

AERONAUTICAL INFORMATION PUBLICATION

Belgium and Luxembourg

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Control Tower
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1820 Steenokkerzeel
BELGIUM

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AMDT
008/2024

Publication date: 25 JUL 2024
Insertion Date: 08 AUG 2024

1. Amendment content:

Section	Subject	Change
GEN 2.4	HLP EBHL (HALEN)	Removed
GEN 2.4	HLP EBHC (KRUISEM / Hof Van Cleve)	New
ENR 5.1	EBR19 - MARCHE-EN-FAMENNE. Time of activity	Updated
ENR 5.5	CERFONTAINE AREA ONE	New
ENR 6	Index Chart. Aerial Sporting and Recreational Activities	Updated
ENR 6	Index Chart. Aerodromes and Heliports	Updated
AD 1.1	Aerodrome/Heliport Availability and Conditions of Use. MIL, COMOPSAIR Black Code	Updated
AD 1.3	HLP EBHL (HALEN)	Removed
AD 1.3	HLP EBHC (KRUISEM / Hof Van Cleve)	New
EBBR AD 2.12	TDZ RWY 07R and RWY 7L	Removed
EBBR AD 2.20	Docking Guidance. Stand 201	Removed
EBBR AD 2.20	Standard Push-back Procedures	Updated
EBBR AD 2.21	Power Supply. Stand 201	Removed
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (b)	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 6: B747-8/-8F Ground Movements	Updated
EBBR AD 2.24	Aircraft Parking Docking Chart - ICAO	Updated
EBBR AD 2.24	Aircraft Parking Docking Chart - ICAO: Apron 9	Updated
EBBR AD 2.24	Aircraft Parking Docking Chart - ICAO: Mil Apron	Updated
EBLG AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 5: Hot Spots	Updated
EBLG AD 2.24	Aircraft Parking/Docking Chart - ICAO	Updated
ELLX AD 2.20	Specific Traffic Regulations. Green Lane	Updated
ELLX AD 2.24	Aerodrome Chart - ICAO	Updated
ELLX AD 2.24	Aerodrome Ground Movement Chart - ICAO	Updated

Section	Subject	Change
ELLX AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways and Aprons	Updated
ELLX AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 2: Hot Spots	Updated
ELLX AD 2.24	Aircraft Parking Docking Chart - ICAO	Updated
ELLX AD 2.24	Aircraft Parking Docking Chart - ICAO: Apron P5	Updated
ELLX AD 2.24	Aircraft Parking Docking Chart - ICAO: Apron P8 & P9	Updated
ELLX AD 2.24	Aerodrome Obstacle Chart. Type A (Operating Limitations): RWY 06/24	Updated
ELLX AD 2.24	Precision Approach Terrain Chart - ICAO: RWY 24	Updated
ELLX AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RNAV RWY 24	Updated
ELLX AD 2.24	Instrument Approach Chart - ICAO: ILS or LOC z RWY 06	Updated
ELLX AD 2.24	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC z RWY 24	Updated
ELLX AD 2.24	Instrument Approach Chart - ICAO: RNP RWY 06	Updated
ELLX AD 2.24	Instrument Approach Chart - ICAO: RNP RWY 24	Updated
EBBE AD 2.11	Meteorological Information Provided	Updated
EBDT AD 2.2	Military Data. Coordinates	Updated
EBFS AD 2.11	Meteorological Information Provided	Updated
EBBL AD 2.11	Meteorological Information Provided	Updated
EBFN AD 2.11	Meteorological Information Provided	Updated
AD 3.PVT-EBHC	HLP EBHC (KRUISEM / Hof Van Cleve)	New

2. Hand corrections to the following pages:

NIL

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

NOTAM: A2494/24, A2495/24, A2496/24, A2497/24, A2498/24, A2499/24, A2500/24, A2501/24, A2502/24, A2503/24, A2620/24, A2621/24, A2622/24, B2781/24, F0049/24, F0050/24, F0051/24, F0052/24, F0053/24

SUP: NIL

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

Insert the following pages

Remove the following pages

GEN 0.2 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	
008/2024	25-Jul-2024	08-Aug-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	

AIRAC AMENDMENT			
NR/Year	Publication date	Effective date	Inserted by
006/2022	02-Jun-2022	14-Jul-2022	
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	
008/2024	27-Jun-2024	08-Aug-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	
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	
019/2024	Wind Measurement Mast - Sankt Vith	ENR	From 18 APR 2024	

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
020/2024	EBLG - Taxi Regulations	AD	From 18 APR 2024 till 31 AUG 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	
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	
043/2024	Obstacle due to Construction Works near EBBR - LCL Data Center - Kouterveldstraat Machelen	AD	From 08 AUG 2024 till 30 JUN 2025	
044/2024	ELLK - Temporary Obstacles in the vicinity of Helipad	AD	From 08 AUG 2024	
045/2024	Temporary Radio Controlled Model Aircraft	ENR	From 08 AUG 2024 till 22 DEC 2024	
046/2024	EBBR - RNP APCH RWY25R and RWY25L - ISGS	AD	From 01 OCT 2024 till 31 MAR 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 08-AUG-2024
 GEN 0.2-2 08-AUG-2024
 GEN 0.3-1 08-AUG-2024
 GEN 0.3-2 08-AUG-2024
 GEN 0.4-1 08-AUG-2024
 GEN 0.4-2 08-AUG-2024
 GEN 0.4-3 08-AUG-2024
 GEN 0.4-4 08-AUG-2024
 GEN 0.4-5 08-AUG-2024
 GEN 0.4-6 08-AUG-2024
 GEN 0.4-7 08-AUG-2024
 GEN 0.4-8 08-AUG-2024
 GEN 0.4-9 08-AUG-2024
 GEN 0.4-10 08-AUG-2024
 GEN 0.5-1 04-FEB-2016
 GEN 0.5-2 04-FEB-2016
 GEN 0.6-1 08-AUG-2024
 GEN 0.6-2 08-AUG-2024
 GEN 0.6-3 08-AUG-2024
 GEN 0.6-4 08-AUG-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 08-AUG-2024
 GEN 2.4-2 08-AUG-2024
 GEN 2.4-3 08-AUG-2024
 GEN 2.4-4 08-AUG-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 08-AUG-2024
 ENR 0.6-2 08-AUG-2024
 ENR 0.6-3 08-AUG-2024
 ENR 0.6-4 08-AUG-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	08-AUG-2024
ENR 1.6-2	28-DEC-2023	ENR 2.2-5	21-APR-2022	ENR 5.1-6	08-AUG-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	08-AUG-2024
ENR 1.9-4	21-MAR-2024	ENR 3.2-7	13-JUL-2023	ENR 5.2-2	08-AUG-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	08-AUG-2024
ENR 1.14-6	21-MAR-2024	ENR 3.3-9	06-OCT-2022	ENR 5.5-2	08-AUG-2024
ENR 1.14-7	21-MAR-2024	ENR 3.3-10	06-OCT-2022	ENR 5.5-3	08-AUG-2024
ENR 1.14-8	21-MAR-2024	ENR 3.3-11	06-OCT-2022	ENR 5.5-4	08-AUG-2024
ENR 1.14-9	21-MAR-2024	ENR 3.3-12	06-OCT-2022	ENR 5.5-5	08-AUG-2024
ENR 1.14-10	21-MAR-2024	ENR 3.3-13	06-OCT-2022	ENR 5.5-6	08-AUG-2024
ENR 1.14-11	21-MAR-2024	ENR 3.3-14	06-OCT-2022	ENR 5.5-7	08-AUG-2024
ENR 1.14-12	21-MAR-2024	ENR 3.4-1	06-OCT-2022	ENR 5.5-8	08-AUG-2024
ENR 2.1-1	28-DEC-2023	ENR 3.4-2	06-OCT-2022	ENR 5.5-9	08-AUG-2024
ENR 2.1-2	28-DEC-2023	ENR 4.1-1	08-AUG-2024	ENR 5.5-10	08-AUG-2024
ENR 2.1-3	06-OCT-2022	ENR 4.1-2	08-AUG-2024	ENR 5.5-11	08-AUG-2024
ENR 2.1-4	06-OCT-2022	ENR 4.2-1	04-FEB-2016	ENR 5.5-12	08-AUG-2024
ENR 2.1-5	21-APR-2022	ENR 4.2-2	04-FEB-2016	ENR 5.5-13	08-AUG-2024
ENR 2.1-6	21-APR-2022	ENR 4.3-1	26-MAR-2020	ENR 5.5-14	08-AUG-2024
ENR 2.1-7	21-APR-2022	ENR 4.3-2	26-MAR-2020	ENR 5.5-15	08-AUG-2024
ENR 2.1-8	21-APR-2022	ENR 4.4-1	13-JUN-2024	ENR 5.5-16	08-AUG-2024
ENR 2.1-9	21-APR-2022	ENR 4.4-2	13-JUN-2024	ENR 5.5-17	08-AUG-2024
ENR 2.1-10	21-APR-2022	ENR 4.4-3	13-JUN-2024	ENR 5.5-18	08-AUG-2024
ENR 2.1-11	30-NOV-2023	ENR 4.4-4	13-JUN-2024	ENR 5.5-19	08-AUG-2024
ENR 2.1-12	30-NOV-2023	ENR 4.4-5	13-JUN-2024	ENR 5.5-20	08-AUG-2024
ENR 2.1-13	30-NOV-2023	ENR 4.4-6	13-JUN-2024	ENR 5.6-1	13-JUN-2024
ENR 2.1-14	30-NOV-2023	ENR 4.4-7	13-JUN-2024	ENR 5.6-2	13-JUN-2024
ENR 2.1-15	21-APR-2022	ENR 4.4-8	13-JUN-2024	ENR 5.6-3	13-JUN-2024
ENR 2.1-16	21-APR-2022	ENR 4.5-1	12-SEP-2019	ENR 5.6-4	13-JUN-2024
ENR 2.1-17	08-AUG-2024	ENR 4.5-2	12-SEP-2019	ENR 6-1	10-SEP-2020
ENR 2.1-18	08-AUG-2024	ENR 5.1-1	25-JAN-2024	ENR 6-2	10-SEP-2020
ENR 2.2-1	21-APR-2022	ENR 5.1-2	25-JAN-2024	ENR 6.ENRC.01-1	18-APR-2024
ENR 2.2-2	21-APR-2022	ENR 5.1-3	13-JUN-2024	ENR 6.ENRC.01-2	18-APR-2024
ENR 2.2-3	21-APR-2022	ENR 5.1-4	13-JUN-2024	ENR 6.ENRC.02-1	18-APR-2024

ENR 6-ENRC.02-2	18-APR-2024	AD 1.1-5	05-NOV-2020	AD 2.EBAW-IAC.03-2	21-MAR-2024
ENR 6-ENRC.03-1	25-JAN-2024	AD 1.1-6	05-NOV-2020	AD 2.EBAW-IAC.04-1	21-MAR-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	08-AUG-2024	AD 2.EBAW-VAC.02-2	21-MAR-2024
ENR 6-ENRC.05d-1	16-JUN-2022	AD 1.3-4	08-AUG-2024	AD 2.EBAW-VAC.03-1	24-MAR-2022
ENR 6-ENRC.05d-2	16-JUN-2022	AD 1.3-5	08-AUG-2024	AD 2.EBAW-VAC.03-2	24-MAR-2022
ENR 6-ENRC.05e-1	16-JUN-2022	AD 1.3-6	08-AUG-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	08-AUG-2024
ENR 6-INDEX.01b-2	16-JUN-2022	AD 1.4-1	21-MAY-2020	AD 2.EBBR-8	08-AUG-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	08-AUG-2024	AD 2.EBAW-2	05-OCT-2023	AD 2.EBBR-13	22-FEB-2024
ENR 6-INDEX.02-2	08-AUG-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	08-AUG-2024
ENR 6-INDEX.03b-2	16-JUN-2022	AD 2.EBAW-7	05-OCT-2023	AD 2.EBBR-18	08-AUG-2024
ENR 6-INDEX.03c-1	16-JUN-2022	AD 2.EBAW-8	05-OCT-2023	AD 2.EBBR-19	08-AUG-2024
ENR 6-INDEX.03c-2	16-JUN-2022	AD 2.EBAW-9	22-FEB-2024	AD 2.EBBR-20	08-AUG-2024
ENR 6-INDEX.04a-1	08-AUG-2024	AD 2.EBAW-10	22-FEB-2024	AD 2.EBBR-21	22-FEB-2024
ENR 6-INDEX.04a-2	08-AUG-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	08-AUG-2024
ENR 6-INDEX.04c-2	16-JUN-2022	AD 2.EBAW-15	18-APR-2024	AD 2.EBBR-26	08-AUG-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	08-AUG-2024	AD 2.EBAW-ADC.02-2	30-NOV-2023	AD 2.EBBR-37	22-FEB-2024
ENR 6-INDEX.07-2	08-AUG-2024	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	08-AUG-2024	AD 2.EBAW-ADC.04-2	21-MAR-2024	AD 2.EBBR-41	18-APR-2024
ENR 6-INDEX.09-2	08-AUG-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

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	08-AUG-2024
AD 0.6-2	08-AUG-2024
AD 1.1-1	08-AUG-2024
AD 1.1-2	08-AUG-2024
AD 1.1-3	08-AUG-2024
AD 1.1-4	08-AUG-2024

AD 2.EBBR-65	11-JUL-2024	AD 2.EBBR-SID.08-2	11-JUL-2024	AD 2.EBCI-ADC.02-1	25-JAN-2024
AD 2.EBBR-66	11-JUL-2024	AD 2.EBBR-SID.09-1	11-JUL-2024	AD 2.EBCI-ADC.02-2	25-JAN-2024
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	08-AUG-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	08-AUG-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	08-AUG-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	08-AUG-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	08-AUG-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	08-AUG-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	08-AUG-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	08-AUG-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	08-AUG-2024	AD 2.EBBR-VAC.01-2	21-MAR-2024	AD 2.EBKT-1	18-APR-2024
AD 2.EBBR-APDC.02-2	08-AUG-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	08-AUG-2024	AD 2.EBCI-4	20-APR-2023	AD 2.EBKT-5	18-MAY-2023
AD 2.EBBR-APDC.04-2	08-AUG-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.EBKT-SID.03-2	22-FEB-2024	AD 2.EBLG-PATC.02-1	17-AUG-2017	AD 2.ELLX-30	08-AUG-2024
AD 2.EBKT-IAC.01-1	21-MAR-2024	AD 2.EBLG-PATC.02-2	17-AUG-2017	AD 2.ELLX-31	08-AUG-2024
AD 2.EBKT-IAC.01-2	21-MAR-2024	AD 2.EBLG-PATC.03-1	17-AUG-2017	AD 2.ELLX-32	08-AUG-2024
AD 2.EBKT-IAC.01a-1	23-APR-2020	AD 2.EBLG-PATC.03-2	17-AUG-2017	AD 2.ELLX-33	08-AUG-2024
AD 2.EBKT-IAC.01a-2	23-APR-2020	AD 2.EBLG-ATCSMAC.01-1	21-MAR-2024	AD 2.ELLX-34	08-AUG-2024
AD 2.EBKT-IAC.02-1	16-MAY-2024	AD 2.EBLG-ATCSMAC.01-2	21-MAR-2024	AD 2.ELLX-35	08-AUG-2024
AD 2.EBKT-IAC.02-2	16-MAY-2024	AD 2.EBLG-STAR.01-1	22-FEB-2024	AD 2.ELLX-36	08-AUG-2024
AD 2.EBKT-VAC.01-1	21-MAR-2024	AD 2.EBLG-STAR.01-2	22-FEB-2024	AD 2.ELLX-37	08-AUG-2024
AD 2.EBKT-VAC.01-2	21-MAR-2024	AD 2.EBLG-STAR.02-1	16-MAY-2024	AD 2.ELLX-38	08-AUG-2024
AD 2.EBKT-VAC.02-1	21-MAR-2024	AD 2.EBLG-STAR.02-2	16-MAY-2024	AD 2.ELLX-ADC.01-1	08-AUG-2024
AD 2.EBKT-VAC.02-2	21-MAR-2024	AD 2.EBLG-STAR.03-1	22-FEB-2024	AD 2.ELLX-ADC.01-2	08-AUG-2024
AD 2.EBLG-1	18-APR-2024	AD 2.EBLG-STAR.03-2	22-FEB-2024	AD 2.ELLX-ADC.02-1	16-MAY-2024
AD 2.EBLG-2	18-APR-2024	AD 2.EBLG-STAR.04-1	22-FEB-2024	AD 2.ELLX-ADC.02-2	16-MAY-2024
AD 2.EBLG-3	25-JAN-2024	AD 2.EBLG-STAR.04-2	22-FEB-2024	AD 2.ELLX-GMC.01-1	08-AUG-2024
AD 2.EBLG-4	25-JAN-2024	AD 2.EBLG-STAR.05-1	22-FEB-2024	AD 2.ELLX-GMC.01-2	08-AUG-2024
AD 2.EBLG-5	25-JAN-2024	AD 2.EBLG-STAR.05-2	22-FEB-2024	AD 2.ELLX-GMC.02-1	08-AUG-2024
AD 2.EBLG-6	25-JAN-2024	AD 2.EBLG-STAR.06-1	22-FEB-2024	AD 2.ELLX-GMC.02-2	08-AUG-2024
AD 2.EBLG-7	25-JAN-2024	AD 2.EBLG-STAR.06-2	22-FEB-2024	AD 2.ELLX-GMC.03-1	08-AUG-2024
AD 2.EBLG-8	25-JAN-2024	AD 2.EBLG-SID.01-1	22-FEB-2024	AD 2.ELLX-GMC.03-2	08-AUG-2024
AD 2.EBLG-9	25-JAN-2024	AD 2.EBLG-SID.01-2	22-FEB-2024	AD 2.ELLX-APDC.01-1	08-AUG-2024
AD 2.EBLG-10	25-JAN-2024	AD 2.EBLG-SID.02-1	22-FEB-2024	AD 2.ELLX-APDC.01-2	08-AUG-2024
AD 2.EBLG-11	13-JUN-2024	AD 2.EBLG-SID.02-2	22-FEB-2024	AD 2.ELLX-APDC.02-1	08-AUG-2024
AD 2.EBLG-12	13-JUN-2024	AD 2.EBLG-IAC.01-1	13-JUN-2024	AD 2.ELLX-APDC.02-2	08-AUG-2024
AD 2.EBLG-13	25-JAN-2024	AD 2.EBLG-IAC.01-2	13-JUN-2024	AD 2.ELLX-APDC.03-1	08-AUG-2024
AD 2.EBLG-14	25-JAN-2024	AD 2.EBLG-IAC.02-1	18-APR-2024	AD 2.ELLX-APDC.03-2	08-AUG-2024
AD 2.EBLG-15	16-MAY-2024	AD 2.EBLG-IAC.02-2	18-APR-2024	AD 2.ELLX-AOC.01-1	08-AUG-2024
AD 2.EBLG-16	16-MAY-2024	AD 2.EBLG-IAC.03-1	18-APR-2024	AD 2.ELLX-AOC.01-2	08-AUG-2024
AD 2.EBLG-17	22-FEB-2024	AD 2.EBLG-IAC.03-2	18-APR-2024	AD 2.ELLX-PATC.01-1	08-AUG-2024
AD 2.EBLG-18	22-FEB-2024	AD 2.EBLG-IAC.04-1	18-APR-2024	AD 2.ELLX-PATC.01-2	08-AUG-2024
AD 2.EBLG-19	22-FEB-2024	AD 2.EBLG-IAC.04-2	18-APR-2024	AD 2.ELLX-ATCSMAC.01-1	08-AUG-2024
AD 2.EBLG-20	22-FEB-2024	AD 2.EBLG-IAC.05-1	18-APR-2024	AD 2.ELLX-ATCSMAC.01-2	08-AUG-2024
AD 2.EBLG-21	25-JAN-2024	AD 2.EBLG-IAC.05-2	18-APR-2024	AD 2.ELLX-STAR.01-1	08-AUG-2024
AD 2.EBLG-22	25-JAN-2024	AD 2.EBLG-IAC.05a-1	30-NOV-2023	AD 2.ELLX-STAR.01-2	08-AUG-2024
AD 2.EBLG-23	25-JAN-2024	AD 2.EBLG-IAC.05a-2	30-NOV-2023	AD 2.ELLX-STAR.02-1	08-AUG-2024
AD 2.EBLG-24	25-JAN-2024	AD 2.EBLG-IAC.06-1	18-APR-2024	AD 2.ELLX-STAR.02-2	08-AUG-2024
AD 2.EBLG-25	25-JAN-2024	AD 2.EBLG-IAC.06-2	18-APR-2024	AD 2.ELLX-STAR.03-1	08-AUG-2024
AD 2.EBLG-26	25-JAN-2024	AD 2.EBLG-IAC.06a-1	30-NOV-2023	AD 2.ELLX-STAR.03-2	08-AUG-2024
AD 2.EBLG-27	16-MAY-2024	AD 2.EBLG-IAC.06a-2	30-NOV-2023	AD 2.ELLX-STAR.04-1	08-AUG-2024
AD 2.EBLG-28	16-MAY-2024	AD 2.EBLG-IAC.07-1	18-APR-2024	AD 2.ELLX-STAR.04-2	08-AUG-2024
AD 2.EBLG-29	16-MAY-2024	AD 2.EBLG-IAC.07-2	18-APR-2024	AD 2.ELLX-SID.01-1	08-AUG-2024
AD 2.EBLG-30	16-MAY-2024	AD 2.EBLG-IAC.07a-1	30-NOV-2023	AD 2.ELLX-SID.01-2	08-AUG-2024
AD 2.EBLG-31	18-APR-2024	AD 2.EBLG-IAC.07a-2	30-NOV-2023	AD 2.ELLX-SID.02-1	08-AUG-2024
AD 2.EBLG-32	18-APR-2024	AD 2.EBLG-IAC.08-1	18-APR-2024	AD 2.ELLX-SID.02-2	08-AUG-2024
AD 2.EBLG-33	25-JAN-2024	AD 2.EBLG-IAC.08-2	18-APR-2024	AD 2.ELLX-SID.03-1	08-AUG-2024
AD 2.EBLG-34	25-JAN-2024	AD 2.EBLG-IAC.08a-1	30-NOV-2023	AD 2.ELLX-SID.03-2	08-AUG-2024
AD 2.EBLG-35	16-MAY-2024	AD 2.EBLG-IAC.08a-2	30-NOV-2023	AD 2.ELLX-SID.04-1	08-AUG-2024
AD 2.EBLG-36	16-MAY-2024	AD 2.EBLG-VAC.01-1	13-JUN-2024	AD 2.ELLX-SID.04-2	08-AUG-2024
AD 2.EBLG-37	25-JAN-2024	AD 2.EBLG-VAC.01-2	13-JUN-2024	AD 2.ELLX-IAC.01a-1	08-AUG-2024
AD 2.EBLG-38	25-JAN-2024	AD 2.ELLX-1	22-FEB-2024	AD 2.ELLX-IAC.01a-2	08-AUG-2024
AD 2.EBLG-ADC.01-1	21-MAR-2024	AD 2.ELLX-2	22-FEB-2024	AD 2.ELLX-IAC.01b-1	08-AUG-2024
AD 2.EBLG-ADC.01-2	21-MAR-2024	AD 2.ELLX-3	25-JAN-2024	AD 2.ELLX-IAC.01b-2	08-AUG-2024
AD 2.EBLG-ADC.02-1	27-JAN-2022	AD 2.ELLX-4	25-JAN-2024	AD 2.ELLX-IAC.02a-1	08-AUG-2024
AD 2.EBLG-ADC.02-2	27-JAN-2022	AD 2.ELLX-5	16-MAY-2024	AD 2.ELLX-IAC.02a-2	08-AUG-2024
AD 2.EBLG-GMC.01-1	21-MAR-2024	AD 2.ELLX-6	16-MAY-2024	AD 2.ELLX-IAC.02b-1	08-AUG-2024
AD 2.EBLG-GMC.01-2	21-MAR-2024	AD 2.ELLX-7	08-AUG-2024	AD 2.ELLX-IAC.02b-2	08-AUG-2024
AD 2.EBLG-GMC.02a-1	21-MAR-2024	AD 2.ELLX-8	08-AUG-2024	AD 2.ELLX-IAC.03-1	08-AUG-2024
AD 2.EBLG-GMC.02a-2	21-MAR-2024	AD 2.ELLX-9	08-AUG-2024	AD 2.ELLX-IAC.03-2	08-AUG-2024
AD 2.EBLG-GMC.02b-1	21-MAR-2024	AD 2.ELLX-10	08-AUG-2024	AD 2.ELLX-IAC.04-1	08-AUG-2024
AD 2.EBLG-GMC.02b-2	21-MAR-2024	AD 2.ELLX-11	13-JUN-2024	AD 2.ELLX-IAC.04-2	08-AUG-2024
AD 2.EBLG-GMC.03a-1	25-JAN-2024	AD 2.ELLX-12	13-JUN-2024	AD 2.ELLX-IAC.05-1	08-AUG-2024
AD 2.EBLG-GMC.03a-2	25-JAN-2024	AD 2.ELLX-13	08-AUG-2024	AD 2.ELLX-IAC.05-2	08-AUG-2024
AD 2.EBLG-GMC.03b-1	25-JAN-2024	AD 2.ELLX-14	08-AUG-2024	AD 2.ELLX-IAC.05a-1	23-FEB-2023
AD 2.EBLG-GMC.03b-2	25-JAN-2024	AD 2.ELLX-15	08-AUG-2024	AD 2.ELLX-IAC.05a-2	23-FEB-2023
AD 2.EBLG-GMC.04-1	25-JAN-2024	AD 2.ELLX-16	08-AUG-2024	AD 2.ELLX-IAC.06-1	08-AUG-2024
AD 2.EBLG-GMC.04-2	25-JAN-2024	AD 2.ELLX-17	08-AUG-2024	AD 2.ELLX-IAC.06-2	08-AUG-2024
AD 2.EBLG-GMC.05-1	08-AUG-2024	AD 2.ELLX-18	08-AUG-2024	AD 2.ELLX-IAC.06a-1	23-FEB-2023
AD 2.EBLG-GMC.05-2	08-AUG-2024	AD 2.ELLX-19	08-AUG-2024	AD 2.ELLX-IAC.06a-2	23-FEB-2023
AD 2.EBLG-GMC.06-1	25-JAN-2024	AD 2.ELLX-20	08-AUG-2024	AD 2.ELLX-VAC.01-1	08-AUG-2024
AD 2.EBLG-GMC.06-2	25-JAN-2024	AD 2.ELLX-21	08-AUG-2024	AD 2.ELLX-VAC.01-2	08-AUG-2024
AD 2.EBLG-APDC.01-1	08-AUG-2024	AD 2.ELLX-22	08-AUG-2024	AD 2.ELLX-VAC.02-1	08-AUG-2024
AD 2.EBLG-APDC.01-2	08-AUG-2024	AD 2.ELLX-23	08-AUG-2024	AD 2.ELLX-VAC.02-2	08-AUG-2024
AD 2.EBLG-AOC.01-1	21-MAR-2024	AD 2.ELLX-24	08-AUG-2024	AD 2.EBOS-1	29-DEC-2022
AD 2.EBLG-AOC.01-2	21-MAR-2024	AD 2.ELLX-25	08-AUG-2024	AD 2.EBOS-2	29-DEC-2022
AD 2.EBLG-AOC.02-1	21-MAR-2024	AD 2.ELLX-26	08-AUG-2024	AD 2.EBOS-3	18-APR-2024
AD 2.EBLG-AOC.02-2	21-MAR-2024	AD 2.ELLX-27	08-AUG-2024	AD 2.EBOS-4	18-APR-2024
AD 2.EBLG-PATC.01-1	17-AUG-2017	AD 2.ELLX-28	08-AUG-2024	AD 2.EBOS-5	21-MAR-2024
AD 2.EBLG-PATC.01-2	17-AUG-2017	AD 2.ELLX-29	08-AUG-2024	AD 2.EBOS-6	21-MAR-2024

