AERONAUTICAL INFORMATION PUBLICATION
Belgium and Luxembourg

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AMDT 003/2025

Publication date: 06 MAR 2025
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1. Amendment content:

Section	Subject	Change
GEN 1.1	Designated Authorities	Updated
GEN 1.1	Name Military Aviation Authority	Updated
GEN 1.2	Name Military Aviation Authority	Updated
GEN 1.7	Differences from ICAO	Updated
GEN 1.7	Data non-compliant with European Commission Regulation (EU) 2017/373. Luxembourg	Updated
GEN 2.2	ABBR COMOPSAIR	Removed
GEN 2.2	ABBR COMOPS AIR&SPACE	New
GEN 2.4	HLP EBGA - LEUVEN / UZ Gasthuisberg and HLP EBGE - LOVERVAL / Gerpinnes	Removed
GEN 3.3	Name Military Aviation Authority	Updated
GEN 3.4	Name Military Aviation Authority	Updated
GEN 3.5	Name Military Aviation Authority	Updated
GEN 3.6	Name Military Aviation Authority	Updated
ENR 1.1	Name Military Aviation Authority	Updated
ENR 1.10	Name Military Aviation Authority	Updated
ENR 1.14	Name Military Aviation Authority	Updated
ENR 2.1	LUXEMBOURG TMA ONE A. Callsign	Updated
ENR 3.3	Name Military Aviation Authority	Updated
ENR 4.1	Name Military Aviation Authority	Updated
ENR 5.1	Name Military Aviation Authority	Updated
ENR 5.2	Name Military Aviation Authority	Updated
ENR 5.2	TSA25C - ARDENNES 03C and TSA26B - ARDENNES 04. Remarks	Updated
ENR 5.3	Name Military Aviation Authority	Updated
ENR 5.5	Low Flying Areas Golf. Remarks	Updated
ENR 5.5	EBBUGLD11 - GLIDER AREA SAINT-HUBERT. Lateral Limits	Updated
ENR 5.5	Radio Controlled Model Aircraft Terrain Lommel	Removed

Section	Subject	Change
ENR 5.5	Radio Controlled Model Aircraft Terrain Lintgen	New
ENR 5.6	Name Military Aviation Authority	Updated
ENR 6	Index Chart. Aerial Sporting and Recreational Activities	Updated
ENR 6	Index Chart. En-route Radio Navigation Aids	Updated
ENR 6	Index Chart. Aerodromes and Heliports	Updated
AD 1.1	Name Military Aviation Authority	Updated
AD 1.2	Name Military Aviation Authority	Updated
AD 1.3	HLP EBGA - LEUVEN / UZ Gasthuisberg and HLP EBGE - LOVERVAL / Gerpinnes	Removed
EBAW AD 2.20	Training and Test Flights	Updated
EBBR AD 2.18	Name Military Aviation Authority	Updated
EBBR AD 2.21	Noise Abatement Procedures	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (b)	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (c)	Updated
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 01 (F Departures)	Updated
EBBR AD 2.24	Visual Approach Chart - ICAO	Updated
EBCI AD 2.24	Visual Approach Chart - ICAO	Updated
EBLG AD 2.7	Runway Surface Condition Assessment and Reporting, and Snow Plan. Remarks	Updated
EBLG AD 2.9	Runway markings and ligting	Updated
EBLG AD 2.12	Runway Physical Characteristics. Remarks	Updated
EBLG AD 2.14	Approach and Runway Lighting RWY 04R. Remarks	Updated
ELLX AD 2.18	ATS Communication Facilities APP Luxembourg Radar	Updated
ELLX AD 2.22	IFT Flights (Inbound). Clearance Limit	New
ELLX AD 2.22	Standard Instrument Arrivals	Updated
ELLX AD 2.22	Standard Instrument Departures	Updated
ELLX AD 2.24	Aerodrome Chart - ICAO	Updated
ELLX AD 2.24	Aerodrome Ground Movement Chart - ICAO	Updated
ELLX AD 2.24	Aircraft Parking Docking Charts	Updated
ELLX AD 2.24	ATC Surveillance Minimum Altitude Chart - ICAO	Updated
ELLX AD 2.24	Standard Arrival Charts	Updated
ELLX AD 2.24	Standard Departure Charts	Updated
ELLX AD 2.24	Instrument Approach Charts	Updated
ELLX AD 2.24	Visual Approach Charts	Updated
EBBE AD 2.2	Name Military Aviation Authority	Updated
EBBE AD 2.3	Name Military Aviation Authority	Updated

Section	Subject	Change
EBBX AD 2.2	Name Military Aviation Authority	Updated
EBMB AD 2.2	Name Military Aviation Authority	Updated
EBCV AD 2.20	Local Traffic Regulations	Updated
EBCV AD 2.22	Name Military Aviation Authority	Updated
EBFS AD 2.2	Name Military Aviation Authority	Updated
EBFS AD 2.3	Name Military Aviation Authority	Updated
EBBL AD 2.2	Name Military Aviation Authority	Updated
EBFN AD 2.2	Name Military Aviation Authority	Updated
EBSU AD 2.2	Name Military Aviation Authority	Updated
EBUL AD 2.2	Name Military Aviation Authority	Updated
EBWE AD 2.2	Name Military Aviation Authority	Updated
EBGB AD 2.22	Flight Procedures	Updated
EBGB AD 2.24	Visual Approach Chart - ICAO	Updated
EBSH AD 2.2	Aerodrome Administrative Data	Updated
AD 3.HOSP-EBGA	LEUVEN / UZ Gasthuisberg	Removed
AD 3.HOSP-EBGE	LOVERVAL / Gerpinnes	Removed

2. Hand corrections to the following pages:

NIL

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

NOTAM: D0316/24, A0504/25, C0180/25, C0183/25, D0037/25, D0070/25, D0071/25, F0304/25, G0319/25

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-MAR-2025	GEN 0.2 - 1/2	20-MAR-2025
GEN 0.3 - 1/2	20-MAR-2025	GEN 0.3 - 1/2	20-FEB-2025
GEN 0.4 - 1/2	20-MAR-2025	GEN 0.4 - 1/2	20-MAR-2025
GEN 0.4 - 3/4	20-MAR-2025	GEN 0.4 - 3/4	20-MAR-2025
GEN 0.4 - 5/6	20-MAR-2025	GEN 0.4 - 5/6	20-MAR-2025
GEN 0.4 - 7/8	20-MAR-2025	GEN 0.4 - 7/8	20-MAR-2025
GEN 0.4 - 9/10	20-MAR-2025	GEN 0.4 - 9/10	20-MAR-2025
GEN 0.6 - 1/2	20-MAR-2025	GEN 0.6 - 1/2	20-MAR-2025
GEN 0.6 - 3/4	20-MAR-2025	GEN 0.6 - 3/4	20-MAR-2025
GEN 1.1 - 1/2	20-MAR-2025	GEN 1.1 - 1/2	21-APR-2022
GEN 1.1 - 3/4	20-MAR-2025	GEN 1.1 - 3/4	10-AUG-2023
GEN 1.1 - 5/6	20-MAR-2025	GEN 1.1 - 5/6	05-OCT-2023
GEN 1.2 - 3/4	20-MAR-2025	GEN 1.2 - 3/4	18-APR-2024
GEN 1.7 - 1/2	20-MAR-2025	GEN 1.7 - 1/2	28-NOV-2024
GEN 1.7 - 3/4	20-MAR-2025	GEN 1.7 - 3/4	28-NOV-2024
GEN 1.7 - 5/6	20-MAR-2025	GEN 1.7 - 5/6	28-NOV-2024
GEN 1.7 - 7/8	20-MAR-2025	GEN 1.7 - 7/8	28-NOV-2024
GEN 1.7 - 9/10	20-MAR-2025	GEN 1.7 - 9/10	28-NOV-2024
GEN 1.7 - 11/12	20-MAR-2025	GEN 1.7 - 11/12	28-NOV-2024
GEN 2.2 - 1/2	20-MAR-2025	GEN 2.2 - 1/2	28-NOV-2024
GEN 2.4 - 1/2	20-MAR-2025	GEN 2.4 - 1/2	20-FEB-2025
GEN 2.4 - 3/4	20-MAR-2025	GEN 2.4 - 3/4	20-FEB-2025
		GEN 2.4 - 5/6	20-FEB-2025
GEN 3.3 - 1/2	20-MAR-2025	GEN 3.3 - 1/2	31-OCT-2024
GEN 3.3 - 5/6	20-MAR-2025	GEN 3.3 - 5/6	20-FEB-2025
GEN 3.3 - 7/8	20-MAR-2025	GEN 3.3 - 7/8	02-DEC-2021
GEN 3.4 - 1/2	20-MAR-2025	GEN 3.4 - 1/2	08-SEP-2022
GEN 3.5 - 7/8	20-MAR-2025	GEN 3.5 - 7/8	04-NOV-2021
GEN 3.5 - 13/14	20-MAR-2025	GEN 3.5 - 13/14	18-JUN-2020
GEN 3.6 - 1/2	20-MAR-2025	GEN 3.6 - 1/2	20-MAY-2021
ENR 0.6 - 1/2	20-MAR-2025	ENR 0.6 - 1/2	20-MAR-2025
ENR 0.6 - 3/4	20-MAR-2025	ENR 0.6 - 3/4	20-MAR-2025
ENR 1.1 - 25/26	20-MAR-2025	ENR 1.1 - 25/26	26-JAN-2023
ENR 1.1 - 27/28	20-MAR-2025	ENR 1.1 - 27/28	31-DEC-2020
ENR 1.1 - 29/30	20-MAR-2025	ENR 1.1 - 29/30	13-JUN-2024
ENR 1.1 - 31/32	20-MAR-2025	ENR 1.1 - 31/32	31-DEC-2020
ENR 1.1 - 33/34	20-MAR-2025	ENR 1.1 - 33/34	22-FEB-2024
ENR 1.1 - 35/36	20-MAR-2025	ENR 1.1 - 35/36	24-FEB-2022
ENR 1.1 - 37/38	20-MAR-2025	ENR 1.1 - 37/38	24-FEB-2022
ENR 1.1 - 39/40	20-MAR-2025	ENR 1.1 - 39/40	02-NOV-2023
ENR 1.1 - 41/42	20-MAR-2025	ENR 1.1 - 41/42	10-AUG-2023
ENR 1.1 - 43/44	20-MAR-2025	ENR 1.1 - 43/44	10-AUG-2023
ENR 1.1 - 45/46	20-MAR-2025	ENR 1.1 - 45/46	10-AUG-2023
ENR 1.10 - 11/12	20-MAR-2025	ENR 1.10 - 11/12	18-MAY-2023
ENR 1.14 - 11/12	20-MAR-2025	ENR 1.14 - 11/12	21-MAR-2024
ENR 2.1 - 15/16	20-MAR-2025	ENR 2.1 - 15/16	23-JAN-2025
ENR 3.3 - 1/2	20-MAR-2025	ENR 3.3 - 1/2	05-SEP-2024
ENR 3.3 - 5/6	20-MAR-2025	ENR 3.3 - 5/6	05-SEP-2024
ENR 3.3 - 9/10	20-MAR-2025	ENR 3.3 - 9/10	05-SEP-2024
ENR 4.1 - 1/2	20-MAR-2025	ENR 4.1 - 1/2	28-NOV-2024
ENR 5.1 - 7/8	20-MAR-2025	ENR 5.1 - 7/8	28-NOV-2024
ENR 5.1 - 17/18	20-MAR-2025	ENR 5.1 - 17/18	28-NOV-2024
ENR 5.2 - 3/4	20-MAR-2025	ENR 5.2 - 3/4	20-MAR-2025
ENR 5.2 - 9/10	20-MAR-2025	ENR 5.2 - 9/10	05-SEP-2024
ENR 5.2 - 17/18	20-MAR-2025	ENR 5.2 - 17/18	28-NOV-2024
ENR 5.2 - 19/20	20-MAR-2025	ENR 5.2 - 19/20	28-NOV-2024
ENR 5.2 - 21/22	20-MAR-2025	ENR 5.2 - 21/22	05-SEP-2024
ENR 5.2 - 27/28	20-MAR-2025	ENR 5.2 - 27/28	05-SEP-2024
ENR 5.2 - 29/30	20-MAR-2025	ENR 5.2 - 29/30	05-SEP-2024
ENR 5.2 - 31/32	20-MAR-2025	ENR 5.2 - 31/32	05-SEP-2024
ENR 5.3 - 1/2	20-MAR-2025	ENR 5.3 - 1/2	21-APR-2022
ENR 5.5 - 9/10	20-MAR-2025	ENR 5.5 - 9/10	08-AUG-2024
ENR 5.5 - 11/12	20-MAR-2025	ENR 5.5 - 11/12	08-AUG-2024
ENR 5.5 - 13/14	20-MAR-2025	ENR 5.5 - 13/14	20-MAR-2025
ENR 5.5 - 15/16	20-MAR-2025	ENR 5.5 - 15/16	20-MAR-2025
ENR 5.5 - 17/18	20-MAR-2025	ENR 5.5 - 17/18	20-MAR-2025
ENR 5.6 - 1/2	20-MAR-2025	ENR 5.6 - 1/2	13-JUN-2024
ENR 6-INDEX.04a - 1/2	20-MAR-2025	ENR 6-INDEX.04a - 1/2	23-JAN-2025
ENR 6-INDEX.06 - 1/2	20-MAR-2025	ENR 6-INDEX.06 - 1/2	28-NOV-2024
ENR 6-INDEX.09 - 1/2	20-MAR-2025	ENR 6-INDEX.09 - 1/2	20-FEB-2025
AD 0.6 - 1/2	20-MAR-2025	AD 0.6 - 1/2	20-MAR-2025
AD 1.1 - 1/2	20-MAR-2025	AD 1.1 - 1/2	08-AUG-2024
AD 1.1 - 3/4	20-MAR-2025	AD 1.1 - 3/4	08-AUG-2024
AD 1.1 - 5/6	20-MAR-2025	AD 1.1 - 5/6	05-NOV-2020
AD 1.2 - 5/6	20-MAR-2025	AD 1.2 - 5/6	06-OCT-2022
AD 1.3 - 3/4	20-MAR-2025	AD 1.3 - 3/4	26-DEC-2024
AD 1.3 - 5/6	20-MAR-2025	AD 1.3 - 5/6	20-FEB-2025
AD 1.3 - 7/8	20-MAR-2025	AD 1.3 - 7/8	20-FEB-2025
AD 2.EBAW - 9/10	20-MAR-2025	AD 2.EBAW - 9/10	03-OCT-2024
AD 2.EBBR - 13/14	20-MAR-2025	AD 2.EBBR - 13/14	28-NOV-2024
AD 2.EBBR - 25/26	20-MAR-2025	AD 2.EBBR - 25/26	03-OCT-2024
AD 2.EBBR - 27/28	20-MAR-2025	AD 2.EBBR - 27/28	03-OCT-2024
AD 2.EBBR - 29/30	20-MAR-2025	AD 2.EBBR - 29/30	26-DEC-2024
AD 2.EBBR - 31/32	20-MAR-2025	AD 2.EBBR - 31/32	03-OCT-2024
AD 2.EBBR-GMC.02b - 1/2	20-MAR-2025	AD 2.EBBR-GMC.02b - 1/2	23-JAN-2025

Insert the following pages		Remove the following pages	
AD 2.EBBR-GMC.02c - 1/2	20-MAR-2025	AD 2.EBBR-GMC.02c - 1/2	23-JAN-2025
AD 2.EBBR-SID.01a - 1/2	20-MAR-2025	AD 2.EBBR-SID.01a - 1/2	20-FEB-2025
AD 2.EBBR-VAC.01 - 1/2	20-MAR-2025	AD 2.EBBR-VAC.01 - 1/2	21-MAR-2024
AD 2.EBCI-VAC.01 - 1/2	20-MAR-2025	AD 2.EBCI-VAC.01 - 1/2	13-JUN-2024
AD 2.EBLG - 5/6	20-MAR-2025	AD 2.EBLG - 5/6	20-FEB-2025
AD 2.EBLG - 7/8	20-MAR-2025	AD 2.EBLG - 7/8	26-DEC-2024
AD 2.EBLG - 9/10	20-MAR-2025	AD 2.EBLG - 9/10	25-JAN-2024
AD 2.ELLX - 7/8	20-MAR-2025	AD 2.ELLX - 7/8	28-NOV-2024
AD 2.ELLX - 13/14	20-MAR-2025	AD 2.ELLX - 13/14	20-FEB-2025
AD 2.ELLX - 17/18	20-MAR-2025	AD 2.ELLX - 17/18	23-JAN-2025
AD 2.ELLX - 19/20	20-MAR-2025	AD 2.ELLX - 19/20	28-NOV-2024
AD 2.ELLX - 21/22	20-MAR-2025	AD 2.ELLX - 21/22	28-NOV-2024
AD 2.ELLX - 23/24	20-MAR-2025	AD 2.ELLX - 23/24	28-NOV-2024
AD 2.ELLX - 25/26	20-MAR-2025	AD 2.ELLX - 25/26	28-NOV-2024
AD 2.ELLX - 27/28	20-MAR-2025	AD 2.ELLX - 27/28	28-NOV-2024
AD 2.ELLX - 29/30	20-MAR-2025	AD 2.ELLX - 29/30	28-NOV-2024
AD 2.ELLX - 31/32	20-MAR-2025	AD 2.ELLX - 31/32	28-NOV-2024
AD 2.ELLX - 33/34	20-MAR-2025	AD 2.ELLX - 33/34	28-NOV-2024
AD 2.ELLX - 35/36	20-MAR-2025	AD 2.ELLX - 35/36	20-FEB-2025
AD 2.ELLX - 37/38	20-MAR-2025	AD 2.ELLX - 37/38	23-JAN-2025
		AD 2.ELLX - 39/40	23-JAN-2025
AD 2.ELLX-ADC.01 - 1/2	20-MAR-2025	AD 2.ELLX-ADC.01 - 1/2	26-DEC-2024
AD 2.ELLX-GMC.01 - 1/2	20-MAR-2025	AD 2.ELLX-GMC.01 - 1/2	08-AUG-2024
AD 2.ELLX-APDC.01 - 1/2	20-MAR-2025	AD 2.ELLX-APDC.01 - 1/2	23-JAN-2025
AD 2.ELLX-APDC.02 - 1/2	20-MAR-2025	AD 2.ELLX-APDC.02 - 1/2	28-NOV-2024
AD 2.ELLX-APDC.03 - 1/2	20-MAR-2025	AD 2.ELLX-APDC.03 - 1/2	28-NOV-2024
AD 2.ELLX-ATCSMAC.01 - 1/2	20-MAR-2025	AD 2.ELLX-ATCSMAC.01 - 1/2	28-NOV-2024
AD 2.ELLX-STAR.01 - 1/2	20-MAR-2025	AD 2.ELLX-STAR.01 - 1/2	20-FEB-2025
AD 2.ELLX-STAR.02 - 1/2	20-MAR-2025	AD 2.ELLX-STAR.02 - 1/2	20-FEB-2025
AD 2.ELLX-STAR.03 - 1/2	20-MAR-2025	AD 2.ELLX-STAR.03 - 1/2	28-NOV-2024
AD 2.ELLX-STAR.04 - 1/2	20-MAR-2025	AD 2.ELLX-STAR.04 - 1/2	28-NOV-2024
AD 2.ELLX-SID.01 - 1/2	20-MAR-2025	AD 2.ELLX-SID.01 - 1/2	20-FEB-2025
AD 2.ELLX-SID.02 - 1/2	20-MAR-2025	AD 2.ELLX-SID.02 - 1/2	20-FEB-2025
AD 2.ELLX-SID.03 - 1/2	20-MAR-2025	AD 2.ELLX-SID.03 - 1/2	20-FEB-2025
AD 2.ELLX-SID.04 - 1/2	20-MAR-2025	AD 2.ELLX-SID.04 - 1/2	20-FEB-2025
AD 2.ELLX-IAC.01a - 1/2	20-MAR-2025	AD 2.ELLX-IAC.01a - 1/2	23-JAN-2025
AD 2.ELLX-IAC.01b - 1/2	20-MAR-2025	AD 2.ELLX-IAC.01b - 1/2	23-JAN-2025
AD 2.ELLX-IAC.02a - 1/2	20-MAR-2025	AD 2.ELLX-IAC.02a - 1/2	20-FEB-2025
AD 2.ELLX-IAC.02b - 1/2	20-MAR-2025	AD 2.ELLX-IAC.02b - 1/2	20-FEB-2025
AD 2.ELLX-IAC.03 - 1/2	20-MAR-2025	AD 2.ELLX-IAC.03 - 1/2	23-JAN-2025
AD 2.ELLX-IAC.04 - 1/2	20-MAR-2025	AD 2.ELLX-IAC.04 - 1/2	23-JAN-2025
AD 2.ELLX-IAC.05 - 1/2	20-MAR-2025	AD 2.ELLX-IAC.05 - 1/2	23-JAN-2025
AD 2.ELLX-IAC.06 - 1/2	20-MAR-2025	AD 2.ELLX-IAC.06 - 1/2	23-JAN-2025
AD 2.ELLX-VAC.01 - 1/2	20-MAR-2025	AD 2.ELLX-VAC.01 - 1/2	23-JAN-2025
AD 2.ELLX-VAC.02 - 1/2	20-MAR-2025	AD 2.ELLX-VAC.02 - 1/2	23-JAN-2025
AD 2.MIL-EBBE - 1/2	20-MAR-2025	AD 2.MIL-EBBE - 1/2	30-NOV-2023
AD 2.MIL-EBBX - 1/2	20-MAR-2025	AD 2.MIL-EBBX - 1/2	24-FEB-2022
AD 2.MIL-EBMB - 1/2	20-MAR-2025	AD 2.MIL-EBMB - 1/2	06-OCT-2022
AD 2.MIL-EBCV - 7/8	20-MAR-2025	AD 2.MIL-EBCV - 7/8	31-OCT-2024
AD 2.MIL-EBFS - 1/2	20-MAR-2025	AD 2.MIL-EBFS - 1/2	24-FEB-2022
AD 2.MIL-EBBL - 1/2	20-MAR-2025	AD 2.MIL-EBBL - 1/2	28-NOV-2024
AD 2.MIL-EBFN - 1/2	20-MAR-2025	AD 2.MIL-EBFN - 1/2	07-SEP-2023
AD 2.MIL-EBSU - 1/2	20-MAR-2025	AD 2.MIL-EBSU - 1/2	01-DEC-2022
AD 2.MIL-EBUL - 1/2	20-MAR-2025	AD 2.MIL-EBUL - 1/2	18-MAY-2023
AD 2.MIL-EBWE - 1/2	20-MAR-2025	AD 2.MIL-EBWE - 1/2	24-FEB-2022
AD 2.PVT-EBGB - 3/4	20-MAR-2025	AD 2.PVT-EBGB - 3/4	19-JUL-2018
AD 2.PVT-EBGB-VAC.01 - 1/2	20-MAR-2025	AD 2.PVT-EBGB-VAC.01 - 1/2	21-MAR-2024
AD 2.PVT-EBSH - 1/2	20-MAR-2025	AD 2.PVT-EBSH - 1/2	24-FEB-2022
		AD 3.HOSP-EBGA - 1/2	23-APR-2020
		AD 3.HOSP-EBGE - 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	
013/2023	14-Dec-2023	28-Dec-2023	
001/2024	11-Jan-2024	25-Jan-2024	
002/2024	08-Feb-2024	22-Feb-2024	
003/2024	07-Mar-2024	21-Mar-2024	
004/2024	04-Apr-2024	18-Apr-2024	
005/2024	02-May-2024	16-May-2024	
006/2024	30-May-2024	13-Jun-2024	
007/2024	27-Jun-2024	11-Jul-2024	
008/2024	25-Jul-2024	08-Aug-2024	
009/2024	22-Aug-2024	05-Sep-2024	
010/2024	19-Sep-2024	03-Oct-2024	
011/2024	17-Oct-2024	31-Oct-2024	
012/2024	14-Nov-2024	28-Nov-2024	
013/2024	12-Dec-2024	26-Dec-2024	
001/2025	09-Jan-2025	23-Jan-2025	
002/2025	06-Feb-2025	20-Feb-2025	
003/2025	06-Mar-2025	20-Mar-2025	

AIRAC AMENDMENT			
NR/Year	**Publication date**	**Effective date**	**Inserted by**
001/2022	16-Dec-2021	27-Jan-2022	
002/2022	13-Jan-2022	24-Feb-2022	
003/2022	10-Feb-2022	24-Mar-2022	
004/2022	10-Mar-2022	21-Apr-2022	
005/2022	07-Apr-2022	19-May-2022	
006/2022	02-Jun-2022	14-Jul-2022	
007/2022	30-Jun-2022	11-Aug-2022	
008/2022	28-Jul-2022	08-Sep-2022	
009/2022	25-Aug-2022	06-Oct-2022	
010/2022	22-Sep-2022	03-Nov-2022	
011/2022	20-Oct-2022	01-Dec-2022	
012/2022	17-Nov-2022	29-Dec-2022	
001/2023	15-Dec-2022	26-Jan-2023	
002/2023	12-Jan-2023	23-Feb-2023	
003/2023	09-Feb-2023	23-Mar-2023	
004/2023	06-Apr-2023	18-May-2023	
005/2023	04-May-2023	15-Jun-2023	
006/2023	01-Jun-2023	13-Jul-2023	
007/2023	29-Jun-2023	10-Aug-2023	
008/2023	27-Jul-2023	07-Sep-2023	
009/2023	24-Aug-2023	05-Oct-2023	
010/2023	21-Sep-2023	02-Nov-2023	
011/2023	19-Oct-2023	30-Nov-2023	
012/2023	16-Nov-2023	28-Dec-2023	
001/2024	14-Dec-2023	25-Jan-2024	
002/2024	11-Jan-2024	22-Feb-2024	
003/2024	08-Feb-2024	21-Mar-2024	
004/2024	07-Mar-2024	18-Apr-2024	
005/2024	04-Apr-2024	16-May-2024	
006/2024	02-May-2024	13-Jun-2024	
007/2024	30-May-2024	11-Jul-2024	
008/2024	27-Jun-2024	08-Aug-2024	
009/2024	25-Jul-2024	05-Sep-2024	
010/2024	22-Aug-2024	03-Oct-2024	
011/2024	19-Sep-2024	31-Oct-2024	
012/2024	17-Oct-2024	28-Nov-2024	
013/2024	14-Nov-2024	26-Dec-2024	
001/2025	12-Dec-2024	23-Jan-2025	
002/2025	09-Jan-2025	20-Feb-2025	
003/2025	06-Feb-2025	20-Mar-2025	

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	
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	
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	
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	

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
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	
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	
012/2025	EBKT - METAR not available	AD	From 20 MAR 2025	
013/2025	DIEST - Temporary Obstacle	ENR	From 20 MAR 2025	
014/2025	EBLG - Renewal of the concrete of TWY A3	AD	From 14 APR 2025	
015/2025	VEURNE - Temporary Obstacle	ENR	From 20 MAR 2025 till 31 MAY 2025	
016/2025	EBOS - Changes to Declared Distances due to WIP	AD	From 07 APR 2025 till 30 APR 2025	
017/2025	Ronde van Vlaanderen 2025	ENR	From 06 APR 2025 till 06 APR 2025	

