AERONAUTICAL INFORMATION PUBLICATION
Belgium and Luxembourg

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AMDT 002/2025

Publication date: 06 FEB 2025
Insertion Date: 20 FEB 2025

1. Amendment content:

Section	Subject	Change
GEN 2.4	EBTM MOERKERKE / Den Hoorn	New
GEN 2.7	Sunrise / Sunset Belgium. NOV and DEC	Removed
GEN 2.7	Sunrise / Sunset Luxembourg	Updated
GEN 3.3	ATS Unit Brussels ARO. FAX	Removed
GEN 4.2	Air Navigation Services Charges. ANA	Updated
ENR 4.4	Significant Point NIVOR. ATS Route	Updated
ENR 5.4	Area 1 Obstacles. Belgium	Updated
ENR 5.5	Call sign Luxembourg APP	Updated
ENR 6	Index Chart. Aerodromes and Heliports	Updated
AD 1.3	EBTM MOERKERKE / Den Hoorn	New
AD 1.3	EBMK MAARKEDAL / Nukerke	Updated
EBBR AD 2.22	SID ELSIK 1X	Updated
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 01 (X Departures)	Updated
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 01 (F Departures)	Updated
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 07L (T-Y Departures)	Updated
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 07L (R Departure)	Updated
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 07R (V-W Departures)	Updated
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 25L (P Departures)	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC RWY 25R	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC X RWY 25L	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC W RWY 25L	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: VOR RWY 25L	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: ILS or LOC RWY 01	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: ILS or LOC RWY 19	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: RNP RWY 01	Updated

Section	Subject	Change
EBBR AD 2.24	Instrument Approach Chart - ICAO: RNP RWY 19	Updated
EBCI AD 2.22	STAR BATTY 6B and LNO 6B	Updated
EBCI AD 2.22	SID RITAX 8X, SOPOK 5U, RITAX 5U, MEDIL 5Y, LNO 5U and SPI 5U	Updated
EBCI AD 2.24	Standard Arrival Chart - Instrument - ICAO: RNAV TRANSITION TO RWY 06	Updated
EBCI AD 2.24	Standard Arrival Chart - Instrument - ICAO: RNAV TRANSITION TO RWY 24	Updated
EBCI AD 2.24	Standard Departure Chart - Instrument - ICAO: RNAV SID RWY 06	Updated
EBCI AD 2.24	Standard Departure Chart - Instrument - ICAO: RNAV SID RWY 24	Updated
EBCI AD 2.24	Instrument Approach Charts - ICAO	Updated
EBLG AD 2.9	Surface Movement Guidance and Control System and Markings. Remarks	Updated
EBLG AD 2.20	Taxi Regulations	Updated
EBLG AD 2.22	Low Visibility Operations. Taxiways	Updated
EBOS AD 2.20	De-icing Operations	New
EBOS AD 2.24	Aerodrome Chart - ICAO. Appendix 4: De-icing Area	New
EBOS AD 2.24	Visual Approach Chart - ICAO	Updated
EBST AD 2.3	Operational Hours	Updated
EBST AD 2.20	Local Aerodrome Regulations. Training Flights	Updated
AD 3.PVT-EBTM	EBTM MOERKERKE / Den Hoorn	New
AD 3.PERS-EBPP	DEINZE / Piens	Updated
AD 3.PERS-EBMK	MAARKEDAL / Nukerke	Updated

2. Hand corrections to the following pages:

NIL

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

NOTAM: A4818/24, A4822/24, A0019/25, C0008/25, C0067/25, D0033/25 and E0005/25

SUP: NIL

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

Insert the following pages		Remove the following pages	
GEN 0.2 - 1/2	20-FEB-2025	GEN 0.2 - 1/2	20-FEB-2025
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AD 2.EBBR-SID.06 - 1/2	20-FEB-2025	AD 2.EBBR-SID.06 - 1/2	23-JAN-2025
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AD 2.EBBR-IAC.03 - 1/2	20-FEB-2025	AD 2.EBBR-IAC.03 - 1/2	28-NOV-2024
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AD 2.EBBR-IAC.05 - 1/2	20-FEB-2025	AD 2.EBBR-IAC.05 - 1/2	28-NOV-2024
AD 2.EBBR-IAC.07a - 1/2	20-FEB-2025	AD 2.EBBR-IAC.07a - 1/2	05-SEP-2024
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AD 2.EBCI - 21/22	20-FEB-2025	AD 2.EBCI - 21/22	20-FEB-2025
AD 2.EBCI - 25/26	20-FEB-2025	AD 2.EBCI - 25/26	20-FEB-2025
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AD 2.EBCI-IAC.02 - 1/2	20-FEB-2025	AD 2.EBCI-IAC.02 - 1/2	20-FEB-2025
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AD 2.EBCI-IAC.05 - 1/2	20-FEB-2025	AD 2.EBCI-IAC.05 - 1/2	20-FEB-2025
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AD 2.EBLG - 13/14	20-FEB-2025	AD 2.EBLG - 13/14	26-DEC-2024
AD 2.EBLG - 33/34	20-FEB-2025	AD 2.EBLG - 33/34	03-OCT-2024
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AD 2.EBOS - 13/14	20-FEB-2025	AD 2.EBOS - 13/14	23-JAN-2025
AD 2.EBOS - 23/24	20-FEB-2025	AD 2.EBOS - 23/24	18-APR-2024
AD 2.EBOS-ADC.05 - 1/2	20-FEB-2025		
AD 2.EBOS-VAC.01 - 1/2	20-FEB-2025	AD 2.EBOS-VAC.01 - 1/2	23-JAN-2025
AD 2.PVT-EBST - 1/2	20-FEB-2025	AD 2.PVT-EBST - 1/2	30-NOV-2023
AD 2.PVT-EBST - 3/4	20-FEB-2025	AD 2.PVT-EBST - 3/4	30-NOV-2023
AD 3.PVT-EBTM - 1/2	20-FEB-2025		
AD 3.PERS-EBPP - 1/2	20-FEB-2025	AD 3.PERS-EBPP - 1/2	18-JUN-2020
AD 3.PERS-EBMK - 1/2	20-FEB-2025	AD 3.PVT-EBMK - 1/2	23-APR-2020

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-2922	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	
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AIRAC AMENDMENT			
NR/Year	**Publication date**	**Effective date**	**Inserted by**
001/2022	16-Dec-2021	27-Jan-2022	
002/2022	13-Jan-2022	24-Feb-2022	
003/2022	10-Feb-2022	24-Mar-2022	
004/2022	10-Mar-2022	21-Apr-2022	
005/2022	07-Apr-2022	19-May-2022	
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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	
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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	
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GEN 0.3 Record of AIP Supplements

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
001/2022	Restrictions related to Belarus	ENR	From 27 JAN 2022	
008/2022	EBBR - Unavailability of tracking / monitoring RPAS in CTR	AD	From 24 FEB 2022	
013/2022	EBZH - Obstacles and Restrictions	AD	From 24 FEB 2022	
014/2022	EBSP - Restrictions due to works	AD	From 24 FEB 2022	
016/2022	EBEB - EVERGEM / Belzele	AD	From 24 FEB 2022	
060/2022	Restrictions related to the Russian Invasion of Ukraine	GEN / ENR	From 08 SEP 2022	
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	
019/2023	Military Invasion of Ukraine by Russian Federation	ENR	From 20 APR 2023	
022/2023	Wind Measurment Mast - Wardin	ENR	From 20 APR 2023 till 13 MAR 2025	
026/2023	EBOS - Instrument Approach Charts	AD	From 18 MAY 2023	
028/2023	EBLG - Temporary Obstacle	AD	From 18 MAY 2023	
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	
058/2023	Obstacles due to Construction Works near EBBR - THE CUBE - MACHELEN	AD	From 05 OCT 2023 till 30 APR 2025	
070/2023	EBEU - Restrictions due to Obstacle	AD	From 30 NOV 2023	
073/2023	EBLG - Increased OCA due to Obstacle	AD	From 28 DEC 2023	
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	
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	
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	
023/2024	ELLK - Temporary Obstacles in the vicinity of Helipad	AD	From 16 MAY 2024	
026/2024	EBBR - Moving Obstacle	AD	From 13 JUN 2024 till 11 JUL 2025	
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	
043/2024	Obstacle due to Construction Works near EBBR - LCL Data Center - Kouterveldstraat Machelen	AD	From 08 AUG 2024 till 30 JUN 2025	
047/2024	EBAW - RNAV1/RNP1 SID RWY 11	AD	From 05 SEP 2024 till 17 APR 2025	
049/2024	EBAW - Operational Hours	AD	From 03 OCT 2024 till 01 JUN 2025	
051/2024	Steenokkerzeel ATCC: Limited FIS	ENR	From 03 OCT 2024 till 27 NOV 2025	
052/2024	EBAW - Temporary Obstacle	AD	From 03 OCT 2024 till 13 AUG 2025	
053/2024	EBOS - Temporary Obstacle	AD	From 03 OCT 2024	
056/2024	EBFN - Temporary Obstacle	AD	From 31 OCT 2024 till 31 MAY 2025	
057/2024	Obstacle Lighting U/S on pylons at Jumet, Marquain and Mons	ENR	From 31 OCT 2024	
058/2024	EBBR - Terminal Capacity Restrictions	AD	From 27 OCT 2024 till 29 MAR 2025	
059/2024	EBBR - RNP APCH RWY25R and RWY25L - ISGS	AD	From 28 NOV 2024 till 31 MAR 2025	

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
060/2024	EBOS - Unavailability of OO and ONO	ENR/AD	From 28 NOV 2024 till 10 JUL 2025	
061/2024	EBKT - Temporary Obstacles	AD	From 28 NOV 2024 till 31 JAN 2026	
062/2024	AIP Publication Schedule 2025	GEN	From 28 NOV 2024 till 31 DEC 2025	
063/2024	EBCV - Limitations on Parking	AD	From 28 NOV 2024	
066/2024	CBA 1T	ENR	From 29 NOV 2024 till 16 APR 2025	
067/2024	EBCI - Obstacle	AD	From 28 NOV 2024	
068/2024	EBBL - Temporary Obstacles	AD	From 26 DEC 2024	
069/2024	ELLX - Obstacle due to Construction Work	AD	From 26 DEC 2024	
070/2024	ELLX - Obstacle due to Construction Work	AD	From 26 DEC 2024	
071/2024	EBGG - Runway Shifted	AD	From 26 DEC 2024 till 01 APR 2025	
072/2024	EBBU - Temporary Obstacles	AD	From 26 DEC 2024 till 03 AUG 2025	
073/2024	EBOS - IAP RNP RWY 08	AD	From 26 DEC 2024	
001/2025	Additional Military Closing Days 2025	GEN	From 23 JAN 2025 till 31 DEC 2025	
002/2025	EBFN - Temporary Obstacle	AD	From 23 JAN 2025 till 30 NOV 2025	
003/2025	EBAW - Temporary Obstacle	AD	From 01 MAR 2025 till 31 DEC 2026	
004/2025	ELLX - Obstacles due to Construction Work	AD	From 23 JAN 2025	
005/2025	OAT Flights	ENR	From 23 JAN 2025	
006/2025	EBBR - RNP APCH RWY25R and RWY25L - ISGS - Period II	AD	From 01 FEB 2025 till 01 JUN 2025	
007/2025	Obstacle due to Construction Works near EBBR - Business Garden Brussels Airport - Hermeslaan Machelen	AD	From 20 FEB 2025 till 31 MAR 2027	
008/2025	EBBL - TACAN RWY23	AD	From 20 FEB 2025	
009/2025	EBBE - ALS Limitations RWY22R/04L	AD	From 20 FEB 2025	
010/2025	DEERLIJK - Temporary Obstacle	ENR	From 20 FEB2025	
011/2025	EBBE - Temporary Obstacle	AD	From 20 FEB 2025	

GEN 0.4 Checklist of AIP Pages

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GEN 0.4-1	20-FEB-2025
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GEN 0.4-7	20-FEB-2025
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GEN 0.4-10	20-FEB-2025
GEN 0.5-1	04-FEB-2016
GEN 0.5-2	04-FEB-2016
GEN 0.6-1	20-FEB-2025
GEN 0.6-2	20-FEB-2025
GEN 0.6-3	20-FEB-2025
GEN 0.6-4	20-FEB-2025
GEN 1.1-1	21-APR-2022
GEN 1.1-2	21-APR-2022
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GEN 1.1-5	05-OCT-2023
GEN 1.1-6	05-OCT-2023
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GEN 1.2-3	18-APR-2024
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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
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GEN 1.6-2	31-DEC-2020
GEN 1.6-3	18-MAY-2023
GEN 1.6-4	18-MAY-2023
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GEN 1.6-6	31-DEC-2020
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GEN 2.2-12	28-NOV-2024
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GEN 2.3-2	03-NOV-2022
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GEN 2.3-4	21-APR-2022
GEN 2.4-1	20-FEB-2025
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GEN 2.4-3	20-FEB-2025
GEN 2.4-4	20-FEB-2025
GEN 2.4-5	20-FEB-2025
GEN 2.4-6	20-FEB-2025
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GEN 2.5-2	13-JUN-2024
GEN 2.6-1	04-FEB-2016
GEN 2.6-2	04-FEB-2016
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GEN 2.7-2	20-FEB-2025
GEN 2.7-3	20-FEB-2025
GEN 2.7-4	20-FEB-2025
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
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GEN 3.2-3	03-OCT-2024
GEN 3.2-4	03-OCT-2024
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GEN 3.3-2	31-OCT-2024
GEN 3.3-3	31-OCT-2024
GEN 3.3-4	31-OCT-2024
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GEN 3.3-6	20-FEB-2025
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
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GEN 3.4-7	31-OCT-2024
GEN 3.4-8	31-OCT-2024
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GEN 3.5-6	02-DEC-2021
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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	31-OCT-2024
GEN 4.1-4	31-OCT-2024
GEN 4.2-1	23-JAN-2025
GEN 4.2-2	23-JAN-2025
GEN 4.2-3	20-FEB-2025
GEN 4.2-4	20-FEB-2025
GEN 4.2-5	18-APR-2024
GEN 4.2-6	18-APR-2024

ENR

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ENR 0.2-2	04-FEB-2016
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ENR 0.4-2	04-FEB-2016
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ENR 0.5-2	04-FEB-2016
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ENR 1.1-8	18-MAY-2023
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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
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ENR 1.1-22	12-OCT-2017
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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 1.1-46	10-AUG-2023
ENR 1.2-1	05-OCT-2023
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ENR 1.2-6	26-DEC-2024
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ENR 1.3-2	22-FEB-2024

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ENR 1.6-6	02-NOV-2023
ENR 1.7-1	02-NOV-2023
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ENR 1.8-2	04-FEB-2016
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ENR 2.1-6	23-JAN-2025
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ENR 3.3-9	05-SEP-2024
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ENR 3.3-12	05-SEP-2024
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ENR 6-ENRC.05e-2	16-JUN-2022
ENR 6-ENRC.05f-1	16-JUN-2022
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AD 2.EBKT-SID.02-2	22-FEB-2024
AD 2.EBKT-SID.03-1	22-FEB-2024
AD 2.EBKT-SID.03-2	22-FEB-2024
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AD 2.EBKT-IAC.01-2	21-MAR-2024
AD 2.EBKT-IAC.01a-1	23-APR-2020
AD 2.EBKT-IAC.01a-2	23-APR-2020
AD 2.EBKT-IAC.02-1	16-MAY-2024
AD 2.EBKT-IAC.02-2	16-MAY-2024
AD 2.EBKT-VAC.01-1	21-MAR-2024
AD 2.EBKT-VAC.01-2	21-MAR-2024
AD 2.EBKT-VAC.02-1	21-MAR-2024
AD 2.EBKT-VAC.02-2	21-MAR-2024
AD 2.EBLG-1	18-APR-2024
AD 2.EBLG-2	18-APR-2024
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AD 2.EBLG-4	25-JAN-2024
AD 2.EBLG-5	20-FEB-2025
AD 2.EBLG-6	20-FEB-2025
AD 2.EBLG-7	26-DEC-2024
AD 2.EBLG-8	26-DEC-2024
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AD 2.EBLG-10	25-JAN-2024
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AD 2.EBLG-16	23-JAN-2025
AD 2.EBLG-17	22-FEB-2024
AD 2.EBLG-18	22-FEB-2024
AD 2.EBLG-19	22-FEB-2024
AD 2.EBLG-20	22-FEB-2024
AD 2.EBLG-21	25-JAN-2024
AD 2.EBLG-22	25-JAN-2024
AD 2.EBLG-23	25-JAN-2024
AD 2.EBLG-24	25-JAN-2024
AD 2.EBLG-25	25-JAN-2024
AD 2.EBLG-26	25-JAN-2024
AD 2.EBLG-27	16-MAY-2024
AD 2.EBLG-28	16-MAY-2024
AD 2.EBLG-29	16-MAY-2024
AD 2.EBLG-30	16-MAY-2024
AD 2.EBLG-31	18-APR-2024
AD 2.EBLG-32	18-APR-2024
AD 2.EBLG-33	20-FEB-2025
AD 2.EBLG-34	20-FEB-2025
AD 2.EBLG-35	16-MAY-2024
AD 2.EBLG-36	16-MAY-2024
AD 2.EBLG-37	25-JAN-2024
AD 2.EBLG-38	25-JAN-2024
AD 2.EBLG-ADC.01-1	26-DEC-2024
AD 2.EBLG-ADC.01-2	26-DEC-2024
AD 2.EBLG-ADC.02-1	27-JAN-2022
AD 2.EBLG-ADC.02-2	27-JAN-2022
AD 2.EBLG-GMC.01-1	21-MAR-2024
AD 2.EBLG-GMC.01-2	21-MAR-2024
AD 2.EBLG-GMC.02a-1	23-JAN-2025
AD 2.EBLG-GMC.02a-2	23-JAN-2025
AD 2.EBLG-GMC.02b-1	21-MAR-2024
AD 2.EBLG-GMC.02b-2	21-MAR-2024
AD 2.EBLG-GMC.03a-1	25-JAN-2024
AD 2.EBLG-GMC.03a-2	25-JAN-2024
AD 2.EBLG-GMC.03b-1	25-JAN-2024
AD 2.EBLG-GMC.03b-2	25-JAN-2024
AD 2.EBLG-GMC.04-1	25-JAN-2024
AD 2.EBLG-GMC.04-2	25-JAN-2024
AD 2.EBLG-GMC.05-1	08-AUG-2024
AD 2.EBLG-GMC.05-2	08-AUG-2024
AD 2.EBLG-GMC.06-1	03-OCT-2024
AD 2.EBLG-GMC.06-2	03-OCT-2024
AD 2.EBLG-APDC.01-1	08-AUG-2024
AD 2.EBLG-APDC.01-2	08-AUG-2024
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AD 2.EBLG-AOC.01-2	26-DEC-2024
AD 2.EBLG-AOC.02-1	26-DEC-2024
AD 2.EBLG-AOC.02-2	26-DEC-2024
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AD 2.EBLG-PATC.01-2	26-DEC-2024
AD 2.EBLG-PATC.02-1	26-DEC-2024
AD 2.EBLG-PATC.02-2	26-DEC-2024
AD 2.EBLG-PATC.03-1	26-DEC-2024
AD 2.EBLG-PATC.03-2	26-DEC-2024
AD 2.EBLG-ATCSMAC.01-1	21-MAR-2024
AD 2.EBLG-ATCSMAC.01-2	21-MAR-2024
AD 2.EBLG-STAR.01-1	22-FEB-2024
AD 2.EBLG-STAR.01-2	22-FEB-2024
AD 2.EBLG-STAR.02-1	16-MAY-2024
AD 2.EBLG-STAR.02-2	16-MAY-2024
AD 2.EBLG-STAR.03-1	22-FEB-2024
AD 2.EBLG-STAR.03-2	22-FEB-2024
AD 2.EBLG-STAR.04-1	22-FEB-2024
AD 2.EBLG-STAR.04-2	22-FEB-2024
AD 2.EBLG-STAR.05-1	22-FEB-2024
AD 2.EBLG-STAR.05-2	22-FEB-2024
AD 2.EBLG-STAR.06-1	22-FEB-2024
AD 2.EBLG-STAR.06-2	22-FEB-2024
AD 2.EBLG-SID.01-1	22-FEB-2024
AD 2.EBLG-SID.01-2	22-FEB-2024
AD 2.EBLG-SID.02-1	22-FEB-2024
AD 2.EBLG-SID.02-2	22-FEB-2024
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AD 2.EBLG-IAC.01-2	13-JUN-2024
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AD 2.EBLG-IAC.02-2	26-DEC-2024
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AD 2.EBLG-IAC.03-2	18-APR-2024
AD 2.EBLG-IAC.04-1	18-APR-2024
AD 2.EBLG-IAC.04-2	18-APR-2024
AD 2.EBLG-IAC.05-1	18-APR-2024
AD 2.EBLG-IAC.05-2	18-APR-2024
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AD 2.EBLG-IAC.05a-2	30-NOV-2023
AD 2.EBLG-IAC.06-1	18-APR-2024
AD 2.EBLG-IAC.06-2	18-APR-2024
AD 2.EBLG-IAC.06a-1	30-NOV-2023
AD 2.EBLG-IAC.06a-2	30-NOV-2023
AD 2.EBLG-IAC.07-1	18-APR-2024
AD 2.EBLG-IAC.07-2	18-APR-2024
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AD 2.EBLG-IAC.07a-2	30-NOV-2023
AD 2.EBLG-IAC.08-1	18-APR-2024
AD 2.EBLG-IAC.08-2	18-APR-2024
AD 2.EBLG-IAC.08a-1	30-NOV-2023
AD 2.EBLG-IAC.08a-2	30-NOV-2023
AD 2.EBLG-VAC.01-1	13-JUN-2024
AD 2.EBLG-VAC.01-2	13-JUN-2024
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AD 2.ELLX-6	16-MAY-2024
AD 2.ELLX-7	28-NOV-2024
AD 2.ELLX-8	28-NOV-2024
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AD 2.ELLX-10	23-JAN-2025
AD 2.ELLX-11	28-NOV-2024
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AD 2.ELLX-13	20-FEB-2025
AD 2.ELLX-14	20-FEB-2025
AD 2.ELLX-15	28-NOV-2024
AD 2.ELLX-16	28-NOV-2024
AD 2.ELLX-17	23-JAN-2025
AD 2.ELLX-18	23-JAN-2025
AD 2.ELLX-19	28-NOV-2024
AD 2.ELLX-20	28-NOV-2024
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AD 2.ELLX-22	28-NOV-2024
AD 2.ELLX-23	28-NOV-2024
AD 2.ELLX-24	28-NOV-2024
AD 2.ELLX-25	28-NOV-2024
AD 2.ELLX-26	28-NOV-2024
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AD 2.ELLX-37	23-JAN-2025
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AD 2.ELLX-39	23-JAN-2025
AD 2.ELLX-40	23-JAN-2025
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AD 2.ELLX-ADC.01-2	26-DEC-2024
AD 2.ELLX-ADC.02-1	16-MAY-2024
AD 2.ELLX-ADC.02-2	16-MAY-2024
AD 2.ELLX-GMC.01-1	08-AUG-2024
AD 2.ELLX-GMC.01-2	08-AUG-2024
AD 2.ELLX-GMC.02-1	08-AUG-2024
AD 2.ELLX-GMC.02-2	08-AUG-2024
AD 2.ELLX-GMC.03-1	23-JAN-2025
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AD 2.ELLX-APDC.01-1	23-JAN-2025
AD 2.ELLX-APDC.01-2	23-JAN-2025
AD 2.ELLX-APDC.02-1	28-NOV-2024
AD 2.ELLX-APDC.02-2	28-NOV-2024
AD 2.ELLX-APDC.03-1	28-NOV-2024
AD 2.ELLX-APDC.03-2	28-NOV-2024
AD 2.ELLX-AOC.01-1	08-AUG-2024
AD 2.ELLX-AOC.01-2	08-AUG-2024
AD 2.ELLX-PATC.01-1	08-AUG-2024
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AD 2.ELLX-ATCSMAC.01-1	28-NOV-2024
AD 2.ELLX-ATCSMAC.01-2	28-NOV-2024
AD 2.ELLX-STAR.01-1	20-FEB-2025
AD 2.ELLX-STAR.01-2	20-FEB-2025
AD 2.ELLX-STAR.02-1	20-FEB-2025
AD 2.ELLX-STAR.02-2	20-FEB-2025
AD 2.ELLX-STAR.03-1	28-NOV-2024
AD 2.ELLX-STAR.03-2	28-NOV-2024
AD 2.ELLX-STAR.04-1	28-NOV-2024
AD 2.ELLX-STAR.04-2	28-NOV-2024
AD 2.ELLX-SID.01-1	20-FEB-2025
AD 2.ELLX-SID.01-2	20-FEB-2025
AD 2.ELLX-SID.02-1	20-FEB-2025
AD 2.ELLX-SID.02-2	20-FEB-2025
AD 2.ELLX-SID.03-1	20-FEB-2025
AD 2.ELLX-SID.03-2	20-FEB-2025
AD 2.ELLX-SID.04-1	20-FEB-2025
AD 2.ELLX-SID.04-2	20-FEB-2025
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AD 2.ELLX-IAC.02a-2	20-FEB-2025
AD 2.ELLX-IAC.02b-1	20-FEB-2025
AD 2.ELLX-IAC.02b-2	20-FEB-2025
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AD 2.ELLX-IAC.06-2	23-JAN-2025
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AD 2.ELLX-IAC.06a-2	23-FEB-2023
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AD 2.ELLX-VAC.01-2	23-JAN-2025
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AD 2.ELLX-VAC.02-2	23-JAN-2025
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AD 2.EBOS-2	31-OCT-2024
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AD 2.EBOS-6	23-JAN-2025
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AD 2.EBOS-9	23-JAN-2025
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AD 2.EBOS-19	18-APR-2024
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AD 2.EBOS-21	18-APR-2024
AD 2.EBOS-22	18-APR-2024
AD 2.EBOS-23	20-FEB-2025
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AD 2.EBOS-ADC.03-1	18-APR-2024
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AD 2.EBOS-ADC.04-1	18-APR-2024
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AD 2.EBOS-APDC.01-1	26-DEC-2024
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AD 2.EBOS-AOC.01-1	21-MAR-2024
AD 2.EBOS-AOC.01-2	21-MAR-2024
AD 2.EBOS-PATC.01-1	04-FEB-2016
AD 2.EBOS-PATC.01-2	04-FEB-2016
AD 2.EBOS-PATC.02-1	04-FEB-2016
AD 2.EBOS-PATC.02-2	04-FEB-2016
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AD 2.EBOS-STAR.02-2	28-NOV-2024
AD 2.EBOS-STAR.03-1	28-NOV-2024
AD 2.EBOS-STAR.03-2	28-NOV-2024
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AD 2.EBOS-STAR.04-2	28-NOV-2024
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AD 2.EBOS-SID.01-2	28-NOV-2024
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AD 2.EBOS-SID.02-2	28-NOV-2024
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AD 2.EBOS-IAC.01-2	28-NOV-2024
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AD 2.EBOS-VAC.01-1	20-FEB-2025
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AD 2.MIL-EBBE-4	08-AUG-2024
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AD 2.MIL-EBBE-7	07-SEP-2023
AD 2.MIL-EBBE-8	07-SEP-2023
AD 2.MIL-EBBE-9	28-NOV-2024
AD 2.MIL-EBBE-10	28-NOV-2024
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AD 2.MIL-EBBE-GMC.01-2	07-SEP-2023
AD 2.MIL-EBBE-AOC.01-1	07-SEP-2023
AD 2.MIL-EBBE-AOC.01-2	07-SEP-2023
AD 2.MIL-EBBE-AOC.02-1	07-SEP-2023
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AD 2.MIL-EBBE-SID.02-1	13-JUN-2024
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AD 2.MIL-EBBE-MISC.02-2	08-AUG-2024
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AD 2.MIL-EBBE-STAR.01-2	08-AUG-2024
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AD 2.MIL-EBBE-IAC.01-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.02-1	08-AUG-2024
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AD 2.MIL-EBBE-IAC.03-1	08-AUG-2024
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AD 2.MIL-EBBE-IAC.04-2	08-AUG-2024
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AD 2.MIL-EBBE-IAC.05-2	08-AUG-2024
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AD 2.MIL-EBBE-IAC.06-2	13-JUN-2024
AD 2.MIL-EBBE-IAC.07-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.07-2	08-AUG-2024
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AD 2.MIL-EBBE-IAC.15-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.15-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.16-1	13-JUN-2024
AD 2.MIL-EBBE-IAC.16-2	03-OCT-2024
AD 2.MIL-EBBE-IAC.16a-1	05-OCT-2023
AD 2.MIL-EBBE-IAC.16a-2	05-OCT-2023
AD 2.MIL-EBBE-IAC.17-1	13-JUN-2024
AD 2.MIL-EBBE-IAC.17-2	13-JUN-2024
AD 2.MIL-EBBE-IAC.17a-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.17a-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.18-1	13-JUN-2024
AD 2.MIL-EBBE-IAC.18-2	13-JUN-2024
AD 2.MIL-EBBE-IAC.18a-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.18a-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.19-1	13-JUN-2024
AD 2.MIL-EBBE-IAC.19-2	13-JUN-2024
AD 2.MIL-EBBE-IAC.19a-1	05-OCT-2023
AD 2.MIL-EBBE-IAC.19a-2	05-OCT-2023
AD 2.MIL-EBBE-IAC.20-1	28-NOV-2024
AD 2.MIL-EBBE-IAC.20-2	28-NOV-2024
AD 2.MIL-EBBE-IAC.21-1	28-NOV-2024
AD 2.MIL-EBBE-IAC.21-2	28-NOV-2024
AD 2.MIL-EBBE-VAC.01-1	07-SEP-2023
AD 2.MIL-EBBE-VAC.01-2	07-SEP-2023
AD 2.MIL-EBBE-VAC.02-1	07-SEP-2023
AD 2.MIL-EBBE-VAC.02-2	07-SEP-2023
AD 2.MIL-EBBE-VAC.03-1	07-SEP-2023
AD 2.MIL-EBBE-VAC.03-2	07-SEP-2023
AD 2.MIL-EBBE-VAC.04-1	07-SEP-2023
AD 2.MIL-EBBE-VAC.04-2	07-SEP-2023
AD 2.MIL-EBBX-1	24-FEB-2022
AD 2.MIL-EBBX-2	24-FEB-2022
AD 2.MIL-EBMB-1	06-OCT-2022
AD 2.MIL-EBMB-2	06-OCT-2022
AD 2.MIL-EBMB-3	05-SEP-2024
AD 2.MIL-EBMB-4	05-SEP-2024
AD 2.MIL-EBMB-5	05-SEP-2024
AD 2.MIL-EBMB-6	05-SEP-2024
AD 2.MIL-EBCV-1	30-NOV-2023
AD 2.MIL-EBCV-2	30-NOV-2023
AD 2.MIL-EBCV-3	25-JAN-2024
AD 2.MIL-EBCV-4	25-JAN-2024
AD 2.MIL-EBCV-5	23-MAR-2023
AD 2.MIL-EBCV-6	23-MAR-2023
AD 2.MIL-EBCV-7	31-OCT-2024
AD 2.MIL-EBCV-8	31-OCT-2024
AD 2.MIL-EBCV-GMC.01-1	21-MAR-2024
AD 2.MIL-EBCV-GMC.01-2	21-MAR-2024
AD 2.MIL-EBCV-IAC.01-1	20-FEB-2025
AD 2.MIL-EBCV-IAC.01-2	20-FEB-2025
AD 2.MIL-EBCV-IAC.02-1	13-JUN-2024
AD 2.MIL-EBCV-IAC.02-2	13-JUN-2024
AD 2.MIL-EBCV-IAC.03-1	20-FEB-2025
AD 2.MIL-EBCV-IAC.03-2	20-FEB-2025
AD 2.MIL-EBCV-IAC.04-1	13-JUN-2024
AD 2.MIL-EBCV-IAC.04-2	13-JUN-2024
AD 2.MIL-EBDT-1	08-AUG-2024
AD 2.MIL-EBDT-2	08-AUG-2024
AD 2.MIL-EBFS-1	24-FEB-2022

