2.MIL-EBCV-IAC.01	Instrument Approach Chart - MIPS: ILS or LOC RWY 26
AD 2.MIL-EBCV-IAC.02	Instrument Approach Chart - MIPS: TACAN RWY 26
AD 2.MIL-EBCV-IAC.03	Instrument Approach Chart - MIPS: RNP RWY 26 (LNAV)
AD 2.MIL-EBCV-IAC.04	Instrument Approach Chart - MIPS: RNP (LNAV) ARINC CODING

EBLE - LEOPOLDSBURG / Beverlo

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-2.23, AD-2.24

EBLE AD 2.1 Aerodrome Location Indicator and Name

EBLE - LEOPOLDSBURG / Beverlo

EBLE AD 2.2 Aerodrome Geographical and Administrative Data

1	ARP Coordinates	510712N 0051826E
2	Direction and distance from (city)	2.2 KM E from Leopoldsburg
3	Elevation / reference temperature	199 FT / INFO not AVBL
4	Geoid undulation at AD ELEV PSN	148 FT
5	Magnetic variation / annual change	3°E (2022) / 8.8' E increasing
6	Name of AD operator	Royal Aeroclub Sanicole VZW
	Address	Kamperbaan 165 3940 Hechtel BELGIUM
	TEL	+32 (0) 11 34 27 39
	FAX	NIL
	Email	nicplees@gmail.com
	AFS	NIL
	Address	Royal Aeroclub Sanicole VZW Pastoor Zegersstraat 9 3581 Beverlo BELGIUM
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	NIL

EBLE AD 2.3 Operational Hours

During the winter period:

- MON to FRI: 0930 - SS
- SAT and SUN: 0800 - SS

During the summer period:

- MON to SUN: 0700 - SS (after 1800 only landing)

EBLE AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				RWY end COORD	
1	2	3	4	THR geoid undulation	5
08		600 x 18	5700 KG ASPH		
26		600 x 18	5700 KG ASPH		

EBLE AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Basic information	Beverlo Radio	125.530 (8.33 KHZ CH)	see AD-2.3	INFO only, no ATC (En)

EBLE AD 2.20 Local Aerodrome Regulations

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

MIL parachuting in VMC.

Aerodrome given in concession to Royal Aeroclub Sanicole.

Jet aircraft operations not allowed.

Do not overfly the ammunition storage inside the circuit.

Be aware of the UAS-zones in the vicinity of EBLE.

Aerodrome limited to home based ACFT when [EBR79C](#) or [EBR79D](#) or [EBR79E](#) are active.

EBLE AD 2.22 Flight procedures

EBLE is situated in Kleine-Brogel CTR.

When EBBL is active, departing pilots from EBLE shall contact Kleine-Brogel APP on 134.480 MHZ before reaching 700 FT AMSL.

Aircraft with the destination EBLE shall contact Kleine Brogel APP on 134.480 MHZ before entering the CTR.

EBLE RWY 08 right-hand circuit.

Circuit altitude is 700 FT AMSL or 1000 FT AMSL or 1200 FT AMSL depending on the orders of the ATC of EBBL.

When EBBL is closed, departing and arriving aircraft contact Beverlo Radio on 125.530 MHZ.

When an aircraft leaves the circuit and stays in the closed CTR of EBBL, the pilot has to contact Brussels Info on 126.900 MHZ.

In case of QRA, Brussels Info orders all the pilots in the CTR of EBBL to switch to EBBL APP on 134.480 MHZ.

EBBY - GENAPPE / Baisy-Thy

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-2.18, AD-2.19, AD-2.20, AD-2.21, AD-2.22, AD-2.23, AD-2.24

EBBY AD 2.1 Aerodrome Location Indicator and Name

EBBY - GENAPPE / Baisy-Thy

EBBY AD 2.2 ULM Data

1	Coordinates	503407N 0042605E
2	Elevation (FT)	517
3	Geoid undulation (FT)	151
4	Runway	14/32 05/23
5	Runway bearing (MAG)	RWY 14/32: 137° / 317° RWY 05/23: 047° / 227°
6	Runway dimensions (M)	RWY 14/32: 298 x 30 RWY 05/23: 377 x 30
7	Slope	0.05%
8	Surface	GRASS
9	Strength	4500KG
10	Operator	Mr Coddens Avenue du Parc 35b 1310 La Hulpe BELGIUM
11	TEL	+32 (0) 67 78 02 47
12	FAX	+32 (0) 2 653 42 73
13	Email	NIL
14	Operational hours	HJ
15	Basic Information	"Baisy-Thy radio" - 132.005 (8.33 KHZ CH) - INFO only, no ATC
16	Procedures	RWY 14 and 23: right hand circuit. Circuit height: 500 FT AGL.
17	Remarks	The use of the aerodrome is subject to prior permission from the operator.

EBBY AD 2.17 ATS Airspace

1	Designation	Baisy-Thy ATZ ⁽¹⁾
	Lateral limits	503321N 0042706E - an arc of circle, 01 NM radius, centred on 503407N 0042605E and traced clockwise to 503449N 0042712E - 503321N 0042706E. ⁽²⁾
2	Vertical limits	2000FT AMSL
3	Airspace classification	G
4	ATS unit call sign	Baisy-Thy radio ⁽³⁾
	Language(s)	En
5	Transition altitude	4500FT AMSL
6	Remarks	(1) Active only during operational hours of EBBY. See EBBY AD 2.2 . (2) All aircraft not participating in the aerodrome traffic are strongly recommended to stay clear of the ATZ. (3) Basic info only. Pilots conducting flights within the Baisy-Thy ATZ are strongly recommended to maintain two-way radio contact with the aerodrome authority.

THIS PAGE INTENTIONALLY LEFT BLANK