GEN 0.4 Checklist of AIP Pages

GEN

GEN 0.1-1	06-OCT-2022
GEN 0.1-2	06-OCT-2022
GEN 0.2-1	20-MAR-2025
GEN 0.2-2	20-MAR-2025
GEN 0.3-1	20-MAR-2025
GEN 0.3-2	20-MAR-2025
GEN 0.4-1	20-MAR-2025
GEN 0.4-2	20-MAR-2025
GEN 0.4-3	20-MAR-2025
GEN 0.4-4	20-MAR-2025
GEN 0.4-5	20-MAR-2025
GEN 0.4-6	20-MAR-2025
GEN 0.4-7	20-MAR-2025
GEN 0.4-8	20-MAR-2025
GEN 0.4-9	20-MAR-2025
GEN 0.4-10	20-MAR-2025
GEN 0.5-1	04-FEB-2016
GEN 0.5-2	04-FEB-2016
GEN 0.6-1	20-MAR-2025
GEN 0.6-2	20-MAR-2025
GEN 0.6-3	20-MAR-2025
GEN 0.6-4	20-MAR-2025
GEN 1.1-1	20-MAR-2025
GEN 1.1-2	20-MAR-2025
GEN 1.1-3	20-MAR-2025
GEN 1.1-4	20-MAR-2025
GEN 1.1-5	20-MAR-2025
GEN 1.1-6	20-MAR-2025
GEN 1.2-1	16-MAY-2024
GEN 1.2-2	16-MAY-2024
GEN 1.2-3	20-MAR-2025
GEN 1.2-4	20-MAR-2025
GEN 1.3-1	04-FEB-2016
GEN 1.3-2	04-FEB-2016
GEN 1.4-1	04-FEB-2016
GEN 1.4-2	04-FEB-2016
GEN 1.5-1	18-APR-2024
GEN 1.5-2	18-APR-2024
GEN 1.6-1	31-DEC-2020
GEN 1.6-2	31-DEC-2020
GEN 1.6-3	18-MAY-2023
GEN 1.6-4	18-MAY-2023
GEN 1.6-5	31-DEC-2020
GEN 1.6-6	31-DEC-2020
GEN 1.7-1	20-MAR-2025
GEN 1.7-2	20-MAR-2025
GEN 1.7-3	20-MAR-2025
GEN 1.7-4	20-MAR-2025
GEN 1.7-5	20-MAR-2025
GEN 1.7-6	20-MAR-2025
GEN 1.7-7	20-MAR-2025
GEN 1.7-8	20-MAR-2025
GEN 1.7-9	20-MAR-2025
GEN 1.7-10	20-MAR-2025
GEN 1.7-11	20-MAR-2025
GEN 1.7-12	20-MAR-2025
GEN 2.1-1	30-NOV-2023
GEN 2.1-2	30-NOV-2023
GEN 2.2-1	20-MAR-2025
GEN 2.2-2	20-MAR-2025
GEN 2.2-3	28-NOV-2024
GEN 2.2-4	28-NOV-2024
GEN 2.2-5	20-MAR-2025
GEN 2.2-6	20-MAR-2025
GEN 2.2-7	20-MAR-2025
GEN 2.2-8	20-MAR-2025
GEN 2.2-9	20-MAR-2025
GEN 2.2-10	20-MAR-2025
GEN 2.2-11	28-NOV-2024
GEN 2.2-12	28-NOV-2024
GEN 2.3-1	03-NOV-2022
GEN 2.3-2	03-NOV-2022
GEN 2.3-3	21-APR-2022
GEN 2.3-4	21-APR-2022
GEN 2.4-1	20-MAR-2025
GEN 2.4-2	20-MAR-2025
GEN 2.4-3	20-MAR-2025
GEN 2.4-4	20-MAR-2025
GEN 2.5-1	13-JUN-2024
GEN 2.5-2	13-JUN-2024
GEN 2.6-1	04-FEB-2016
GEN 2.6-2	04-FEB-2016
GEN 2.7-1	20-FEB-2025
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
GEN 3.2-1	28-NOV-2024
GEN 3.2-2	28-NOV-2024
GEN 3.2-3	03-OCT-2024
GEN 3.2-4	03-OCT-2024
GEN 3.3-1	20-MAR-2025
GEN 3.3-2	20-MAR-2025
GEN 3.3-3	31-OCT-2024
GEN 3.3-4	31-OCT-2024
GEN 3.3-5	20-MAR-2025
GEN 3.3-6	20-MAR-2025
GEN 3.3-7	20-MAR-2025
GEN 3.3-8	20-MAR-2025
GEN 3.4-1	20-MAR-2025
GEN 3.4-2	20-MAR-2025
GEN 3.4-3	31-OCT-2024
GEN 3.4-4	31-OCT-2024
GEN 3.4-5	31-OCT-2024
GEN 3.4-6	31-OCT-2024
GEN 3.4-7	31-OCT-2024
GEN 3.4-8	31-OCT-2024
GEN 3.5-1	18-APR-2024
GEN 3.5-2	18-APR-2024
GEN 3.5-3	02-DEC-2021
GEN 3.5-4	02-DEC-2021
GEN 3.5-5	02-DEC-2021
GEN 3.5-6	02-DEC-2021
GEN 3.5-7	20-MAR-2025
GEN 3.5-8	20-MAR-2025
GEN 3.5-9	04-NOV-2021
GEN 3.5-10	04-NOV-2021
GEN 3.5-11	05-NOV-2020
GEN 3.5-12	05-NOV-2020
GEN 3.5-13	20-MAR-2025
GEN 3.5-14	20-MAR-2025
GEN 3.6-1	20-MAR-2025
GEN 3.6-2	20-MAR-2025
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

ENR 0.1-1	04-FEB-2016
ENR 0.1-2	04-FEB-2016
ENR 0.2-1	04-FEB-2016
ENR 0.2-2	04-FEB-2016
ENR 0.3-1	04-FEB-2016
ENR 0.3-2	04-FEB-2016
ENR 0.4-1	04-FEB-2016
ENR 0.4-2	04-FEB-2016
ENR 0.5-1	04-FEB-2016
ENR 0.5-2	04-FEB-2016
ENR 0.6-1	20-MAR-2025
ENR 0.6-2	20-MAR-2025
ENR 0.6-3	20-MAR-2025
ENR 0.6-4	20-MAR-2025
ENR 1.1-1	26-JAN-2023
ENR 1.1-2	26-JAN-2023
ENR 1.1-3	18-MAY-2023
ENR 1.1-4	18-MAY-2023
ENR 1.1-5	18-MAY-2023
ENR 1.1-6	18-MAY-2023
ENR 1.1-7	18-MAY-2023
ENR 1.1-8	18-MAY-2023
ENR 1.1-9	15-SEP-2016
ENR 1.1-10	15-SEP-2016
ENR 1.1-11	26-MAY-2016
ENR 1.1-12	26-MAY-2016
ENR 1.1-13	26-MAY-2016
ENR 1.1-14	26-MAY-2016
ENR 1.1-15	26-MAY-2016
ENR 1.1-16	26-MAY-2016
ENR 1.1-17	18-AUG-2016
ENR 1.1-18	18-AUG-2016
ENR 1.1-19	15-SEP-2016
ENR 1.1-20	15-SEP-2016
ENR 1.1-21	12-OCT-2017
ENR 1.1-22	12-OCT-2017
ENR 1.1-23	28-NOV-2024
ENR 1.1-24	28-NOV-2024
ENR 1.1-25	20-MAR-2025
ENR 1.1-26	20-MAR-2025
ENR 1.1-27	20-MAR-2025
ENR 1.1-28	20-MAR-2025
ENR 1.1-29	20-MAR-2025
ENR 1.1-30	20-MAR-2025
ENR 1.1-31	20-MAR-2025
ENR 1.1-32	20-MAR-2025
ENR 1.1-33	20-MAR-2025
ENR 1.1-34	20-MAR-2025
ENR 1.1-35	20-MAR-2025
ENR 1.1-36	20-MAR-2025
ENR 1.1-37	20-MAR-2025
ENR 1.1-38	20-MAR-2025
ENR 1.1-39	20-MAR-2025
ENR 1.1-40	20-MAR-2025
ENR 1.1-41	20-MAR-2025
ENR 1.1-42	20-MAR-2025
ENR 1.1-43	20-MAR-2025
ENR 1.1-44	20-MAR-2025
ENR 1.1-45	20-MAR-2025
ENR 1.1-46	20-MAR-2025
ENR 1.2-1	05-OCT-2023
ENR 1.2-2	05-OCT-2023
ENR 1.2-3	26-DEC-2024
ENR 1.2-4	26-DEC-2024
ENR 1.2-5	26-DEC-2024
ENR 1.2-6	26-DEC-2024
ENR 1.3-1	22-FEB-2024
ENR 1.3-2	22-FEB-2024
ENR 1.3-3	22-FEB-2024
ENR 1.3-4	22-FEB-2024

ENR 1.4-1	14-JUL-2022
ENR 1.4-2	14-JUL-2022
ENR 1.5-1	07-SEP-2023
ENR 1.5-2	07-SEP-2023
ENR 1.5-3	08-OCT-2020
ENR 1.5-4	07-SEP-2023
ENR 1.6-1	28-DEC-2023
ENR 1.6-2	28-DEC-2023
ENR 1.6-3	02-NOV-2023
ENR 1.6-4	02-NOV-2023
ENR 1.6-5	02-NOV-2023
ENR 1.6-6	02-NOV-2023
ENR 1.7-1	02-NOV-2023
ENR 1.7-2	02-NOV-2023
ENR 1.8-1	04-FEB-2016
ENR 1.8-2	04-FEB-2016
ENR 1.9-1	21-MAR-2024
ENR 1.9-2	21-MAR-2024
ENR 1.9-3	21-MAR-2024
ENR 1.9-4	21-MAR-2024
ENR 1.10-1	11-JUL-2024
ENR 1.10-2	11-JUL-2024
ENR 1.10-3	28-NOV-2024
ENR 1.10-4	28-NOV-2024
ENR 1.10-5	18-MAY-2023
ENR 1.10-6	18-MAY-2023
ENR 1.10-7	18-MAY-2023
ENR 1.10-8	18-MAY-2023
ENR 1.10-9	18-MAY-2023
ENR 1.10-10	18-MAY-2023
ENR 1.10-11	20-MAR-2025
ENR 1.10-12	20-MAR-2025
ENR 1.10-13	03-OCT-2024
ENR 1.10-14	03-OCT-2024
ENR 1.10-15	18-MAY-2023
ENR 1.10-16	18-MAY-2023
ENR 1.10-17	13-JUN-2024
ENR 1.10-18	13-JUN-2024
ENR 1.10-19	18-MAY-2023
ENR 1.10-20	18-MAY-2023
ENR 1.10-21	18-MAY-2023
ENR 1.10-22	18-MAY-2023
ENR 1.11-1	21-APR-2022
ENR 1.11-2	21-APR-2022
ENR 1.12-1	15-SEP-2016
ENR 1.12-2	15-SEP-2016
ENR 1.12-3	03-DEC-2020
ENR 1.12-4	03-DEC-2020
ENR 1.13-1	12-OCT-2017
ENR 1.13-2	12-OCT-2017
ENR 1.14-1	21-MAR-2024
ENR 1.14-2	21-MAR-2024
ENR 1.14-3	21-MAR-2024
ENR 1.14-4	21-MAR-2024
ENR 1.14-5	21-MAR-2024
ENR 1.14-6	21-MAR-2024
ENR 1.14-7	21-MAR-2024
ENR 1.14-8	21-MAR-2024
ENR 1.14-9	21-MAR-2024
ENR 1.14-10	21-MAR-2024
ENR 1.14-11	20-MAR-2025
ENR 1.14-12	20-MAR-2025
ENR 2.1-1	23-JAN-2025
ENR 2.1-2	23-JAN-2025
ENR 2.1-3	06-OCT-2022
ENR 2.1-4	06-OCT-2022
ENR 2.1-5	23-JAN-2025
ENR 2.1-6	23-JAN-2025
ENR 2.1-7	21-APR-2022
ENR 2.1-8	21-APR-2022
ENR 2.1-9	21-APR-2022
ENR 2.1-10	21-APR-2022
ENR 2.1-11	30-NOV-2023
ENR 2.1-12	30-NOV-2023
ENR 2.1-13	30-NOV-2023
ENR 2.1-14	30-NOV-2023
ENR 2.1-15	20-MAR-2025
ENR 2.1-16	20-MAR-2025
ENR 2.1-17	08-AUG-2024
ENR 2.1-18	08-AUG-2024
ENR 2.2-1	28-NOV-2024
ENR 2.2-2	28-NOV-2024
ENR 2.2-3	23-JAN-2025
ENR 2.2-4	23-JAN-2025
ENR 2.2-5	23-JAN-2025
ENR 2.2-6	23-JAN-2025
ENR 2.2-7	28-NOV-2024
ENR 2.2-8	28-NOV-2024
ENR 3.1-1	06-OCT-2022
ENR 3.1-2	06-OCT-2022
ENR 3.2-1	13-JUL-2023
ENR 3.2-2	13-JUL-2023
ENR 3.2-3	21-MAR-2024
ENR 3.2-4	21-MAR-2024
ENR 3.2-5	13-JUL-2023
ENR 3.2-6	13-JUL-2023
ENR 3.2-7	13-JUL-2023
ENR 3.2-8	13-JUL-2023
ENR 3.2-9	13-JUL-2023
ENR 3.2-10	13-JUL-2023
ENR 3.2-11	13-JUL-2023
ENR 3.2-12	13-JUL-2023
ENR 3.2-13	13-JUL-2023
ENR 3.2-14	13-JUL-2023
ENR 3.2-15	13-JUL-2023
ENR 3.2-16	13-JUL-2023
ENR 3.2-17	13-JUL-2023
ENR 3.2-18	13-JUL-2023
ENR 3.2-19	13-JUL-2023
ENR 3.2-20	13-JUL-2023
ENR 3.2-21	13-JUL-2023
ENR 3.2-22	13-JUL-2023
ENR 3.2-23	22-FEB-2024
ENR 3.2-24	22-FEB-2024
ENR 3.2-25	13-JUL-2023
ENR 3.2-26	13-JUL-2023
ENR 3.2-27	13-JUL-2023
ENR 3.2-28	13-JUL-2023
ENR 3.2-29	13-JUL-2023
ENR 3.2-30	13-JUL-2023
ENR 3.2-31	13-JUL-2023
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ENR 3.2-33	13-JUL-2023
ENR 3.2-34	13-JUL-2023
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ENR 3.3-2	20-MAR-2025
ENR 3.3-3	05-SEP-2024
ENR 3.3-4	05-SEP-2024
ENR 3.3-5	20-MAR-2025
ENR 3.3-6	20-MAR-2025
ENR 3.3-7	05-SEP-2024
ENR 3.3-8	05-SEP-2024
ENR 3.3-9	20-MAR-2025
ENR 3.3-10	20-MAR-2025
ENR 3.3-11	05-SEP-2024
ENR 3.3-12	05-SEP-2024
ENR 3.3-13	20-MAR-2025
ENR 3.3-14	20-MAR-2025
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ENR 3.4-2	06-OCT-2022
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ENR 4.1-2	20-MAR-2025
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ENR 4.4-3	28-NOV-2024
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ENR 5.1-4	26-DEC-2024
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ENR 5.1-6	26-DEC-2024
ENR 5.1-7	20-MAR-2025
ENR 5.1-8	20-MAR-2025
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ENR 5.1-17	20-MAR-2025
ENR 5.1-18	20-MAR-2025
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ENR 5.2-3	20-MAR-2025
ENR 5.2-4	20-MAR-2025
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ENR 5.2-6	05-SEP-2024
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ENR 5.4-3	28-NOV-2024
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ENR 5.5-14	20-MAR-2025
ENR 5.5-15	20-MAR-2025

AD

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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
AD 2.EBLG-AOC.01-1	26-DEC-2024
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
AD 2.EBLG-PATC.01-1	26-DEC-2024
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
AD 2.EBLG-IAC.01-1	13-JUN-2024
AD 2.EBLG-IAC.01-2	13-JUN-2024
AD 2.EBLG-IAC.02-1	26-DEC-2024
AD 2.EBLG-IAC.02-2	26-DEC-2024
AD 2.EBLG-IAC.03-1	18-APR-2024
AD 2.EBLG-IAC.03-2	18-APR-2024
AD 2.EBLG-IAC.04-1	18-APR-2024
AD 2.EBLG-IAC.04-2	18-APR-2024
AD 2.EBLG-IAC.05-1	18-APR-2024
AD 2.EBLG-IAC.05-2	18-APR-2024
AD 2.EBLG-IAC.05a-1	30-NOV-2023
AD 2.EBLG-IAC.05a-2	30-NOV-2023
AD 2.EBLG-IAC.06-1	18-APR-2024
AD 2.EBLG-IAC.06-2	18-APR-2024
AD 2.EBLG-IAC.06a-1	30-NOV-2023
AD 2.EBLG-IAC.06a-2	30-NOV-2023
AD 2.EBLG-IAC.07-1	18-APR-2024
AD 2.EBLG-IAC.07-2	18-APR-2024
AD 2.EBLG-IAC.07a-1	30-NOV-2023
AD 2.EBLG-IAC.07a-2	30-NOV-2023
AD 2.EBLG-IAC.08-1	18-APR-2024
AD 2.EBLG-IAC.08-2	18-APR-2024
AD 2.EBLG-IAC.08a-1	30-NOV-2023
AD 2.EBLG-IAC.08a-2	30-NOV-2023
AD 2.EBLG-VAC.01-1	13-JUN-2024
AD 2.EBLG-VAC.01-2	13-JUN-2024
AD 2.ELLX-1	22-FEB-2024
AD 2.ELLX-2	22-FEB-2024
AD 2.ELLX-3	28-NOV-2024
AD 2.ELLX-4	28-NOV-2024
AD 2.ELLX-5	16-MAY-2024
AD 2.ELLX-6	16-MAY-2024
AD 2.ELLX-7	20-MAR-2025
AD 2.ELLX-8	20-MAR-2025
AD 2.ELLX-9	23-JAN-2025
AD 2.ELLX-10	23-JAN-2025
AD 2.ELLX-11	28-NOV-2024
AD 2.ELLX-12	28-NOV-2024
AD 2.ELLX-13	20-MAR-2025
AD 2.ELLX-14	20-MAR-2025
AD 2.ELLX-15	28-NOV-2024
AD 2.ELLX-16	28-NOV-2024
AD 2.ELLX-17	20-MAR-2025
AD 2.ELLX-18	20-MAR-2025
AD 2.ELLX-19	20-MAR-2025
AD 2.ELLX-20	20-MAR-2025
AD 2.ELLX-21	20-MAR-2025
AD 2.ELLX-22	20-MAR-2025
AD 2.ELLX-23	20-MAR-2025
AD 2.ELLX-24	20-MAR-2025
AD 2.ELLX-25	20-MAR-2025
AD 2.ELLX-26	20-MAR-2025
AD 2.ELLX-27	20-MAR-2025
AD 2.ELLX-28	20-MAR-2025
AD 2.ELLX-29	20-MAR-2025
AD 2.ELLX-30	20-MAR-2025
AD 2.ELLX-31	20-MAR-2025
AD 2.ELLX-32	20-MAR-2025
AD 2.ELLX-33	20-MAR-2025
AD 2.ELLX-34	20-MAR-2025
AD 2.ELLX-35	20-MAR-2025
AD 2.ELLX-36	20-MAR-2025
AD 2.ELLX-37	20-MAR-2025
AD 2.ELLX-38	20-MAR-2025
AD 2.ELLX-ADC.01-1	20-MAR-2025
AD 2.ELLX-ADC.01-2	20-MAR-2025
AD 2.ELLX-ADC.02-1	16-MAY-2024
AD 2.ELLX-ADC.02-2	16-MAY-2024
AD 2.ELLX-GMC.01-1	20-MAR-2025
AD 2.ELLX-GMC.01-2	20-MAR-2025
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
AD 2.ELLX-GMC.03-2	23-JAN-2025
AD 2.ELLX-APDC.01-1	20-MAR-2025
AD 2.ELLX-APDC.01-2	20-MAR-2025
AD 2.ELLX-APDC.02-1	20-MAR-2025
AD 2.ELLX-APDC.02-2	20-MAR-2025
AD 2.ELLX-APDC.03-1	20-MAR-2025
AD 2.ELLX-APDC.03-2	20-MAR-2025
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
AD 2.ELLX-PATC.01-2	08-AUG-2024
AD 2.ELLX-ATCSMAC.01-1	20-MAR-2025
AD 2.ELLX-ATCSMAC.01-2	20-MAR-2025
AD 2.ELLX-STAR.01-1	20-MAR-2025
AD 2.ELLX-STAR.01-2	20-MAR-2025
AD 2.ELLX-STAR.02-1	20-MAR-2025
AD 2.ELLX-STAR.02-2	20-MAR-2025
AD 2.ELLX-STAR.03-1	20-MAR-2025
AD 2.ELLX-STAR.03-2	20-MAR-2025
AD 2.ELLX-STAR.04-1	20-MAR-2025
AD 2.ELLX-STAR.04-2	20-MAR-2025
AD 2.ELLX-SID.01-1	20-MAR-2025
AD 2.ELLX-SID.01-2	20-MAR-2025
AD 2.ELLX-SID.02-1	20-MAR-2025
AD 2.ELLX-SID.02-2	20-MAR-2025
AD 2.ELLX-SID.03-1	20-MAR-2025
AD 2.ELLX-SID.03-2	20-MAR-2025
AD 2.ELLX-SID.04-1	20-MAR-2025
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AD 2.ELLX-IAC.01a-1	20-MAR-2025
AD 2.ELLX-IAC.01a-2	20-MAR-2025
AD 2.ELLX-IAC.01b-1	20-MAR-2025
AD 2.ELLX-IAC.01b-2	20-MAR-2025
AD 2.ELLX-IAC.02a-1	20-MAR-2025
AD 2.ELLX-IAC.02a-2	20-MAR-2025