AD 2.EBOS-7	18-APR-2024	AD 2.MIL-EBBE-8	07-SEP-2023	AD 2.MIL-EBBE-IAC.18a-1	07-SEP-2023
AD 2.EBOS-8	18-APR-2024	AD 2.MIL-EBBE-9	08-AUG-2024	AD 2.MIL-EBBE-IAC.18a-2	07-SEP-2023
AD 2.EBOS-9	16-MAY-2024	AD 2.MIL-EBBE-10	08-AUG-2024	AD 2.MIL-EBBE-IAC.19-1	13-JUN-2024
AD 2.EBOS-10	16-MAY-2024	AD 2.MIL-EBBE-11	13-JUN-2024	AD 2.MIL-EBBE-IAC.19-2	13-JUN-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	08-AUG-2024	AD 2.MIL-EBBE-IAC.20-2	07-SEP-2023
AD 2.EBOS-15	21-MAR-2024	AD 2.MIL-EBBE-ADC.01-2	08-AUG-2024	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	08-AUG-2024	AD 2.MIL-EBCV-8	11-JUL-2024
AD 2.EBOS-PATC.02-1	04-FEB-2016	AD 2.MIL-EBBE-MISC.01-2	08-AUG-2024	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	08-AUG-2024	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	08-AUG-2024	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	08-AUG-2024	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	08-AUG-2024	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	08-AUG-2024	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	08-AUG-2024	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	08-AUG-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	08-AUG-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	08-AUG-2024	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	08-AUG-2024	AD 2.MIL-EBDT-1	08-AUG-2024
AD 2.EBOS-SID.01-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.04-1	08-AUG-2024	AD 2.MIL-EBDT-2	08-AUG-2024
AD 2.EBOS-SID.02-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.04-2	08-AUG-2024	AD 2.MIL-EBFS-1	24-FEB-2022
AD 2.EBOS-SID.02-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.05-1	08-AUG-2024	AD 2.MIL-EBFS-2	24-FEB-2022
AD 2.EBOS-SID.03a-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.05-2	08-AUG-2024	AD 2.MIL-EBFS-3	08-AUG-2024
AD 2.EBOS-SID.03a-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.06-1	13-JUN-2024	AD 2.MIL-EBFS-4	08-AUG-2024
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	08-AUG-2024	AD 2.MIL-EBFS-6	07-SEP-2023
AD 2.EBOS-SID.04-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.07-2	08-AUG-2024	AD 2.MIL-EBFS-7	07-SEP-2023
AD 2.EBOS-SID.04-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.08-1	08-AUG-2024	AD 2.MIL-EBFS-8	07-SEP-2023
AD 2.EBOS-IAC.01-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.08-2	08-AUG-2024	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	08-AUG-2024	AD 2.MIL-EBFS-12	28-DEC-2023
AD 2.EBOS-IAC.03-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.10-2	08-AUG-2024	AD 2.MIL-EBFS-13	13-JUN-2024
AD 2.EBOS-IAC.03-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.11-1	08-AUG-2024	AD 2.MIL-EBFS-14	13-JUN-2024
AD 2.EBOS-IAC.04-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.11-2	08-AUG-2024	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	08-AUG-2024	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	08-AUG-2024	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	08-AUG-2024	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	08-AUG-2024	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	08-AUG-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	08-AUG-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	08-AUG-2024	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	08-AUG-2024	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	08-AUG-2024	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	08-AUG-2024	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-EBFS-SID.05-2	07-SEP-2023	AD 2.MIL-EBBL-ADC.01-1	18-APR-2024	AD 2.MIL-EBBL-VAC.02-2	13-JUN-2024
AD 2.MIL-EBFS-MISC.01-1	26-JAN-2023	AD 2.MIL-EBBL-ADC.01-2	18-APR-2024	AD 2.MIL-EBBL-VAC.03-1	13-JUN-2024
AD 2.MIL-EBFS-MISC.01-2	26-JAN-2023	AD 2.MIL-EBBL-GMC.01-1	13-JUN-2024	AD 2.MIL-EBBL-VAC.03-2	13-JUN-2024
AD 2.MIL-EBFS-MISC.02-1	26-JAN-2023	AD 2.MIL-EBBL-GMC.01-2	13-JUN-2024	AD 2.MIL-EBFN-1	07-SEP-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	08-AUG-2024
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	08-AUG-2024
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	08-AUG-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	08-AUG-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	08-AUG-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	08-AUG-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	08-AUG-2024	AD 2.PVT-EBCF-4	07-SEP-2023
AD 2.MIL-EBBL-1	24-FEB-2022	AD 2.MIL-EBBL-IAC.15-2	08-AUG-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	08-AUG-2024	AD 2.MIL-EBBL-IAC.16-2	13-JUN-2024	AD 2.PVT-EBZW-3	31-JAN-2019
AD 2.MIL-EBBL-4	08-AUG-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.PVT-EBGB-1	24-FEB-2022	AD 2.ULM-EBAV-2	05-OCT-2023	AD 3.PVT-EBJS-1	23-APR-2020
AD 2.PVT-EBGB-2	24-FEB-2022	AD 2.ULM-EBBZ-1	23-APR-2020	AD 3.PVT-EBJS-2	23-APR-2020
AD 2.PVT-EBGB-3	19-JUL-2018	AD 2.ULM-EBBZ-2	23-APR-2020	AD 3.PVT-EBBM-1	23-APR-2020
AD 2.PVT-EBGB-4	19-JUL-2018	AD 2.ULM-EBOR-1	25-FEB-2021	AD 3.PVT-EBBM-2	23-APR-2020
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-EBHM-1	23-APR-2020
AD 2.PVT-EBEH-4	31-JAN-2019	AD 3.HOSP-EBMD-1	23-APR-2020	AD 3.PVT-EBHM-2	23-APR-2020
AD 2.PVT-EBLE-1	11-JUL-2024	AD 3.HOSP-EBMD-2	23-APR-2020	AD 3.PVT-EBHO-1	03-DEC-2020
AD 2.PVT-EBLE-2	11-JUL-2024	AD 3.HOSP-EBSJ-1	23-APR-2020	AD 3.PVT-EBHO-2	03-DEC-2020
AD 2.PVT-EBMO-1	25-JAN-2024	AD 3.HOSP-EBSJ-2	23-APR-2020	AD 3.PVT-EBHT-1	23-APR-2020
AD 2.PVT-EBMO-2	25-JAN-2024	AD 3.HOSP-EBSS-1	03-DEC-2020	AD 3.PVT-EBHT-2	23-APR-2020
AD 2.PVT-EBMO-3	24-FEB-2022	AD 3.HOSP-EBSS-2	03-DEC-2020	AD 3.PVT-EBHF-1	05-OCT-2023
AD 2.PVT-EBMO-4	24-FEB-2022	AD 3.HOSP-EBUC-1	23-APR-2020	AD 3.PVT-EBHF-2	05-OCT-2023
AD 2.PVT-EBNM-1	22-FEB-2024	AD 3.HOSP-EBUC-2	23-APR-2020	AD 3.PVT-EBKD-1	24-FEB-2022
AD 2.PVT-EBNM-2	22-FEB-2024	AD 3.HOSP-EBEU-1	30-NOV-2023	AD 3.PVT-EBKD-2	24-FEB-2022
AD 2.PVT-EBNM-3	24-FEB-2022	AD 3.HOSP-EBEU-2	30-NOV-2023	AD 3.PVT-EBFI-1	04-NOV-2021
AD 2.PVT-EBNM-4	24-FEB-2022	AD 3.HOSP-EBEA-1	23-APR-2020	AD 3.PVT-EBFI-2	04-NOV-2021
AD 2.PVT-ELNT-1	16-MAY-2024	AD 3.HOSP-EBEA-2	23-APR-2020	AD 3.PVT-EBKW-1	23-APR-2020
AD 2.PVT-ELNT-2	16-MAY-2024	AD 3.HOSP-ELEA-1	29-DEC-2022	AD 3.PVT-EBKW-2	23-APR-2020
AD 2.PVT-EBSG-1	03-NOV-2022	AD 3.HOSP-ELEA-2	29-DEC-2022	AD 3.PVT-EBSA-1	13-JUN-2024
AD 2.PVT-EBSG-2	03-NOV-2022	AD 3.HOSP-ELEA-ADC.01-1	29-DEC-2022	AD 3.PVT-EBSA-2	13-JUN-2024
AD 2.PVT-EBSG-3	03-NOV-2022	AD 3.HOSP-ELEA-ADC.01-2	29-DEC-2022	AD 3.PVT-EBHC-1	08-AUG-2024
AD 2.PVT-EBSG-4	03-NOV-2022	AD 3.HOSP-ELET-1	29-DEC-2022	AD 3.PVT-EBHC-2	08-AUG-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 3.PVT-EBEN-2	03-DEC-2020
AD 3.PVT-EBLY-1	23-APR-2020
AD 3.PVT-EBLY-2	23-APR-2020
AD 3.PVT-EBRO-1	23-APR-2020
AD 3.PVT-EBRO-2	23-APR-2020
AD 3.PVT-EBNR-1	23-APR-2020
AD 3.PVT-EBNR-2	23-APR-2020
AD 3.PVT-EBRR-1	23-APR-2020
AD 3.PVT-EBRR-2	23-APR-2020
AD 3.PVT-EBRD-1	23-APR-2020
AD 3.PVT-EBRD-2	23-APR-2020
AD 3.PVT-EBAS-1	23-APR-2020
AD 3.PVT-EBAS-2	23-APR-2020
AD 3.PVT-EBSW-1	23-APR-2020
AD 3.PVT-EBSW-2	23-APR-2020
AD 3.PVT-EBSF-1	06-OCT-2022
AD 3.PVT-EBSF-2	06-OCT-2022
AD 3.PVT-EBSB-1	30-NOV-2023
AD 3.PVT-EBSB-2	30-NOV-2023
AD 3.PVT-EBTK-1	30-NOV-2023
AD 3.PVT-EBTK-2	30-NOV-2023
AD 3.PVT-EBVE-1	23-APR-2020
AD 3.PVT-EBVE-2	23-APR-2020
AD 3.PVT-EBVN-1	23-APR-2020
AD 3.PVT-EBVN-2	23-APR-2020
AD 3.PVT-EBWA-1	28-JAN-2021
AD 3.PVT-EBWA-2	28-JAN-2021
AD 3.PVT-EBWK-1	25-JAN-2024
AD 3.PVT-EBWK-2	25-JAN-2024
AD 3.PVT-EBWI-1	03-DEC-2020
AD 3.PVT-EBWI-2	03-DEC-2020
AD 3.PVT-EBWH-1	03-DEC-2020
AD 3.PVT-EBWH-2	03-DEC-2020
AD 3.PVT-EBWS-1	25-FEB-2021
AD 3.PVT-EBWS-2	25-FEB-2021
AD 3.PVT-EBWZ-1	23-APR-2020
AD 3.PVT-EBWZ-2	23-APR-2020
AD 3.PVT-EBZA-1	23-APR-2020
AD 3.PVT-EBZA-2	23-APR-2020
AD 3.PVT-EBZE-1	23-APR-2020
AD 3.PVT-EBZE-2	23-APR-2020
AD 3.PVT-EBZM-1	23-APR-2020
AD 3.PVT-EBZM-2	23-APR-2020
AD 3.PVT-EBZO-1	23-APR-2020
AD 3.PVT-EBZO-2	23-APR-2020
AD 3.PERS-EBAF-1	28-DEC-2023
AD 3.PERS-EBAF-2	28-DEC-2023
AD 3.PERS-EBRU-1	28-DEC-2023
AD 3.PERS-EBRU-2	28-DEC-2023
AD 3.PERS-EBDZ-1	31-DEC-2020
AD 3.PERS-EBDZ-2	31-DEC-2020
AD 3.PERS-EBPP-1	18-JUN-2020
AD 3.PERS-EBPP-2	18-JUN-2020
AD 3.PERS-EBPL-1	30-NOV-2023
AD 3.PERS-EBPL-2	30-NOV-2023
AD 3.PERS-EBYC-1	18-JUN-2020
AD 3.PERS-EBYC-2	18-JUN-2020
AD 3.PERS-EBWV-1	18-JUN-2020
AD 3.PERS-EBWV-2	18-JUN-2020
AD 3.PERS-EBRL-1	27-JAN-2022
AD 3.PERS-EBRL-2	27-JAN-2022
AD 3.PERS-EBLV-1	18-JUN-2020
AD 3.PERS-EBLV-2	18-JUN-2020
AD 3.PERS-EBLJ-1	25-FEB-2021
AD 3.PERS-EBLJ-2	25-FEB-2021
AD 3.PERS-EBLH-1	08-OCT-2020
AD 3.PERS-EBLH-2	08-OCT-2020
AD 3.PERS-EBSV-1	10-AUG-2023
AD 3.PERS-EBSV-2	10-AUG-2023
AD 3.PERS-EBLD-1	18-JUN-2020
AD 3.PERS-EBLD-2	18-JUN-2020
AD 3.PERS-EBVU-1	23-MAR-2023
AD 3.PERS-EBVU-2	23-MAR-2023
AD 3.PERS-EBEM-1	13-JUL-2023
AD 3.PERS-EBEM-2	13-JUL-2023
AD 3.PERS-EBLR-1	18-JUN-2020
AD 3.PERS-EBLR-2	18-JUN-2020

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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

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GEN 2.4 Location Indicators

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

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

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

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

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

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

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

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

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

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

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

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EBR13 - REDU

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.8NM radius, centred on 500004N 0050841E.	4500FT AMSL / GND	Prohibited to MIL aircraft. Satellite ground station.	PERM

EBR16 - MOL

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 3NM radius, centred on 511232N 0050456E.	4500FT AMSL / GND	Entry prohibited to MIL aircraft. Nuclear installations in Mol, Dessel and Geel.	PERM

EBR17A - LOMBARDSIJDE SECTOR ALPHA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510907N 0024349E - 511015N 0023959E - an arc of circle, 2.5NM radius, centred on 510919N 0024340E and traced clockwise to 511055N 0024645E - 511008N 0024631E - 510907N 0024349E.	2500FT AMSL / SFC	Entry prohibited. ⁽¹⁾ Gunnery and air exercises area.	HX ⁽²⁾
<p>(1) Except MIL aircraft transiting to/from Shooting Range Lombardsijde and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Lombardsijde, TEL + 32 (0) 2 442 37 26.</p> <p>(2) Announced by NOTAM.</p>			

EBR17B - LOMBARDSIJDE SECTOR BRAVO ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510907N 0024349E - 511139N 0023503E - an arc of circle, 7.5NM radius, centred on 510839N 0024601E and traced clockwise to 511602N 0024819E - 511008N 0024631E - 510907N 0024349E.	FL240 / SFC ⁽²⁾	Entry prohibited. ⁽³⁾ Gunnery and air exercises area.	HX ⁽⁴⁾
<p>(1) This area includes <u>EBR17A</u>.</p> <p>(2) Upper limit may be restricted to FL 065 (see NOTAM).</p> <p>(3) Except MIL aircraft transiting to/from Shooting Range Lombardsijde and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Lombardsijde, TEL + 32 (0) 2 442 37 26.</p> <p>(4) Announced by NOTAM.</p>			

EBR17C - LOMBARDSIJDE SECTOR CHARLIE ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510907N 0024349E - 511351N 0022721E - an arc of circle, 12.8NM radius, centred on 510839N 0024601E and traced clockwise to 512114N 0024957E - 511008N 0024631E - 510907N 0024349E.	FL240 / SFC ⁽²⁾⁽³⁾	Entry prohibited. ⁽⁴⁾ Gunnery and air exercises area.	HX ⁽⁵⁾
<p>(1) This area includes <u>EBR17A</u> and <u>EBR17B</u>.</p> <p>(2) Firing activity may take place higher than FL240 (see NOTAM).</p> <p>(3) Upper limit may be restricted to FL065 (see NOTAM).</p> <p>(4) Except MIL aircraft transiting to/from Shooting Range Lombardsijde and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Lombardsijde, TEL + 32 (0) 2 442 37 26.</p> <p>(5) Announced by NOTAM.</p>			

EBR19 - MARCHE-EN-FAMENNE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
501820N 0052340E - 501642N 0052625E - 501506N 0052422E - 501358N 0052105E - 501418N 0052046E - 501717N 0052059E - 501820N 0052340E.	3250FT AMSL / GND	Entry prohibited. ⁽¹⁾ Gunnery and air exercises area.	MON to FRI (HOL excl), 0730-2200 (0630-2100) ⁽²⁾
<p>(1) Except MIL aircraft transiting to/from Camp Marche and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Marche-en-Famenne, TEL +32 (0) 2 442 29 42.</p> <p>(2) Activation outside these hours announced by NOTAM.</p>			

EBR20 - BRASSCHAAT

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511827N 0043155E - 511857N 0043055E - 511957N 0043155E - 512327N 0043655E - 512217N 0043855E - 511827N 0043155E.	FL140 / GND ⁽¹⁾	Entry prohibited. Gunnery and air exercises area. ⁽²⁾	HX ⁽³⁾
<p>(1) Upper limit may be restricted to FL070 (see NOTAM).</p> <p>(2) Except MIL aircraft transiting to/from Shooting Range Brasschaat and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Brasschaat, TEL + 32 (0) 2 442 16 37 or + 32 (0) 477 40 42 03.</p> <p>(3) Announced by NOTAM.</p>			

EBR22 - CASTEAU

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 4NM radius, centred on 502957N 0035855E.	2500FT AMSL / GND	Entry prohibited. Supreme Headquarters Allied Powers Europe (SHAPE). ⁽¹⁾	PERM
<p>(1) Not applicable to State aircraft or if authorized by Chièvres TWR on ATC frequency.</p>			

EBR23 - DOEL

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle radius 1 NM centered on 511930N 0041532E.	2000FT AMSL / GND	Prohibited to MIL aircraft. Nuclear installation.	PERM

EBR24B - KOKSIJDE LET-DOWN

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510131N 0023419E - along the Belgian-French border - 504848N 0023843E - 505957N 0024337E - 510131N 0023419E.	4500FT AMSL / 1500FT AMSL	Let-down procedure space for jet aircraft. ⁽¹⁾	During EBFN OPR HR ⁽²⁾
<p>(1) Crossing clearance shall be requested from Koksijde APP.</p> <p>(2) EBFN OPR HR can be checked with Brussels FIC or Steenokkerzeel ATCC.</p>			

ENR 5.5 Aerial Sporting and Recreational Activities

1 GENERAL

BALEN

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2NM radius, centred on 511051N 0051315E.	2500FT AMSL/ GND	Glider activity. Glider towing. Glider winching up to 2200FT AMSL.	HX. In VMC only ⁽¹⁾
(1) OPR HR can be checked with EBKH OPR (see AD 2.PVT-EBKH).			

BEAUVECHAIN CLIMB-OUT SECTOR 1 ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504139N 0045603E - an arc of circle, 40NM radius, centred on position 510954N 0041102E and traced clockwise to 503810N 0044949E - 504354N 0044405E - 504702N 0044759E - 504825N 0045614E - an arc of circle, 1.7NM radius, centred on position 504654N 0045728E and traced counterclockwise to 504740N 0045503E - 504341N 0045156E - 504139N 0045603E.	4500 FT AMSL / 3500 FT AMSL	Glider activity.	HX ⁽²⁾
(1) Airspace class G during activation.			
(2) Outside MIL OPR HR and SAT, SUN, HOL from 0800 (0700) till SS only. Activation can be checked with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.			

BEAUVECHAIN CLIMB-OUT SECTOR 2 / GOETSENHOVEN GLIDER AREA ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504848N 0050505E - an arc of circle, 40NM radius, centred on position 510954N 0041102E and traced clockwise to 504138N 0045603E - 504341N 0045156E - 504740N 0045503E - an arc of circle, 1.7NM radius, centred on position 504654N 0045728E and traced clockwise to 504836N 0045721E - 504848N 0050505E.	FL 055 / 3500 FT AMSL	Glider activity.	HX ⁽²⁾
(1) Airspace class G during activation.			
(2) Outside MIL OPR HR and SAT, SUN, HOL from 0800 (0700) till SS only. Activation can be checked with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.			

BELŒIL

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502945N 0033156E - an arc of circle, 8NM radius, centred on position 503250N 0034333E and traced clockwise to 502506N 0034014E - along the Belgian-French border - 502945N 0033156E.	1000FT AGL / GND	Training area for free manned balloons.	HJ. In VMC only ⁽¹⁾
(1) By arrangement with Chièvres TWR and Brussels FIC.			

BERTRIX

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 10NM radius, centred on 495330N 0051326E.	4500FT AMSL / GND	Glider activity.	HX. In VMC only ⁽¹⁾
(1) During OPR HR of the Belgian Cadets at EBBX. Activation will be announced by NOTAM			

BRASSCHAAT

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 3NM radius, centred on 512027N 0043015E.	2500FT AMSL / GND ⁽¹⁾	Glider activity. Glider towing. Glider winching up to 2500FT AMSL	HJ (SAT, SUN and HOL). In VMC only
(1) Upper limit 3500FT AMSL below <u>Brussels TMA Three A</u> and 4500FT AMSL below <u>Brussels LCTA</u> .			

CERFONTAINE AREA ONE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle radius 4 KM centered on 500910N 0042314E	FL 145 / GND ⁽¹⁾	Parachuting.	HJ. In VMC only ⁽²⁾
(1) MAX usable level: FL 140.			
(2) OPR HR can be checked with Brussels FIC.			
Operator:			
Post: SKYDIVE2FLY Rue des Marionville 21 7333 Saint-Ghislain BELGIUM			
TEL: +32 (0) 475 27 89 12 (P. Marien)			

CERFONTAINE AREA THREE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
501110N 0042333E - 500957N 0042355E - 501010N 0042556E - an arc of circle, 2 NM radius, centred on position 500910N 0042314E and traced clockwise to 501110N 0042333E.	2500FT AMSL / GND	Glider activity. Glider towing.	See <u>AD 2.PVT-EBCF</u>

CÉROUX-MOUSTY

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 4NM radius, centred on 503933N 0043051E.	1500FT AMSL / GND	Training area for free manned balloons.	HJ. In VMC only ⁽¹⁾
(1) By arrangement with Beauvechain TWR and Brussels FIC.			

DIEST

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 1.5NM radius, centred on 505957N 0050355E.	FL 150 / GND	Parachuting, glider towing and winching activity. Glider winching up to 2500FT AMSL	SAT, SUN and HOL, SR-SS + 30MIN. In VMC only ⁽¹⁾
(1) Area may be temporarily inactive due to MIL requirements (see ENR 5.1, EBR03).			
Operator:			
Post: PCV Schaffen Nieuwe Dijkstraat 77 3290 Diest BELGIUM			
TEL: +32 (0) 13 33 75 43			
TEL: +32 (0) 474 75 61 52			
Email: schaffen@pcv.be			

FEITSCH

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500242N 0055346E - 500105N 0055334E - 500108N 0055244E - 500244N 0055256E - 500242N 0055346E.	FL 070 / 3500FT AMSL ⁽¹⁾	Aerobatic sector for light aircraft.	HX. In VMC only ⁽²⁾
(1) Release between 3500FT AMSL and FL070 subject to approval from Luxembourg APP (CH 120.885).			
(2) Any conflicting areas announced by NOTAM are excluded for aerobatic use during activation.			

GENK - ZWARTBERG

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2 NM radius, centred on 510055N 0053135E.	2500FT AMSL / GND	Glider activity. Glider towing.	See AD 2.PVT-EBZW

GERAARDSBERGEN⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2NM radius, centred on 504517N 0035145E.	2500FT AMSL / GND ⁽²⁾	Glider activity. Glider towing. Glider winching up to 1600FT AMSL.	SAT, SUN and HOL, HJ (daily from APR to OCT). In VMC only.
(1) Use of the area is subject to prior permission of the operator of EBGG. Local instructions should be known and complied with.			
(2) Altimeter setting based on QNH provided by Brussels APP.			

GOETSENHOVEN

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2 NM radius, centred on 504652N 0045724E.	2500FT AMSL / GND	Glider activity. Glider towing. Glider winching up to 2000FT AMSL.	SAT, SUN and HOL, HJ

GRINGLAY

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 1NM radius, centred on 495456N 0060530E.	3500FT AMSL / GND	Paragliding.	HJ. In VMC only

HASSELT - KIEWIT

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2 NM radius, centred on 505812N 0052230E.	2500FT AMSL / GND	Glider activity. Glider towing. Glider winching up to 2000 FT AMSL.	See AD 2.PVT-EBZH

HOEVENEN

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2NM radius, centred on 511820N 0042313E.	FL 130 / GND	Parachuting.	HJ. In VMC only ⁽¹⁾

(1) By arrangement with Brussels ACC and Brussels APP.

Operator:

Post: Sportparachutistenclub Hoevenen
Pauwelsdreef 86
2940 Hoevenen
BELGIUM

TEL: +32 (0) 36 65 23 09

TEL: +32 (0) 477 32 09 76

Email: skydivehoevenen@gmail.com

KONZ / KÖNEN GLIDER SECTOR NORTH

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494801N 0063129E - 494708N 0063341E - 494203N 0063405E - 494203N 0063022E - along the German-Luxembourg border - 494801N 0063129E.	4000FT AMSL / 1000FT AGL ⁽¹⁾	Glider activity.	HX. In VMC only ⁽²⁾

(1) 1000FT AGL or lower limit of class E airspace if higher (see *AIP Germany*).

(2) HJ only. On request of the "Aero-Club Trier und Konz". Activation can be checked with Luxembourg APP on CH 120.885.

KONZ / KÖNEN GLIDER SECTOR SOUTH

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494203N 0063022E - 494203N 0063405E - 493212N 0063453E - 493018N 0063000E - 494203N 0063022E.	4000FT AMSL / 1000FT AGL ⁽¹⁾	Glider activity.	HX. In VMC only ⁽²⁾

(1) 1000FT AGL or lower limit of class E airspace if higher (see *AIP Germany*).

(2) HJ only. On request of the "Aero-Club Trier und Konz". Activation can be checked with Luxembourg APP on CH 120.885.

KONZ / KÖNEN AEROBATICS SECTOR

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494203N 0063405E - 493900N 0063420E - 493858N 0063015E - 494203N 0063022E - 494203N 0063405E.	5000FT AMSL / 1000FT AGL ⁽¹⁾	Aerobatics.	HX. In VMC only ⁽²⁾

(1) 1000FT AGL or lower limit of class E airspace if higher (see *AIP Germany*).

(2) HJ only. On request of the "Aero-Club Trier und Konz". Activation can be checked with Luxembourg APP on CH 120.885.

LEOPOLDSBURG

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 3NM radius, centred on 510712N 0051825E.	FL 100 / GND	Parachuting.	SAT, SUN and HOL, HJ. In VMC only ⁽¹⁾
(1) By arrangement with Brussels ACC and Brussels FIC.			
Operator:			
Post: Sanicole (Leopoldsburg) Kamperbaan 153 3940 Hechtel BELGIUM			
TEL: +32 (0) 11 34 27 39			
Email: info@sanicole.be			

MEEUWEN-GRUITRODE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2NM radius, centred on 510212N 0053121E.	FL 150 / GND	Parachuting.	SAT, SUN and HOL, HJ. In VMC only
Operator:			
Post: PCV Zwartberg Nieuwe Dijkstraat 77 3290 Diest BELGIUM			
TEL: +32 (0) 13 33 75 43			
TEL: +32 (0) 474 75 61 52			
Email: zwartberg@pcv.be			

MICHELAU ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500336N 0060645E - 495635N 0055817E - 495326N 0060551E - 495426N 0061353E - along the German-Luxembourg border - 500336N 0060645E.	FL 050 / 3500FT AMSL	Paragliding. ⁽²⁾	HX ^(3/4)
(1) Non-public sector. All other VFR traffic shall contact Luxembourg APP on CH 120.885.			
(2) No traffic information on individual paraglider flights will be issued by ATC.			
(3) HJ only. On request of the "Cumulux Paragliding Club". Activation can be checked with Luxembourg APP on CH 120.885.			
(4) Any conflicting areas announced by NOTAM are excluded for paragliding during activation.			

MOORSELE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2NM radius, centred on 505110N 0030850E.	FL 150 / GND	Parachuting.	SAT, SUN, public- and school HOL, 0800-2000 (0700-1900) or SS (whatever comes first). On FRI 1500-2000 (1400-1900) or SS (whatever comes first). On WED from 01 MAY to 30 JUN and from 01 to 30 SEP, 1300-SS + 30MIN.
Operator: Post: PCV Moorsele Nieuwe Dijkstraat 77 3290 Diest BELGIUM TEL: +32 (0) 13 33 75 43 TEL: +32 (0) 474 75 61 52 Email: moorsele@pcv.be			

NAMUR AREA ONE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2NM radius, centred on 502917N 0044626E.	FL 135 / GND	Parachuting.	FRI BTN 1500 and SS, outside MIL activities. SAT, SUN and HOL, HJ. In VMC only ⁽¹⁾
(1) Permission for dropping shall be obtained from Charleroi ATC by TEL. MET OBS of EBCI is taken into consideration only. Continuous listening watch is compulsory as dropping may be suspended for traffic reasons.			
Operator: Post: CERPS Namur Rue Capitaine Aviateur Jacquet 44 5020 Suarlée BELGIUM TEL: +32 (0) 475 82 44 53 Email: info@paraclubnamur.com			

NAMUR AREA TWO

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502928N 0044201E - 503121N 0045022E - 502320N 0045219E - 502147N 0044008E - 502259N 0044043E - 502332N 0044040E - 502428N 0044015E - 502437N 0044006E - an arc of circle, 5.5NM radius, centred on 502817N 0043335E and traced counterclockwise to 502928N 0044201E.	2500FT AMSL / GND ⁽¹⁾	Glider activity. Glider towing. Glider winching up to 2000 FT AMSL.	MON to THU, 0800-1900 (0700-1800). FRI to SUN and HOL, 0800 (0700)-SS. In VMC only ⁽²⁾
(1) For operational reasons, highest suitable altitude for glider activity is 2000FT AMSL.			
(2) MET OBS of EBCI is taken into consideration only.			

NOERTRANGE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2NM radius, centred on 495847N 0055456E.	FL 145 / GND ⁽¹⁾	Parachuting.	HJ. In VMC only ⁽²⁾
(1) Release between 3500FT AMSL and FL 145 subject to approval from Luxembourg APP.			
(2) SSR Mode A/C compulsory. Permission for dropping shall be obtained from Luxembourg APP (CH 120.885). Continuous listening watch is compulsory as dropping may be suspended for traffic reasons.			

RIPPWEILER

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494532N 0055753E - 494506N 0055723E - 494601N 0055521E - 494628N 0055548E - 494532N 0055753E.	FL 070 / 2500FT AMSL ⁽¹⁾	Aerobatic sector for gliders.	HX. In VMC only
(1) Release between 2500FT AMSL and FL 070 subject to approval from Luxembourg APP (CH 120.885).			

SAINT-GHISLAIN

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502758N 0035215E then a clockwise arc radius 2 NM centered on 502727N 0034913E - 502924N 0034829E - 502758N 0035215E.	4500 FT AMSL ⁽¹⁾ / GND	Parachuting.	During EBSG OPR HR. In VMC only. ⁽²⁾⁽³⁾
(1) Upper limit FL 055 outside MIL OPR HR.			
(2) OPR HR can be checked with Brussels FIC.			
(3) Activation announced by NOTAM.			
Operator:			
Post: SKYDIVE2FLY			
Rue des 4 fils Aymon 0/P006			
5000 Namur			
BELGIUM			
TEL: +32 (0) 475 27 89 12 (P.Marien)			

SAINT-HUBERT

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 10NM radius, centred on 500209N 0052415E.	4500FT AMSL/ GND	Glider activity.	During EBSH OPR HR. In VMC only. ⁽¹⁾
(1) See AD 2.PVT-EBSH.			

SEPT MEUSES

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2km radius, centred on 502115N 0045135E.	1000FT AGL / GND	Delta wings.	HJ. In VMC only

SPA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2NM radius, centred on 502857N 0055437E.	FL 145 / GND ⁽¹⁾	Parachuting.	During EBSP OPR HR. In VMC only ⁽²⁾
(1) MAX usable level: FL 140.			
(2) See AD 2.PVT-EBSP.			
Operator:			
Post: Skydiving Promotion (Spa)			
Rue de la Sauvenière 122			
4900 Spa			
BELGIUM			
TEL: +32 (0) 87 26 99 06			
TEL: +32 (0) 476 62 71 67			
Email: info@skydivespa.be			

TOURNAI - MAUBRAY

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503042N 0032702E - an arc of circle, 2 NM radius, centred on 503147N 0032940E and traced clockwise to 502947N 0032953E - along the Belgian French border - 503042N 0032702E.	1500FT AMSL/ GND	Glider activity. Glider towing. Glider winching up to 1500 FT AMSL.	See AD 2.PVT-EBTY

USELDANGE GLIDER SECTOR NORTH ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494738N 0054729E - along the Belgian-Luxembourg border - 500748N 0060816E - along the German-Luxembourg border - 495656N 0061151E - 495422N 0055755E - 494804N 0060000E - 494738N 0054729E ⁽²⁾ .	FL065 / 3500FT AMSL	Glider activity. ⁽³⁾	HX ⁽⁴⁾⁽⁵⁾
<p>⁽¹⁾ Non-public glider sector. Use of the sector is subject to prior permission of the operator of ELUS. All other VFR traffic shall contact Luxembourg APP on CH 120.885.</p> <p>⁽²⁾ Noertrange Area excl.</p> <p>⁽³⁾ No traffic information on individual glider flights will be issued by ATC.</p> <p>⁽⁴⁾ HJ only. On request of the "Cercle Luxembourgeois de Vol à Voile". Activation can be checked with Luxembourg APP on CH 120.885.</p> <p>⁽⁵⁾ Any conflicting areas announced by NOTAM are excluded for glider use during activation.</p>			

USELDANGE GLIDER SECTOR SOUTH ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494738N 0054729E - 494804N 0060000E - 494430N 0060000E - 494430N 0054958E - along the Belgian-Luxembourg border - 494738N 0054729E.	5000 FT AMSL / 2500FT AMSL	Glider activity. ⁽²⁾	HX ⁽³⁾
<p>⁽¹⁾ Non-public glider sector. Use of the sector is subject to prior permission of the operator of ELUS. All other VFR traffic shall contact Luxembourg APP on CH 120.885.</p> <p>⁽²⁾ No traffic information on individual glider flights will be issued by ATC.</p> <p>⁽³⁾ HJ only. On request of the "Cercle Luxembourgeois de Vol à Voile". Activation can be checked with Luxembourg APP on CH 120.885.</p>			

VERVIERS - THEUX

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2NM radius, centred on 503309N 0055118E.	3000FT AMSL / GND	Glider activity. Glider Towing.	See AD 2.PVT-EBTX

WEELDE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
512620N 0045943E - an arc of circle, 3NM radius, centred on 512339N 0045733E and traced clockwise to 512455N 0045311E - along the Belgian-Dutch border - 512620N 0045943E.	3500FT AMSL / GND	Glider activity. Glider towing. Glider winching up to 3000FT AMSL	HJ. In VMC only ^{(1) (2)}
<p>⁽¹⁾ See AD 2.MIL-EBWE.</p> <p>⁽²⁾ Additional activities of the Belgian Air Cadets at EBWE will be announced by NOTAM.</p> <p>⁽³⁾ It is recommended not to cross the RWY axis below 3000FT AMSL during glider activity (winch launch). Take prior contact with Weelde radio 119.605 (8.33 KHZ CH).</p>			

ZOERSEL

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511837N 0043336E - 511938N 0044052E - an arc of circle, 26NM radius, centred on 505408N 0043217E and traced clockwise to 511332N 0045955E - 511253N 0045955E - 511253N 0044512E - an arc of circle, 3NM radius, centred on 511553N 0044512E and traced clockwise to 511342N 0044156E - 511837N 0043336E.	2500FT AMSL / GND	Glider activity.	SAT, SUN and HOL, HJ. In JUL and AUG, HJ. FRI, 1600 (1500)-SS. In VMC only

ZUTENDAAL

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 5NM radius, centred on 505651N 0053526E.	3000FT AMSL / GND	Glider activity. Winch launching up to 2300FT AGL.	FRI, 1600 (1500)-SS+30MIN. SAT, SUN and HOL, SR-30MIN until SS+30MIN. In VMC only

2 LOW FLYING AREAS GOLF

LOW FLYING AREA GOLF ONE ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511635N 0032236E - 510500N 0031500E - 510357N 0025825E - 505900N 0024917E - 510043N 0023905E - 510059N 0023428E - along the Belgian-French border - 493232N 0054520E - 493537N 0054356E - 494032N 0054956E - 494328N 0054956E - along the Belgian-Luxembourg border - 500748N 0060816E - along the Belgian-German border - 504515N 0060116E - 504259N 0055149E - 503917N 0054900E - 502426N 0052347E - an arc of circle, 6.5NM radius, centred on 502912N 0051650E and traced clockwise to 503101N 0050701E - 503814N 0050408E - 504817N 0051953E - 505150N 0052933E - 505223N 0053407E - 505000N 0053854E - along the Belgian-Dutch border - 512844N 0043011E - 511807N 0043011E - 511835N 0043325E - 511938N 0044052E - an arc of circle, 26NM radius, centred on 505408N 0043217E and traced clockwise to 511332N 0045955E - 510605N 0051000E - 510122N 0051315E - an arc of circle, 40NM radius, centred on 510954N 0041102E and traced clockwise to 503810N 0044949E - 503640N 0045629E - 502407N 0045910E - 501842N 0041627E - 502920N 0034840E - 503059N 0034410E - 504012N 0033609E - 505334N 0032421E - 510314N 0032818E - 511257N 0035731E - along the Belgian-Dutch border - 511635N 0032236E. ⁽²⁾	FL055 (excl) / 4500FT AMSL	Glider activity.	HJ (outside MIL OPR HR) ⁽³⁾

(1) Airspace class G during activation.

(2). Excluding Reserved or Segregated areas (TRA/TSA), the activation as announced by NOTAM. Liège TMA Three, Four and Five excluded during activation.

(3) Activation can be checked with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.

LOW FLYING AREA GOLF TWO NORTH ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
512844N 0043011E - 511807N 0043011E - 511835N 0043325E - 511938N 0044052E - an arc of circle, 26NM radius, centred on 505408N 0043217E and traced clockwise to 511332N 0045955E - 510605N 0051000E - 510122N 0051315E - 510057N 0051655E - 505000N 0053854E - along the Belgian-Dutch border - 512844N 0043011E. ⁽²⁾	FL075 (excl) / FL055	Glider activity.	HX ⁽³⁾

(1) Airspace class G during activation. Activation can only be refused for motivated operational reasons.

(2). Excluding Reserved or Segregated areas (TRA/TSA), the activation as announced by NOTAM.

(3) Only during activation of Low Flying Area Golf One. Brussels ACC will release Low Flying Area Golf Two North up to FL070 on request of the "Liga van Vlaamse zweefclubs" with 30MIN prior notice to be addressed to the Brussels ACC Supervisor. Activation of Low Flying Areas Golf Two activates Low Flying Area Golf Three and shall only be requested when meteorological services expect thermal activity above FL050. Activation can be checked with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.

LOW FLYING AREA GOLF TWO SOUTH ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500206N 0040901E - 502317N 0052111E - an arc of circle, 6.5NM radius, centred on 502912N 0051650E and traced counterclockwise to 502426N 0052347E - 503029N 0053401E - 503053N 0053725E - 503726N 0061055E - along the Belgian-German border - 500748N 0060816E - along the Belgian-Luxembourg border - 494328N 0054955E - 494032N 0054956E - 493702N 0054540E - 493258N 0052644E - along the Belgian-French border - 500206N 0040901E. ⁽²⁾	FL075 (excl) / FL055	Glider activity.	HX ⁽³⁾

(1) Airspace class G during activation. Activation can only be refused for motivated operational reasons.

(2). Excluding Reserved or Segregated areas (TRA/TSA), the activation as announced by NOTAM.