AD 2.MIL-EBFS-2	24-FEB-2022
AD 2.MIL-EBFS-3	08-AUG-2024
AD 2.MIL-EBFS-4	08-AUG-2024
AD 2.MIL-EBFS-5	07-SEP-2023
AD 2.MIL-EBFS-6	07-SEP-2023
AD 2.MIL-EBFS-7	23-JAN-2025
AD 2.MIL-EBFS-8	23-JAN-2025
AD 2.MIL-EBFS-9	07-SEP-2023
AD 2.MIL-EBFS-10	07-SEP-2023
AD 2.MIL-EBFS-11	28-DEC-2023
AD 2.MIL-EBFS-12	28-DEC-2023
AD 2.MIL-EBFS-13	28-NOV-2024
AD 2.MIL-EBFS-14	28-NOV-2024
AD 2.MIL-EBFS-ADC.01-1	23-JAN-2025
AD 2.MIL-EBFS-ADC.01-2	23-JAN-2025
AD 2.MIL-EBFS-GMC.01-1	07-SEP-2023
AD 2.MIL-EBFS-GMC.01-2	07-SEP-2023
AD 2.MIL-EBFS-AOC.01-1	06-OCT-2022
AD 2.MIL-EBFS-AOC.01-2	06-OCT-2022
AD 2.MIL-EBFS-AOC.02-1	06-OCT-2022
AD 2.MIL-EBFS-AOC.02-2	06-OCT-2022
AD 2.MIL-EBFS-AOC.03-1	06-OCT-2022
AD 2.MIL-EBFS-AOC.03-2	06-OCT-2022
AD 2.MIL-EBFS-SID.01-1	07-SEP-2023
AD 2.MIL-EBFS-SID.01-2	07-SEP-2023
AD 2.MIL-EBFS-SID.02-1	07-SEP-2023
AD 2.MIL-EBFS-SID.02-2	07-SEP-2023
AD 2.MIL-EBFS-SID.03-1	07-SEP-2023
AD 2.MIL-EBFS-SID.03-2	07-SEP-2023
AD 2.MIL-EBFS-SID.04-1	07-SEP-2023
AD 2.MIL-EBFS-SID.04-2	07-SEP-2023
AD 2.MIL-EBFS-SID.05-1	07-SEP-2023
AD 2.MIL-EBFS-SID.05-2	07-SEP-2023
AD 2.MIL-EBFS-MISC.01-1	26-JAN-2023
AD 2.MIL-EBFS-MISC.01-2	26-JAN-2023
AD 2.MIL-EBFS-MISC.02-1	26-JAN-2023
AD 2.MIL-EBFS-MISC.02-2	26-JAN-2023
AD 2.MIL-EBFS-IAC.01-1	28-NOV-2024
AD 2.MIL-EBFS-IAC.01-2	28-NOV-2024
AD 2.MIL-EBFS-IAC.02-1	13-JUN-2024
AD 2.MIL-EBFS-IAC.02-2	13-JUN-2024
AD 2.MIL-EBFS-IAC.03-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.03-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.04-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.04-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.05-1	13-JUN-2024
AD 2.MIL-EBFS-IAC.05-2	13-JUN-2024
AD 2.MIL-EBFS-IAC.06-1	13-JUN-2024
AD 2.MIL-EBFS-IAC.06-2	13-JUN-2024
AD 2.MIL-EBFS-IAC.07-1	28-NOV-2024
AD 2.MIL-EBFS-IAC.07-2	28-NOV-2024
AD 2.MIL-EBFS-IAC.08-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.08-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.09-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.09-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.10-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.10-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.11-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.11-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.12-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.12-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.13-1	28-NOV-2024
AD 2.MIL-EBFS-IAC.13-2	28-NOV-2024
AD 2.MIL-EBFS-IAC.14-1	02-NOV-2023
AD 2.MIL-EBFS-IAC.14-2	02-NOV-2023
AD 2.MIL-EBFS-IAC.15-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.15-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.16-1	02-NOV-2023
AD 2.MIL-EBFS-IAC.16-2	02-NOV-2023
AD 2.MIL-EBFS-IAC.17-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.17-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.18-1	02-NOV-2023
AD 2.MIL-EBFS-IAC.18-2	02-NOV-2023
AD 2.MIL-EBFS-IAC.19-1	28-NOV-2024
AD 2.MIL-EBFS-IAC.19-2	28-NOV-2024
AD 2.MIL-EBFS-IAC.20-1	13-JUN-2024
AD 2.MIL-EBFS-IAC.20-2	13-JUN-2024
AD 2.MIL-EBFS-IAC.21-1	28-NOV-2024
AD 2.MIL-EBFS-IAC.21-2	28-NOV-2024
AD 2.MIL-EBFS-IAC.22-1	08-AUG-2024
AD 2.MIL-EBFS-IAC.22-2	08-AUG-2024
AD 2.MIL-EBFS-IAC.23-1	28-NOV-2024
AD 2.MIL-EBFS-IAC.23-2	28-NOV-2024
AD 2.MIL-EBFS-IAC.24-1	28-NOV-2024
AD 2.MIL-EBFS-IAC.24-2	28-NOV-2024
AD 2.MIL-EBFS-IAC.25-1	28-NOV-2024
AD 2.MIL-EBFS-IAC.25-2	28-NOV-2024
AD 2.MIL-EBFS-IAC.26-1	28-NOV-2024
AD 2.MIL-EBFS-IAC.26-2	28-NOV-2024
AD 2.MIL-EBFS-VAC.01-1	13-JUN-2024
AD 2.MIL-EBFS-VAC.01-2	13-JUN-2024
AD 2.MIL-EBFS-VAC.02-1	13-JUN-2024
AD 2.MIL-EBFS-VAC.02-2	13-JUN-2024
AD 2.MIL-EBFS-VAC.03-1	13-JUN-2024
AD 2.MIL-EBFS-VAC.03-2	13-JUN-2024
AD 2.MIL-EBFS-VAC.04-1	13-JUN-2024
AD 2.MIL-EBFS-VAC.04-2	13-JUN-2024
AD 2.MIL-EBBL-1	28-NOV-2024
AD 2.MIL-EBBL-2	28-NOV-2024
AD 2.MIL-EBBL-3	28-NOV-2024
AD 2.MIL-EBBL-4	28-NOV-2024
AD 2.MIL-EBBL-5	28-NOV-2024
AD 2.MIL-EBBL-6	28-NOV-2024
AD 2.MIL-EBBL-7	18-APR-2024
AD 2.MIL-EBBL-8	18-APR-2024
AD 2.MIL-EBBL-9	28-NOV-2024
AD 2.MIL-EBBL-10	28-NOV-2024
AD 2.MIL-EBBL-11	28-NOV-2024
AD 2.MIL-EBBL-12	28-NOV-2024
AD 2.MIL-EBBL-ADC.01-1	28-NOV-2024
AD 2.MIL-EBBL-ADC.01-2	28-NOV-2024
AD 2.MIL-EBBL-GMC.01-1	28-NOV-2024
AD 2.MIL-EBBL-GMC.01-2	28-NOV-2024
AD 2.MIL-EBBL-AOC.01-1	28-NOV-2024
AD 2.MIL-EBBL-AOC.01-2	28-NOV-2024
AD 2.MIL-EBBL-AOC.02-1	28-NOV-2024
AD 2.MIL-EBBL-AOC.02-2	28-NOV-2024
AD 2.MIL-EBBL-AOC.03-1	28-NOV-2024
AD 2.MIL-EBBL-AOC.03-2	28-NOV-2024
AD 2.MIL-EBBL-SID.01-1	28-NOV-2024
AD 2.MIL-EBBL-SID.01-2	28-NOV-2024
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AD 2.MIL-EBBL-MISC.01-2	28-NOV-2024
AD 2.MIL-EBBL-MISC.02-1	28-NOV-2024
AD 2.MIL-EBBL-MISC.02-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.01-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.01-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.02-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.02-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.03-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.03-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.04-1	23-JAN-2025
AD 2.MIL-EBBL-IAC.04-2	23-JAN-2025
AD 2.MIL-EBBL-IAC.05-1	23-JAN-2025
AD 2.MIL-EBBL-IAC.05-2	23-JAN-2025
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AD 2.MIL-EBBL-IAC.08-1	28-NOV-2024
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AD 2.MIL-EBBL-IAC.10-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.11-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.11-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.12-1	28-NOV-2024
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AD 2.MIL-EBBL-IAC.14-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.15-1	23-JAN-2025
AD 2.MIL-EBBL-IAC.15-2	23-JAN-2025
AD 2.MIL-EBBL-IAC.16-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.16-2	28-NOV-2024
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AD 2.MIL-EBBL-IAC.17-2	23-JAN-2025
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AD 2.MIL-EBBL-IAC.18-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.18a-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.18a-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.19-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.19-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.20-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.20-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.20a-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.20a-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.21-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.21-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.22-1	23-JAN-2025
AD 2.MIL-EBBL-IAC.22-2	23-JAN-2025
AD 2.MIL-EBBL-IAC.23-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.23-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.24-1	23-JAN-2025
AD 2.MIL-EBBL-IAC.24-2	23-JAN-2025
AD 2.MIL-EBBL-IAC.25-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.25-2	28-NOV-2024
AD 2.MIL-EBBL-VAC.01-1	28-NOV-2024
AD 2.MIL-EBBL-VAC.01-2	28-NOV-2024
AD 2.MIL-EBBL-VAC.02-1	28-NOV-2024
AD 2.MIL-EBBL-VAC.02-2	28-NOV-2024
AD 2.MIL-EBBL-VAC.03-1	28-NOV-2024
AD 2.MIL-EBBL-VAC.03-2	28-NOV-2024
AD 2.MIL-EBFN-1	07-SEP-2023
AD 2.MIL-EBFN-2	07-SEP-2023
AD 2.MIL-EBFN-3	08-AUG-2024
AD 2.MIL-EBFN-4	08-AUG-2024
AD 2.MIL-EBFN-5	26-DEC-2024
AD 2.MIL-EBFN-6	26-DEC-2024
AD 2.MIL-EBFN-7	24-MAR-2022
AD 2.MIL-EBFN-8	24-MAR-2022
AD 2.MIL-EBFN-9	24-FEB-2022
AD 2.MIL-EBFN-10	24-FEB-2022
AD 2.MIL-EBFN-ADC.01-1	07-SEP-2023
AD 2.MIL-EBFN-ADC.01-2	07-SEP-2023
AD 2.MIL-EBFN-GMC.01-1	07-SEP-2023
AD 2.MIL-EBFN-GMC.01-2	07-SEP-2023
AD 2.MIL-EBFN-AOC.01-1	07-SEP-2023
AD 2.MIL-EBFN-AOC.01-2	07-SEP-2023
AD 2.MIL-EBFN-AOC.02-1	07-SEP-2023
AD 2.MIL-EBFN-AOC.02-2	07-SEP-2023
AD 2.MIL-EBFN-SID.01-1	07-SEP-2023
AD 2.MIL-EBFN-SID.01-2	07-SEP-2023
AD 2.MIL-EBFN-SID.02-1	07-SEP-2023
AD 2.MIL-EBFN-SID.02-2	07-SEP-2023
AD 2.MIL-EBFN-MISC.01-1	07-SEP-2023
AD 2.MIL-EBFN-MISC.01-2	07-SEP-2023
AD 2.MIL-EBFN-MISC.02-1	06-OCT-2022
AD 2.MIL-EBFN-MISC.02-2	06-OCT-2022
AD 2.MIL-EBFN-IAC.01-1	13-JUN-2024
AD 2.MIL-EBFN-IAC.01-2	13-JUN-2024
AD 2.MIL-EBFN-IAC.02-1	05-OCT-2023
AD 2.MIL-EBFN-IAC.02-2	05-OCT-2023

AD 2.MIL-EBFN-IAC.03-1	05-OCT-2023
AD 2.MIL-EBFN-IAC.03-2	05-OCT-2023
AD 2.MIL-EBFN-VAC.01-1	28-NOV-2024
AD 2.MIL-EBFN-VAC.01-2	28-NOV-2024
AD 2.MIL-EBFN-VAC.02-1	28-NOV-2024
AD 2.MIL-EBFN-VAC.02-2	28-NOV-2024
AD 2.MIL-EBSU-1	01-DEC-2022
AD 2.MIL-EBSU-2	01-DEC-2022
AD 2.MIL-EBSU-AOC.01-1	20-MAY-2021
AD 2.MIL-EBSU-AOC.01-2	20-MAY-2021
AD 2.MIL-EBUL-1	18-MAY-2023
AD 2.MIL-EBUL-2	18-MAY-2023
AD 2.MIL-EBWE-1	24-FEB-2022
AD 2.MIL-EBWE-2	24-FEB-2022
AD 2.PVT-EBAM-1	24-FEB-2022
AD 2.PVT-EBAM-2	24-FEB-2022
AD 2.PVT-EBKH-1	25-JAN-2024
AD 2.PVT-EBKH-2	25-JAN-2024
AD 2.PVT-EBKH-3	25-JAN-2024
AD 2.PVT-EBKH-4	25-JAN-2024
AD 2.PVT-EBKH-ADC.01-1	21-MAR-2024
AD 2.PVT-EBKH-ADC.01-2	21-MAR-2024
AD 2.PVT-EBKH-VAC.01-1	21-MAR-2024
AD 2.PVT-EBKH-VAC.01-2	21-MAR-2024
AD 2.PVT-EBBT-1	24-FEB-2022
AD 2.PVT-EBBT-2	24-FEB-2022
AD 2.PVT-EBBT-3	04-FEB-2016
AD 2.PVT-EBBT-4	04-FEB-2016
AD 2.PVT-EBCF-1	07-SEP-2023
AD 2.PVT-EBCF-2	07-SEP-2023
AD 2.PVT-EBCF-3	07-SEP-2023
AD 2.PVT-EBCF-4	07-SEP-2023
AD 2.PVT-EBZW-1	24-FEB-2022
AD 2.PVT-EBZW-2	24-FEB-2022
AD 2.PVT-EBZW-3	31-JAN-2019
AD 2.PVT-EBZW-4	31-JAN-2019
AD 2.PVT-EBGG-1	21-APR-2022
AD 2.PVT-EBGG-2	21-APR-2022
AD 2.PVT-EBGG-3	04-FEB-2016
AD 2.PVT-EBGG-4	04-FEB-2016
AD 2.PVT-EBTN-1	24-FEB-2022
AD 2.PVT-EBTN-2	24-FEB-2022
AD 2.PVT-EBTN-3	05-OCT-2023
AD 2.PVT-EBTN-4	05-OCT-2023
AD 2.PVT-EBGB-1	24-FEB-2022
AD 2.PVT-EBGB-2	24-FEB-2022
AD 2.PVT-EBGB-3	19-JUL-2018
AD 2.PVT-EBGB-4	19-JUL-2018
AD 2.PVT-EBGB-VAC.01-1	21-MAR-2024
AD 2.PVT-EBGB-VAC.01-2	21-MAR-2024
AD 2.PVT-EBZH-1	24-FEB-2022
AD 2.PVT-EBZH-2	24-FEB-2022
AD 2.PVT-EBZH-3	04-FEB-2016
AD 2.PVT-EBZH-4	04-FEB-2016
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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 / Avernas-le-Bauduin
EBAW	ANTWERPEN / Deurne
EBBB	BRUSSELS (COM Centre)
EBBE	BEAUVECHAIN (MIL)
*EBBG	KORTRIJK / Bellegem
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 Fourcault
*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

DECODE	
Identifier	Name
EBFS	FLORENNES (MIL)
*EBGA	LEUVEN / UZ Gasthuisberg
*EBGB	GRIMBERGEN / Lint
*EBGE	LOVERVAL / Gerpinnes
*EBGG	GERAARDSBERGEN / Overboelare
*EBGH	GILLY / Grand Hôpital de Charleroi
*EBGJ	ENGIS
EBGL	GLONS (MIL)
*EBGT	GENT / UZ Gent
*EBGU	NEVELE
*EBHC	KRUISEM / Hof Van Cleve
*EBHF	KALLO / De Perel
*EBHH	HULSHOUT
*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

DECODE	
Identifier	Name
*EBMD	ANTWERPEN / AZ Middelheim
*EBME	MEERBEEK
*EBMG	DOISCHE / Matagne-la-Petite
*EBMH	MALDEGEM / Huysman
EBMI	STEENOKKERZEEL (ATCC) (MIL)
*EBMK	MAARKEDAL / Nukerke
*EBML	ASSESSE / 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
*EBPC	TESSENDERLO
*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
*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-LEEUW

DECODE	
Identifier	Name
EBSZ	SEMMERZAKE (MIL)
*EBTK	TIELEN / Kasterlee
*EBTM	MOERKERKE / Den Hoorn
*EBTN	GOETSENHOVEN
*EBTX	VERVIERS / Theux
*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)
*EBWP	WORTEGEM-PETEGEM
*EBWS	WINGENE / Scherrens
*EBWV	ICHTEGEM
*EBWZ	WINGENE / Zwevezele
*EBYC	GREMBERGEN / Dendermonde
*EBYP	IEPER / Jan Yperman
*EBZA	ZEDELGEM/Aartrijke
*EBZE	ZELE
*EBZH	HASSELT / 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	Identifier
AALST / Onze-Lieve-Vrouwziekenhuis	*EBAL
AFFLIGEM	*EBAF
AMOUGIES	*EBAM
ANTWERPEN / AZ Middelheim	*EBMD
ANTWERPEN / Commandant Fourcault	*EBDR
ANTWERPEN / Deurne	EBAW
ARLON / Sterpenich	*EBAR
ASSESSE / Maillen	*EBML
ATH / Ghislenghien	*EBJS
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 Groote	*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
ENGIS	*EBGJ

ENCODE	
Name	Identifier
EVERGEM / Belzele	*EBEB
FLORENNES (MIL)	EBFS
FRANCORCHAMPS	*EBFR
GENAPPE / Baisy-Thy	*EBBY
GENK / Zwartberg	*EBZW
GENT / UZ Gent	*EBGT
GERAARDSBERGEN / Overboelare	*EBGG
GESVES	*EBPL
GILLY / Grand Hôpital de Charleroi	*EBGH
GLONS (MIL)	EBGL
GOETSENHOVEN	*EBTN
GRACE-HOLLOGNE / Agusta Aerospace Services	*EBAG
GREMBERGEN / Dendermonde	*EBYC
GRIMBERGEN / Lint	*EBGB
HANNUT / Avernas-le-Bauduin	*EBAV
HASSELT / Kiewit	*EBZH
HASSELT / Maasland	*EBHM
HOEVENEN	*EBHN
HOLSBEEK	*EBHO
HOLSBEEK / Kortrijk-Dutsel	*EBKD
HOUTHALEN	*EBHT
HULSHOUT	*EBHH
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 / Bellegem	*EBBG
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

ENCODE	
Name	Identifier
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
LOVERVAL / Gerpinnes	*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
MEULEBEKE	*EBLM
MOERKERKE / Den Hoorn	*EBTM
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
OUD-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

ENCODE	
Name	Identifier
ROESELARE / AZ Delta	*EBAD
ROESELARE / Nuytten	*EBNR
ROESELARE / Rumbeke	*EBRR
ROOSDAAL	*EBRD
ROTSELAAR	*EBVU
SAINT-GHISLAIN	*EBSG
SAINT-HUBERT (MIL)	*EBSU
SAINT-HUBERT / Saint-Hubert	*EBSH
SCHILDE / ‘s Gravenwezel	*EBAS
SEMMERZAKE (MIL)	EBSZ
CASTEAU / SHAPE (MIL)	*EBCT
SINT-JORIS-WINGE	*EBEM
SINT-PIETERS-LEEUW	*EBSW
SINT-TRUIDEN / Brustem	*EBST
SKEYES	EBVA
SPA / Francorchamps	EBSF
SPA / La Sauvenière	EBSP
SPIERE-HELKIJN	*EBSB
STEENOKKERZEEL (ATCC) (MIL)	EBMI
TESSENDERLO	*EBPC
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
WORTEGEM-PETEGEM	*EBWP
ZEDELGEM/Aartrijke	*EBZA
ZELE	*EBZE
ZOERSEL / Oostmalle	*EBZR
ZOMERGEM	*EBZM
ZONNEBEKE / Zandvoorde	*EBZO

ENCODE	
Name	Identifier
ZUIENKERKE	*EBZU
ZUTENDAAL	*EBSL

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GEN 2.7 Sunrise / Sunset

1 BELGIUM

Tables according to the ephemerides of BRUSSELS (IRM/KMI): EBUM, 504752N 0042129E. SR/SS and twilight data for each calendar day can also be consulted on the website of the Royal Observatory of Belgium (https://www.astro.oma.be).

I

JAN 2025					FEB 2025				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
1	0706	0745	1548	1627	5	0637	0712	1642	1717
6	0705	0744	1554	1632	10	0629	0704	1651	1725
11	0703	0741	1600	1639	15	0621	0655	1700	1734
16	0700	0737	1608	1645	20	0611	0645	1708	1742
21	0656	0733	1616	1653	25	0602	0635	1717	1750
26	0650	0727	1624	1700					
31	0644	0720	1633	1709					

MAR 2025					APR 2025				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
2	0551	0624	1726	1759	1	0445	0518	1815	1849
7	0541	0614	1734	1807	6	0433	0507	1824	1857
12	0530	0603	1743	1815	11	0422	0456	1832	1906
17	0519	0552	1751	1824	16	0411	0446	1840	1915
22	0508	0541	1759	1832	21	0400	0436	1848	1924
27	0456	0529	1807	1840	26	0349	0426	1856	1933

MAY 2025					JUN 2025				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
1	0339	0416	1904	1942	5	0247	0332	1951	2036
6	0329	0408	1912	1950	10	0244	0330	1955	2041
11	0320	0359	1919	1959	15	0243	0329	1958	2044
16	0311	0352	1927	2008	20	0243	0329	2000	2046
21	0304	0345	1934	2016	25	0244	0330	2000	2046
26	0257	0340	1940	2023	30	0247	0333	1959	2045
31	0251	0335	1946	2030					

JUL 2025					AUG 2025				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
5	0251	0337	1957	2042	4	0335	0414	1923	2001
10	0257	0341	1954	2038	9	0343	0421	1914	1952
15	0303	0347	1950	2033	14	0352	0429	1905	1941
20	0310	0353	1944	2027	19	0400	0436	1855	1931
25	0318	0359	1938	2019	24	0409	0444	1845	1920
30	0326	0406	1931	2011	29	0417	0452	1834	1908

SEP 2025					OCT 2025				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
3	0426	0500	1823	1857	3	0514	0546	1716	1749
8	0434	0507	1812	1845	8	0521	0554	1705	1738
13	0442	0515	1801	1834	13	0529	0603	1654	1727
18	0450	0523	1749	1822	18	0537	0611	1644	1717
23	0458	0531	1738	1811	23	0545	0619	1634	1707
28	0506	0538	1727	1800	28	0553	0628	1624	1658

NOV 2025					DEC 2025				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
2	0602	0636	1615	1650	2	0646	0724	1540	1618
7	0610	0645	1607	1642	7	0652	0730	1537	1616
12	0617	0653	1600	1635	12	0657	0736	1537	1616
17	0625	0702	1553	1629	17	0701	0740	1538	1617
22	0632	0710	1547	1625	22	0703	0743	1540	1619
27	0639	0717	1543	1621	27	0705	0745	1543	1622

2 LUXEMBOURG

Tables according to the ephemerides of LUXEMBOURG: ELLX, 493757N 0061359E.

JAN 2025					FEB 2025				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
1	0654	0734	1544	1624	5	0627	0703	1636	1712
6	0654	0733	1550	1629	10	0620	0655	1645	1720
11	0652	0730	1556	1635	15	0611	0646	1653	1728
16	0649	0727	1603	1641	20	0603	0637	1701	1736
21	0645	0722	1611	1648	25	0553	0627	1710	1744
26	0640	0717	1619	1656					
31	0634	0710	1627	1704					

MAR 2025					APR 2025				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
2	0544	0617	1718	1752	1	0439	0513	1805	1839
7	0533	0607	1726	1800	6	0428	0503	1813	1848
12	0523	0556	1734	1808	11	0417	0452	1821	1856
17	0512	0545	1742	1815	16	0407	0442	1829	1904
22	0501	0535	1750	1823	21	0356	0432	1836	1913
27	0450	0524	1758	1831	26	0346	0423	1844	1921

MAY 2025					JUN 2025				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
1	0336	0414	1851	1929	5	0247	0332	1936	2021
6	0327	0405	1859	1938	10	0245	0330	1940	2025

MAY 2025					JUN 2025				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
11	0318	0358	1906	1946	15	0243	0329	1942	2028
16	0310	0351	1913	1954	20	0243	0329	1944	2030
21	0303	0344	1920	2002	25	0245	0331	1945	2030
26	0256	0339	1926	2009	30	0248	0333	1944	2029
31	0251	0335	1931	2015					

JUL 2025					AUG 2025				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
5	0252	0337	1942	2027	4	0332	0412	1910	1949
10	0257	0341	1939	2023	9	0341	0419	1901	1939
15	0303	0346	1935	2018	14	0349	0426	1852	1930
20	0310	0352	1930	2012	19	0357	0433	1843	1919
25	0317	0358	1924	2005	24	0405	0441	1833	1909
30	0325	0405	1917	1957	29	0413	0448	1823	1858

SEP 2025					OCT 2025				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
3	0421	0455	1813	1847	3	0506	0540	1708	1741
8	0428	0503	1802	1836	8	0514	0547	1657	1731
13	0436	0510	1751	1825	13	0521	0555	1647	1720
18	0444	0517	1740	1814	18	0529	0603	1637	1711
23	0451	0525	1729	1803	23	0537	0611	1627	1701
28	0459	0532	1718	1752	28	0544	0619	1618	1653

NOV 2025					DEC 2025				
Day	Twilight from	SR	SS	Twilight to	Day	Twilight from	SR	SS	Twilight to
2	0552	0627	1609	1645	2	0635	0713	1535	1614
7	0600	0635	1601	1637	7	0640	0719	1534	1613
12	0607	0644	1554	1631	12	0645	0725	1533	1613
17	0615	0652	1548	1625	17	0649	0729	1534	1614
22	0622	0659	1543	1620	22	0652	0732	1536	1616
27	0628	0707	1538	1617	27	0654	0733	1539	1619

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6 ATS UNITS ADDRESS LIST

6.1 Skeyes

ATS unit	Postal address	TEL and FAX NR	AFS address
ANTWERPEN TWR	skeyes DGS&O/EBAW TWR Luchthaven Antwerpen/Deurne 2100 Deurne BELGIUM	TEL: +32 (0) 3 285 69 08 TEL: +32 (0) 3 285 69 09 FAX: +32 (0) 3 281 29 84	EBAWZTZX
BRUSSELS ACC/APP/FIS	skeyes DGS&O/CANAC Tervuursesteenweg 303 1820 Steenokkerzeel BELGIUM	TEL: +32 (0) 2 206 27 00 FAX: +32 (0) 2 206 27 09	EBBUZGZX
BRUSSELS TWR	skeyes DGS&O/EBBR TWR Tervuursesteenweg 303 1820 Steenokkerzeel BELGIUM	TEL: +32 (0) 2 206 25 10 FAX: +32 (0) 2 206 25 09	EBBRZTZX
BRUSSELS ARO	skeyes DGI/AIM Control Tower Tervuursesteenweg 303 1820 Steenokkerzeel BELGIUM	TEL: +32 (0) 2 206 25 40 TEL: +32 (0) 2 206 25 41	EBBRZPZX
CHARLEROI TWR/APP	skeyes DGS&O/EBCI TWR Aéroport de Charleroi/Brussels South 6041 Gosselies BELGIUM	TEL: +32 (0) 71 25 12 13 FAX: +32 (0) 71 37 32 80	EBCIZTZX
KORTRIJK AFIS	skeyes DGS&O/EBKT AFIS Internationale Luchthaven Kortrijk Wevelgem Luchthavenstraat 1 bus 1 8560 Wevelgem BELGIUM	TEL: +32 (0) 56 36 20 44 TEL: +32 (0) 56 36 20 42	EBKTZPZX
LIÈGE APP	skeyes DGS&O/EBLG APP Aéroport civil de Liège 4460 Grâce-Hollogne BELGIUM	TEL: +32 (0) 4 234 84 23 FAX: +32 (0) 4 234 87 42	EBLGZGZA
LIÈGE TWR	skeyes DGS&O/EBLG TWR Aéroport civil de Liège 4460 Grâce-Hollogne BELGIUM	TEL: +32 (0) 4 234 84 92 FAX: +32 (0) 4 234 85 00	EBLGZGZT
OOSTENDE TWR/APP	skeyes DGS&O/EBOS TWR Internationale luchthaven Oostende-Brugge 8400 Oostende BELGIUM	TEL: +32 (0) 59 55 14 90 FAX: +32 (0) 59 51 29 51	EBOSZTZX

6.2 ANA

ATS unit	Postal address	TEL and FAX NR	AFS address
LUXEMBOURG TWR	Administration de la navigation aérienne ATC Department - Tower BP 273 L-2012 Luxembourg LUXEMBOURG	TEL: +352 47 98 24 00 1 FAX: +352 47 98 24 09 9	ELLXZTZX
LUXEMBOURG APP	Administration de la navigation aérienne ATC Department - Approach BP 273 L-2012 Luxembourg LUXEMBOURG	TEL: +352 47 98 24 00 4 FAX: +352 47 98 24 09 0	ELLXZAZX
LUXEMBOURG ARO	Administration de la navigation aérienne OPS Department - ARO Division BP 273 L-2012 Luxembourg LUXEMBOURG	TEL: +352 47 98 23 01 0 FAX: +352 47 98 23 09 0	ELLXZPZX

6.3 Eurocontrol

ATS unit	Postal address	TEL and FAX NR	AFS address
MAASTRICHT UAC	EUROCONTROL Maastricht UAC Horsterweg 11 6199 AC Maastricht Airport THE NETHERLANDS	TEL: +31 43 366 12 34 FAX: +31 43 366 13 00 INMARSAT: +871 761 619 227	EDYYZQZX

6.4 Belgian Defence

ATS unit	Postal address	TEL NR	AFS address
BEAUVECHAIN TWR/APP Supervisor	Belgian Air Component 1W Base Lt Col Avi Ch. Roman 1320 Beauvechain BELGIUM	TEL: + 32 (0) 2 442 55 00	EBBEZPZX
FLORENNES TWR/APP Supervisor	Belgian Air Component 2 W TAC Base J. Offenberg 5620 Florennes BELGIUM	TEL: +32 (0) 2 442 62 90	EBFSZPZX
KLEINE-BROGEL TWR/APP Supervisor	Belgian Air Component 10 W TAC Vliegbasis Kleine-Brogel 3990 Peer BELGIUM	TEL: +32 (0) 2 443 31 35	EBBLZPZX
KOKSIJDE TWR/APP Supervisor	Belgian Air Component Basis van Koksijde R. Van Dammestraat, 10 8670 Koksijde BELGIUM	TEL: +32 (0) 2 442 36 26	EBFNZPZX

skeyes uses the noise quotas (QCD and QCA) of the aircraft determined by the competent service at Brussels National Airport.

The time to be taken into account for take-off shall be that at which the aircraft leaves the ground.

P: The emissions factor of the aircraft used for the flight (Pi) shall be determined using the following table:

Emissions score of the aircraft	Pi
≥ 90	0.95
> 10 and < 90	1.00
≤ 10	1.05

The aircraft's emissions score is equal to the average of the CO2 score and the NOx score. The methods for determining these scores are set out in the following document: https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Product/Documents/Methodology_to_determine_emission_factor.pdf

S: The flight's distance factor (Si) is 1.5 for flights whose destination, according to the great-circle distance, is no more than 500 KM from the ARP of Brussels National Airport. The flight's distance factor is 1.0 for flights whose destination, according to the great-circle distance, is more than 500 KM from the ARP of Brussels National Airport.

$\alpha = \Sigma W_i / \Sigma[W_i \times N_i \times P_i \times S_i]$.

α is calculated on the data of the year n-2.

1.2 Exemptions

Exempted from this charge are aircraft:

- flights performed exclusively for the transport, on official mission, of reigning Monarchs and their immediate family, head of state, heads of Government and Government Ministers; in all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan;
- search and rescue flights authorised by the appropriate competent body;
- flights performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning flights by the aircraft concerned;
- flights forced to return;
- humanitarian flights authorised by the appropriate competent body;
- customs and police flights.

1.3 Remarks

The charge laid down by the present regulations does not include VAT, if any.

The above-mentioned charge has to be paid to the airport manager or his deputy in specie, with a eurocheque or by means of any electronic instrument of payment.

Payment on a later date is possible on the understanding that skeyes has given prior written agreement. In that case, the deposit of a guarantee can be required.

Provision of air navigation services will be refused to debtors unwilling to pay outstanding ATC charges with conventional enforcement measures. skeyes will inform its debtors in writing of the deadline from when the provision of air navigation services will be discontinued if payment is not received. After the expiry of this deadline all skeyes regions and local units will be instructed not to accept any flight plans from such debtors nor to issue start-up permission, taxi or take-off clearances.

1.4 Military Aircraft

Belgian military aircraft are exempted from charge. Foreign military aircraft are exempted from charge if their State grants a similar advantage to Belgian military aircraft on a properly settled reciprocal basis.

2 ANA

2.1 General

All landings are free of TNC charges, only departing aircraft shall pay a TNC charge.

2.2 Amount of Charges

The formula used for the calculation of the TNC charges is shown below:

$\mathbf{R = U \times (MTOW/50)^{0.7} \times E \times D \times \alpha}$

in which:

- "R" is the TNC charge per departure aircraft in EUR;

- "U" is the unit rate (set to 323.60 EUR for 2025);
- "MTOW" is the maximum take-off weight of the aircraft expressed in tons;
- "E" is the environmental factor;
- "D" is the day/night factor;
- "α" is the compensational factor (set to 0.8259 for 2025).