AD 2.ELLX-IAC.02b-1	20-MAR-2025
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AD 2.ELLX-IAC.03-1	20-MAR-2025
AD 2.ELLX-IAC.03-2	20-MAR-2025
AD 2.ELLX-IAC.04-1	20-MAR-2025
AD 2.ELLX-IAC.04-2	20-MAR-2025
AD 2.ELLX-IAC.05-1	20-MAR-2025
AD 2.ELLX-IAC.05-2	20-MAR-2025
AD 2.ELLX-IAC.05a-1	23-FEB-2023
AD 2.ELLX-IAC.05a-2	23-FEB-2023
AD 2.ELLX-IAC.06-1	20-MAR-2025
AD 2.ELLX-IAC.06-2	20-MAR-2025
AD 2.ELLX-IAC.06a-1	23-FEB-2023
AD 2.ELLX-IAC.06a-2	23-FEB-2023
AD 2.ELLX-VAC.01-1	20-MAR-2025
AD 2.ELLX-VAC.01-2	20-MAR-2025
AD 2.ELLX-VAC.02-1	20-MAR-2025
AD 2.ELLX-VAC.02-2	20-MAR-2025
AD 2.EBOS-1	31-OCT-2024
AD 2.EBOS-2	31-OCT-2024
AD 2.EBOS-3	23-JAN-2025
AD 2.EBOS-4	23-JAN-2025
AD 2.EBOS-5	23-JAN-2025
AD 2.EBOS-6	23-JAN-2025
AD 2.EBOS-7	23-JAN-2025
AD 2.EBOS-8	23-JAN-2025
AD 2.EBOS-9	23-JAN-2025
AD 2.EBOS-10	23-JAN-2025
AD 2.EBOS-11	20-FEB-2025
AD 2.EBOS-12	20-FEB-2025
AD 2.EBOS-13	20-FEB-2025
AD 2.EBOS-14	20-FEB-2025
AD 2.EBOS-15	21-MAR-2024
AD 2.EBOS-16	21-MAR-2024
AD 2.EBOS-17	23-JAN-2025
AD 2.EBOS-18	23-JAN-2025
AD 2.EBOS-19	18-APR-2024
AD 2.EBOS-20	18-APR-2024
AD 2.EBOS-21	18-APR-2024
AD 2.EBOS-22	18-APR-2024
AD 2.EBOS-23	20-FEB-2025
AD 2.EBOS-24	20-FEB-2025
AD 2.EBOS-ADC.01-1	23-JAN-2025
AD 2.EBOS-ADC.01-2	23-JAN-2025
AD 2.EBOS-ADC.02-1	18-APR-2024
AD 2.EBOS-ADC.02-2	18-APR-2024
AD 2.EBOS-ADC.03-1	18-APR-2024
AD 2.EBOS-ADC.03-2	18-APR-2024
AD 2.EBOS-ADC.04-1	18-APR-2024
AD 2.EBOS-ADC.04-2	18-APR-2024
AD 2.EBOS-ADC.05-1	20-FEB-2025
AD 2.EBOS-ADC.05-2	20-FEB-2025
AD 2.EBOS-APDC.01-1	26-DEC-2024
AD 2.EBOS-APDC.01-2	26-DEC-2024
AD 2.EBOS-AOC.01-1	21-MAR-2024
AD 2.EBOS-AOC.01-2	21-MAR-2024
AD 2.EBOS-PATC.01-1	04-FEB-2016
AD 2.EBOS-PATC.01-2	04-FEB-2016
AD 2.EBOS-PATC.02-1	04-FEB-2016
AD 2.EBOS-PATC.02-2	04-FEB-2016
AD 2.EBOS-STAR.01-1	28-NOV-2024
AD 2.EBOS-STAR.01-2	28-NOV-2024
AD 2.EBOS-STAR.02-1	28-NOV-2024
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
AD 2.EBOS-STAR.04-1	28-NOV-2024
AD 2.EBOS-STAR.04-2	28-NOV-2024
AD 2.EBOS-SID.01-1	28-NOV-2024
AD 2.EBOS-SID.01-2	28-NOV-2024
AD 2.EBOS-SID.02-1	28-NOV-2024
AD 2.EBOS-SID.02-2	28-NOV-2024
AD 2.EBOS-SID.03a-1	28-NOV-2024
AD 2.EBOS-SID.03a-2	28-NOV-2024
AD 2.EBOS-SID.03b-1	28-NOV-2024
AD 2.EBOS-SID.03b-2	28-NOV-2024
AD 2.EBOS-SID.04-1	28-NOV-2024
AD 2.EBOS-SID.04-2	28-NOV-2024
AD 2.EBOS-IAC.01-1	28-NOV-2024
AD 2.EBOS-IAC.01-2	28-NOV-2024
AD 2.EBOS-IAC.02-1	28-NOV-2024
AD 2.EBOS-IAC.02-2	28-NOV-2024
AD 2.EBOS-IAC.03-1	28-NOV-2024
AD 2.EBOS-IAC.03-2	28-NOV-2024
AD 2.EBOS-IAC.04-1	28-NOV-2024
AD 2.EBOS-IAC.04-2	28-NOV-2024
AD 2.EBOS-IAC.05-1	28-NOV-2024
AD 2.EBOS-IAC.05-2	28-NOV-2024
AD 2.EBOS-IAC.05a-1	23-JAN-2025
AD 2.EBOS-IAC.05a-2	23-JAN-2025
AD 2.EBOS-IAC.06-1	28-NOV-2024
AD 2.EBOS-IAC.06-2	28-NOV-2024
AD 2.EBOS-IAC.06a-1	23-JAN-2025
AD 2.EBOS-IAC.06a-2	23-JAN-2025
AD 2.EBOS-VAC.01-1	20-FEB-2025
AD 2.EBOS-VAC.01-2	20-FEB-2025
AD 2.MIL-EBBE-1	20-MAR-2025
AD 2.MIL-EBBE-2	20-MAR-2025
AD 2.MIL-EBBE-3	08-AUG-2024
AD 2.MIL-EBBE-4	08-AUG-2024
AD 2.MIL-EBBE-5	07-SEP-2023
AD 2.MIL-EBBE-6	07-SEP-2023
AD 2.MIL-EBBE-7	07-SEP-2023
AD 2.MIL-EBBE-8	07-SEP-2023
AD 2.MIL-EBBE-9	28-NOV-2024
AD 2.MIL-EBBE-10	28-NOV-2024
AD 2.MIL-EBBE-11	13-JUN-2024
AD 2.MIL-EBBE-12	13-JUN-2024
AD 2.MIL-EBBE-13	07-SEP-2023
AD 2.MIL-EBBE-14	07-SEP-2023
AD 2.MIL-EBBE-ADC.01-1	28-NOV-2024
AD 2.MIL-EBBE-ADC.01-2	28-NOV-2024
AD 2.MIL-EBBE-GMC.01-1	07-SEP-2023
AD 2.MIL-EBBE-GMC.01-2	07-SEP-2023
AD 2.MIL-EBBE-AOC.01-1	07-SEP-2023
AD 2.MIL-EBBE-AOC.01-2	07-SEP-2023
AD 2.MIL-EBBE-AOC.02-1	07-SEP-2023
AD 2.MIL-EBBE-AOC.02-2	07-SEP-2023
AD 2.MIL-EBBE-AOC.03-1	07-SEP-2023
AD 2.MIL-EBBE-AOC.03-2	07-SEP-2023
AD 2.MIL-EBBE-SID.01-1	13-JUN-2024
AD 2.MIL-EBBE-SID.01-2	13-JUN-2024
AD 2.MIL-EBBE-SID.02-1	13-JUN-2024
AD 2.MIL-EBBE-SID.02-2	13-JUN-2024
AD 2.MIL-EBBE-SID.03-1	22-FEB-2024
AD 2.MIL-EBBE-SID.03-2	22-FEB-2024
AD 2.MIL-EBBE-SID.04-1	13-JUN-2024
AD 2.MIL-EBBE-SID.04-2	13-JUN-2024
AD 2.MIL-EBBE-SID.05-1	22-FEB-2024
AD 2.MIL-EBBE-SID.05-2	22-FEB-2024
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AD 2.MIL-EBBE-SID.07-1	13-JUN-2024
AD 2.MIL-EBBE-SID.07-2	13-JUN-2024
AD 2.MIL-EBBE-MISC.01-1	08-AUG-2024
AD 2.MIL-EBBE-MISC.01-2	08-AUG-2024
AD 2.MIL-EBBE-MISC.02-1	08-AUG-2024
AD 2.MIL-EBBE-MISC.02-2	08-AUG-2024
AD 2.MIL-EBBE-STAR.01-1	08-AUG-2024
AD 2.MIL-EBBE-STAR.01-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.01-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.01-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.02-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.02-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.03-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.03-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.04-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.04-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.05-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.05-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.06-1	13-JUN-2024
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
AD 2.MIL-EBBE-IAC.08-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.08-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.09-1	13-JUN-2024
AD 2.MIL-EBBE-IAC.09-2	13-JUN-2024
AD 2.MIL-EBBE-IAC.10-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.10-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.11-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.11-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.12-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.12-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.13-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.13-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.14-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.14-2	08-AUG-2024
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	20-MAR-2025
AD 2.MIL-EBBE-IAC.16a-2	20-MAR-2025
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AD 2.MIL-EBBE-IAC.17-2	13-JUN-2024
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AD 2.MIL-EBBE-IAC.17a-2	20-MAR-2025
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	20-MAR-2025
AD 2.MIL-EBBE-IAC.18a-2	20-MAR-2025
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	20-MAR-2025
AD 2.MIL-EBBE-IAC.19a-2	20-MAR-2025
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	20-MAR-2025
AD 2.MIL-EBBX-2	20-MAR-2025
AD 2.MIL-EBMB-1	20-MAR-2025
AD 2.MIL-EBMB-2	20-MAR-2025
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	20-MAR-2025
AD 2.MIL-EBCV-8	20-MAR-2025
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	20-MAR-2025
AD 2.MIL-EBFS-2	20-MAR-2025
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	20-MAR-2025
AD 2.MIL-EBBL-2	20-MAR-2025
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
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AD 2.MIL-EBBL-SID.03-2	28-NOV-2024
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AD 2.MIL-EBBL-SID.04-2	28-NOV-2024
AD 2.MIL-EBBL-SID.05-1	28-NOV-2024
AD 2.MIL-EBBL-SID.05-2	28-NOV-2024
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AD 2.MIL-EBBL-SID.07-1	28-NOV-2024
AD 2.MIL-EBBL-SID.07-2	28-NOV-2024
AD 2.MIL-EBBL-SID.08-1	28-NOV-2024
AD 2.MIL-EBBL-SID.08-2	28-NOV-2024
AD 2.MIL-EBBL-SID.09-1	28-NOV-2024
AD 2.MIL-EBBL-SID.09-2	28-NOV-2024
AD 2.MIL-EBBL-MISC.01-1	28-NOV-2024
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
AD 2.MIL-EBBL-IAC.06-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.06-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.07-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.07-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.08-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.08-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.09-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.09-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.10-1	28-NOV-2024
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	20-MAR-2025
AD 2.MIL-EBBL-IAC.12-2	20-MAR-2025
AD 2.MIL-EBBL-IAC.13-1	23-JAN-2025
AD 2.MIL-EBBL-IAC.13-2	23-JAN-2025
AD 2.MIL-EBBL-IAC.14-1	28-NOV-2024
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
AD 2.MIL-EBBL-IAC.17-1	23-JAN-2025
AD 2.MIL-EBBL-IAC.17-2	23-JAN-2025
AD 2.MIL-EBBL-IAC.18-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.18-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.18a-1	20-MAR-2025
AD 2.MIL-EBBL-IAC.18a-2	20-MAR-2025
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	20-MAR-2025
AD 2.MIL-EBBL-IAC.20a-2	20-MAR-2025
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	20-MAR-2025
AD 2.MIL-EBFN-2	20-MAR-2025
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	20-MAR-2025
AD 2.MIL-EBSU-2	20-MAR-2025
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	20-MAR-2025
AD 2.MIL-EBUL-2	20-MAR-2025
AD 2.MIL-EBWE-1	20-MAR-2025
AD 2.MIL-EBWE-2	20-MAR-2025
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	20-MAR-2025
AD 2.PVT-EBGB-4	20-MAR-2025
AD 2.PVT-EBGB-VAC.01-1	20-MAR-2025
AD 2.PVT-EBGB-VAC.01-2	20-MAR-2025
AD 2.PVT-EBZH-1	24-FEB-2022
AD 2.PVT-EBZH-2	24-FEB-2022
AD 2.PVT-EBZH-3	04-FEB-2016
AD 2.PVT-EBZH-4	04-FEB-2016
AD 2.PVT-EBHN-1	18-APR-2024
AD 2.PVT-EBHN-2	18-APR-2024
AD 2.PVT-EBHN-3	04-FEB-2016
AD 2.PVT-EBHN-4	04-FEB-2016
AD 2.PVT-EBEH-1	24-FEB-2022
AD 2.PVT-EBEH-2	24-FEB-2022
AD 2.PVT-EBEH-3	31-JAN-2019
AD 2.PVT-EBEH-4	31-JAN-2019
AD 2.PVT-EBLE-1	11-JUL-2024
AD 2.PVT-EBLE-2	11-JUL-2024
AD 2.PVT-EBMO-1	05-SEP-2024
AD 2.PVT-EBMO-2	05-SEP-2024
AD 2.PVT-EBMO-3	05-SEP-2024
AD 2.PVT-EBMO-4	05-SEP-2024
AD 2.PVT-EBMO-VAC.01-1	05-SEP-2024
AD 2.PVT-EBMO-VAC.01-2	05-SEP-2024
AD 2.PVT-EBNM-1	22-FEB-2024
AD 2.PVT-EBNM-2	22-FEB-2024
AD 2.PVT-EBNM-3	24-FEB-2022
AD 2.PVT-EBNM-4	24-FEB-2022
AD 2.PVT-ELNT-1	16-MAY-2024
AD 2.PVT-ELNT-2	16-MAY-2024
AD 2.PVT-EBSG-1	03-NOV-2022
AD 2.PVT-EBSG-2	03-NOV-2022
AD 2.PVT-EBSG-3	03-NOV-2022
AD 2.PVT-EBSG-4	03-NOV-2022
AD 2.PVT-EBSH-1	20-MAR-2025
AD 2.PVT-EBSH-2	20-MAR-2025
AD 2.PVT-EBSH-3	24-FEB-2022
AD 2.PVT-EBSH-4	24-FEB-2022
AD 2.PVT-EBST-1	20-FEB-2025
AD 2.PVT-EBST-2	20-FEB-2025
AD 2.PVT-EBST-3	20-FEB-2025
AD 2.PVT-EBST-4	20-FEB-2025
AD 2.PVT-EBST-VAC.01-1	21-MAR-2024
AD 2.PVT-EBST-VAC.01-2	21-MAR-2024
AD 2.PVT-EBSP-1	13-JUN-2024
AD 2.PVT-EBSP-2	13-JUN-2024
AD 2.PVT-EBSP-3	13-JUN-2024
AD 2.PVT-EBSP-4	13-JUN-2024
AD 2.PVT-EBSP-VAC.01-1	13-JUN-2024
AD 2.PVT-EBSP-VAC.01-2	13-JUN-2024
AD 2.PVT-EBTY-1	24-FEB-2022
AD 2.PVT-EBTY-2	24-FEB-2022
AD 2.PVT-EBTY-3	02-JAN-2020
AD 2.PVT-EBTY-4	02-JAN-2020
AD 2.PVT-ELUS-1	18-APR-2024
AD 2.PVT-ELUS-2	18-APR-2024
AD 2.PVT-EBTX-1	24-FEB-2022
AD 2.PVT-EBTX-2	24-FEB-2022
AD 2.PVT-EBTX-3	20-MAY-2021
AD 2.PVT-EBTX-4	20-MAY-2021
AD 2.PVT-EBZR-1	30-NOV-2023
AD 2.PVT-EBZR-2	30-NOV-2023
AD 2.PVT-EBSL-1	18-APR-2024
AD 2.PVT-EBSL-2	18-APR-2024
AD 2.ULM-EBAR-1	20-APR-2023
AD 2.ULM-EBAR-2	20-APR-2023
AD 2.ULM-EBML-1	13-AUG-2020
AD 2.ULM-EBML-2	13-AUG-2020
AD 2.ULM-EBIS-1	23-APR-2020
AD 2.ULM-EBIS-2	23-APR-2020
AD 2.ULM-EBBN-1	23-APR-2020
AD 2.ULM-EBBN-2	23-APR-2020
AD 2.ULM-EBMG-1	23-APR-2020
AD 2.ULM-EBMG-2	23-APR-2020
AD 2.ULM-EBBY-1	11-JUL-2024
AD 2.ULM-EBBY-2	11-JUL-2024
AD 2.ULM-EBAV-1	05-OCT-2023
AD 2.ULM-EBAV-2	05-OCT-2023
AD 2.ULM-EBBZ-1	23-APR-2020
AD 2.ULM-EBBZ-2	23-APR-2020
AD 2.ULM-EBOR-1	25-FEB-2021
AD 2.ULM-EBOR-2	25-FEB-2021
AD 2.ULM-EBZU-1	16-MAY-2024
AD 2.ULM-EBZU-2	16-MAY-2024
AD 2.PERS-EBSM-1	16-JUL-2020
AD 2.PERS-EBSM-2	16-JUL-2020
AD 3.MIL-EBCT-1	23-APR-2020
AD 3.MIL-EBCT-2	23-APR-2020
AD 3.MIL-EBCT-VAC.01-1	23-APR-2020
AD 3.MIL-EBCT-VAC.01-2	23-APR-2020
AD 3.MIL-EBCT-VAC.02-1	23-APR-2020
AD 3.MIL-EBCT-VAC.02-2	23-APR-2020
AD 3.HOSP-EBAL-1	23-APR-2020
AD 3.HOSP-EBAL-2	23-APR-2020
AD 3.HOSP-EBMD-1	23-APR-2020
AD 3.HOSP-EBMD-2	23-APR-2020
AD 3.HOSP-EBSJ-1	23-APR-2020
AD 3.HOSP-EBSJ-2	23-APR-2020
AD 3.HOSP-EBSS-1	03-DEC-2020
AD 3.HOSP-EBSS-2	03-DEC-2020
AD 3.HOSP-EBUC-1	23-APR-2020
AD 3.HOSP-EBUC-2	23-APR-2020
AD 3.HOSP-EBEU-1	30-NOV-2023
AD 3.HOSP-EBEU-2	30-NOV-2023
AD 3.HOSP-EBEA-1	31-OCT-2024
AD 3.HOSP-EBEA-2	31-OCT-2024
AD 3.HOSP-ELEA-1	29-DEC-2022
AD 3.HOSP-ELEA-2	29-DEC-2022
AD 3.HOSP-ELEA-ADC.01-1	28-NOV-2024
AD 3.HOSP-ELEA-ADC.01-2	28-NOV-2024
AD 3.HOSP-ELET-1	29-DEC-2022
AD 3.HOSP-ELET-2	29-DEC-2022
AD 3.HOSP-EBGT-1	02-NOV-2023
AD 3.HOSP-EBGT-2	02-NOV-2023
AD 3.HOSP-EBGH-1	26-DEC-2024
AD 3.HOSP-EBGH-2	26-DEC-2024
AD 3.HOSP-EBYP-1	16-MAY-2024
AD 3.HOSP-EBYP-2	16-MAY-2024
AD 3.HOSP-EBKZ-1	23-APR-2020
AD 3.HOSP-EBKZ-2	23-APR-2020
AD 3.HOSP-EBKG-1	23-APR-2020
AD 3.HOSP-EBKG-2	23-APR-2020
AD 3.HOSP-EBLC-1	23-APR-2020
AD 3.HOSP-EBLC-2	23-APR-2020
AD 3.HOSP-EBCH-1	23-APR-2020
AD 3.HOSP-EBCH-2	23-APR-2020
AD 3.HOSP-EBLS-1	25-MAR-2021
AD 3.HOSP-EBLS-2	25-MAR-2021
AD 3.HOSP-EBLX-1	23-APR-2020
AD 3.HOSP-EBLX-2	23-APR-2020
AD 3.HOSP-EBMC-1	23-FEB-2023
AD 3.HOSP-EBMC-2	23-FEB-2023
AD 3.HOSP-ELLC-1	10-AUG-2023
AD 3.HOSP-ELLC-2	10-AUG-2023
AD 3.HOSP-ELLC-ADC.01-1	28-NOV-2024
AD 3.HOSP-ELLC-ADC.01-2	28-NOV-2024
AD 3.HOSP-ELLZ-1	29-DEC-2022
AD 3.HOSP-ELLZ-2	29-DEC-2022
AD 3.HOSP-ELLK-1	29-DEC-2022
AD 3.HOSP-ELLK-2	29-DEC-2022
AD 3.HOSP-EBMT-1	23-APR-2020
AD 3.HOSP-EBMT-2	23-APR-2020
AD 3.HOSP-EBNB-1	23-APR-2020
AD 3.HOSP-EBNB-2	23-APR-2020
AD 3.HOSP-EBNG-1	25-MAR-2021
AD 3.HOSP-EBNG-2	25-MAR-2021
AD 3.HOSP-EBAD-1	23-APR-2020
AD 3.HOSP-EBAD-2	23-APR-2020
AD 3.HOSP-EBVS-1	23-APR-2020
AD 3.HOSP-EBVS-2	23-APR-2020
AD 3.PVT-EBDR-1	23-MAR-2023
AD 3.PVT-EBDR-2	23-MAR-2023
AD 3.PVT-EBJS-1	23-APR-2020
AD 3.PVT-EBJS-2	23-APR-2020
AD 3.PVT-EBBM-1	23-APR-2020
AD 3.PVT-EBBM-2	23-APR-2020
AD 3.PVT-EBBV-1	23-APR-2020
AD 3.PVT-EBBV-2	23-APR-2020
AD 3.PVT-EBOK-1	23-APR-2020
AD 3.PVT-EBOK-2	23-APR-2020
AD 3.PVT-EBDV-1	29-DEC-2022
AD 3.PVT-EBDV-2	29-DEC-2022
AD 3.PVT-EBEB-1	23-APR-2020
AD 3.PVT-EBEB-2	23-APR-2020
AD 3.PVT-EBFR-1	14-JUL-2022
AD 3.PVT-EBFR-2	14-JUL-2022
AD 3.PVT-EBAG-1	23-APR-2020
AD 3.PVT-EBAG-2	23-APR-2020
AD 3.PVT-EBHM-1	23-APR-2020
AD 3.PVT-EBHM-2	23-APR-2020
AD 3.PVT-EBHO-1	03-DEC-2020
AD 3.PVT-EBHO-2	03-DEC-2020
AD 3.PVT-EBHT-1	23-APR-2020
AD 3.PVT-EBHT-2	23-APR-2020
AD 3.PVT-EBHF-1	05-OCT-2023
AD 3.PVT-EBHF-2	05-OCT-2023
AD 3.PVT-EBKD-1	24-FEB-2022
AD 3.PVT-EBKD-2	24-FEB-2022
AD 3.PVT-EBFI-1	04-NOV-2021
AD 3.PVT-EBFI-2	04-NOV-2021
AD 3.PVT-EBKW-1	23-APR-2020
AD 3.PVT-EBKW-2	23-APR-2020
AD 3.PVT-EBSA-1	13-JUN-2024
AD 3.PVT-EBSA-2	13-JUN-2024
AD 3.PVT-EBBG-1	03-OCT-2024
AD 3.PVT-EBBG-2	03-OCT-2024
AD 3.PVT-EBHC-1	08-AUG-2024
AD 3.PVT-EBHC-2	08-AUG-2024
AD 3.PVT-EBKR-1	21-APR-2022

AD 3.PVT-EBKR-2	21-APR-2022
AD 3.PVT-EBMS-1	13-AUG-2020
AD 3.PVT-EBMS-2	13-AUG-2020
AD 3.PVT-EBLT-1	23-APR-2020
AD 3.PVT-EBLT-2	23-APR-2020
AD 3.PVT-EBRE-1	25-JAN-2024
AD 3.PVT-EBRE-2	25-JAN-2024
AD 3.PVT-EBLO-1	23-APR-2020
AD 3.PVT-EBLO-2	23-APR-2020
AD 3.PVT-EBLU-1	10-SEP-2020
AD 3.PVT-EBLU-2	10-SEP-2020
AD 3.PVT-EBMM-1	23-APR-2020
AD 3.PVT-EBMM-2	23-APR-2020
AD 3.PVT-EBMH-1	15-JUL-2021
AD 3.PVT-EBMH-2	15-JUL-2021
AD 3.PVT-EBME-1	27-JAN-2022
AD 3.PVT-EBME-2	27-JAN-2022
AD 3.PVT-EBMN-1	23-APR-2020
AD 3.PVT-EBMN-2	23-APR-2020
AD 3.PVT-EBLM-1	23-APR-2020
AD 3.PVT-EBLM-2	23-APR-2020
AD 3.PVT-EBTM-1	20-FEB-2025
AD 3.PVT-EBTM-2	20-FEB-2025
AD 3.PVT-EBGU-1	25-JAN-2024
AD 3.PVT-EBGU-2	25-JAN-2024
AD 3.PVT-EBDY-1	22-APR-2021
AD 3.PVT-EBDY-2	22-APR-2021
AD 3.PVT-EBNK-1	23-APR-2020
AD 3.PVT-EBNK-2	23-APR-2020
AD 3.PVT-EBOO-1	23-FEB-2023
AD 3.PVT-EBOO-2	23-FEB-2023
AD 3.PVT-EBNH-1	31-DEC-2020
AD 3.PVT-EBNH-2	31-DEC-2020
AD 3.PVT-EBOB-1	18-MAY-2023
AD 3.PVT-EBOB-2	18-MAY-2023
AD 3.PVT-EBPW-1	22-APR-2021
AD 3.PVT-EBPW-2	22-APR-2021
AD 3.PVT-EBNP-1	23-MAR-2023
AD 3.PVT-EBNP-2	23-MAR-2023
AD 3.PVT-EBEN-1	03-DEC-2020
AD 3.PVT-EBEN-2	03-DEC-2020
AD 3.PVT-EBLY-1	23-APR-2020
AD 3.PVT-EBLY-2	23-APR-2020
AD 3.PVT-EBRO-1	23-APR-2020
AD 3.PVT-EBRO-2	23-APR-2020
AD 3.PVT-EBNR-1	23-APR-2020
AD 3.PVT-EBNR-2	23-APR-2020
AD 3.PVT-EBRR-1	23-APR-2020
AD 3.PVT-EBRR-2	23-APR-2020
AD 3.PVT-EBRD-1	23-APR-2020
AD 3.PVT-EBRD-2	23-APR-2020
AD 3.PVT-EBAS-1	23-APR-2020
AD 3.PVT-EBAS-2	23-APR-2020
AD 3.PVT-EBSW-1	23-APR-2020
AD 3.PVT-EBSW-2	23-APR-2020
AD 3.PVT-EBSF-1	06-OCT-2022
AD 3.PVT-EBSF-2	06-OCT-2022
AD 3.PVT-EBSB-1	30-NOV-2023
AD 3.PVT-EBSB-2	30-NOV-2023
AD 3.PVT-EBPC-1	31-OCT-2024
AD 3.PVT-EBPC-2	31-OCT-2024
AD 3.PVT-EBTK-1	30-NOV-2023
AD 3.PVT-EBTK-2	30-NOV-2023
AD 3.PVT-EBVE-1	23-APR-2020
AD 3.PVT-EBVE-2	23-APR-2020
AD 3.PVT-EBVN-1	23-APR-2020
AD 3.PVT-EBVN-2	23-APR-2020
AD 3.PVT-EBWA-1	28-JAN-2021
AD 3.PVT-EBWA-2	28-JAN-2021
AD 3.PVT-EBWK-1	25-JAN-2024
AD 3.PVT-EBWK-2	25-JAN-2024
AD 3.PVT-EBWI-1	03-DEC-2020
AD 3.PVT-EBWI-2	03-DEC-2020
AD 3.PVT-EBWH-1	03-DEC-2020
AD 3.PVT-EBWH-2	03-DEC-2020
AD 3.PVT-EBWS-1	25-FEB-2021
AD 3.PVT-EBWS-2	25-FEB-2021
AD 3.PVT-EBWZ-1	23-APR-2020
AD 3.PVT-EBWZ-2	23-APR-2020
AD 3.PVT-EBZA-1	23-APR-2020
AD 3.PVT-EBZA-2	23-APR-2020
AD 3.PVT-EBZE-1	23-APR-2020
AD 3.PVT-EBZE-2	23-APR-2020
AD 3.PVT-EBZM-1	23-APR-2020
AD 3.PVT-EBZM-2	23-APR-2020
AD 3.PVT-EBZO-1	23-APR-2020
AD 3.PVT-EBZO-2	23-APR-2020
AD 3.PERS-EBAF-1	28-DEC-2023
AD 3.PERS-EBAF-2	28-DEC-2023
AD 3.PERS-EBRU-1	28-DEC-2023
AD 3.PERS-EBRU-2	28-DEC-2023
AD 3.PERS-EBDZ-1	31-DEC-2020
AD 3.PERS-EBDZ-2	31-DEC-2020
AD 3.PERS-EBPP-1	20-FEB-2025
AD 3.PERS-EBPP-2	20-FEB-2025
AD 3.PERS-EBGJ-1	05-SEP-2024
AD 3.PERS-EBGJ-2	05-SEP-2024
AD 3.PERS-EBPL-1	30-NOV-2023
AD 3.PERS-EBPL-2	30-NOV-2023
AD 3.PERS-EBYC-1	18-JUN-2020
AD 3.PERS-EBYC-2	18-JUN-2020
AD 3.PERS-EBHH-1	28-NOV-2024
AD 3.PERS-EBHH-2	28-NOV-2024
AD 3.PERS-EBWV-1	18-JUN-2020
AD 3.PERS-EBWV-2	18-JUN-2020
AD 3.PERS-EBRL-1	27-JAN-2022
AD 3.PERS-EBRL-2	27-JAN-2022
AD 3.PERS-EBLV-1	18-JUN-2020
AD 3.PERS-EBLV-2	18-JUN-2020
AD 3.PERS-EBLJ-1	25-FEB-2021
AD 3.PERS-EBLJ-2	25-FEB-2021
AD 3.PERS-EBLH-1	08-OCT-2020
AD 3.PERS-EBLH-2	08-OCT-2020
AD 3.PERS-EBMK-1	20-FEB-2025
AD 3.PERS-EBMK-2	20-FEB-2025
AD 3.PERS-EBSV-1	10-AUG-2023
AD 3.PERS-EBSV-2	10-AUG-2023
AD 3.PERS-EBLD-1	18-JUN-2020
AD 3.PERS-EBLD-2	18-JUN-2020
AD 3.PERS-EBVU-1	23-MAR-2023
AD 3.PERS-EBVU-2	23-MAR-2023
AD 3.PERS-EBEM-1	13-JUL-2023
AD 3.PERS-EBEM-2	13-JUL-2023
AD 3.PERS-EBLR-1	18-JUN-2020
AD 3.PERS-EBLR-2	18-JUN-2020
AD 3.PERS-EBWP-1	26-DEC-2024
AD 3.PERS-EBWP-2	26-DEC-2024

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GEN 0.6 Table of Contents to Part 1

GEN 2 TABLES AND CODES

GEN 2.1 Measuring System, Aircraft Markings, Holidays

GEN 2.2 Abbreviations Used in AIS Publications

GEN 2.3 Chart Symbols

GEN 2.4 Location Indicators

GEN 2.5 List of Radio Navigation Aids

GEN 2.6 Conversion of units of measurement

GEN 2.7 Sunrise / Sunset

GEN 3 SERVICES

GEN 3.1 Aeronautical Information Services

GEN 3.2 Aeronautical Charts

GEN 3.3 Air Traffic Services

GEN 3.4 Communication Services

GEN 3.5 Meteorological Services

GEN 3.6 Search and Rescue

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 Aerodrome/Heliport Charges

GEN 4.2 Air Navigation Services Charges

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 Designated Authorities

The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1 AVIATION AUTHORITY

1.1 In Belgium

1.1.1 Civil

Post: Civil Aviation Authority
Atrium - 6th floor
Rue du Progrès / Vooruitgangstraat 56
1210 Brussels
BELGIUM

TEL: +32 (0) 2 277 31 11

Email: civilair@mobilit.fgov.be

URL: www.mobilit.belgium.be

1.1.2 Military

Post: Defence
Air and Space Component - COMOPS AIR&SPACE
Air Operations Support (A 3.2)
Kwartier Koningin Elisabeth / Quartier Reine Elisabeth
Bldg 1
Eversestraat / Rue d'Evere 1
1140 Brussels
BELGIUM

TEL: +32 (0) 2 441 66 42

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

1.2 In Luxembourg

Post: Direction de l'Aviation Civile
BP 283
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 24 77 49 00

FAX: +352 24 77 49 45

Email: civilair@av.etat.lu

URL: www.dac.gouvernement.lu

2 METEOROLOGY

2.1 In Belgium

2.1.1 Civil

Post: skeyes
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

TEL: +32 (0) 2 206 20 01

Email: meteo@skeyes.be

URL: ops.skeyes.be

2.1.2 Military

Post: Defence
Air and Space Component - COMOPS AIR&SPACE
Meteo Wing
Base Charles Roman
1320 Beauvechain
BELGIUM

TEL: +32 (0) 2 442 54 24

TEL: +32 (0) 2 442 54 34

Email: METEOW-BMGT-PLAN@mil.be

Email: METEOW-BMGT-CURRENT@mil.be

2.2 In Luxembourg

Post: Administration de la navigation aérienne
MET Department
BP 273
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 47 98 27 00 1

FAX: +352 47 98 27 09 1

AFS: ELLXYMYX

Email: info@meteo.public.lu

URL: www.ana.gouvernement.lu (ANA site)

URL: www.meteolux.lu (MET site)

3 CUSTOMS

3.1 In Belgium

Post: Administration Centrale des Douanes et Accises / Centrale Administratie der Douane en Accijnzen
Boulevard Roi Albert II / Koning Albert II-laan 33
1030 Brussels
BELGIUM

TEL: +32 (0) 2 576 30 19

Email: info.douane@minfin.fed.be

URL: https://finance.belgium.be/en/customs_excises

URL: https://financien.belgium.be/nl/douane_accijnzen

URL: https://finances.belgium.be/fr/douanes_accises

3.2 In Luxembourg

3.2.1 Passengers

Post: Administration des douanes et accises
IGOS – Unité Contrôles Sécuritaires – Service Contrôles aéroportuaires
Cargo Center Est
L-1360 Luxembourg
LUXEMBOURG

TEL: +352 24 64 88 00

Email: pax@do.public.lu

URL: www.douanes.public.lu

3.2.2 Cargo

Post: Administration des douanes at accises
Brigade Contrôle Fret Findel
BP 61
L-6905 Niederanven
LUXEMBOURG

TEL: +352 24 56 90 77

FAX: +352 26 94 55 32

Email: idf.gaff@do.public.lu

URL: www.douanes.public.lu

4 IMMIGRATION

4.1 In Belgium

Post: Federale Politie / Police Fédérale
Immigratie en grenscontrole / Immigration et contrôle frontière
Koningsstraat /Rue Royale 202A
1000 Brussels
BELGIUM

TEL: +32 (0) 2 642 63 21

Email: dga.dao.migration@police.belgium.eu

URL: www.politie.be

URL: www.police.be

URL: www.polizei.be

4.2 In Luxembourg

Post: Police Grand-Ducale
Service de Contrôle à l'Aéroport
BP 1007
L-2957 Luxembourg
LUXEMBOURG

TEL: +352 244 185 000

Email: upa.sca@police.etat.lu

URL: www.police.public.lu

5 HEALTH

5.1 In Belgium

Post: FOD Volksgezondheid, Veiligheid van de Voedselketen en Leefmilieu /
SPF Santé public, Sécurité de la Chaîne alimentaire et Environnement
Eurostation II
Victor Hortaplein / Place Victor Horta 40/10
1060 Brussels
BELGIUM

TEL: +32 (0) 2 524 97 97

URL: www.health.belgium.be

5.2 In Luxembourg

Post: Ministère de la Santé
Division de l'Inspection Sanitaire
2a, rue Thomas Edison
L-1445 Strassen
LUXEMBOURG