(3) Only during activation of Low Flying Area Golf One. Brussels ACC will release Low Flying Area Golf Two South up to FL070 on request of the "Fédération des Clubs francophones de Vol à voile" with 30MIN prior notice to be addressed to the Brussels ACC Supervisor. Activation of Low Flying Areas Golf Two activates Low Flying Area Golf Three and shall only be requested when meteorological services expect thermal activity above FL050. Activation can be checked with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.

LOW FLYING AREA GOLF TWO WEST ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510059N 0023428E - 510043N 0023905E - 505900N 0024917E - 505334N 0032421E - 503548N 0033959E - 503119N 0033107E - along the Belgian-French border - 510059N 0023428E. ⁽²⁾	FL075 (excl) / FL055	Glider activity.	HX ⁽³⁾

(1) Airspace class G during activation. Activation can only be refused for motivated operational reasons.

(2). Excluding Reserved or Segregated areas (TRA/TSA), the activation as announced by NOTAM.

(3) Only during activation of Low Flying Area Golf One. Brussels ACC will release Low Flying Area Golf Two West up to FL070 on request of the "Liga van Vlaamse zweefclubs" with 30MIN prior notice to be addressed to the Brussels ACC Supervisor. Activation of Low Flying Areas Golf Two activates Low Flying Area Golf Three and shall only be requested when meteorological services expect thermal activity above FL050. Activation can be checked with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.

LOW FLYING AREA GOLF THREE ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503053N 0053725E - 503343N 0055152E - 503420N 0055956E - 501955N 0055956E - 501324N 0060343E - 501011N 0060832E - along the Belgian-German border - 500748N 0060816E - along the Belgian-Luxembourg border - 500426N 0055210E - 502810N 0053819E - 503053N 0053725E. ⁽²⁾	FL065 (excl) / 4500FT AMSL	Glider activity.	HX ⁽³⁾

(1) Airspace class G during activation. Activation can only be refused for motivated operational reasons.

(2). Excluding Reserved or Segregated areas (TRA/TSA), the activation as announced by NOTAM.

(3) HJ only. Brussels ACC will release Low Flying Area Golf Three up to FL060 on request of EBTX with 30MIN prior notice to be addressed to the Brussels ACC Supervisor. EBTX shall inform the Brussels ACC Supervisor of the end of the activity. During MIL activity, Brussels ACC will inform MIL ATC of activation of Low Flying Area Golf Three. Activation can be checked with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.

LOW FLYING AREA GOLF FIVE EAST ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503318N 0055610E - 503754N 0061308E - along the Belgian-German border - 502134N 0062204E - 502240N 0061131E - 503318N 0055610E. ⁽²⁾	FL095 (excl) / FL075	Glider activity.	HX ⁽³⁾
<p>(1) Airspace class G during activation. Activation can only be refused for motivated operational reasons.</p> <p>(2). Excluding Reserved or Segregated areas (TRA/TSA), the activation as announced by NOTAM.</p> <p>(3) Only during activation of Low Flying Area Golf One and Two. Brussels ACC will release Low Flying Area Golf Five up to FL090 on request of the "Fédération des Clubs francophones de Vol à voile" with 30MIN prior notice to be addressed to the Brussels ACC Supervisor. Activation of Low Flying Area Golf Five shall only be requested when meteorological services expect thermal activity above FL070. Activation can be checked with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.</p>			

LOW FLYING AREA GOLF FIVE WEST ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500206N 0040901E - 502810N 0053819E - 500426N 0055210E - along the Belgian-Luxembourg border - 494809N 0054507E - 494137N 0051624E - along the Belgian-French border - 500206N 0040901E. ⁽²⁾	FL095 (excl) / FL075	Glider activity.	HX ⁽³⁾
<p>(1) Airspace class G during activation. Activation can only be refused for motivated operational reasons.</p> <p>(2). Excluding Reserved or Segregated areas (TRA/TSA), the activation as announced by NOTAM.</p> <p>(3) Only during activation of Low Flying Area Golf One and Two. Brussels ACC will release Low Flying Area Golf Five up to FL090 on request of the "Fédération des Clubs francophones de Vol à voile" with 30MIN prior notice to be addressed to the Brussels ACC Supervisor. Activation of Low Flying Area Golf Five shall only be requested when meteorological services expect thermal activity above FL070. Activation can be checked with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.</p>			

3 MILITARY LOW FLYING AREAS GOLF**MILFAG11 - BERTRIX GLIDING AREA⁽¹⁾**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 5NM radius, centred on 495330N 0051326E.	FL095 / 4500FT AMSL ⁽²⁾	Glider activity.	HX ⁽³⁾

(1) Airspace class G during activation.

(2) Upper limit may be limited to FL075 (active level can be checked with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).

(3) Activation can be checked with Steenokkerzeel ATCC or in case of early closure of Steenokkerzeel ATCC with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.

MILFAG12 - SAINT-HUBERT GLIDING AREA⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 5NM radius, centred on 500209N 0052415E.	FL095 / 4500FT AMSL ⁽²⁾	Glider activity.	HX ⁽³⁾

(1) Airspace class G during activation.

(2) Upper limit may be limited to FL075 (active level can be checked with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).

(3) Activation can be checked with Steenokkerzeel ATCC or in case of early closure of Steenokkerzeel ATCC with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.

MILFAG13 - JOINT BERTRIX - SAINT-HUBERT GLIDING AREA⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495021N 0051928E - an arc of circle, 5NM radius, centred on 495330N 0051326E and traced clockwise to 495638N 0050723E - 500518N 0051811E - an arc of circle, 5NM radius, centred on 500209N 0052415E and traced clockwise to 495900N 0053018E - 495021N 0051928E.	FL095 / 4500FT AMSL ⁽²⁾	Glider activity.	HX ⁽³⁾

(1) Airspace class G during activation.

(2) Upper limit may be limited to FL075 (active level can be checked with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).

(3) Activation can be checked with Steenokkerzeel ATCC or in case of early closure of Steenokkerzeel ATCC with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.

MILFAG14 - LIBIN GLIDING AREA⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
501922N 0054330E - 500912N 0054924E - 494435N 0050652E - along the Belgian-French border - 494926N 0045208E - 501922N 0054330E.	FL095 / 4500FT AMSL ⁽²⁾	Glider activity.	HX ⁽³⁾

(1) Airspace class G during activation.

(2) Upper limit may be limited to FL075 (active level can be checked with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).

(3) Activation can be checked with Steenokkerzeel ATCC or in case of early closure of Steenokkerzeel ATCC with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.

MILFAG15 - SANKT VITH GLIDING AREA⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502152N 0055956E - 502154N 0062159E - along the Belgian-German border - 500748N 0060816E - along the Belgian-Luxembourg border - 501010N 0060535E - 501955N 0055956E - 502152N 0055956E.	FL095 / 4500FT AMSL ⁽²⁾	Glider activity.	HX ⁽³⁾
<p>(1) Airspace class G during activation.</p> <p>(2) Upper limit may be limited to FL075 (active level can be checked with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).</p> <p>(3) Activation can be checked with Steenokkerzeel ATCC or in case of early closure of Steenokkerzeel ATCC with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.</p>			

MILFAG16 - ELSENBORN GLIDING AREA⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503420N 0055956E – 503754N 0061308E - along the Belgian-German border – 502154N 0062159E – 502152N 0055956E – 503420N 0055956E. ⁽²⁾	FL065 / 4500FT AMSL	Glider activity.	HX ⁽³⁾
<p>(1) Airspace class G during activation.</p> <p>(2) Excluding <u>EBR04</u> when activated.</p> <p>(3) Activation can be checked with Steenokkerzeel ATCC or in case of early closure of Steenokkerzeel ATCC with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.</p>			

4 RADIO CONTROLLED MODEL AIRCRAFT

4.1 In Belgium

Location	Lateral limits	Vertical limits	Time of activity
ANLIER	A circle, 400M radius, centred on 494621N 0053743E	400FT AGL / GND	HJ. In VMC only
ANTHISNES	A circle, 400M radius, centred on 502937N 0053124E	400FT AGL / GND	HJ. In VMC only
AUBEL	A circle, 400M radius, centred on 504255N 0055026E	400FT AGL / GND	HJ. In VMC only
AUBEL	A circle, 400M radius, centred on 504153N 0055347E	400FT AGL / GND	HJ. In VMC only
AUBEL	A circle, 400M radius, centred on 504201N 0055344E	400FT AGL / GND	HJ. In VMC only
AUBEL	A circle, 400M radius, centred on 504214N 0055336E	400FT AGL / GND	HJ. In VMC only
BASSE - BODEUX	A circle, 400M radius, centred on 502050N 0054724E	400FT AGL / GND	HJ. In VMC only
BATTICE	A circle, 400M radius, centred on 503847N 0054954E	400FT AGL / GND	HJ. In VMC only
BAULERS	A circle, 400M radius, centred on 503707N 0042230E	400FT AGL / GND	HJ. In VMC only
BAVEGEM	A circle, 400M radius, centred on 505710N 0035117E	400FT AGL / GND	HJ. In VMC only
BELSELE	A circle, 400M radius, centred on 510802N 0040544E	400FT AGL / GND	HJ. In VMC only
BERTRIX	A circle, 400M radius, centred on 495125N 0051724E	400FT AGL / GND	HJ. In VMC only
BETEKOM	A circle, 400M radius, centred on 505846N 0044617E	400FT AGL / GND	HJ. In VMC only
BORNEM	A circle, 400M radius, centred on 510450N 0041532E	400FT AGL / GND	HJ. In VMC only
BOSSIÈRE	A circle, 400M radius, centred on 503146N 0044032E	400FT AGL / GND	HJ. In VMC only
BRECHT	A circle, 400M radius, centred on 512232N 0044146E	400FT AGL / GND	HJ. In VMC only
BRECHT	A circle, 400M radius, centred on 511844N 0043836E	400FT AGL / GND	0900 (0800) till 1800 (1700). In VMC only
BREE	A circle, 400M radius, centred on 510709N 0053356E	400FT AGL / GND	HJ. In VMC only
BÜLLINGEN	A circle, 400M radius, centred on 502452N 0061635E	400FT AGL / GND	HJ. In VMC only
COUTHUIN	A circle, 400M radius, centred on 503113N 0050906E	400FT AGL / GND	HJ. In VMC only
DIEPENBEEK	A circle, 400M radius, centred on 505327N 0052323E	400FT AGL / GND	HJ. In VMC only
DILSEN	A circle, 400M radius, centred on 510152N 0054021E	400FT AGL / GND	HJ. In VMC only
DOTTIGNIES	A circle, 400M radius, centred on 504430N 0031651E	400FT AGL / GND	HJ. In VMC only
DUDZELE	A circle, 400M radius, centred on 511735N 0031422E	400FT AGL / GND	HJ. In VMC only
EEKLO	A circle, 400M radius, centred on 511156N 0033546E	400FT AGL / GND	HJ. In VMC only
ESTINNES	A circle, 400M radius, centred on 502100N 0040246E	400FT AGL / GND	HJ. In VMC only
FRANIÈRE	A circle, 400M radius, centred on 502509N 0044254E	400FT AGL / GND	HJ. In VMC only
FREUX	A circle, 400M radius, centred on 495844N 0052527E	400FT AGL / GND	HJ. In VMC only
GEEST-GERMONPONT-PETIT-ROSIERE	A circle, 400M radius, centred on 503850N 0045004E	400FT AGL / GND	HJ. In VMC only
GENTINNES	A circle, 400M radius, centred on 503521N 0043500E	400FT AGL / GND	HJ. In VMC only
GERPINNES	A circle, 400M radius, centred on 501905N 0043113E	400FT AGL / GND	HJ. In VMC only
GINGELOM	A circle, 400M radius, centred on 504426N 0050642E	400FT AGL / GND	HJ. In VMC only
GOUY-LEZ-PIÉTON	A circle, 400M radius, centred on 502900N 0041806E	400FT AGL / GND	HJ. In VMC only
GRAND-LEEZ	A circle, 400M radius, centred on 503517N 0044548E	400 FT AGL / GND	HJ. In VMC only
GRANDRIEU	A circle, 400M radius, centred on 501224N 0041138E	400FT AGL / GND	HJ. In VMC only
GRUITRODE	A circle, 400M radius, centred on 510517N 0053547E	400FT AGL / GND	HJ. In VMC only
HAMME-MILLE	A circle, 400M radius, centred on 504751N 0044402E	400FT AGL / GND	HJ. In VMC only
HANEFFE	A circle, 400M radius, centred on 503819N 0051745E	400FT AGL / GND	HJ. In VMC only
HASSET	A circle, 400M radius, centred on 505515N 0052152E	400FT AGL / GND	HJ. In VMC only
HAULCHIN	A circle, 400M radius, centred on 502339N 0040356E	400FT AGL / GND	HJ. In VMC only
HAUSET	A circle, 400M radius, centred on 504156N 0060314E	400FT AGL / GND	HJ. In VMC only
HAVAY	A circle, 400M radius, centred on 502110N 0035952E	400FT AGL / GND	HJ. In VMC only
HAVERSIN	A circle, 400M radius, centred on 501437N 0051229E	400FT AGL / GND	HJ. In VMC only
HEES	A circle, 400M radius, centred on 505129N 0053603E	400FT AGL / GND	HJ. In VMC only

Location	Lateral limits	Vertical limits	Time of activity
HELCHTEREN	A circle, 400M radius, centred on 510306N 0052648E	400FT AGL / GND	HJ. In VMC only
HELDERGEM	A circle, 400M radius, centred on 505158N 0035648E	400FT AGL / GND	HJ. In VMC only
HEMPTINNE-LEZ-FLORENNES	A circle, 400M radius, centred on 501321N 0043257E	400FT AGL / GND	HJ. In VMC only
HENIS	A circle, 400M radius, centred on 504752N 0052849E	400FT AGL / GND	HJ. In VMC only
HENRI-CHAPELLE	A circle, 400M radius, centred on 504031N 0055456E	400FT AGL / GND	HJ. In VMC only
HERENTALS	A circle, 400M radius, centred on 511058N 0045214E	400FT AGL / GND	HJ. In VMC only
HONNAY	A circle, 400M radius, centred on 500436N 0050134E	400FT AGL / GND	HJ. In VMC only
HOOGSTADE	A circle, 400M radius, centred on 505852N 0024217E	400FT AGL / GND	HJ. In VMC only
HOTTON	A circle, 400M radius, centred on 501626N 0052808E	400FT AGL / GND	HJ. In VMC only
HOUTHEN	A circle, 400M radius, centred on 504728N 0025844E	400FT AGL / GND	HJ. In VMC only
IDDERGEM	A circle, 400M radius, centred on 505205N 0040214E	400FT AGL / GND	HJ. In VMC only
INCOURT	A circle, 400M radius, centred on 504044N 0044450E	400FT AGL / GND	HJ. In VMC only
JANDRAIN - JANDRENOUILLE	A circle, 400M radius, centred on 503920N 0045721E	400FT AGL / GND	HJ. In VMC only
JURBISE	A circle, 400M radius, centred on 503129N 0035542E	400FT AGL / GND	HJ. In VMC only
KIELDRECHT	A circle, 400M radius, centred on 511709N 0041114E	400FT AGL / GND	HJ. In VMC only
KOEKELARE	A circle, 400M radius, centred on 510654N 0025715E	400FT AGL / GND	HJ. In VMC only
KOKSIJDE	A circle, 400M radius, centred on 510512N 0023847E	400FT AGL / GND	HJ. In VMC only
KONINGSHOOIKT	A circle, 400M radius, centred on 510603N 0043600E	400FT AGL / GND	HJ. In VMC only
LEEFDAAL	A circle, 400M radius, centred on 505004N 0043622E	400FT AGL / GND	HJ. In VMC only
LEMBEEK	A circle, 400M radius, centred on 504347N 0041210E	400FT AGL / GND	HJ. In VMC only
LENDELEDE	A circle, 400M radius, centred on 505250N 0031542E	400FT AGL / GND	HJ. In VMC only
LENS	A circle, 400M radius, centred on 503326N 0035137E	400FT AGL / GND	HJ. In VMC only
LES WALEFFES	A circle, 400M radius, centred on 503725N 0051304E	400FT AGL / GND	HJ. In VMC only
LESSINES	A circle, 400M radius, centred on 504225N 0034831E	400FT AGL / GND	HJ. In VMC only
LICHTERVELDE	A circle, 400M radius, centred on 510354N 0030943E	400FT AGL / GND	HJ. In VMC only
LIER	A circle, 400M radius, centred on 510651N 0043347E	400FT AGL / GND	HJ. In VMC only
LOMMEL	A circle, 400M radius, centred on 511243N 0051510E	400 FT AGL / GND	HJ. In VMC only
LOMMEL	A circle, 400M radius, centred on 511201N 0051604E	400FT AGL / GND	HJ. In VMC only
LOMMERSWEILER	A circle, 400M radius, centred on 501451N 0060959E	400FT AGL / GND	HJ. In VMC only
LONGUEVILLE	A circle, 400M radius, centred on 504208N 0044546E	400FT AGL / GND	HJ. In VMC only
LONGVILLY	A circle, 400M radius, centred on 500240N 0054714E	400FT AGL / GND	HJ. In VMC only
LOUETTE-SAINT-DENIS	A circle, 400M radius, centred on 495708N 0045812E	400FT AGL / GND	HJ. In VMC only
LUBBEEK	A circle, 400M radius, centred on 505122N 0044911E	400FT AGL / GND	HJ. In VMC only
MACON	A circle, 400M radius, centred on 500336N 0041314E	400FT AGL / GND	HJ. In VMC only
MARCHE-EN-FAMENNE	A circle, 400M radius, centred on 501330N 0052343E	400FT AGL / GND	HJ. In VMC only
MARCQ	A circle, 400M radius, centred on 504108N 0040208E	400FT AGL / GND	HJ. In VMC only
MAZÉE	A circle, 400M radius, centred on 500606N 0044239E	400FT AGL / GND	HJ. In VMC only
MEERHOUT	A circle, 400M radius, centred on 510921N 0050455E	400FT AGL / GND	HJ. In VMC only
MERBES-LE-CHATEAU	A circle, 400M radius, centred on 502027N 0041042E	400FT AGL / GND	HJ. In VMC only
MERCHTEM	A circle, 400M radius, centred on 505627N 0041238E	400FT AGL / GND	HJ. In VMC only
MEULEBEKE	A circle, 400M radius, centred on 505724N 0032057E	400FT AGL / GND	HJ. In VMC only
MOERZEKE	A circle, 400M radius, centred on 510338N 0041032E	400FT AGL / GND	HJ. In VMC only
MOLLEM	A circle, 400M radius, centred on 505530N 0041237E	400FT AGL / GND	HJ. In VMC only
MONTZEN	A circle, 400M radius, centred on 504138N 0055559E	400FT AGL / GND	HJ. In VMC only
MOORSELE	A circle, 400M radius, centred on 505106N 0030909E	400FT AGL / GND	HJ. In VMC only
MY	A circle, 400M radius, centred on 502458N 0053358E	400FT AGL / GND	HJ. In VMC only
NIMY	A circle, 400M radius, centred on 502856N 0035742E	400FT AGL / GND	HJ. In VMC only
NIVELLES	A circle, 400M radius, centred on 503437N 0042227E	400FT AGL / GND	HJ. In VMC only
OBAIX	A circle, 400M radius, centred on 503147N 0041949E	400FT AGL / GND	HJ. In VMC only

Location	Lateral limits	Vertical limits	Time of activity
OEDELEM	A circle, 400 M radius, centred on 510858N 0032305.8E	400FT AGL / GND	HJ. In VMC only
OOSTERZELE	505707N 0034715E - 505709N 0034719E - 505704N 0034724E - 505703N 0034724E - 505707N 0034715E	400FT AGL / GND	HJ. In VMC only
OOSTKAMP	A circle, 200M radius, centred on 510851N 0031257E	400FT AGL / GND	HJ. In VMC only
OOSTMALLE	A circle, 400M radius, centred on 511923N 0044341E	400FT AGL / GND	HJ. In VMC only
ORBAIS	A circle, 400M radius, centred on 503853N 0044435E	400FT AGL / GND	HJ. In VMC only
PETIT-ENGHIEN	A circle, 400M radius, centred on 503955N 0040433E	400FT AGL / GND	HJ. In VMC only
POTTES	A circle, 400M radius, centred on 504316N 0032601E	400FT AGL / GND	HJ. In VMC only
RANST	A circle, 400M radius, centred on 511220N 0043231E	400FT AGL / GND	HJ. In VMC only
RAVELS	A circle, 400M radius, centred on 512301N 0050156E	400FT AGL / GND	HJ. In VMC only
ROGNÉE	A circle, 400M radius, centred on 501542N 0042349E	400FT AGL / GND	HJ. In VMC only
RUNKELN	A circle, 400M radius, centred on 505058N 0050840E	400FT AGL / GND	HJ. In VMC only
SAINT-VINCENT	A circle, 400M radius, centred on 493940N 0052816E	400FT AGL / GND	HJ. In VMC only
SCHAFFEN	A circle, 400M radius, centred on 510019N 0050347E	400FT AGL / GND	HJ. In VMC only
SCLAYN	A circle, 400M radius, centred on 502902N 0050226E	400FT AGL / GND	HJ. In VMC only
SINT-GILLIS-DENDERMONDE	A circle, 400M radius, centred on 510048N 0040803E	400FT AGL / GND	HJ. In VMC only
SINT-HUIBRECHTS-LILLE	A circle, 400M radius, centred on 511252N 0052811E	400FT AGL / GND	HJ. In VMC only
SINT-LENAARTS	A circle, 400M radius, centred on 512232N 0044146E	400FT AGL / GND	HJ. In VMC only
SINT-LENAARTS	A circle, 400M radius, centred on 511935N 0043951E	400FT AGL / GND	HJ. In VMC only
SPONTIN	A circle, 400M radius, centred on 501854N 0045958E	400FT AGL / GND	HJ. In VMC only
STAVE	A circle, 400M radius, centred on 501639N 0043856E	400FT AGL / GND	HJ. In VMC only
STEENKERQUE	A circle, 400M radius, centred on 503902N 0040348E	400FT AGL / GND	HJ. In VMC only
TERNAT	A circle, 400M radius, centred on 505127N 0041042E	400FT AGL / GND	HJ. In VMC only
THUMAIDE	A circle, 400M radius, centred on 503228N 0033701E	400FT AGL / GND	HJ. In VMC only
TIELT	A circle, 400M radius, centred on 505438N 0045447E	400FT AGL / GND	HJ. In VMC only
TISSELT	A circle, 400M radius, centred on 510216N 0042001E	400FT AGL / GND	HJ. In VMC only
TREMELO	A circle, 400M radius, centred on 505912N 0044028E	400 FT AGL / GND	HJ. In VMC only
VERLAINE	A circle, 400M radius, centred on 503635N 0051725E	400FT AGL / GND	HJ. In VMC only
VERREBROEK	A circle, 400M radius, centred on 511556N 0041032E	400FT AGL / GND	HJ. In VMC only
VIERSET-BARSE	A circle, 400M radius, centred on 502717N 0051844E	400FT AGL / GND	HJ. In VMC only
VILLERS-LA-LOUE	A circle, 400M radius, centred on 493444N 0052847E	400FT AGL / GND	HJ. In VMC only
VLAMERTINGE	A circle, 400M radius, centred on 505008N 0024922E	400FT AGL / GND	HJ. In VMC only
VORSELAAR	A circle, 400M radius, centred on 511429N 0044524E	400FT AGL / GND	HJ. In VMC only
VOSELAAR	A circle, 400M radius, centred on 511933N 0045305E	400FT AGL / GND	HJ. In VMC only
WAARSCHOOT	A circle, 400M radius, centred on 510906N 0033802E	400FT AGL / GND	HJ. In VMC only
WALHORN	A circle, 400M radius, centred on 503947N 0060207E	400FT AGL / GND	HJ. In VMC only
WAREMME	A circle, 400M radius, centred on 504046N 0051614E	400FT AGL / GND	HJ. In VMC only
WERCHTER	A circle, 400M radius, centred on 505853N 0044546E	400FT AGL / GND	HJ. In VMC only
WIEKEVORST	A circle, 400M radius, centred on 510527N 0044812E	400FT AGL / GND	HJ. In VMC only
WOLKRANGE	A circle, 400M radius, centred on 493839N 0054753E	400FT AGL / GND	HJ. In VMC only
ZEDELGEM	A circle, 400M radius, centred on 510751N 0030733E	400FT AGL / GND	HJ. In VMC only
ZOLDER	A circle, 400M radius, centred on 510215N 0051901E	400FT AGL / GND	HJ. In VMC only
ZOMERGEM	A circle, 400M radius, centred on 510612N 0033456E	400FT AGL / GND	HJ. In VMC only
ZWARTBERG	A circle, 400M radius, centred on 510102N 0053130E	400FT AGL / GND	HJ. In VMC only

4.2 In Luxembourg

Location	Coordinates	Vertical limits	Time of activity
OLM	493941N 0055954E	1 000 FT AGL / GND	SR-30 MIN - SS+30 MIN
BERDORF	494947N 0062217E	1 000 FT AGL / GND	SR-30 MIN - SS+30 MIN
FEULEN	495155N 0060341E	1 000 FT AGL / GND	SR-30 MIN - SS+30 MIN
DUDELANGE	492951N 0060354E	1 000 FT AGL / GND	SR-30 MIN - SS+30 MIN
BECH	494415N 0062141E	1 000 FT AGL / GND	HX

5 OTHER ACTIVITIES

5.1 In Belgium

Location	Coordinates	Operator	Type and Remarks
WOMMELGEM / Bedrijventerrein	511227N 0043121E	Post: Danny Bertels Ballooning BVBA Kapelstraat 87 2160 Wommelgem BELGIUM TEL: +32 (0) 3 353 85 35 Email: info@bertelsballooning.be	Balloon
SINT-NIKLAAS / Grote Markt	510952N 0040825E	Post: Stadbestuur Sint-Niklaas Grote Markt 1 9100 Sint-Niklaas BELGIUM TEL: +32 (0) 3 778 30 00 Email: info@sint-niklaas.be	Balloon
HOUTHALLEN-HELCHTEREN / Domein Kelchterhoef	510140N 0052616E	Post: Gemeentebestuur Houthalen-Helchteren NAC Nieuw Administratief Centrum Pastorijstraat 30 3530 Houthalen-Helchteren BELGIUM TEL: +32 (0) 11 49 20 00	Balloon

5.2 In Luxembourg

BETTENDORF

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495133N 0061340E.	3 500 FT AMSL / GND	Paragliding.	HJ. In VMC only.

CONSTHUM

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495828N 0060338E.	3 500 FT AMSL / GND	Paragliding.	HJ. In VMC only.

GOESDORF

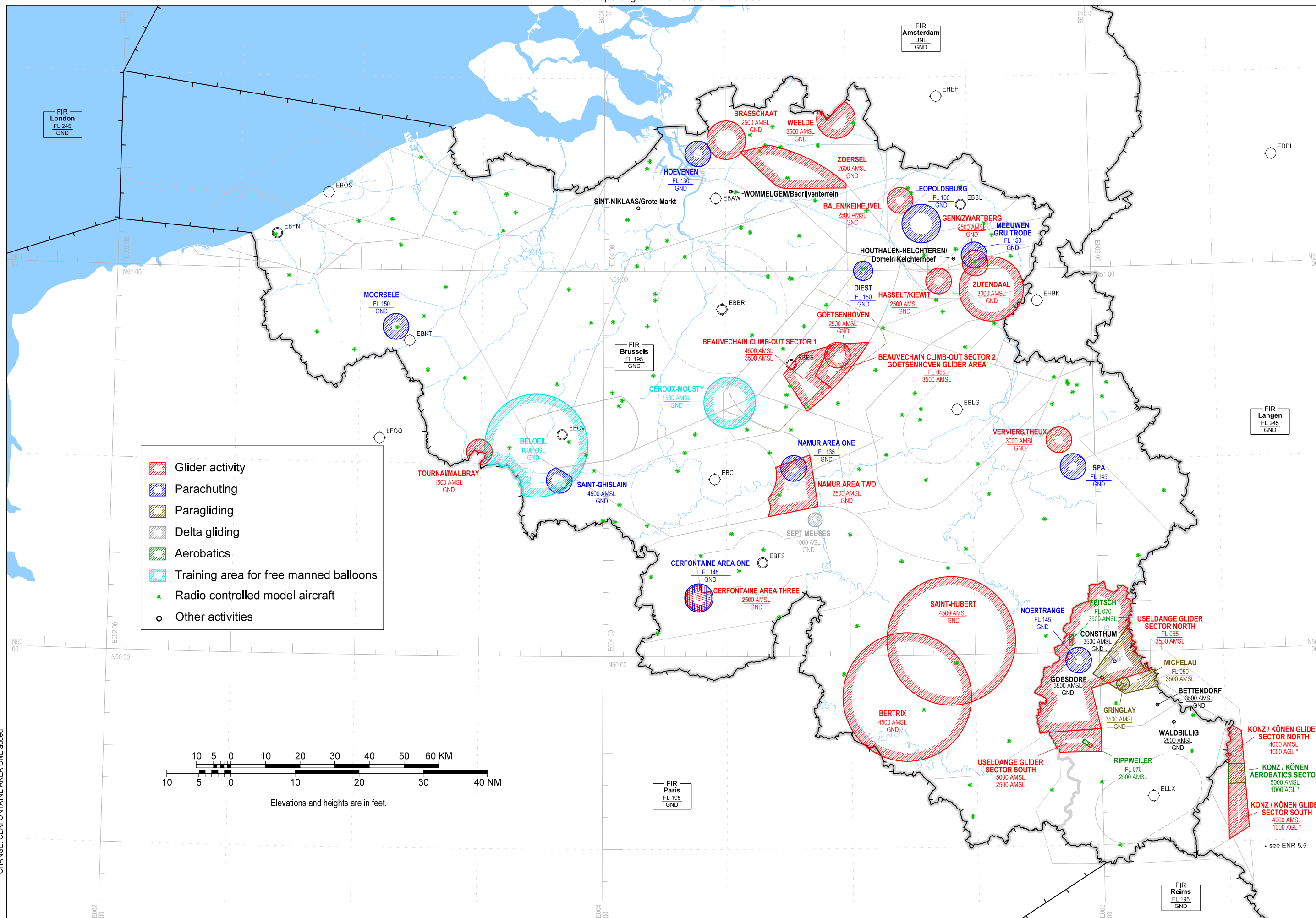
Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495556N 0060030E.	3 500 FT AMSL / GND	Paragliding.	HJ. In VMC only.

WALDBILLIG

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494849N 0061731E.	2 500 FT AMSL / GND	Paragliding.	HJ. In VMC only.

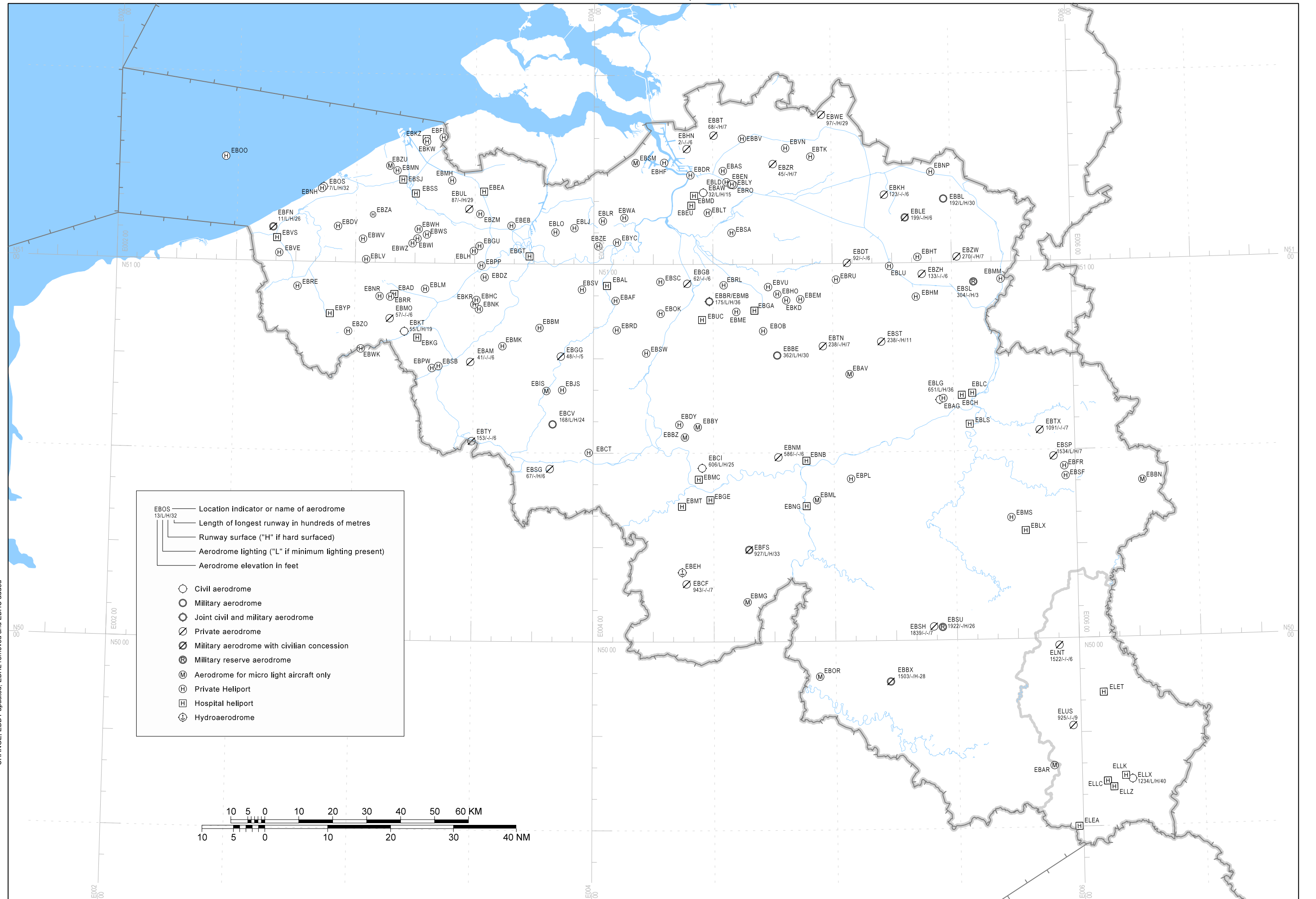
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Index Chart Aerial Sporting and Recreational Activities



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Index Chart Aerodromes and Heliports



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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

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 Aerodrome/Heliport Availability and Conditions of Use

1 CIVIL

1.1 General Conditions

Commercial flights are not permitted to take off from or land at any aerodrome/heliport not listed in this AIP, except in cases of emergency or when special permission has been obtained from the CAA. Such aerodromes/heliports are available only for private flights and are subject to permission for use by the owner.