2.2.1 Environmental factor

The environmental factor (E) is determined according to the table below:

Acoustic Category	V (acoustic factor)	E
CAT A (least noisy)	10 or more	0.90
CAT B	between 7.5 (included) and 10	1.00
CAT C	between 5 (included) and 7.5	1.25
CAT D (most noisy)	less than 5	1.50

In order to define the environmental factor (E), an acoustic factor (V) will be used.

The acoustic factor is obtained by dividing through the number of engines of the aircraft the difference of the aircraft maximum noise level value(s) as specified in *ICAO Annex 16* and the actual aircraft noise level value(s) figuring on the noise certification data sheet.

In case of multiple values for lateral, approach, fly over, overflight and/or take-off noise levels, cumulative noise values will be used.

In the case of *ICAO Annex 16* chapters containing sub-chapters (e.g. chapter 8, 10 or 11), the highest maximum noise levels will be considered.

In case of multiple values for MTOW, the highest MTOW shall be applied.

2.2.2 Day/Night factor

The day/night factor (D) is determined according to the table below:

TKOF time	D
0500 - 2200 (0400 - 2100)	1.00
2201 - 2300 (2101 - 2200)	1.50
2301 - 0459 (2201 - 0359)	2.00

The take-off time on the flight progress strip applies.

2.3 Noise Certification Data Sheet

In order to allow for the correct calculation of the TNC, especially with regard to the environmental factor it is strongly recommended to submit all noise certification date sheet(s) to the ANA OPS Department prior to departure (see GEN 3.1).

In the case that the noise certificate has not been received prior to departure, is unreadable or does not provide actual noise level values, the environmental factor (E) is considered as 1.50.

In this context the correct environmental factor (E) can only be applied starting from the date the noise certificate has been received by ANA OPS Department. Backwards recalculation prior to the date of reception of the noise certificate cannot be performed.

2.4 Exemptions

The following aircraft are exempted from TNC:

- Flights carried out exclusively to transport, on official missions, the reigning monarchs and their immediate family, heads of state, heads of government and government ministers, when the status of those flights is confirmed by an appropriate indication of the status or by an adequate note on the flight plan;
- Search and rescue flights authorized by the appropriate competent authority;
- Military flights carried out by military aircraft of any country;
- Training flights carried out exclusively for the purposes of obtaining a license or an evaluation of the abilities of the flight crew, when this purpose has been confirmed by an adequate remark on the flight plan. These flights must be carried out exclusively within Luxembourgish airspace and must not be used for the transport of passengers or goods, nor for positioning or convoying;
- Flights carried out exclusively for the purposes of checking or testing equipment used or to be used as ground aids for air navigation, excluding positioning flights carried out by the aircraft concerned;
- Humanitarian flights authorized by ANA;
- Flights carried out by customs and the police.

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Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
KEMQO	501757N 0040956E		MIL BENE route
KERKY	505537N 0035933E		IAP EBBR, STAR EBBR, STAR EBCI
KOGES	503412N 0061202E	N853	
KOMOB	500838N 0052225E	M150, T859	FRA (IDA)
KONAN	510751N 0020000E	L607, UL607	SID EBOS FRA (EX)
KUDIN	494135N 0051546E	M170	FRA (X)
LAREP	502634N 0054739E	Q50	
LAVTO	504547N 0053822E		IAP EBLG
LEBVU	505419N 0041934E		IAP EBBR
LENDO	503731N 0061643E	T859	FRA (I)
LERVO	504959N 0040931E	UY131	
LIBVA	504542N 0053830E		IAP EBLG
LIMGO	493814N 0061654E	N852, Q763, UN858, Z110, Z111	STAR ELLX FRA (IA)
LIPNI	493148N 0055045E	UN858	FRA (EX)
LIRSU	501112N 0062712E	L608	FRA (I)
LITPO	503605N 0050958E		IAP EBLG
LOLGI	503946N 0050913E		STAR EBCI
LUMEN	511610N 0032424E	L610, UY50, Y50	
LUPFE	503004N 0034023E		MIL BENE route
LUTAX	493258N 0054858E	UM163	FRA (E)
LUTOM	511556N 0052516E	N852	
MADUX	511336N 0022427E	Q70	
MAGIP	504512N 0024820E		IAP LFQT
MAKIK	495812N 0061002E	Y181	
MAKOB	503726N 0042549E		IAP EBBR
MAPAD	504946N 0060109E	Y868	
MAPUP	502905N 0051156E		IAP EBLG

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
MATUG	502500N 0062211E	UL607	FRA (I)
MEDIL	502032N 0034030E	N872	SID EBCI FRA (EX)
MINLU	504745N 0030527E		IAP EBKT
MIRZO	505428N 0032821E		IAP EBKT, SID EBKT
MOSET	493247N 0062039E		STAR ELLX
NAVAK	504939N 0055505E	Y868, Z283	
NAXOD	510101N 0045154E		IAP EBBR
NEPIV	502805N 0052335E		IAP EBLG
NIBXE	503013N 0035943E		MIL BENE route
NILEM	501748N 0040708E	UY131	FRA (X)
NISIV	495334N 0061435E	Y180	
NIVOR	504138N 0041727E		STAR EBCI
NOYON	511443N 0031038E		IAP EBOS
NPT	512941N 0020000E	TL4	
OGBOL	504918N 0053917E	Y868	
OKLUP	510525N 0044253E		IAP EBBR
OLBUS	503611N 0032206E		IAP LFQQ
OLPUN	503918N 0053933E		IAP EBLG
ORVOS	493024N 0052956E		
OSLID	503020N 0032407E		IAP LFQQ, STAR LFQQ
OSNIZ	510427N 0043513E		IAP EBAW
OSTAT	503312N 0050529E		IAP EBLG
OSVAM	502617N 0044135E		IAP EBCI
OXUBA	504717N 0024405E		IAP LFQT
PABLI	503547N 0045543E		SID EBBR
PEHEZ	504500N 0035200E		MIL BENE route
PELIX	502949N 0054545E	UL607	

ENR 5.4 Air Navigation Obstacles

1 IN BELGIUM

1.1 Area 1 Obstacles

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

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

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

URL: https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Product/Obstacles/ObstacleDataArea1Belgium20FEB2025additionalinfo.xlsx

1.2 Dynamic Obstacle Lighting

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

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

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

2 IN LUXEMBOURG

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

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

DIEST

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 1.5 NM radius, centred on 505957N 0050355E.	FL150 / GND	Parachuting, glider towing and winching activity. Glider winching up to 2500 FT AMSL	SAT, SUN and HOL, SR-SS + 30 MIN. 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.	FL070 / 3500 FT AMSL *(1)*	Aerobatic sector for light aircraft.	HX. In VMC only *(2)*

(1) Release between 3500 FT AMSL and FL070 subject to approval from Luxembourg Radar (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.	2500 FT 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, 2 NM radius, centred on 504517N 0035145E.	2500 FT AMSL / GND *(2)*	Glider activity. Glider towing. Glider winching up to 1600 FT 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.	2500 FT 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, 1 NM radius, centred on 495456N 0060530E.	3500 FT 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.	FL130 / 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 Radar 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 Radar 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 Radar 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.	FL100 / 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.	FL150 / 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.	FL050 / 3500FT AMSL	Paragliding. (2)	HX(3)(4)
(1) Non-public sector. All other VFR traffic shall contact Luxembourg Radar 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 Radar 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.	FL150 / 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.	FL135 / 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.	FL145 / GND *(1)*	Parachuting.	HJ. In VMC only *(2)*

(1) Release between 3500FT AMSL and FL145 subject to approval from Luxembourg Radar.

(2) SSR Mode A/C compulsory. Permission for dropping shall be obtained from Luxembourg Radar (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.	FL070 / 2500FT AMSL (1)	Aerobatic sector for gliders.	HX. In VMC only
(1) Release between 2500FT AMSL and FL070 subject to approval from Luxembourg Radar (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.	FL145 / GND (1)	Parachuting.	During EBSP OPR HR. In VMC only (2)

(1) MAX usable level: FL140.

(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.	1500 FT 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 / 3500 FT AMSL	Glider activity. *(3)*	HX *(4)(5)*

(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 Radar on CH 120.885.

(2) Noertrange Area excl.

(3) No traffic information on individual glider flights will be issued by ATC.

(4) HJ only. On request of the "Cercle Luxembourgeois de Vol à Voile". Activation can be checked with Luxembourg Radar on CH 120.885.

(5) Any conflicting areas announced by NOTAM are excluded for glider use during activation.

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 / 2500 FT AMSL	Glider activity. *(2)*	HX *(3)*

(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 Radar on CH 120.885.

(2) No traffic information on individual glider flights will be issued by ATC.

(3) HJ only. On request of the "Cercle Luxembourgeois de Vol à Voile". Activation can be checked with Luxembourg Radar on CH 120.885.

VERVIERS - THEUX

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2NM radius, centred on 503309N 0055118E.	3000 FT 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.	3500 FT AMSL / GND	Glider activity. Glider towing. Glider winching up to 3000 FT AMSL	HJ. In VMC only *(1) (2)*

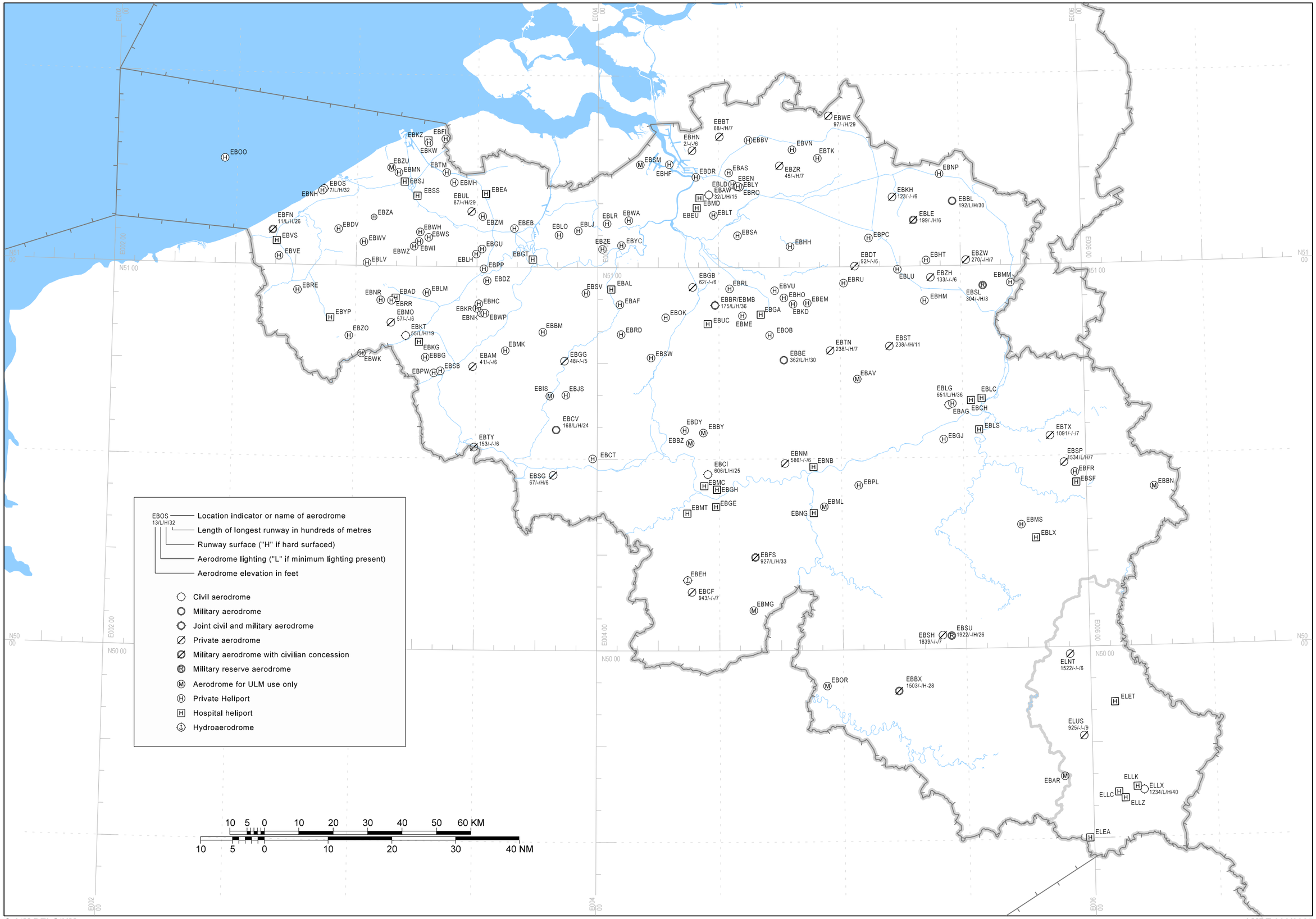
(1) See AD 2.MIL-EBWE.

(2) Additional activities of the Belgian Air Cadets at EBWE will be announced by NOTAM.

(3) It is recommended not to cross the RWY axis below 3000 FT AMSL during glider activity (winch launch). Take prior contact with Weelde radio 119.605 (8.33 KHZ CH).

Index Chart

Aerodromes and Heliports



EBOS — Location indicator or name of aerodrome
13/L/H/32
- Length of longest runway in hundreds of metres
- Runway surface ("H" if hard surfaced)
- Aerodrome lighting ("L" if minimum lighting present)
- Aerodrome elevation in feet

- Civil aerodrome
- Military aerodrome
- Joint civil and military aerodrome
- Private aerodrome
- Military aerodrome with civilian concession
- Military reserve aerodrome
- Aerodrome for ULM use only
- Private Heliport
- Hospital heliport
- Hydroaerodrome

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

CHANGE: EBTM added

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AD 0.6 Table of Contents to Part 3

AD 2 PUBLIC AERODROMES

AD 2 MILITARY AERODROMES

AD 2 PRIVATE AERODROMES

AD 2 ULM AERODROMES

AD 2 PERSONAL AERODROMES

AD 3 MILITARY HELIPORTS

AD 3 HOSPITAL HELIPORTS

AD 3 PRIVATE HELIPORTS

AD 3 PERSONAL HELIPORTS

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
KONINGSHOOIKT EBSA*	NTL	VFR	P	AD 3.PVT-EBSA
KORTRIJK / Bellegem EBBG*	NTL	VFR	P	AD 3.PVT-EBBG
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
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
MEULEBEKE EBLM*	NTL	VFR	P	AD 3.PVT-EBLM
MOERKERKE / Den Hoorn EBTM*	NTL	VFR	P	AD 3.PVT-EBTM
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 / Rumbeke EBRR*	NTL	VFR	P	AD 3.PVT-EBRR

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
ROOSDAAL EBRD*	NTL	VFR	P	AD 3.PVT-EBRD
SCHILDE / 's Gravenwezel EBAS*	NTL	VFR	P	AD 3.PVT-EBAS
SINT-PIETERS-LEEUW 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
TESSENDERLO EBPC*	NTL	VFR	P	AD 3.PVT-EBPC
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
ENGIS EBGJ*	NTL	VFR	P	AD 3.PERS-EBGJ
GESVES EBPL*	NTL	VFR	P	AD 3.PERS-EBPL
GREMBERGEN / Dendermonde EBYC*	NTL	VFR	P	AD 3.PERS-EBYC
HULSHOUT EBHH*	NTL	VFR	P	AD 3.PERS-EBHH

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
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
LOTENHULLE EBLH*	NTL	VFR	P	AD 3.PERS-EBLH
MAARKEDAL / Nukerke EBMK*	NTL	VFR	P	AD 3.PERS-EBMK
OTTERGEM / Erpe-Mere EBSV*	NTL	VFR	P	AD 3.PERS-EBSV
RANST / De Vijver EBLD*	NTL	VFR	P	AD 3.PERS-EBLD
ROTSELAAR EBVU*	NTL	VFR	P	AD 3.PERS-EBVU
SINT-JORIS-WINGE EBEM*	NTL	VFR	P	AD 3.PERS-EBEM
WAASMUNSTER / Raemdonck EBLR*	NTL	VFR	P	AD 3.PERS-EBLR
WORTEGEM-PETEGEM EBWP*	NTL	VFR	P	AD 3.PERS-EBWP

2 HOSPITAL HELISTRIPS (MIL USE ONLY)

BRUSSEL

Post: Militair Hospitaal
Bruynstraat
1120 Brussel
BELGIUM

TEL: +32 (0) 2 268 48 48

TEL: +32 (0) 2 267 99 10

Coordinates: 505419N 0042322E

Remark: PPR only

The following approach and departure areas/axes, in function of actual wind, are to be adhered to: Area SE between R-259 and R-191, in the N the arrival/departure route is 172/352, in the W the

3 MILITARY FIELD HELISTRIPS

AMAY

Post: 4 Gn - S2
Camp Adjt Brasseur
4540 Amay
BELGIUM

TEL: + 32 (0) 2 442 90 16 (CIV)

TEL: + 32 (0) 2 442 91 75 (CIV)

TEL: 9 6321 extension 29016, 29175 (MIL)

Coordinates: 503210N 0051807E

Remark: PPR only

LEOPOLDSBURG-Chazal

Post: Diensten Kw LEOPOLD I - Chazal
Kwartier Leopold I
Kamp Beverlo
3970 Leopoldsburg
BELGIUM

TEL: +32 (0) 2 442 44 96 (CIV)

TEL: 9 6321 24496 (MIL)

Coordinates: 510657N 0051625E

Remark: PPR only

ARLON (STOCKEM)

Post: Camp Gen Bastin
Route de Bouillon
6700 Arlon - (Stockem)
BELGIUM

TEL: + 32 (0) 2 441 46 68 (CIV)

TEL: 9 6321 14668 (MIL)

Coordinates: 494053N 0054642E

Remark: PPR only

ARLON-LAGLAND

Post: Quartier et Camp Lagland
Route de Virton
6700 Arlon - (Toernich)
BELGIUM

TEL: + 32 (0) 2 441 49 26 (CIV)

TEL: 9 6321 14926 (MIL)

Coordinates: 493928N 0054442E

Remark: PPR only

BEAUVECHAIN

Post: 1 W
Basis LtCol Charles Roman
1320 Beauvechain
BELGIUM

TEL: +32 (0) 2 442 55 00 (ATC SUP)

Coordinates: 504457N 0044616E

Remark: PPR only

BERLAAR

Post: 99 Bn Log
Kw OLt Baron van Zuylen Van Nyevelt
Welvaartstraat 38
2590 Berlaar
BELGIUM

TEL: +32 (0) 2 442 73 62 (CIV)

TEL: 9 6321 7362 (MIL)

Coordinates: 510615N 0043801E

Remark: PPR only

BURCHT

Post: 11 Bataljon Genie
Kwartier Lt. V Thoumsin
Kruibeeksesteenweg 159
2070 Burcht
BELGIUM

TEL: +32 (0) 2 443 38 73 (CIV)

TEL: 9 6321 33873 (MIL)

Coordinates: 511130N 0041936E

Remark: PPR only

ELSENBORN

Post: Camp Elsenborn
Lager Elsenborn Camp 1
4750 Bütgenbach
BELGIUM

TEL: +32 (0) 2 442 77 31 (CIV)

TEL: +32 (0) 2 442 76 70 (CIV)

TEL: 9 6321 27731 or 27670 (MIL)

Coordinates: 502749N 0061119E

Remark: PPR only

LEOPOLDSBURG Bvr/5Li

Post: 2Comd Bvr - 5 Li
Kwartier LtGen Piron
Kamp Beverlo
3970 Leopoldsburg
BELGIUM

TEL: +32 (0) 2 442 44 96 (CIV)

TEL: 9 6321 24496 (MIL)

Coordinates: 510723N 0051658E

Remark: PPR only

LEOPOLDSBURG-1C/1Gr

Post: 1 C - 1 Gr - S4 Sanicole
Kwartier Prins Boudewijn
Kamp Beverlo
3970 Leopoldsburg
BELGIUM

TEL: +32 (0) 2 442 44 96 (CIV)

TEL: 9 6321 24496 (MIL)

Coordinates: 510710N 0051803E

Remark: PPR only

LOMBARDSIJDE

Post: 14 Reg A
Kwartier Lombardsijde
Matrozenlaan 16
8620 Nieuwpoort
BELGIUM

TEL: +32 (0) 2 442 37 58 (CIV)

TEL: 9 6321 23758 (MIL)

Coordinates: 510924N 0024418E

Remark: PPR only

MARCHE-EN-FAMENNE-HQ Mot Bde

Post: Camp Marche - Offr de Place
Camp Marche
Route de Liege
6900 Marche-en-Famenne
BELGIUM

TEL: +32 (0) 2 244 29 35 (CIV)

TEL: 9 6321 2935 (MIL)

Coordinates: 501417N 0052104E

Remark: PPR only

MARCHE-EN-FAMENNE-SECONDARY

Post: Camp Marche - Offr de Place
Camp Marche
Route de Liege
6900 Marche-en-Famenne
BELGIUM

TEL: +32 (0) 2 244 29 35 (CIV)

TEL: 9 6321 2935 (MIL)

Coordinates: 501438N 0052114E

Remark: PPR only

MARCHE-EN-FAMENNE-PRIMARY

Post: Camp Marche - Offr de Place
Camp Marche
Route de Liege
6900 Marche-en-Famenne
BELGIUM

TEL: +32 (0) 2 244 29 35 (CIV)

TEL: 9 6321 2935 (MIL)

Coordinates: 501425N 0052155E

Remark: PPR only

CIV1X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		014.5		700+			RNAV1
2		CA		028.0		1700+		220-	RNAV1
3	BR501	DF							RNAV1
4	BR510	TF		175.0			9.2		RNAV1
5	CIV	TF		252.6			32.5		RNAV1

KOK1X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		014.5		1700+			RNAV1
2	KOK	DF							RNAV1

DENUT1X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		014.5		700+			RNAV1
2		CA		008.0		1800+			RNAV1
3	DENUT	DF							RNAV1

HELEN1X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		014.5		700+			RNAV1
2		CA		008.0		1800+			RNAV1
3	HELEN	DF							RNAV1

NIK1X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		014.5		700+			RNAV1
2		CA		008.0		1700+			RNAV1
3	NIK	DF							RNAV1

ELSIK1X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		014.5		700+			RNAV1
2	BUN	DF							RNAV1
3	ELSIK	TF		052.1			7.5		RNAV1

3.2.1.3.2 RWY 07L

CIV3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1	BR751	CF	N	065.5				RNAV1
2	BR752	TF	N	083.4			6.7	RNAV1
3	BR753	TF	N	158.2			5.8	RNAV1
4	CIV	TF	N	245.8			42.2	RNAV1

DENUT3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		065.5		1800+		RNAV1
2	DENUT	DF	N		L			RNAV1

ELSIK3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		065.5		700+		RNAV1
2	BUN	DF	N					RNAV1
3	ELSIK	TF	N	052.1			7.5	RNAV1

HELEN3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		065.5		1800+		RNAV1
2	HELEN	DF	N		L			RNAV1

KOK3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		065.5		1700+		RNAV1
2	KOK	DF	N		L			RNAV1

LNO3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1	BR751	CF	N	065.5				RNAV1
2	BR752	TF	N	083.4			6.7	RNAV1
3	BR705	TF	N	140.2			5.7	RNAV1
4	REMBA	TF	N	174.3			13.3	RNAV1
5	LNO	TF	N	098.3			30.8	RNAV1

NIK3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		065.5		1700+		RNAV1
2	NIK	DF	N		L			RNAV1

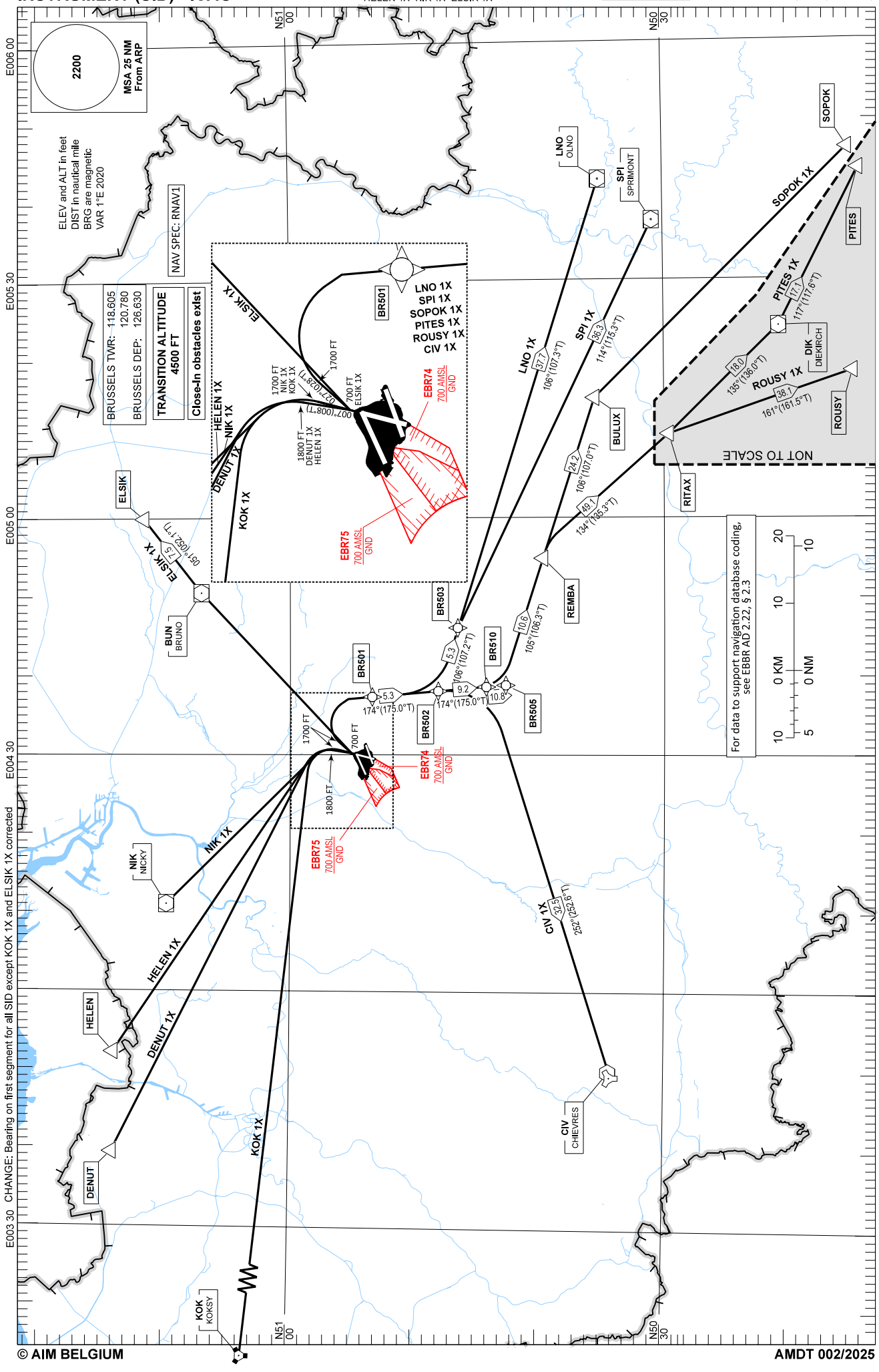
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LNO 1X SPI 1X SOPOK 1X PITES 1X
ROUSY 1X CIV 1X KOK 1X DENUT 1X
HELEN 1X NIK 1X ELSIK 1X

BRUSSELS / Brussels-National (EBBR)

RNAV1 OVERLAY

RWY 01 (X Departures)



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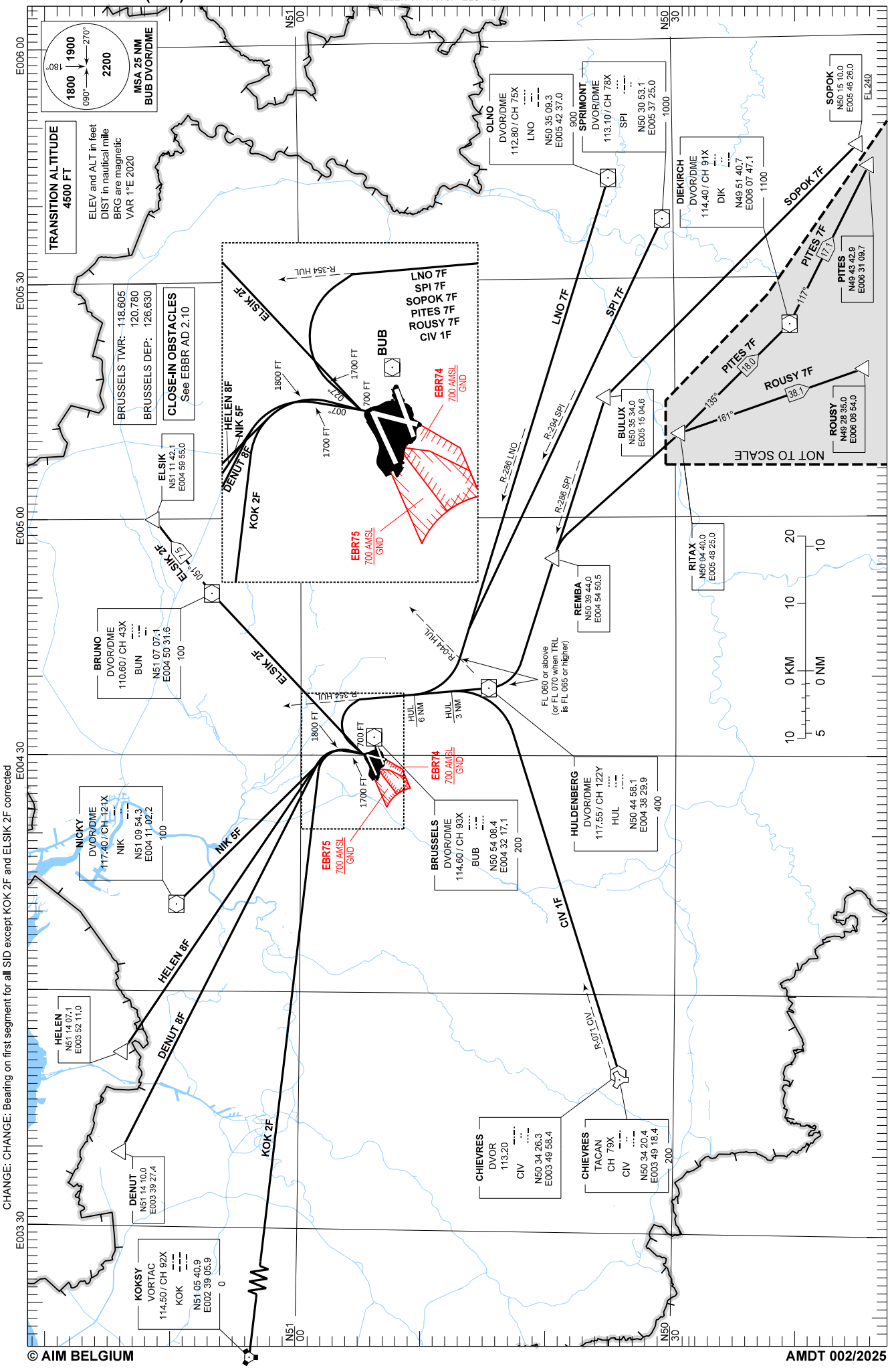
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LNO 7F SPI 7F SOPOK 7F PITES 7F
ROUSY 7F CIV 1F KOK 2F DENUT 8F
HELEN 8F NIK 5F ELSIK 2F

BRUSSELS / Brussels-National (EBBR)

RWY 01 (F Departures)