TEL: +352 24 78 56 50

Email: inspecteur-sanitaire@ms.etat.lu

URL: www.sante.public.lu

6 EN-ROUTE CHARGES

Post: EUROCONTROL
Central Route Charges Office
Raketstraat / Rue de la Fusée 96
1130 Brussels
BELGIUM

TEL: +32 (0) 2 729 38 38

FAX: +32 (0) 2 729 90 93

Email: r3.crco@eurocontrol.int

URL: www.eurocontrol.int/crco

7 AERODROME CHARGES

7.1 EBAW and EBOS

Post: Ministerie van de Vlaamse Gemeenschap
Departement Mobiliteit en Openbare Werken
Afdeling Openbare Werken
Koning Albert II-laan 20/2
1000 Brussels
BELGIUM

TEL: +32 (0) 2 553 78 11

FAX: +32 (0) 2 553 78 65

7.2 EBBR

Post: Brussels Airport Company
Auguste Reyerslaan 80
1030 Brussels
BELGIUM

TEL: +32 (0) 2 753 42 00

AFS: EBBRYDYX

7.3 EBCI and EBLG

Post: Service Public de Wallonie
DGO - O/METCA-MET - D323
Boulevard du Nord 8
5000 Namur
BELGIUM

TEL: +32 (0) 81 77 20 00

FAX: +32 (0) 81 77 38 66

7.4 EBKT

Post: WIVWB
Luchthavenstraat 1 bus 1
8560 Wevelgem
BELGIUM

TEL: +32 (0) 56 36 20 45

FAX: +32 (0) 56 35 40 59

AFS: EBKTZPZX

Email: airport.kortrijk@skynet.be

7.5 ELLX

Post: Société de l'Aéroport de Luxembourg SA
Airport Charges
BP 635
L-2016 Luxembourg
LUXEMBOURG

TEL: +352 24 64 1

Email: airportcharges@lux-airport.lu

URL: https://www.lux-airport.lu/corporate/business-partners/airport-fees-and-charges/

8 AGRICULTURAL QUARANTINE

8.1 In Belgium

8.1.1 Brussels-Capital Region

Post: Ministère de la Région de Bruxelles-Capitale / Ministerie van het Brussels Hoofdstedelijk Gewest
Administration de l'Economie et de l'Emploi / Bestuur Economie en Werkgelegenheid
Boulevard du Jardin botanique / Kruidtuinlaan 20
1035 Brussels
BELGIUM

TEL: +32 (0) 2 800 34 52
FAX: +32 (0) 2 800 38 04
Email: info.eco@mrbc.irisnet.be
URL: www.brussels.irisnet.be

8.1.2 Flemish Region

Post: Ministerie van de Vlaamse Gemeenschap
Agentschap Landbouw en Zeevisserij
Koning Albert II-laan 15 bus 360
1210 Brussels
BELGIUM
TEL: +32 (0) 2 214 48 48
Email: info@lv.vlaanderen.be
URL: https://lv.vlaanderen.be

8.1.3 Walloon Region

Post: Service Public de Wallonie
Direction Générale Agriculture, Ressources naturelles et Environnement
Avenue Prince de Liège 15
5100 Namur
BELGIUM
TEL: +32 (0) 81 64 94 11
Email: agriculture.dgarne@spw.wallonie.be
URL: https://agriculture.wallonie.be

8.2 In Luxembourg

8.2.1 Animals

Post: Administration Luxembourgeoise Vétérinaire et Alimentaire
BP 1403
L-1014 Luxembourg
LUXEMBOURG
TEL: +352 24 78 25 39
FAX: +352 40 75 45
Email: info@alva.etat.lu
URL: www.agriculture.public.lu

8.2.2 Plants

Post: Administration des Services Techniques de l'Agriculture
BP 1904
L-1019 Luxembourg
LUXEMBOURG
TEL: +352 45 71 72 275 or 277
FAX: +352 45 71 72 182
Email: import-controle@asta.etat.lu
URL: www.agriculture.public.lu

9 AIRCRAFT ACCIDENTS INVESTIGATION

9.1 In Belgium

9.1.1 Civil

Post: Air Accident Investigation Unit (AAIU)
Atrium - 6th floor
Rue du Progrès/Vooruitgangstraat 56
1210 Brussel
BELGIUM
TEL: +32 (0) 2 277 33 44
Email: info.aaiu@mobilit.fgov.be

9.1.2 Military

Post: Defence
Air and Space Component – COMOPS AIR&SPACE
Aviation Safety Directorate
Base Charles Roman
1320 Beauvechain
BELGIUM

TEL: +32 (0) 2 442 54 49

Email: asd-avn-safety@mil.be

9.2 In Luxembourg

Post: Administration des Enquêtes Techniques
5, rue Auguste Lumière
L-1950 Luxembourg
LUXEMBOURG

TEL: +352 24 78 44 03

TEL: +352 24 78 44 04 (H24)

FAX: +352 24 79 44 04

Email: info@aet.etat.lu

URL: www.aet.gouvernement.lu

•Chartered military aircraft (commercial transport aircraft on military missions);
•All military fighter aircraft;
•All military helicopter aircraft.

1.2.3.3 Suitable Airfields

For all nations:

•Airfields open to civil air traffic;
•EBMB (for VIP flights).

Additionally, for EU and NATO members:

•Military airfields.

Operational clearance must always be obtained from the appropriate airfield authority.

1.2.3.4 Requests

All flights, except those who are covered by a standing diplomatic clearance, are subject to an occasional diplomatic clearance request. This request has to be sent at least 5 (five) working days in advance using the European Union Diplomatic Clearance (DIC) form and its validity frame is -24 HR until +72 HR from the scheduled overflight time of the entry point.

The Diplomatic Clearance (DIC) form may be downloaded in WORD format from the following address:

URL: https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Product/Forms/EU_Diplomatic_Clearance_DIC_form.doc

An example of a filled out form may be found from the following address:

URL: https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Product/Forms/EU_Diplomatic_Clearance_DIC_form_example.pdf

1.2.3.5 Notification

For all nations:

•Reference of clearance has to be inserted in the ICAO flight plan;
•Each notification has a validity frame of -24 HR until +72 HR from the scheduled overflight time of the entry point;
•VIP flights with planned landing in Belgium have to be notified at least one working day prior landing, with use of the European Union Diplomatic Clearance form.

Additionally, for EU and NATO members, they shall follow the rules, according to the information found on:

URL: https://dic.eda.europa.eu/belgium

All missions which are not covered by items in §1.2.3.5 are automatically subject to a requests, according to § 1.2.3.4.

1.2.3.6 Addresses

Requests for standing diplomatic clearances, occasional requests and notifications, have to be sent through diplomatic channel to FPS Foreign Affairs, Foreign Trade and Development Cooperation, International Transport Directorate.

For EU and NATO members who have agreed on a simplified communication procedure, notifications and occasional requests may be sent directly to the Belgian Air Defence Notification Center.

Email: CRC-11SQN-ADNC@mil.be
TEL: +32 (0) 2 443 86 59

1.2.4 Flights of Foreign Military Aircraft over Belgian Territory

All foreign MIL flights within the Brussels FIR/UIR may be conducted according GAT or OAT rules, depending upon operational requirements of the mission. OAT flights are only possible during the Steenokkerzeel ATCC operating hours (see GEN 3.3) and, other than transit flights, are forbidden on SAT, SUN and national HOL. COMOPS AIR&SPACE can grant exceptions to this rule.

Aircraft flying according GAT shall establish radio contact with Brussels ACC/APP/FIC on frequencies stated in ENR 2.1, § 3.

Aircraft flying according OAT shall establish radio contact with Steenokkerzeel ATCC, call sign ‘Belga Radar’, on frequencies stated in ENR 2.1, § 3.

Foreign OAT flights requesting

•airspace for Tactical Air Ops or other than Tactical Air Ops shall follow the booking procedures as described in ENR 5.2, § 1.3
•the use of danger areas or restricted areas shall follow the reservation specifications as described in ENR 5.1, § 5
•the use of Helicopter Training Areas (HTA) or Low Flying Areas (LFA) shall follow the booking procedures as described in ENR 5.2, § 2.2 and ENR 5.2, § 3.2

Combined OAT missions with BEL and foreign military aircraft shall follow the domestic booking procedures.

EUROAT rules are applicable as described in ENR 1.1, § 2.1.2.2.

OAT and GAT flight plans shall be submitted according to the rules laid down in ENR 1.10.

The use of tactical call signs within the Belgian airspace is prohibited for non-Belgian military aircraft. QRA missions (training and real) are exempted from this rule. Other exception requests for the use of tactical call signs within the Belgian airspace need prior approval and can be sent, at least 5 working days in advance, to:

Post: Defence
Air and Space Component - COMOPS AIR&SPACE
Air Operations Support (A 3.2)
Kwartier Koningin Elisabeth
Bldg 1
Eversestraat / Rue d'Evere 1
1140 Brussels
BELGIUM

TEL: +32 (0) 2 441 66 42

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

1.2.5 Landing of Military Aircraft at EBBR

1.2.5.1 Conventional and Jet Transport Aircraft

Aircraft of the 15W: No restrictions.

Liaison aircraft: must file an IFR FPL and be able to select the appropriate radio frequencies stated in ENR 2.1, § 3.

1.2.5.2 Jet Fighter Aircraft

Jet fighter aircraft will only be allowed to land at EBBR in exceptional circumstances. When a jet fighter aircraft is authorised to land, the same prescription as in above will apply. The authorisation to land at EBBR must be obtained via COMOPS AIR&SPACE Air Operations Support.

2 IN LUXEMBOURG

2.1 Submission of the General Declaration to Luxembourg Air Border Guards

According to the Schengen Border Code *Regulation EU 2016/399*, a General Declaration is a mandatory immigration document for general aviation flights leaving or entering the countries of the Schengen Treaty.

Border guards from the Luxembourg Airport Police require a General Declaration in advance, prior to take-off, by means of a submitted General Declaration (inbound and outbound).

The required General Declaration Form can be downloaded via the following link: URL: https://police.public.lu/fr/votre-police/services-et-unites/upa.html.

For all aircraft being subject to mandatory handling at the Business Aviation Center (see ELLX AD 2.20, § 6.1 and ELLX AD 2.20, § 6.2) the completed form must be sent to following email recipients:

- Border guards: upa.gendec@police.etat.lu
- Business Aviation Center: bac@lux-airport.lu

For aircraft which are exempted from handling (see ELLX AD 2.20, § 6.3) the General Declaration Form must only be sent to the competent border guards: upa.gendec@police.etat.lu.

Further information can be obtained from:

Unité de la Police de l'Aéroport
Luxembourg Airport

Email: upa.gendec@police.etat.lu

TEL: +352 24 41 85 04 0

2.2 Other

See relevant services, GEN 1.1.

GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures

1 Differences from ICAO

Number	Annex	Edition	Differences
1	Personnel Licensing	14 (including up to amendment 179)	NIL
2	Rules of the Air	11 (including up to amendment 48)	**Chapter 3, § 3.2.2 (Belgium and Luxembourg)** An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.
			Chapter 3, § 3.2.2.4 (Belgium and Luxembourg) Sailplanes overtaking: a sailplane overtaking another sailplane may alter its course to the right or to the left.
			Chapter 3, § 3.2.3.2 (b) (Belgium and Luxembourg) Unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable.
			Chapter 3, § 3.2.5 (c) and (d) (Belgium and Luxembourg) (c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC; (d) except for balloons, land and take off into the wind unless safety, the runway configuration or air traffic considerations determine that a different direction is preferable.
			Chapter 3, § 3.3.1.2 (Belgium and Luxembourg) VFR flights across international borders operating in class G airspace and originating from within the Schengen area do not need a flight plan as far as the Brussels FIR is concerned. A pilot is required to file a flight plan when planning any flight at night if leaving the vicinity of an aerodrome.
			Chapter 3, § 3.8 and Appendix 2 (Belgium and Luxembourg) The words “in distress” are not included in EU law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive, as well as those found in Attachment A, are not contained in EU law.
			FL FT KM M **Chapter 4, § 4.6 (Belgium and Luxembourg)** Except when necessary for take-off or landing, or except by permission from the CAA, a VFR flight shall not be flown: a. over the congested areas of cities, towns or settlements, or over an open-air assembly of persons at a height less than 300 M (1000 FT) above the highest obstacle within a radius of 600 M from the aircraft; b. elsewhere than as specified in (a), at a height less than 150 M (500 FT) above the ground or water, or 150 M (500 FT) above the highest obstacle within a radius of 150 M (500 FT) from the aircraft.
3	Meteorological Service for International Air Navigation	20 (including up to amendment 81)	NIL
4	Aeronautical Charts	11 (including up to amendment 61)	**Chapter 1, § 1.3.2. (Luxembourg only)** AIS.OR.325 does not specify which charts have to be produced and be made available in a State.

Number	Annex	Edition	Differences
5	Units of Measurement to be Used in Air and Ground Operations	5 (including up to amendment 17)	NIL
6	Operation of Aircraft		
	Part I: International Commercial Air Transport - Aeroplanes	12 (including up to amendment 48)	NIL
	Part II: International General Aviation - Aeroplanes	11 (including up to amendment 40)	NIL
	Part III: International Operations - Helicopters	11 (including up to amendment 24)	NIL
7	Aircraft Nationality and Registration Marks	6 (including up to amendment 7)	NIL
8	Airworthiness of Aircraft	13 (including up to amendment 109)	NIL
9	Facilitation	16 (including up to amendment 29)	NIL

Number	Annex	Edition	Differences
10	Aeronautical Telecommunications		
	Volume I: Radio Navigation Aids	8 (including up to amendment 93)	NIL
	Volume II: Communication Procedures including those with PANS status	7 (including up to amendment 92)	**Chapter 5 § 5.2.1.4.1 (Belgium and Luxembourg)** (a) Transmission of numbers (1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately. (i) Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds. (ii) The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1 000 hPa which shall be transmitted as “ONE THOUSAND”. (iii) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word “THOUSAND”. (2) All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word “HUNDRED” or “THOUSAND”, as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word “THOUSAND”, followed by the number of hundreds, followed by the word “HUNDRED”. (3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately. (4) When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as “TEN O'CLOCK” or “ELEVEN O'CLOCK”. (5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word “DECIMAL”. (6) All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used.
			Chapter 5 § 5.2.1.7.3.2.3 (additional provision) (Belgium and Luxembourg) For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted.
	Volume III: Communications Systems • Part I: Digital Data Communication Systems • Part II: Voice Communication Systems	2 (including up to amendment 91)	NIL
	Volume IV: Surveillance and Collision Avoidance Systems	5 (including up to amendment 91)	NIL
	Volume V: Aeronautical Radio Frequency Spectrum Utilization	3 (including up to amendment 89)	NIL

Number	Annex	Edition	Differences
11	Air Traffic Services	15 (including up to amendment 52)	**Chapter 2, § 2.6 and Appendix 4 (Belgium only)** Pilots shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel in class G RMZ. The Director General of the CAA may exempt aircraft types, which for technical or safety reasons exceed the 250KT speed limit.
			Chapter 2, 2.6.1 (Luxembourg only) The CAA may exempt aircraft types, which for technical or safety reasons exceed the 250 KT speed limit.
			Chapter 2, 2.6.3 (Luxembourg only) The CAA may exempt aircraft types, which for technical or safety reasons exceed the 250 KT speed limit.
			Chapter 2, 2.13.5 (Luxembourg only) Annex 11 Appendix 3, 2.1.1. (e) requires that the word “visual” is used in the plain language designator when the route has been established for VFR, whereas the EU rule extends it to IFR in VMC as well. (same difference is replicated in paragraph 5.3 Annex 11 Appendix 3). Annex 11 Appendix 3 paragraph 6 (MLS/RNAV) is not transposed. Annex 11 Appendix 3 paragraph 7:7.2 is not transposed. Annex 11 Appendix 3 paragraph 8 is not transposed.
			Chapter 2, 2.15.3 (Luxembourg only) Annex 11 Appendix 2, paragraph 1.1 the terms “preferably VHF or higher frequency aids” are not transposed. Paragraph 4.2, 5.7 and 5.8 are not transposed.
			Chapter 2, 2.18.2 (Luxembourg only) The EU regulation refers to “air operations” instead of “activities”, therefore restricting the scope of the requirement. The EU regulation does not specify with whom the co-ordination should be affected by omitting to specify the “appropriate air traffic services authorities”.
			Chapter 2, 2.19.1 (Luxembourg only) The EU regulation refers to “air operations” instead of “activities”, therefore restricting the scope of the requirement. The EU regulation does not specify with whom the co-ordination should be affected by omitting to specify the “appropriate air traffic services authorities”.
			Chapter 2, 2.19.4 (Luxembourg only) Art. 3c of Regulation (EU) 2017/373: Art. 3c(2) refers to Art. 3c(1), which is the transposition of paragraph 2.19.1 of Annex 11, therefore the same difference applies.
			Chapter 2, § 2.26.5 (Belgium and Luxembourg) Time checks shall be given at least to the nearest minute.
			Chapter 3 and Appendix 4 (Belgium only) When requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the appropriate ATS unit in airspace classes D and E, a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below FL100 during climb or descent, during day under VMC.
			Chapter 3, 3.3.4 (Luxembourg only) When requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the CAA, a flight, in airspace classes D and E, may be cleared subject to maintaining own separation in respect of a specific portion of the flight below 3 050 M (10 000 FT) during climb or descent, during day in VMC.

Number	Annex	Edition	Differences
			Chapter 3, § 3.7.3.1 (Belgium and Luxembourg) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: a. ATC route clearances; b. clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and c. runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and d. transition levels, whether issued by the controller or contained in ATIS broadcasts.
			Chapter 3, § 3.7.3.1.1 (Belgium and Luxembourg) Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.
			Chapter 3 (additional provision) (Belgium and Luxembourg) Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the CAA for helicopters in special cases such as, but not limited to, medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied: a. such flights may be conducted during day only, unless otherwise permitted by the CAA; b. by the pilot: 1. clear of cloud and with the surface in sight; 2. the flight visibility is not less the 1500M or, for helicopters, not less than 800M; 3. fly at a speed of 140KT IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision, and c. an air traffic control unit will not issue a Special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima: 1. the ground visibility is less than 1500 M or, for helicopters, less than 800 M; 2. the ceiling is less than 180M (600FT).
			Chapter 4, 4.3.7 (Luxembourg only) The braking action will not be provided through ATIS.
			Chapter 4, 4.3.8 (Luxembourg only) The braking action will not be provided through ATIS.
			Chapter 4, 4.3.9 (Luxembourg only) The braking action will not be provided through ATIS.
			Chapter 6, 6.1.2.1 (Luxembourg only) The EU Regulation allows flexibility in the available radio coverage subject to approval by the competent authority.
12	Search and Rescue	8 (including up to amendment 18)	NIL
13	Aircraft Accident Investigation	12 (including up to amendment 18)	NIL
14	Aerodromes		
	Volume I: Aerodrome Design and Operations	9 (including up to amendment 17)	Note: Differences below are only applicable to the aerodromes certified according to the European regulation. The aerodromes are listed in AD 1.5 Status of Certification of Aerodromes.

Number	Annex	Edition	Differences
			Chapter 1, Runway surface condition(s) (Luxembourg only) The definition includes an additional runway surface condition 'special prepared winter runway'.
			Chapter 1, §1.4.1 (Belgium only) European regulation applies only to aerodromes open to public use, which serve commercial air transport, having a paved instrument runway of 800 M or more. These aerodromes are certified under European regulation, with a possible exemption for aerodromes below 10 000 commercial passengers per year and 850 freight movements per year. Aerodromes not covered by European regulations are certified when they accommodate more than 10 000 commercial passengers over 3 consecutive years. All aerodromes out of the scope of European Union regulation are subject to runway homologation by the Competent Authority. See AD 1.5 Status of Certification of Aerodromes.
			Chapter 2, Runway surface condition(s) for use in the runway condition report (Luxembourg only) Two additional terms are used for the description of the runway surface condition, namely 'SPECIALLY PREPARED WINTER RUNWAY' and 'SLIPPERY WET'.
			Chapter 2, §2.12 (Luxembourg only) The specification has been partially transposed. The transposed specification is in Guidance Material GM1 ADR.OPS.A.005 visual approach indicator systems.
			Chapter 3, §3.3 (Luxembourg only) The provision of the runway turn pad is conditional due to the inclusion of the words 'if required' in the regulation.
			Chapter 3, §3.8.1 (Belgium only) The provision of radio altimeter operating area is optional for CAT I runways.
			Chapter 3, §3.9.12 (Belgium only) Regulation requires a suitable strength for taxiways and not the strength of the runway they serve.
			Chapter 3, §3.13.6 (Belgium only) The regulation offers the possibility to reduce the clearance distance for height limited objects if the stand is restricted for aircraft with specific characteristics.
			Chapter 4, §4.2.16 (Belgium only) For code letter F aerodromes, the width of the inner approach surface and the length of the inner edge of the balked landing surface are increased to 140M, irrespective of the type of avionics.
			Chapter 5, §5.2.1.3 (Luxembourg only) Runway side strip markings may also continue acroos the intersection.
			Chapter 5,§5.2.10.5, §5.2.10.6, §5.2.10.7 (Belgium only) Only pattern A2 and B2 are used.
			Chapter 5, §5.2.13.1 (Belgium only) Markings may not be provided where appropriate procedures are in place.
			Chapter 5, §5.3.5.36 (Belgium only) The regulation does not foresee that the approach slope should be appropriate for the aeroplanes.
			Chapter 5, §5.3.5.44 (Belgium only) The regulation foresees one more case where an object or an extension to an existing object may penetrate the obstacle protection surface, that is, when after a safety assessment, it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of helicopters.
			Chapter 5, §5.3.5.44 (Luxembourg only) The regulation foresees one more case where an object or an extension to an existing object may penetrate the obstacle protection surface, when after a safety assessment, it is determined that the object would not adversely affect the safety of operations.

Number	Annex	Edition	Differences
			Chapter 5, §5.3.5.45 (Luxembourg only) The regulation does not foresee the removal of existing objects as prescribed in the specifications.
			Chapter 5, §5.3.20.1 (Belgium only) Stop bars are provided when the runway is intended to be used with an RVR less than 550M.
			Chapter 5, §5.3.22.1 (Belgium only) The regulation describes only the purpose of the de-icing/anti-icing facility exit lights and does not require the provision of the lights.
			Chapter 5, §5.3.24.1 (Belgium only) The provision of floodlighting on de-icing/anti-icing facilities is not mandatory.
			Chapter 5, §5.3.28.1 (Belgium only) Road-holding position lights are provided when the runway is to be used with RVR below 550M.
			Chapter 5, §5.4.3.5 (Belgium only) Intersection take-off signs are mandatory.
			Chapter 8, §8.1.10 (Belgium only) Essential security lighting and essential equipment and facilities for the aerodrome responding emergency services, are not covered by the regulation.
			Chapter 9, §9.1.7 (Belgium only) The regulation allows the possibility for a mobile command post not to be available.
			Chapter 9, §9.1.11 (Belgium only) The regulation allows the possibility for communication systems not to be provided.
			Chapter 9, §9.1.13 (Belgium only) The regulation does not foresee the possibility of “modular tests in the first year and a full emergency exercise at intervals not exceeding 3 years”.
			Chapter 9, §9.2.2 (Luxembourg only) The AMC does not foresee the provision of specialist fire-fighting equipment appropriate to the hazard and risk.
			Chapter 9, §9.2.4 (Belgium only) The regulation uses the principles contained in 9.2.5 and 9.2.6 for establishing the level of protection for an aerodrome; however the regulation allows the reduction of the required level of protection based on the number of movements of the larges aeroplane at the aerodrome.
			Chapter 9, §9.2.16 (Belgium only) The regulation does not require supplementary water supplies to be available.
			Chapter 9, §9.2.29 (Belgium only) The regulation does not include a certain response times to any other part of the movement area. The response times are calculated and included in the aerodrome emergency plan.
			Chapter 9, §9.2.31 (Belgium only) The regulation foresees the arrival of vehicles, other from the first responding vehicle, by taking into account the time that the first vehicle should respond plus one minute.
			Chapter 9, §9.2.32 (Belgium only) The regulation foresees the arrival of vehicles, other from the first responding vehicle, by taking into account the time that the first vehicle should respond plus one minute.
			Chapter 9, §9.9.4 (Belgium and Luxembourg) In addition to the cases foreseen in the relevant specification, the regulation allows the presence of equipment/installations also after a safety assessment regarding safety and regularity.
			Chapter 10, §10.5.8 (Belgium only) The regulation applies for taxiway operations under 550M RVR.

Number	Annex	Edition	Differences
			Chapter 10, §10.5.9 (Belgium only) The regulation applies for taxiway operations under 550M RVR.
	Volume II: Heliports	5 (including up to amendment 9)	NIL
15	Aeronautical Information Services	16 (including up to amendment 42)	**Chapter 6, 6.3.2.3 (Luxembourg only)** Not all the additional cases introduced with amendments 40 and 41 of Annex 15, for NOTAM origination are covered.
			Chapter 6, 6.3.2.4 (Belgium and Luxembourg) A NOTAM is also required to be originated and issued in case of unavailability of a runway due to runway marking works or, if the equipment used for those works can be removed, a time lag required for making the runway available.
16	Environmental Protection		
	Volume I: Aircraft Noise	8 (including up to amendment 14)	NIL
	Volume II: Aircraft Engine Emissions	5 (including up to amendment 11)	NIL
	Volume III: Aeroplane CO_2 Emissions	1 (including up to amendment 2)	NIL
	Volume IV: Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)	2 (including up to amendment 1)	NIL
17	Aviation Security	12 (including up to amendment 18)	NIL
18	The Safe Transport of Dangerous Goods by Air	4 (including up to amendment 12)	NIL
19	Safety Management	2 (including up to amendment 1)	NIL

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

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

Number	Document	Edition	Differences
4444	Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)		**Chapter 12, § 12.3.1.2, level changes, reports and rates** In the Brussels UIR, for GAT above FL 245, the words “TO” and “FOR” shall not be used in connection with assignment/reporting of levels. **Chapter 12, § 12.3.1.2, items (z) to (kk)** In Belgium, following additional phraseologies are used: • clearance to cancel level restriction(s) of the vertical profile of a SID during climb: *“CLIMB TO (level) [LEVEL RESTRICTION(S) (SID designator) CANCELLED (or) LEVEL RESTRICTION(S) (SID designator) AT (point) CANCELLED]”*; • clearance to cancel level restriction(s) of the vertical profile of a STAR during descend: *“DESCEND TO (level) [LEVEL RESTRICTION(S) (STAR designator) CANCELLED (or) LEVEL RESTRICTION(S) (STAR designator) AT (point) CANCELLED]”*. In Belgium, the phraseologies for the following circumstances are not used: • clearance to climb on a SID which has published level and/or speed restrictions, where the pilot is to climb to the cleared level and comply with published level restrictions, follow the lateral profile of the SID; and comply with published speed restrictions or ATC issued speed control instructions as applicable; • clearance to cancel level restriction(s) of the vertical profile of a SID during climb; • clearance to cancel specific level restriction(s) of the vertical profile of a SID during climb; • clearance to cancel speed restrictions of a SID during climb; • clearance to cancel specific speed restrictions of a SID during climb; • clearance to climb and to cancel speed and level restrictions of a SID; • clearance to descend on a STAR which has published level and/or speed restrictions, where the pilot is to descend to the cleared level and comply with published level restrictions, follow the lateral profile of the STAR and comply with published speed restrictions or ATC issued speed control instructions; • clearance to cancel level restrictions of a STAR during descent; • clearance to cancel specific level restrictions of a STAR during descent; • clearance to cancel speed restrictions of a STAR during descent; • clearance to cancel specific speed restrictions of a STAR during descent; • clearance to descend and to cancel speed and level restrictions of a STAR.
			Chapter 12, § 12.3.2.2, item (b) (3) In Belgium, the phraseology *“FLIGHT PLANNED ROUTE”* is used.
			Chapter 12, § 12.3.3.1, item (f) In Belgium, the phraseology *“CLEARED VIA (designation)”* is used.
			Chapter 12, § 12.3.3.1, item (g) and (h) In Belgium, the phraseology for clearance to proceed direct with advance notice of a future instruction to rejoin the SID is not used.
			Chapter 12, § 12.3.3.2, item (a) In Belgium, the phraseology *“CLEARED (or PROCEED) VIA (designation)”* is used.
			Chapter 12, § 12.3.3.2, item (b) In Belgium, the phraseology *“CLEARED TO (clearance limit) VIA (designation)”* is used.
			Chapter 12, § 12.3.3.2, item (c) In Belgium, the phraseology *“CLEARED (or PROCEED) VIA (details of the route to be followed)”* is used.
			Chapter 12, § 12.3.3.2, item (d) and (e) In Belgium, the phraseology for clearance to proceed direct with advance notice of a future instruction to rejoin the STAR is not used.
			Chapter 12, § 12.4.1.6, item (k) In Belgium, the phraseology *“RESUME PUBLISHED SPEED)”* is not used.