In Luxembourg, unless authorised by the CAA, helicopters are not permitted to land or take-off outside approved airports and heliports. Hospital heliports may only be used by helicopters performing medical flights.

The SARPS of *ICAO Annex 14* are applied.

1.2 Civil Use of Military Air Bases

1.2.1 General

Landing of civil aircraft on military aerodromes, with exception of EBMB, is forbidden without the prior permission of the Belgian Air Component. This rule does not apply to aircraft in emergency.

Pilots in emergency may inquire on the emergency frequency (121.500MHZ or 243.000MHZ) or via a relevant ATS unit (Steenokkerzeel ATCC or a military APP unit) whether any ATS or other facilities are available at a military aerodrome and what kind of assistance can be given. In any case, the landing remains the full responsibility of the pilot.

At closed military aerodromes, runways are normally vacated and available. Nevertheless, it may occur that minor maintenance works on the runways are performed during these periods, constituting an additional danger for aircraft in emergency.

1.2.2 PAR Training

Civil pilots are allowed to perform PAR training at EBBL and EBFN under following conditions:

- prior permission shall be obtained by telephone from the local ATC unit before each flight. If the expected traffic situation is too heavy, flights may be restricted or refused;
- in VMC only;
- landing and touch-and-go are prohibited. Pilots shall not descend below decision altitude (DA).

1.2.3 Concessions to Civil Clubs

A concession has been given to civil clubs by the Belgian Air Component to use following military aerodromes and sites outside military operations: EBBX, EBCV, EBDT, EBFN, EBFs, EBLE, EBUL and EBWE (see AD 2).

During these periods, the use of the airfields is strictly subject to prior permission from the concession holder. At other times, approval from the Belgian Air Component remains compulsory.

Note: The activation of military reserve aerodromes to support exercises will be announced by NOTAM at least 2 working days in advance.

1.3 Low Visibility Procedures

An aircraft operator that wishes to perform low visibility procedures (e.g. take-off with RVR below 400M, CAT II/III landing) on Belgian aerodromes shall be holder of an adequate authorisation, granted by his National Aviation Authority.

The holder of such an authorisation may perform low visibility operations on Belgian aerodromes, in accordance with the limitation of his authorisation and taking into account the status of the concerned runway, together with any permanent or temporary limitation associated with the runway. In particular:

- no low visibility operation may be performed while minima are below those published in the AIP;
- any operator wishing to benefit from the above possibility must be able to show the relevant authorisation granted by his National Aviation Authority to the Airport Authority concerned. It is recommended to send a copy of this authorisation in advance directly to the Airport Authority (this will not be done by the Belgian CAA).

1.4 Other Information

1.4.1 Operations at Aerodromes where the Meteorological Conditions are Below the Aerodrome Minima

1.4.1.1 VFR Flights

Take-off and landing may be prohibited for reason of low ceiling and/or bad visibility.

1.4.1.2 IFR Flights

A controlled aerodrome will not be closed to IFR traffic for reason of low ceiling and/or bad visibility.

A pilot on IFR flight plan shall not take off when the reported RVR or visibility, as appropriate, is below the minimum value published in the AIP. ATC will issue the official weather report (see note 1 below). Neither taxi instructions nor take-off clearance will be issued. Following phraseology will be used: *"RVR or visibility (as appropriate) ... meters. This is below published minima for take-off on runway ... (runway designation). ... (call sign) taxi instructions and take-off clearance not issued"*.

ATC will ensure that any information essential for the pilot's decision to continue or discontinue an approach is brought to his attention without delay, such as:

- application of special safeguards and procedures, when necessary;
- any known unserviceability of aids or facilities;
- official weather report including any significant changes transmitted to each aircraft;
- RVR information including any significant changes transmitted to each aircraft.

When on an aerodrome in Belgium the reported RVR and/or visibility, as appropriate, are below the published aerodrome minima, ATC will inform the pilot accordingly and request him to state his intentions using the following phraseology: *"Reported RVR and/or visibility is This is below published minima. Advise your intentions"*.

Unless a holding for weather improvement or a diversion is requested or holding for implementation of special safeguards and procedures is imposed, ATC will issue approach instructions and landing clearance and, if necessary, will assist the pilot during his manoeuvre.

Note 1: Reports of routine and special observations including RVR reading and/or visibility, as appropriate, made at aerodromes by an official weather officer (or by the airport authority, if no such officer is available), constitute the official weather report.

Note 2: The clearance issued does not relieve a pilot of any responsibility in case of violation of applicable rules and regulations.

Note 3: A pilot on an instrument approach procedure shall not descend below his DH / MDH, if he has not established the required visual reference to continue the approach-to-land.

Note 4: Possible adverse consequences for aircraft and its occupants as well as for persons and property on the surface, resulting from a landing attempted and made under conditions below the published minima, can not be ascribed to ATC assistance. ATC clearances are solely based on known traffic conditions.

Note 5: A pilot in emergency will be allowed to land regardless the conditions of the aerodrome and aerodrome facilities.

2 MILITARY

2.1 COMOPSAIR Black Code and Weather Colour State Code

2.1.1 COMOPSAIR Black Code

'Black' means that a runway or an aerodrome is not usable for other reasons than cloud and/or visibility. In particular circumstances (ice or snow) the runway might be closed for some type of aircraft only (i.e. jet aircraft) and remains open for other type (i.e. helicopter).

When a black code is applicable to a runway it is the SOF responsibility to determine if it is limiting or not the operations according aircraft type.

The word 'Black' will always be given before the weather colour state code.

Code	Condition	Applicability
1	Runway obstructed, covered with water or blocked	RWY only
2	Runway covered with snow, slush or ice	RWY only
3	Not all flight safety services are available.	Aerodrome
4	The Ground/Air communications are insufficient to warrant flight safety.	Aerodrome
5	Runway lighting unserviceable by night	RWY only

2.1.2 COMOPSAIR Weather Colour State Code

The COMOPSAIR weather colour state code is a guide for pilots and controllers as to the existing weather conditions. ATC will not refuse an approach clearance for the sole reason that the weather report indicates conditions below the published procedure minima.

The colour state in force is that which indicates the worst condition of either cloud base or visibility.

Colour state & abbreviation	Lowest cloud base (at least 3/8 coverage) equal to or more than (FT)	Surface visibility equal to or more than (M)
Blue - BLU	2500	8000
White - WHT	1500	5000
Green - GRN	700	3700
Yellow - YLO	300	1 600
Amber - AMB	200	800
Red - RED	Less than AMB	

Phraseology concerning the cloud coverage of the sky

FEW	1/8 to 2/8
SCATTERED	3/8 to 4/8
BROKEN	5/8 to 7/8
OVERCAST	8/8

2.2 Legends for Fuel, Oil, De-icing Agents, Oxygen and Starting Units

Fuel, Oil and De-icing Agents

NATO code	Inter service designation equivalent	Nomenclature of supply article
F-12	80/87 AVGAS	Gasoline, aviation grade 80/87
F-18	100/130 AVGAS	Gasoline, aviation grade 100/130
F-22	115/145 AVGAS	Gasoline, aviation grade 115/145
F-34	JP-8	Turbine fuel, aviation type "KEROSINE 50"
F-40	JP-4	Turbine fuel, aviation grade (wide cut gasoline type with fuel system icing inhibitor)
O-113	OM 107	Lubricating oil, aircraft piston engine, grade D 1065
O-125	OMD 250	Lubricating oil, aircraft piston engine, grade D 1080, dispersant
O-128	OMD 370	Reciprocating engine oil, grade D 1120, dispersant
O-133	OM 10	Lubricating oil, aircraft turbine engine, petroleum grade 1010
O-135	OM 11	Lubricating oil, aircraft turbine engine, petroleum
O-136	OEP 71	Lubricating oil, aircraft turbine engine, petroleum, extreme pressure
O-138	OM 71	Lubricating oil, aircraft turbine engine, petroleum grade 1057
O-147	OX 14	Lubricating oil, instrument
O-148	OX 9	Lubricating oil, aircraft turbine engine, synthetic
O-149	OX 38	Lubricating oil, aircraft turbine engine, synthetic
O-155	OEP 70	Lubricating oil, extreme pressure
O-156	OX 27	Lubricating oil, aircraft turbine engine, synthetic
H-515	OM-15	Hydraulic fluid, petroleum
S-737	AL 11	Isopropyl alcohol
S-738	AL 8	Ethyl alcohol
S-742	AL 16	De-icing defroster fluid
S-745	AL 7	Defroster fluid

Oxygen

Oxygen code	Nomenclature of supply article
LPOX	Low pressure oxygen servicing
HPOX	High pressure oxygen servicing
LHOX	Low and high pressure oxygen servicing
LOX	Liquid oxygen servicing
OXRB	Oxygen replacement bottles

Aerodrome / heliport name location indicator	Type of traffic permitted to use the aerodrome / heliport			Reference to aerodrome section and remarks
	INTL - NTL	IFR - VFR	S: Scheduled	
			NS: Non-scheduled	
			P: Private	
1	2	3	4	5
HANNUT / Avernas-le-Bauduin EBAV*	NTL	VFR	P	AD 2.ULM-EBAV
PONT-À-CELLES / Buzet EBBZ*	NTL	VFR	P	AD 2.ULM-EBBZ
VRESSE-SUR-SEMOIS / Orchimont EBOR*	NTL	VFR	P	AD 2.ULM-EBOR
ZUIENKERKE EBZU*	NTL	VFR	P	AD 2.ULM-EBZU
PERSONAL AERODROMES				
VERREBROEK EBSM*	NTL	VFR	P	AD 2.PERS-EBSM
MILITARY HELIPORTS				
CASTEAU / SHAPE EBCT*	-	VFR	NS	AD 3.MIL-EBCT
HOSPITAL HELIPORTS				
AALST / Onze-Lieve-Vrouwziekenhuis EBAL*	NTL	VFR	P	AD 3.HOSP-EBAL
ANTWERPEN / AZ Middelheim EBMD*	NTL	VFR	P	AD 3.HOSP-EBMD
BRUGGE / AZ Sint-Jan EBSJ*	NTL	VFR	P	AD 3.HOSP-EBSJ
BRUGGE / Sint-Lucas EBSS*	NTL	VFR	P	AD 3.HOSP-EBSS
BRUSSELS / UCL EBUC*	NTL	VFR	P	AD 3.HOSP-EBUC
EDEGEM / UZA EBEU*	NTL	VFR	P	AD 3.HOSP-EBEU
EKLO / AZ Alma EBEA*	NTL	VFR	P	AD 3.HOSP-EBEA
ESCH-SUR-ALZETTE / Centre Hospitalier Emile Mayrisch ELEA*	NTL	VFR	P	AD 3.HOSP-ELEA
ETTELBRUCK / Centre Hospitalier du Nord CHdN ELET*	NTL	VFR	P	AD 3.HOSP-ELET
GENT / UZ Gent EBGT*	NTL	VFR	P	AD 3.HOSP-EBGT
IEPER / Jan Yperman EBYP*	NTL	VFR	P	AD 3.HOSP-EBYP
KNOKKE / AZ Zeno EBKZ*	NTL	VFR	P	AD 3.HOSP-EBKZ
KORTRIJK / AZ Groeninge EBKG*	NTL	VFR	P	AD 3.HOSP-EBKG
LEUVEN / UZ Gasthuisberg EBGA*	NTL	VFR	P	AD 3.HOSP-EBGA
LIÈGE / Citadelle EBLC*	NTL	VFR	P	AD 3.HOSP-EBLC
LIEGE / Clinique Montlegia CHC EBCH*	NTL	VFR	P	AD 3.HOSP-EBCH
LIÈGE / Sart Tilman EBLS*	NTL	VFR	P	AD 3.HOSP-EBLS
LIERNEUX / Centre Hospitalier Spécial l'Accueil EBLX*	NTL	VFR	P	AD 3.HOSP-EBLX
LODELINSART / Marie-Curie EBMC*	NTL	VFR	P	AD 3.HOSP-EBMC

Aerodrome / heliport name location indicator	Type of traffic permitted to use the aerodrome / heliport			Reference to aerodrome section and remarks
	INTL - NTL	IFR - VFR	S: Scheduled	
			NS: Non-scheduled	
			P: Private	
1	2	3	4	5
LOVERVAL / Gerpinnes EBGE*	NTL	VFR	P	AD 3.HOSP-EBGE
LUXEMBOURG / Centre Hospitalier de Luxembourg (CHL) ELLC*	NTL	VFR	P	AD 3.HOSP-ELLC
LUXEMBOURG / ZITHAKLINIK S.A. Hôpitaux Robert Schuman ELLZ*	NTL	VFR	P	AD 3.HOSP-ELLZ
LUXEMBOURG / Hôpital Kirchberg ELLK*	NTL	VFR	P	AD 3.HOSP-ELLK
MONTIGNY-LE-TILLEUL EBMT*	NTL	VFR	P	AD 3.HOSP-EBMT
NAMUR / Bouge EBNB*	NTL	VFR	P	AD 3.HOSP-EBNB
NAMUR / CHU UCL Godinne EBNG*	NTL	VFR	P	AD 3.HOSP-EBNG
ROESELARE / AZ Delta EBAD*	NTL	VFR	P	AD 3.HOSP-EBAD
VEURNE / Sint-Augustinus EBVS*	NTL	VFR	P	AD 3.HOSP-EBVS
PRIVATE HELIPORTS				
ANTWERPEN / Commandant Fourcault EBDR*	NTL	VFR	P	AD 3.PVT-EBDR
ATH / Ghislenghien EBJS*	NTL	VFR	P	AD 3.PVT-EBJS
BRAKEL / Michelbeke EBBM*	NTL	VFR	P	AD 3.PVT-EBBM
BRECHT / Vochten EBBV*	NTL	VFR	P	AD 3.PVT-EBBV
BRUSSELS / Groot-Bijgaarden EBOK*	NTL	VFR	P	AD 3.PVT-EBOK
DIKSMUIDE / Leke EBDV*	NTL	VFR	P	AD 3.PVT-EBDV
EVERGEM / Belzele EBEB*	NTL	VFR	P	AD 3.PVT-EBEB
FRANCORCHAMPS EBFR*	NTL	VFR	P	AD 3.PVT-EBFR
GRACE-HOLLOGNE / Agusta Aerospace Services EBAG*	NTL	VFR	P	AD 3.PVT-EBAG
HASSELT / Maasland EBHM*	NTL	VFR	P	AD 3.PVT-EBHM
HOLSBEEK EBHO*	NTL	VFR	P	AD 3.PVT-EBHO
HOLSBEEK / Kortrijk-Dutsel EBKD*	NTL	VFR	P	AD 3.PVT-EBKD
HOUTHALEN EBHT*	NTL	VFR	P	AD 3.PVT-EBHT
KALLO EBHF*	NTL	VFR	P	AD 3.PVT-EBHF
KNOKKE / Fort Isabella EBFI*	NTL	VFR	P	AD 3.PVT-EBFI
KNOKKE-HEIST / Westkapelle EBKW*	NTL	VFR	P	AD 3.PVT-EBKW
KONINGSHOOIKT EBSA*	NTL	VFR	P	AD 3.PVT-EBSA

Aerodrome / heliport name location indicator	Type of traffic permitted to use the aerodrome / heliport			Reference to aerodrome section and remarks
	INTL - NTL	IFR - VFR	S: Scheduled	
			NS: Non-scheduled	
			P: Private	
1	2	3	4	5
KRUISEM / Hof Van Cleve EBHC*	NTL	VFR	P	AD 3.PVT-EBHC
KRUISEM / Sons EBKR*	NTL	VFR	P	AD 3.PVT-EBKR
LIERNEUX / Bra EBMS*	NTL	VFR	P	AD 3.PVT-EBMS
LINT EBLT*	NTL	VFR	P	AD 3.PVT-EBLT
LO-RENINGE EBRE*	NTL	VFR	P	AD 3.PVT-EBRE
LOCHRISTI EBLO*	NTL	VFR	P	AD 3.PVT-EBLO
LUMMEN EBLU*	NTL	VFR	P	AD 3.PVT-EBLU
MAARKEDAL / Nukerke EBMK*	NTL	VFR	P	AD 3.PVT-EBMK
MAASMECHELEN EBMM*	NTL	VFR	P	AD 3.PVT-EBMM
MALDEGEM / Huysman EBMH*	NTL	VFR	P	AD 3.PVT-EBMH
MEERBEEK EBME*	NTL	VFR	P	AD 3.PVT-EBME
MEETKERKE / Nachtegaele EBMN*	NTL	VFR	P	AD 3.PVT-EBMN
MERCHTEM EBSC*	NTL	VFR	P	AD 3.PVT-EBSC
MEULEBEKE EBLM*	NTL	VFR	P	AD 3.PVT-EBLM
NEVELE EBGU*	NTL	VFR	P	AD 3.PVT-EBGU
NIVELLES / Dynali EBDY*	NTL	VFR	P	AD 3.PVT-EBDY
NOKERE / Suys EBNK*	NTL	VFR	P	AD 3.PVT-EBNK
OOSTDIJCKBANK EBOO*	NTL	VFR	P	AD 3.PVT-EBOO
OOSTENDE EBNH*	NTL	VFR	P	AD 3.PVT-EBNH
OUD-HEVERLEE / Blanden EBOB*	NTL	VFR	P	AD 3.PVT-EBOB
PECQ / Warcoing EBPW*	NTL	VFR	P	AD 3.PVT-EBPW
PELT / Tilburgs EBNP*	NTL	VFR	P	AD 3.PVT-EBNP
RANST / Engels EBEN*	NTL	VFR	P	AD 3.PVT-EBEN
RANST / Lymar EBLY*	NTL	VFR	P	AD 3.PVT-EBLY
RANST / Van Den Bosch EBRO*	NTL	VFR	P	AD 3.PVT-EBRO
ROESELARE / Nuytten EBNR*	NTL	VFR	P	AD 3.PVT-EBNR
ROESELARE / Rumbekke EBRR*	NTL	VFR	P	AD 3.PVT-EBRR
ROOSDAAL EBRD*	NTL	VFR	P	AD 3.PVT-EBRD

Aerodrome / heliport name location indicator	Type of traffic permitted to use the aerodrome / heliport			Reference to aerodrome section and remarks
	INTL - NTL	IFR - VFR	S: Scheduled	
			NS: Non-scheduled	
			P: Private	
1	2	3	4	5
SCHILDE / 's Gravenwezel EBAS*	NTL	VFR	P	AD 3.PVT-EBAS
SINT-PIETERS-LEEUEW EBSW*	NTL	VFR	P	AD 3.PVT-EBSW
SPA / Francorchamps EBSF*	NTL	VFR	P	AD 3.PVT-EBSF
SPIERE-HELKIJN EBSB*	NTL	VFR	P	AD 3.PVT-EBSB
TIELEN / Kasterlee EBTK*	NTL	VFR	P	AD 3.PVT-EBTK
VEURNE EBVE*	NTL	VFR	P	AD 3.PVT-EBVE
VLIMMEREN EBVN*	NTL	VFR	P	AD 3.PVT-EBVN
WAASMUNSTER EBWA*	NTL	VFR	P	AD 3.PVT-EBWA
WERVIK EBWK*	NTL	VFR	P	AD 3.PVT-EBWK
WINGENE EBWI*	NTL	VFR	P	AD 3.PVT-EBWI
WINGENE / Hemelrijk EBWH*	NTL	VFR	P	AD 3.PVT-EBWH
WINGENE / Scherrens EBWS*	NTL	VFR	P	AD 3.PVT-EBWS
WINGENE / Zwevezele EBWZ*	NTL	VFR	P	AD 3.PVT-EBWZ
ZEDELGEM / Aartrijke EBZA*	NTL	VFR	P	AD 3.PVT-EBZA
ZELE EBZE*	NTL	VFR	P	AD 3.PVT-EBZE
ZOMERGEM EBZM*	NTL	VFR	P	AD 3.PVT-EBZM
ZONNEBEKE / Zandvoorde EBZO*	NTL	VFR	P	AD 3.PVT-EBZO
PERSONAL HELIPORTS				
AFFLIGEM EBAF*	NTL	VFR	P	AD 3.PERS-EBAF
BEKKEVOORT EBRU*	NTL	VFR	P	AD 3.PERS-EBRU
DEINZE / De Groote EBDZ*	NTL	VFR	P	AD 3.PERS-EBDZ
DEINZE / Piens EBPP*	NTL	VFR	P	AD 3.PERS-EBPP
GESVES EBPL*	NTL	VFR	P	AD 3.PERS-EBPL
GREMBERGEN / Dendermonde EBYC*	NTL	VFR	P	AD 3.PERS-EBYC
ICHTEGEM EBWV*	NTL	VFR	P	AD 3.PERS-EBWV
KAMPENHOUT EBRL*	NTL	VFR	P	AD 3.PERS-EBRL
KORTEMARK EBLV*	NTL	VFR	P	AD 3.PERS-EBLV
LOKEREN / Janssens EBLJ*	NTL	VFR	P	AD 3.PERS-EBLJ

EBBR AD 2.11 Meteorological Information Provided

1	Associated MET Office	EBBR MET
2	Hours of service	H24
	MET Office outside hours	NIL
3	Office responsible for TAF preparation	EBBR
	Periods of validity	30HR
	Interval of issuance	6HR
4	Trend forecast	AVBL
	Interval of issuance	30MIN
5	Briefing / consultation provided	TEL
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	Weather radar and satellite imagery display, self-briefing terminal, FAX, real-time weather display
9	ATS units provided with information	Brussels TWR, Brussels APP and Brussels ACC
10	Additional information	<p>International aviation:</p> <p>TEL: +32 (0) 2 206 28 50</p> <p>FAX: +32 (0) 2 206 28 29</p> <p>VFR flights, gliding, ballooning:</p> <p>TEL: 0902 / 88 173 (CONSULTEL)</p> <p><i>Note: Communications automatically recorded on tape</i></p>

EBBR 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
01	014.43°	2987 x 50	120/F/A/W/T ASPH	505314.39N 0042929.68E	THR 174.8FT TDZ 174.8FT
				505446.54N 0043007.27E	
				149.2FT	
19	194.43°	2987 x 50	120/F/A/W/T ASPH	505439.64N 0043004.46E	THR 105.0FT TDZ 123.0FT
				505312.94N 0042929.09E	
				149.1FT	
07R	069.89°	3211 x 45	120/F/A/W/T ASPH	505321.89N 0042855.40E	THR 166.4FT
				505356.19N 0043123.88E	
				149.1FT	
25L	249.89°	3211 x 45	120/F/A/W/T ASPH	505356.19N 0043123.88E	THR 150.3FT TDZ 156.9FT
				505320.54N 0042849.53E	
				149.2FT	

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
07L	65.35°	3638 x 45	120/F/A/W/T ASPH	505400.54N 0042735.80E	THR 120.8FT
				505445.60N 0043011.75E	
				149.0FT	
25R	245.35°	3638 x 45	120/F/A/W/T ASPH	505441.57N 0042957.79E	THR 102.1FT TDZ 103.9FT
				505356.66N 0042722.38E	
				149.1FT	

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
01	-0.78%	NIL	NIL	3107 x 300	236 x 100
19	+0.78%	NIL	NIL	3107 x 300	158 x 100
07R	-0.15%	NIL	NIL	3331 x 300	153 x 90
25L	+0.15%	NIL	NIL	3331 x 300	107 x 90
07L	-0.21%	NIL	NIL	3758 x 300	175 x 90
25R	+0.21%	NIL	NIL	3758 x 300	516 x 90

RWY designator	Location and description of arresting gear	OFZ	RMK
13	14	15	16
01	NIL	yes	Grooved RWY, see chart AD 2 EBBR-ADC.02 Longitudinal slope first quarter > 0,8% and < 1,0% For details on obstacles present in the OFZ, see chart AD 2 EBBR-ADC.01
19	NIL	yes	Grooved RWY, see chart AD 2 EBBR-ADC.02 Longitudinal slope last quarter > 0,8% and < 1,0% For details on obstacles present in the OFZ, see chart AD 2 EBBR-ADC.01
07R	NIL	yes	Maximum steering angle on turn pad is 64° For details on obstacles present in the OFZ, see chart AD 2 EBBR-ADC.01
25L	NIL	yes	Maximum steering angle on turn pad is 64° For details on obstacles present in the OFZ, see chart AD 2 EBBR-ADC.01
07L	NIL	yes	For details on obstacles present in the OFZ, see chart AD 2 EBBR-ADC.01
25R	NIL	yes	For details on obstacles present in the OFZ, see chart AD 2 EBBR-ADC.01

- after landing, continuously until the aircraft is fully parked on stand. When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

Whenever possible, the aircraft identification (i.e. call sign used in flight) shall be entered as from the request for push-back or taxi, whichever is earlier (through the FMS or the transponder control panel). Pilots shall use the ICAO format for aircraft identification, as entered in item 7 of the flight plan form (e.g. "DAT123").

To ensure that the performance of systems based on SSR frequencies (incl airborne ACAS units and SSR radars) is not compromised, ACAS shall not be selected before receiving clearance to line up. It should be deselected after vacating the runway.

Aircraft taxiing without flight plan, shall select Mode A code 2000.

1.4 Wildlife Strikes

Pilots are requested to report wildlife strikes immediately to ATC and submit the wildlife strike report to:

Safety Management

Email: safetymanagement@brusselsairport.be

Belgian CAA

Email: bcaa-occurrences@mobilit.fgov.be

2 TAXI REGULATIONS

2.1 General

Pilots are advised to consult chart [AD 2.EBBR-GMC.05](#), depicting the hot spots on the manoeuvring area.

Between 2200 and 0459 (2100 and 0359), taxi restrictions apply (see EBBR AD 2.21, [§ 1](#)).

2.2 Use of Stop bars

Stop bars at entry points of active RWY are operated permanently. Due to operational requirements and practices, the stop bar at RWY entry point TWY Z will remain off when configuration RWY 01/07R is used.

Aircraft and vehicles shall never cross a lit stop bar.

When a lit stop bar cannot be cycled, the RWY entry point will be taken out of service and aircraft and vehicles will be rerouted.

When stop bars for all RWY entry points of one or more RWY cannot be lit, this shall be announced via RTF and ATIS, as well as via NOTAM if the outage is estimated to occur for a period of at least two hours.

Pilots are reminded that when stop bars are not lit, this does not constitute an authorisation of any kind to enter a RWY, irrespective if this RWY is active or not. An explicit clearance or instruction to enter or cross any RWY is required.

2.3 Standard Taxi Routes

2.3.1 General

Aircraft requiring full length for departure shall advise GND at the latest when requesting taxi clearance.

Arriving aircraft shall remain on TWR frequency until instructed to contact GND.

Ground operations are controlled by two sectors: GND North and GND South (see chart [AD 2.EBBR-GMC.03](#)). Transfer of control and communication point between GND N and GND S is TWY INN 8 or OUT 8.

Aircraft will be transferred to the appropriate TWR frequency to enter or cross an active runway. An explicit clearance to cross or enter **any** runway shall be issued by ATC. If no such clearance is received, pilots shall obtain it from ATC before crossing the relevant holding position marking.

2.3.2 Runway Configuration 25L (Arrivals) / 25R (Departures)

Departures originating from sector GND N will expect to depart from B1. Departures originating from sector GND S will expect to depart from W41 or W42.

Clearance to cross RWY 01/19 at E4-F4, E5-F4 or E6-F5 may be given by GND. Aircraft arriving on RWY 25L and proceeding via E1 or E3 will receive clearance to cross RWY 01/19 from TWR.

2.3.3 Runway Configuration 25L and 25R (Arrivals) / 19 and 25R (Departures)

All departures for RWY 25R will expect to depart from B1.

All departures for RWY 19 will expect to depart from E7.

Aircraft requiring full length for departure (RWY 19 and RWY 25R) will receive clearance to cross RWY 01/19 from TWR.

2.3.4 Runway Configuration 07L (Arrivals) / 07R (Departures)

Departing traffic RWY 07R will receive take-off clearance on TWR FREQ 118.605 (8.33 KHZ CH).

2.3.5 Runway Configuration 01 (Arrivals) / 07R (Departures)

Traffic departing from RWY 07R, lining up via P9 and departing from position H or position 1, will receive line-up clearance on GND S FREQ 121.880 (8.33 KHZ CH).

Departing traffic will receive take-off clearance on TWR FREQ 118.605 (8.33 KHZ CH).

2.3.6 LVO

See EBBR AD 2.22, § 4.1.2.

2.4 Taxiway Restrictions

When an A380 is present on TWY OUT, traffic on parallel TWY INN must be limited to Code D aircraft.

Pilots must not enter TWY W41 or W42 when A380 is present on TWY W41 or W42.

Pilots of A380 must not enter TWY W41 or W42 when another aircraft is present on TWY W41 or W42.

For A380 taxiway restrictions see chart [AD 2.EBBR-GMC.06a](#).

TWY A1 and TWY N6 may only be used by aircraft to and from EBMB.

All aircraft with wingspan > 45 M taxiing to/from EBMB only via A3.

TWY V1 and W1 are restricted to MAX Code C aircraft, unless under tow or follow-me

- Exceptions on V1 are A400M/B752/B753;
- Exceptions on W1 are A400M/B752/B753/B762/B763/B764/C17.

3 APRON REGULATIONS

3.1 Docking Guidance

When arriving at parking positions on remote stands or on stands where no guidance system is installed, pilots shall **not enter the stand unless a marshaller is present for guidance. In case no marshaller is present**, contact GND, request marshaller guidance and await the marshaller on the taxiway centre line.

Parking stand 140 to 174, 204 to 240, 354, 680 to 699, 950 to 955, 957 and 959 to 971 are equipped with a docking guidance system. Guidance to these stands by marshallers may still be requested from GND.

When the pilot receives from the guidance system a wrong type of aircraft, a wrong flight number, an ERR-message, an ESTOP emergency stop message or if the display becomes unreadable, **the aircraft must be stopped immediately**, contact GND and ask for a marshaller **and hold position**.

System messages on parking stand 140 to 174, 354, 680 to 699, 950 to 955, 957 and 959 to 971	
WAIT (in red)	Self test after starting of the system or when losing track of aircraft 15 M before stop-position.
"Aircraft type" + "Flight number" + "rolling arrows"	DGS ready for docking. Aircraft not yet detected. Warning: pilot must not proceed beyond the bridge, unless the arrows have been superseded by the yellow centre line.
"Aircraft type" + "yellow centre line"	Aircraft detected and tracked. The yellow centreline shrinks as the aircraft nears its configured stop-position.
"Aircraft type" + "distance"	Distance from stop position in meters (from +/- 30 M).
Arrow >	Correction to the right required. A flashing red and/or yellow arrow indicates the direction to turn for the azimuth guidance. The yellow arrow indicates the aircraft position in relation to the centerline.
Arrow <	Correction to the left required. A flashing red and/or yellow arrow indicates the direction to turn for the azimuth guidance. The yellow arrow indicates the aircraft position in relation to the centerline.
STOP (in red)	Stop now, docking position has been reached or emergency stop.
OK	Docking successful.
STOP + TOO FAR	Aircraft has gone past the stop position.
"Aircraft type" + SLOW	Approach on too high speed, reduce approach speed.
WAIT + GATE BLOCK	Object is detected. Docking procedure stopped. The docking procedure will resume as soon as the blocking object has been removed.
WAIT + VIEW BLOCK	Message coming when the closest view is hindered. (Laser problem, dust on the glass,...). Closing rate display comes again when the problem is resolved.

System messages on parking stand 140 to 174, 354, 680 to 699, 950 to 955, 957 and 959 to 971	
STOP + SBU	Internal error (safety backup). Stop aircraft and contact ATC.
STOP + ERROR	Configuration error. Stop aircraft and contact ATC.
WAIT + BR IN	Bridge is not in good position. The docking procedure will resume as soon as the bridge is in the good position.
STOP (in red) + ID FAIL	Bad type of aircraft detected. Stop aircraft and contact ATC.
IN-BLOCK "XX:XX" LT	Actual in-block time in local time.
OFF-BLOCK "xx:xx" LT	Actual off-block time in local time.
TOBT : "xx:xx" z TSAT : "xx:xx" z -XX min	TOBT (Target off-block time) in Zulu time. TSAT (Target start-up approval time) in Zulu time. Countdown to TOBT in minutes.

System messages on parking stand 204 to 240

WAIT (in red)	Self test after starting of the system or when losing track of aircraft 15 M before stop-position.
"Aircraft type" + "rolling arrows"	DGS ready for docking. Aircraft not yet detected. Warning: pilot must not proceed beyond the bridge, unless the arrows have been superseded by the yellow centre line.
"Aircraft type" + "yellow centre line"	Aircraft detected and tracked. The yellow centreline shrinks as the aircraft nears its configured stop-position.
"Aircraft type" + "distance"	Distance from stop position in meters (from +/- 30 M).
Arrow >	Correction to the right required. A flashing red and/or yellow arrow indicates the direction to turn for the azimuth guidance. The yellow arrow indicates the aircraft position in relation to the centerline.
Arrow <	Correction to the left required. A flashing red and/or yellow arrow indicates the direction to turn for the azimuth guidance. The yellow arrow indicates the aircraft position in relation to the centerline.
STOP (in red)	Stop now, docking position has been reached or emergency stop.
OK	Docking successful.
STOP + TOO FAR	Aircraft has gone past the stop position.
"Aircraft Type" + SLOW	Approach on too high speed, reduce approach speed.
WAIT + GATE BLOCK	Object is detected. Docking procedure stopped. The docking procedure will resume as soon as the blocking object has been removed.
WAIT + VIEW BLOCK	Message coming when the closest view is hindered. (Laser problem, dust on the glass,...). Closing rate display comes again when the problem is resolved.
STOP + SBU	Internal error (Safety Backup). Stop aircraft and contact ATC.
STOP + ERROR	Configuration error. Stop aircraft and contact ATC.
WAIT + BR IN	Bridge is not in good position. The docking procedure will resume as soon as the bridge is in the good position.
STOP (in red) + ID FAIL	Bad type of aircraft detected. Stop aircraft and contact ATC.
BTIME "XX:XX:XX"	Actual in-block or off-block time in local time.
TOBT : "xx:xx" TSAT : "xx:xx"	TOBT (Target off-block time) in Zulu time. TSAT (Target start-up approval time) in Zulu time.