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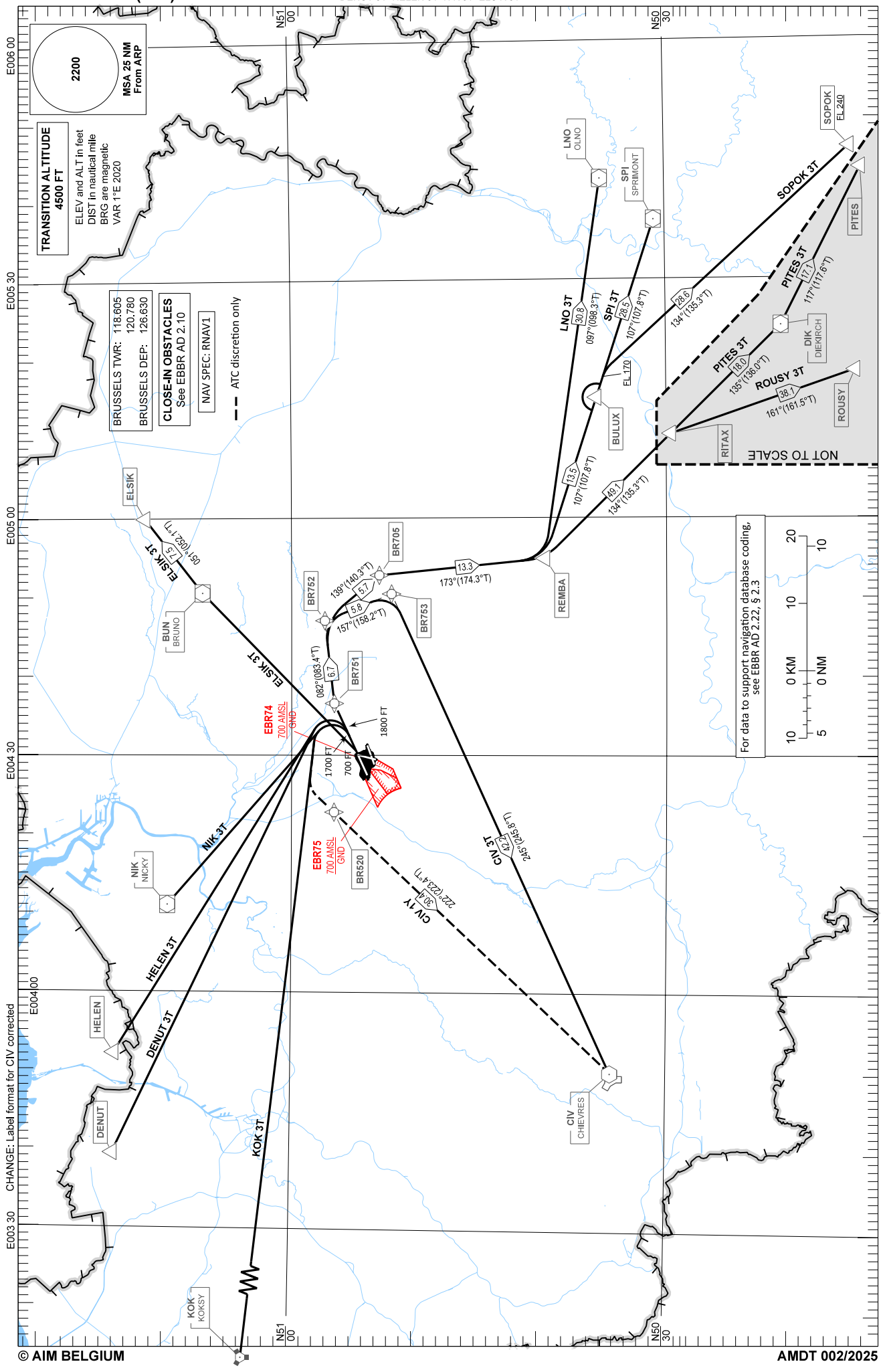
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LNO 3T SPI 3T SOPOK 3T PITES 3T
ROUSY 3T CIV 3T - 1Y KOK 3T
DENUT 3T HELEN 3T NIK 3T ELSIK 3T

BRUSSELS / Brussels-National (EBBR)

RWY 07L (T-Y Departures)



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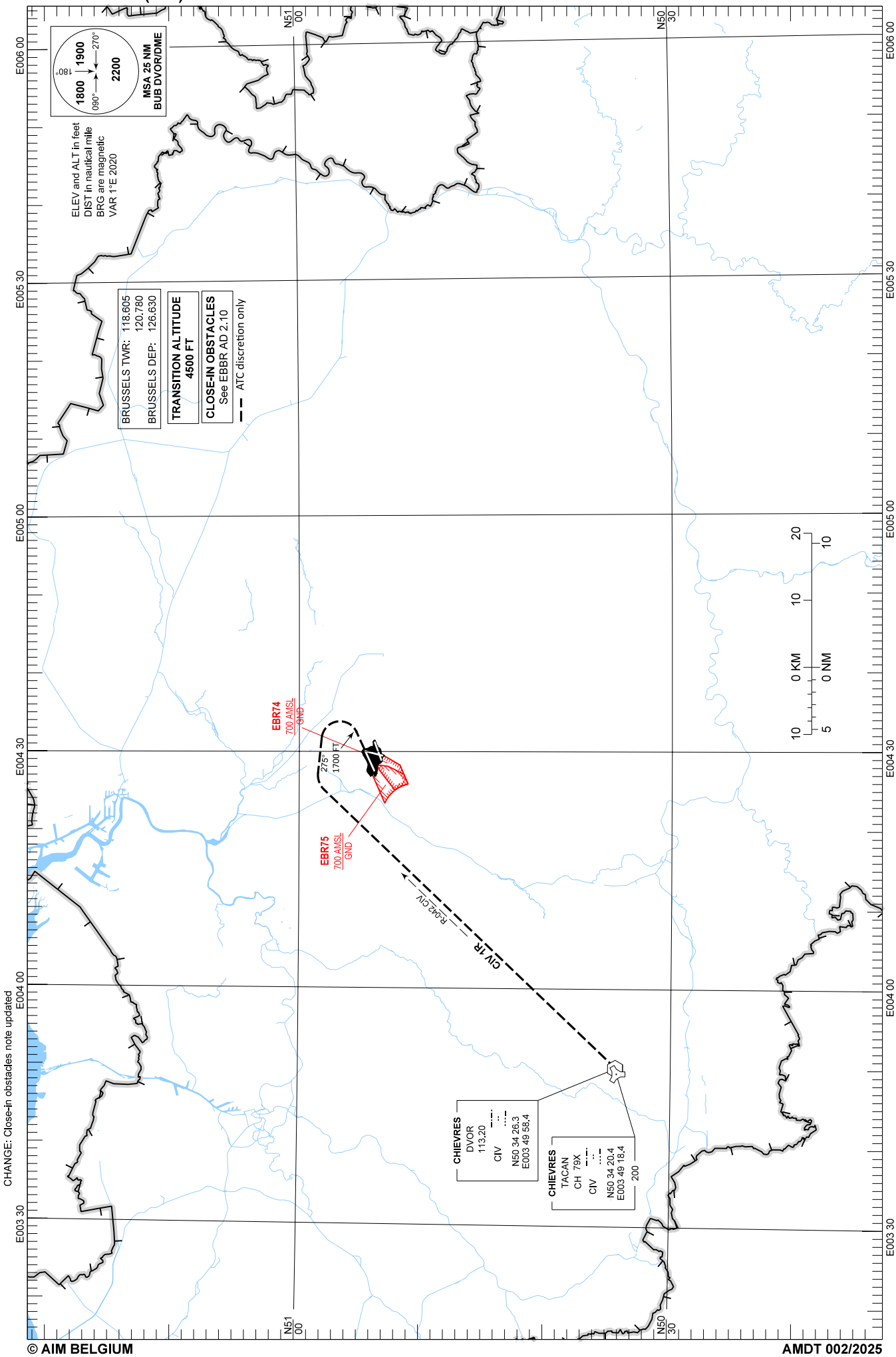
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CIV 1R

BRUSSELS / Brussels-National (EBBR)

RWY 07L (R Departure)



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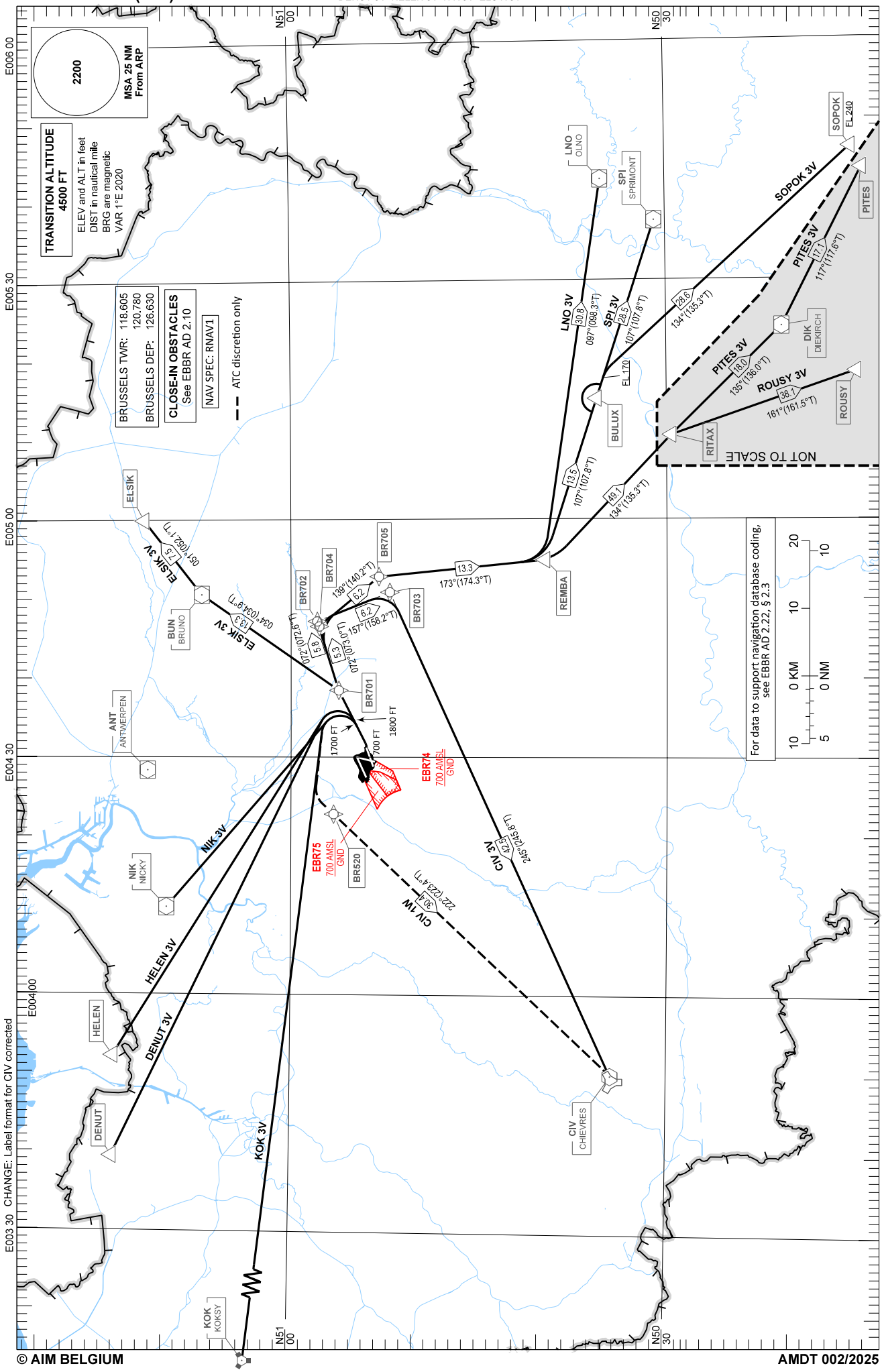
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LNO 3V SPI 3V SOPOK 3V PITES 3V
ROUSY 3V CIV 3V - 1W KOK 3V
DENUT 3V HELEN 3V NIK 3V ELSIK 3V

BRUSSELS / Brussels-National (EBBR)

RWY 07R (V-W Departures)



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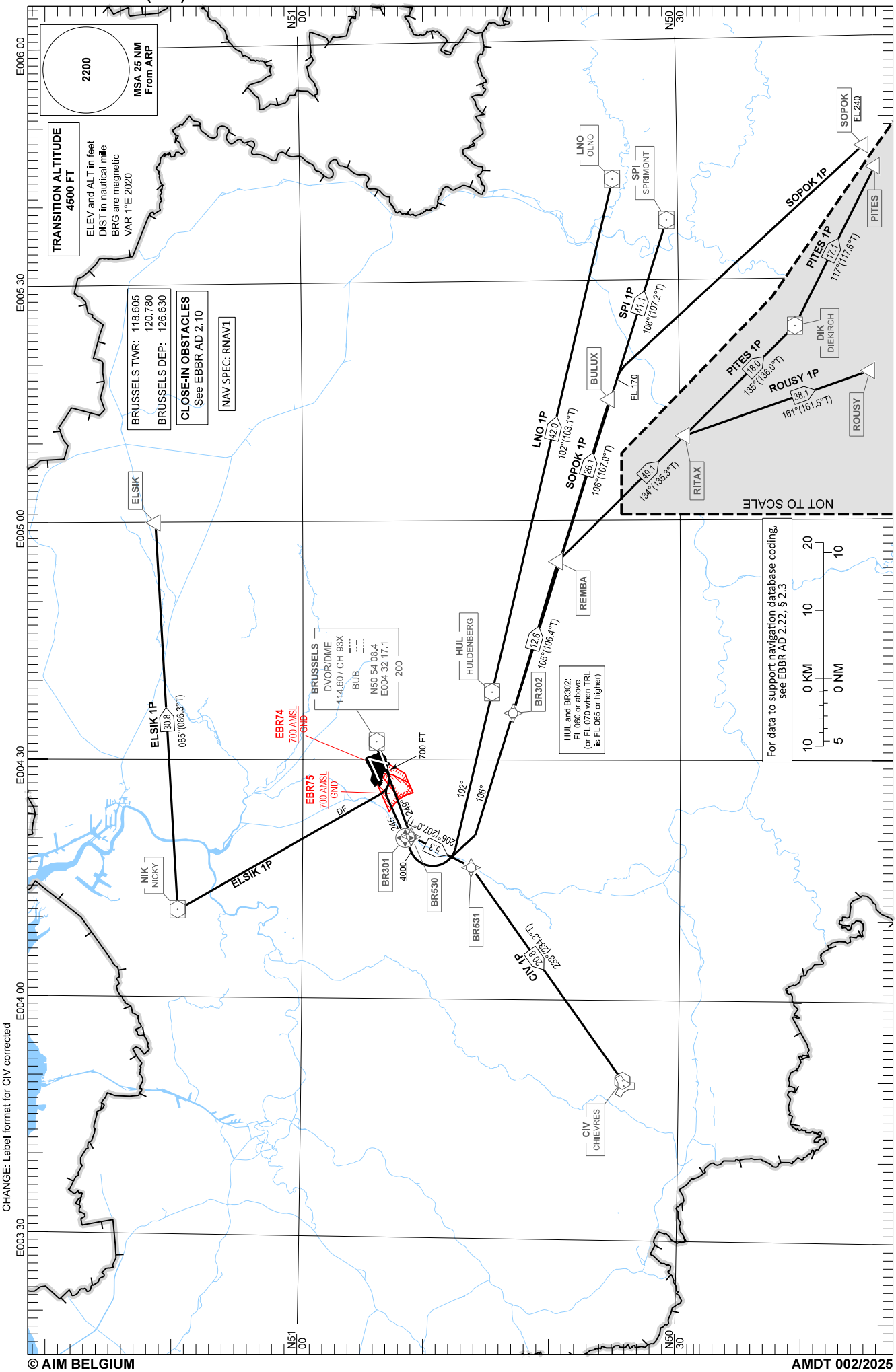
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SOPOK 1P PITES 1P ROUSY 1P
LNO 1P ELSIK 1P SPI 1P CIV 1P

BRUSSELS / Brussels-National (EBBR)

RWY 25L (P DEPARTURES)



CHANGE: Label format for CIV corrected

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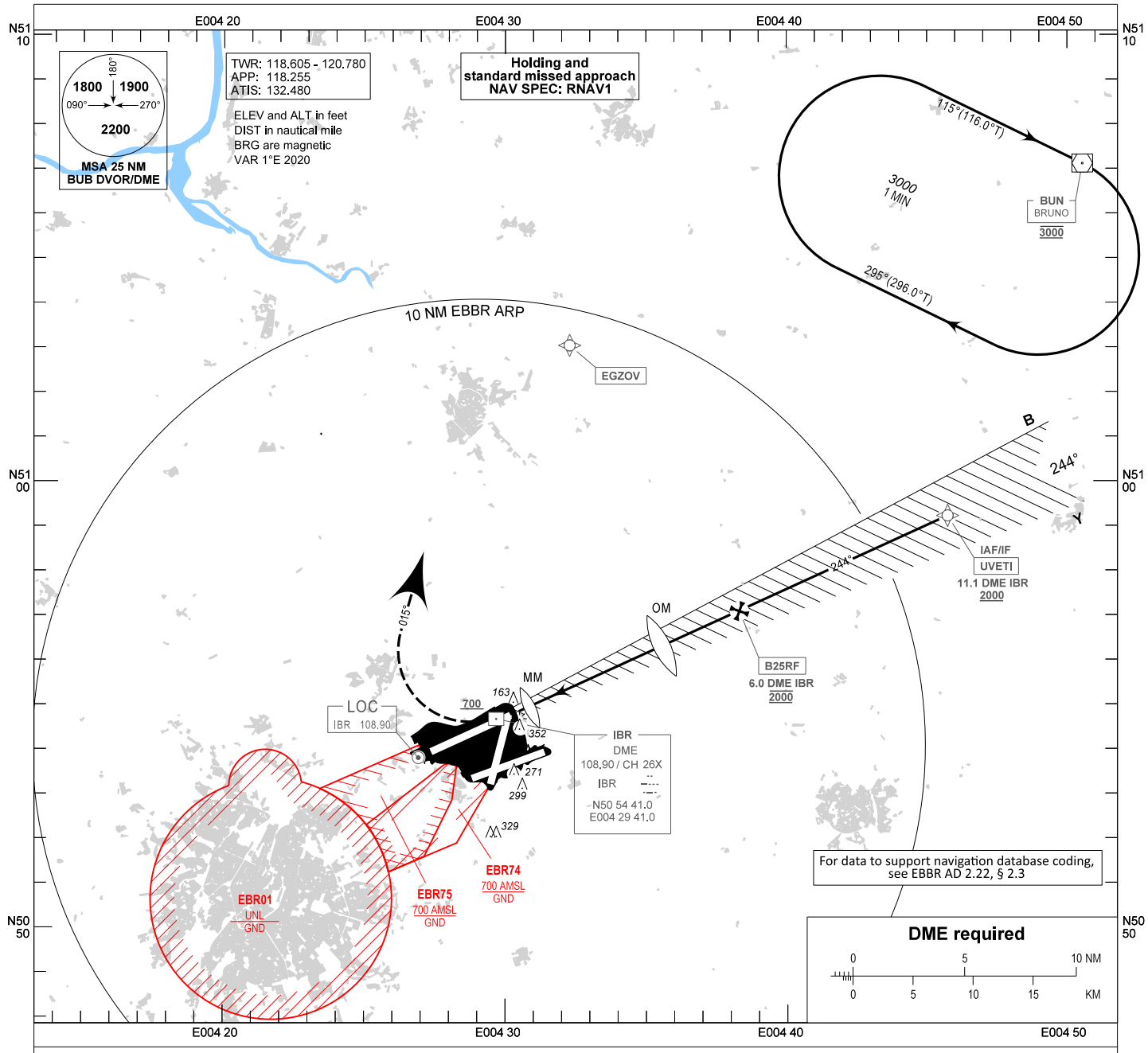
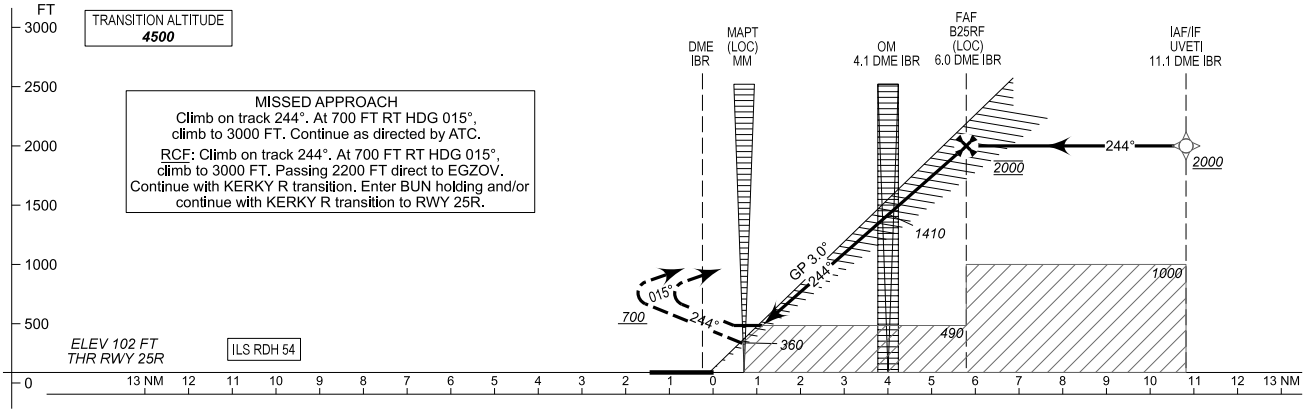
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 175
OCH RELATED TO
THR 25R ELEV 102

BRUSSELS / Brussels-National (EBBR)

ILS CAT II & III or LOC RWY 25R





CHANGES: Cercle of 10 NM added

OCA (OCH)					
CAT of ACFT	A	B	C	D	DL
ILS CAT I	302 (200)	302 (200)	302 (200)	302 (200)	
ILS CAT II	171 (69)	175 (73)	185 (83)	199 (97)	207 (105)
LOC	490 (380)	490 (380)	490 (380)	490 (380)	
RVR ILS CAT I	800 M	800 M	800 M	800 M	

FAF to MAPT - 5.2 NM						
Speed (GS)	KT	70	90	120	150	180
Rate of descent	FT/MIN	375	480	640	800	960

PROCEDURE ALTITUDES				
DME IBR	5.0	4.0	3.0	2.0
Altitude	1700	1380	1060	740

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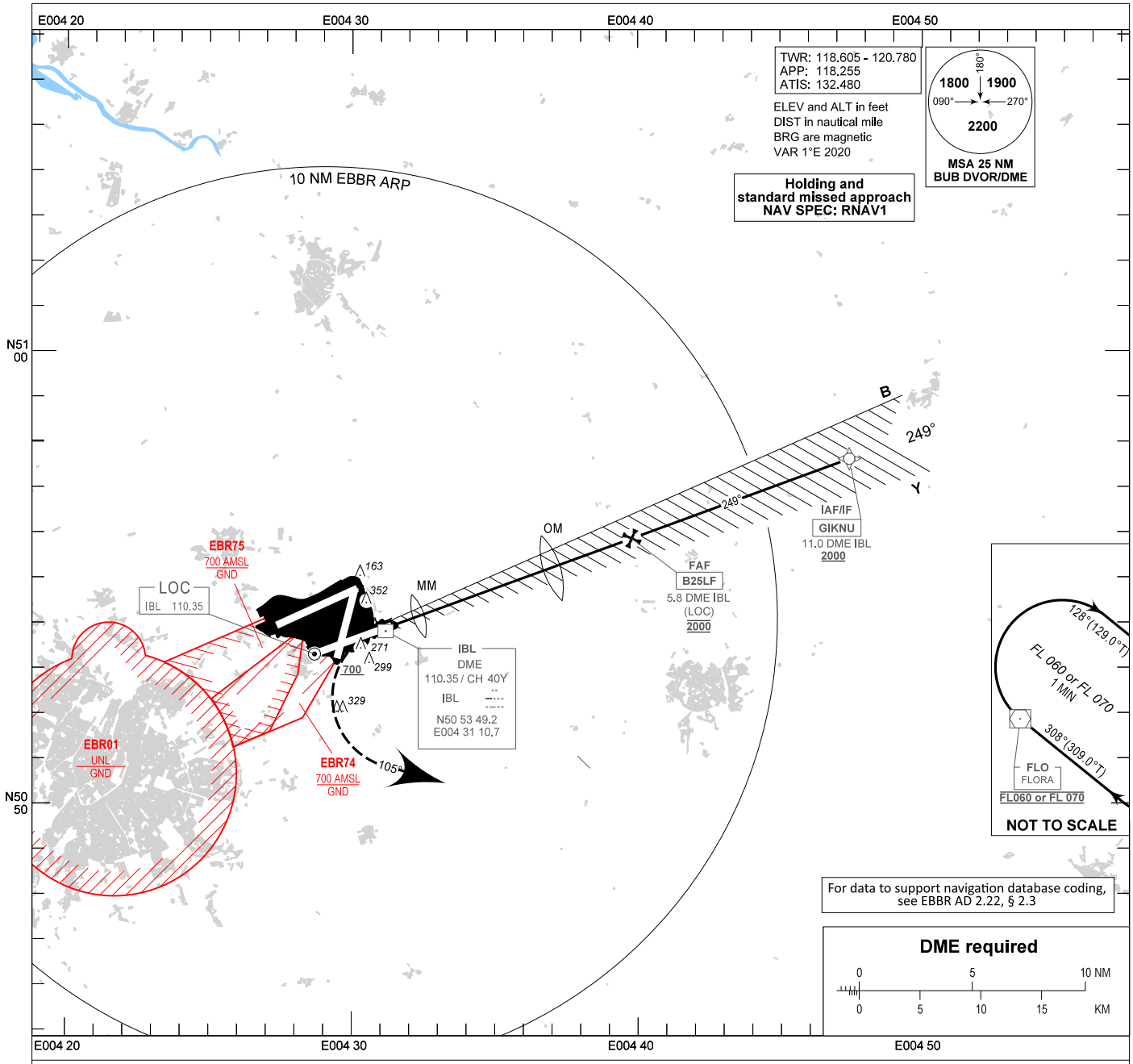
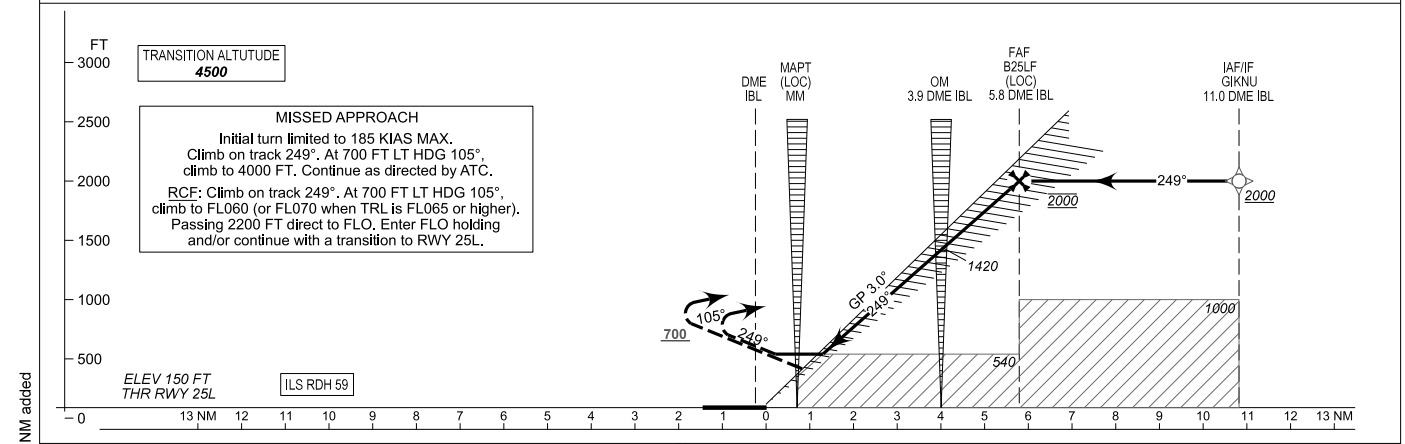
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 175
OCH RELATED TO
THR 25L *ELEV 150*

BRUSSELS / Brussels-National (EBBR)

ILS CAT II & III or LOC X RWY 25L





CHANGES: Cercle of 10 NM added

OCA (OCH)

CAT of ACFT	A	B	C	D	DL
ILS CAT I	350 (200)	350 (200)	350 (200)	350 (200)	
ILS CAT II	200 (50)	212 (62)	226 (76)	246 (96)	251 (101)
LOC	540 (390)	540 (390)	540 (390)	540 (390)	

FAF to MAPT - 5.0 NM

Speed (GS)	KT	70	90	120	150	180
Rate of descent	FT/MIN	375	480	640	800	960

PROCEDURE ALTITUDES

DME IBL	5.0	4.0	3.0	2.0	
Altitude	1740	1420	1110	790	

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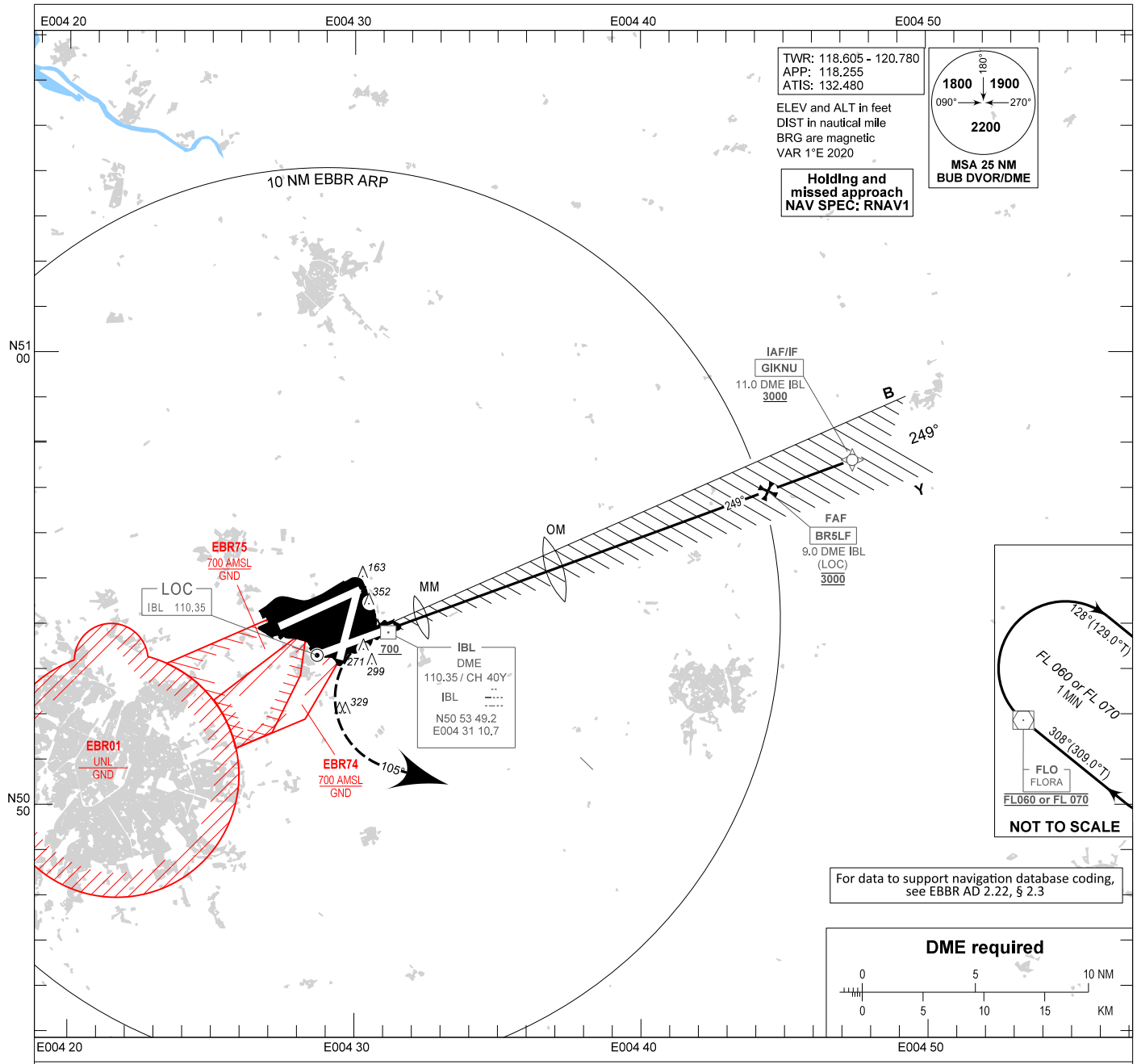
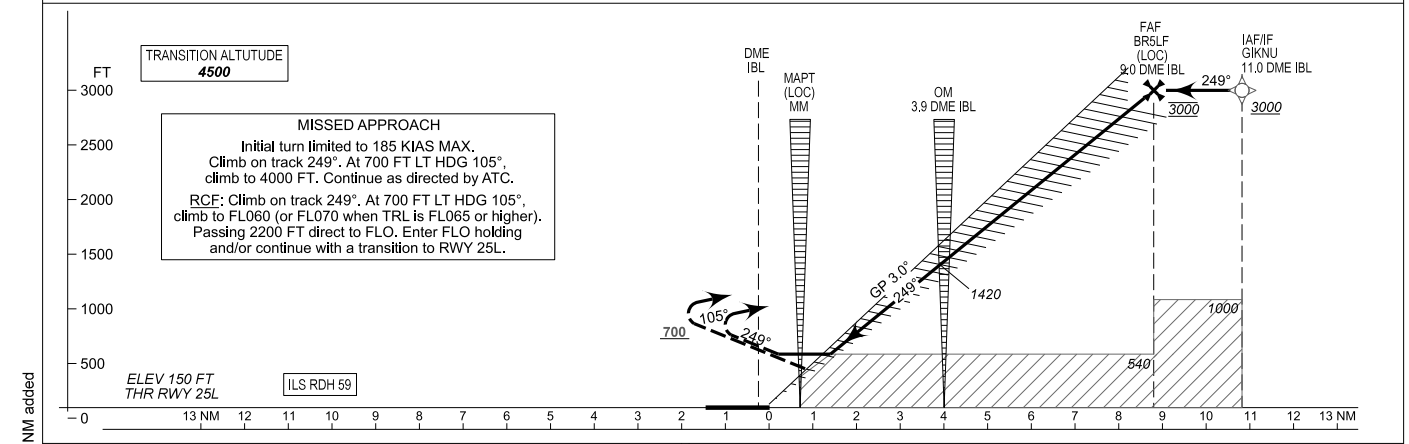
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 175
OCH RELATED TO
THR 25L ELEV 150