2 Data non-compliant with European Commission Regulation (EU) 2017/373

Data limitations regarding aeronautical data published under the responsibility of AIS Luxembourg.

With reference to the data limitations as stated in *EU Regulation 2017/373 Part-AIS, requirement AIS.TR.240*, find hereunder the data where AIS Luxembourg cannot guarantee that all DQR are met.

This concerns mainly data that has not been updated within the last 5 years (before 2019).

Data Item	AIP Ref.	AIP Section	Reason	Notes/Remarks
Obstacles - Horizontal position	Obstacle position	ENR 5.4 § 2	Not updated within the last 5 years	EL0001 - EL0084
Obstacles - Elevation	ELEV / HGT (FT)	ENR 5.4 § 2	Not updated within the last 5 years	EL0001 - EL0084
Obstacles - Height	ELEV / HGT (FT)	ENR 5.4 § 2	Not updated within the last 5 years	EL0001 - EL0084
Aerodrome/Heliport - Field elevation	3. Elevation	ELLX AD 2.2	Not updated within the last 5 years	
	2. Elevation (FT)	ELLC AD 3.2, ELLZ AD 3.2, ELET AD 3.2, ELEA AD 3.2, ELLK AD 3.2		
Aerodrome/Heliport - Reference point	1. ARP coordinates	ELLX AD 2.2	Not updated within the last 5 years	
	1. Coordinates	ELLC AD 3.2, ELLZ AD 3.2, ELET AD 3.2, ELEA AD 3.2, ELLK AD 3.2		
Taxiway - Width	2. Taxiway width	ELLX AD 2.8	Not updated within the last 5 years	
	WIDTH (M)	ELLX AD 2.24 - GMC.02		
Runway - Nominal length	Dimensions of RWY (M)	ELLX AD 2.12	Not updated within the last 5 years	
Runway Direction - True bearing	True BRG	ELLX AD 2.12	Not updated within the last 5 years	RWY 06 and 24
Runway Direction - Touchdown zone - Elevation	THR ELEV and highest ELEV of TDZ of precision APCH RWY	ELLX AD 2.12	Not updated within the last 5 years	RWY 24
Runway Direction - Declared distances	TORA (M), TODA (M), ASDA (M), LDA (M)	ELLX AD 2.13	Not updated within the last 5 years	RWY 06 and 24
FATO - Threshold - Elevation	2. Elevation (FT)	ELEA AD 3.2	Not updated within the last 5 years	
FATO - Threshold - Position	COORDINATES	ELEA AD 3.23	Not updated within the last 5 years	
FATO - Length	3. Dimensions (M)	ELEA AD 3.2, ELEA AD 3.23	Not updated within the last 5 years	

Data Item	AIP Ref.	AIP Section	Reason	Notes/Remarks
TLOF - Centre point - Position	1. Coordinates	ELLC AD 3.2, ELLZ AD 3.2, ELET AD 3.2, ELEA AD 3.2, ELLK AD 3.2	Not updated within the last 5 years	
TLOF - Centre point - Elevation	2. Elevation (FT)	ELLC AD 3.2, ELLZ AD 3.2, ELET AD 3.2, ELEA AD 3.2, ELLK AD 3.2	Not updated within the last 5 years	
TLOF - Length	3. Dimensions (M)	ELLC AD 3.2, ELLZ AD 3.2, ELET AD 3.2, ELEA AD 3.2, ELLK AD 3.2	Not updated within the last 5 years	
Aircraft stand - Aircraft stand points - Position	Coordinates	ELLX AD 2.24 - APDC.01, ELLX AD 2.24 - APDC.02	Not updated within the last 5 years	Except APRON P2
Helicopter stands - Position	Coordinates	ELLX AD 2.24 - APDC.02	Not updated within the last 5 years	Reference to APDC.02 missing under ELLX AD 2.8 to refer to Helicopter stands

GEN 2.2 Abbreviations Used in AIS Publications

Abbreviations marked by an asterisk (*) are either different from or not contained in *ICAO Doc 8400*.

A

A	Amber
*A	Ampere
AAA	(or AAB, AAC, etc. in sequence) Amended meteorological message (message type designator)
A/A	Air-to-air
AAD	Assigned altitude deviation
AAIM	Aircraft autonomous integrity monitoring
AAL	Above aerodrome level
AAR	Air to air refuelling
ABI	Advance boundary information
ABM	Abeam
ABN	Aerodrome beacon
ABT	About
ABV	Above
AC	Altocumulus
ACARS	Aircraft communication addressing and reporting system
ACAS	Airborne collision avoidance system
ACC	Area control centre or area control
ACCID	Notification of an aircraft accident
*A-CDM	Airport collaborative decision making
ACFT	Aircraft
*ACID	Aircraft identification
ACK	Acknowledge
ACL	Altimeter check location
*ACL	ATC clearances and instructions
*ACM	ATC Communications Management
ACN	Aircraft classification number
ACP	Acceptance (message type designator)
*ACR	Aircraft classification rating
ACPT	Accept or accepted
ACT	Active or activated or activity
*ACU	Air control unit
AD	Aerodrome
ADA	Advisory area
ADC	Aerodrome chart
*ADC	Air defence controller
ADDN	Addition or additional
*ADEP	Airport of departure
*ADES	Airport of destination
ADF	Automatic direction-finding equipment
ADIZ	Air defence identification zone
ADJ	Adjacent
*ADNC	Air Defence Notification Cell
ADO	Aerodrome office (specify service)
*ADP	Automatic data processing
ADR	Advisory route
ADS	The address [when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS] (to be used in AFS as a procedure signal)
ADS-B	Automatic dependent surveillance - broadcast
ADS-C	Automatic dependent surveillance - contract
ADSU	Automatic dependent surveillance unit
ADVS	Advisory service
ADZ	Advise
AES	Aircraft earth station
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
*AFIZ	Aerodrome flight information zone
AFM	Yes or affirm or affirmative or that is correct
AFS	Aeronautical fixed service
AFT	After . . . (time or place)
AFTN	Aeronautical fixed telecommunication network
A/G	Air-to-ground
AGA	Aerodromes, air routes and ground aids
AGL	Above ground level
AGN	Again
AIC	Aeronautical information circular
AIDC	Air traffic services interfacility data communication
*AIM	ATFM information message
AIM	Aeronautical Information Management
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIREP	Air-report
AIRMET	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations
*AIRPROX	Aircraft proximity
AIS	Aeronautical Information Services
ALA	Alighting area
ALERFA	Alert phase
*ALO	Air Liaison Officer
ALR	Alerting (message type designator)
ALRS	Alerting service
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate or alternating (light alternates in colour)
ALTN	Alternate (aerodrome)
AMA	Area minimum altitude
*AMC	Airspace Management Cell
*AMC	ATC microphone check
AMD	Amend or amended (used to indicate amended meteorological message; message type designator)
AMDT	Amendment (AIP amendment)
*AMHS	ATS message handling system
*AMO	Aerodrome Meteorological Office
AMS	Aeronautical mobile service
AMSL	Above mean sea level
AMSS	Aeronautical mobile satellite service
*ANA	Administration de la navigation aérienne
ANC	Aeronautical chart - 1:500000 (followed by name/title)
ANCS	Aeronautical navigation chart - small scale (followed by name/title and scale)
*ANM	ATFM notification message
ANS	Answer
AO	Aircraft Operator
AOC	Aerodrome obstacle chart (followed by type and name/title)
AP	Airport
APAPI	Abbreviated precision approach path indicator
APCH	Approach
APDC	Aircraft parking/docking chart (followed by name/title)
APN	Apron
*APOC	Airport operations centre
APP	Approach control office or approach control or approach control service
APR	April
APRX	Approximate or approximately
APSG	After passing
APU	Auxiliary power unit
APV	Approach procedure with vertical guidance
*AR	Authorization required
ARC	Area chart
*ARES	Airspace reservation
ARNG	Arrange
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARP	Air-report (message type designator)
ARQ	Automatic error correction
ARR	Arrival (message type designator)
ARR	Arrive or arrival
ARS	Special air-report (message type designator)
ARST	Arresting [specify (part of) aircraft arresting equip-

	ment]
AS	Altostratus
ASAP	As soon as possible
ASC	Ascend to or ascending to
ASDA	Accelerate-stop distance available
ASE	Altimetry system error
ASHTAM	Special series of NOTAM notifying, by means of a specific format, change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations
*A-SMGCS	Advanced surface movement guidance and control system
ASPH	Asphalt
*ASR	Aerodrome surveillance radar
AT	At (followed by time at which weather change is forecast to occur)
ATA	Actual time of arrival
ATC	Air traffic control (in general)
*ATCC	Air traffic control centre (military abbreviation)
ATCSMAC	Air traffic control surveillance minimum altitude chart (followed by name/title)
ATD	Actual time of departure
*ATFCM	Air traffic flow and capacity management
ATFM	Air traffic flow management
ATIS	Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATP	At . . . (time or place)
ATS	Air traffic services
ATTN	Attention
AT-VASIS	Abbreviated T visual approach slope indicator system
ATZ	Aerodrome traffic zone
AUG	August
*AUP	Airspace Use Plan
AUTH	Authorized or authorization
AUTO	Automatic
AUW	All up weight
AUX	Auxiliary
AVBL	Available or availability
AVG	Average
AVGAS	Aviation gasoline
AWOS	Automatic Weather Observation System
AWTA	Advise at what time able
AWY	Airway
AZM	Azimuth

B

B	Blue
BA	Braking action
BARO-VNAV	Barometric vertical navigation
BASE	Cloud base
BCFG	Fog patches
BCN	Beacon (aeronautical ground light)
BCST	Broadcast
BDRY	Boundary
BECMG	Becoming
BFR	Before
BKN	Broken
BL	Blowing (followed by DU = dust, SA = sand or SN = snow)
BLDG	Building
BLO	Below clouds
BLW	Below . . .
BOMB	Bombing
BR	Mist
BRF	Short (used to indicate the type of approach desired or required)
BRG	Bearing
BRKG	Braking
BS	Commercial broadcasting station
BTL	Between layers
BTN	Between
BUFR	Binary universal form for the representation of meteorological data
*BVLOS	Beyond visual line of sight

C

C	Centre (runway identification)
C	Degrees Celsius (centigrade)
CA	Course to an altitude
CAA	Civil Aviation Authority or Civil Aviation Administration
*CANAC	Computer Assisted National Air traffic control Centre
*CAS	Close Air Support
CAT	Category
CAT	Clear air turbulence
CAVOK	Visibility, cloud and present weather better than prescribed values or conditions
CB	Cumulonimbus
*CBA	Cross-border area
CC	Cirrocumulus
CCA	(or CCB, CCC, etc. in sequence) Corrected meteorological message (message type designator)
CCO	Continuous climb operations
*CCTV	Closed circuit television
CD	Candela
CDN	Co-ordination (message type designator)
CDO	Continuous descent operations
CDR	Conditional route
*CENOR	Central and Northern region (an organisaton of NATO nations that developed specifications for aeronautical charts for the use of MIL crew)
*CEU	Central executive unit
CF	Change frequency to . . .
CF	Course to a fix
*CFIT	Controlled flight into terrain
CFM	Confirm or I confirm (to be used in AFS as a procedure signal)
CGL	Circling guidance light(s)
CH	Channel
CHEM	Chemical
CHG	Modification (message type designator)
CI	Cirrus
CIDIN	Common ICAO data interchange network
CIV	Civil
CK	Check
CL	Centre line
CLA	Clear type of ice formation
CLBR	Calibration
CLD	Cloud
CLG	Calling
CLIMB-OUT	Climb-out area
CLR	Clear(s) or cleared to . . . or clearance
CLRD	Runway(s) cleared
CLSD	Close or closed or closing
CM	Centimetre
CMB	Climb to or climbing to
CMPL	Completion or completed or complete
CNL	Cancel or cancelled
CNL	Flight plan cancellation (message type designator)
CNS	Communications, navigation and surveillance
COM	Communications
*COMAO	Composite Air Operations
*COMOPS AIR&SPACE	Command Operations Air and Space
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction or constructed
CONT	Continue(s) or continued
COOR	Coordinate or coordination
COORD	Coordinates
COP	Change-over point
COR	Correct or correction or corrected (used to indicate corrected meteorological message; message type designator)

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)
*EBGB	GRIMBERGEN / Lint
*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
*EBMD	ANTWERPEN / AZ Middelheim
*EBME	MEERBEEK

DECODE	
Identifier	Name
*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
EBSZ	SEMMERZAKE (MIL)
*EBTK	TIELEN / Kasterlee

DECODE	
Identifier	Name
*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

ENCODE	
Name	Identifier
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
EVERGEM / Belzele	*EBEB

ENCODE	
Name	Identifier
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
LIÈGE / Citadelle	*EBLC
LIEGE / Clinique Montlegia CHC	*EBCH
LIÈGE / Liège	EBLG
LIÈGE / Sart Tilman	*EBLS
LIERNEUX / Bra	*EBMS

ENCODE	
Name	Identifier
LIERNEUX / Centre Hospitalier Spécial l'Accueil	*EBLX
LINT	*EBLT
LO-RENINGE	*EBRE
LOCHRISTI	*EBLO
LODELINSART / Marie-Curie	*EBMC
LOKEREN / Janssens	*EBLJ
LOTENHULLE	*EBLH
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
ROESELARE / AZ Delta	*EBAD
ROESELARE / Nuytten	*EBNR
ROESELARE / Rumbeke	*EBRR

ENCODE	
Name	Identifier
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
ZUIENKERKE	*EBZU
ZUTENDAAL	*EBSL

GEN 3.3 Air Traffic Services

1 RESPONSIBLE SERVICES

1.1 Civil

Skeyes, ANA and Eurocontrol are the responsible authorities for the provision of air traffic services within the area indicated under § 2 below.

The services are provided in accordance with the provisions contained in the following ICAO documents:

- *ICAO Annex 2. Rules of the Air*
- *ICAO Annex 11. Air Traffic Services*
- *ICAO Doc 4444. Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)*
- *ICAO Doc 7030. Regional Supplementary Procedures*
- *ICAO Doc 8168. Aircraft Operations (PANS-OPS)*

Differences to these provisions are detailed in section GEN 1.7.

1.1.1 Skeyes

Post: skeyes
DGS&O
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

TEL: +32 (0) 2 206 23 20

FAX: +32 (0) 2 206 22 21

AFS: EBVAZGZX

Email: info@skeyes.be

URL: www.skeyes.be

1.1.2 ANA

1.1.2.1 ANA ATC

Post: Administration de la navigation aérienne
ATC Department
BP 273
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 47 98 24 00 1 (Head of TWR)

TEL: +352 47 98 24 00 4 (Head of APP)

FAX: +352 47 98 24 09 9 (TWR)

FAX: +352 47 98 24 09 0 (APP)

AFS: ELLXZTZX

Email: info.dir@aeroport.public.lu

URL: www.ana.gouvernement.lu

1.1.2.2 ANA ARO

Post: Administration de la navigation aérienne
OPS Department – ARO division
BP 273
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 47 98 23 00 1 (Head of ARO)

TEL: +352 47 98 23 01 0 (ARO)

FAX: +352 47 98 23 09 0 (ARO)

AFS: ELLXZPZX

Email: aro@airport.etat.lu

URL: www.ana.gouvernement.lu

1.1.2.3 ANA COM centre

Post: Administration de la navigation aérienne
OPS Department
BP 273
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 47 98 23 01 0

FAX: +352 47 98 23 09 0

AFS: ELLXYFYX

Email: ARO@airport.etat.lu

URL: www.ana.gouvernement.lu

1.1.3 Eurocontrol

Post: Eurocontrol
Maastricht UAC
Horsterweg 11
6199 AC Maastricht Airport
THE NETHERLANDS

TEL: +31 (0) 43 366 12 34

FAX: +31 (0) 43 366 13 00

AFS: EDYYZQZX

Email: masuac.info@eurocontrol.int

URL: www.eurocontrol.int/muac

1.2 Military

Within Belgian Defence, COMOPS AIR&SPACE is the responsible authority for the provision of air traffic services to OAT (see ENR 1.1) within the area indicated under § 2.2 below.

Post: Defence
Belgian Air and Space Component - COMOPS AIR&SPACE
Air Operations Support (A 3.2)
Kwartier Koningin Elisabeth
Bldg 1
Eversestraat / Rue d'Evere 1
1140 Brussels
BELGIUM

TEL: +32 (0) 2 441 66 42

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

2 AREA OF RESPONSIBILITY

2.1 Civil

2.1.1 Skeyes

Skeyes is responsible for the provision of air traffic services within the Brussels FIR/UIR up to and including FL245, with the exception of the airspace within which air traffic services are provided by ANA.

In some cases, delegated air traffic services are provided in airspace belonging to the Amsterdam, Langen and Paris FIR and the France UIR. Details of such services are provided in section ENR 2.2.

2.1.2 ANA

ANA is responsible for the provision of air traffic services within the territory of Luxembourg up to the upper limits of Luxembourg TMA One A and Luxembourg TMA One B.

In some cases, delegated air traffic services are provided in airspace of Belgium and in airspace belonging to the Langen, Reims and Paris FIR. Details of such services are provided in section ENR 2.2.

2.1.3 Eurocontrol

Eurocontrol Maastricht UAC is responsible for the provision of air traffic services within the Brussels UIR above FL245.

2.2 Military

Belgian Defence is responsible for the provision of air traffic services to OAT within the Brussels FIR/UIR.

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 and Space 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 and Space 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 and Space Component 10 W TAC Vliegbasis Kleine-Brogel 3990 Peer BELGIUM	TEL: +32 (0) 2 443 31 35	EBBLZPZX
KOKSIJDE TWR/APP Supervisor	Belgian Air and Space Component Basis van Koksijde R. Van Dammestraat, 10 8670 Koksijde BELGIUM	TEL: +32 (0) 2 442 36 26	EBFNZPZX

ATS unit	Postal address	TEL NR	AFS address
STEENOKKERZEEL ATCC Supervisor	Belgian Air and Space Component Air Traffic Control Centre Tervuursesteenweg 303 1820 Steenokkerzeel BELGIUM	TEL: +32 (0) 2 443 82 04	
STEENOKKERZEEL Flight Data Section	Belgian Air and Space Component Air Traffic Control Centre Tervuursesteenweg 303 1820 Steenokkerzeel BELGIUM	TEL: +32 (0) 2 443 82 21	
STEENOKKERZEEL ARO	Belgian Air and Space Component Air Traffic Control Centre Tervuursesteenweg 303 1820 Steenokkerzeel BELGIUM	TEL: +32 (0) 2 442 23 79	EBMIZGZF
CRC ADNC	CRC Beauvechain Rue de la Grande Lecke 5 1320 Beauvechain BELGIUM	TEL: +32 (0) 2 443 86 59	
RCC Brussels	CRC Beauvechain Rue de la Grande Lecke 1320 Beauvechain BELGIUM	TEL: +32 (0) 2 443 86 60 TEL: +32 (0) 2 443 47 69	EBMIYCYX

7 STEENOKKERZEEL ATCC OPERATIONAL HOURS

Steenokkerzeel ATCC is providing ATS, except on HOL as published in GEN 2.1, § 6, according the following schedule:

1. 01 NOV till 28 or 29 FEB:
   a. 0800 - 2030 on MON and TUE
   b. 0730 - 1630 on WED, THU and FRI
2. 01 MAR till 31 MAY:
   a. 0730 (0630) - 2300 (2200) on MON and TUE
   b. 0730 (0630) - 1700 (1600) on WED, THU and FRI
3. 01 JUN till 31 AUG:
   a. 0630 - 1600 on MON, TUE, WED, THU and FRI
4. 01 SEP till 31 OCT:
   a. 0730 (0630) - 2300 (2200) on MON and TUE
   b. 0730 (0630) - 1700 (1600) on WED, THU and FRI

Remarks:

- as from 1630 (1530) ATS will be provided only to Belgian OAT flights
- foreign OAT flights, requesting an airspace reservation, can be accepted according the booking principles in ENR 5.2, § 1.3
- planned OAT flights outside these operational hours, see ENR 1.1, § 2.1.2
- during any additional opening outside the above mentioned operational hours (published by NOTAM), only planned OAT activities, QRA and EBFN activities will be accepted. More information can be obtained via ATCC SUPERVISOR
- under exceptional circumstances (contingencies, operations in the interest of national security, etc) COMOPS AIR&SPACE can decide to activate Steenokkerzeel ATCC at short notice outside the normal operational hours and without NOTAM

8 CRC BEAUVECHAIN OPERATIONAL HOURS

CRC Beauvechain guarantees a minimum of 3 air defence control positions H24 in the Brussels FIR. The master controller has the authority to alter this number to maximum 5 in function of system status or manning.

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GEN 3.4 Communication Services

1 RESPONSIBLE SERVICES

1.1 Civil

Skeyes, ANA and Eurocontrol are the responsible authorities for the provision of telecommunication and navigation facility services within the areas indicated under § 2 below.

The services are provided in accordance with the provisions contained in the following ICAO documents:

- *ICAO Annex 10. Aeronautical Telecommunications*
- *ICAO Doc 7030. Regional Supplementary Procedures*
- *ICAO Doc 7910. Location Indicators*
- *ICAO Doc 8400. ICAO Abbreviations and Codes (PANS-ABC)*
- *ICAO Doc 8585. Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services*

1.1.1 Skeyes

Post: skeyes
DGS&O
Tervuursesteenweg, 303
1820 Steenokkerzeel
BELGIUM

TEL: +32 (0) 2 206 22 03

FAX: +32 (0) 2 206 22 00

Email: info@skeyes.be

URL: www.skeyes.be

1.1.2 ANA

Post: Administration de la Navigation Aérienne
Service CNS
BP 273
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 47 98 25 80 0

FAX: +352 47 98 25 09 0

Email: cns_all@airport.etat.lu

URL: www.ana.gouvernement.lu

1.1.3 Eurocontrol

Post: Eurocontrol
Maastricht UAC
Horsterweg 11
6199 AC Maastricht Airport
THE NETHERLANDS

TEL: +31 (0) 43 366 12 34

FAX: +31 (0) 43 366 13 00

AFS: EDYYZQZX

Email: masuac.info@eurocontrol.int

URL: www.eurocontrol.int/muac

1.2 Military

Within Belgian Defence, COMOPS AIR&SPACE is the responsible authority for the provision of military telecommunication and navigation facility services within the area indicated under § 2.2 below.

Post: Defence
Air and Space Component - COMOPS AIR&SPACE
Air Operations Support (A 3.2)
Kwartier Koningin Elisabeth
Bldg 1
Eversestraat / Rue d'Evere 1
1140 Brussels
BELGIUM

TEL: +32 (0) 2 701 17 04
Email: comopsair-a3-air-ctrl-ops@mil.be

2 AREA OF RESPONSIBILITY

2.1 Civil

2.1.1 Skeyes

Skeyes is responsible for the provision of radio navigation and surveillance services within the territory of Belgium.

Skeyes is responsible for the provision of voice and data communications services within the area of responsibility of its air traffic services (see GEN 3.3, § 2.1.2).

Note: Data link services are provided in cooperation with SITA, ARINC and Sat AIRCOM.

2.1.2 ANA

ANA is responsible for the provision of radio navigation and surveillance services within the territory of Luxembourg.

ANA is responsible for the provision of voice and data communication services within the area of responsibility of its air traffic services (see GEN 3.3, § 2.1.2).

2.1.3 Eurocontrol

Eurocontrol Maastricht UAC is responsible for the provision of voice and data communication services within the Brussels UIR above FL245.

2.2 Military

Military communication services are provided for the Brussels FIR/UIR.

COMOPS AIR&SPACE is responsible for the provision of military communications services within the area of responsibility of its air traffic services (see GEN 3.3, § 2.2).

3 TYPE OF SERVICES

3.1 Radio Navigation Services

The following types of radio aids for navigation are available:

- Non-directional radio beacon (NDB)
- VHF omnidirectional radio range (VOR) - Doppler VOR (DVOR)
- VHF direction-finding station (VDF)
- Instrument landing system (ILS)
- Distance measuring equipment (DME)
- UHF tactical air navigation aid (TACAN)
- Terminal area surveillance radar (TAR)
- Secondary surveillance radar (SSR)
- Surface movement radar (SMR)
- En-route surveillance radar (RSR)
- Global navigation satellite core constellations (GPS)
- Satellite based augmentation systems (EGNOS)

According to the judgement of the direction-finding station, bearings are classified as follows:

Class A	Accurate within ± 2 DEG
Class B	Accurate within ± 5 DEG
Class C	Accurate within ± 10 DEG

Direction-finding stations have authority to refuse to give bearings or headings to steer when conditions are unsatisfactory or when bearings do not fall within the calibrated limits of the station, stating the reason at the time of refusal.

3.1.1 Miscellaneous

Due to Clacton VOR/DME (CLN) operating on FREQ 114.550 MHZ / CH 92Y, aircraft equipped with receivers with channel spacing of 100 KHZ and flying in lower airspace may be subject to erroneous indications at the limit of the designated operational coverage of BUB (FREQ 114.600 MHZ) and KOK (FREQ 114.500 MHZ).

2 MILITARY

2.1 Responsible Service

The National Military Meteorological Centre (NMMC) is the meteorological service provider for military air navigation within the area indicated under § 2.2 below.

Post: Defence
Air and Space Component - COMOPS AIR&SPACE
Meteo Wing
Base Charles Roman
Rue de la Grande Lecke 1
1320 Beauvechain
BELGIUM

TEL: +32 (0) 2 442 54 24

TEL: +32 (0) 2 442 54 34

Email: meteow-bmgt@mil.be

2.2 Area of Responsibility

The NMMC is responsible for the provision of military meteorological services within the Brussels FIR/UIR.

2.3 Meteorological Offices

2.3.1 National Military Meteorological Centre (NMMC)

The NMMC is competent to (H24):

- provide and obtain forecasts and other relevant information for flights that are concerned;
- provide an amendment service to forecasts;
- supply meteorological information and provide briefings and documentation to aeronautical personnel;
- disseminate meteorological information required by a dependent meteorological office or meteorological observation station;
- exchange meteorological information with other NMMCs, civil and allied meteorological offices.

2.3.2 Dependent Meteorological Office (DMO)

A DMO is competent to:

- prepare and obtain forecasts under the guidance of the NMMC for flights that are concerned;
- supply meteorological information and provide briefings and documentation to aeronautical personnel;
- have forecasting capability for local meteorological conditions.

2.3.3 Meteorological Observation Station (MOS)

A MOS is competent to:

- make synoptic and aeronautical observations;
- make meteorological reports and transmit these reports to the NMMC.

A MOS may be an independent station or may be part of a DMO.

2.3.4 Address of National Military Meteorological Centre

Location indicator Name / type of unit	Hours of operation	Additional information:
EBWM Beauvechain Weather Military Centre / NMMC (see § 2.1)	H24	Post: Meteo Wing Base Charles Roman Rue de la Grande Lecke 1 1320 Beauvechain BELGIUM TEL: +32 (0) 2 442 58 02 TEL: +32 (0) 473 83 91 08 AFS: EBWMYMYX Email: meteow-ops-meteoc@mil.be Language used: En - Fr - Nl

The Beauvechain Military Weather Centre is the associated NMMC of the following meteorological units.