Note: Two simultaneous messages are always shown in an alternate way.

3.2 Push-back

Unless prior permission has been obtained from the Airside Inspection, push-back is compulsory at nose-in stands. Push-back shall be executed immediately after approval has been received from GND, taking into account the traffic information and/or restrictions contained in the approval message.

The pilot shall always relay push-back instructions received from ATC to the headset operator (see below, § 3.2.1). ATC can give push-back instructions that may overrule the standard procedures according § 3.2.2. The captain shall notify the headset operator who shall notify the push-back driver.

Push-back procedures defined in § 3.2.2 shall always be strictly adhered to, unless otherwise instructed by ATC.

Simultaneous push-back of aircraft on adjacent stands is not allowed below 400 M RVR.

Power out on reverse thrust is not allowed. Power out on nose-in stand is not allowed, except when authorized by airside inspection.

Wing walkers are not allowed.

3.2.1 Standard Phraseology

For push-back according to the standard procedure, the phraseology, will be: "Push-back approved".

For non-standard push-back, the appropriate TWY, nose facing E (W, N, S) will be used.

3.2.2 Standard Push-back Procedures

A list of standard push-back procedures can be downloaded from the following address: https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Product/Documents/EBBR_Standard_Push-back_Procedures.pdf

3.3 Lightning Procedure

Lightning procedure in progress will be announced by ATIS.

When lightning procedure is activated:

- all handling activities are suspended;
- boarding and de-boarding operations are suspended (except when boarding bridge is already connected to the aircraft);
- do not walk/stay in open areas or under aircraft;
- handling of explosive and/or inflammable products in open air are suspended;
- push-back and towing operations are suspended (no push-back clearance will be issued by ATC);
- marshalling is suspended.

4 RUNWAY REGULATIONS

4.1 Selection of Runway-in-use

The direction in which aircraft take off and land is determined by the speed and direction of the surface wind or by the preferential runway system.

The term "runway-in-use" is used to indicate the runway that - at a particular time - is considered by ATC to be the most suitable for use by the types of aircraft expected to land or take off according to the preferential runway system.

Normally, an aircraft will take off and land into the wind, unless safety, runway configuration or traffic conditions determine that a different direction is preferable. However, in selecting the runway-in-use, ATC shall also take into consideration other relevant factors such as the aerodrome traffic circuits, the length of the runway, the approach and landing aids available, meteorological conditions, aircraft performance, the existence of a preferential runway system and noise abatement.

Accepting a runway is a pilot's decision. If the pilot-in-command considers the runway-in-use not usable for reasons of safety or performance, he shall request permission to use another runway. ATC will accept such request, provided that traffic and air safety conditions permit.



The variable message sign is a secondary means of communication controlled by the de-icing platform coordinator in support of the instructions communicated by VHF. VHF communication has priority over the indications as displayed on the variable message signs.

When faulty, the variable message sign shall show black.

In case of contradicting instructions between the VHF instructions and the information displayed on the variable message signs, pilots must receive confirmation via the VHF frequency which information is correct.

EBBR AD 2.21 Noise Abatement Procedures

1 GENERAL

1.1 Noise Restrictions

Movements of jet aircraft with MTOW \geq 34T or with a capacity of more than 19 seats (crew-only seats excl) are restricted:

- take-off or landing with QC > 8.0 is forbidden between 2200 and 0459 (2100 and 0359);
- take-off or landing with QC > 12.0 is forbidden between 0500 and 0559 (0400 and 0459);
- take-off with QC > 48.0 is forbidden between 0600 and 1959 (0500 and 1859);
- landing with QC > 24.0 is forbidden between 0600 and 1959 (0500 and 1859);
- take-off with QC > 24.0 is forbidden between 2000 and 2159 (1900 and 2059);
- landing with QC > 12.0 is forbidden between 2000 and 2159 (1900 and 2059).

Exemptions may be granted for:

- take-off between 2000 and 2159 (1900 and 2059) with QC \leq 26.0 (with a maximum of 3% of the number of take-offs per year for this time period);
- take-off between 2200 and 0459 (2100 and 0359) with QC \leq 12.0 (with a maximum of 200 take-offs per year only for aircraft that operated at EBBR between 25 OCT 2008 and 24 OCT 2009);
- landing between 2200 and 0459 (2100 and 0359) with QC \leq 12.0 (with a maximum of 300 exemptions per year).

Exemptions shall be requested from the CAA in advance via FAX (+32 (0) 2 277 42 54) or via email (BCAA.inspect.env@mobililit.fgov.be).

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

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

Take-off or landing of marginally compliant aircraft is forbidden between 2200 and 0459 (2100 and 0359).

Following flights are exempted from the noise quota system:

- flights carrying members of the Belgian Royal Family, the federal government, regional or community governments or foreign royal families, foreign heads of state or government leaders, the President or members of the European Commission on official mission;
- missions in case of disaster or medical urgency;
- military missions;
- take-off or landing performed in exceptional conditions (flights on which an immediate threat exists to the health of people or animals, diverted flights, etc.).

In case of circumstances beyond the operator's control, a non-compliant flight may be exceptionally allowed, provided that proper justification is sent to the Director-General of the CAA within two working days after the flight.

For marginally compliant aircraft, an authorization of temporary use may be delivered by the Minister of Transport or his representative, if the aircraft is operated exceptionally or in non-commercial flights for modifications, repairs or maintenance.

1.2 Reverse Thrust

Except for safety reasons, reverse thrust shall not be used at other than idle power. On the aprons, it is prohibited at any time.

1.3 Reduced Engine Taxi

Whenever operationally and safely feasible, all arriving aircraft are requested to shut down as many engines as possible while taxiing from the landing runway to their parking position.

2 GROUND PROCEDURES

2.1 Taxi Restrictions between 2200 and 0459 (2100 and 0359)

Maximum four aircraft are authorized to taxi simultaneously to the holding position(s) of the runway(s)-in-use. Additionally, only three aircraft are allowed to await take-off clearance at the holding position at the same time.

Engine run-up is not allowed at the holding position, except for run-up tests performed immediately before take-off as part of the take-off procedure.

2.2 Engine Test Runs and Idle Checks

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

Engine test runs are only allowed between 0600 and 2100 (0500 and 2000). They can only take place on the crossing of TWY F3, Y, W1 and W21. If this crossing is not available due to infrastructural reasons, TWY D2 may be used instead.

Engine test runs shall be requested via Airside Inspection (TEL +32 (0) 2 753 69 00). ATC to be contacted for start-up and taxi instructions to the engine test location.

Idle checks on the aircraft stand shall be requested via Airside Inspection (TEL +32 (0) 2 753 69 00). ATC must not be contacted to obtain start-up permission to execute the idle run.

2.3 Power Supply

The aircraft parking stand 140 to 174, 204 to 240, 680 to 699, 950 to 971 are equipped with 400HZ and aircraft parking stand 140 to 174, 204 to 240 and 680 to 699 are equipped with pre-conditioned air (PCA). As soon as possible after arrival at one of these stands (5MIN after docking MAX), 400HZ shall be connected and the APU switched off. Upon departure (15MIN before ETD), the APU may be started and 400HZ shall be disconnected. When 400HZ or PCA is not available, GPU shall be used.

When no PCA is available and an authorization from the Airside Inspection has been obtained, the use of the APU is allowed during periods of extreme high or low temperatures for aircraft docked for more than 1 HR at the aircraft parking stand.

3 ARRIVAL PROCEDURES

3.1 ILS Approach

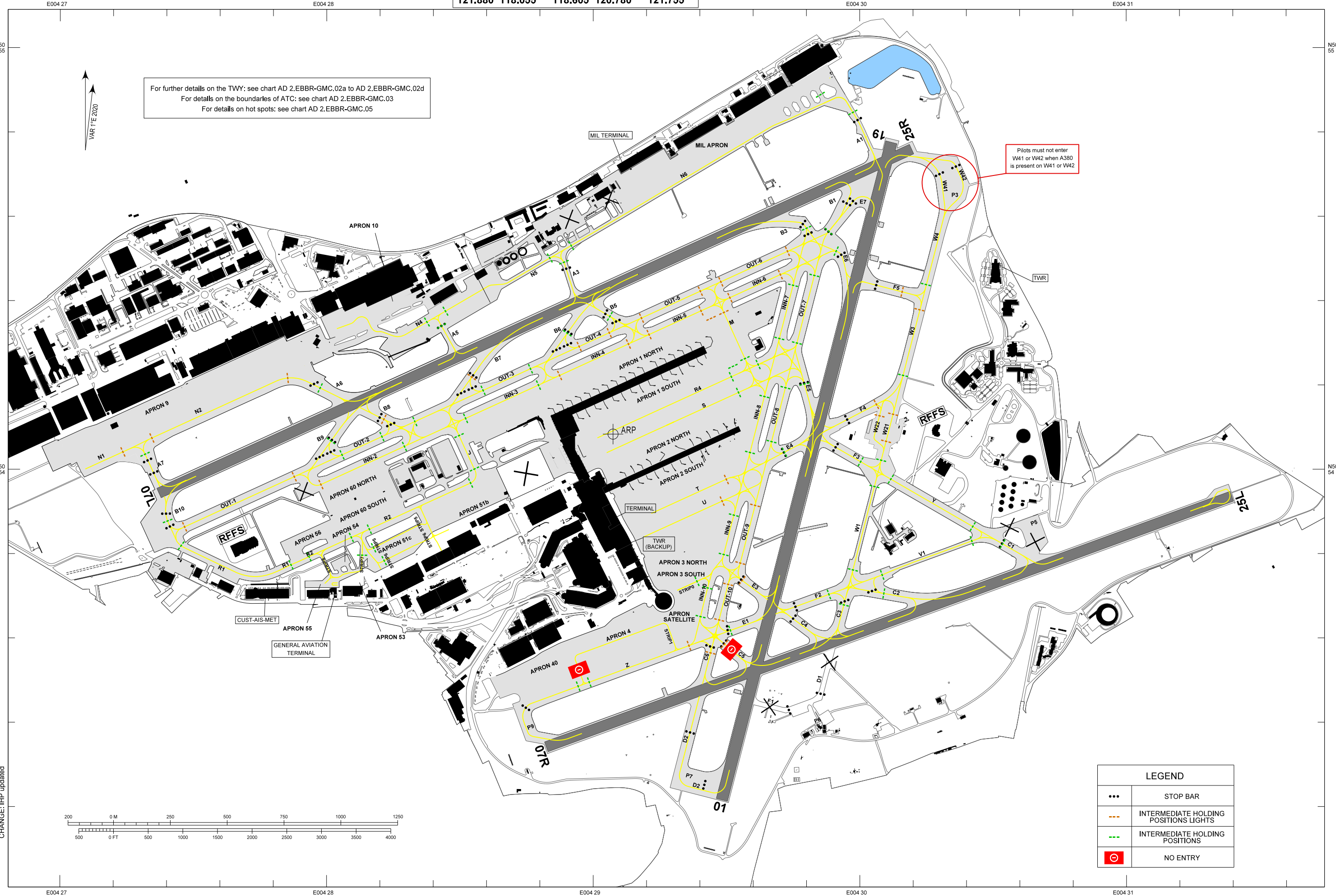
Aircraft performing an ILS approach shall not intercept the GP below:

- 2000FT QNH for RWY 25L/R (3000FT and 2000FT respectively in case of simultaneous approach);

AERODROME GROUND MOVEMENT CHART - ICAO

GND 121.880 118.055 TWR 118.605 120.780 ATIS DEP 121.755

BRUSSELS / Brussels-National (EBBR)



CHANGE: IHP updated

LEGEND	
•••	STOP BAR
---	INTERMEDIATE HOLDING POSITIONS LIGHTS
---	INTERMEDIATE HOLDING POSITIONS
⊘	NO ENTRY

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DESIGNATOR (1)	WIDTH (M)	BEARING STRENGTH	SURFACE TYPE	EDGE LIGHTS	EDGE LIGHTS ON THE CURVES ONLY	CENTRE LINE LIGHTS	REMARKS
1	2	3	4	5	6	7	8
INN-2	30	PCN 66/F/A/W/U	ASPH	-	•	•	
INN-3	30	PCN 97/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
INN-4	30	PCN 85/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
INN-5	30	PCN 69/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
INN-6	30	PCN 69/F/A/W/T	ASPH	-	•	•	
INN-7	23	PCN 65/F/A/W/T	ASPH	-	•	•	edge lights partially LED, partially halogen
INN-8	23	PCN 65/F/A/W/T	ASPH	-	• (*)	•	(*) On one side edge lights partially LED, partially halogen
INN-9	31	PCN 65/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
INN-10	24	PCN 120/R/A/W/T	CONC	• (*)	-	•	(*) On one side
J	30	PCN 116/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
M	Apron TWY	PCN 66/R/A/W/U	CONC	-	• (*)	•	(*) On one side centre line lights partially LED, partially halogen
N2	25	PCN 120/F/A/W/T	ASPH	• (*)	-	•	(*) On one side
N5	17	PCN 34/F/A/W/T	ASPH	• (*)	-	-	Wingspan 52 M MAX (*) Only reflectors
N6	19	PCN 104/F/A/W/T	ASPH	•	-	-	(2)
OUT-1	30	PCN 65/F/A/W/T	ASPH	-	•	•	
OUT-2	30	PCN 79/F/A/W/T	ASPH	-	•	•	
OUT-3	30	PCN 120/F/A/W/T	ASPH	-	•	•	centre line lights partially LED, partially halogen
OUT-4	30	PCN 63/F/A/W/T	ASPH	-	•	•	
OUT-5	31	PCN 120/F/A/W/T	ASPH	-	•	•	
OUT-6	31	PCN 120/F/A/W/T	ASPH	-	•	•	centre line lights partially LED, partially halogen
OUT-7	23	PCN 65/F/A/W/T	ASPH	-	•	•	edge lights partially LED, partially halogen
OUT-8	23	PCN 65/F/A/W/T	ASPH	-	•	•	edge lights partially LED, partially halogen
OUT-9	23	PCN 82/F/A/W/T	ASPH	-	•	•	
OUT-10	23	PCN 120/F/A/W/T	ASPH	-	•	•	
R1	20	PCN 48/F/A/W/T	ASPH	•	-	-	Wingspan 36 M MAX (3)
R2	23	PCN 66/R/A/W/U	CONC / ASPH (*)	• (**)	-	•	(*) Partially asphalt & partially concrete (**) On one side (**) Partly reflectors
V1	18	PCN 66/F/A/W/U	ASPH	•	-	-	(4)

• Led

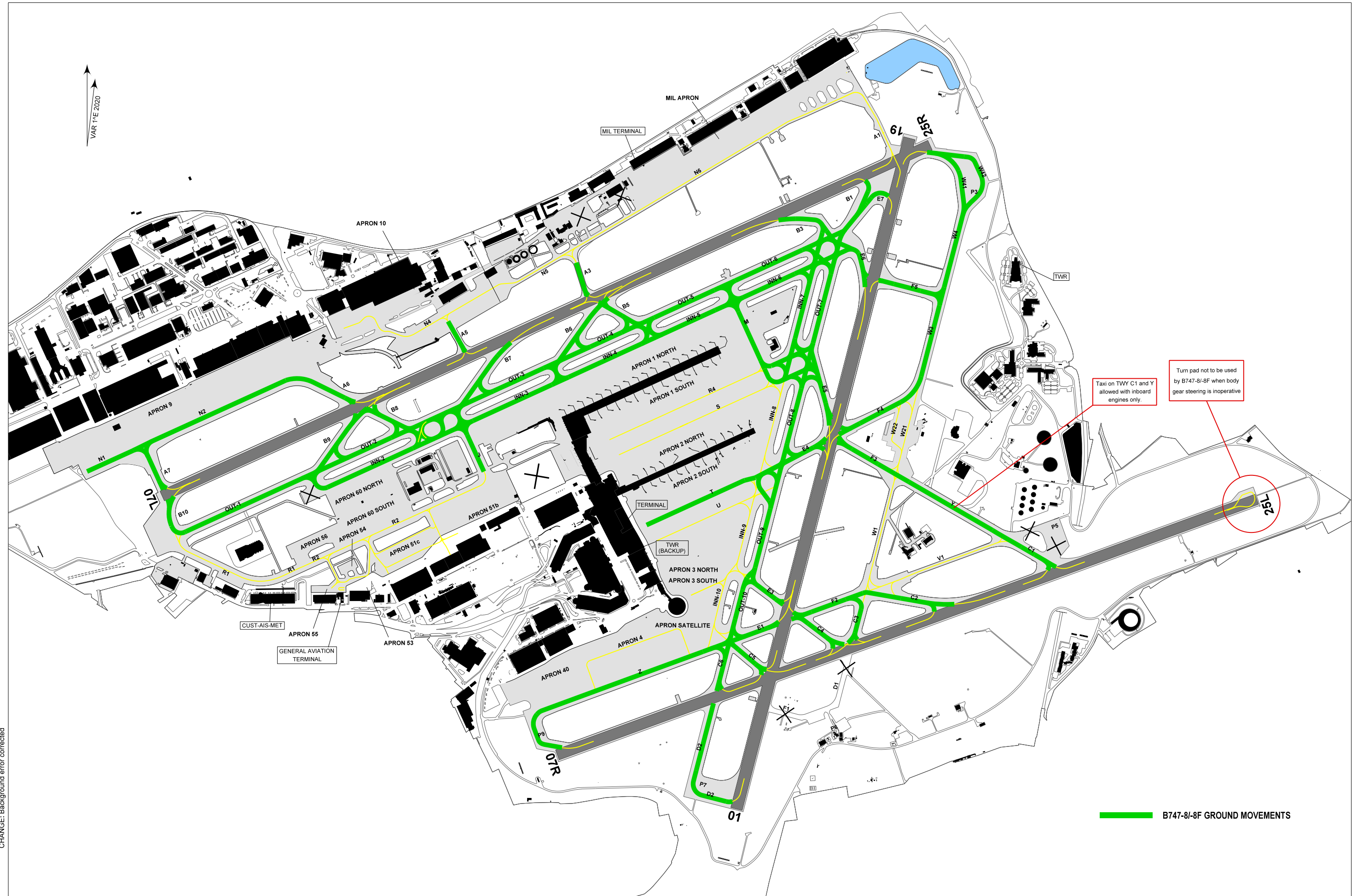
• Halogen

- (1) For TWY suitable for A380 see chart AD 2.EBBR-GMC.06a. For TWY suitable for B747-8F see chart AD 2.EBBR-GMC.06b.
- (2) Only to be used by aircraft to and from EBMB.
- (3) Aircraft up to Code D can make use of TWY when under tow or when follow-me is provided.
- (4) Aircraft up to Code C unless under tow or when follow-me is provided. Exceptions are A400M/B752/B753.

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AERODROME GROUND MOVEMENT CHART - ICAO
APPENDIX 6: B747-8J-8F GROUND MOVEMENTS

BRUSSELS / Brussels-National (EBBR)



CHANGE: Background error corrected

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AIRCRAFT PARKING/DOCKING CHART - ICAO

GND 121.880 118.055 CLR 121.955

BRUSSELS / Brussels-National (EBBR)



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

Apron	Stands	Coordinates	
1 North	120	505404.61N	0042834.44E
	122	505405.36N	0042837.07E
	126	505406.03N	0042839.40E
	134	505406.70N	0042841.73E
	136	505407.38N	0042844.06E
	138	505408.05N	0042846.38E
	140	505408.54N	0042849.54E
	142	505409.12N	0042851.55E
	144	505409.70N	0042853.56E
	146	505410.29N	0042855.57E
	148	505410.84N	0042857.61E
	150	505411.42N	0042859.61E
	152	505411.99N	0042901.63E
	154	505412.57N	0042903.64E
	156	505413.16N	0042905.65E
	158	505413.74N	0042907.66E
	160	505414.32N	0042909.68E
162	505415.15N	0042912.59E	
164	505415.71N	0042914.61E	
166	505416.32N	0042916.60E	
168	505416.87N	0042918.63E	
170	505417.48N	0042920.62E	
172	505418.03N	0042922.66E	
174	505418.41N	0042924.88E	
1 South	143	505407.32N	0042858.46E
	145L	505408.04N	0042859.55E
	145R	505408.16N	0042900.28E
	147	505408.74N	0042902.29E
	149L	505409.12N	0042903.62E
	149R	505409.32N	0042904.31E
	151	505409.90N	0042906.32E
	153L	505410.29N	0042907.64E
	153R	505410.48N	0042908.33E
	155	505411.06N	0042910.34E
	157L	505411.45N	0042911.67E
	157R	505411.64N	0042912.35E
	159	505412.05N	0042914.48E
	161	505413.18N	0042917.27E
	163	505413.65N	0042919.29E
	165L	505414.03N	0042920.60E
	165R	505414.22N	0042921.28E
167	505414.81N	0042923.30E	
169L	505415.32N	0042925.07E	
169R	505415.27N	0042925.39E	
171	505416.04N	0042926.91E	
2 North	204	505359.37N	0042905.33E
	206L	505400.02N	0042908.41E
	206R	505400.10N	0042907.43E
	208	505400.56N	0042909.38E
	210L	505400.99N	0042911.73E
	210R	505401.20N	0042911.22E
	214	505401.94N	0042915.05E
	228	505402.90N	0042918.38E
	230L	505403.84N	0042921.62E
	230R	505403.90N	0042920.77E
	232	505404.96N	0042922.29E
	234L	505404.93N	0042925.41E
	234R	505405.00N	0042924.58E
	236	505406.08N	0042926.10E
	238	505406.05N	0042929.30E
	240	505406.85N	0042931.29E
	2 South	205L	505357.45N
205R		505357.57N	0042910.24E
207		505358.20N	0042912.07E
209		505358.71N	0042914.00E
211L		505359.10N	0042915.10E
211R		505359.17N	0042915.97E
215		505359.76N	0042917.83E
217L		505400.19N	0042918.89E
217R		505400.26N	0042919.75E
227		505400.86N	0042921.62E
229L		505401.29N	0042922.69E
229R		505401.36N	0042923.56E
231		505401.13N	0042926.01E
233L		505402.31N	0042926.63E
233R		505402.47N	0042927.34E
237		505403.56N	0042930.23E
Hangar 5		505351.46N	0042827.65E

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

Apron	Stands	Coordinates		
3 North	312	505347.41N	0042915.32E	
	314	505348.79N	0042916.92E	
	316	505348.39N	0042918.70E	
	318	505349.38N	0042918.97E	
	320	505349.92N	0042920.85E	
	322	505349.48N	0042922.61E	
	324	505350.47N	0042922.74E	
	326	505351.15N	0042925.11E	
	328	505350.76N	0042927.03E	
330	505351.90N	0042927.72E		
3 South	313	505345.42N	0042917.17E	
	315	505345.97N	0042919.06E	
	317	505346.84N	0042918.91E	
	319	505346.51N	0042920.94E	
	321	505347.81N	0042922.28E	
	323	505348.61N	0042924.97E	
SATELLITE	304	505339.45N	0042918.16E	
	354	505341.15N	0042919.76E	
4	400	505335.45N	0042855.96E	
	401	505331.97N	0042859.17E	
	402	505335.95N	0042859.11E	
	403	505332.47N	0042901.33E	
	404	505336.45N	0042900.26E	
	405	505333.02N	0042903.69E	
	406	505337.55N	0042903.46E	
	407	505333.57N	0042906.04E	
	408	505338.05N	0042905.63E	
	409	505334.11N	0042908.40E	
	410	505338.55N	0042907.79E	
51b	510	505358.74N	0042837.76E	
	512	505356.41N	0042836.80E	
	514	505355.55N	0042836.44E	
	516	505355.81N	0042834.71E	
	518	505354.58N	0042833.06E	
	520	505354.60N	0042830.52E	
	522	505353.60N	0042829.69E	
51c	524	505353.99N	0042828.42E	
	526	505352.69N	0042826.29E	
	550	505350.77N	0042821.85E	
	552	505350.55N	0042821.70E	
	554	505350.51N	0042821.02E	
	556	505350.16N	0042820.47E	
	558	505350.25N	0042820.20E	
60 North	680	505354.67N	0042801.41E	
	682	505355.25N	0042803.39E	
	684	505355.36N	0042804.50E	
	686	505355.82N	0042805.37E	
	688	505356.39N	0042807.34E	
	690	505356.50N	0042808.46E	
	692	505356.96N	0042809.32E	
	694	505357.53N	0042811.30E	
	696	505357.67N	0042812.40E	
	698	505358.10N	0042813.28E	
	60 South	681	505353.32N	0042802.39E
		683	505353.75N	0042803.27E
		685	505353.89N	0042804.36E
		687	505354.46N	0042806.34E
		689	505354.90N	0042807.22E
		691	505355.04N	0042808.32E
		693	505355.61N	0042810.30E
695		505356.04N	0042811.18E	
697		505356.18N	0042812.28E	
699		505356.43N	0042814.49E	

LEGEND

- NO ENTRY
- RUNWAY-HOLDING PSN
- RUNWAY-HOLDING PSN
- STOP BAR LIGHT
- INTERMEDIATE HOLDING POSITIONS LIGHTS
- INTERMEDIATE HOLDING POSITIONS

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AIRCRAFT PARKING/DOCKING CHART - ICAO
APRON 9

GND 121.880 **118.055** **CLR** 121.955

BRUSSELS / Brussels-National (EBBR)

E004 27

E004 28

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



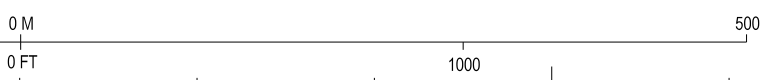
CHANGE: Stop bar lights and IHP updated

Apron	Stands	Coordinates	
9	950	505403.08N	0042702.77E
	951	505403.88N	0042703.42E
	952	505403.67N	0042704.81E
	953	505404.30N	0042707.00E
	954	505405.13N	0042707.63E
	955	505404.90N	0042709.05E
	957	505407.38N	0042714.99E
	959	505409.02N	0042720.78E
	960	505409.50N	0042723.92E
	961	505410.68N	0042726.55E
	962	505411.17N	0042729.69E
	963	505412.35N	0042732.32E
	964	505412.84N	0042735.46E
	965	505414.02N	0042738.10E

Apron	Stands	Coordinates	
9	966	505414.51N	0042741.24E
	967	505415.66N	0042744.22E
	968	505416.07N	0042747.27E
	969	505416.89N	0042748.48E
	970	505416.87N	0042750.03E
	971	505416.92N	0042753.41E

Apron	ELEV (in FT)	Strength
9	112	PCN 117/R/B/W/T

LEGEND	
	RUNWAY-HOLDING PSN
	RUNWAY-HOLDING PSN
	STOP BAR LIGHT
	INTERMEDIATE HOLDING POSITIONS LIGHTS
	INTERMEDIATE HOLDING POSITIONS



E004 27

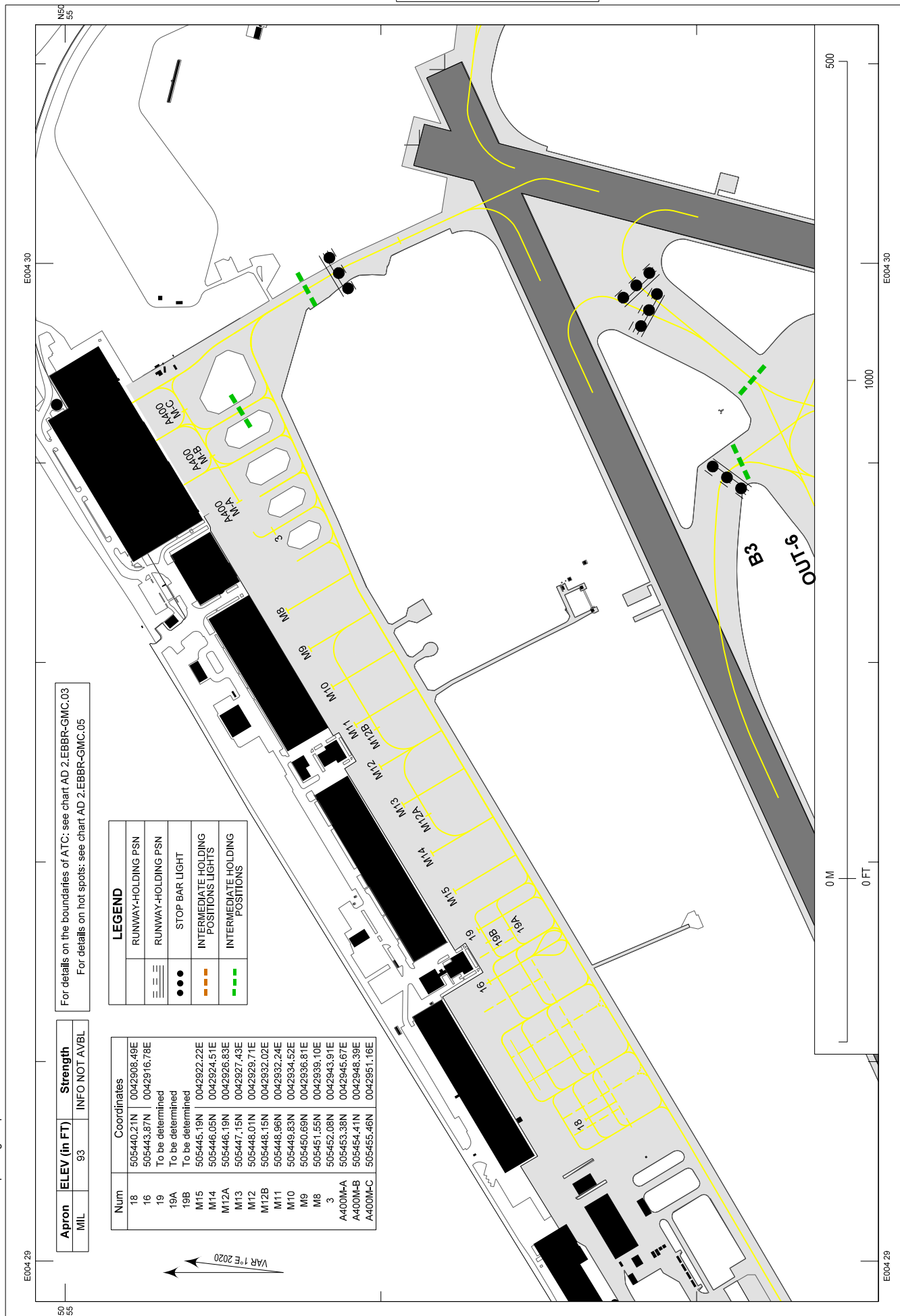
E004 28

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AIRCRAFT PARKING/DOCKING CHART - ICAO
MIL APRON

GND	CLR
121.880 118.055	121.955

BRUSSELS / Brussels-National (EBBR)



CHANGE: Stop bar lights updated

For details on the boundaries of ATC: see chart AD 2.EBBR-GMC.03
For details on hot spots: see chart AD 2.EBBR-GMC.05

LEGEND	
	RUNWAY-HOLDING PSN
	RUNWAY-HOLDING PSN
	STOP BAR LIGHT
	INTERMEDIATE HOLDING POSITIONS LIGHTS
	INTERMEDIATE HOLDING POSITIONS

Num	ELEV (in FT)	Strength	Coordinates
18	93	INFO NOT AVBL	505440.21N 0042908.49E
16			505443.87N 0042916.78E
19			To be determined
19A			To be determined
19B			To be determined
M15			505445.19N 0042922.22E
M14			505446.05N 0042924.51E
M12A			505446.19N 0042926.83E
M13			505447.15N 0042927.43E
M12			505448.01N 0042929.71E
M12B			505448.15N 0042932.02E
M11			505448.96N 0042932.24E
M10			505449.83N 0042934.52E
M9			505450.69N 0042936.81E
M8			505451.55N 0042939.10E
3			505452.08N 0042943.91E
A400M-A			505453.38N 0042945.67E
A400M-B			505454.41N 0042948.39E
A400M-C			505455.46N 0042951.16E

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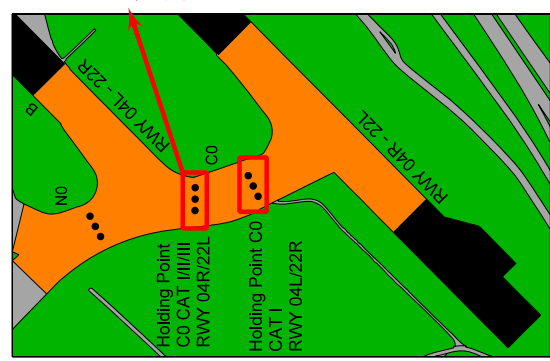
AERODROME GROUND MOVEMENT CHART - ICAO
APPENDIX 5: HOT SPOTS

LIÈGE / Liège (EBLG)

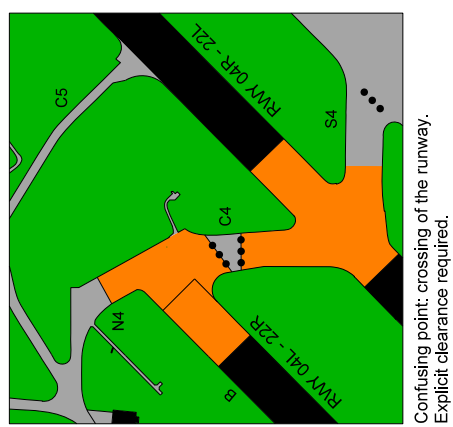
CHANGE: Remark on TWY C0 crossing added

Explicit runway crossing clearance is required

Do not proceed beyond CAT I/II/III holding point RWY 04R/22L
To taxi to RWY04R from Apron North: after crossing RWY04L/22R expect to hold on RWY04L/22R in front of the RWY04R CAT I/II/III Holding point C0



Taxiway crossing runway. Explicit clearance required



Confusing point: crossing of the runway. Explicit clearance required.