BRUSSELS / Brussels-National (EBBR)

ILS CAT II & III or LOC W RWY 25L





CHANGES: Cercle of 10 NM added

OCA (OCH)					
CAT of ACFT	A	B	C	D	DL
ILS CAT I	350 (200)	350 (200)	350 (200)	350 (200)	
ILS CAT II	200 (50)	212 (62)	226 (76)	246 (96)	251 (101)
LOC	540 (390)	540 (390)	540 (390)	540 (390)	

FAF to MAPT - 8.2 NM							
Speed (GS)	KT	70	90	120	150	180	
Rate of descent	FT/MIN	375	480	640	800	960	
PROCEDURE ALTITUDES							
DME IBL		6.0	5.0	4.0	3.0	2.0	
Altitude	2380	2060	1740	1420	1110	790	

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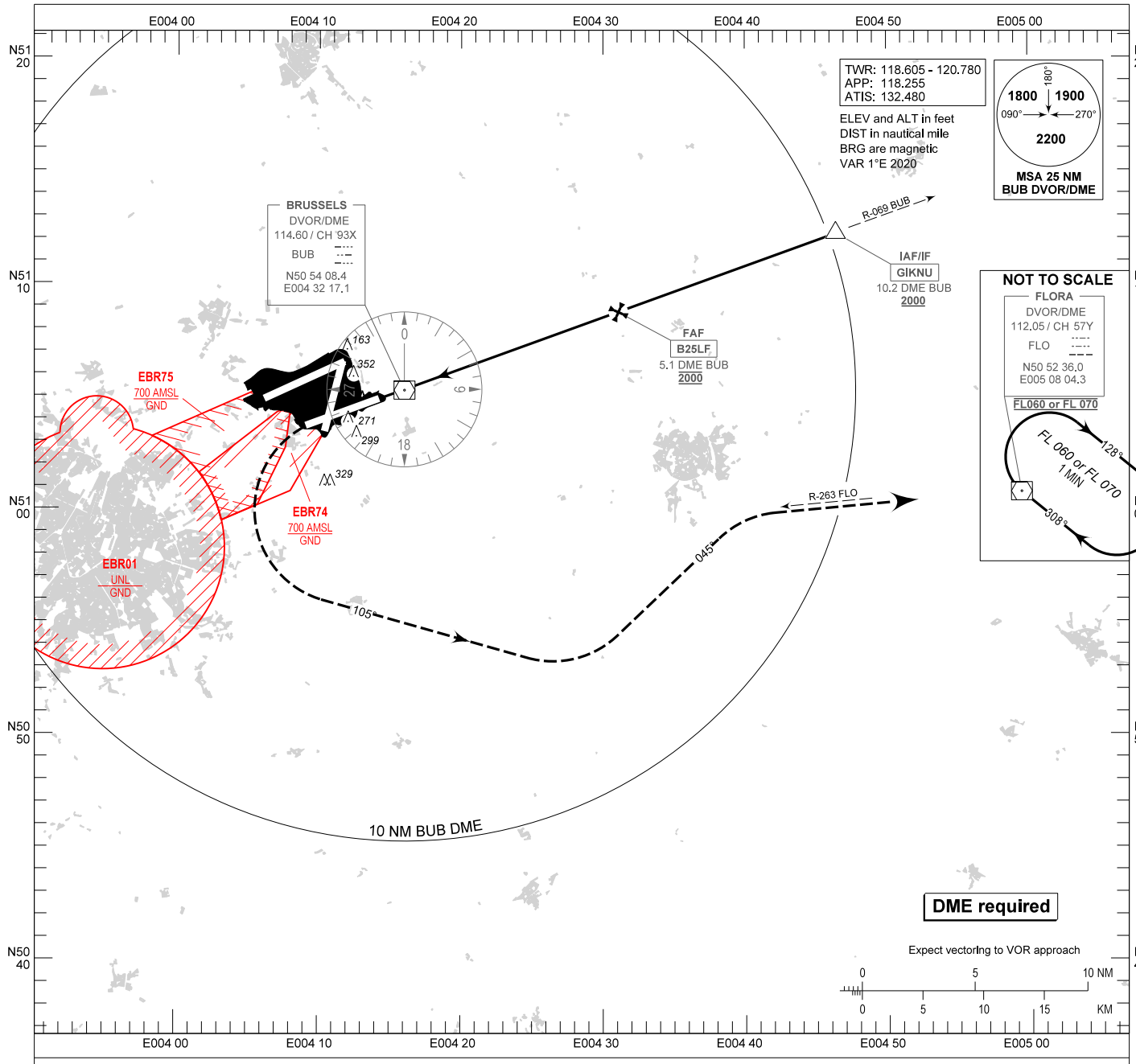
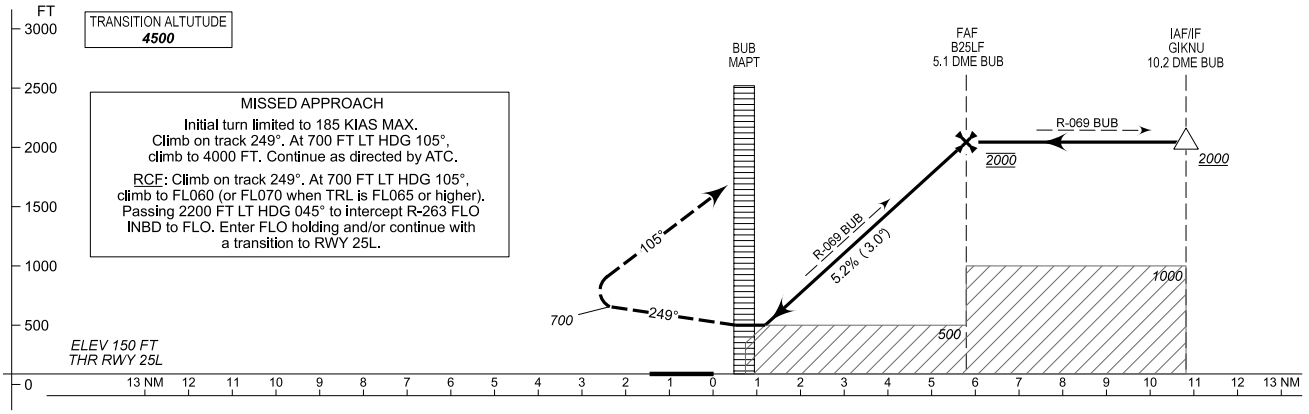
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 175
OCH RELATED TO
THR 25L *ELEV 150*

BRUSSELS / Brussels-National (EBBR)

VOR RWY 25L





CHANGES: Cercle of 10 NM added

OCA (OCH)				
CAT of ACFT	A	B	C	D
VOR	500 (350)	500 (350)	500 (350)	500 (350)

FAF to MAPT - 5.1 NM							
Speed (GS)	KT	70	90	120	150	180	
Rate of descent	FT/MIN	375	480	640	800	960	

PROCEDURE ALTITUDES					
DME BUB	4.0	3.0	2.0	1.0	
DIST THR	4.6	3.6	2.6	1.6	
Altitude	1670	1350	1030	710	

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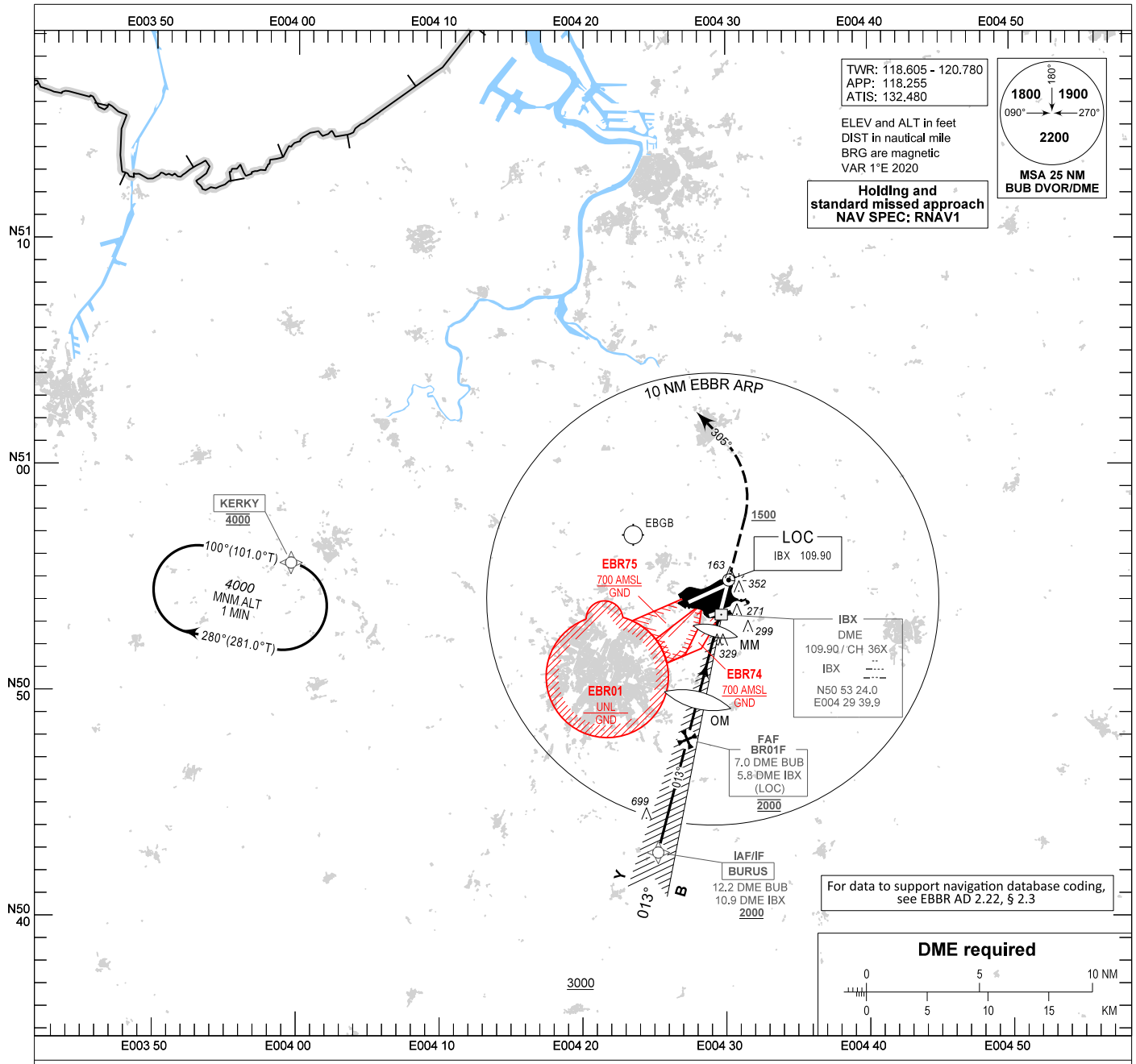
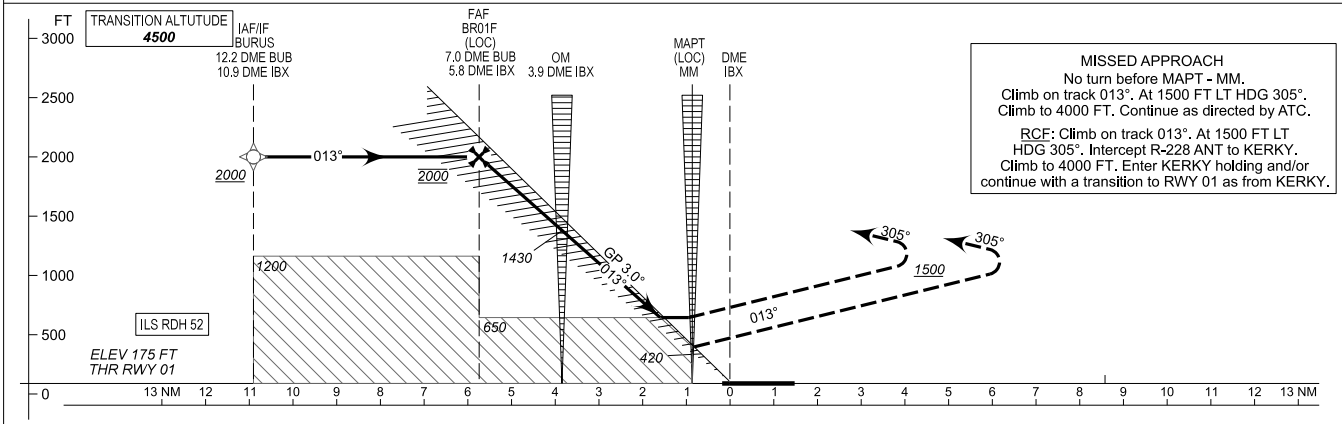
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 175
OCH RELATED TO
THR 01 *ELEV 175*

BRUSSELS / Brussels-National (EBBR)

ILS or LOC RWY 01





MISSED APPROACH
No turn before MAPT - MM.
Climb on track 013°. At 1500 FT LT HDG 305°.
Climb to 4000 FT. Continue as directed by ATC.

RCF: Climb on track 013°. At 1500 FT LT HDG 305°. Intercept R-228 ANT to KERKY.
Climb to 4000 FT. Enter KERKY holding and/or continue with a transition to RWY 01 as from KERKY.

CHANGES: Cercle of 10 NM added

OCA (OCH)				
CAT of ACFT	A	B	C	D
ILS CAT I	375 (200)	375 (200)	375 (200)	375 (200)
LOC	650 (470)	650 (470)	650 (470)	650 (470)

FAF to MAPT - 5.0 NM							
Speed (GS)	KT	70	90	120	150	180	
Rate of descent	FT/MIN	375	480	640	800	960	
PROCEDURE ALTITUDES (HEIGHTS)							
DME IBX	5.0	4.0	3.0	2.0			
Altitude	1770	1450	1130	810			

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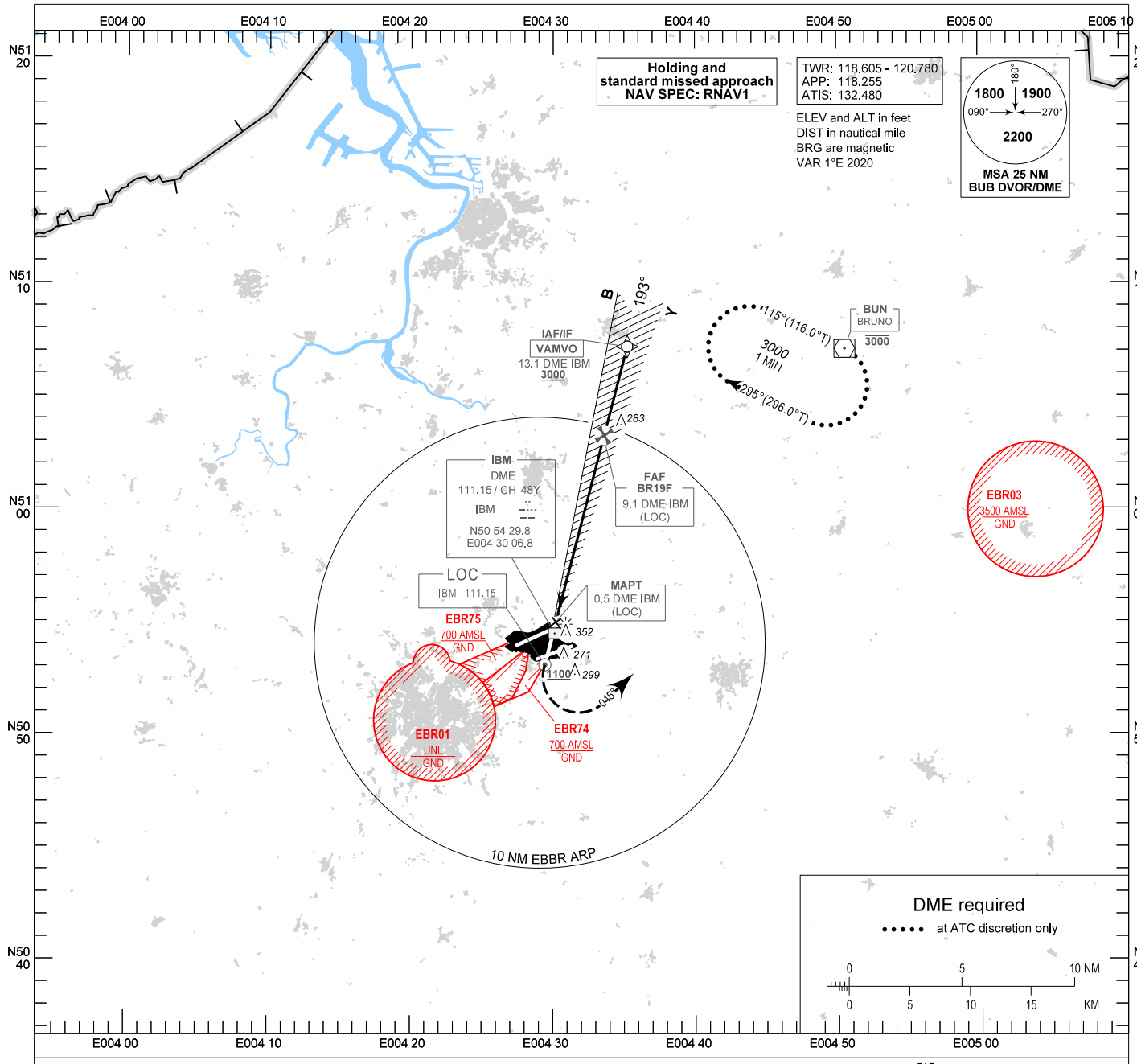
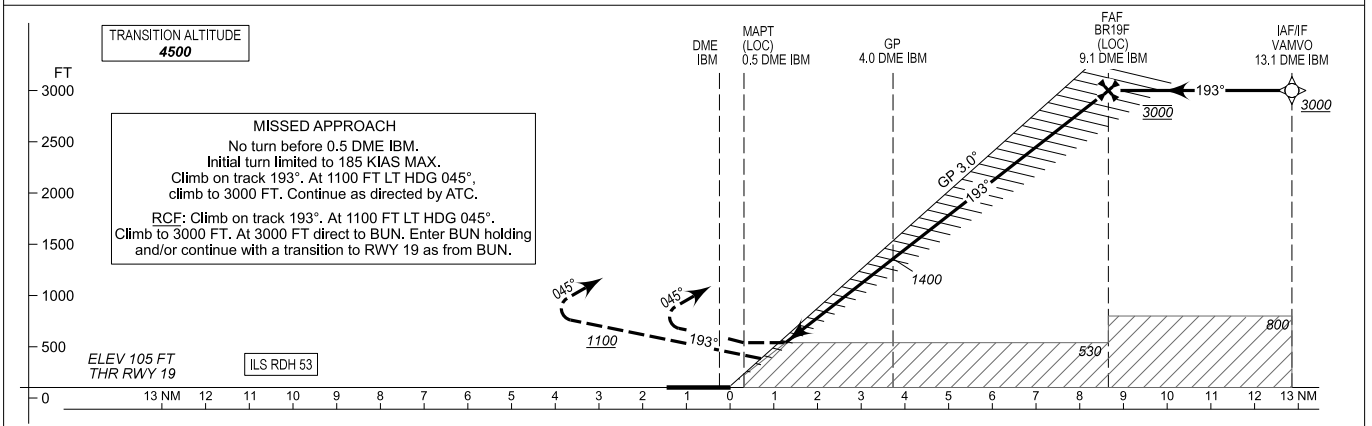
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 175
OCH RELATED TO
THR 19 ELEV 105

BRUSSELS / Brussels-National (EBBR)

ILS or LOC RWY 19





CHANGES: Cercle of 10 NM added

OCA (OCH)

CAT of ACFT	A	B	C	D	DL
ILS CAT I	305 (200)	305 (200)	305 (200)	305 (200)	313 (208)
LOC	530 (430)	530 (430)	530 (430)	530 (430)	
RVR ILS CAT I	800 M	800 M	800 M	800 M	

FAF to MAPT - 8.6 NM

Speed (GS)	KT	70	90	120	150	180
Rate of descent	FT/MIN	375	480	640	800	960

PROCEDURE ALTITUDES (HEIGHTS)

DME IBM	8.0	7.0	6.0	5.0	4.0	3.0	2.0
Altitude	2660	2340	2020	1700	1390	1070	750

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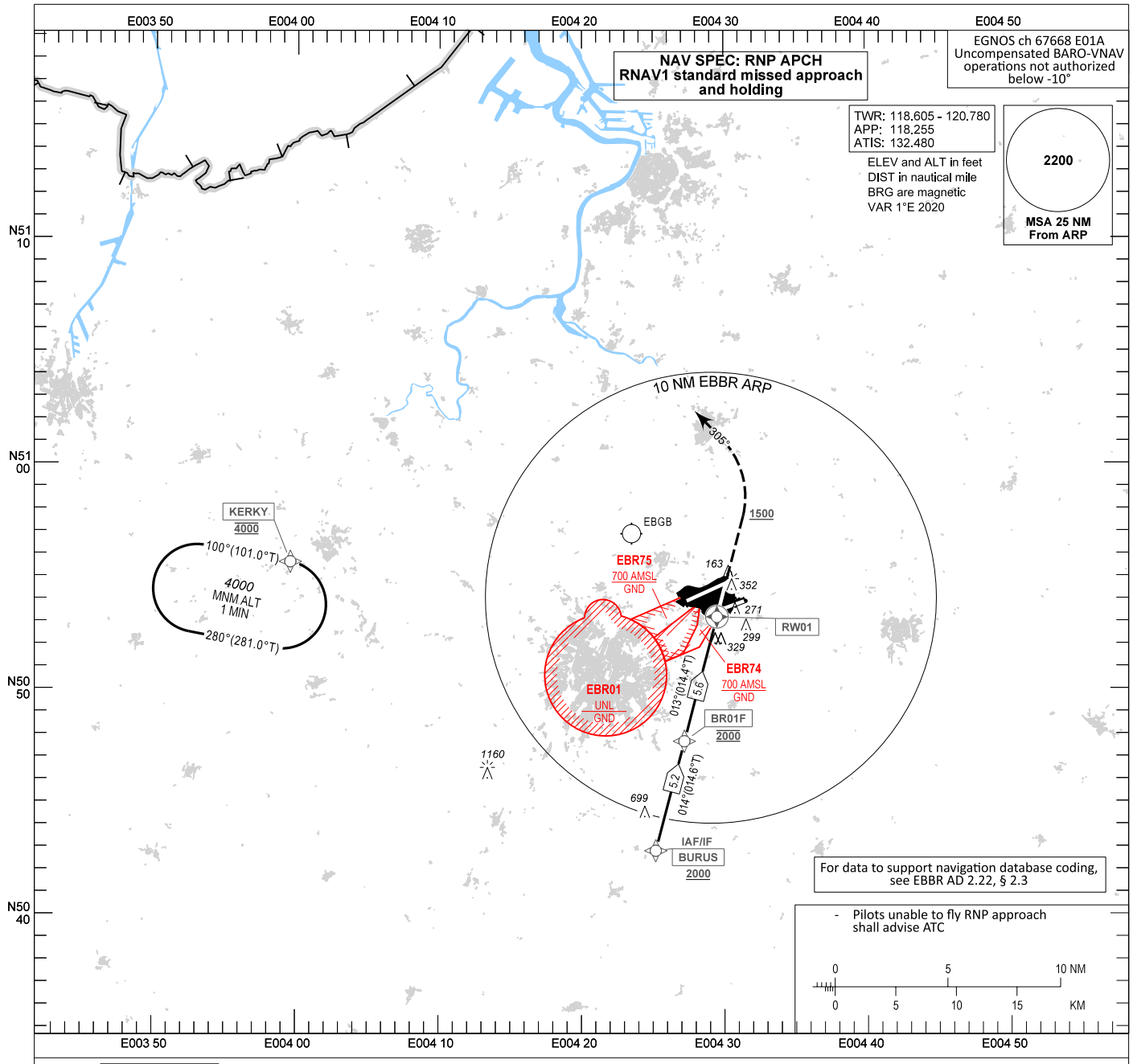
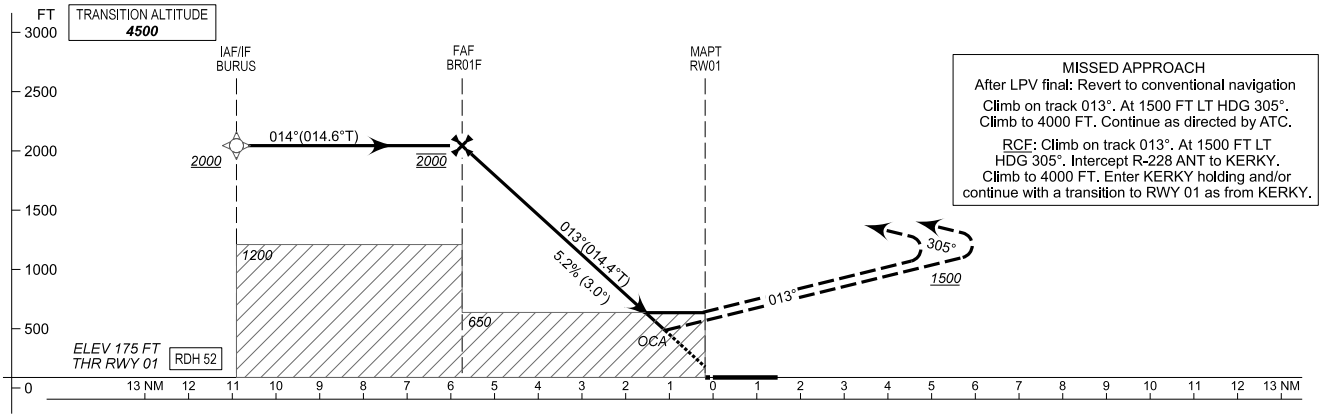
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 175
OCH RELATED TO
THR 01 ELEV 175

BRUSSELS / Brussels-National (EBBR)

RNP RWY 01





CHANGES: Cercle of 10 NM added

OCA (OCH)				
CAT of ACFT	A	B	C	D
LNAV	650 (470)	650 (470)	650 (470)	650 (470)
LNAV/VNAV	477 (302)	487 (312)	497 (322)	507 (332)
LPV	375 (200)	375 (200)	375 (200)	375 (200)

FAF to MAPT - 5.6 NM							
Speed (GS)	KT	70	90	120	150	180	
Rate of descent	FT/MIN	375	480	640	800	960	
PROCEDURE ALTITUDES (HEIGHTS)							
DIST THR		5.0	4.0	3.0	2.0		
Altitude		1820	1500	1180	870		

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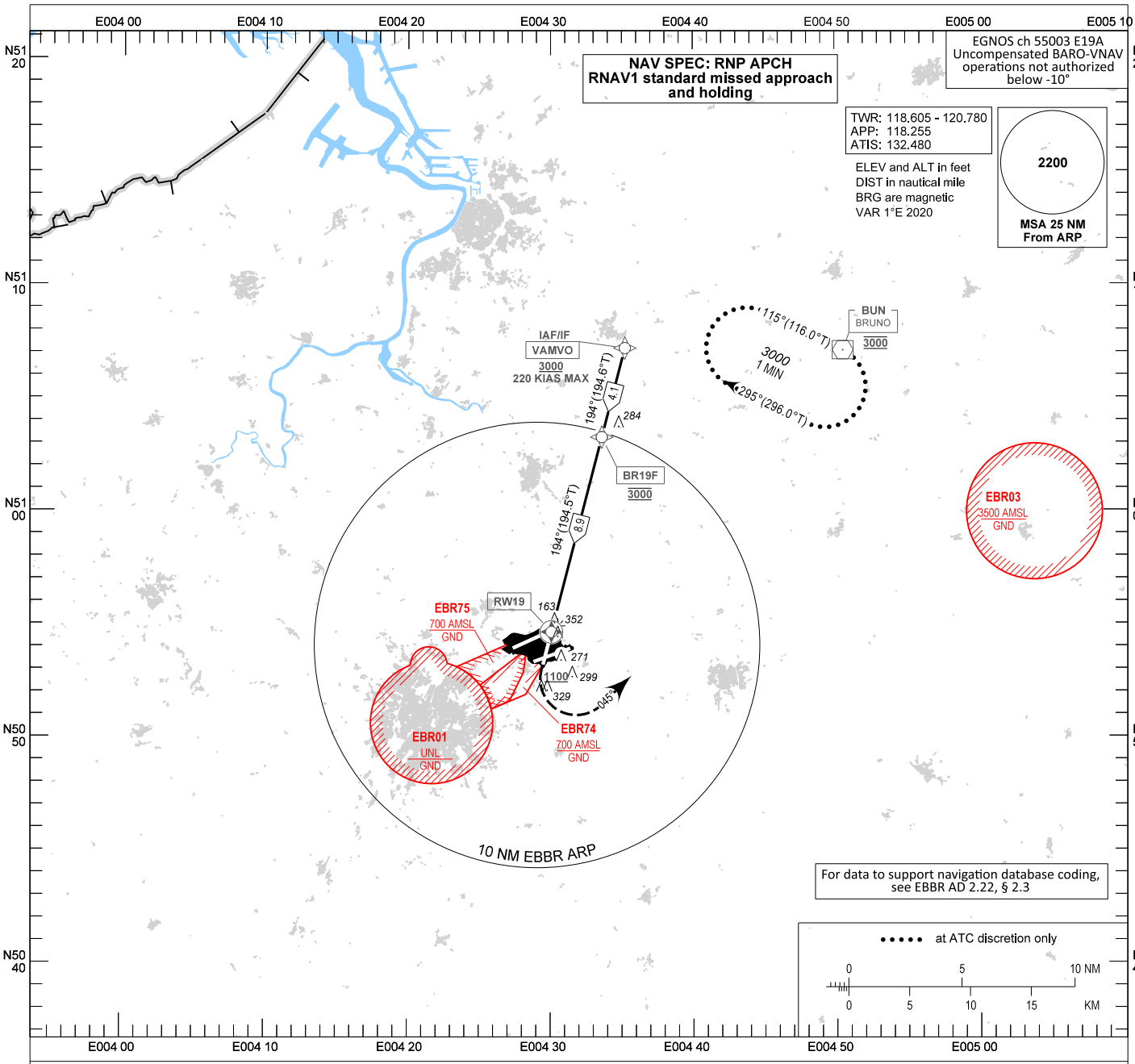
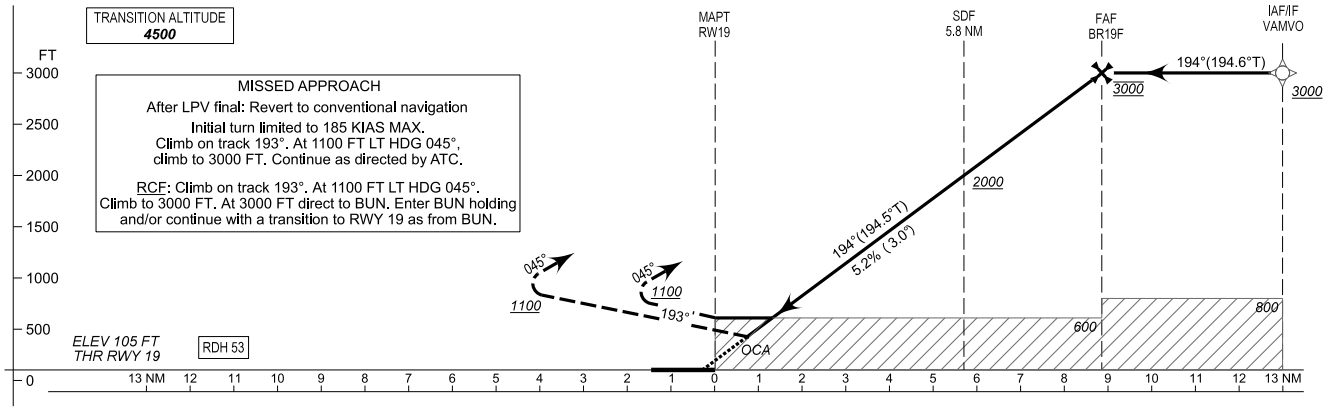
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 175
OCH RELATED TO
THR 19 *ELEV 105*

BRUSSELS / Brussels-National (EBBR)

RNP RWY 19





CHANGES: Cercle of 10 NM added

OCA (OCH)

CAT of ACFT	A	B	C	D	DL
LNAV	600 (500)	600 (500)	600 (500)	600 (500)	
LNAV/VNAV	483 (378)	493 (388)	503 (398)	512 (407)	
LPV	305 (200)	305 (200)	305 (200)	305 (200)	323 (218)

FAF to MAPT - 8.9 NM

Speed (GS)	KT	70	90	120	150	180	
Rate of descent	FT/MIN	375	480	640	800	960	

PROCEDURE ALTITUDES (HEIGHTS)

DIST THR	8.0	7.0	6.0	SDF 5.8	5.0	4.0	3.0	2.0
Altitude	2710	2390	2070	2000	1750	1430	1110	800

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2.3.4.1 Route Description

Designator	Description	Remarks
ARVOL5A	**RNAV1:** ARVOL[F160-] - NIVOR[F080+; R] - GSY[A3000+]	ARVOL MAX FL 160.
CIV5A	**RNAV1:** CIV[F080+] - NIVOR[F080+; R] - GSY[A3000+]	Not available for jet aircraft, except departures LFQQ TMA.
KOK5A	**RNAV1:** KOK[F080+] - KERKY[F080+; R] - NIVOR[F080+; R] - GSY[A3000+]	
NIK5A	**RNAV1:** NIK[F080+] - KERKY[F080+; L] - NIVOR[F080+; R] - GSY[A3000+]	
BATTY5A	**RNAV1:** BATTY[F080+] - FLO[F080+; L] - BUB[F080+; L] - NIVOR[F080+; L] - GSY[A3000+]	
BATTY6B	**RNAV1:** BATTY[F080+] - LOLGI[F080+; L] - CI250[F070-] - GSY[F060+]	At ATC discretion only.
LNO5A	**RNAV1:** LNO[F080+] - FLO[F080+; L] - BUB[F080+; L] - NIVOR[F080+; L] - GSY[A3000+]	
LNO6B	**RNAV1:** LNO[F080+] - LOLGI[F080+; L] - CI250[F070-] - GSY[F060+]	At ATC discretion only.