2.4 Meteorological Observations and Reports

Name of Station - Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
BEAUVECHAIN - EBBE / DMO - MOS	x	x	x	DMO: MON to FRI, 0500-1700 (0400-1600) (night flight: 2300(2200)) MOS: H24 (manual if Air OPS; AUTO if no OPS)	(AUTO-)SYNOP, (AUTO-)METAR, (AUTO-)SPECI, TAF	TREND/CSF
Observation systems and site: 1. Windvector-sensor: THR 22 and THR 04 2. Ceilometer: observation site 3. Temperature: observation site 4. Visibility meter: observation site					**Additional information:** TEL: +32 (0) 2 442 54 97 AFS: EBBEYMYX Email: meteow-ops-metsta-1w@mil.be Language used: En - Fr - Nl	

Name of Station - Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
CHIEVRES - EBCV / MOS	x	x	x	H24 (Fully AUTO mode)	AUTO-SYNOP, AUTO-METAR, AUTO-SPECI, TAF	
Observation systems and site: 1. Windvector-sensor: observation site 2. Ceilometer: observation site 3. Temperature: observation site 4. Visibility meter: observation site					**Additional information:** TEL: +32 (0) 2 442 58 02 (Meteo Wing - MeteoC) AFS: EBCVYMYX Email: meteow-ops-meteoc@mil.be Language used: En - Fr - Nl	

Name of Station - Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
ELSENBORN - EBLB / MOS	x	x	x	H24 (Fully AUTO mode)	AUTO-SYNOP, AUTO-METAR, AUTO-SPECI	
Observation systems and site: 1. Windvector-sensor: near center RWY 04-22 2. Ceilometer: near center RWY 04-22 3. Temperature: near center RWY 04-22 4. Visibility meter: near center RWY 04-22					**Additional information:** TEL: +32 (0) 2 442 58 02 (Meteo Wing - MeteoC) AFS: EBLBYMYX Email: meteow-ops-meteoc@mil.be Language used: En - Fr - Nl	

Name of Station - Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
FLORENNES - EBFS / DMO - MOS	x	x	x	DMO: MON to FRI, 0500-1700 (0400-1600) (night flight: 2300 (2200)) MOS: H24 (manual if Air OPS; AUTO if no OPS)	(AUTO-)SYNOP, (AUTO-)METAR, (AUTO-)SPECI, TAF	TREND/CSF
Observation systems and site: 1. Windvector-sensor: THR 26 and THR 08 2. Ceilometer: observation site 3. Temperature: observation site 4. Visibility meter: observation site					**Additional information:** TEL: +32 (0) 2 442 65 84 AFS: EBFSYMYX Email: meteow-ops-metsta-2w@mil.be Language used: En - Fr	

2.6 Belgian Meteorological Stations

Belgian Military Meteorological Stations					
Station	Position Lat/Long (D° M' S.S") WGS84 (2013)	Elevation AMSL EGM2008		WMO Index	ICAO LOC Indicator
		M	FT		
BEAUVECHAIN	N50 44 44.47 - E4 45 47.80	120.675	395.915	06 458	EBBE
CASTEAU	N50 30 10.63 - E3 58 59.78	90.721	297.641	06 415	EBCT
CHIEVRES	N50 34 19.78 - E3 49 52.94	60.164	197.388	06 432	EBCV
ELSENBORN	N50 28 56.49 - E6 10 52.68	564.898	1853.340	06 496	EBLB
FLORENNES	N50 14 04.49 - E4 39 10.65	287.558	943.432	06 456	EBFS
HOUTHALEN-HELCHTEREN	N51 03 01.37 - E5 26 07.51	77.217	253.337	06 413	EBHH
KLEINE-BROGEL	N51 10 07.79 - E5 27 45.71	54.786	179.744	06 479	EBBL
KOKSIJDE	N51 05 17.10 - E2 39 08.65	4.075	13.369	06 400	EBFN
MARCHE-EN-FAMENNE	N50 14 16.44 - E5 21 21.25	219.398	719.810	06 417	EBMF
SCHAFFEN	N50 59 49.08 - E5 03 43.07	51.780	169.882	06 465	EBDT
SEMMERZAKE	N50 56 26.03 - E3 40 10.96	34.762	114.049	06 428	EBSZ

Note 1: Elevation refers to height of the pressure sensor in the Meteo Park (ca 2 M above the ground level)

Belgian Meteorological Stations - Code						
Station	MET Service	Position Lat/Long (DMS) WGS84	Elevation HP EGM2008		WMO Index	ICAO LOC Indicator
			M	FT		
ANTWERPEN-DEURNE	skeyes	51 11 25N 004 27 28E	13.21	43.340	06 450	EBAW
BEAUVECHAIN	MIL	50 44 44N 004 45 48E	120.675	395.915	06 458	EBBE
BEITEM	RMIB	50 54 14N 003 07 18E	25	80.021	06 414	
BRUSSELS NATIONAL (AIRPORT)	skeyes	50 53 47N 004 31 38E	54.9	180.118	06 451	EBBR
BUZENOL	RMIB	49 37 13N 005 35 15E	324	1062.992	06 484	
CASTEAU	MIL	50 30 11N 003 59 00E	90.721	297.641	06 415	EBCT
CHARLEROI/ BRUSSELS SOUTH	skeyes	50 27 15N 004 26 24E	188.1	617.126	06 449	EBCI
CHIEVRES	MIL	50 34 20N 003 49 53E	60.164	197.388	06 432	EBCV
DIEPENBEEK	RMIB	50 54 56N 005 27 01E	39	127.953	06 477	
DOURBES	RMIB	50 05 44N 004 35 40E	233	764.436	06 455	
ELSENBORN	MIL	50 28 56N 006 10 53E	564.898	1853.34	06 496	EBLB
ERNAGE	RMIB	50 34 55N 004 41 21E	157	515.092	06 459	
FLORENNES	MIL	50 14 04N 004 39 11E	287.558	943.432	06 456	EBFS
GENK	RMIB	50 56 00N 005 30 00E	63	206.693	06 481	
GENT/INDUSTRIE-ZONE	RMIB	51 10 50N 003 48 15E	8	26.247	06 431	
HOUTHALEN-HELCHTEREN	MIL	51 03 01N 005 26 08E	77.217	253.337	06 413	EBHH
HUMAIN	RMIB	50 11 37N 005 15 20E	296	971.129	06 472	
KLEINE-BROGEL	MIL	51 10 08N 005 27 46E	54.786	179.744	06 479	EBBL
KOKSIJDE	MIL	51 05 17N 002 39 09E	4.075	13.369	06 400	EBFN
LIEGE-BIERSET	skeyes	50 38 45N 005 27 20E	181.03	593.930	06 478	EBLG
MARCHE-EN-FAMENNE	MIL	50 14 16N 005 21 21E	219.398	719.810	06 417	EBMF
MELLE	RMIB	50 58 49N 003 48 57E	15	49.213	06 434	
MONT-RIGI	RMIB	50 30 39N 006 04 24E	673	2208.005	06 494	
OOSTENDE (AIRPORT)	skeyes	51 12 01N 002 53 14E	4	13.123	06 407	EBOS
OOSTENDE (PIER)	RMIB	51 14 00N 002 55 00E	9	29.528	06 408	
RETIE	RMIB	51 13 17N 005 01 38E	21	68.898	06 464	
SAINT-HUBERT	skeyes	50 02 20N 005 24 14E	557.03	1827.526	06 476	EBSH
SCHAFFEN	MIL	50 59 49N 005 03 43E	51.780	169.882	06 465	EBDT

Belgian Meteorological Stations - Code						
Station	MET Service	Position Lat/Long (DMS) WGS84	Elevation HP EGM2008		WMO Index	ICAO LOC Indicator
			M	FT		
SEMMERZAKE	MIL	50 56 26N 003 40 11E	34.762	114.049	06 428	EBSZ
SINT-KATELIJNE-WAVER	RMIB	51 04 30N 004 31 29E	11	36.089	06 439	
SPA/LA SAUVENIERE	skeyes	50 28 43N 005 54 36E	477.35	1566.109	06 490	EBSP
STABROEK	RMIB	51 19 29N 004 21 50E	6	19.685	06 438	
UCCLE	RMIB	50 47 49N 004 21 29E	101	331.365	06 447	EBUM
ZEEBRUGGE	RMIB	51 20 50N 003 12 06E	9	29.528	06 418	

Source: https://oscar.wmo.int

Note 1: Elevation HP is the datum level to which barometric pressure reports at the station refers.

Note 2: Service:

- MIL: MET stations of the Belgian Air and Space Component.
- skeyes: MET stations of the Civil Aviation Authority.
- RMIB: MET stations of the Royal Meteorological Institute of Belgium.

2.7 Regulations

2.7.1 International Flights of Transport Aircraft

The basic obligations for meteorological service for International Air Navigation are contained in the ICAO Annex 3.

Pilots-in-command of transport aircraft and meteorological officers should comply with the regulations concerning briefing, de-briefing, documentation and in-flight weather observation and reporting.

2.7.2 Operational and Training Flights

2.7.2.1 Briefing

No pilot is allowed to take-off unless he is fully briefed on the meteorological situation.

Attendance to a general or an individual meteorological briefing is mandatory. This shall be by means of personal contact with the aerodrome meteorological office or by means of consultation of network displayed briefings. When personal briefing or consultation is impracticable, meteorological information should be provided by telephone or other suitable telecommunication facilities.

Flight documentation will be issued when considered necessary and as agreed between aerodrome meteorological office and the flight crew members.

2.7.2.2 In-flight Weather Observation

Debriefing should always include the weather elements so that actual enroute information is obtained. If the qualified meteorological officer does not receive the weather de-briefing, weather information should be made available to the debriefing officer who will pass it to the local meteorological office or station for onward dissemination through national channels.

Aircrew will usually be able to provide detailed information and they are encouraged to draft a pilot-report (PIREP) using the pro-format.

The value of aircrew weather reports is increased if, prior to take-off, pilots are given some indication where weather observation is considered most important.

2.8 Summary of MIL AFTN Addresses

METEO STATION	SERVICE	AFTN-ADDRESS
BEAUVECHAIN	Meteo Station Military Meteorological Center	EBBEYMYX EBWMYMYX
CHIEVRES	Meteo Station	EBCVYMYX
ELSENBORN	Meteo Station	EBLBYMYX
FLORENNES	Meteo Station	EBFSYMYX
KLEINE-BROGEL	Meteo Station	EBBLYMYX
KOKSIJDE	Meteo Station	EBFNYMYX
SCHAFFEN	Meteo Station	EBDTYMYX
SEMMERZAKE	Meteo Station	EBSZYMYX

GEN 3.6 Search and Rescue

1 RESPONSIBLE SERVICE

1.1 Responsible Authority

SAR within the Brussels FIR is organized in accordance with ICAO SARPS and the overall responsibility for making available the necessary facilities rests with the Belgian Department of Defence.

1.2 Rescue Co-ordination Centre (RCC) and Related Rescue Units

Details of the RCC and related Rescue Units are given in § 2.

In addition, various elements of the State Police Organization, the Merchant Marine, the Armed Forces and private organizations can be made available for SAR missions, when required. The aeronautical maritime and public telecommunication services are available to the SAR organization.

1.3 Applicable ICAO Documents

- *ICAO Annex 12. Search and Rescue*
- *ICAO Annex 13. Aircraft Accident and Incident Investigation*
- *ICAO Doc 7030. Regional Supplementary Procedures*
- *ICAO Doc 9731. International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual*

2 AREA OF RESPONSIBILITY

2.1 General

The SAR Region coincides with the Brussels FIR/UIR. Operations are performed by military organization under the direction of the Belgian Air and Space Component.

2.2 Rescue Co-ordination Centre

The RCC Brussels for SAR operations is a section of the CRC located at Beauvechain and operates under the responsibility of COMOPS AIR&SPACE Brussels.

RCC Brussels, to which all phases of emergency are to be notified, provides the aeronautical SAR services and may call upon the Koksijde and Luxembourg Sub-Centres (RSC) for assistance.

MRCC Oostende provides the maritime SAR services.

The RCC Brussels is in direct liaison with all stations guarding the emergency frequencies and communicates with adjacent RCC, i.e. Fareham (the United Kingdom), Den Helder (the Netherlands), Münster (Germany) and Lyon (France), when necessary.

2.3 Co-ordination with the Neighbouring SAR Organisations

In compliance with ICAO Recommended Practices, RCC Brussels may be called upon to put its available SAR means at the disposal of the neighbouring RCC and to co-operate with SAR operations.

SAR service may be called upon for SAR operations within the national SAR region, and outside that region, on request by a neighbouring RCC.

If a SAR operation necessitates different RCC to co-operate in close conjunction, they will, by mutual arrangements, agree on a directing RCC and one or more associated RCC.

2.4 Rescue Sub-Centre (Belgium)

The RSC Koksijde assures a permanent listening watch on emergency - and search and rescue frequencies during SAR operations.

It initiates SAR operations according to the decision matrix as stated in the Guidelines for Homeland Operations when first advised or when immediate action is required.

It executes SAR operations requested by the RCC Brussels.

It co-ordinates SAR operations within its area of responsibility.

It keeps RCC Brussels informed about SAR operations.

2.5 Contact

2.5.1 Rescue Co-ordination Centre (RCC)

Post: Belgian Air and Space Component
Control and Reporting Centre
Search and Rescue Co-ordination Centre
RCC Brussels
Rue de la Grande Lecke 5
1320 Beauvechain
BELGIUM

AFS: EBMIYCYX

TEL: +32 (0) 2 443 86 60

TEL: +32 (0) 2 443 47 69

Email: CRC-11SQN-RCC@mil.be

2.5.2 Rescue Sub-Centres (RSC)

2.5.2.1 Belgium

Post: Search and Rescue Sub-Centre Koksijde
Koksijde Air Base
R. Van Dammestraat, 100
8670 Koksijde
BELGIUM

AFS: EBFNYCYX

TEL: +32 (0) 58 31 17 14 (direct line)

TEL: +32 (0) 58 53 25 11 (direct line)

TEL: +32 (0) 2 442 35 69

TEL: 9-2630-2504 (MIL network)

TEL: 9-2630-2511 (MIL network)

TEL: 9-6321-23569 (MIL network)

2.5.2.2 Luxembourg

Post: Administration de la navigation aérienne
ATC Department - Rescue Sub-Centre
BP 273
L-2012 Luxembourg
LUXEMBOURG

AFS: ELLXYCYX

TEL: +352 47 98 24 00 4

FAX: +352 47 98 24 09 0

ENR 0.6 Table of Contents to Part 2

ENR 1.11 Addressing of Flight Plan Messages

ENR 1.12 Interception of Civil Aircraft

ENR 1.13 Unlawful Interference

ENR 1.14 Air Traffic Incidents

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA and CTA

ENR 2.2 Other Regulated Airspace

ENR 3 ATS ROUTES

ENR 3.1 Conventional Navigation Routes

ENR 3.2 Area Navigation Routes

ENR 3.3 Other Routes

ENR 3.4 En-route Holding

ENR 4 RADIO NAVIGATION AIDS / SYSTEMS

ENR 4.1 Radio Navigation Aids - En-route

ENR 4.2 Special Navigation Systems

ENR 4.3 Global Navigation Satellite System (GNSS)

ENR 4.4 Name-code Designators for Significant Points

ENR 4.5 Aeronautical Ground Lights - En-route

ENR 5 NAVIGATION WARNINGS

ENR 5.1 Prohibited, Restricted and Danger Areas

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

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

ENR 5.4 Air Navigation Obstacles

ENR 5.5 Aerial Sporting and Recreational Activities

ENR 5.6 Bird Migration and Areas with Sensitive Fauna

ENR 6 EN-ROUTE CHARTS

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1. The detailed instructions, including the formats of messages and the phraseologies shall be used by flight crews when transmitting air-reports and by air traffic services units when retransmitting such reports.
2. Special air-reports containing observations of volcanic activity shall be recorded on the special air-report of volcanic activity form. Forms based on the model form for special air-reports of volcanic activity shall be provided for flight crews operating on routes which could be affected by volcanic ash clouds.

1.15 Supplementary Rules

1.15.1 Ultra-Light Motorized Aircraft

1.15.1.1 In Belgium

Flights with ULM shall only take place during HJ, in VMC, with ground or water in sight and with a visibility of minimum 3KM.

Unless authorised by the appropriate ATS unit, ULM shall not be flown in controlled airspace.

Unless authorised by the CAA, ULM shall not be flown:

- over cities, residential areas, industrial installations or an open-air assembly of people;
- in prohibited, restricted or danger areas.

ULM shall not be used for aerobatic flights.

1.15.1.2 In Luxembourg

Flights with ULM shall only take place during HJ, in VMC and at an altitude of maximum 3500FT AMSL or 1000FT AGL, whichever is higher. Except for landing or take-off, no flight shall be performed below 50M AGL.

Unless authorised by the competent ATS authority, ULM shall not be flown in Luxembourg TMA. In order to obtain such authorisation, the pilot of an ULM shall be holder of an RTF qualification and be able to maintain two-way communications with ATS.

ULM shall not be used for aerobatic flights.

1.15.2 Lighter-than-air Aircraft, Tele-guided Devices, Rockets and Kites

1.15.2.1 In Belgium

The authorisation of the CAA is needed in case of:

- ascents of manned free gas balloons over the congested areas of cities, towns or settlements;
- ascents of airships and captive balloons;
- operation of devices that might cause damage to aircraft in flight such as tele-guided devices, rockets or kites.

Manned free balloons shall not enter controlled airspace unless an ATC clearance has been obtained before ascent and at least 10 MIN before entering the controlled airspace. When entering the controlled airspace, two-way radiocommunications shall be established and maintained with the appropriate control unit.

It is recommended to notify all ascents of manned free balloons to Brussels FIC by phone (+32 (0) 2 206 27 31) or via the operational website of skeyes (ops.skeyes.be - for registered users only) at least one hour before the estimated time of departure. Following information should be provided:

- identification of the balloon;
- name of the pilot;
- telephone number of the place where the pilot can eventually be contacted until the start of the ascent;
- location of the ascent;
- estimated time (UTC) of the ascent;
- estimated time of the flight, maximum altitude and estimated track.

Note 1: In case of loss of two-way radio communications, manned free balloons shall immediately leave the airspace for which a clearance had been obtained.

Note 2: When notifying the balloon flight via the Internet, a confirmation form will be displayed. The internet balloon notification form cannot be used for flights crossing international borders. In this case an appropriate ICAO flight plan shall be filed.

1.15.2.2 In Luxembourg

Captive balloon and kite ascents above 100M AGL are subject to authorization from the CAA. These ascents are in any case forbidden in each approach sector of an aerodrome up to 100 M on either side of the extended runway centre line from the runway threshold up to a distance of 2KM before threshold.

Manned free balloons and airships may be operated under the following conditions:

- a balloon or an airship shall not be flown between sunset and sunrise unless it is equipped with at least one flashing light visible in all azimuths and in an angle of at least 30 degrees below and 30 degrees above the horizontal line and at a distance of at least 8KM;
- a balloon overtaking, while climbing, has the right of way over a balloon being overtaken; the latter shall deviate by all appropriate means from the trajectory of the overtaking balloon;

- only water and/or fine sand may be used as ballast. Dropping of ballast or stays may only be done without undue hazard to persons or property on the ground;
- the operator and the pilot-in-command shall comply with the procedures laid down by the constructor in the operational and maintenance manuals.

Note: Manned balloons fixed to the ground, for any reason, are not to be considered as captive balloons.

1.15.3 Flights Requiring Special Handling by ATC

1.15.3.1 In Brussels FIR/UIR below FL245

Flights conducted in the Brussels FIR/UIR below FL245 (Luxembourg airspace below the upper limit of Luxembourg TMA excl) that have a specific character, requiring special handling by ATC (such as calibration flights, test flights, check flights, radio relay missions and aerial surveys) must be coordinated at least five working days in advance with the Special Activities Coordination Cell (SPACC) of skeyes, using the form available on the skeyes website (www.skeyes.be).

The SPACC will coordinate the requests with the appropriate ATS authorities and formulate a reply that contains the conditions to execute the requested mission.

The reply contains a file number “SAYYYY.NNNN”, where “YYYY” stands for the year and “NNNN” for the file number itself. Only this reference shall be used by the operator in communications with the appropriate ATS service.

The submission of a flight plan for each aircraft is compulsory. Item15 shall clearly indicate the area and/or route and/or place of the mission and item 18 shall include the reference number (e.g. “RMK/PHOTOMISSION SAYYYY.NNNN” or “RMK/RADIO RELAY SAYYYY.NNNN”).

1.15.3.2 In Brussels UIR above FL245

Flights conducted in the Brussels UIR above FL245 that have a specific character, requiring special handling by ATC (such as calibration flights, test flights, check flights, etc.) must be coordinated at least 24HR in advance with Maastricht UAC by filling the web form available from https://www.eurocontrol.int/muac#operational-contacts or by sending an email with equivalent content to masuac.testflights@eurocontrol.int to obtain acceptance.

Supplementary contact: Executive Duty Supervisor

TEL: +31 43 366 2022
FAX: +31 43 366 1320

2 MILITARY

2.1 Introduction

2.1.1 General Air Traffic

General Air Traffic (GAT): Flights conducted in accordance with the regulations and procedures promulgated by the State Civil Aviation authorities and operating under the control or authority of the civil ATS organization.

2.1.2 Operational Air Traffic

2.1.2.1 General

Operational Air Traffic (OAT): Flights that do not necessarily comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate authorities. OAT is allowed during Steenokkerzeel ATCC OPS hours only (see GEN 3.3).

Outside OPS hours, Steenokkerzeel ATCC does not provide any ATS (nor ATC nor FIS). Planned military flights outside the OPS hours shall therefore:

- file a GAT FPL (Remark: The MIL TACAN routes TG1 and TL4 cannot be filed GAT); or obtain special permission from COMOPS AIR&SPACE to file OAT (72 HR in advance, see ENR 1.10, § 2.1);
- and, contact the civil FIC when entering uncontrolled airspace.

Belgian or foreign QRA aircraft flying in the Brussels FIR/UIR outside Steenokkerzeel ATCC OPS hours will be under control of CRC Beauvechain or under control of an aerodrome ATS unit during their mission.

Controlled flights are:

- flights conducted within controlled airspace and receiving a control service,
- flights in TRA and in TSA above 4500 FT AMSL, and
- flights performing an air defence mission (see § 2.16).

Uncontrolled VFR flights are authorised below 4500 FT AMSL, outside controlled airspace (see ENR 1.2, § 2.5).

Within airspace controlled by military authorities, military pilots shall comply with OAT regulations in accordance with ATS airspace classification. In airspace controlled by civil authorities, pilots should comply with GAT regulations. Military pilots shall cross ATS routes and airways under radar control. If no contact can be established with Steenokkerzeel ATCC, the appropriate civil ATS unit shall be contacted for crossing clearance.

All military activity in Belgian airspace above 4500FT AMSL require an airspace reservation (see ENR 5.2, § 1.3, optional for transiting Belgian military aircraft) and a correct FPL (see ENR 1.10). Transits of foreign aircraft require only a correct FPL (see ENR 1.10) but shall adhere to the airspace permeability rules (see ENR 5.2, § 1.2).

Note: If Police flights are unable to comply with the regulations laid down in this AIP, derogation must be obtained from COMOPS AIR&SPACE Air Operations Support.

2.1.2.2 EUROAT

The Eurocontrol specification for harmonized rules for OAT under Instrument Flight Rules inside controlled airspace of the ECAC area (EUROAT) is applicable within the Brussels FIR/UIR.

The following national exceptions to EUROAT apply:

a. Applicability of ICAO Rules of the Air

"Foreign military flights may be conducted according GAT or OAT rules, depending upon operational requirements of the mission.

b. Flight Plan

Specific regulations related to FPL are laid down in ENR 1.10.

c. Communication

For operational reason, Belgian military aircraft are not required to maintain a continuous listening watch on guard frequency.

The carriage of a serviceable mode S (ELS or EHS) SSR transponder is highly recommended but not yet compulsory for state aircraft flying OAT within the Brussels FIR/UIR including low level VFR flights.

For RPAS flights, the Belgian Military Aviation Authority may approve alternative methods of communication that provide an equivalent level of safety.

d. Altimeter setting procedures

Specific regulations related to altimeter setting procedures are laid down in ENR 1.7.

e. Speed limitation

Specific regulations related to Speed limitation are laid down in § 2.15.3.

f. Military formation flight

Specific regulations related to military formation flight are laid down in § 2.3.2.

g. Supersonic flights

Specific regulations related to supersonic flights are laid down in § 2.9.

h. Flight in an Airspace Reservation

Even when declaring MARSA aircraft will receive TRA service. TRA service see GEN 3.3, § 3.2.2.

When flying an air defense mission the pilot shall receive Close Positive or Loose Positive Control (see § 2.16.2), therefore MARSA can not be declared.

i. Radio communication failure

Specific regulations related to radio communication failure are laid down in ENR 1.6, § 2.4.

j. Formation lost wingman (lost lead)

National procedures differ from the definition given by EUROAT.

2.2 Compliance with the Rules of the Air

The operation of an aircraft either in flight or on the movement area of an aerodrome shall be in compliance with the general rules and shall, when in flight, be conform the ATS airspace classification (see ENR 1.4) and in addition, either with:

- the Visual Flight Rules (see ENR 1.2)
- the Instrument Flight Rules (see ENR 1.3)

2.3 Separation

2.3.1 Minimum Separation

2.3.1.1 Separation applied by the Pilot-in-Command

When, in accordance with airspace classification, separation is the responsibility of the pilot-in-command, a minimum standard separation shall be maintained.

- Military aircraft shall not be flown closer than 2000FT horizontally to civil aircraft, military transport aircraft or military light aircraft.
- Military aircraft shall not be flown closer than 1NM to helicopters.
- It is prohibited to position an aircraft in close formation with a high-winged aircraft without the knowledge of the pilot-in-command of the latter.
- It is prohibited to simulate attacks on training aircraft, aircraft participating to air refuelling operations and on helicopters operating in the HTA.

2.3.1.2 Radar Separation

When, in accordance with airspace classification, separation is the responsibility of the air traffic/defence controller, the regulations laid down in *ICAO Doc 4444*, *ICAO Doc 7030* and *ICAO Doc 9574* apply.

In military CTR and military TMA, horizontal separation can be reduced to:

1. 3 NM when the aircraft are within 40 NM of the Radar antenna, with a 5 sec radar refresh rate minimum (For approach control purpose only).
2. 2.5 NM between succeeding aircraft which are established on the same final approach track within 10 NM of the runway end. A reduced separation of minimum of 2.5 NM may be applied, provided:
   - braking action is reported as good and runway occupancy times are not adversely affected by runway contaminants such as slush, snow or ice;
   - a radar system with an update rate of 5 seconds or less is used and that the aircraft are within 40NM of the Radar antenna;

   the aerodrome controller is able to observe visually the runway-in-use and associated exit and entry taxiways;

   distance-based wake turbulence separation is respected;

   aircraft approach speeds are closely monitored by the controller and when necessary adjusted so as to ensure that separation is not reduced below the minimum.

If the intentions of an aircraft are unknown, the vertical separation, if applied, will be enlarged to 5000FT in order to ensure sufficient time for the controller to react in order to have ICAO standard separation at all times. The horizontal separation to be applied to an aircraft with unknown intentions remains 5NM.

Aircraft with unknown intentions are defined as:

- Aircraft entering or within controlled airspace, a TRA or a TSA without radio contact with the appropriate ATC/AD agency.
- Aircraft entering controlled airspace, a TRA or a TSA without clearance from the appropriate ATC/AD agency.
- Aircraft within controlled airspace, a TRA or a TSA diverging from their last received clearance.
- Aircraft on an ATS route or within a CTA with unclear intentions.

The intentions of an aircraft flying within uncontrolled airspace even without radio contact are not to be considered as unknown.

2.3.1.3 Separation (visual) applied by AD controllers

In the circuit VFR applies and consequently pilots are responsible for the separation. The controller will assist by providing all necessary information about other traffic in the CTR and by issuing clearances and instructions for sequencing. Clearances to land and to take-off are issued respecting the following rules:

1. Take-off: aircraft will only be cleared for take-off when the preceding departing aircraft has crossed the end of the RWY or has commenced a turn and when the preceding landing aircraft has vacated the RWY.
2. Landing: aircraft will only be cleared to land when the preceding departing aircraft has crossed the end of the RWY or has commenced a turn and when the preceding landing aircraft has vacated the RWY.

These rules do not apply to:

- Aircraft in formation.
- Aircraft landing on different RWYs when simultaneous landings are possible.
- Aircraft under operational requirements, incompatible with these rules.

2.3.2 Formation Flights

a. Military Authority Assumes Responsibility for Separation of Aircraft (MARSA)

   MARSA acknowledges from the respective formation (mission) leader to the ATCO that the military participants involved in an OAT flight assume responsibility for separation (safety distance) between participating military aircraft, thus relieving the ATCO from his responsibility to ensure prescribed separation minima. The remaining responsibility of the ATCO is to provide prescribed separation between military aircraft engaged in MARSA operations and other non-participating IFR aircraft.

b. Separation

   ATC is only allowed to treat a formation as a single speaking unit if all elements stay within a radius of 1NM horizontally from the lead aircraft and within 100FT vertically from the lead aircraft (military standard formation).

   Exceptionally, a controller may increase the separation between the lead aircraft and all other elements within the formation to maximum 3NM horizontally and/or 1000FT vertically. (non-standard formation)

   If a formation is more widely dispersed, the elements of it shall be regarded as separate speaking units. During initial radio contact, the leader shall announce the number of aircraft and the type of formation.