Confusing point: crossing of the runway. S3 an C3 not aligned.



Confusing point: Crossing of the runway.

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AIRCRAFT PARKING/DOCKING CHART - ICAO

GND 121.915 TWR 118.130 ATIS 126.255

LIÈGE/Liège (EBLG)

Apron	ELEV (in FT)	Strength
P0	606	PCN 55/F/A/W/T
P1	596	PCN 80/R/B/W/T
P2	602	PCN 80/R/B/W/T
P3	608	PCN 80/R/B/W/T
De-icing	INFO NOT AVBL	PCN 89/R/B/W/T
NORTH	604	PCN 89/R/B/W/T (stands 110 to 120) PCN 81/R/B/W/T (stands 130 to 140)

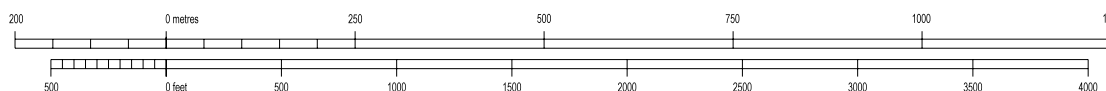
For details on the boundaries of ATC: see chart AD 2.EBLG-GMC.04
 For details on hot spots: see chart AD 2.EBLG-GMC.05
 For details on docking guidance systems: see EBLG AD 2.20, § 3

LEGEND	
	RUNWAY-HOLDING PSN
	STOP BAR
	INTERMEDIATE HOLDING POSITIONS

APRON	STANDS	Coordinates	APRON	STANDS	Coordinates
P2	25	503806.58N 0052646.14E	P1	53	503830.31N 0052723.22E
	26E	503806.58N 0052647.83E		54	503831.17N 0052724.59E
	27	503807.61N 0052647.76E		55	503832.04N 0052726.19E
	28	503808.63N 0052649.38E		56	503833.06N 0052727.81E
	29E	503808.63N 0052651.07E		57	503834.26N 0052729.71E
	30	503809.65N 0052651.00E		58	503835.29N 0052731.33E
	31	503810.67N 0052652.61E		59	503836.31N 0052732.95E
	32E	503810.67N 0052654.32E		60.1	503837.33N 0052734.57E
	33	503811.69N 0052654.23E		60.2	503838.35N 0052736.19E
	34E.1	503813.07N 0052658.39E		61E	503839.37N 0052737.81E
	34E.2	503813.05N 0052658.48E		62.1	503840.39N 0052739.43E
	36E.1	503814.98N 0052701.41E		62.2	503841.55N 0052741.27E
	36E.2	503814.96N 0052701.50E		63.1	503842.57N 0052742.89E
	38E.1	503816.89N 0052704.43E		63.2	503843.59N 0052744.51E
	38E.2	503816.87N 0052704.52E	64E	503844.61N 0052746.13E	
	39	503818.31N 0052705.11E	65	503845.63N 0052747.74E	
	40E	503818.18N 0052706.48E	66	503846.65N 0052749.36E	
	41	503819.36N 0052709.08E	67	503847.67N 0052751.00E	
	42E	503819.82N 0052709.08E	68	503848.69N 0052752.62E	
	43	503820.45N 0052708.52E	69	503849.71N 0052754.24E	
	44	503821.62N 0052709.73E	70	503850.73N 0052755.86E	
	45E	503822.47N 0052711.12E	71	503851.75N 0052757.48E	
	46	503823.34N 0052712.49E	72	503852.77N 0052759.10E	
	47	503823.10N 0052714.29E	73	503853.79N 0052759.18E	
48E	503824.20N 0052713.85E	74	503854.81N 0052759.26E		
49	503824.74N 0052716.89E	75	503855.83N 0052759.34E		
50E	503826.38N 0052719.49E	76	503856.85N 0052759.42E		
51E	503828.02N 0052722.09E	77	503857.87N 0052759.50E		
52E	503828.02N 0052722.09E	78	503858.89N 0052759.58E		
P3	10	503756.46N 0052627.96E	79	503859.91N 0052759.66E	
	11	503756.33N 0052629.56E	80	503860.93N 0052759.74E	
	12	503757.35N 0052631.18E	81	503861.95N 0052759.82E	
	13	503758.01N 0052633.02E	82	503862.97N 0052759.90E	
	14	503759.83N 0052635.15E	83	503863.99N 0052760.00E	
	15E	503758.38N 0052639.46E	84	503865.01N 0052760.10E	
	16	503800.85N 0052636.77E	85	503866.03N 0052760.20E	
	17.1	503801.87N 0052638.18E	86	503867.05N 0052760.30E	
	17.2	503801.82N 0052638.29E	87	503868.07N 0052760.40E	
	18E.1	503800.14N 0052642.25E	88	503869.09N 0052760.50E	
	18E.2	503759.83N 0052642.57E	89	503870.11N 0052760.60E	
	19	503803.13N 0052640.36E	90	503871.13N 0052760.70E	
	20	503803.63N 0052640.96E	91	503872.15N 0052760.80E	
	21E	503801.90N 0052645.04E	92	503873.17N 0052760.90E	
22.1	503804.49N 0052642.33E	93	503874.19N 0052761.00E		
22.2	503804.44N 0052642.44E				
23	503805.41N 0052644.02E				
24	503803.73N 0052646.64E				

Helicopter stands	Coordinates
H1	503838.83N 0052647.12E
H3	503837.49N 0052645.73E

* Helicopters have to proceed to and from Heli And CO via air TWY R



CHANGE: Revision several stands P1, P2 and P3

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Once on stand submit the report also to the Wildlife Unit.

Wildlife Unit

TEL: +352 24 64 31 00

Always submit the wildlife strike report to the Safety Management Unit.

Safety Management Unit

Email: safety@lux-airport.lu

2 TAXI REGULATIONS

When issued with taxi instructions, departing aircraft shall taxi as close as possible to the appropriate runway-holding position. Unless otherwise notified to ATC by the pilot, aircraft are expected to be ready for departure upon reaching the runway-holding position. General aviation aircraft departing from aprons P5 and P6 shall complete all pre-departure checks, including engine/power checks, before requesting taxi instructions to enter the manoeuvring area.

Aircraft with MTOM \geq 136 000 KG (WTC 'H') are not allowed to enter RWY 06/24 via intersection G, except when towed. All aircraft are still permitted to vacate at TWY G after landing.

Traffic landing on RWY 06 and vacating at TWY E or D1 shall await onward clearance before entering TWY B1 due to conflicting ground traffic in opposite direction.

To expedite departing traffic flow on RWY 24, use TWY A2. Other TWY are available on request or ATC instruction.

Note: Main gear clearance on TWY A2 is below minima on the inner side of the turn for aircraft types Airbus A340-600, Airbus A350-1000 and Boeing 777-300.

3 APRON REGULATIONS

No control service provided on aprons by ATC, except on apron P8 taxilanes.

Aprons P1, P2, P7 and P10 shall only be entered behind a follow-me car.

On aprons P7 and P10, use minimum thrust, maximum 30 PCT N1, when entering aircraft stands to avoid jet blast damage and injuries. Aircraft entering stands Z5, Z6, Z7 and Z8 use caution due to slight upslope.

On aprons P1 and P2, boarding and deboarding is not permitted with running engines. The use of APU is limited to 15 minutes after arrival and 20 minutes before departure. Exception to this only after authorisation of Business Aviation Center on apron P2.

Due to reduced space on B-aircraft stands, pilots must proceed with caution when parking and strictly follow the instructions from the marshaller.

On apron P6:

- Exit is not allowed via TXL N unless explicitly approved by ATC.
- Air taxiing is forbidden.

On apron P9 aircraft movement under towing only.

Wearing of high visibility vest mandatory on movement area.

4 RUNWAY REGULATIONS

4.1 Reduced Runway Separation Minima

Reduced RWY separation minima can be applied by TWR on RWY 06/24 if following criteria are met:

- VMC;
- Daytime;
- Tailwind \leq 5 KT;
- Runway braking action not adversely affected by contaminants (i.e. RWYCC 6 or 5).

4.2 Minimum Runway Occupancy Time

4.2.1 Departure

Pilots should be ready for a rapid line-up according to ATC instructions.

Cockpit checks should be completed prior to line-up and any checks requiring completion whilst on the runway should be kept to a minimum required. Pilots should ensure that they are able to commence take-off roll immediately after receiving take-off clearance. Pilots not able to comply with the above requirements shall notify ATC as soon as possible.

4.2.2 Arrival

Landing aircraft shall vacate the runway expeditiously and are to ensure fully vacated before stopping.

5 SPECIFIC TRAFFIC REGULATIONS

5.1 Aircraft without Radio

Aircraft without radio are prohibited.

5.2 Glider Flights

Glider flights are prohibited except with a special permission from the CAA.

5.3 ULM Flights

ULM flights are prohibited except with a special permission from the CAA.

5.4 Balloon Flights

Balloon flights are prohibited. Transit of CTR allowed (radio contact mandatory).

5.5 Parachuting

Parachuting is prohibited.

5.6 Acrobatic Flights

Acrobatic flights are prohibited.

5.7 Training and Test Flights

Are considered as training flights:

- Successive touch-and-goes in the traffic circuit;
- Approaches, VFR or IFR, followed by a go-around (except for operational and emergency reasons).

Only Luxembourg registered aircraft and aircraft with a special permission from the CAA are allowed to perform training flights at ELLX.

Only one training flight is allowed in the traffic circuit at a time. Time slots shall be arranged via telephone with ELLX ARO (+352 47 98 23 01 0 or 1), starting at 0600 (0500) of the day on which the flight is planned to be executed.

Overview of allowed training times:

Type of training	MON to SAT	SUN and HOL
Training flights performing successive touch-and-goes in the traffic circuit	0700-0830 (0600-0730) 1100-1600 (1000-1500) 1900-2000 (1800-1900)	0700-0830 (0600-0730) 1300-1600 (1200-1500) 1900-2000 (1800-1900)
IFR training flights (see Note 3)	0530-0830 (0430-0730) 1100-1600 (1000-1500) 1900-2000 (1800-1900)	0700-0830 (0600-0730) 1100-1600 (1000-1500) 1900-2000 (1800-1900)

Note 1: Training flights with multi-engine aircraft are not allowed on SUN and HOL.

Note 2: RWY maintenance/inspection has priority over training flights.

Note 3: Exceptions to IFR training flight times may be granted upon request on day of operations via telephone with ELLX ARO (+352 47 98 23 01 0 or 1).

Note 4: ATC may refuse training flights on short notice in case of adverse traffic situation.

5.8 Local Flights

Any flight departing from and arriving at ELLX without intermediate landing abroad is considered as a local flight.

Local flights are allowed: MON to SAT 0530-2100 (0430-2000); SUN and HOL 0700-2100 (0600-2000).

5.9 Green Lane

The green lane is a designated corridor on the manoeuvring area along TWY B1, intended for use by vehicles to reduce congestion on the taxiway.

Access to the green lane is subject to authorization from TWR.

Wingtip clearance between all code A, B, C and D aircraft and vehicles on green lane guaranteed.

6.2.2 Performance Based Navigation**6.2.2.1 Standard Instrument Arrivals**

- Set transponder code 7600;
- Follow STAR to end waypoint;
- Proceed to DIK at last assigned and acknowledged flight level;
- Continue with a published approach.

6.2.2.2 Transitions

- Set transponder code 7600;
- Follow Transition to FAF/FAP;
- Adhere to published profile and speed;
- Continue with a published approach.

6.2.2.3 Holding Patterns

- Commence descent from the last NAVAID or fix at or as close as possible to the last expected approach time that has been received and acknowledged;
- If no expected approach time has been received and acknowledged, the estimated time of arrival as indicated in the FPL shall be used;
- Continue with a published approach;
- Land, if possible, within 30 MIN after the ETA or the last acknowledged expected approach time, whichever is earlier.

6.3 VFR

- Set transponder on code 7600;
- Without clearance do not enter Luxembourg CTR and land on alternate aerodrome;
- If already cleared to join aerodrome circuit: hold on downwind and look out for light signals from TWR.

ELLX AD 2.23 Additional Information**1 ATIS**

ATIS messages serving both inbound and outbound traffic are broadcast H24 (see [ELLX AD 2.18](#)) and available via phone under: +352 47 98 27 30 0.

The messages contain following elements in the order as listed:

Item	Remarks
Name of aerodrome	
Arrival and departure indicator with alphabetical designator	
Time of observation	Expressed in HR and MIN UTC.
Type of approach(es) to be expected	
Runway-in-use	
-	Significant runway surface conditions are reported at end of message, see below.
Holding delay	If appropriate.
Transition level	
ATC operational information	
Operational status LVP	Low visibility operations are announced when RVR is at or below 800 M or ceiling or vertical visibility is at or below 200 FT.
Surface wind direction (in degrees magnetic) and speed (average and gusts when appropriate)	Expressions "variable" and "calm" are used when appropriate.
Visibility, and when applicable, RVR with the indication of the runway and the section of the runway to which the information refers	The expression CAVOK is used when VIS is 10 KM MNM, no clouds exist below 5000 FT and no CB are present and no precipitation or thunderstorms exist.
Present weather	
Clouds (amount expressed by SCT, BKN and OVC, height in feet. Types CB and TCU only are specified)	

Item	Remarks
Air temperature and dew point temperature	
QNH	In HPA.
Information on recent weather of operational significance	Reported over the ATC frequencies.
Wind shear	
Trend forecast	
Significant runway surface conditions (RWYCC for all three parts of the runway, for each of the three parts of the runway the coverage, the depth of loose contaminant in MM as applicable and the condition description)	Runway condition information is always provided starting from THR RWY06. Runway condition for a dry runway (RWYCC 6/6/6) will not be included in ATIS messages.

2 Wildlife Inspections

Wildlife inspections are active MON-SUN: 0430-2100 (0330-2000) and use various equipment, including remote control gas cannons, flare shell crackers, alternating wildlife dispersal guns and amplified cries of distress.

ELLX AD 2.24 Charts Related to ELLX

AD 2.ELLX-ADC.01	Aerodrome Chart - ICAO
AD 2.ELLX-ADC.02	Aerodrome Chart - ICAO. Appendix 1: Runway Markings and Lighting Aids
AD 2.ELLX-GMC.01	Aerodrome Ground Movement Chart - ICAO
AD 2.ELLX-GMC.02	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways
AD 2.ELLX-GMC.03	Aerodrome Ground Movement Chart - ICAO. Appendix 2: Hot Spots
AD 2.ELLX-APDC.01	Aircraft Parking Docking Chart - ICAO: Apron P1, P2, P7 & P10
AD 2.ELLX-APDC.02	Aircraft Parking Docking Chart - ICAO: Apron P5
AD 2.ELLX-APDC.03	Aircraft Parking Docking Chart - ICAO: Apron P8 & P9
AD 2.ELLX-AOC.01	Aerodrome Obstacle Chart – ICAO: Type A (Operating Limitations): RWY 06/24
AD 2.ELLX-PATC.01	Precision Approach Terrain Chart - ICAO: RWY 24
AD 2.ELLX-ATCSMAC.01	ATC Surveillance Minimum Altitude Chart - ICAO
AD 2.ELLX-STAR.01	Standard Arrival Chart - Instrument (STAR) - ICAO: Conventional
AD 2.ELLX-STAR.02	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV
AD 2.ELLX-STAR.03	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION TO RWY 06
AD 2.ELLX-STAR.04	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION TO RWY 24
AD 2.ELLX-SID.01	Standard Departure Chart - Instrument (SID) - ICAO: RWY 06
AD 2.ELLX-SID.02	Standard Departure Chart - Instrument (SID) - ICAO: RWY 24
AD 2.ELLX-SID.03	Standard Departure Chart - Instrument (SID) - ICAO: RNAV RWY 06
AD 2.ELLX-SID.04	Standard Departure Chart - Instrument (SID) - ICAO: RNAV RWY 24
AD 2.ELLX-IAC.01a	Instrument Approach Chart - ICAO: ILS or LOC z RWY 06
AD 2.ELLX-IAC.01b	Instrument Approach Chart - ICAO: ILS or LOC y RWY 06
AD 2.ELLX-IAC.02a	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC z RWY 24
AD 2.ELLX-IAC.02b	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC y RWY 24
AD 2.ELLX-IAC.03	Instrument Approach Chart - ICAO: VOR RWY 06
AD 2.ELLX-IAC.04	Instrument Approach Chart - ICAO: VOR RWY 24
AD 2.ELLX-IAC.05	Instrument Approach Chart - ICAO: RNP RWY 06
AD 2.ELLX-IAC.05a	Instrument Approach Chart - ICAO: RNP RWY 06. Appendix: FAS Datablock
AD 2.ELLX-IAC.06	Instrument Approach Chart - ICAO: RNP RWY 24
AD 2.ELLX-IAC.06a	Instrument Approach Chart - ICAO: RNP RWY 24. Appendix: FAS Datablock
AD 2.ELLX-VAC.01	Visual Approach Chart - ICAO
AD 2.ELLX-VAC.02	Visual Approach Chart - ICAO. Appendix 1: Aerodrome Traffic Circuit

AERODROME CHART - ICAO

ARP: 493724N
0061216E

ELEV: 1234 FT

TWR 118.105
ATIS 134.755
CLR 121.855

LUXEMBOURG / Luxembourg (ELLX)

RWY	DIRECTION	THR	BEARING STRENGTH
RWY06	057°	N493703.08 E0061115.05	PCN 79/F/A/W/T
RWY24	237°	N493807.42 E0061408.17	PCN 79/F/A/W/T



ELEVATIONS ARE IN FEET
AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

For RWY marking and lighting: see chart AD 2.ELLX-ADC.02.

LUXEMBOURG
DVOR/DME
112.25 / CH 59Y
LUX
N49 38 22.3
E006 14 50.2

ILS LOC
ILE 109.90

THR ELEV
1213
TDZ ELEV
1213
GUND
158

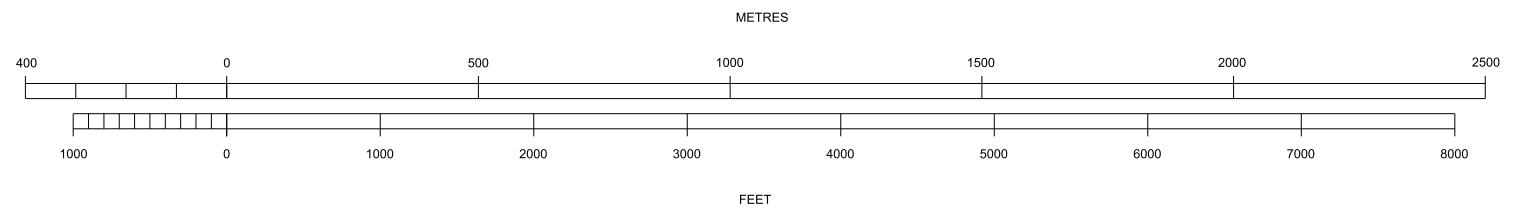
ILS GP/DME
330.200 / CH 44X

THR ELEV
1158
TDZ ELEV
1204
GUND
158

ILS LOC
ILW 110.70

ILS GP/DME
333.800 / CH 36X

LEGEND	
	SLIDING GATE
	APRON BOUNDARY



CHANGE: Editorial changes.

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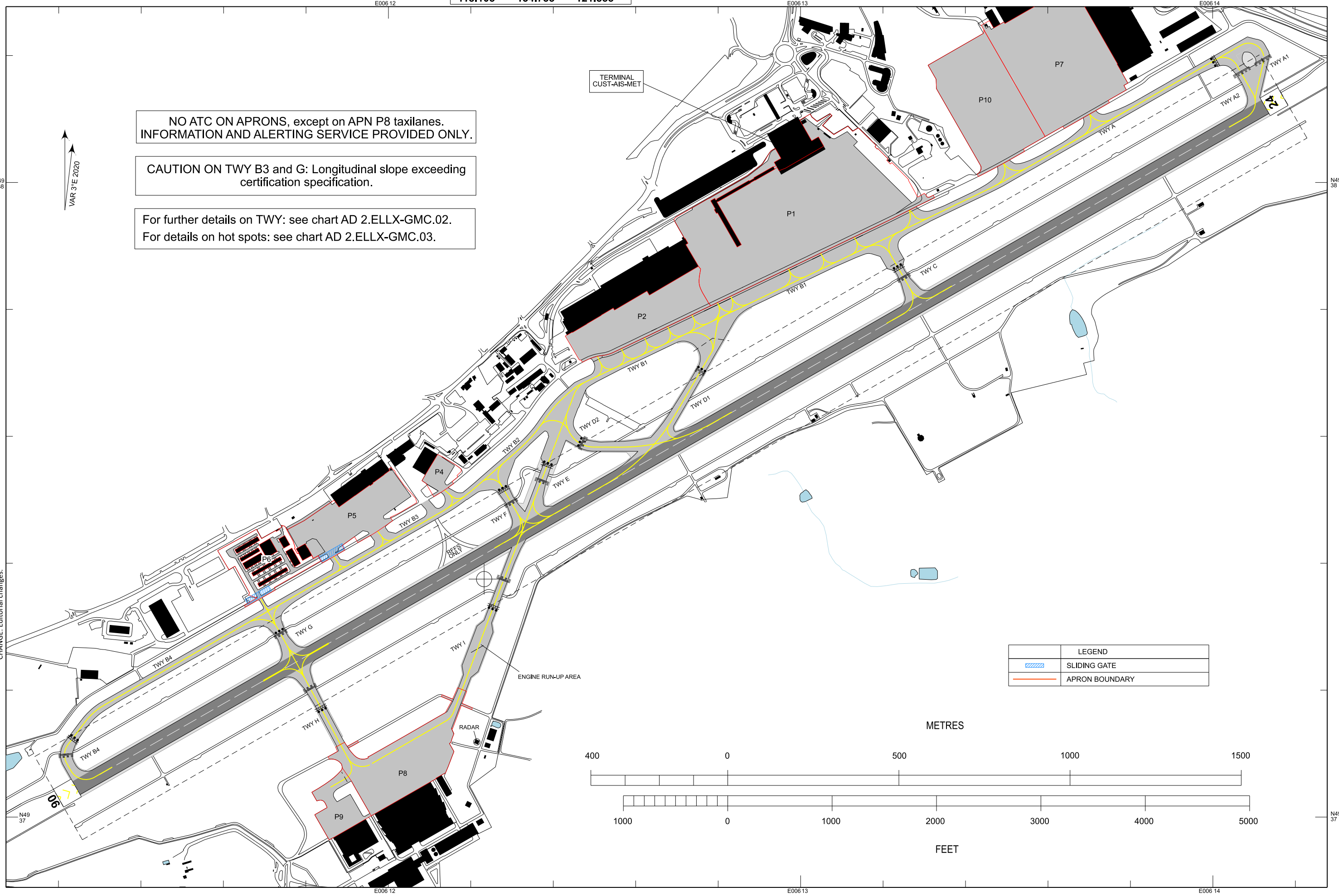
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AERODROME GROUND MOVEMENT CHART - ICAO

TWR 118.105 ATIS 134.755 CLR 121.855

LUXEMBOURG / Luxembourg (ELLX)

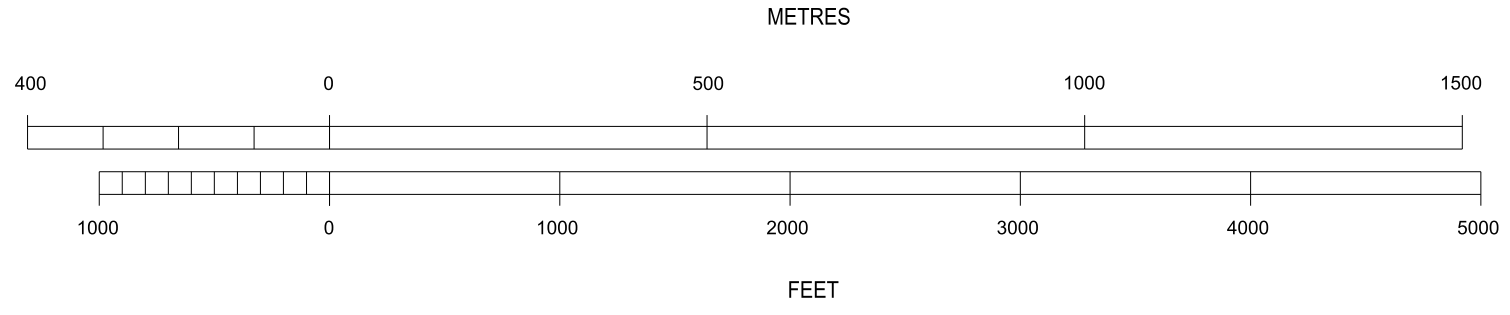


NO ATC ON APRONS, except on APN P8 taxilanes. INFORMATION AND ALERTING SERVICE PROVIDED ONLY.

CAUTION ON TWY B3 and G: Longitudinal slope exceeding certification specification.

For further details on TWY: see chart AD 2.ELLX-GMC.02. For details on hot spots: see chart AD 2.ELLX-GMC.03.

LEGEND	
	SLIDING GATE
	APRON BOUNDARY



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APPENDIX 1 TO AERODROME GROUND MOVEMENT CHART - ICAO

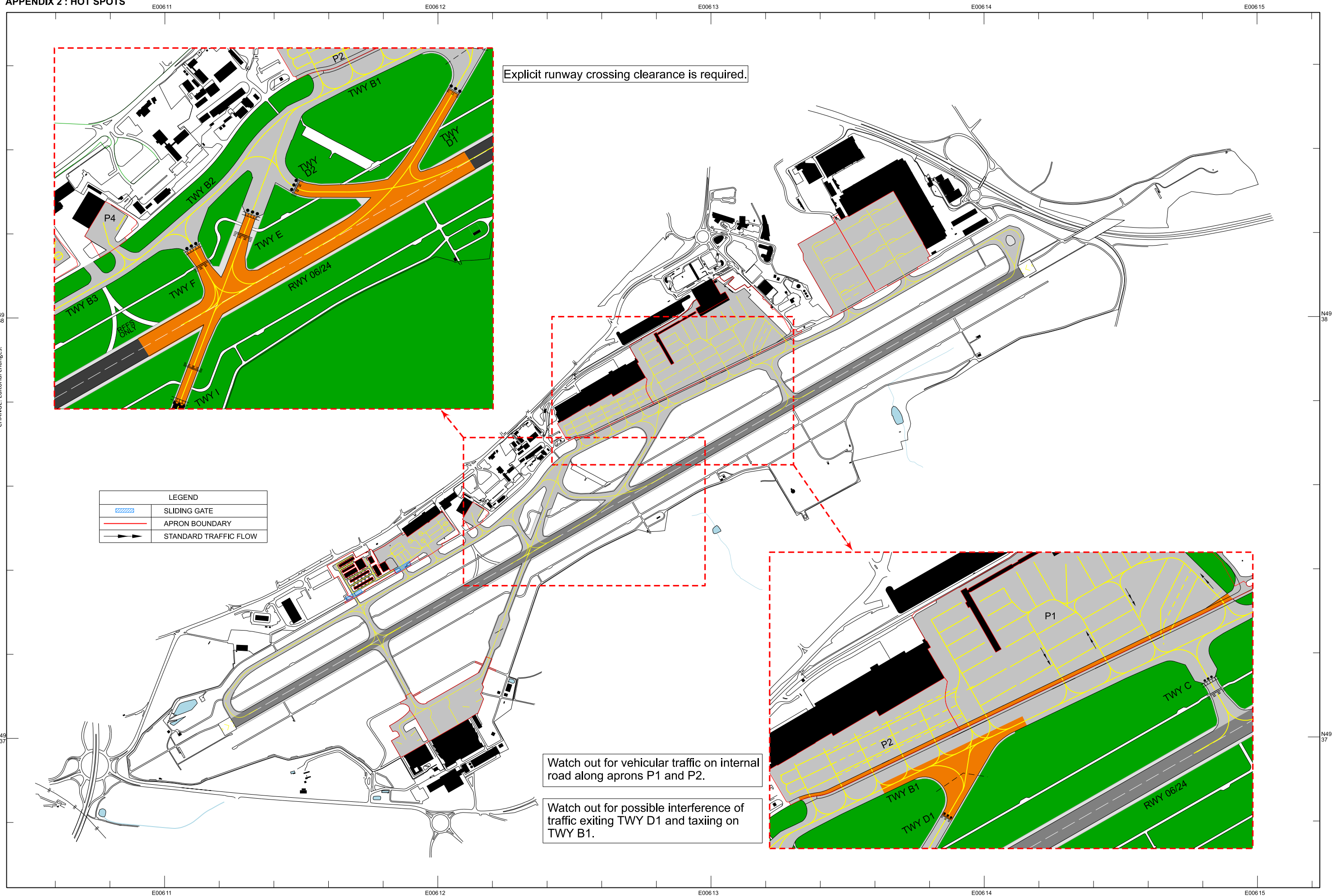
TAXIWAYS

DESIGNATOR	WIDTH (M)	BEARING STRENGTH	SURFACE TYPE	EDGE LIGHTS	CENTRE LINE LIGHTS	REMARKS
1	2	3	4	5	6	7
A	23.0	PCN 65/F/A/W/U	ASPH	•	•	
A1	43.3	PCN 65/F/A/W/U	ASPH	•	•	Bypass taxiway
A2	37.2	PCN 65/F/A/W/U	ASPH	•	•	
B1	23.0	PCN 65/F/A/W/U	ASPH	•	•	Limited line of sight on TWY B1/B2 intersection (westerly direction) Transverse slope above certification specifications: 2.3%
B2	23.0	PCN 65/F/A/W/U	ASPH	•	•	Limited line of sight on TWY B2/B3 intersection (westerly and easterly direction)
B3	23.1	PCN 65/F/A/W/U	ASPH	•	•	RWY-TWY minimum separation distance below minimum. Limited line of sight on TWY B2/B3 intersection (westerly and easterly direction) Longitudinal slope above certification specifications: 2.56%
B4	23.2	PCN 65/F/A/W/U	ASPH	•	•	RWY-TWY minimum separation distance below minimum.
C	25.0	PCN 65/F/A/W/U	ASPH	•	•	
D1	25.0	PCN 65/F/A/W/U	ASPH	•	•	Transverse slope above certification specifications: 1.9%
D2	27.6	PCN 65/F/A/W/U	ASPH	•	•	Limited line of sight towards TWY B1/B2 intersection from the RWY
E	50.8	PCN 65/F/A/W/U	ASPH	•	•	
F	32.5	PCN 65/F/A/W/U	ASPH	•	•	
G	31.2	PCN 65/F/A/W/U	ASPH	•	•	Longitudinal slope above certification specifications: 2.60% Limited line of sight towards the RWY
H	25.0	PCN 65/F/A/W/U	ASPH	•	•	
I	23.0	PCN 65/F/A/W/U	ASPH	•	•	

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AERODROME GROUND MOVEMENT CHART - ICAO
APPENDIX 2 : HOT SPOTS

LUXEMBOURG / Luxembourg (ELLX)



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AIRCRAFT PARKING/DOCKING CHART - ICAO

TWR 118.105 ATIS 134.755 CLR 121.855

LUXEMBOURG / Luxembourg (ELLX)

E006 13 00

E006 13 40

Apron	Stands	Coordinates
P1	A02	493803.60N 0061305.85E
	A04	493802.32N 0061304.26E
	A06	493801.60N 0061302.32E
	A08	493800.87N 0061300.37E
	A10	493800.30N 0061258.98E
	A12	493800.28N 0061255.74E
	A14	493759.57N 0061253.84E
	B01*	493757.53N 0061246.94E
	B02*	493757.94N 0061249.89E
	B03*	493756.62N 0061247.91E
	B04*	493756.93N 0061250.78E
	B05*	493755.67N 0061248.75E
	B06*	493755.79N 0061251.64E
	B07*	493754.71N 0061249.59E
B08*	493754.64N 0061252.66E	
B09*	493753.76N 0061250.43E	
V10	493753.36N 0061253.43E	
V11	493752.81N 0061251.85E	
V12	493752.16N 0061254.49E	
V13	493751.60N 0061252.91E	
V27	493756.00N 0061257.26E	
V29	493754.81N 0061258.43E	
V30	493757.60N 0061303.71E	
V31	493753.59N 0061259.51E	
V32	493756.56N 0061304.49E	
V34	493755.46N 0061305.48E	
V41	493757.85N 0061307.76E	
V41R	493758.75N 0061308.46E	
V43	493756.35N 0061309.83E	
V43a	493756.71N 0061311.24E	
V43aR	493757.70N 0061312.01E	
V43b	493757.57N 0061309.65E	
V43bR	493758.59N 0061310.44E	

*See AD 2.20 §3 Apron Regulations.