RWY 24

Designator	Description	Remarks
GSY1A	**RNAV1:** GSY[A3000+; K250-] - OSVAM[A3000+; K250-] - GUGNO[A3000+; K230-] - VAMKA [A3000+; K230-]	

RWY 06

Designator	Description	Remarks
GSY1Z	**RNAV1:** GSY[A3000+; K250-] - BIBOS[A3000+; K250-] - ABLIX[A2500+; K200-] - REKPI[A2500+; K200-]	

2.3.4.2 Waypoints

ID	LATITUDE	LONGITUDE
ABLIX	502652.0N	0041022.5E
ARVOL	503245.0N	0032949.0E
BATTY	503857.0N	0055055.6E
BIBOS	502837.9N	0041624.9E
BUB	505408.4N	0043217.1E
CI250	503810.1N	0050337.5E
FLO	505236.0N	0050804.3E
GSY	502714.1N	0042629.0E
GUGNO	502820.6N	0044842.2E
KERKY	505537.0N	0035933.4E
LOLGI	503946.0N	0050913.0E
NIVOR	504138.0N	0041727.4E
OSVAM	502616.7N	0044134.7E
REKPI	502324.8N	0041250.5E
VAMKA	503252.0N	0044528.4E

2.3.4.3 Suggested Database Coding

ARVOL5A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	ARVOL	IF	N			FL160-		
2	NIVOR	TF	N	073.4	R	FL 080+	31.6	
3	GSY	TF	N	158.2		3000+	15.5	

CIV5A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	CIV	IF	N			FL 080+		
2	NIVOR	TF	N	067.4	R	FL 080+	18.9	
3	GSY	TF	N	158.2		3000+	15.5	

KOK5A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	KOK	IF	N			FL 080+		
2	KERKY	TF	N	100.7	R	FL 080+	51.8	
3	NIVOR	TF	N	140.8	R	FL 080+	18.0	
4	GSY	TF	N	158.2		3000+	15.5	

NIK5A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	NIK	IF	N			FL 080+		
2	KERKY	TF	N	206.9	L	FL 080+	16.0	
3	NIVOR	TF	N	140.8	R	FL 080+	18.0	
4	GSY	TF	N	158.2		3000+	15.5	

BATTY5A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	BATTY	IF	N			FL 080+		
2	FLO	TF	N	296.9	L	FL 080+	30.4	
3	BUB	TF	N	274.1	L	FL 080+	22.7	
4	NIVOR	TF	N	217.0	L	FL 080+	15.7	
5	GSY	TF	N	158.2		3000+	15.5	

BATTY6B

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	BATTY	IF	N			FL 080+		
2	LOLGI	TF	N	272.0	L	FL 080+	26.6	
3	CI250	TF	N	245.8		FL 070-	3.9	
4	GSY	TF	N	245.4		FL 060+	26.1	

LNO5A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	LNO	IF	N			FL 080+		
2	FLO	TF	N	308.7	L	FL 080+	28.1	
3	BUB	TF	N	274.1	L	FL 080+	22.7	
4	NIVOR	TF	N	217.0	L	FL 080+	15.7	
5	GSY	TF	N	158.2		3000+	15.5	

LNO6B

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	LNO	IF	N			FL 080+		
2	LOLGI	TF	N	282.5	L	FL 080+	21.8	
3	CI250	TF	N	245.8		FL 070-	3.9	
4	GSY	TF	N	245.4		FL 060+	26.1	

GSY1A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	GSY	IF	N			+3000		-250	RNAV1	
2	OSVAM	TF	N	095.6	L	+3000	9.7	-250	RNAV1	
3	GUGNO	TF	N	065.6	L	+3000	5.0	-230	RNAV1	
4	VAMKA	TF	N	335.5	L	+3000	5.0	-230	RNAV1	IF

GSY1Z

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	GSY	IF	N			+3000		-250	RNAV1	
2	BIBOS	TF	N	282.3	L	+3000	6.6	-250	RNAV1	
3	ABLIX	TF	N	245.4	L	+2500	4.2	-200	RNAV1	
4	REKPI	TF	N	155.5	L	+2500	3.8	-200	RNAV1	IF

2.3.5 Visual Approaches

IFR traffic with a MTOW > 11 T, executing visual approaches, shall not intercept the final approach leg closer than 6 NM from THR except for aircraft in emergency.

2.3.6 Missed Approach

IFR flights performing a visual approach shall use the missed approach segment of the IAP communicated via ATIS.

3 IFR FLIGHTS (OUTBOUND)

3.1 Departure Procedures

3.1.1 Standard Instrument Departures

SID have been established as shown on the EBCI SID charts (see EBCI AD 2.24) and as listed below. They constitute noise abatement procedures. Therefore, it is emphasized that traffic with a MTOW > 11 T, except when otherwise instructed by ATC, shall adhere to the allocated routes as closely as performance criteria permit. If unable to comply with these procedures, they shall advise ATC immediately.

Note: ATC may deviate from these routes.

3.1.1.1 Route Description

RWY 06

Designator	Route	Remarks
SOPOK9X	**RNAV1:** [A1100+] - CI105 - CI103[R] - BULUX[R] - SOPOK	ATC climb requirements: see below (§ 3.1.2).
RITAX8X	**RNAV1:** [A1100+] - CI105 - CI101[F100+; R] - RITAX	ATC climb requirements: see below (§ 3.1.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternate route: SOPOK9X - SOPOK - RITAX).
CIV6X	**RNAV1:** [A1100+] - CI105[L] - CIV	NIL
LNO8X	**RNAV1:** [A1100+] - CI105 - CI102[R] - LNO	NIL
SPI8X	**RNAV1:** [A1100+] - CI105 - CI103[R] - SPI	NIL

RWY 24

Designator	Route	Remarks
SOPOK5U	**RNAV1:** [A1100+] - CI001[K220-; L] - CI006[K220-; F065+; L] - ASPIX[R] - SOPOK	PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL.
SOPOK1Y	**RNAV1:** [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - BULUX[R] - SOPOK	ATC climb requirements: see below (§ 3.1.2).
RITAX5U	**RNAV1:** [A1100+] - CI001[K220-; L] - CI006[K220-; F065+; L] - CI007[R] - RITAX	PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL.
RITAX9Y	**RNAV1:** [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - CI011[R] - RITAX	ATC climb requirements: see below (§ 3.1.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternate route: SOPOK1Y - SOPOK - RITAX).
MEDIL5Y	**RNAV1:** [A1100+] - CI001[F050+; R] - MEDIL	At ATC discretion only. PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery.
CIV5Y	**RNAV1:** [A1100+] - CI009[R] - CIV	NIL
LNO5U	**RNAV1:** [A1100+] - CI001[K220-; L] - CI006[K220-; F065+; L] - ASPIX[R] - LNO	PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL.
LNO9Y	**RNAV1:** [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI005[R] - LNO	NIL
SPI5U	**RNAV1:** [A1100+] - CI001[K220-; L] - CI006[K220-; F065+; L] - SPI	PDG 8% (490 FT/NM) until passing FL 070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL.
SPI9Y	**RNAV1:** [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - SPI	NIL

RITAX9Y

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

MEDIL5Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R	FL050+		
3	MEDIL	502032.0N	0034030.0E	TF	N	261.6			21.5	

CIV5Y

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

LNO9Y

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

SPI9Y

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

SOPOK5U

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	L			220-
3	CI006	501924.8N	0041928.8E	TF	N	139.9	L	FL065+	5.7	220-
4	ASPIX	502907.3N	0052459.7E	TF	N	076.5	R		43.0	
5	SOPOK	501510.0N	0054626.0E	TF	N	135.4		FL240+	19.6	

RITAX5U

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	L			220-
3	CI006	501924.8N	0041928.8E	TF	N	139.9	L	FL065+	5.7	220-
4	CI007	502725.8N	0051314.3E	TF	N	076.5	R		35.3	
5	RITAX	500440.0N	0054825.0E	TF	N	135.0			32.1	

LNO5U

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	L			220-
3	CI006	501924.8N	0041928.8E	TF	N	139.9	L	FL065+	5.7	220-
4	ASPIX	502907.3N	0052459.7E	TF	N	076.5	R		43.0	
5	LNO	503509.3N	0054237.0E	TF	N	061.6			12.8	

SPI5U

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	L			220-
3	CI006	501924.8N	0041928.8E	TF	N	139.9	L	FL065+	5.7	220-
4	SPI	503053.1N	0053725.0E	TF	N	076.5			51.1	

3.1.2 Climb Requirements

All traffic shall initially climb to 4000FT QNH, unless instructed otherwise by ATC. a higher level will be allocated as soon as possible.

Following additional requirements apply:

- traffic proceeding via SOPOK- ETENO - ROPUV and planned above FL245 shall cross BULUX at FL170 MNM and ETENO at FL250 MNM;
- traffic proceeding via RITAX and planned above FL245 shall cross RITAX at FL250 MNM.

Aircraft unable to meet these requirements shall advise ATC when requesting start-up clearance, allowing for appropriate coordination to be made with adjacent ATS units in due time.

4 LOW VISIBILITY PROCEDURES

4.1 Facilities and Equipment Available

4.1.1 Runways

RWY 24 is equipped with ILS and is approved for CAT II and III. Following RVR minima apply:

- CAT II: below 550M to 300M;
- CAT III: below 300M to 150M;
- TKOF: 150M.

RWY 06 is approved for low visibility take-off when RVR ≥ 150M

150M RVR has been fixed as minimum RVR value by the Belgian CAA. Pilots requesting to land with RVR below 150M will be advised that they are below minimum, but will not be refused landing clearance.

The runway exits are equipped with alternating green and yellow centre line lights within the ILS sensitive areas. Landing aircraft should leave this area as soon as possible.

The ILS sensitive area must be clear of all vehicles and aircraft which might cause reflection of the signals when an arriving aircraft is 2 NM from touchdown and until it has completed its landing run.

Departing aircraft shall use the CAT II/III holding positions.

Guided take-off is not available.

EBCI AD 2.23 Additional Information

1 ATIS

ATIS messages serving inbound and outbound traffic are broadcasted H24 (see EBCI AD 2.18).

The messages contain following elements in the order as listed:

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

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

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

EBCI AD 2.24 Charts Related to EBCI

AD 2.EBCI-ADC.01	Aerodrome Chart - ICAO
AD 2.EBCI-ADC.02	Aerodrome Chart - ICAO. Appendix 1: Runway Markings and Light Aids
AD 2.EBCI-GMC.01	Aerodrome Ground Movement Chart - ICAO
AD 2.EBCI-GMC.02	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Low Visibility Procedures
AD 2.EBCI-GMC.03	Aerodrome Ground Movement Chart - ICAO. Appendix 2: Ground Movement Responsibilities
AD 2.EBCI-GMC.04	Aerodrome Ground Movement Chart - ICAO. Appendix 3: Hot Spots
AD 2.EBCI-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations)

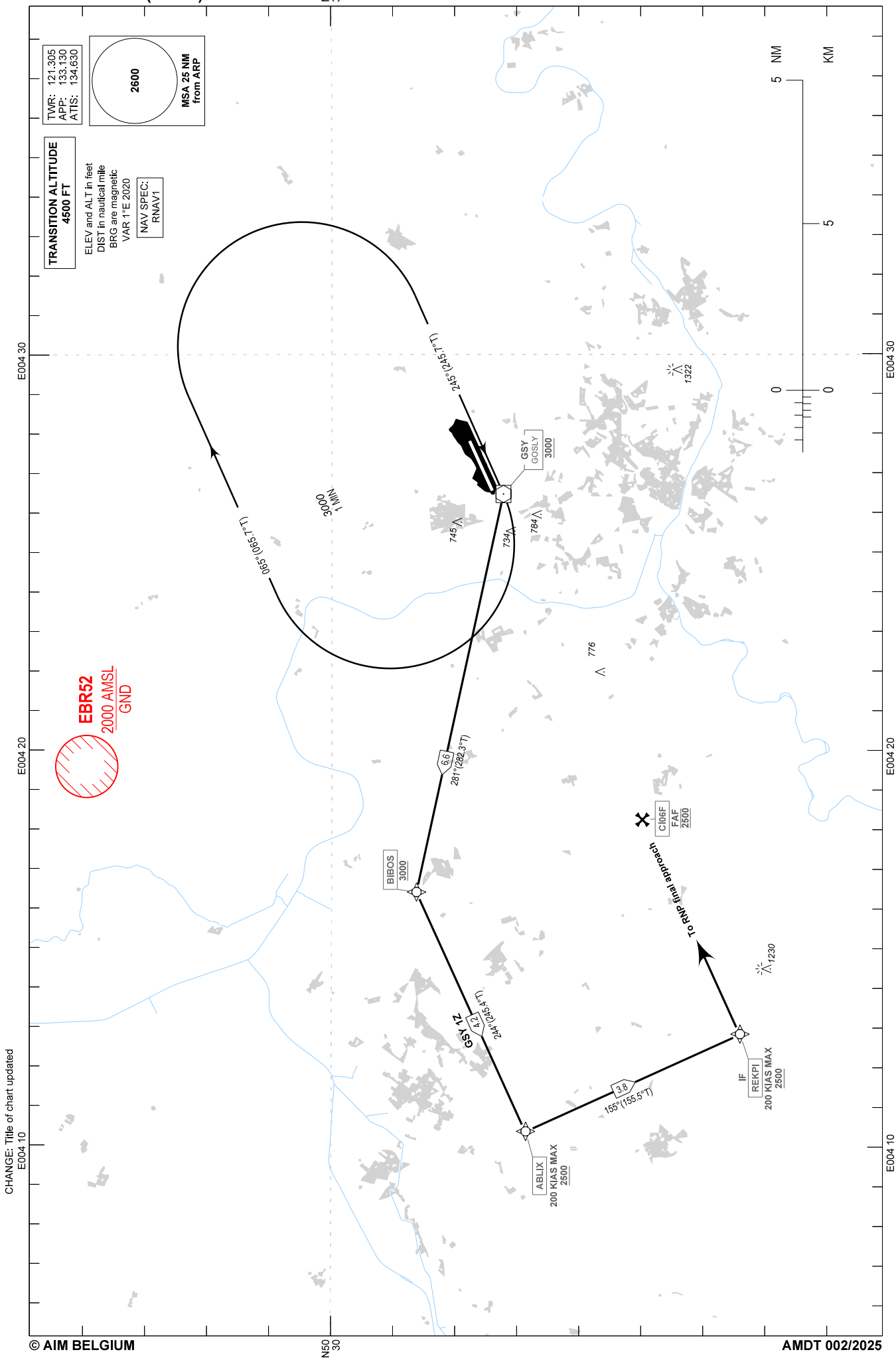
AD 2.EBCI-PATC.01	Precision Approach Terrain Chart - ICAO: RWY 24
AD 2.EBCI-STAR.01	Standard Arrival Chart - Instrument - ICAO: RNAV STAR
AD 2.EBCI-STAR.02	Standard Arrival Chart - Instrument - ICAO: RNAV TRANSITION TO RWY 06
AD 2.EBCI-STAR.03	Standard Arrival Chart - Instrument - ICAO: RNAV TRANSITION TO RWY 24
AD 2.EBCI-SID.01	Standard Departure Chart - Instrument - ICAO: RNAV SID RWY 06
AD 2.EBCI-SID.02	Standard Departure Chart - Instrument - ICAO: RNAV SID RWY 24
AD 2.EBCI-IAC.01	Instrument Approach Chart - ICAO: RNAV to ILS CAT II & III or LOC RWY 24
AD 2.EBCI-IAC.02	Instrument Approach Chart - ICAO: VOR RWY 24
AD 2.EBCI-IAC.03	Instrument Approach Chart - ICAO: VOR RWY 06
AD 2.EBCI-IAC.04	Instrument Approach Chart - ICAO: RNP RWY 06
AD 2.EBCI-IAC.04a	Instrument Approach Chart - ICAO: RNP RWY 06. Appendix: FAS Datablock
AD 2.EBCI-IAC.05	Instrument Approach Chart - ICAO: RNP RWY 24
AD 2.EBCI-IAC.05a	Instrument Approach Chart - ICAO: RNP RWY 24. Appendix: FAS Datablock
AD 2.EBCI-VAC.01	Visual Approach Chart - ICAO

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

GSY 1Z

CHARLEROI / Brussels South (EBCI)

RNAV TRANSITION TO RWY 06



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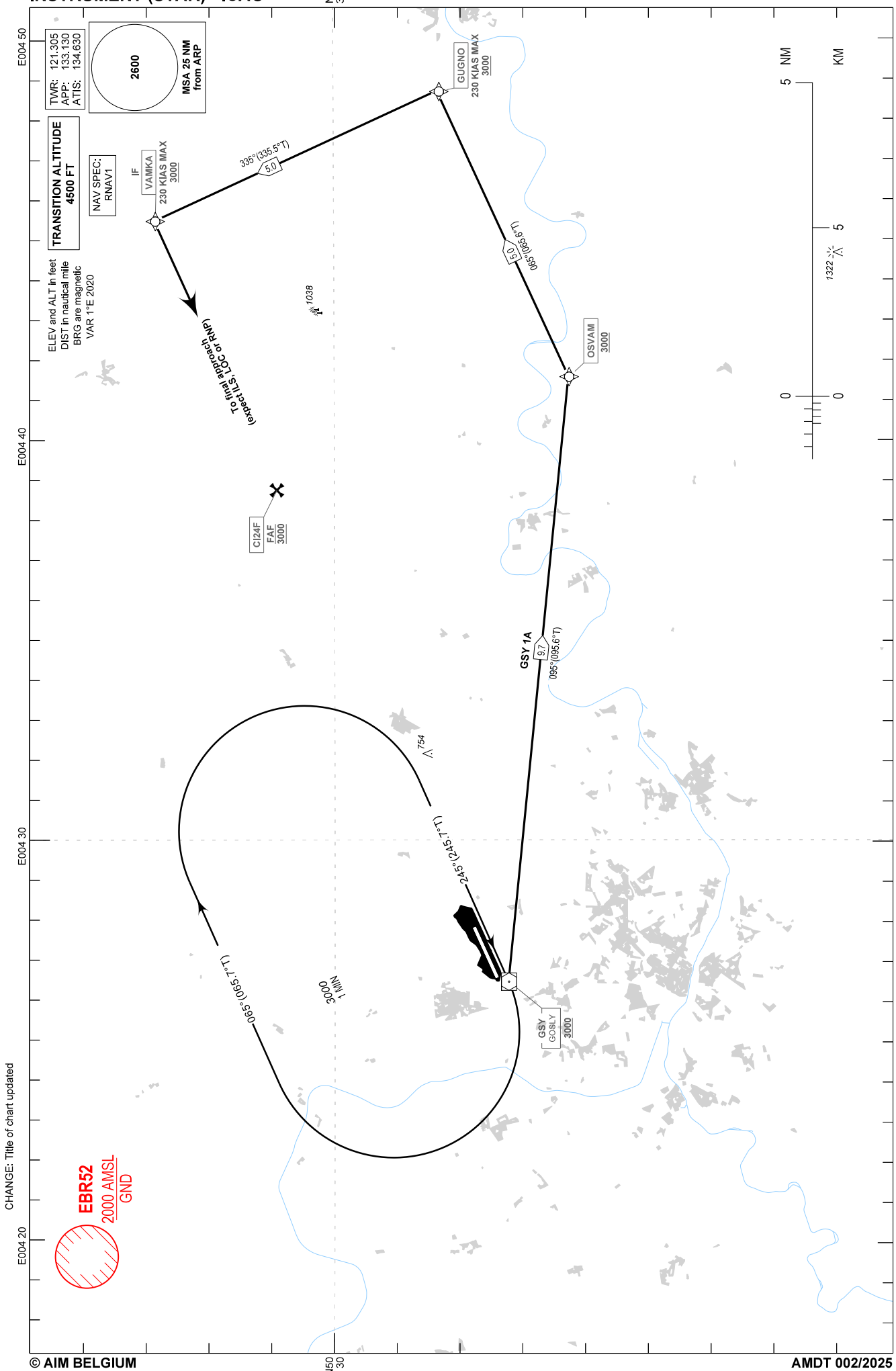
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

CHARLEROI / Brussels South (EBCI)

RNAV TRANSITION TO RWY 24



CHANGE: Title of chart updated

EBR52
2000 AMSL
GND

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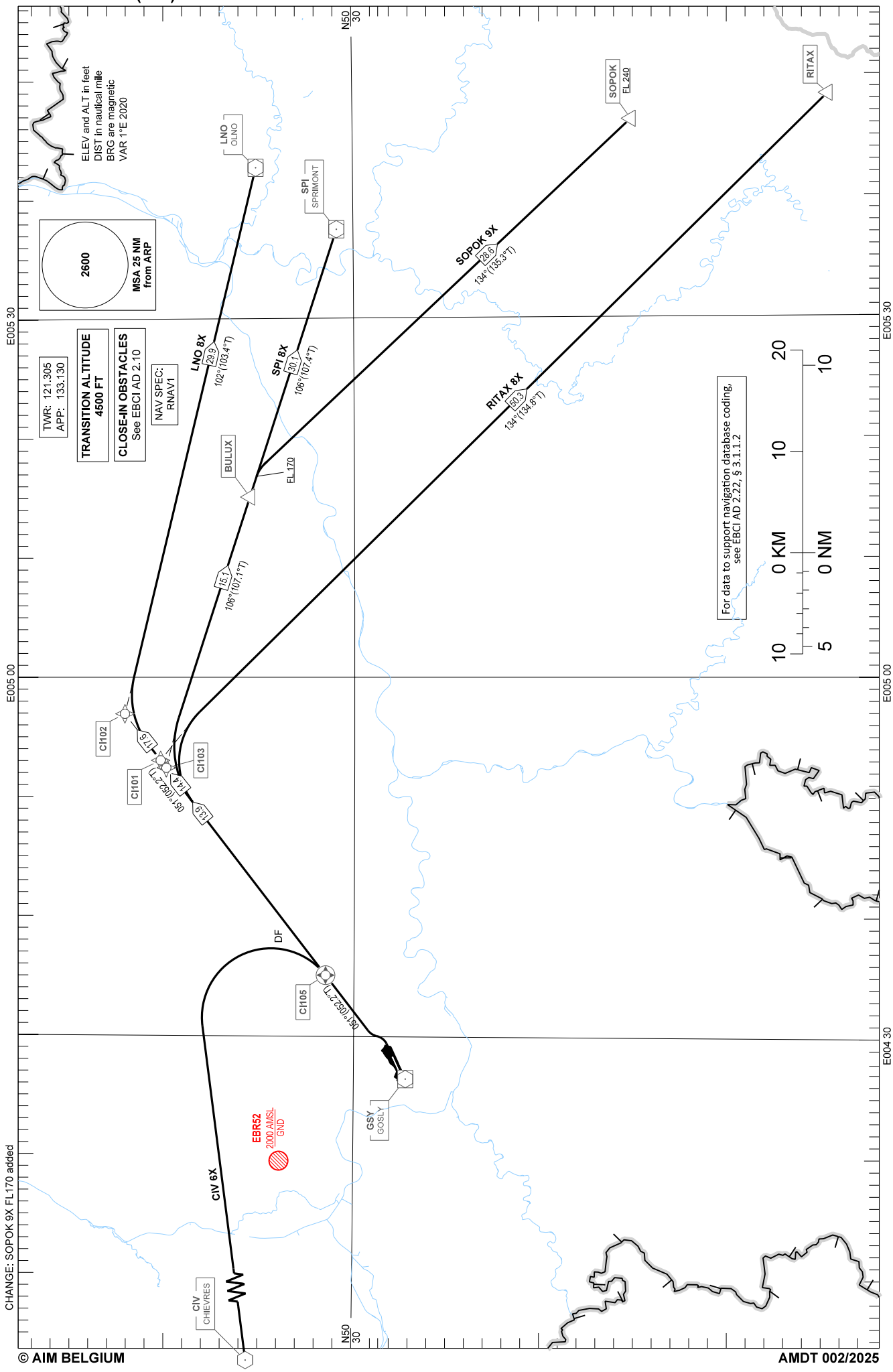
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SOPOK 9X RITAX 8X CIV 6X
LNO 8X SPI 8X

CHARLEROI / Brussels South (EBCI)

RNAV SID RWY 06



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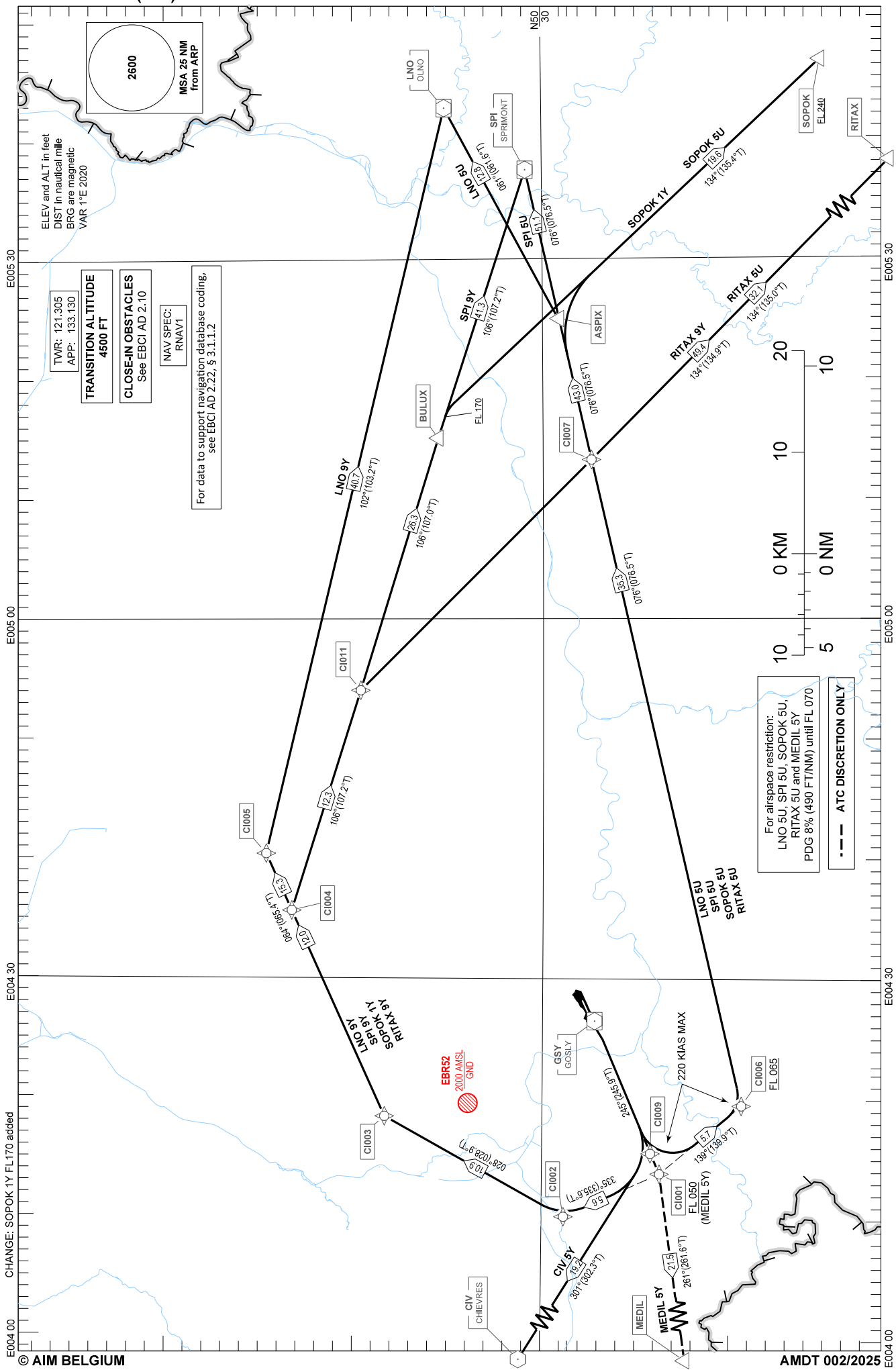
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SOPOK 5U-1Y RITAX 5U-9Y MEDIL 5Y
CIV 5Y LNO 5U-9Y SPI 5U-9Y

CHARLEROI / Brussels South (EBCI)

RNAV SID RWY 24



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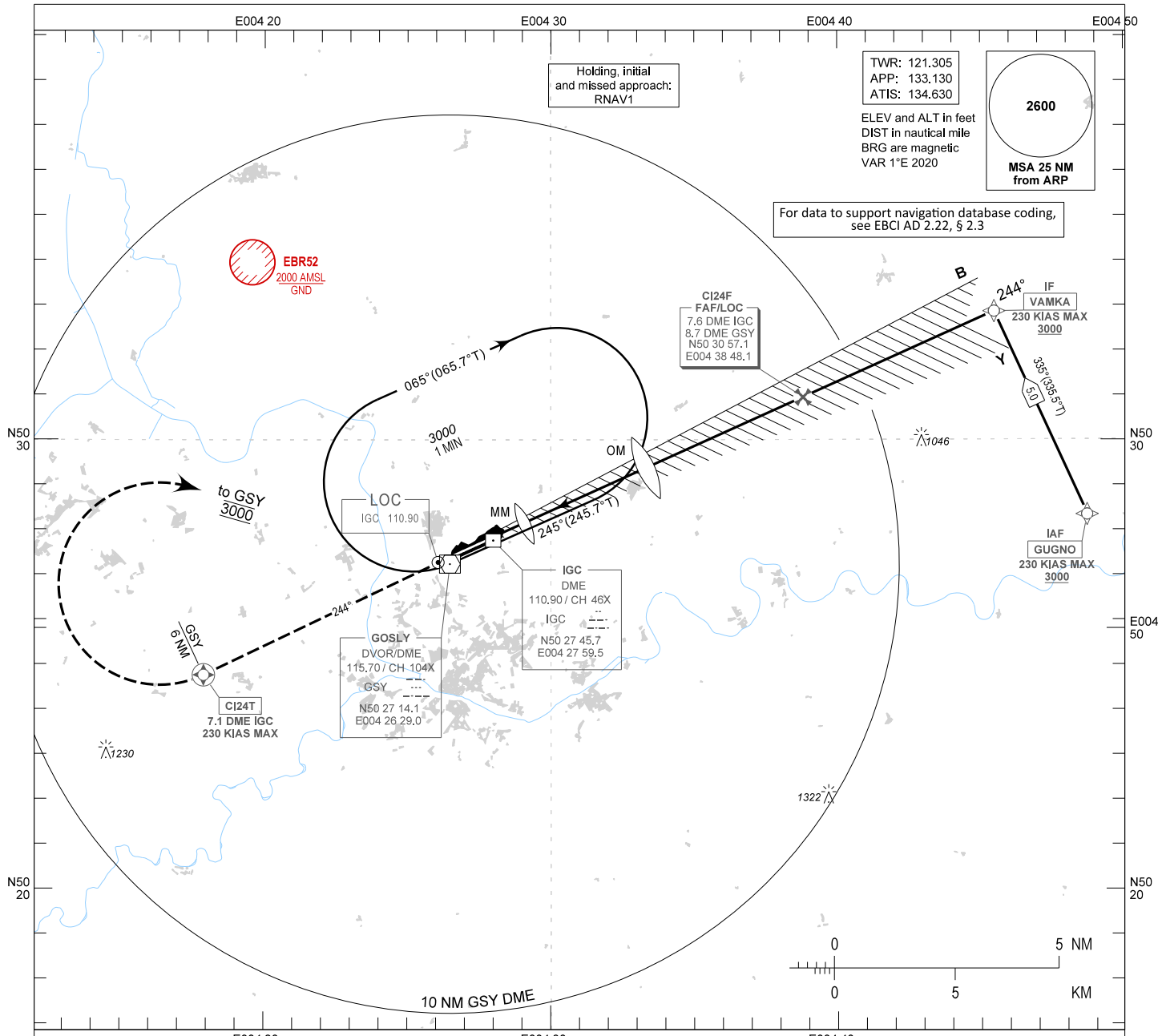
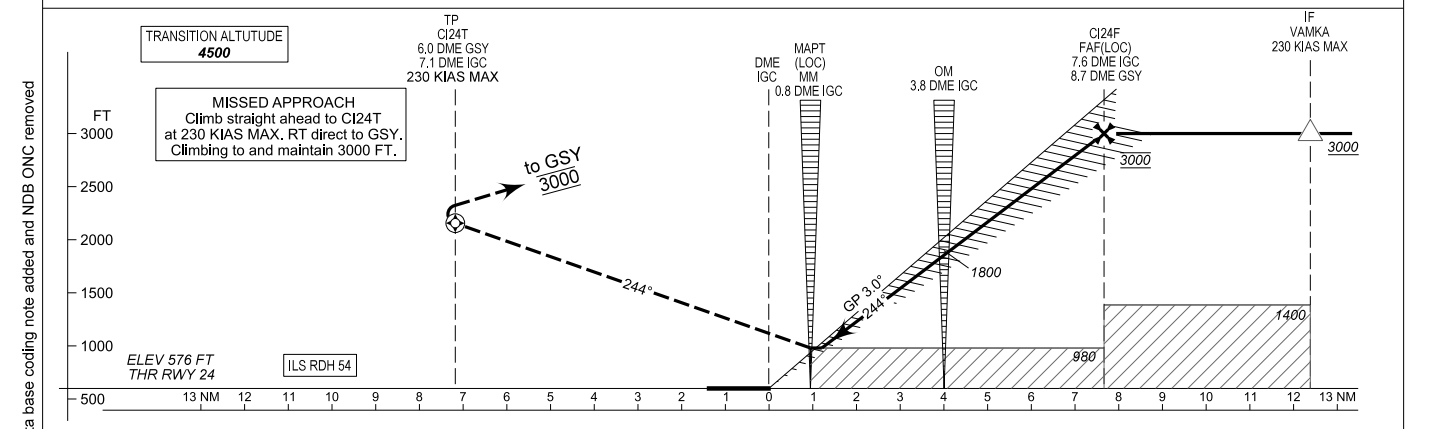
INSTRUMENT APPROACH CHART - ICAO