   To ensure that the minimum required horizontal radar separation, for each element of a military standard formation, is guaranteed with other traffic, an ATCO shall increase the minimum required horizontal radar separation from other traffic with 1NM, in the case that the other traffic is also a military standard formation, 2NM will be added.

   For non-standard formation the minimum required horizontal and/or vertical separation with other traffic shall be increased according to the maximum cleared distance from the lead aircraft.

During radar trail departures and recoveries, a controller may allow the separation between the lead aircraft and all other elements of the formation to be higher than 3NM horizontally and/or 1000FT vertically. For this type of departure / recovery, all elements of the formation shall squawk Mode 3/A and Mode C.

Radar trail departures and recovery shall only be granted by the controller if minimum radar separation with other traffic can be guaranteed for each element of the formation.

Unless otherwise coordinated, all elements of the formation shall stay within a radius of 1NM horizontally from the lead aircraft and within 100FT vertically from the lead aircraft whilst crossing civil controlled airspace (e.g airways) or before being transferred to a non Belgian Air Force ATS unit.

c. Safety distance between two or more formation flights

In the event that an aerial operation requires two or more formation flights to operate below prescribed IFR separation minima between individual formation flights, the formation leaders shall be responsible for sufficient safety distance between their individual formation flights.

This responsibility shall be accepted from the respective formation leaders by stating “MARSA”, relieving the ATCO from his responsibility to maintain prescribed IFR separation minima in regard to the formation flights concerned.

d. Formation break up (split)

Except in an emergency, a formation break up shall only occur after planning, advanced coordination and approval by ATC.

Prior to the planned formation break up, the formation leader shall inform ATC whether to break up the formation flight into single aircraft or elements.

The formation leader shall inform ATC about his intended aircraft/element break up sequence, call signs and position of these aircraft/elements relative to the formation leader’s aircraft. Aircraft/elements shall receive separate clearances and transponder codes from ATC.

As soon as the formation break up has been directed by ATC for the respective aircraft/element, this aircraft/element is no longer part of the previous formation flight and shall follow subsequent ATC instructions issued to them.

However, ATC shall only assume responsibility for separation between the aircraft/elements that are conducting the formation break up after prescribed separation minima have been established. Until then, the individual pilot-in command/ element-leader is responsible for maintaining sufficient safety distance.

e. Formation join up

When a formation join up is controlled by an ATCO, he/she shall apply standard separation criteria between individual aircraft wishing to join a formation, until the formation leader accepts responsibility for maintaining sufficient safety distance between the aircraft concerned.

The formation leader, once he is safely able to do so, shall confirm his assumption of responsibility for maintaining sufficient safety distance between his aircraft, the aircraft comprising the formation and the joining aircraft by stating “MARSA”; whereupon ATC shall transfer responsibility for the joining aircraft to the formation leader.

f. Lost wingman (Lost lead) procedures

In any lost wingman situation, an immediate initial safety distance between aircraft is essential for flight safety to avoid a potential mid-air collision. Therefore, each wingman losing sight/contact of the aircraft preceding him or being unable to maintain formation for other reasons shall immediately execute the procedures relevant to his flight position, while transitioning to instrument flying and resuming own navigation.

Note: Irrespective of the nationally prescribed lost wingman procedures, their execution may result in a loss of minimum IFR separation in respect to other air traffic and is an emergency situation for ATC.

Recommendation: in order to immediately alert ATC and allow to safely resolve resulting conflict potentials without undue delay, the following should be executed in addition to the appropriate lost wingman procedure:

- Formation leader squawks emergency and informs the appropriate ATC unit as soon as possible.
- Each pilot-in-command executing a lost wingman procedure squawks as directed by the appropriate ATC unit as soon as practicable.

g. Formation radio failure

A formation flight in which a flight member experiences total radio failure shall comply with the procedures outlined for this case within the standard operating procedures (SOP) of their appropriate national authority.

If the SOP requires deviations from a given clearance, the flight leader or the pilot of aircraft with the serviceable radio shall inform the ATC unit and request a different clearance.

In the event that the total radio failure affects all aircraft of the formation flight, the formation leader shall ensure compliance with basic ICAO radio failure procedures.

In case a formation break up is required for safe approach and landing all aircraft or element-leader of the formation flight shall squawk Mode 3, Code 7600, as soon as the break-up was initiated by the formation leader and continue to ensure compliance with basic ICAO radio failure procedures.

2.4 Airborne and traffic collision avoidance system (ACAS/TCAS)

2.4.1 Single Aircraft

If equipped with ACAS/TCAS, single aircraft shall operate in the traffic alert/resolution advisory (TA/RA) mode outside ARES.

2.4.2 Formation Flight

In a standard military formation, if equipped with ACAS/TCAS, only the lead aircraft shall operate in the TA/RA mode. Nevertheless, the aircraft operating in the TA/RA mode shall also be the one operating the transponder.

In the event that mission requirements would necessitate to not using ACAS/TCAS, the rules of the state in which the flight is taking place shall apply. In the absence of such rules, a deviation from § 2.4.1 or § 2.4.2 is not permissible, unless prior permission has been obtained from the appropriate national authority.

2.5 Cruising Level

The cruising levels at which a flight or a portion of a flight is to be conducted shall be in terms of:

- Flight levels (FL), for flights above the TA (4500FT)
- Altitudes (ALT), for flights at or below the TA (4500FT)

The Levels at which a flight shall be conducted are specified in the FPL:

- In terms of flight level for that part of the flight which is conducted at or above the transition level.
- In terms of altitude for that part of the flight which is conducted at or below the transition altitude.

The chosen flight levels shall ensure an adequate terrain clearance at all points along the route and shall conform to the traffic requirements and be in accordance with the table of cruising levels.

The information required determining the lowest flight level to ensure terrain clearance may be obtained from the air traffic control centres or from the Belgian Air and Space Component meteorological offices.

The transition altitude for the aerodromes of departure and arrival and for alternate aerodromes located outside the Brussels FIR shall be noted. These transition altitudes may be obtained from the air traffic control services.

Pilots shall keep in mind that rules concerning altimeter setting and transition altitude may differ from one country to another.

The following procedure shall be applied in non controlled airspaces:

- The altimeter setting 1013.2 HPA (29.92 Inches) shall always be used above 4500FT AMSL. At or below this altitude, the regional QNH altimeter setting will be used.
- Non-controlled VFR flights conducted at or below 3000FT AGL are not to maintain a semi-circular cruising altitude.

2.6 Persons on Board

At the first contact with a military ATS unit on an aerodrome the pilot shall report the number of POB. In case of omission the ATS unit will request this information.

2.7 Low Flying Regulations

2.7.1 Applicability

In the Brussels FIR, the low flying regulations specified below are applicable to every OAT flight conducted below 4500FT AMSL and to every OAT flight if descending from controlled airspace and passing the transition level. Security flights under control of a Belgian Air Defence Station are an exception.

2.7.2 Minimum Safety Height

2.7.2.1 General

The minimum safety height is the vertical buffer between the flown altitude and the top of every obstacle in a specified radius along the flight path of an aircraft. The minimum safety height shall be respected in order:

- to reduce the risk of collision with ground obstacles
- to allow manoeuvring away from populated areas in the event of technical aircraft failure
- to reduce noise pollution
- to maintain a vertical buffer relative to UAS operated VLOS as per *EU regulation 2019/947*

All military aircraft shall comply with the rules described in this paragraph, except:

- for take-off and landing
- for SAR operations (real and training mission)
- for a mission ordered by other ministries (e.g. inspection of fishing activities, inspection of the sea pollution, ….)
- if approved by COMOPS AIR&SPACE
- in the cases specified in § 2.7.2.2.2, § 2.7.2.2.3 (fixed wing aircraft) and § 2.7.2.3.2 (helicopters).

2.7.2.2 Minimum Safety Height for Fixed Wing Aircraft

2.7.2.2.1 General

- VFR day flight:
  1000FT above the highest obstacle within a radius of 600M of the aircraft, except for Belgian light propeller training aircraft for which a minimum altitude of 500FT above the highest obstacle within a radius of 600M of the aircraft must be respected.

- VFR night flight:
  1000FT above the highest obstacle within a radius of 5KM of the aircraft.
- IFR flight:
  1000FT above the highest obstacle within 8KM of the estimated position of the aircraft

2.7.2.2.2 Exceptions: Application of Higher Minima

Over congested areas, towns, industrial sites, nuclear power station, LNG terminals and gatherings of people in the open, aircraft shall maintain a height sufficient to permit an emergency landing without endangering any persons or property on the surface. This height shall not be less than 2000FT (1000FT for twin engine police aircraft) above the highest obstacle within a radius of 600M from the aircraft in VFR, or within a radius of 8KM in IFR.

It is prohibited for military aircraft to fly over Brussels city below FL200, except for landing and take-off at EBBR. It is recommended that jet aircraft should avoid other large cities below FL200.

Over a strip of 5NM either side of the Belgian coastline at least FL100 must be maintained, except for flights to and from the United Kingdom and for aircraft participating in combined Land - Air and Space Component anti-aircraft exercises at Lombardsijde for which the minimum altitude to cross this strip is 2000FT. This rule is not applicable to state aircraft verifying marine and surface water pollution.

2.7.2.2.3 Exceptions: Application of Lower Minima

Belgian fixed wing aircraft are allowed to operate below 1000FT AGL:

- Within the lateral limits of the LFA Ardennes, with a minimum of 500FT above the highest obstacle within a radius of 600M of the aircraft, if all of the following conditions are fulfilled:
  - VFR day flight
  - If essential for the training value of the mission
- Within the LFA Ardennes, when activated by NOTAM, the minimum safety height to be respected is 250FT above the highest obstacle within a radius of 600M of the aircraft.
- Outside the lateral limits of the LFA Ardennes, Belgian fixed wing aircraft are only authorised to fly below 1000FT AGL according to a COMOPS AIR&SPACE tasking (e.g. final portion of a COA IPR fly past) and if all of the following conditions are fulfilled:
  - VFR day flight
  - Minimum 500FT above the highest obstacle within a radius of 600M of the aircraft.
- In the LFA11, when activated by NOTAM, but only outside the strip mentioned in § 2.7.2.2.2 above, the minimum safety height to be respected is 250FT above the highest obstacle within a radius of 600M of the aircraft if all of the following conditions are fulfilled:
  - The aircraft must carry a serviceable radar altimeter
  - The horizon must be clearly defined
  - If the radar altimeter is inoperative, the minimum height to be respected is 500FT above the highest obstacle within a radius of 600M of the aircraft

The overflight of ships not participating in the exercise shall be avoided at all times.

Foreign fixed wing aircraft are allowed to operate below 1000FT AGL:

- Within the LFA Ardennes, after prior authorisation from COMOPS AIR&SPACE (See ENR 5.2, § 3.2) and when subsequently activated by NOTAM, the minimum safety height to be respected is 250FT above the highest obstacle within a radius of 600M of the aircraft.

Fixed wing aircraft, Belgian and foreign, are allowed to operate below 1000FT AGL:

- In exercise ranges designated as danger area or restricted zones, according to the applicable publications and procedures (AIP, range orders...).

The minimum safety height for Belgian light propeller training aircraft operating in VFR by day is 500FT above the highest obstacle within a radius of 600M of the aircraft.

Belgian military training aircraft SF-260 are authorised to perform Practice Forced Landings (PFL) within the lateral limits of EBD37 - TRAINING SECTOR, for which the minimum safety height to be respected is 200FT above the highest obstacle within a radius of 600M of the aircraft.

15 W fixed wing aircraft are authorised to fly below 1000FT AGL:

- Within the lateral limits of the LFA Ardennes by night with NVA/NVG the minimum safety height to be respected is 500FT above the highest obstacle within a radius of 1NM of the aircraft.
- Along predetermined routes using NVG the minimum safety height to be respected is 500FT above the highest obstacle within a radius of 1NM of the aircraft as indicated on the Obstacle sheets per leg, avoiding populated areas.
- Along the 15W navigation routes by daylight in order to update the obstacle clearance sheet on a yearly basis the minimum safety height to be respected is 500FT above the highest obstacle within a radius of 600M of the aircraft.
- Along prescribed run-ins of drop zones published in the latest version of the SYLTEC 9102 DROPZONES, according following limitations:
  - VFR by day: minimum safety height to be respected is 500FT above the highest obstacle within a radius of 600M of the aircraft.

- VFR by night without NVA/NVG: minimum safety height to be respected is 1000FT above the highest obstacle within a radius of 1NM of the aircraft AND minimum safety height to be respected is 500FT above the highest obstacle within a radius of 5KM of the aircraft.
- VFR by night with NVA/NVG: minimum safety height to be respected is 500FT above the highest obstacle within a radius of 1NM of the aircraft.

2.7.2.3 Minimum Safety Height for Helicopters

2.7.2.3.1 General

- VFR day flight:
  500FT above the highest obstacle within a radius of 50M of the helicopter.
- VFR night flight:
  500FT above the highest obstacle within a radius of 3KM of the helicopter.
- Night vision aids (allowed exclusively for Belgian helicopters):
  In the HTA at an altitude between GND and 500FT AGL, speed and height shall be adapted in function of the contours and cover of the ground. Along the predetermined routes: 200FT above the highest obstacle within a radius of 3KM of the helicopter.

2.7.2.3.2 Exceptions

Belgian military helicopters are authorised to operate at or above 300FT AGL along predetermined routes and within CTR.

In all the HTAs and in the LFA 11, a lower minimum safety height is allowed for Belgian helicopters. The helicopters booked in those areas are authorised to fly within the published vertical limits of the specific area. In the HTA Ardennes however, climb-out to 250FT or above is not allowed in order to avoid the LFA Ardennes, unless air safety dictates otherwise.

The overflight of cities by single engine helicopters is prohibited, except along predetermined routes in which case the altitude and speed must be sufficient to permit an emergency landing without endangering any person or property on the ground. Helicopters shall avoid overflying populated areas and industrial sites.

A strip of 5NM on either side of the Belgian coastline is prohibited. This rule does not apply to helicopters to and from EBFN or EBOS, for flights to and from the United Kingdom and for helicopters participating in combined exercises at Lombardsijde (EBR17A) or over the North Sea. In these cases, the minimum altitude to cross the strip of 5NM on either side of the Belgian Coast, is 2000FT.

2.7.2.4 Belgian Military helicopter landings outside aerodromes

2.7.2.4.1 Use of civilian heliports

Landing will only be authorized when authorization is obtained from the heliport operator prior arrival, by contacting the phone number or via the email address mentioned in the Heliport Data sheet (see list in AD 1.3), even when the type of military helicopter does not comply with limitations mentioned in AD 1.3 such as: performance class, dimensions, platform strength, arrival routes and opening hours (including night operations with or without night vision aids).

The heliport owner remains responsible for heliport safety area as per CAA regulations.

Exception:
In case of emergency or for flight safety reasons, a pilot may derogate and land without authorization. If he does so, he shall notify the controlling authority immediately and he shall notify his unit OPS section as soon as possible after landing.

2.7.2.4.2 Landing outside recognized and prepared landing sites

Field landing training exercises can only be performed in a reserved and active HTA Ardennes or inside a CTR, danger or restricted areas.

Exception:
In case of emergency or for flight safety reasons, a pilot may derogate and land outside recognized and prepared landing sites. If he does so, he shall notify the controlling authority immediately and he shall notify his unit OPS section as soon as possible after landing.

Real aeromedical evacuation missions are authorized to derogate and land outside recognized and prepared landing sites if the medical urgency requires so.

Training aeromedical evacuation missions can derogate and land outside recognized and prepared landing sites if prior permission of the site owner is obtained.

Military Helicopters can derogate and land outside recognized and prepared landing sites if prior permission of COMOPS AIR&SPACE and the site owner is obtained.

2.7.3 Low Level Cross-Channel Traffic

Military aircraft may operate at or above 500FT over the sea (Oostende CTR excluded).

Belgian jet pilots, before overflying the Strait of Dover at or above 500FT, shall make an RTF broadcast on FREQ 362.300 MHZ, stating position (in relation to a geographical feature), heading and height. This broadcast will not be acknowledged.

2.7.4 Low Level Abort Procedure

2.7.4.1 Navigation (unsure of position)

The pilot shall climb to the emergency safe altitude (4300FT AMSL) maintaining VMC and shall re-establish position by own means. If the pilot cannot confirm his position, he may request assistance from Belga Information or Brussels FIC outside the ATCC OPS HR (see GEN 3.3).

2.7.4.2 Weather deterioration

The pilot shall alter heading to maintain VMC and weather minima for low-level flight or he may request assistance from Belga Information or Brussels FIC outside the ATCC OPS HR (see GEN 3.3) maintaining VMC if possible. If unable to continue, return to base in VMC, the pilot should abort.

2.7.5 Abort Procedure

The pilot shall climb to the emergency safe altitude (4300FT AMSL) and shall switch the IFF/SIF to EMERG and Mode C when encountering IMC without ATC clearance. The pilot shall call Belga Information or Brussels FIC outside the ATCC OPS HR (see ENR 2.1, § 3).

2.7.6 Emergency

The pilot shall climb as necessary and shall switch the IFF/SIF to EMERG and Mode C. If no contact can be established with Steenokkerzeel ATCC on 374.400MHZ or 129.325MHZ, the pilot shall pass a distress message on 243.000MHZ or 121.500MHZ.

2.8 Night Flight

2.8.1 Definition

Night flights are all flights or parts thereof conducted between 30MIN after SS and 30MIN before SR.

2.8.2 Time Schedule

Complementary to the regulations mentioned in COMOPS AIR&SPACE Flying Window (CAIR-SPS-OPSDIR-AOCC-201), the following rules are applicable. SAR missions are authorised to fly at night. Except for Belgian transport aircraft, night flights are not authorised from 01 JUL until 31 AUG. Night flights are not authorised between 2300 and 0500 (2200 and 0400). Deviations to the above mentioned rules can be authorised by COMOPS AIR&SPACE.

2.8.3 Authorised Night Flight

2.8.3.1 Jet Aircraft

Are authorised:

- Flights below 4500FT AMSL within controlled airspace, and
- Flights above 4500FT AMSL, and
- Flights on published BENE routes, and
- Flights on published DARK FALCON routes (see ENR 3.3) and,
- Flights in accordance with the CAIR-SPS-OPSDIR-AOCQ-202.

2.8.3.2 Transport Aircraft

Are authorised:

- Flights below 4500FT AMSL within controlled airspace, and
- Flights above 4500FT AMSL are authorised, and
- Exclusively for Belgian propeller transport aircraft, flights along the Navigation Routes 15W Tpt (see ENR 3.3).
- Flights of Belgian propeller transport aircraft involved in paradrop exercises under the following conditions:
  - Minimum level 1000FT AGL,
  - Drop zone is clearly mentioned in the flight plan and
  - Coordination is done by AMC.

2.8.3.3 Helicopters

Are authorised:

- Flights below 4500FT AMSL within controlled airspace; and only for training and real SAR flights in uncontrolled airspace, and
- Flights above 4500FT AMSL, and
- Exclusively for Belgian helicopters, flights using NVG/NVA along NVG Link Routes (see § 2.8.4.2 and ENR 3.3) and flights in HTA 10 and LFA 11 (see ENR 5.2).

2.8.3.4 Other Cases

All night flights not mentioned above, are subject to prior authorisation by COMOPS AIR&SPACE.

2.8.4 Use of Night Vision Aids (NVA) or Night Vision Goggles (NVG)

2.8.4.1 Fixed Wing Aircraft

Foreign fixed wing aircraft are not allowed to fly with NVA/NVG in the Brussels FIR, unless prior authorization has been obtained from COMOPS AIR&SPACE.

Training of flights with NVA/NVG shall be performed along a net of predetermined routes, except for Belgian military jets flying in accordance with the CAIR-SPS-OPSDIR-AOCQ-202, as described in ENR 3.3, § 2.2.2. The altitudes mentioned in ENR 3.3, § 2.2.2 are minimum altitudes and should be adhered to at all times. Transport aircraft may fly above the lateral limits of the LFA Ardennes by night with NVA/NVG from 500 FT AGL above the highest obstacle within 1 NM radius.

Reservation of any link route shall be coordinated by AMC based on an IFR FPL submitted to ATCC ARO (EBMIZGZF) before 1100 of the same day. The requested route(s) will be described in FPL field 15 (ROUTE). Coordination of several NVA/NVG flights within Brussels FIR shall be the performed by AMC.

When flying with NVA/NVG in uncontrolled airspace, pilots shall listen out on 362.350 MHZ and at every reporting point along their route, transmit the following: Callsign, route followed + direction, reporting point and altitude. NVA/NVG night flying may be performed in control zones, following previous coordination with local air traffic control.

Anticollision lights and position lights shall be switched on, except:

- In formations: only the last element to have all lights on
- Inside mission-allocated TRA/TSA

2.8.4.2 Helicopters

Foreign helicopters, with the exception of real SAR flights, are not allowed to fly with NVA/NVG in the Brussels FIR, unless prior authorisation has been obtained from COMOPS AIR&SPACE.

Training flights with NVA shall be performed in the HTAs, LFA 11 and along a net of predetermined link routes as described in ENR 3.3, § 2.5. The HTA can be activated for helicopter low flying by night with NVA/NVG from GND up to 500 FT AGL. Reservation of a HTA and of a link route shall be coordinated by AMC based on an IFR FPL submitted to ATCC ARO (EBMIZGZF) before 1100 (1000) the same day. The requested HTA and the link route will be described in flight plan field 15 (ROUTE). The activation of the reserved HTA will be announced by NOTAM. Coordination and deconfliction of several NVA flights within a HTA shall be the responsibility of the operator. Coordination of several NVA/NVG flights within Brussels FIR shall be the performed by AMC.

When flying with NVA/NVG in uncontrolled airspace, pilots shall listen out on 362.350 MHZ and at every reporting point along their route, transmit the following: Call sign, route followed + direction, reporting point and altitude. NVA/NVG night flying may be performed in control zones, following previous coordination with local air traffic control.

Anti-collision lights and position lights shall be switched on, except:

- Outside CTR: anti-collision lights may be in NVG mode
- Inside CTR: when in short final or take-off below 300 FT AGL
- In formations: only the last element to have all lights on
- In exceptional operational circumstances

2.8.5 Flight Planning

OAT night flights in the Brussels FIR conducted entirely or partially in class G airspace require the submission of an IFR FPL, (also those executed under VFR or with NVA/NVG) before 1100 (1000) the same day, including ATCC ARO (EBMIZGZF) as addressee. OAT night flights in the Brussels FIR/UIR conducted entirely in controlled airspace (class C and D) require the submission of a FPL at least 60 MIN before ETD. The ATCC ARO (address EBMIZGZF) shall coordinate night flights conducted in class G airspace and for which an IFR FPL is submitted.

AMC will endeavour to reduce the risk of collisions by deconflicting planned missions based on received IFR FPL by sending all received FPL to the other participating squadrons. This deconfliction process does not take CIV VFR flights into account. The AMC is not providing a separation service to ACFT during the flight.

2.9 Supersonic Flight

Supersonic flights are authorised from MON to FRI between 0700-1100 (0600-1000) and 1200-1700 (1100-1600), acceptance flights for SABCA only are also authorised between 1100-1200 (1000-1100). They are prohibited on SAT, SUN and HOL, except when especially authorised by COMOPS AIR&SPACE. However, the number of supersonic flights will be limited to those necessary for maintenance in flight tests of Belgian aircraft and those scheduled in the Belgian training syllabi for pilots. Exceptions can be authorised by the COMOPS AIR&SPACE Air Operations Support.

Supersonic flights must be performed under radar control (SSR compulsory). Only during air defence exercises with CRC Beauvechain, supersonic flights may be performed under loose Positive Control, provided the pilot declares his intention to pass supersonic to the air defence controller. The pilot must receive the clearance before passing supersonic. Nevertheless, the pilot shall cross ATS routes and airways under radar control.

Supersonic flights are prohibited below FL 360 and at all levels in the following areas (see ENR 6-INDEX.10):

- Brussels: circle of 8 NM radius centred on 505042N 0042147E
- Antwerp: circle of 6 NM radius centred on 511230N 0042500E
- Gent: circle of 6 NM radius centred on 510245N 0034400E

- Liege: circle of 10NM radius centred on 503800N 0053530E
- The area delimited by two circles of 6NM radius centred on Mons (502700N 0035700E) and Charleroi (502500N 0042700E), connected by their common tangents
- All foreign airspaces, delegated to Belgian ATS

Before any descent, speed will be reduced to M0.98, except that supersonic descent may be maintained till reaching FL500. Pilots will advise the controller when starting and ending a supersonic flight, even when flying accidentally through M1, so that time and track can be logged.

2.10 Aerobatics

Aerobatics shall be performed under the conditions prescribed by the appropriate authority. Aerobatics shall be performed above 4500FT AMSL except in controlled airspace where the controlling authority can grant a deviation from this rule, and in designated temporary or permanent areas (see ENR 5). Visibility must be more than 8KM. It is prohibited to perform aerobatics above towns, congested areas, industrial sites, LNG terminals, nuclear power stations or gatherings of people in the open. All aerobatic manoeuvres are forbidden below FL100 during night flight. Exceptions to these rules can be granted by the Chief of Staff of the Belgian Air and Space Component.

2.11 Air Refuelling

Air refuelling in the Brussels FIR/UIR can be conducted in a TRA or CBA.

2.11.1 Procedure

Tankers and receivers will establish initial radio contact with Steenokkerzeel ATCC for radar vectored join up. Steenokkerzeel ATCC will provide radar vectors to tankers in order to keep the Air-to-Air Refuelling Cell within the defined area. Dissimilar tankers will not use the same block time.

All aircraft shall file an IFR flight plan to the scheduled refuelling area. The flight plan shall include the following entry in Item 18: 'RMK/ IN-flight REFUELLING AREA … (area name as appropriate) APPROVAL REQ'. While in the air refuelling area, the tanker and receivers shall squawk Mode 3 as directed and Mode C. After completion of refuelling operation, en-route to exit point, tactical aircraft shall report to Steenokkerzeel ATCC for hand-off coordination. For aircraft departing towards France, departure clearance requests should be submitted 30MIN in advance.

2.11.2 Scheduling

Air-to-air refuelling operations shall be scheduled from MON to FRI only (HOL excl).

2.12 Parachute Dropping

2.12.1 Planning

2.12.1.1 Standard

Parachute dropping can take place within the limits of the permanently reserved airspaces designated for this activity without prior notification.

2.12.1.2 Non-Standard

For military parachute dropping activities, the airspace reservation request shall be addressed to COMOPS AIR&SPACE Air Operations Support at least 10 working days before the activity.

If the airspace foreseen for the parachute dropping is affecting a civil controlled airspace and/or is taking place above 4500FT AMSL, request shall be addressed to COMOPS AIR&SPACE Air Operations Support at least 3 weeks before the activity.

2.12.2 Minimum Safety Height

- VFR flight:
  When the visibility is less then 8 KM and at night, 500FT above the highest obstacle located within a radius of 8KM around the estimated position of the aircraft.
- IFR flight:
  1000FT above the highest obstacle located within 8 KM around the estimated position of the aircraft.

2.12.3 Weather Minima for Parachute Dropping

2.12.3.1 Cloud base

Drop height + 100FT

2.12.3.2 Visibility

- One aircraft: 2KM
- Formation: 3KM for one drop, 5KM for more drops

Note: Radar beacon drop: 1.5KM, clear of clouds and in sight of the ground, only one aircraft and CARP within dropping zone limits.

2.12.3.3 Wind

- Personnel drops:
  day: ground 20KT - drop height 30KT
  night: ground 10KT - drop height 30KT
- Equipment drops:
  day: ground 20KT - drop height 30KT
  night: ground 20KT - drop height 30KT

2.13 Target Towing

2.13.1 Notification

Target towing flights shall be coordinated with Steenokkerzeel ATCC and be notified to EBSZ NOF at least two working days before the planned date.

2.13.2 Area

Target towing can only be executed in a TRA or CBA under radar control.

2.13.3 Flight Conditions

Target towing must be executed in VMC. If target towing takes place between cloud layers, the vertical distance from clouds must be 3000FT. For the departure, the crosswind component must be less than 15KT. The flight towards the target area can be flown in IMC, under radar control, if the cloud base is at least at 1500FT.

2.14 Fuel Dumping

Except in case of emergency, fuel dumping shall be carried out over the North Sea at 4500FT AMSL or above. In case of emergency, fuel dumping shall, whenever possible, not be carried out over the congested areas of cities, towns or settlements, in holding patterns and less than 2000FT above other aircraft.