Apron	Stands	Coordinates
P7	Z01	493817.23N 0061339.81E
	Z02	493815.12N 0061341.66E
	Z03	493813.01N 0061343.53E
	Z04	493810.91N 0061345.38E
	Z05	493807.17N 0061335.63E
	Z06	493809.30N 0061333.75E
	Z07	493811.43N 0061331.86E
	Z08	493813.56N 0061329.98E

Apron	Stands	Coordinates	Stands	Coordinates
P2	G01	493746.12N 0061229.22E	G32A	493748.46N 0061237.01E
	G02	493747.14N 0061232.47E	G32B	493748.83N 0061238.20E
	G03	493748.10N 0061235.92E	G32C	493748.25N 0061237.11E
	G04	493749.15N 0061239.29E	G32D	493748.64N 0061238.37E
	G05	493750.25N 0061242.83E	G40A	493745.69N 0061234.91E
	G10A	493748.95N 0061245.36E	G40B	493746.06N 0061236.09E
	G10B	493749.30N 0061246.49E	G40C	493745.82N 0061234.74E
	G10C	493749.07N 0061245.14E	G40D	493746.22N 0061236.00E
	G10D	493749.46N 0061246.38E	G41A	493746.53N 0061234.29E
	G11A	493749.73N 0061244.78E	G41B	493746.90N 0061235.47E
	G11B	493750.06N 0061245.83E	G42A	493747.41N 0061233.64E
	G12A	493750.75N 0061244.06E	G42B	493747.78N 0061234.83E
	G12B	493751.19N 0061245.50E	G42C	493747.19N 0061233.73E
	G12C	493750.54N 0061244.15E	G42D	493747.59N 0061234.99E
	G12D	493750.90N 0061245.32E	G50A	493744.66N 0061231.52E
	G20A	493747.80N 0061241.68E	G50B	493745.03N 0061232.70E
	G20B	493748.17N 0061242.86E	G51A	493745.48N 0061230.91E
	G20C	493747.93N 0061241.50E	G51B	493745.85N 0061232.09E
	G20D	493748.33N 0061242.75E	G52A	493746.36N 0061230.26E
	G21A	493748.64N 0061241.06E	G52B	493746.73N 0061231.45E
	G21B	493749.01N 0061242.22E	G60A	493744.12N 0061228.92E
	G22A	493749.52N 0061240.42E	G60B	493744.25N 0061229.34E
	G22B	493749.89N 0061241.60E	G61A	493745.46N 0061227.82E
	G22C	493749.31N 0061240.49E	G61B	493745.62N 0061228.33E
G22D	493749.70N 0061241.74E			
G30A	493746.74N 0061238.28E			
G30B	493747.11N 0061239.47E			
G30C	493746.88N 0061238.12E			
G30D	493747.27N 0061239.37E			
G31A	493747.58N 0061237.66E			
G31B	493747.95N 0061238.85E			

Apron	Stands	Coordinates
P10	Z09	493812.55N 0061327.16E
	Z10	493810.26N 0061329.18E
	Z11	493807.98N 0061331.20E
	Z12	493805.71N 0061333.26E
	Z12A	493804.47N 0061332.56E
Z12B	493805.69N 0061331.69E	

MEAN APRON ELEV AND BEARING STRENGTH			
APRON	ELEV IN FEET	MNM BEARING STRENGTH	REMARKS
P1	1226	PCN 43/F/A/W/T	Stands V27-V34: PCN 38/F/A/W/T
P2	1233	PCN 46/R/B/W/T	Stand G12: PCN 41/R/B/W/T Stand G42: PCN 33/R/B/W/T
P7	1216	PCN 76/R/A/W/T	
P10	1219	INFO NOT AVBL	

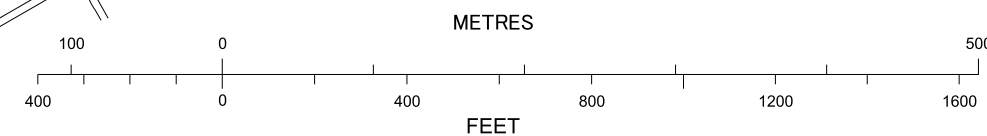
Note: Slopes (positive or negative) slightly exceed maximum on parts of the aprons.

For details on hot spots: see chart AD 2.ELLX-GMC.03.

TERMINAL
CUST-AIS-MET

Code C wingtip clearance guaranteed between parallel section of TXL L5 and L4.

LEGEND	
	APRON BOUNDARY
	STANDARD TRAFFIC FLOW



CHANGE: Editorial changes.

N49 37 40

N49 38 00

N49 37 40

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AIRCRAFT PARKING/DOCKING CHART - ICAO

TWR 118.105 ATIS 134.755 CLR 121.855

LUXEMBOURG / Luxembourg (ELLX)

E006 11 40

E006 12 00

Aircraft stands			
Apron	Stands	Coordinates	
P5	R02a	493728.00N	0061155.36E
	R02b	493728.10N	0061154.45E
	R05a	493730.97N	0061158.75E
	R05b	493731.06N	0061158.95E
	R06a	493730.31N	0061159.47E
	R06b	493730.40N	0061159.67E
	R07a	493732.02N	0061200.66E
	R07b	493732.30N	0061201.25E
	R08a	493731.37N	0061201.38E
	R08b	493731.64N	0061201.97E
	W01	493726.49N	0061152.04E
	W02	493726.83N	0061152.77E
W03	493727.23N	0061153.63E	
W04	493727.77N	0061150.87E	

Helicopter stands			
Apron	Stands	Coordinates	
P5	R01	493729.02N	0061153.92E
	R03	493730.08N	0061156.21E
	R04	493729.06N	0061156.73E
	R09	493730.71N	0061202.49E
	R18	493731.50N	0061201.66E
W12	493726.92N	0061152.67E	

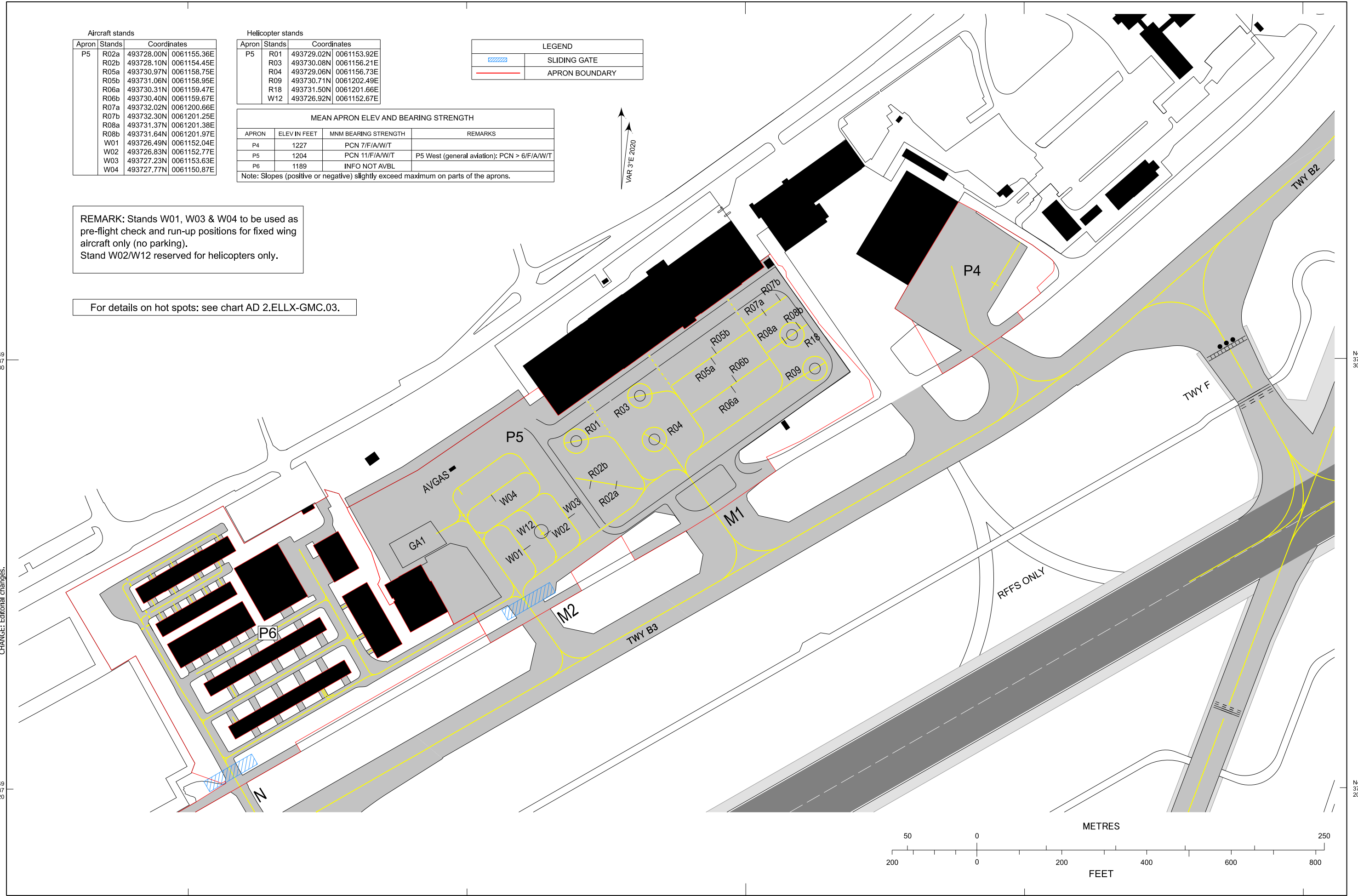
LEGEND	
	SLIDING GATE
	APRON BOUNDARY

MEAN APRON ELEV AND BEARING STRENGTH			
APRON	ELEV IN FEET	MNM BEARING STRENGTH	REMARKS
P4	1227	PCN 7/F/A/W/T	
P5	1204	PCN 11/F/A/W/T	P5 West (general aviation): PCN > 6/F/A/W/T
P6	1189	INFO NOT AVBL	

Note: Slopes (positive or negative) slightly exceed maximum on parts of the aprons.

REMARK: Stands W01, W03 & W04 to be used as pre-flight check and run-up positions for fixed wing aircraft only (no parking). Stand W02/W12 reserved for helicopters only.

For details on hot spots: see chart AD 2.ELLX-GMC.03.

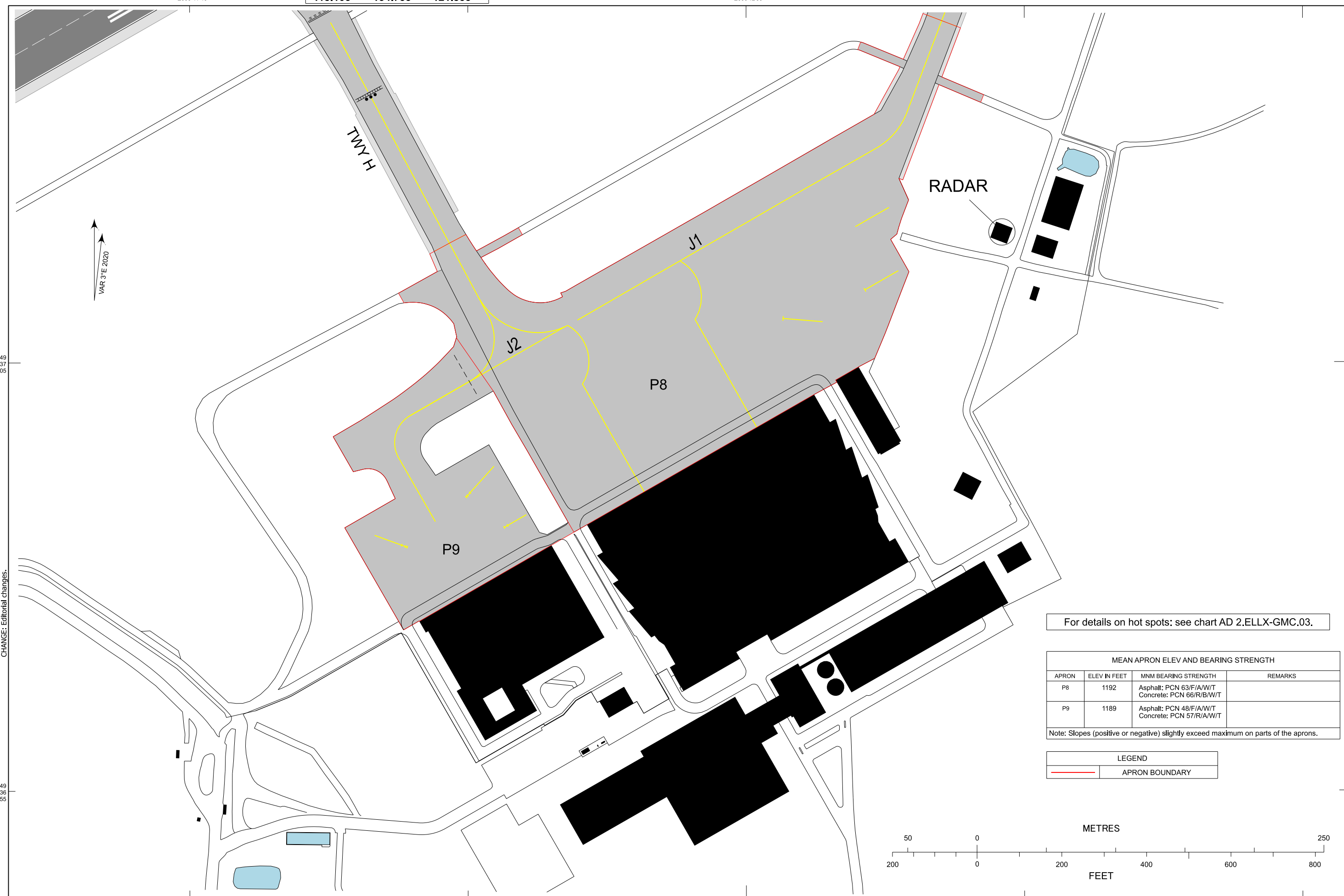


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AIRCRAFT PARKING/DOCKING CHART - ICAO

TWR	ATIS	CLR
118.105	134.755	121.855

LUXEMBOURG / Luxembourg (ELLX)



CHANGE: Editorial changes.

For details on hot spots: see chart AD 2.ELLX-GMC.03.

MEAN APRON ELEV AND BEARING STRENGTH			
APRON	ELEV IN FEET	MNM BEARING STRENGTH	REMARKS
P8	1192	Asphalt: PCN 63/F/A/W/T Concrete: PCN 66/R/B/W/T	
P9	1189	Asphalt: PCN 48/F/A/W/T Concrete: PCN 57/R/A/W/T	

Note: Slopes (positive or negative) slightly exceed maximum on parts of the aprons.

LEGEND	
	APRON BOUNDARY

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AERODROME OBSTACLE CHART – ICAO

TYPE A (OPERATING LIMITATIONS)

LUXEMBOURG / Luxembourg (ELLX)

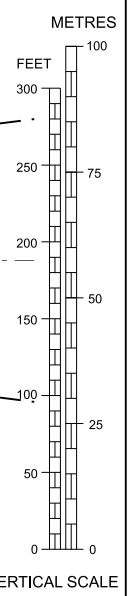
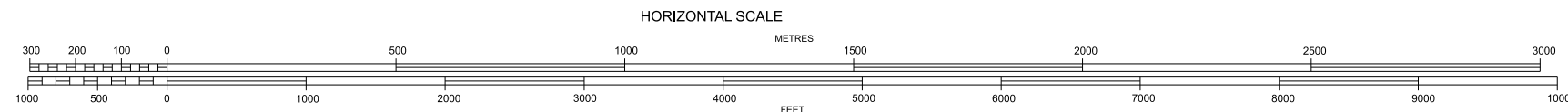
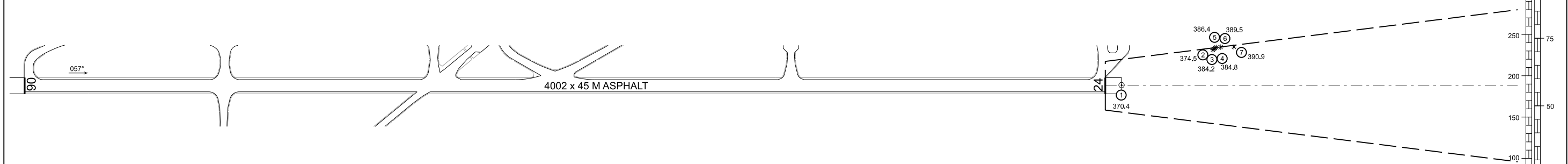
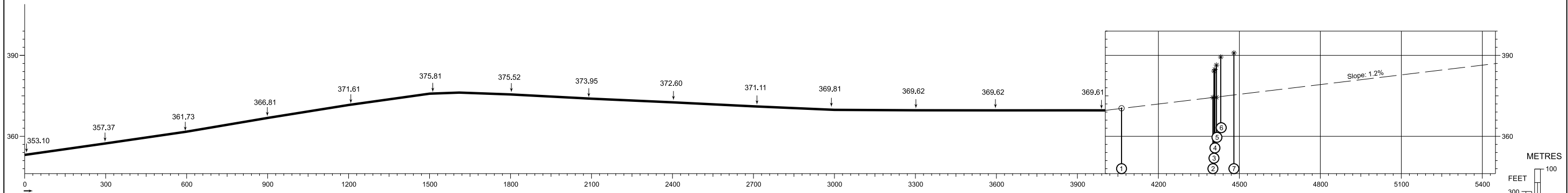
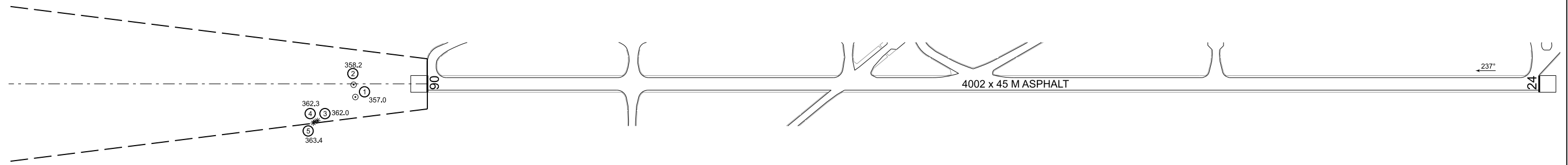
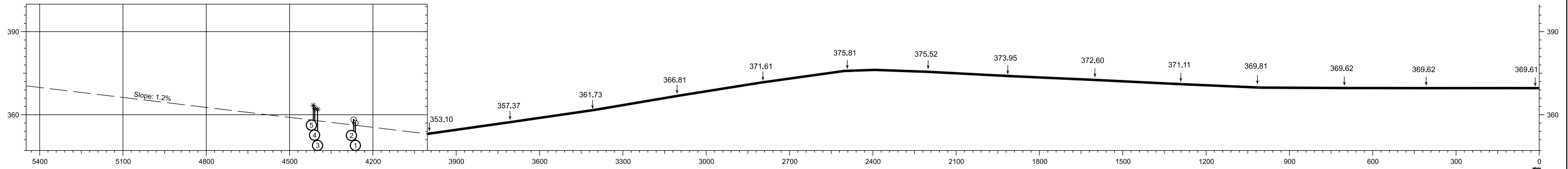
RWY 06 / 24

DECLARED DISTANCES		
RWY 06		RWY 24
4002	Take-off run available	4002
4002	Take-off distance available	4002
4002	Accelerate stop distance available	4002
4002	Landing distance available	4002

LEGEND	
Identification number	④
Pole, antenna, chimney, tower	⊙
Tree or shrub	*

ORDER OF ACCURACY
HORIZONTAL 0.5 M
VERTICAL 0.5 M

BEARINGS ARE MAGNETIC
MAGNETIC VARIATION 3°E (2020)
DIMENSIONS AND ELEVATIONS IN METRES



CHANGE: Editorial changes.

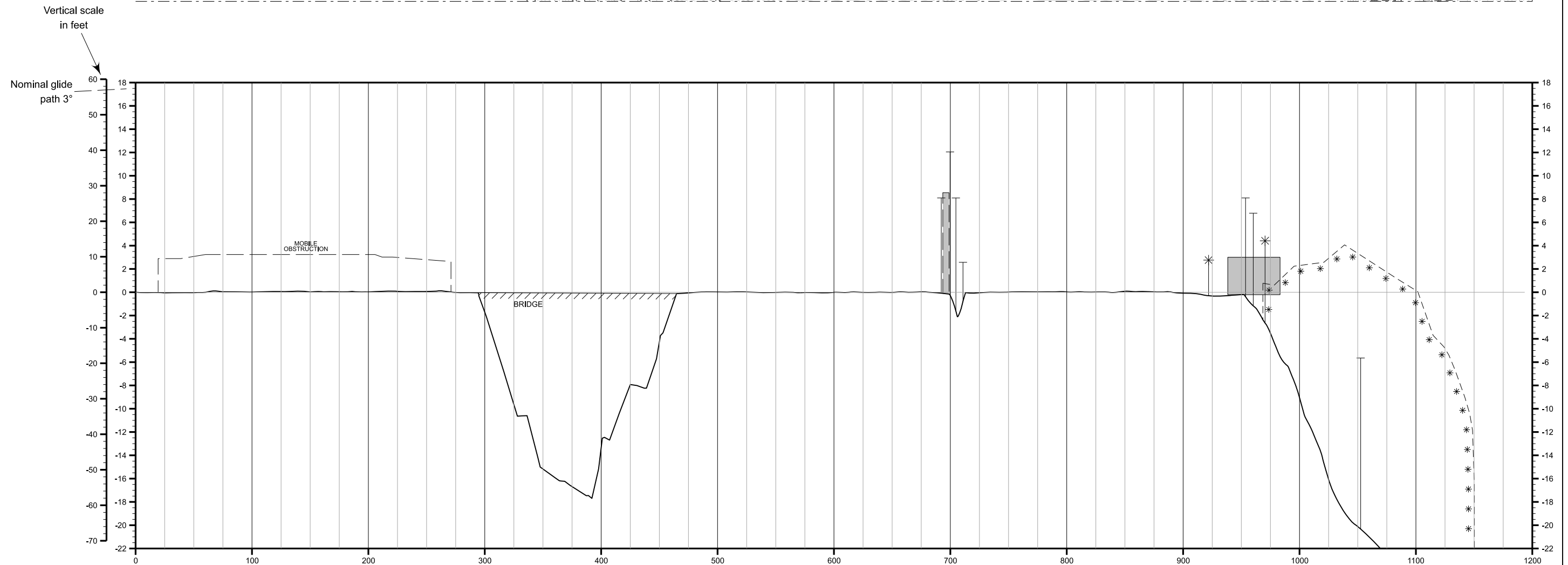
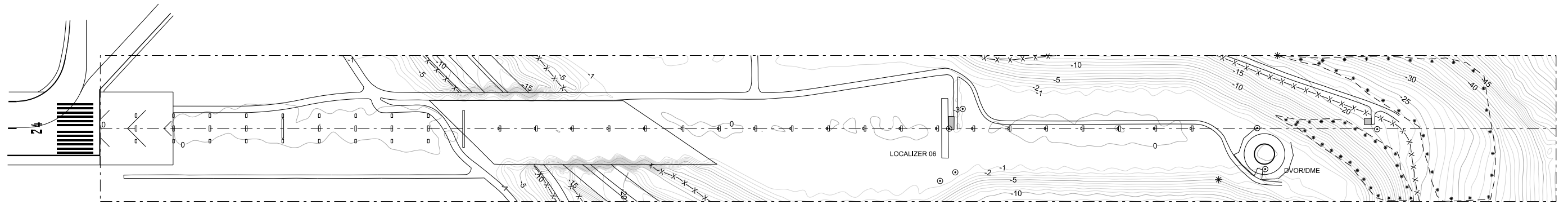
Date of the last survey: 20 JAN 2023

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PRECISION APPROACH TERRAIN CHART - ICAO

LUXEMBOURG / Luxembourg (ELLX)

RWY 24



LEGEND	
Building or large structure	[Grey rectangle symbol]
Centre line profile	[Solid line symbol]
Pole or antenna	[T-shaped symbol]
Contour	[Wavy line symbol]
Tree or shrub	[Asterisk symbol]
Fence	[Dashed line with 'x' symbol]
Pole, antenna, chimney, tower	[Circle with dot symbol]

HORIZONTAL SCALE 1:3500
 VERTICAL SCALE 1:350
 CONTOURS AND HEIGHTS ARE RELATED
 TO ELEVATION OF RWY THR
 Dimensions and heights in metres.

CHANGE: Editorial changes.

Date of the last survey: 20 JAN 2023

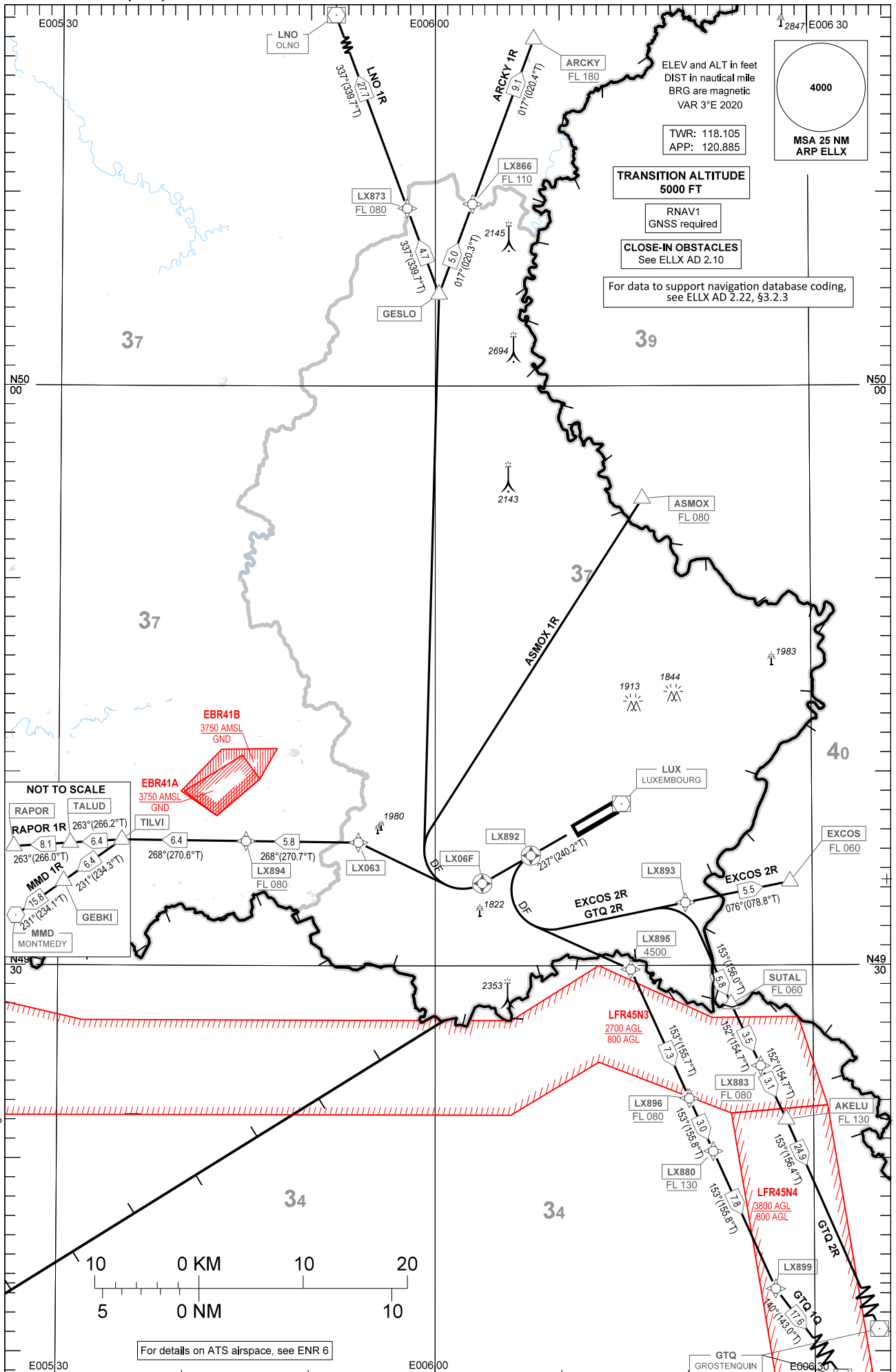
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LUXEMBOURG / Luxembourg (ELLX)

RNAV Rwy 24



CHANGE: Editorial changes

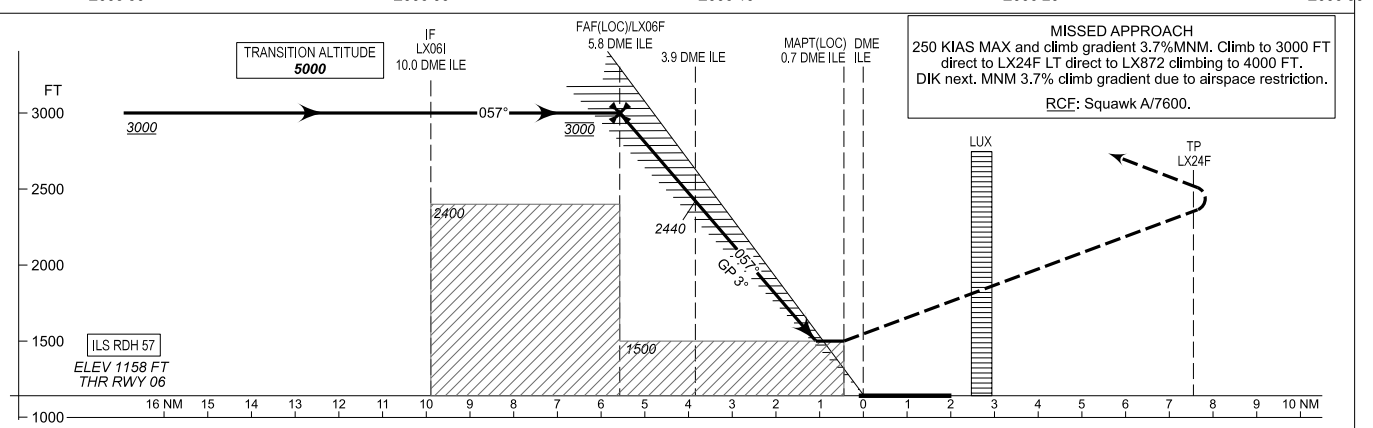
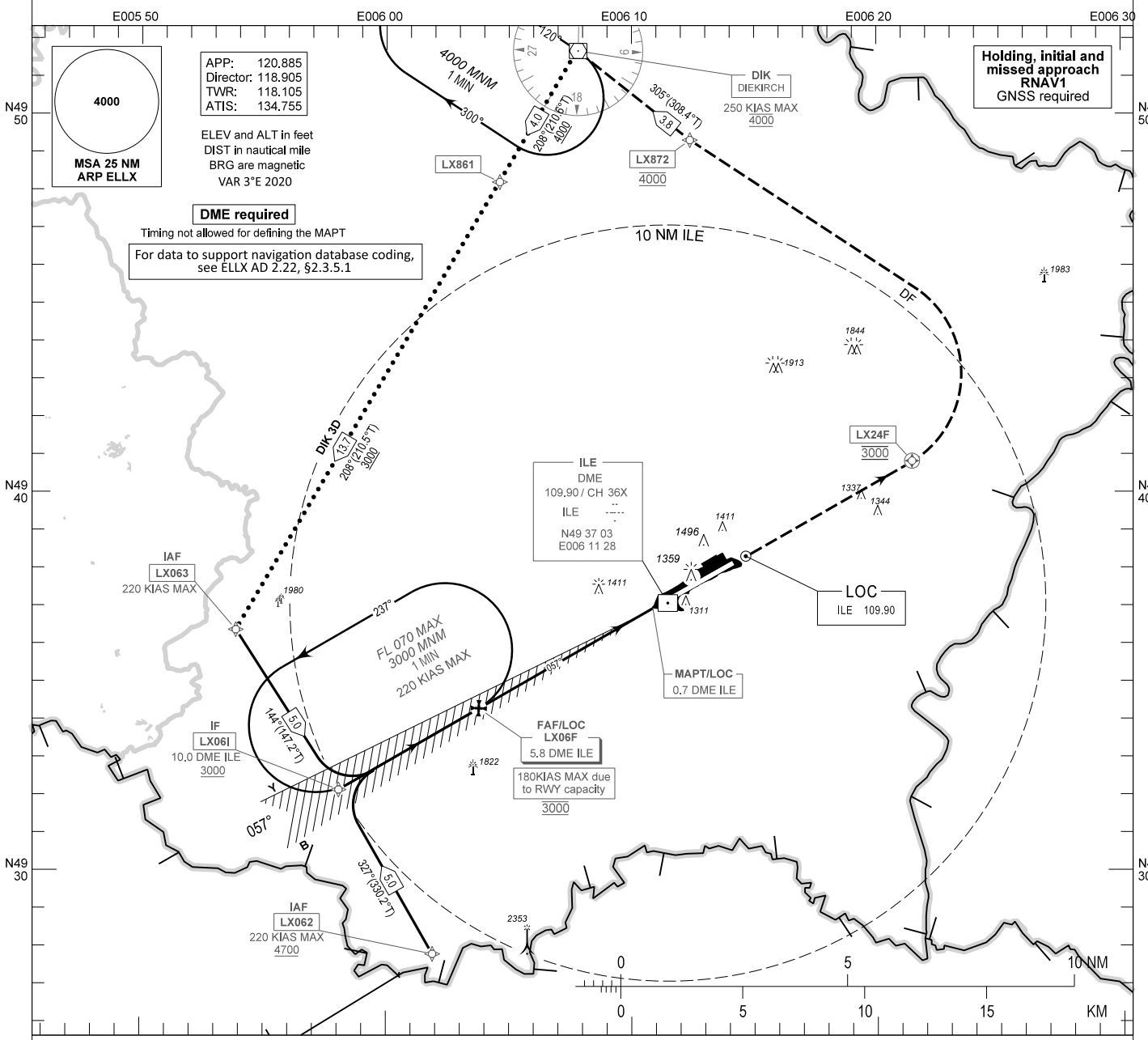
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 06 ELEV 1158

LUXEMBOURG / Luxembourg (ELLX)

ILS or LOC z RWY 06



CAT of ACFT	OCA (OCH)				FAF to MAPT - 5.0 NM						
	A	B	C	D	Speed (GS)	KT	70	90	120	150	180
ILS CAT I	1358 (200)	1358 (200)	1358 (200)	1358 (200)	Rate of descent	FT/MIN	375	480	640	800	960
LOC	1500 (340)	1500 (340)	1500 (340)	1500 (340)	PROCEDURE ALTITUDES						
MINIMA (RVR/VIS)					DIST ILE		5.0	4.0	3.0	2.0	
ILS	600 M RVR	600 M RVR	600 M RVR	600 M RVR	Altitude		2760	2450	2130	1810	
LOC	800 M	800 M	800 M	1200 M							