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

CHARLEROI / Brussels South (EBCI)

RNAV to ILS CAT II & III or LOC RWY 24





CHANGES: Holding and data base coding note added and NDB ONC removed

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

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

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

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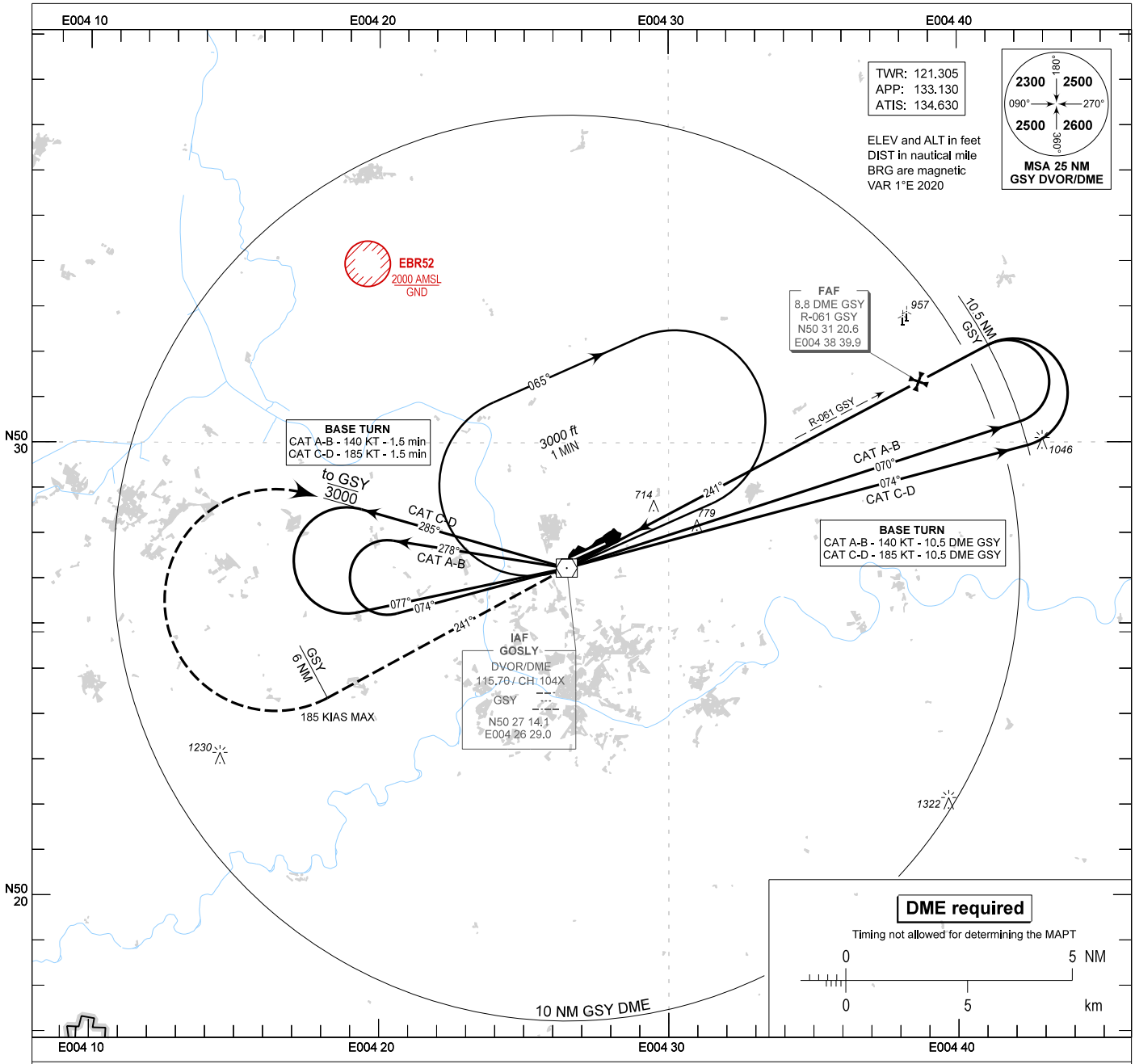
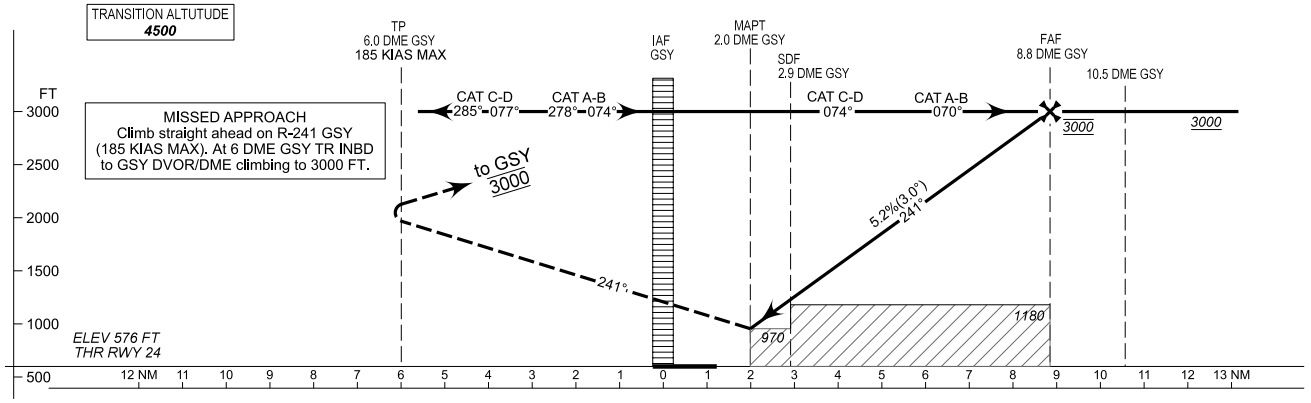
INSTRUMENT APPROACH CHART - ICAO

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

CHARLEROI / Brussels South (EBCI)
VOR RWY 24





CHANGES: Circle of 10 NM added, MSA updated

OCA (OCH)				
CAT of ACFT	A	B	C	D
VOR	970 (390)	970 (390)	970 (390)	970 (390)
VOR without SDF	1180 (600)	1180 (600)	1180 (600)	1180 (600)

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

PROCEDURE ALTITUDES							
DME GSY	8.0	7.0	6.0	5.0	4.0	3.0	
Altitude	2780	2460	2140	1820	1510	1190	

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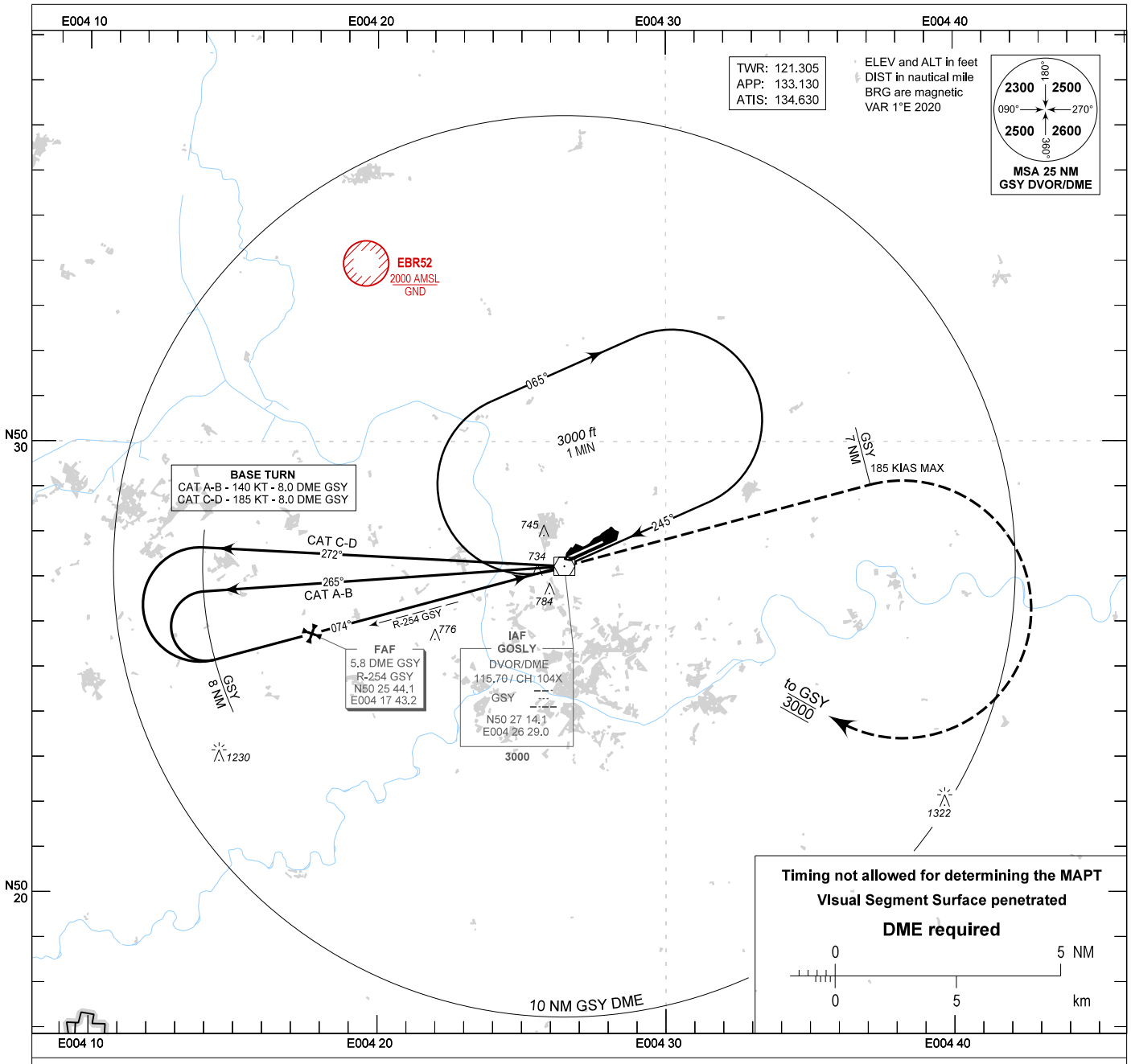
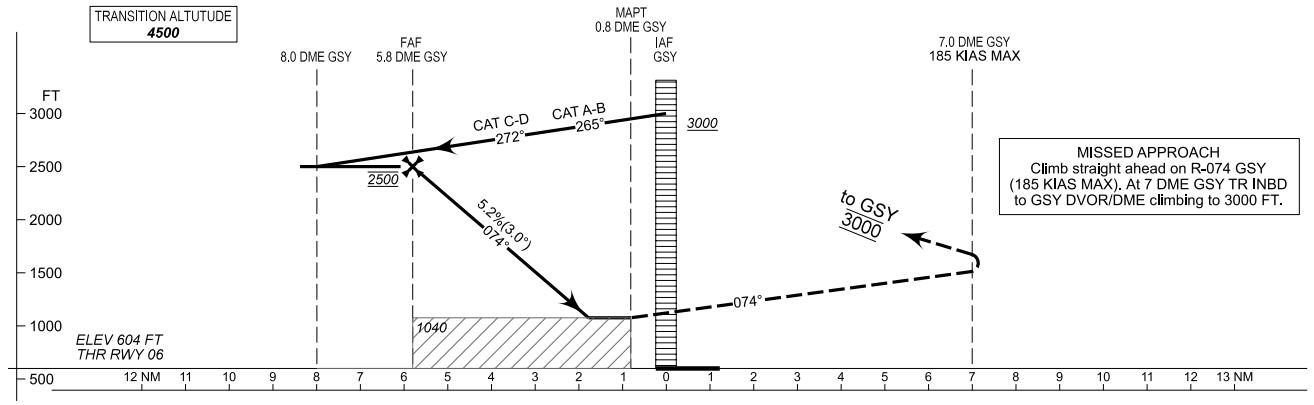
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 606
OCH RELATED TO
THR 06 ELEV 604

CHARLEROI / Brussels South (EBCI)

VOR RWY 06





CHANGES: Cercle of 10 NM added, MSA updated

OCA (OCH)				
CAT of ACFT	A	B	C	D
VOR	1040 (430)	1040 (430)	1040 (430)	1040 (430)

FAF to MAPT - 5.0 NM							
Speed (GS)	KT	70	90	120	150	180	
Rate of descent	FT/MIN	375	480	640	800	960	

PROCEDURE ALTITUDES						
DME GSY	5.8	5.0	4.0	3.0	2.0	
Altitude	2470	2290	1970	1650	1330	

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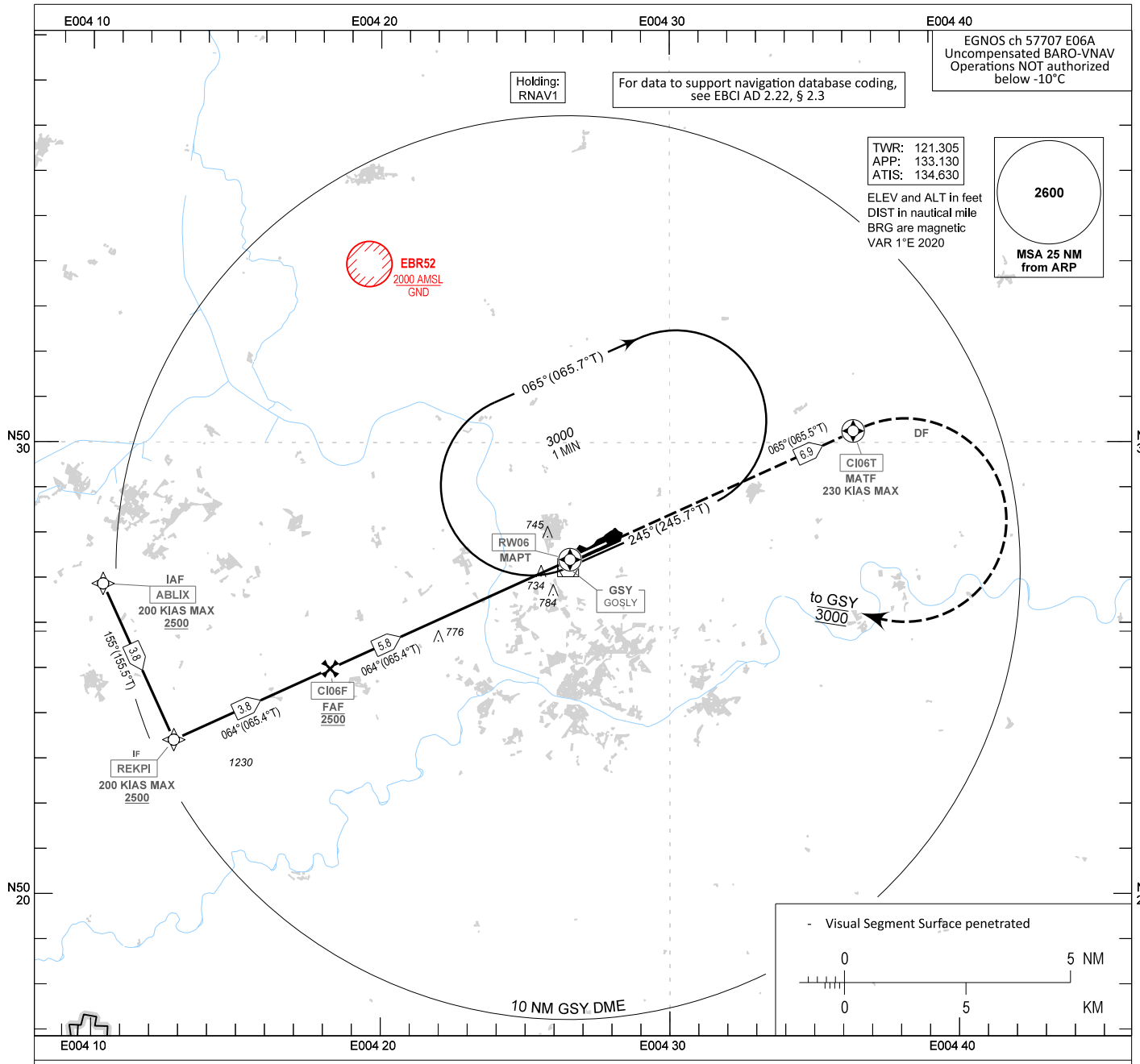
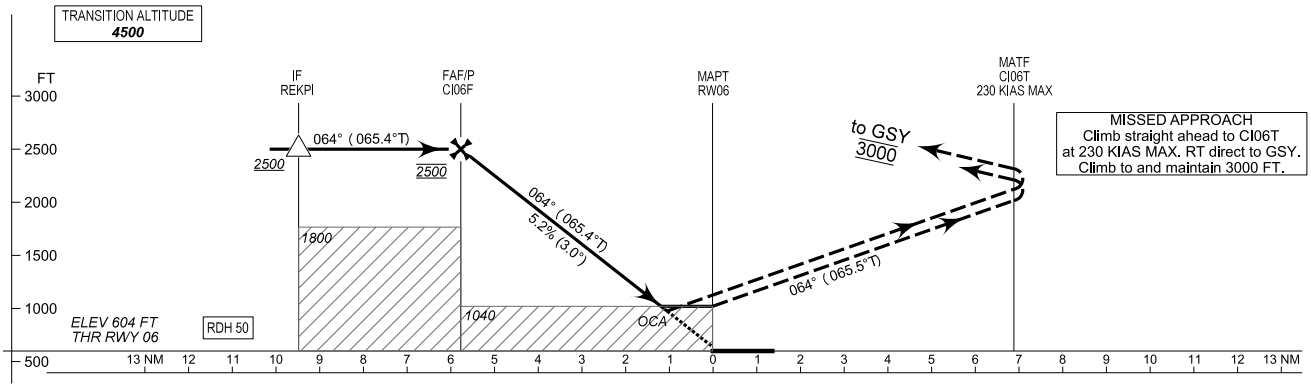
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 606
OCH RELATED TO
THR 06 ELEV 604

CHARLEROI / Brussels South (EBCI)

RNP RWY 06





OCA (OCH)				
CAT of ACFT	A	B	C	D
LNAV	1040 (430)	1040 (430)	1040 (430)	1040 (430)
LNAV/VNAV	901 (297)	909 (305)	918 (314)	927 (323)
LPV	865 (261)	875 (271)	885 (281)	895 (291)

FAF to MAPT - 5.8 NM							
Speed (GS)	KT	70	90	120	150	180	
Rate of descent	FT/MIN	375	480	640	800	960	
PROCEDURE ALTITUDES							
DIST THR		5.8	5.0	4.0	3.0	2.0	
Altitude		2500	2250	1930	1610	1290	

CHANGES: Holding and data base coding note added

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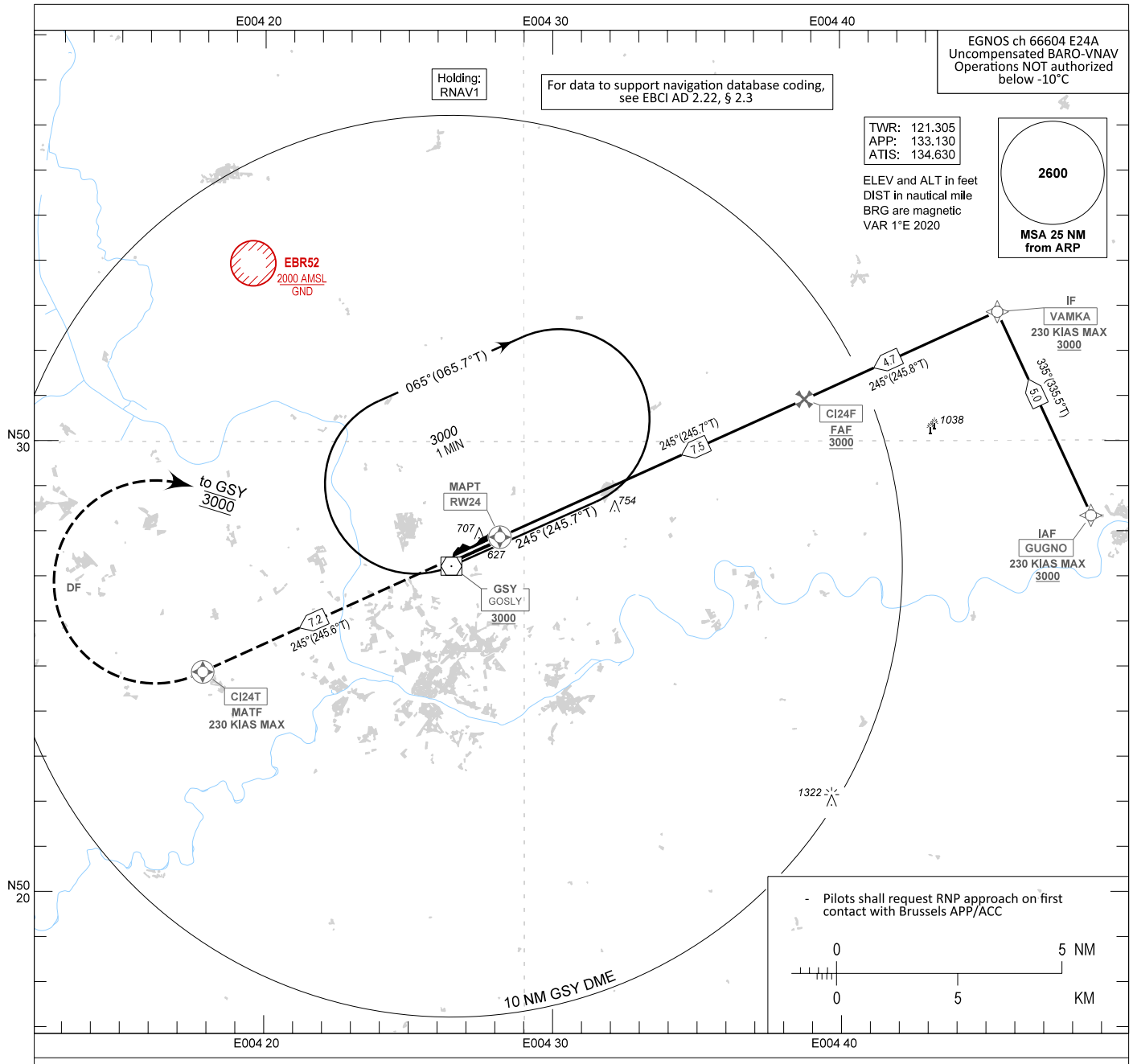
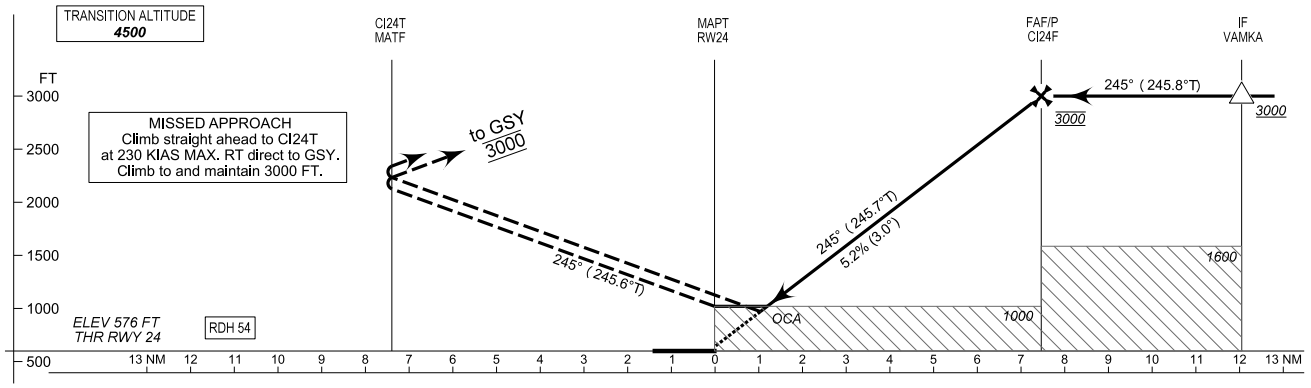
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 606
OCH RELATED TO
THR 24 ELEV 576

CHARLEROI / Brussels South (EBCI)

RNP RWY 24





CHANGES: Holding and data base coding note added, FAF symbol updated

OCA (OCH)				
CAT of ACFT	A	B	C	D
LNAV	1000 (420)	1000 (420)	1000 (420)	1000 (420)
LNAV/VNAV	856 (280)	866 (290)	876 (300)	886 (310)
LPV	776 (200)	776 (200)	776 (200)	776 (200)

FAF to MAPT - 7.4 NM							
Speed (GS)	KT	70	90	120	150	180	
Rate of descent	FT/MIN	375	480	640	800	960	
PROCEDURE ALTITUDES							
DIST THR	7.4	7.0	6.0	5.0	4.0	3.0	2.0
Altitude	3000	2860	2540	2220	1900	1590	1270

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

1	**Types of clearing equipment**	**Manoeuvring area (runways and taxiways):** • 5 runway snow ploughs Schmidt (6M blade) • 2 runway snow ploughs Boschung (8M blade) • 1 snow blower Boschung (3000 T/HR) • 1 snow blower Schmidt (5000T/HR) • 2 de-icers for taxiway/runway (liquid and solid) • 1 de-icer for taxiway/runway (full liquid) **Traffic area (aprons and service roads):** • 2 snow ploughs with 2.5M blade + liquid de-icing spreader • 1 tractor with blade + liquid de-icing spreader • up to 4 tractors with blade for stand positions (sub-contractors)
2	**Clearance priorities**	1. RWY 04R/22L and appropriate TWYs 2. Apron 3. RWY 04L/22R and other TWYs 4. Remaining part of the movement area
3	**Use of material for movement area surface treatment**	• KFOR (potassium formate fluids) • NAFO (sodium formate solids)
4	**Specially prepared winter runways**	Not applicable
5	**Remarks**	Transmission of information by SNOWTAM, ATIS and RCR based on RCAM (evaluated by airport inspection and communicated to ATC). Designated authority to co-ordinate information about the current state of progress of snow clearance operations and the conditions of the movement area is the Airport Authority (Service Publique de Wallonie): TEL: +32 (0) 4 234 84 29 Email: inspection-eblg@spw.wallonie.be (Airport Inspection) FAX: +32 (0) 4 234 84 20 Braking action measured by Mu-meter or SARSYS Friction Tester on compacted snow and ice only.

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

1	**Apron designation, surface and strength**	Apron north: CONC / ASPH, PCN 89/R/B/W/T (stands 110 to 128) Apron north: CONC / ASPH, PCN 81/R/B/W/T (stands 130 to 140) P1, P2 and P3: CONC / ASPH, PCN 80/R/B/W/T De-icing zone: CONC / ASPH, PCN 89/R/B/W/T Apron P0: CONC / ASPH, PCN 55/F/A/W/T
2	**Taxiway designation, width, surface and strength**	See chart AD2 EBLG-GMC.02
3	**ACL and elevation**	Apron P1 (596FT) Apron P2 (602FT) Apron P3 (608FT) Apron NORTH (604FT) Apron P0 (606FT)
4	**VOR check points**	NIL
5	**INS check points**	See chart AD2 EBLG-GMC.01
6	**Remarks**	**Compass deviation exceeding 10° may occur on apron P1, P2 and P3.** Back track and 180° turn not allowed on RWY 04R/22L between S5 to S6.

EBLG AD 2.9 Surface Movement Guidance and Control System and Markings

1	**Aircraft stand identification signs**	AVBL
	Taxiway guide lines	AVBL
	Visual docking/parking guidance system at aircraft stands	Parking guidance lines are available at all stands. If marking on stand is not available, an aircraft marshaller is used. Advanced Visual Docking Guidance System is available on apron North (see EBLG AD 2.20 § 3).
2	**Runway markings and ligting**	Markings: RWY 22L/R and 04R: designation, threshold, touchdown zone, centre line, side stripe markings and aiming point. RWY 04L: designation, threshold, centre line, side stripe markings and aiming point. Lights: See EBLG AD 2.14 Approach and Runway Lighting.
	Taxiway markings and lighting	Markings: Centre line and holding positions at the TWY/RWY intersections. Holding positions (CAT I and CAT II/III operations). Intermediate holding positions are available on TWY A and Z6. Lights: See EBLG AD 2.15 Other Lighting and Secondary Power Supply.
3	**Stop bars**	See chart AD2 EBLG GMC.01 and AD2 EBLG ADC.02.
	Runway guard lights	At TWY S2, S3, S4, S5, S6, C0, C1, C2, C3, C4, N0, N2 and N4, all runway holding positions CAT I are equipped with runway guard lights. See chart AD2 EBLG GMC.03a and AD2 EBLG GMC.03b.
4	**Other runway protection measures**	Turn pad RWY 04R available 185M before THR RWY 04R, lighted and marked. Turn pad RWY 22L available on TWY S5, except by night and low visibility operations (only marked). Turn pad RWY 04L available between TWY C0 and TWY N0 - Based on circle of 30M radius, except by night and low visibility operations (only marked). Turn pad RWY 22R available between TWY C4 and TWY N4 - Based on circle of 30M radius, except by night and low visibility operations (only marked).
5	**Remarks**	South apron, marshaller on stand. Follow-me car services available. Follow-me is mandatory for all arrivals to Apron South aircraft stands. RWY 04L/22R is a contingency runway, available for operational needs in VMC and CAT I, but also available as taxiway (designation: TWY B) - double lighting according to use. All TWY centre line lights LED.