CHANGE: Editorial changes

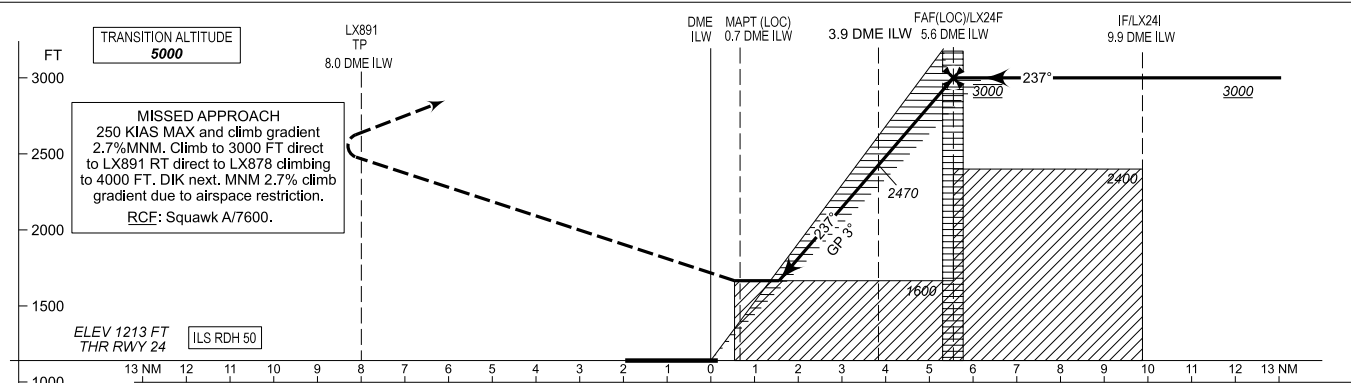
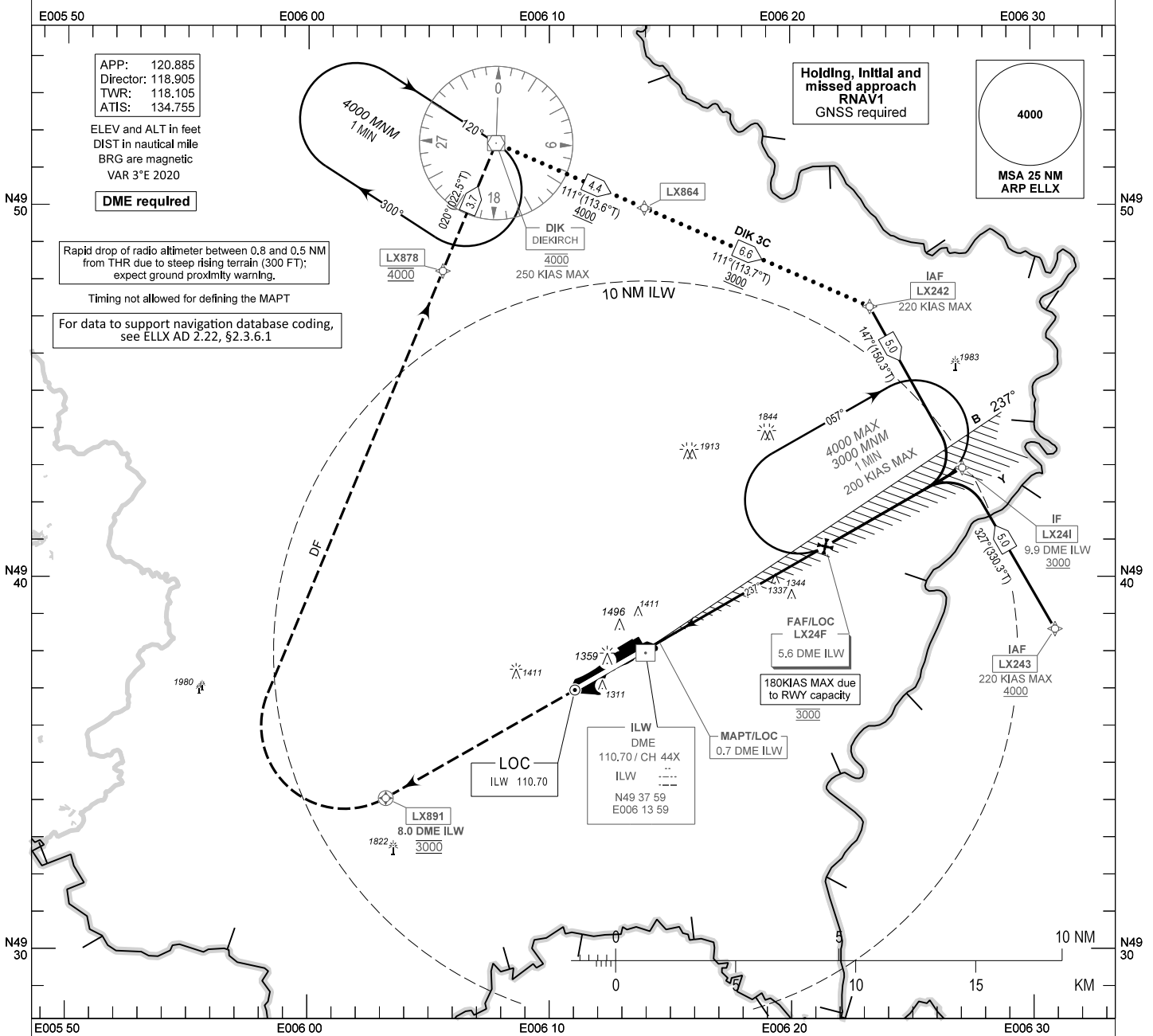
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 24 ELEV 1213

LUXEMBOURG / Luxembourg (ELLX)

ILS CAT II & III or LOC z RWY 24



CHANGE: Editorial changes

OCA (OCH)					
CAT of ACFT	A	B	C	D	DL
ILS CAT I	1413 (200)	1413 (200)	1413 (200)	1414 (201)	1417 (204)
ILS CAT II	1304 (91)	1307 (94)	1315 (102)	1330 (117)	1334 (121)
LOC	1600 (390)	1600 (390)	1600 (390)	1600 (390)	-
MINIMA (RVR/VIS)					
ILS CAT I	550 M RVR	550 M RVR	550 M RVR	550 M RVR	550 M RVR
ILS CAT II	300 M RVR	300 M RVR	300 M RVR	300 M RVR	300 M RVR
ILS CAT IIIA	200 M RVR	200 M RVR	200 M RVR	200 M RVR	200 M RVR
ILS CAT IIIB	125 M RVR	125 M RVR	125 M RVR	125 M RVR	125 M RVR
LOC	800 M	800 M	800 M	1200 M	1200 M

FAF to MAPT - 4.9 NM						
Speed (GS)	KT	70	90	120	150	180
Rate of descent	FT/MIN	375	480	640	800	960
PROCEDURE ALTITUDES						
DIST ILW	5.0	4.0	3.0	2.0		
Altitude	2810	2490	2170	1850		

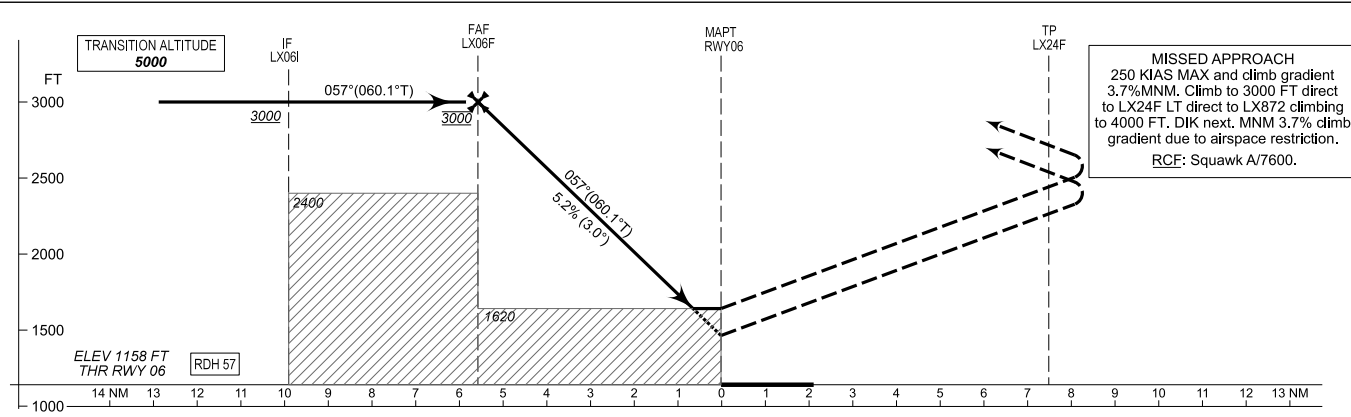
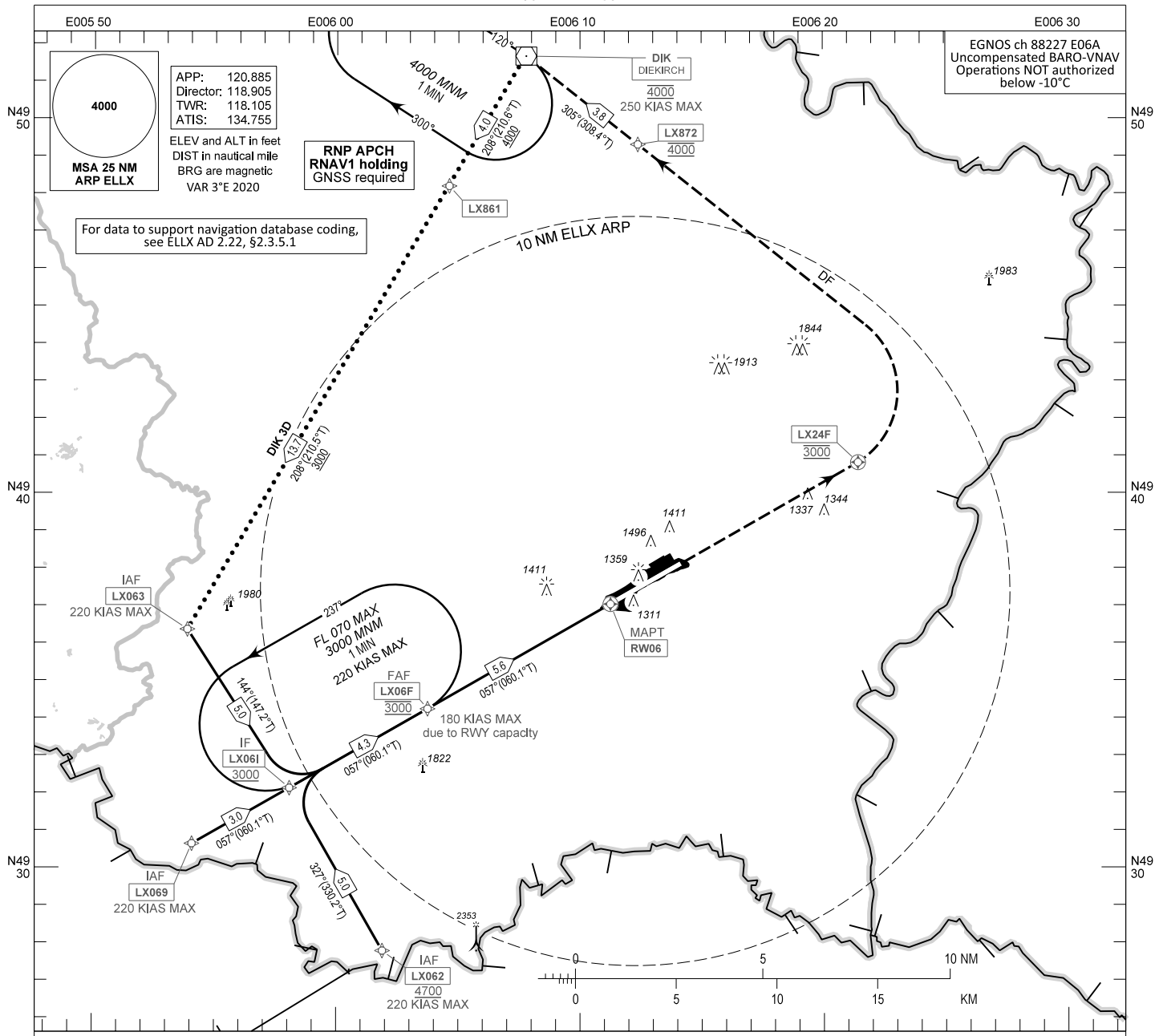
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 06 ELEV 1158

LUXEMBOURG / Luxembourg (ELLX)

RNP RWY 06



CHANGE: Editorial changes

CAT of ACFT	OCA (OCH)				FAF to MAPT - 5.6 NM							
	A	B	C	D	Speed (GS)	KT	70	90	120	150	180	
LNAV	1620 (460)	1620 (460)	1620 (460)	1620 (460)	Rate of descent	FT/MIN	375	480	640	800	960	
LNAV/VNAV	1444 (286)	1448 (290)	1476 (318)	1488 (330)	PROCEDURE ALTITUDES							
LPV	1358 (200)	1358 (200)	1358 (200)	1358 (200)								DIST THR
					Altitude	2800	2480	2170	1850			

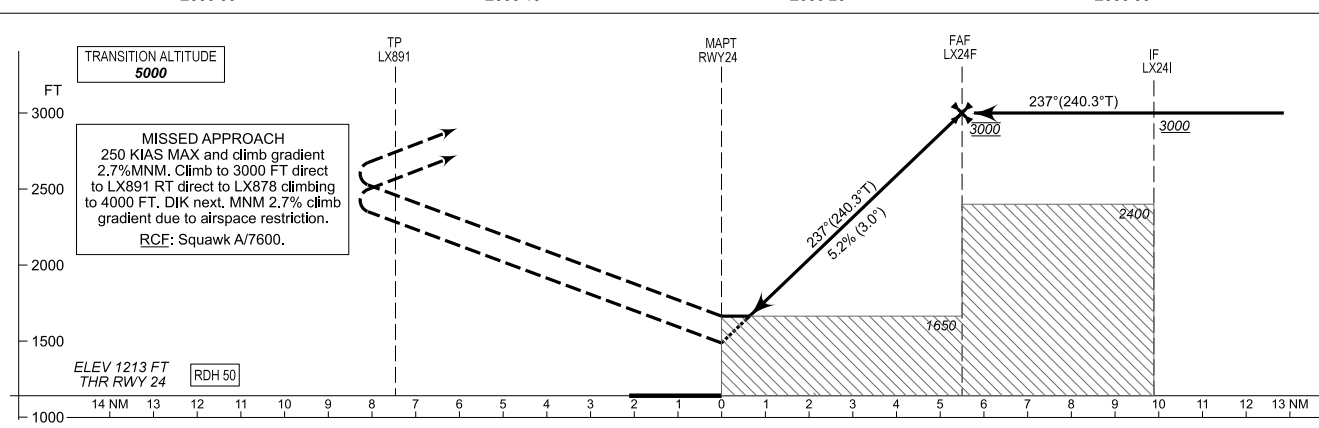
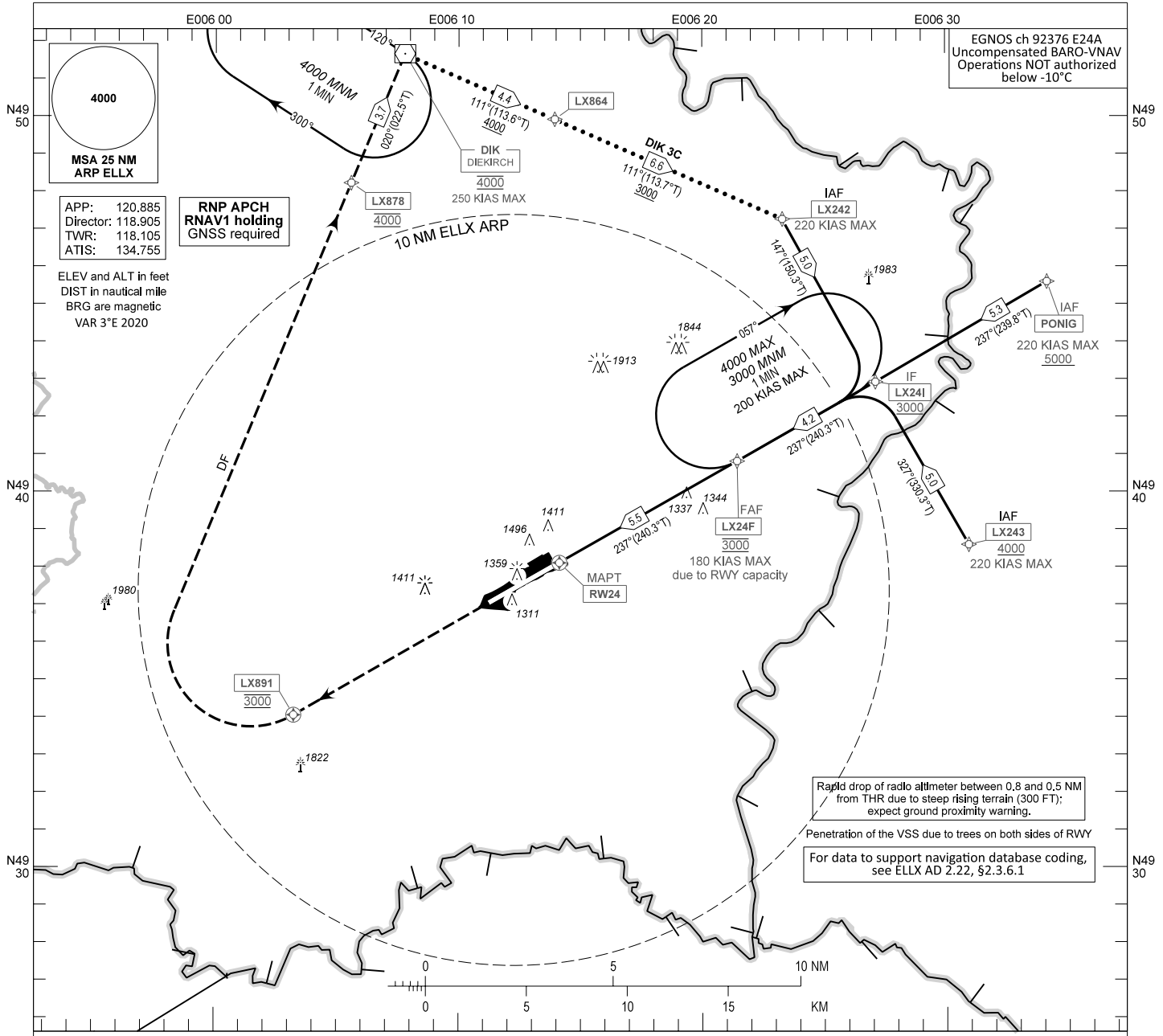
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 24 ELEV 1213

LUXEMBOURG / Luxembourg (ELLX)

RNP RWY 24



CHANGE: Editorial changes

CAT of ACFT	OCA (OCH)					FAF to MAPT - 5.5 NM						
	A	B	C	D	DL	Speed (GS)	KT	70	90	120	150	180
LNAV	1650 (440)	1650 (440)	1650 (440)	1650 (440)	-	Rate of descent	FT/MIN	375	480	640	800	960
LNAV/VNAV	1582 (369)	1588 (375)	1593 (380)	1599 (386)	-	PROCEDURE ALTITUDES						
LPV	1413 (200)	1413 (200)	1413 (200)	1414 (201)	1417 (204)	DIST THR		5.0	4.0	3.0	2.0	
						Altitude		2860	2540	2220	1900	

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

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

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

1	Apron designation, surface and strength	Apron C3, C7, H2, H5, H11: CONC, INFO not AVBL
2	Taxiway designation, width, surface and strength	TWY S4: 9 M, INFO not AVBL, LCN 30 All other TWY: 12 M, INFO not AVBL, LCN 30
3	ACL and elevation	C3: 384 FT ⁽¹⁾ C7: 375 FT ⁽¹⁾ H2 parking K: 333 FT ⁽¹⁾ H2 parking L: 333 FT ⁽¹⁾ H5: 334 FT ⁽¹⁾ H11 parking I: 328 FT ⁽¹⁾ H11 parking J: 326 FT ⁽¹⁾
4	VOR check points	
5	INS check points	C3: 504437N 0044558E ⁽¹⁾ C7: 504443N 0044610E ⁽¹⁾ H2 parking K: 504539N 0044539E ⁽¹⁾ H2 parking L: 504535N 0044535E ⁽¹⁾ H5: 504540N 0044552E ⁽¹⁾ H11 parking I: 504552N 0044630E ⁽¹⁾ H11 parking J: 504558N 0044558E ⁽¹⁾ ORP 22: 504556N 0044644E ⁽¹⁾ ORP 04: 504453N 0044527E ⁽¹⁾
6	Remarks	NIL

EBBE AD 2.9 Surface Movement Guidance and Control System and Markings

1	Aircraft stand identification signs	NIL
	Taxiway guide lines	NIL
	Visual docking/parking guidance system at aircraft stands	NIL
2	Runway markings and lighting	Designation, threshold, centre line
	Taxiway markings and lighting	Centre line, holding positions
3	Distance markers	Every 1000FT signalling remaining RWY distance (illuminated on primary RWY 04L/22R)
	Runway guard lights	NIL
4	Other runway protection measures	NIL
5	Stop bars	NIL
6	Other	Indicating panels and follow-me car
7	Remarks	NIL

EBBE AD 2.10 Aerodrome Obstacles

1 SPECIFIC OBSTACLES

- a. To avoid pilots from coming in too low on RWY 04L, the portion of RWY in front of the threshold markings of RWY 04L is marked with yellow chevrons, thus indicating clearly to pilots not to touch before over the threshold markings. The portion marked with these yellow chevrons is nevertheless usable for ground movements of aircraft;
- b. Runway observer shelter 15FT high, 50M south of centreline abeam VFR THR 04R and VFR THR 22L.

2 OTHER OBSTACLES

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

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

EBBE AD 2.11 Meteorological Information Provided

1	Associated MET Office	EBBE MET
2	Hours of service	As AD OPR HR
	MET Office outside hours	
3	Office responsible for TAF preparation	EBBE MET 12 HR
	Periods of validity	9 HR
4	Type of landing forecast	Colour state
	Interval of issuance	2 HR or more often when necessary
5	Briefing / consultation provided	TEL, personal consultation, MOSA computer system
6	Flight documentation	Charts, abbreviated plain language text
	Languages used	En
7	Charts and other information available for briefing or consultation	Surface charts, altitude charts, prognostic altitude charts, prognostic chart of significant weather, tropopause and maximum wind chart
8	Supplementary equipment available for providing information	Weather radar, receiver of cloud photographs transmitted by satellite, FAX and self-briefing terminal
9	ATS units provided with information	Beauvechain TWR and Beauvechain APP
10	Additional information	NIL

EBBE 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
04L	039°	3079 x 45	PCN 93 F/C/W/T ASPH / CONC	504457.76N 0044523.17E	THR 349FT TDZ 350FT
				504606.52N 0044650.32E	
				150 FT	
22R	219°	3079 x 45	PCN 93 F/C/W/T ASPH / CONC	504557.75N 0044639.27E	THR 315FT TDZ 331FT
				504448.87N 0044511.81E	
				150 FT	

EBDT - DIEST / Schaffen (MIL)

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

EBDT AD 2.1 Aerodrome Location Indicator and Name

EBDT - DIEST / Schaffen (MIL)

EBDT AD 2.2 Military data

1	Coordinates	510005N 0050343E
2	Elevation (FT)	92
3	Geoid undulation at AD ELEV PSN (FT)	150
4	RWY	06 / 24
5	Dimensions (M)	600 x 30
6	Surface	GRASS
7	Strength	10000KG
8	Operator	Belgian Land Component
9	TEL	
10	FAX	
11	Operational hours	
12	Remarks	Aerodrome given in concession to civil club outside MIL activity (see EBDT AD 2.23)

EBDT AD 2.23 Additional Information

1 USE OUTSIDE MILITARY OPERATIONAL HOURS

1.1 Contact Details

Post: Diest Aeroclub
Nieuwe Dijkstraat 77
3290 Diest
BELGIUM

TEL: +32 (0) 473 51 52 70 (AD)
TEL: +32 (0) 478 21 30 61 (CMDT)
Email: pleincdt@dac.be (AD CMDT)

1.2 Operational Hours

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

1.3 Runway Physical Characteristics

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

1.4 Declared Distances

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

1.5 Communication Facilities

Basic Information: 118.930 (8.33 KHZ CH) - "Schaffen Radio" - INFO only, no ATC (En/NI)

Radio mandatory

1.6 Local Traffic Regulations

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

1.7 Flight Procedures

RWY 24: right-hand circuit

Glider winching and towing, operating procedures see website.

URL: www.dac.be

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

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

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

1	Apron designation, surface and strength	INFO not AVBL, CONC, INFO not AVBL
2	Taxiway designation, width, surface and strength	<p>TWY C1, G1 and N2: 22.5 M, INFO not AVBL, PCN 45/F/C/W/T</p> <p>TWY C2 and C3: 12 M, INFO not AVBL, PCN 44/F/C/W/T</p> <p>TWY E1, E2 and E3: 12 M, INFO not AVBL, PCN 27/F/C/W/T</p> <p>TWY G2 and H1: 15 M, INFO not AVBL, PCN 32/F/C/W/T</p> <p>TWY G3, L, M1, M2, M3 and W2: 15 M, INFO not AVBL, PCN 27/F/C/W/U</p> <p>TWY N1: 15 M, INFO not AVBL, PCN 21/F/C/W/U</p> <p>TWY N3 and N4: 15 M, INFO not AVBL, PCN 31/F/C/W/U</p> <p>TWY P1, P2, P3, P4 and P5: 22.5 M, INFO not AVBL, PCN 59/F/C/W/T</p> <p>TWY Q: 12 M, INFO not AVBL, PCN 27/F/C/W/T</p> <p>TWY S1, S2, and S3: 15 M, INFO not AVBL, PCN 21/F/C/W/T</p> <p>TWY S4: 12 M, INFO not AVBL, PCN 21/F/C/W/T</p> <p>TWY T: 12 M, INFO not AVBL, PCN 48/F/C/W/T</p> <p>TWY W1: 15 M, INFO not AVBL, PCN 37/F/C/W/T</p>
3	ACL and elevation	
4	VOR check points	
5	INS check points	On main ACFT parkings and RWY entrance + 2 squat fixes (on taxi W1 and E1)
6	Remarks	T parking/apron markings not compliant with STANAG/ICAO; taxi with help of marshaller is mandatory.

EBFS AD 2.9 Surface Movement Guidance and Control System and Markings

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

EBFS AD 2.10 Aerodrome Obstacles

1 SPECIFIC OBSTACLES FOR THE PRIMARY RWY

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

2 SPECIFIC OBSTACLES FOR THE SECONDARY RWY

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

3 Other obstacles

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

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

EBFS AD 2.11 Meteorological Information Provided

1	Associated MET Office	EBFS MET
2	Hours of service	As AD OPR HR
	MET Office outside hours	
3	Office responsible for TAF preparation	EBFS MET
	Periods of validity	9 HR for the 3 first and 12 HR for the last one published at 1541 (1441)
4	Type of landing forecast	Colour state
	Interval of issuance	1 HR or more often when necessary
5	Briefing / consultation provided	TEL, personal consultation, MOSA computer system
6	Flight documentation	Charts, abbreviated plain language text
	Languages used	En
7	Charts and other information available for briefing or consultation	Surface charts, prognostic surface chart, significant weather forecast chart, tropopause and maximum wind, local cross-section, sea state chart
8	Supplementary equipment available for providing information	Precipitations radar, satellite images and animations, FAX and self-briefing terminal
9	ATS units provided with information	Florennes TWR and Florennes APP
10	Additional information	NIL

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

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

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

1	Apron designation, surface and strength	Apron Alfa, CONC, 40 R/D/W/T Apron QRZ, CONC, 28 R/D/W/T Apron Mike, CONC, 20 R/B/W/T Apron NHCP, CONC, 62 R/C/W/T Apron Sierra, CONC, 30 R/C/W/T
2	Taxiway designation, width, surface and strength	TWY A, 15 M, ASPH, 94 F/A/W/T TWY C1, 15 M, CONC, 64 R/D/W/T TWY C2, 15 M, CONC, 64 R/D/W/T TWY C3, 15 M, CONC, 32 R/C/W/T TWY C4, 15 M, CONC, 30 R/C/W/T TWY M, 15 M, ASPH, 110 F/A/X/T TWY N1, 15 M, CONC, 31 R/C/W/T TWY N2, 15 M, ASPH, 82 F/A/X/T TWY N3, 22 M, CONC, 60 R/C/W/T TWY N4, 15 M, CONC, 20 R/C/W/T TWY N5, 15 M, CONC+ASPH, 58 R/C/W/T (Concrete part. Asphalt part PCN 84 F/A/X/T.) TWY Q, 15 M, CONC, 69 R/D/W/T
3	ACL and elevation	NIL
4	VOR check points	NIL
5	INS check points	NIL
6	Remarks	NIL

EBBL AD 2.9 Surface Movement Guidance and Control System and Markings

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

EBBL AD 2.10 Aerodrome Obstacles

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

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

EBBL AD 2.11 Meteorological Information Provided

1	Associated MET Office	EBBL MET
2	Hours of service	As AD OPR HR
	MET Office outside hours	
3	Office responsible for TAF preparation	EBBL MET
	Periods of validity	9 HR
4	Type of landing forecast	Colour state
	Interval of issuance	1 HR or more often when necessary
5	Briefing / consultation provided	TEL, personal consultation, MOSA computer system
6	Flight documentation	Charts, abbreviated plain language text
	Languages used	En
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Kleine-Brogel TWR and Kleine-Brogel APP
10	Additional information	NIL

EBBL AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				RWY end COORD	
				THR geoid undulation	
1	2	3	4	5	6
05L	050°	3095 x 45	PCN 114 F/A/X/T ASPH / CONC	510941.53N 0052724.61E	THR 185FT TDZ 185FT
				511038.83N 0052913.46E	
				148 FT	
23R	230°	3095 x 45	PCN 114 F/A/X/T ASPH / CONC	511031.69N 0052859.98E	THR 161FT TDZ 171FT
				510934.55N 0052711.26E	
				147 FT	
05R	050°	2400 x 23	PCN 76 F/A/X/T ASPH / CONC	510936.36N 0052731.81E	THR 190FT
				511026.15N 0052906.45E	
				148 FT	
23L	230°	2400 x 23	PCN 76 F/A/X/T ASPH / CONC	511026.06N 0052906.35E	THR 161FT
				510935.94N 0052730.97E	
				148 FT	

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

1	Apron designation, surface and strength	INFO not AVBL, CONC, INFO not AVBL
2	Taxiway designation, width, surface and strength	All TWY: INFO not AVBL, 15M, INFO not AVBL, LCN 30
3	ACL and elevation	
4	VOR check points	
5	INS check points	
6	Remarks	NIL

EBFN AD 2.9 Surface Movement Guidance and Control System and Markings

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

EBFN AD 2.10 Aerodrome Obstacles

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

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

EBFN AD 2.11 Meteorological Information Provided

1	Associated MET Office	EBFN MET
2	Hours of service	As AD OPR HR
	MET Office outside hours	
3	Office responsible for TAF preparation	EBFN MET
	Periods of validity	
4	Type of landing forecast	Colour state
	Interval of issuance	1 HR or more often when necessary
5	Briefing / consultation provided	TEL, personal consultation
6	Flight documentation	Charts, abbreviated plain language text
	Languages used	En
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	Koksijde TWR and Koksijde APP
10	Additional information	NIL

EBFN 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
11	108°	2670 x 35	PCN 22 F/C/W/T ASPH / CONC	510537.33N 0023809.81E	THR 6FT TDZ 7FT
				510511.21N 0024015.22E	
				146 FT	
29	288°	2670 x 35	PCN 22 F/C/W/T ASPH / CONC	510512.24N 0024010.63E	THR 11FT TDZ 11FT
				510538.44N 0023804.09E	
				146 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
11	Long: 0.2 % Trans: 1.0 %				NIL
29					NIL

RWY designator	Location and description of arresting system	OFZ	RMK
13	14	15	16
11	See below		
29	See below		

Note: A portable aircraft arresting system (PORTARREST) for tailhook equipped ACFT can be installed for planned OPS.

EBFN AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
11	2670	2670	2670	2571	NIL
29	2670	2670	2670	2574	NIL

EBFN AD 2.14 Approach and Runway Lighting

RWY 11			
Approach lighting system	Type: NIL Length: Intensity:	VASIS	Type: PAPI: not usable MEHT:
Runway threshold lights	Colour: green Wing bars: NIL	Touchdown zone lights	NIL
Runway end lights	Colour: red Wing bars: NIL	Stopway lights	

EBHC - KRUISEM / Hof Van Cleve

Note: The following sections in this chapter are intentionally left blank: AD-3.3, AD-3.4, AD-3.5, AD-3.6, AD-3.7, AD-3.8, AD-3.9, AD-3.10, AD-3.11, AD-3.12, AD-3.13, AD-3.14, AD-3.15, AD-3.16, AD-3.17, AD-3.18, AD-3.19, AD-3.20, AD-3.21, AD-3.22, AD-3.23, AD-3.24

EBHC AD 3.1 Heliport Location Indicator and Name

EBHC - KRUISEM / Hof Van Cleve

EBHC AD 3.2 Heliport Data

1	Coordinates	505413N 0033033E
2	Elevation (FT)	193
3	Geoid undulation (FT)	INFO not AVBL
4	Dimensions (M)	21 in diameter
5	Slope	<5%
6	Surface	GRASS
7	Strength	5700 KG
8	Arrival routes (MAG)	040° and 130°
9	Operator	Hof Van Cleve Riemegemstraat 1 9770 Kruisem BELGIUM
10	TEL	+32 (0) 474 90 47 93
11	FAX	NIL
12	Email	floris@hofvancleve.com
13	Operational hours	HJ plus civil twilight
14	Basic Information (languages used)	NIL
15	Remarks	Prior permission required.

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