EBLG AD 2.10 Aerodrome Obstacles

Close-in Obstacles

ID	Latitude	Longitude	ALT (M)	ALT (FT)	Remarks
EBLG_0963	503908.4N	0052817.6E	211.7	695	RWY 04L/R Close-in
EBLG_0553	503906.1N	0052812.4E	201.7	662	RWY 04L/R Close-in
EBLG_0962	503907.9N	0052811.2E	201.2	662	RWY 04L/R Close-in
EBLG_0956	503911.4N	0052759.7E	195.4	641	RWY 04L/R Close-in
EBLG_0124	503904.7N	0052812.4E	196.2	644	RWY 04L/R Close-in
EBLG_0551	503905.3N	0052813.9E	193.2	634	RWY 04L/R Close-in
EBLG_0552	503905.8N	0052813.7E	192.5	632	RWY 04L/R Close-in
EBLG_0006	503734.2N	0052545.5E	205.3	674	RWY 22L/R Close-in
EBLG_0999	503739.4N	0052532.6E	206.4	678	RWY 22L/R Close-in
EBLG_0005	503733.6N	0052543.7E	204.3	671	RWY 22L/R Close-in
EBLG_0027	503729.7N	0052541.2E	209.1	687	RWY 22L/R Close-in
EBLG_0975	503725.7N	0052537.8E	208.5	685	RWY 22L/R Close-in

Type of aid MAG VAR	ID	FREQ	Hours of operation	Position of transmitting antenna	DME antenna elevation	RMK
1	2	3	4	5	6	7
ILS 22L (CAT III)						
LOC	ILG	109.350MHZ	H24	503733.6N 0052533.8E		225° GEO / 1.87NM from THR 22L No back beam available LOC only reliable within 35° either side of course line
GP		331.850MHZ	H24	503847.1N 0052721.6E		Slope 3° RDH 56FT
DME	ILG	CH 30Y	H24	503846.9N 0052721.8E	642FT	Collocated with GP 0 at 370 M from THR 22L
OM	dash / dash	75MHZ	H24	504204N 0053257E		4.64NM from THR 22L or use ILG DME Fix
MM	dot / dash	75MHZ	H24	503920N 0052823E		0.65NM from THR 22L
ILS 22R (CAT I)						
LOC	IBI	108.750MHZ	H24	503742.7N 0052532.8E		225° GEO / 1.50NM from THR 22R No back beam available LOC only reliable within 35° either side of course line
GP		330.350MHZ	H24	503839.9N 0052654.7E		Slope 3° RDH 54FT Operations restricted to 5º left and right from course line Full fly down indications may not be maintained when high above GP
DME	IBI	CH 24Y	H24	503839.5N 0052654.4E	583FT	Collocated with GP 0 at 400 M from THR 22R

Note 1: Aircraft vacating via TWY S6 will induce ILS04R (LOC) distortion exceeding tolerance.

Note 2: Aircraft with a wingspan exceeding 43.9M, lining up on RWY 04R from TWY C0 holding point will induce GP distortion exceeding CAT I tolerance when passing in front of the GP04R antenna. Line up from TWY C0 will only be done in respect of any inbound traffic for the ILS 04R.

EBLG AD 2.20 Local Aerodrome Regulations

1 GENERAL

1.1 Use of SSR

In order to improve safety, the carriage of a serviceable Mode S transponder with basic functionality is mandatory for all aircraft operating within Liège TMA/CTR. An exemption to this rule may be granted, provided that the request is made before the flight by telephone to the Liège ATS authority.

1.2 Security

Security rules for aircraft not handled and with origin different than EBLG:

- When full stop landing, transit parking mandatory in GAT area with engine(s) shut down.
- Airport security shuttle mandatory for flat fee of 60 EUR, excluding VAT. All people on board must stay in aircraft until arrival of airport security staff.
- People leaving the airport will immediately be taken by airport security to the airside/landside boundary located at the passenger terminal. Airport security will perform a hand search of crew members staying in the aircraft as well as a hand search of their personal effects.

1.3 Ground Surveillance - Use of Mode S Transponders

EBLG is equipped with an advanced ground surveillance system using Mode S. Operators intending to use the airport should ensure that Mode S transponders are able to operate when their aircraft are on the ground.

Pilots shall select XPDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY, and the assigned Mode A code:

- from the request for push-back or taxi, whichever is earlier;

- 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.

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.

2 TAXI REGULATIONS

2.1 General

Pilots are advised to consult chart AD2 EBLG-GMC.05, depicting the hot spots on the manoeuvring area.

Follow-me car services available. Follow-me is mandatory for all arrivals to Apron South aircraft stands.

2.2 Use of Stop bars

During LVP, stop bars at entry points of active RWY are operated permanently.

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.

3 APRON REGULATIONS

3.1 General

Stands 110 to 140 are mandatory nose-in positions.

A124:

- Only stands 110, 112, 130 and 132 are available.

B747-8:

- Only stands 110, 112, 130, 132, 134, 136, 138 and 140 are available;
- Stands 114, 116 and 118 are available also for B747-8, but in these cases adjacent stands are limited to code D.

Apron P0 available only for aircraft wingspan MAX 30 M and landing gear MAX 6 M.

Parking stands 110 to 140 are equipped with a docking guidance system.

The clearance distance is reduced to 4.5 M on aircraft stand 120.

General and business aviation flights are located either in the CPSRA or on apron P0. Once the aircraft has arrived on its parking stand, ground handling activities start if required.

3.2 Docking Guidance

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 stands 110 to 140	
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.
“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.
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.

3.2.1.3 Path Terminators

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

LNO2R

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1				CA		045.3		1100+		
2	LG011	504129.0N	0053147.5E	DF	N					
3	LG012	504444.5N	0053659.1E	TF	N	045.3	L		4.6	
4	LG013	504643.1N	0052550.3E	TF	N	285.7		6000+	7.4	220-
5	LG008	504909.0N	0050844.6E	TF	N	282.8	L		11.1	220-
6	LG009	504146.6N	0050945.6E	TF	N	175.0	L		7.4	220-
7	LG010	503230.9N	0053318.5E	TF	N	121.6	L		17.6	
8	LNO	503509.3N	0054237.0E	TF	N	065.9			6.5	

CIV6R

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1				CA		045.3		1100+		
2	LG011	504129.0N	0053147.5E	DF	N					
3	LG012	504444.5N	0053659.1E	TF	N	045.3	L		4.6	
4	LG013	504643.1N	0052550.3E	TF	N	285.7		6000+	7.4	220-
5	LG008	504909.0N	0050844.6E	TF	N	282.8			11.1	
6	BUB	505408.4N	0043217.1E	TF	N	282.4	L		23.6	
7	CIV	503426.3N	0034958.4E	TF	N	234.0			33.3	

BUB1R

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1				CA		045.3		1100+		
2	LG011	504129.0N	0053147.5E	DF	N					
3	LG012	504444.5N	0053659.1E	TF	N	045.3	L		4.6	
4	LG013	504643.1N	0052550.3E	TF	N	285.7		6000+	7.4	220-
5	LG008	504909.0N	0050844.6E	TF	N	282.8			11.1	
6	BUB	505408.4N	0043217.1E	TF	N	282.4			23.6	

LNO7E

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1				CA		225.4		1100+		
2	LG001	503506.7N	0052139.4E	DF	N		R			
3	LG002	503812.8N	0051227.8E	TF	N	298.0			6.6	
4	LG003	504044.7N	0050535.8E	TF	N	300.1	R	6500+	5.1	220-
5	LG006	504619.4N	0051023.9E	TF	N	028.6	R		6.4	220-
6	LNO	503509.3N	0054237.0E	TF	N	118.4			23.3	

LNO9S

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1				CA		225.4		1100+		
2	LG001	503506.7N	0052139.4E	DF	N		R			

LNO9S

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
3	LG002	503812.8N	0051227.8E	TF	N	298.0			6.6	
4	LG003	504044.7N	0050535.8E	TF	N	300.1	L	6500+	5.1	220-
5	LG004	503617.9N	0045932.2E	TF	N	220.9	L		5.9	220-
6	LG005	502743.5N	0051519.1E	TF	N	130.3	L		13.2	
7	LNO	503509.3N	0054237.0E	TF	N	066.7			18.9	

CIV5S

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1				CA		225.4		1100+		
2	LG001	503506.7N	0052139.4E	DF	N		R			
3	LG002	503812.8N	0051227.8E	TF	N	298.0			6.6	
4	LG003	504044.7N	0050535.8E	TF	N	300.1		6500+	5.1	
5	BUB	505408.4N	0043217.1E	TF	N	302.6	L		25.0	
6	CIV	503426.3N	0034958.4E	TF	N	234.0			33.3	

BUB9S

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1				CA		225.4		1100+		
2	LG001	503506.7N	0052139.4E	DF	N		R			
3	LG002	503812.8N	0051227.8E	TF	N	298.0			6.6	
4	LG003	504044.7N	0050535.8E	TF	N	300.1		6500+	5.1	
5	BUB	505408.4N	0043217.1E	TF	N	302.6			25.0	

3.2.1.4 Climb Requirements

All traffic shall initially climb to FL 060 (FL 070 when QNH is 995 HPA or below), unless instructed otherwise by ATC.

When Liège TMA Three, Four and Five are not active, aircraft bound for BUB, HUL, SPI or LNO shall leave Liège TMA at 4 500 FT AMSL or above, climbing to the level assigned by Brussels ACC.

4 LOW VISIBILITY OPERATIONS

4.1 Facilities and Equipment Available

4.1.1 Runways

RWY 22L and 04R are equipped with ILS and are approved for CAT III operations. A minimum of 125 M RVR applies for landing and take-off.

The runway exits are equipped with alternating green and yellow centre line lights within the ILS sensitive areas. Landing aircraft should leave this area as soon as possible.

In order to provide adequate protection of the ILS system, no vehicle or aircraft shall infringe the ILS sensitive areas when an arriving aircraft is within 2 NM from touchdown and has not completed its landing run.

4.1.2 Taxiways

An advanced surface movement guidance and control system (A-SMGCS), including a Surface Movement Radar, is operational.

All taxiways are available. Preferential routes are established for departing and arriving aircraft (see chart AD 2.EBLG-GMC.03a for 22L and AD 2.EBLG-GMC.03b for 04R). When RVR is below 550 M:

- for 04R arrivals to north platform: exit C4 may be used at pilot discretion only (except when A-SMGCS is unavailable)
- for 22L departures from north platform: exit C4 at pilot discretion only, for an intersection take-off (except when A-SMGCS is unavailable)

Follow-me car services available. Follow-me is mandatory for all arrivals to Apron South aircraft stands.

If A-SMGCS is not operational, “Follow-me” car is mandatory when RVR is less than 550 M or ceiling is less than 200 FT and taxi is restricted to the taxiways equipped with centre line lights.

5 SPECIFIC TRAFFIC REGULATIONS

5.1 Aircraft code F and An225 Aircraft

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

5.2 Aircraft without Radio

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

5.3 Glider Flights

Take-off and landing of glider flights is prohibited.

5.4 ULM Flights

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

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

5.5 Banner Towing

Taking up or throwing off banners is prohibited.

5.6 Balloon Flights

Take-off and landing of balloon flights is prohibited.

5.7 Training and test flights

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

Training flights are allowed between 0600 (0500) and 1800 (1700). Training flights with aircraft of less than 6 T MTOW are allowed between 0600 (0500) and 2100 (2000), except in JUL and AUG.

For training flights with civil aircraft exceeding 6 T MTOW, a QC of MAX 12 is allowed.

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

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

A maximum of 4 aircraft simultaneous in circuit applies.

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

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

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

6 DE-ICING OPERATIONS

De-icing has to be requested through the local handler.

On-stand de-icing is prohibited due to environmental reasons (except for stands 225, 226, 227, 228, 229, 232 and 233).

Remote de-icing on taxilane Apron 2 abeam aircraft stands 209-210. See chart AD 2.EBOS-ADC.05.

Aircraft from Apron 2 are pushed to this location. Prior approval by ATC required on GND FREQ.

Aircraft from Apron 1 and Apron 3 must position to this location and switch off engines. Prior approval by ATC required on GND FREQ.

After de-icing operation all ground service equipment must be repositioned behind the red safety line before taxi clearance can be obtained.

EBOS AD 2.21 Noise Abatement Procedures

1 GENERAL

1.1 Noise Quota System

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

Between 2200 (2100) and 0600 (0500), movements of aircraft with MTOW over 8 618 KG and certified according to the standards of chapters 2, 3 or 5 of *ICAO Annex 16, Volume I*, are allowed if their QC is less or equals 12.

Movements with aircraft with a QC of more than 12 are forbidden. Exceptions can be granted for non-commercial humanitarian flights, military flights and flights of general interest. Contact: operations@ostendairport.aero.

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

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

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

1.2 Reverse Thrust

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

2 GROUND PROCEDURES

2.1 Engine Test Runs and Idle Checks

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

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

Full power engine test runs are only allowed between 0800 (0700) and 1700 (1600) but not on SUN and HOL. They can only take place on the TWY at the holding bay of RWY intersection M. Exceptions can only be granted by the Airport Authority.

Idle checks on the aircraft stand shall be requested via airside inspection.

2.2 Power Supply

Pilots shall be aware of the noise impact the use of APU has on the local community, especially between 2200 (2100) and 0600 (0500).

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

Any additional use of APU can only be allowed by the Airport Inspection, on justified request. Unless for safety reasons, no exceptions will be allowed between 2200 (2100) and 0600 (0500).

3 ARRIVAL PROCEDURES

3.1 ILS Approach

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

3.2 Visual Approach

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

3.3 Noise Abatement Approach and Landing Procedures

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

- ILS available;
- runway clear and dry;
- visibility exceeding 1900 M;

- ceiling higher than 500FT above aerodrome elevation;
- cross-wind component lower than 15KT (gusts incl);
- tail-wind component lower than 5KT (gusts incl);
- no adverse weather conditions that may affect the approach (wind shear, thunderstorms, etc).

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

Between 2200 (2100) and 0600 (0500), and if conditions permit, the use of excessive reserve thrust should be avoided and a long landing should be considered.

4 DEPARTURE PROCEDURES

4.1 Noise Abatement Take-off and Climb Procedures

For turbo-jet aircraft:

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

For propeller aircraft:

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

EBOS AD 2.22 Flight Procedures

1 GENERAL

1.1 Aerodrome Minima

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

2 IFR FLIGHTS (INBOUND)

2.1 Holding Pattern

OOSTENDE - Conventional navigation

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

OOSTENDE - RNAV1 Path Terminators

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

2.2 Approach Procedures

2.2.1 Standard Instrument Arrivals

2.2.1.1 Route Description

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

Designator	Route	MAG track	Distance (NM)	MNM IFR level	Remarks
COA5A	COA DVOR				NIL
		238°	15.0	3000FT QNH	
	ONO NDB				
	RNAV1: COA - ONO[A3000+]				
DENUT5A	DENUT				NIL
		300°	4.2	FL060	
	9 DME COA				
		256°	-	R-178 COA / 3000FT QNH	
	ONO NDB				
	RNAV1: DENUT - OS902 - OS901[F060+] - ONO[A3000+]				
FERDI5A	FERDI				NIL
		337°	19.2	FL060	
	9 DME COA				
		256°	-	R-178 COA / 3000FT QNH	
	ONO NDB				
	RNAV1: FERDI - OS901[F060+] - ONO[A3000+]				
KOK6A	KOK VORTAC				NIL
		060°	15.6	3000FT QNH	
	ONO NDB				
	RNAV1: KOK - ONO[A3000+]				

The messages contain following elements in the order as listed:

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

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

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

2 LIGHTNING PROCEDURE

Lightning procedure in progress will be announced by ATIS.

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

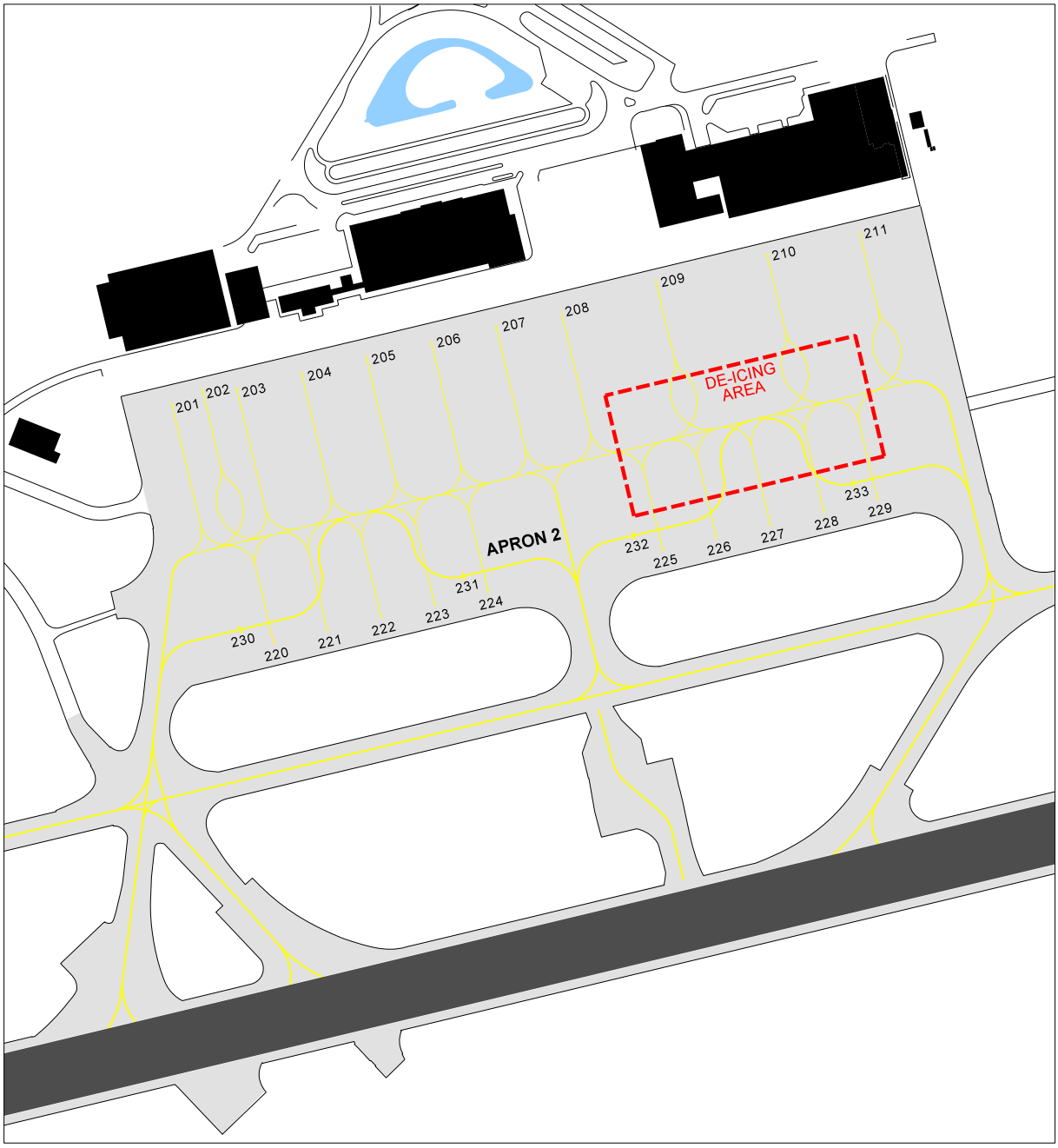
EBOS AD 2.24 Charts Related to EBOS

AD 2.EBOS-ADC.01	Aerodrome Chart - ICAO
AD 2.EBOS-ADC.02	Aerodrome Chart - ICAO. Appendix 1: Runway Markings and Lighting Aids
AD 2.EBOS-ADC.03	Aerodrome Chart - ICAO. Appendix 2: Hot Spots
AD 2.EBOS-ADC.04	Aerodrome Chart - ICAO. Appendix 3: Ground Movement Responsibilities
AD 2.EBOS-ADC.05	Aerodrome Chart - ICAO. Appendix 4: De-icing Area
AD 2.EBOS-APDC.01	Aircraft Parking Docking Chart - ICAO
AD 2.EBOS-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations)
AD 2.EBOS-PATC.01	Precision Approach Terrain Chart - ICAO: RWY 08

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

AERODROME CHART - ICAO
APPENDIX 4: DE-ICING AREA

OOSTENDE-BRUGGE / Oostende (EBOS)



CHANGE: New chart

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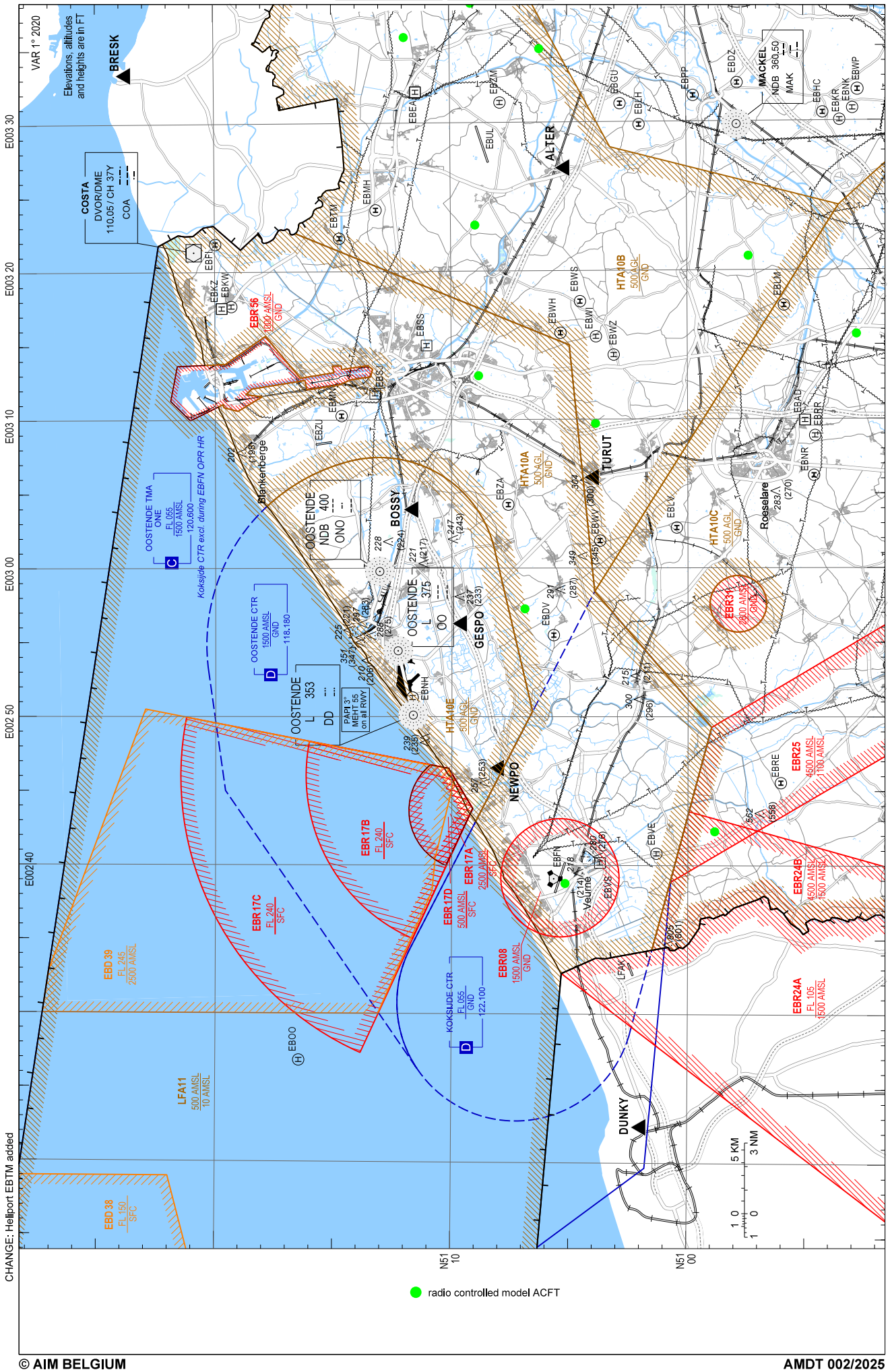
Visual Approach Chart - ICAO

AD ELEV 7
Heights related to AD ELEV

EBOS TWR 118.180
EBOS APP 120.600
EBFN TWR 122.100
EBFN APP 121.055

OOSTENDE-Brugge/Oostende (EBOS)



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EBST - SINT-TRUIDEN / Brustem

Note: The following sections in this chapter are intentionally left blank: AD-2.5, AD-2.6, AD-2.7, AD-2.9, AD-2.10, AD-2.11, AD-2.14, AD-2.15, AD-2.19, AD-2.23, AD-2.25

EBST AD 2.1 Aerodrome Location Indicator and Name

EBST - SINT-TRUIDEN / Brustem

EBST AD 2.2 Aerodrome Geographical and Administrative Data

1	**ARP coordinates**	504731N 0051206E
	Site of ARP at aerodrome	North edge of RWY 06L/24R, 425 M from THR 24R
2	**Direction and distance from (city)**	1.5 NM SE from Sint-Truiden
3	**Elevation / reference temperature**	238 FT / INFO not AVBL
4	**Geoid undulation at AD ELEV PSN**	151 FT
5	**Magnetic variation / annual change**	1°E (2015) / INFO not AVBL
6	**Name of AD operator**	Limburg Regional Airport
	Address	Lichtenberglaan 1090 3800 Sint-Truiden BELGIUM
	TEL	+32 (0) 473 97 61 99 (ADO) +32 (0) 11 58 09 89 (ADO back-up) +32 (0) 474 90 01 23 (Aerodrome commander)
	FAX	NIL
	Email	Manned and RPAS flying activities: ebst@droneport.eu
	AFS	NIL
	Website	INFO not AVBL
7	**Types of traffic permitted (IFR/VFR)**	VFR
8	**Remarks**	PPR: The use of the aerodrome is subject to prior permission from the aerodrome operator and to be filed prior departure. Signal square: 504743N 0051243E (Droneport building roof).

EBST AD 2.3 Operational Hours

Opening hours: 0900-1700 (0800-1600) (or until SS, whichever is earlier).

Extended opening hours possible with PPR 24 HR:

- earlier opening as from 0600 (0500) or SR (whichever is later), possible additional earlier opening fees.
- later closing until 2100 (2000) or SS (whichever is earlier).

AD administration: 0900-1700 (0800-1600).

EBST AD 2.4 Handling Services and Facilities

1	**Cargo-handling facilities**	
2	**Fuel types**	AVGAS 100 LL, UL91 and Jet A1 available
	Oil types	Piston engine W15W-50

3	**Fuelling facilities and capacity**	Fixed pumps AVGAS 100LL: 25000 L UL91: 10000 L Jet A1: 15000 L
4	**De-icing facilities**	
5	**Hangar space for visiting aircraft**	O/R
6	**Repair facilities for visiting aircraft**	
7	**Remarks**	Payment: Landing fees, fuel and hangar space payable with credit or debit card.

EBST AD 2.8 Aprons, Taxiways and Check Locations Data

1	**Apron designation, surface and strength**	INFO not AVBL, CONC and ASPH, 9000 KG on ASPH
2	**Taxiway designation, width, surface and strength**	INFO not AVBL, 10.3 M, ASPH, INFO not AVBL
3	**ACL and elevation**	
4	**VOR check points**	
5	**INS check points**	
6	**Remarks**	

EBST AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY end COORD THR geoid undulation	THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	**2**	**3**	**4**	**5**	**6**
06	58°	1199 x 50	9000 KG ASPH	504717.15N 0051132.55E 151 FT	234 FT
24	238°	1199 x 50	9000KG ASPH	504737.09N 0051225.01E 151 FT	207 FT

Slope: < 1%

EBST AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	**2**	**3**	**4**	**5**	**6**
06	1199	1199	1199	1199	NIL
24	1199	1199	1199	1199	NIL

EBST AD 2.16 Helicopter Landing Area

Helicopter take-off and final approach on THR 06/24.

EBST AD 2.17 ATS Airspace

1	**Designation**	Sint-Truiden ATZ
	Lateral limits	504836N 0050925E - 504902N 0051151E - 504835N 0051338E - 504657N 0051555E - 504355N 0051545E - 504709N 0050621E - 504836N 0050925E.*(1)*
2	**Vertical limits**	2000FT AMSL
3	**Airspace classification**	G *(1)(2)*
4	**Unit call sign**	Brustem Radio *(3)*
	Language(s)	En
5	**Transition altitude**	4500FT AMSL
6	**Remarks**	*(1)* EBR61 excl. *(2)* EBR62, EBR63, EBR64, EBR66, EBR72 and EBR73 excl when active. *(3)* Mandatory two-way radio contact and communication for arriving, departing and crossing traffic. Restrictions due to RPAS and/or balloon activity will be announced by NOTAM and/or “Brustem Radio”.

EBST AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	**2**	**3**	**4**	**5**
Basic information	Brustem Radio	119.980 (8.33 KHZ CH)	see EBST AD 2.3	Mandatory two-way radio INFO only, no ATC (En)

EBST AD 2.20 Local Aerodrome Regulations

1 GENERAL

1.1 Manned Traffic

EBR61, EBR62, EBR63, EBR64, EBR66, EBR72 and EBR73 are situated in the vicinity of the aerodrome. For applicable restrictions, see ENR 5.1.

Jet aircraft operations not allowed.

1.2 RPAS Activity

See ENR 5.1, § 4 for information on UAS geographical zones in the vicinity of the aerodrome.

1.3 Balloon Activity

Permission requirements and flight request to be obtained via EBST AD CMDR.

2 SPECIFIC MANNED TRAFFIC REGULATIONS

2.1 ULM flights

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

- 3-axis ULM
- 4-stroke engine
- able to maintain a minimum IAS of 70KT.

2.2 Training flights

MON-SAT: touch-and-go’s and circuit training allowed until 1800 (1700).

SUN and HOL: touch-and-go's and circuit training for:

- home-based aircraft: no restrictions and allowed until 1800 (1700).
- visiting aircraft (PPR): after prior consent of the duty officer.

Helicopter training (ground exercises, auto-rotation) to be executed on RWY 06/24.

EBST AD 2.21 Noise Abatement Procedures

City of Sint-Truiden as well as the villages and residential areas of Aalst, Kerkom, Muizen and military campus Saffraanberg shall not be overflown during circuits.

EBST AD 2.22 Flight Procedures

1 GENERAL

1.1 Aerodrome Minima

See ENR-1.2.

1.2 Communications

Compulsory position reporting when joining, leaving or crossing Sint-Truiden ATZ during RPAS activity.

2 VFR flights

2.1 Visual Reporting Points

Traffic is advised to use following reporting points when proposed by Brustem Radio

Abbreviation	Associated landmark	Position
ECHO	Borgloon	504818N 0051950E
SIERA	Road/railroad crossing south of village of Gingelom	504422N 0050727E

Approaching the aerodrome overhead to join the circuit: 2000 FT AMSL overhead

2.2 Circuits

RWY 06: right-hand circuit.

2.3 Circuit altitudes

RWY 06/24 1 450 FT AMSL or 1 200 FT AGL.

ULM 1 250 FT AMSL or 1 000 FT AGL.

EBST AD 2.24 Charts Related to EBST

AD 2.PVT-EBST-VAC.01	Visual Approach Chart - ICAO

EBTM – MOERKERKE / Den Hoorn

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

EBTM AD 3.1 Heliport Location Indicator and Name

EBTM – MOERKERKE / Den Hoorn

EBTM AD 3.2 Heliport Data

1	**Coordinates**	511443N 0032214E
2	**Elevation (FT)**	12
3	**Geoid undulation (FT)**	INFO not AVBL
4	**Dimensions (M)**	21 in diameter
5	**Slope**	1%
6	**Surface**	GRASS
7	**Strength**	5 700 KG
8	**Arrival routes (MAG)**	118° and 293°
9	**Operator**	Mathias Theys Waterpolder 1 8340 Damme BELGIUM
10	**TEL**	+32 (0) 476 89 16 58
11	**FAX**	NIL
12	**Email**	mathias@heleblitz.be
13	**Operational hours**	HJ + civil twilight
14	**Basic Information (languages used)**	NIL
15	**Remarks**	Prior permission required.

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EBPP - DEINZE / Piens

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EBPP AD 3.1 Heliport Location Indicator and Name

EBPP - DEINZE / Piens

EBPP AD 3.2 Heliport Data

1	**Coordinates**	505942N 0033144E
2	**Elevation (FT)**	28
3	**Geoid undulation (FT)**	INFO not AVBL
4	**Dimensions (M)**	21 in diameter
5	**Slope**	INFO not AVBL
6	**Surface**	INFO not AVBL
7	**Strength**	INFO not AVBL
8	**Arrival routes (MAG)**	215° and 125°
9	**Operator**	Piens NV Anzegemsesteenweg 65 9770 Kruisem BELGIUM
10	**TEL**	NIL
11	**FAX**	NIL
12	**Email**	patrick@piens.be
13	**Operational hours**	HJ
14	**Basic Information (languages used)**	NIL
15	**Remarks**	The heliport may only be used by the mentioned operator.

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EBMK - MAARKEDAL/ Nukerke

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EBMK AD 3.1 Heliport Location Indicator and Name

EBMK - MAARKEDAL / Nukerke

EBMK AD 3.2 Heliport Data

1	**Coordinates**	504655N 0033711E
2	**Elevation (FT)**	171
3	**Geoid undulation (FT)**	147
4	**Dimensions (M)**	21 in diameter
5	**Slope**	< 2%
6	**Surface**	GRASS / CONC
7	**Strength**	5 700 KG
8	**Arrival routes (MAG)**	200° and 290°
9	**Operator**	Kristof Bauwens Terbeke 3 9681 Maarkedal BELGIUM
10	**TEL**	+32 (0) 475 95 70 24
11	**FAX**	NIL
12	**Email**	kristof.bauwens@gmail.com
13	**Operational hours**	HJ + civil twilight
14	**Basic Information (languages used)**	NIL
15	**Remarks**	Prior permission required.

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