If the need to drop external tanks arises and the overall situation allows it (concerning the emergency, weather, fuel etc...), dropping of the tanks will be executed in Helchteren Range.

2.15 Noise Abatement Procedures

Pilots-in-command should always exercise great care to avoid unnecessary noise pollution during the execution of a mission. Noise is a factor that should be considered during the planning phase as well as during the flight itself. As a minimum, the noise abatement procedures specified below shall be respected.

2.15.1 Applicability of Noise Abatement Procedures

Noise abatement procedures are applicable to OAT within the Brussels FIR/UIR, unless flight safety is jeopardised or a waiver has been obtained from COMOPS AIR&SPACE.

2.15.2 Violation of Noise Abatement Procedures

Every violation against the rules of noise abatement, with or without prior authorisation, shall be logged after the flight in the authorisation book by the pilot-in-command of the concerned flight.

2.15.3 Speed Limitation

Due to military operational and training requirements, the speed limitation below FL100 set at maximum 250KIAS is not applicable to OAT flights. Nevertheless for noise abatement reason, Aircraft are not to be flown below 4500FT at speeds exceeding 450KT GS (420KT planned), except when there is a specific training requirement, for the maximum speed which will be:

- For FBA missions: between IP and target for a maximum of 2MIN and with maximum TAS 520KT (510KT planned).
- For FBS missions: between IP and target for a maximum of 2MIN and with maximum TAS 550KT (540KT planned).
- For Air Defence missions, TAS 550KT only in the final intercept phase (inside 10NM).

2.15.4 Use of Standard Routes

Aircrew shall avoid the use of standard routes and shall diversify their everyday training routes away from well used choke points, except when such routes are required by training establishments.

2.15.5 Repetitive Overflight

Unless it is essential to the training aim of the sortie, aircrews are not to make repetitive overflights of targets, IP's, etc. The number of repetitive overflights below 1000FT AGL is limited to a maximum of two.

2.15.6 Use of Afterburner

The use of afterburner is prohibited below FL 100 except for take-off, climb out and in case of emergency. Exceptions to this rule may be granted by COMOPS AIR&SPACE (e.g. to allow demonstration flights and rehearsals).

2.16 Tactical Air Operations

Within the Brussels FIR/UIR and delegated airspace, Tactical Air Operations (defensive, offensive and support to air operations) are permitted within the framework of the following indicated regulations.

2.16.1 Terminology

Although the terms mentioned below may often be used in a wider sense, within § 2.16 the following meanings apply:

Air Control Unit (ACU) for Tactical Air Operations
Air Control Units within the framework of the NATO Control and Reporting (C&R) system are:

- Control and Reporting Centre (CRC/CRP)
- Airborne Early Warning and Control (AEW&C) Aircraft
- Tactical Air Control Systems (TACS)
- Radar Systems of Maritime Units (MU)
- Contingency locations

Air Combat Manoeuvres (ACM)
Training designed to achieve proficiency in element formation manoeuvring and the coordinated application of BFM to achieve a simulated kill or effectively defend against one or more aircraft from a preplanned starting position. ACM can be carried out by a maximum of four aircraft. ACM carried out with dissimilar aircraft is called Dissimilar-ACM (D-ACM).

Air Combat Training (ACT)

Training designed to give aircrews skills in tactics used to gain superiority in air combat. In Dissimilar Air Combat Training (DACT), different types of aircraft are involved.

Air Defence Controller (ADC)
Radar Controller, working within the NATO Control and Reporting (C&R) system, in charge of providing tactical control to Tactical Air Operations in the Brussels FIR/UIR and delegated airspace.

Air Defence Mission
Air defence missions are intercept missions under tactical control of an air defence unit and separated from other traffic by standard ICAO separation minima. Non-Belgian air control units performing intercept missions under tactical control, see § 2.16.6.1.

Air Surveillance And Control System (ASACS)
A network of mobile and airborne radars, associated communications and facilities that provide for the detection, recognition, reporting and control of interception and engagement of airborne vehicle within the detection range.

Area of Responsibility (AoR)
Geographical area in which a military unit is responsible to conduct operations.

Armed Aircraft

An armed aircraft is an aircraft with loaded ammunition (training or live) that can be expended by pilot initiation.

ATM network
The airspace including all civil and military structures (AWY, TMA, CTR, PDR, TSA, TRA, CBA, …).

Autonomous Operations
Air Operations without any type of service and/or control from an ACU. These types of operations are not allowed in Brussels FIR/UIR and delegated airspace.

Basic Fighter Manoeuvring (BFM)
Training designed to give aircrews skills in handling their aircraft within the performance limits and capabilities of that specific aircraft. BFM can be carried out by a maximum of four aircraft. BFM carried out with dissimilar aircraft is called Dissimilar-BFM (D-BFM).

BRA (A/H)
A type of information provided by the Air Defense Controller to aircrew in a format of Bearing, Range, Altitude (and Aspect or Heading).

Break-off rules
The minimum required separation distance between the interceptor and a target of opportunity (see § 2.16.6.3).

Bullseye format
System used to pass information to a ground or airborne ASACS. The information will be related to reference point known by all exercise participants. The format will be bearing, range, altitude, identification + additional information (number of aircraft, heading).

Composite Air Operations (COMAO)
Operations interrelated and/or limited in both time-scale and space, where units differing in type and/or role are put under the control of a single commander to achieve a common, specific objective.

Defensive Counter Air (DCA)
DCA operations are a basic building block for all air-to-air activity and permit weapon deconfliction in conditions with and without communications. Different types are point defense, area defense and lane defense. The objective is to detect, identify and engage aircraft attempting to penetrate the AoR in accordance with the mission and adhering with the RoE in effect. The next objective is passing the tactical picture to the ASACS unit as required.

Escort Flights (e.g. Presidential Flights)
The employment of AD fighters to directly intercept and protect friendly aircraft.

Fighter Area of Responsibility (FAOR)-operations
Operations within a well defined area, during which an ADC will provide the aircrew with all relevant information concerning the FAOR, the adjacent FAORs and target information to the optimum extent possible. When providing loose or broadcast control (see § 2.16.2) the target information will be given in relation to a defined geographical position (bulls eye).

Judy
AD fighter has radar/visual contact on the correct target and is taking control of the intercept within a close positive control mission.

Link 16 (L16)
Tactical data link for exchange of real time tactical data among military units.

Loaded aircraft
A loaded aircraft is an aircraft of which all or some weapon systems have been provided with ammunitions (training or live). However, safety measures have been taken to preclude use of the armament by pilot initiation.

Manoeuvring categories
The manoeuvring categories used in § 2.16 are applicable to air-to-air training missions and are the following:

- Unlimited:
  No restrictions except national regulations and flight manual, or aircraft limits, normal for air-to-air training.
- Limited:
  A defender, i.e. an aircraft of any type engaged in defensive manoeuvring, may react against an attacker with an extension/separation and/or turn not to exceed 180 degrees after the attacker has passed the defender's 3/9 line, level or climbing below 5000FT AGL. An attacker engaging defenders may turn until the defender terminates the engagement or a simulated kill is achieved or the defender has turned 180 degrees, whichever comes first, post merge.
- Restricted:
  Heading changes up to 60 degrees either side of the initial course and a maximum of 10000FT altitude change.
- Non-manoeuvring:
  Constant heading, airspeed and altitude.

Practice Intercepts (PI's)
An air-to-air mission in which the fighter executes a series of manoeuvres using an ADC, to place the aircraft or flight in a position from which air-to-air ordnance can be employed, a visual identification (VID) can be made, or a visual engagement can be initiated. The manoeuvring category is limited.

PI Patrol (PIPAT)
Training as specified above in which 'Targets of Opportunity' and 'Embellish Targets' are intercepted. Contrary to PI's, these targets may be controlled by different controllers and/or radar stations and air traffic centres.

Practice Intervention flights
Training under control of an ADC to give aircrews skills in the interception and escort of intruders and defectors.

Rules of Engagement (RoE)
Directives issued by higher authority which dictate the conditions under which military units can initiate combat engagement with other forces.

Safety frequency
A safety frequency will be used to order ‘cease jamming’ when safety is endangered. This frequency will be available to all exercise participants.

Security Flights (or Alpha Scrambles)
Military flights (Air Defence Priority Flights) resulting from urgent national or NATO security requirements, which for this reason do not have to comply with ICAO regulations (e.g. standard radar separation minima), normal control procedures and directions. See § 2.16.3 for more details.

Surface Attack Tactics (SAT)
Training designed to give the aircrew skills in the use of air-to-ground targeting and weapon delivery. (e.g. Targeting Pod (TGP), CAS).

Surface Attack Tactics with Air Opposition
SAT in a more complex and realistic scenario with opposition forces (air threat and SAM).

Taboo frequency
This will be determined before the start of the exercise and communicated to all exercise participants. This frequency may not be jammed.

Tactical Intercepts (TIs)
An air-to-air mission in which the fighter executes a series of manoeuvres using an ADC, to place the aircraft or flight in a position from which air-to-air ordnance can be employed, a visual identification (VID) can be made, or a visual engagement can be initiated. The manoeuvring category is unlimited.

Tally
Sighting of target, bandit, bogey, landmark or enemy position; opposite of no joy.

Tango Scramble
A scramble for a directed practice AD mission. This will be executed in accordance with national flying regulations.

Tap the CAP (Combat Air Patrol)
An air-to-air mission to practice visual lookout, spike awareness and engaging an adversary where the exact range, azimuth and altitude is not precisely known. The fighters will perform a visual CAP over the centre point of the area and will remain within 7 NM of that point. The adversary will perform sequential attacks on the fighters with a mix of Beyond Visual Range (BVR) and visual engagements.

Targeted
Group responsibility has been met.

Time Sensitive Targeting (TST)
This operation is used to find and destroy sensitive targets (including mobile targets) using airborne tasked fighters.

Unloaded aircraft
An unloaded aircraft is an aircraft carrying no ammunition (training or live) i.e. training or real ammunitions.

Visual
Sighting of a friendly aircraft/ground position; opposite blind.

2.16.2 Tactical Control of Aircraft

Tactical control of aircraft is based on two aspects, namely the aircraft's mission and the aircraft's safety. Doc AAP-49 defines combinations of terms to cover both aspects; however, some reservations are made by the Belgian Air and Space Component.

Due to airspace classification, the two following combinations of terms for tactical control are not provided in Brussels FIR/ UIR and delegated airspace:

- Close - Advisory Control
- Loose - Advisory Control

2.16.2.1 Terminology

Only the combinations of terms mentioned in the paragraphs hereafter are used inside Brussels FIR/UIR and delegated airspace during missions under control of an ACU:

2.16.2.1.1 Close - Positive Control

A form of aircraft mission control in which the aircraft is continuously controlled for altitude, speed and heading, to a position from which the mission can be accomplished. The controlling unit will advise the aircraft commander of the current tactical picture and will provide further advice if and when available.

The controlling unit is responsible for taking actions for collision avoidance, such as ordering the necessary alterations to heading, speed and altitude to maintain separation criteria.

Belgian Reservation to ATP-3.3.5.1: separation criteria is the radar separation minima in accordance with the airspace classification.

2.16.2.1.2 Loose - Positive Control

A form of aircraft mission control in which the aircraft commander selects his own speed, altitude, heading and the appropriate tactics required to accomplish the assigned task. The controlling unit will advise the aircraft commander of the current tactical picture and will provide further advice if and when available.

The controlling unit is responsible for taking actions for collision avoidance such as ordering the necessary alterations to heading, speed and altitude to maintain separation criteria.

Belgian Reservation to ATP-3.3.5.1: separation criteria are the radar separation minima in accordance with the airspace classification.

2.16.2.1.3 Broadcast Control

A form of aircraft mission control used in the absence of full capability or if the tactical situation precludes close or loose control, in which tactical/target information is passed to enable the aircraft to accomplish the assigned task. The controlling unit, when possible, provides adequate warnings of hazards, but the aircraft commander(s) is (are) responsible for aircraft navigation and collision avoidance. Two-way communications are not a prerequisite for this type of control.

2.16.2.1.4 TRAFFIC AVOIDANCE

Traffic avoidance is the action taken to avoid traffic by means of mandatory instructions and is to be initiated soon enough to ensure the prescribed separation minima (see § 2.16.4.3.1 and § 2.16.4.3.2).
Acknowledgement by aircrew on UHF is mandatory.

2.16.2.1.5 TRAFFIC WARNING

Traffic Warning is the information provided by the Air Defense Controller about factor traffic and can be done in BRA(A/H) format to a specific aircrew or can be done in Bullseye format for awareness to all aircrew.
Acknowledgement by aircrew on UHF is mandatory.
Traffic warning is to be done as follows:

> 15 NM	When no other urgent messages to pass to the aircrew
15 - 10 NM	Mandatory for traffic on collision course + avoiding actions to be initiated if necessary
10 - 5 NM	Mandatory for all factor traffic + avoiding actions to be ordered if necessary

2.16.2.2 Establishment of Mutual Responsibilities

At the start of each mission the air defence controller (ADC) must inform the aircrew about the type of tactical control for that specific mission, this shall be acknowledged by the aircrew. Every following change in tactical control must also be acknowledged by the aircrew.

The combination of terms for tactical control depends on the exercise, status of the ADC-equipment (radar and radio coverage), airspace classification and exercise area.

2.16.2.3 Responsibilities

Notwithstanding the regulations laid down below, the aircraft commander will always be ultimately responsible for the flight safety of the aircraft. Only in case of the necessity to maintain flight safety, an aircraft commander can deviate from directions given by the ADC. The deviation must be stated by the aircraft commander to the ADC as soon as possible. However, the above does not release the ADC from taking any conceivable measure within the range of possibilities to ensure the aircraft's safety.

2.16.2.3.1 Under Close - Positive Control and Loose - Positive Control

The air defence controller is responsible for:

- Giving timely traffic information about all non-participating air traffic to the aircraft under his control which may interfere with the flight path of the mission and, if necessary, giving mandatory instructions to maintain the radar separation minima in accordance with airspace classification.
- Giving mandatory instructions to keep the aircraft under his control within the allocated exercise area (airspace integrity).
- Obtaining clearance for the use of the exercise airspace from the appropriate ATM service.

The aircrew is responsible for:

- Acknowledging and following mandatory instructions: to maintain radar separation minima according to airspace classification and to maintain airspace integrity.
- Calling out 'targeted/sorted' or 'tally' on the frequency when assuming separation versus other participating aircraft during training missions inside TSA or TRA.
- Reporting radar or visual contact with non-participating air traffic.
- Contacting the previous agency if initial contact with the controlling ACU cannot be obtained or contacting Steenokkerzeel ATCC if contact is lost with the controlling ACU (ICF) (VHF 129.325MHZ or UHF 374.400MHZ).
- Flight safety, if the aircrew decides not to comply with the instructions given by the controller.

2.16.2.3.2 Under Broadcast Control

Broadcast control will only be provided within airspace class G. The rules of class G airspace are applicable

2.16.2.4 Standards for Provision of Tactical Control

2.16.2.4.1 Controlled Airspace

For A-scramble and for PI's training, tactical control provided by an ACU is close positive control.

For all other missions than the previous point in a TSA and/or TRA which are categorized as class C airspace, the tactical control service provided by an ACU is loose positive control. For (D) ACT missions, loose positive control will be given using the bullseye format and threat awareness in BRAA/BRAH when able.

2.16.2.4.2 Uncontrolled Airspace (Class G)

In uncontrolled airspace (class G) tactical control provided by an ACU is broadcast control (even for A-scramble).

2.16.3 Security Flights (Alpha Scramble)

2.16.3.1 General

Security flights (or Alpha Scramble) under NATO Command can operate within the Brussels FIR/UIR and delegated airspace if they are identified and under control of an ACU. Security flights (or Alpha Scramble) under National Command can operate within the airspace above the national territory and under control of CRC Beauvechain only. If needed, CRC Beauvechain will immediately inform Brussels ACC and Maastricht UAC through Steenokkerzeel ATCC regarding initial heading, initial altitude and SSR-code (Mode 3A). The nature and importance of a security flight might lead to deviation of the standard radar separation minima or to a request to respective ATC agencies to alter flight path of OAT. Adherence to specific flight rules stated in the AIP might not be possible or operationally desirable in order to achieve the mission. If a security flight is controlled by another ACU than CRC Beauvechain, CRC Beauvechain remains responsible for informing the respective ATC agencies.

2.16.3.2 Termination of Alpha Scramble

Whenever the security flight is cancelled by the appropriate authority, the Alpha Scramble is downgraded to a Tango Scramble and has to adhere again to radar separation minima.

2.16.3.3 Interception and Identification Manoeuvres

See ENR 1.12

2.16.3.4 Responsibilities for Separation

2.16.3.4.1 Under Close - Positive Control

The air defence controller may, for operational reason, choose to deviate from the standard radar separation minimum during the conduct of an A-scramble but he remains responsible for safety of the intercepting aircraft and any other traffic.

However, the pilot-in-command of the intercepting aircraft is taking over the responsibility for separation and collision avoidance in the following cases:

- When calling out 'visual' on any other traffic.
- When approaching closer than 1NM of the intercepted aircraft (see § 2.16.4.2) and/or calling out 'judy/tally'.

2.16.3.4.2 Under Broadcast Contol

When the Alpha Scramble is performed under broadcast control, the pilot-in-command is responsible for collision avoidance and the ADC will, when possible, provide adequate warning of hazards.

2.16.4 Separation Minima and Break-off Rules for Intercepts

2.16.4.1 Separation Applied by the Pilot-in-Command

When, in accordance with airspace classification, separation is the responsibility of the pilot-in-command, the rule is see and avoid.

However, national operational directives may impose supplementary rules including minimum separation distance (i.e. safety bubble) or altitude blocks.

2.16.4.2 Separation Minima during Alpha Scramble and PI's

The minimum distance for separation with the intercepted aircraft will depend on the mission tasking (reporting aircraft type versus reporting cockpit activity of target aircraft) but the see and avoid principle remains applicable. When completing the interception and closing in on the intercepted aircraft for visual identification (VID), the pilot in command needs to have 'tally' or 'judy'.

Without visual contact on the intercepted aircraft or in IMC, the following separation minima shall be maintained:

- Front and beam intercepts require 1000FT vertical separation at all times.
- Maintain ≥ 1NM unless radar lock and 'judy'.
- Maintain ≥ 1500FT (bubble) unless 'tally'.
- If visual contact is lost within 1500FT, the intercept is broken off immediately.

2.16.4.3 Radar Separation

2.16.4.3.1 Standard rule for radar separation

Vertical separation 5000FT or horizontal separation 5 NM

2.16.4.3.2 Reduction of separation

The vertical separation can be reduced after co-ordination between the controllers controlling the two aircraft and when the intentions of the others are known:

- To 1000FT between aircraft flying below FL 290.
- To 2000FT between aircraft flying at and/or above FL 290.

2.16.4.3.3 Force QNH

The use of force QNH is mandatory inside a TSA when aircraft are under tactical air control and are using an airspace block with a lower limit below 4500FT AMSL and an upper limit above 4500FT AMSL. (i.e. TSA26A, TSA26B and EBD26). The force QNH is defined as the regional QNH reference. Therefore, the vertical separation in relation to a non-participating aircraft crossing the TSA will be adapted as follows.

The air defence controller will add the verical separation mentioned below to the standard vertical separation indicated in § 2.3.1.2 above.

- 1000FT, if 980HPA ≤ QNH ≤ 1046HPA
- 2000FT, if 947HPA ≤ QNH < 980HPA or 1046HPA < QNH ≤ 1079HPA
- 3000FT, if QNH < 947HPA or QNH > 1079HPA

2.16.5 Airspace Regulations for Tactical Air Operations

The table in this paragraph shows the areas and combinations of areas suitable for tactical air operations in the Brussels FIR/UIR and delegated airspace. Reservation procedures are in described in ENR 5.2, § 1.3.

Exercise area	Controlling Agency	Remarks
TSA24	CRC Beauvechain	
TSA25A	CRC Beauvechain, AEW&C	
TSA25A/B	CRC Beauvechain, AEW&C	
TSA25A/B/C	CRC Beauvechain, AEW&C	
TSA25A/B/C + EBD26	CRC Beauvechain, AEW&C	
TSA25A/B + TSA S1 + TSA S4	CRC Beauvechain	
TSA25A/B/C + TSA S1 + TSA S4	CRC Beauvechain	
TSA25A/B/C + TSA S1 + TSA S4 + EBD26	CRC Beauvechain	
TSA26A	CRC Beauvechain, AEW&C	
TSA26A/B	CRC Beauvechain, AEW&C	
TSA26A/B + EBD26	CRC Beauvechain, AEW&C	
TSA26A/B + EBD26 + TRA S6	CRC Beauvechain	
TSA26A/B + EBD26 + TSA32A/TSA32B	CRC Beauvechain	
TSA N2 (Balen)	CRC Beauvechain	Only for Belgian users
TSA N3 (Meeuwen)	CRC Beauvechain	Only for Belgian users
TSA N2 + TSA N3	CRC Beauvechain	Only for Belgian users
TSA S1 (Namur)	CRC Beauvechain	See ENR 5.2 for vertical limits
TSA S2 (Beauraing)	CRC Beauvechain	See ENR 5.2 for vertical limits

Exercise area	Controlling Agency	Remarks
TSA S3 (Givet)	CRC Beauvechain	See ENR 5.2 for vertical limits
TSA S4 (Charleroi)	CRC Beauvechain	See ENR 5.2 for vertical limits
TSA S1 + TSA S4	CRC Beauvechain	First usable FL100
Uncontrolled airspace	CRC Beauvechain, AEW&C	See ENR 1.2 for vertical limits
Unclassified airspace	CRC Beauvechain, AEW&C	Above FL660

In TSA 25A/B it is possible to execute a HVAA (High Value Airborne Asset) protection scenario with a maximum of 8 aircraft. The aircraft participating are made up of a maximum of 6 Belgian fighter aircraft, with display of working area, in unlimited manoeuvring category and 2 HVAA aircraft in restricted or non-manoeuvring category. The HVAA will receive an airspace briefing. The flight path of HVAA will be briefed and sent to the different units i.a.w the scenario. Control will only be performed by CRC Beauvechain.

In TSA25A/B it is possible to execute a mission air-to-air (2 vs 1) and a mission TGP training with 4 aircraft. This exercise is for Belgian fighter aircraft only, with display of working area. Two dedicated UHF frequencies and one common VHF will be assigned. Control will only be performed by CRC Beauvechain. During this exercise, a fixed separation line between two missions is used to help the pilot with their visual separation. The fixed separation line has the following coordinates:

- North (501300N 0044500E)
- Bullseye TSA25A/B (500000N 0044500E)
- South (495216N 0044500E)

In TSA26A/B, EBD26, TSA32A and TSA32B combined air defense and CAS missions are possible. This exercise is for Belgian fighter aircraft only. The lateral limits are the standard lateral limits of TSA26, therefore TSA34A and TSA34B are not authorised to be booked for this kind of mission. Deconfliction and communication plan briefing between pilots, controllers and FAC is mandatory before the mission. Deconfliction cannot only be based on L16. For deconfliction, a common VHF frequency shall be used between CAS and the DCA pilots and the respective CAS and DCA controllers or if no common VHF frequency is available because the frequency is in use by the FAC, the three controllers (DCA/CAS/Red Air), located side by side, will deconflict flights amongst each other on their UHF frequency. Control will only be performed by CRC Beauvechain.

2.16.6 Additional Regulations

2.16.6.1 Tactical Control by Other ACU than CRC Beauvechain

2.16.6.1.1 Regulations

All foreign ADC must be familiar with the airspace structure within the Brussels FIR/UIR and delegated airspace. Foreign ACU equipment must be certified by appropriate authorities before receiving clearance to operate in the above mentioned airspace. For these stations all rules mentioned in the AIP apply. Additionally they must adhere to the following:

- Intercepts must be conducted within the framework of the integrated NATO C&R system.
- All standing NATO air defence rules and regulations.
- Operations must be authorised in advance by the master controller of CRC Beauvechain, who also needs to get the ap-proval of the Steenokkerzeel ATCC supervisor before delegating airspace to any external ACU.
- All inadvertent supersonic flights must be reported to the master controller of CRC Beauvechain.

2.16.6.1.2 Tactical Control by AEW&C Aircraft

Tactical control by AEW&C aircraft is limited to:

- E-3A/D/F are allowed to control missions in an active TSA25A/B/(C) (with a maximum of 6 aircraft), TSA26A, TSA26B, EBD26 and in uncontrolled airspace below 4500FT AMSL. Other type of AEW&C aircraft need a waiver issued by COMOPS AIR&SPACE and an airspace briefing before controlling in the Brussels FIR/UIR or delegated airspace.
- The distance between the farthest edge from the E-3 orbit and the farthest edge of TSA South must be within 200NM. Present orbit meeting this condition is NL2.
- All weapons (controlling) activity coordination between CRC Beauvechain FA and AEW&C FA are done using the manda-tory CRC Beauvechain WM (weapons manager) frequency.
- Before the start of the mission, all necessary information for the execution (i.e. dimensions & restrictions TSA-airspace, timings, NOTAM, traffic information, pilot's tactics briefing, handover and mission information) will be provided to the AEW&C FA by CRC Beauvechain FA and/or vice versa.

- The CRC Beauvechain FA will assign the control frequency and Mode 3/A to be used for the mission.
- Hand-over from Steenokkerzeel ATCC to AEW&C aircraft has to be approved by and coordinated via CRC Beauvechain. For the coordination between Steenokkerzeel ATCC and CRC Beauvechain, the direct telephone line will be used. For the coordination between CRC Beauvechain and AEW&C aircraft, the E-3A weapons manager frequency will be used. CRC Beauvechain will approve the direct hand-over to all parties before Steenokkerzeel ATCC will transfer the fighter aircraft on the E-3A working frequency. Hand-over from AEW&C aircraft to Steenokkerzeel ATCC is not allowed. They shall pass via CRC Beauvechain, after which CRC Beauvechain will hand the aircraft over to Steenokkerzeel ATCC. At CRC Beauvechain, workload permitting the hand-over between AEW&C aircraft and CRC Beauvechain will be performed by the Fighter Allocator (FA) on the E-3A weapons manager frequency. If the FA workload is not permitting, the hand-over between AEW&C aircraft and CRC Beauvechain will be performed by the air defence controller (ADC) on the E-3A working frequency.
- The AEW&C FA will provide a 10 minutes prenote before recovery and recovery intentions of the aircraft under control to CRC Beauvechain.

2.16.6.2 Intercepts with Armed (Live Ordnance equipped) Aircraft

2.16.6.2.1 General Safety Directives

No live ordnance will be carried on participating aircraft during air-to-air training except in exercises where live ordnance is specifically authorised in an Exercise Operations Order. Live ordnance is defined as 'hot guns' and 'Air-to-Air missiles' that are not mechanically or electrically made safe. When live ordnance is authorised, the procedures laid down in ACE Manual 75-2-1 'Fighting Edge' Air-to-Air Training Rules or more restrictive national regulations apply.

2.16.6.2.2 Northern Region NATO QRA (I) Procedures

The following procedures are to be adhered to by all armed NR NATO QRA (I) aircraft conducting operational or training missions:

- Practice engagements are prohibited in all circumstances.
- An armament safety check is to be carried out at the initial check-in with the controlling ACU and repeated prior to the initiation of each intercept. The armament safety check is to be initiated by the ADC and a verbal response to the check is to be given by the aircrew.
- If this procedure has not been carried out, or the aircrew cannot confirm that weapons are safe, an intercept shall not be initiated.

2.16.6.3 Interceptions of Targets of Opportunity

Targets of opportunity can be intercepted over in the Brussels FIR/UIR and delegated airspace. In principle all military non-training aircraft (OAT) may be intercepted unless a special mission is executed (test-, calibration flights, special transport, AEW flights).

OAT traffic wishing to be intercepted can mention this wish in their flight plan (embellish targets) or to Steenokkerzeel ATCC. The intercept will be coordinated between the ADC and ATC control agencies. Unless clearance is received for close-in, aircrews will maintain radar separation minima. When close-in clearance is received, a minimum horizontal separation dis-tance of 1 NM to the target will be maintained. The minimum separation to an AEW aircraft is 3000 FT vertically or 3 NM horizontally, for loaded /armed aircraft.

Only basic intercepts will be executed on a target of opportunity. Both aircrew and ADC will ensure that guard frequencies are monitored. The intercept must take place outside the civil ATM network. Weather conditions at intercept level must be better or equal to:

- Flight visibility of 8 KM
- Vertical distance from clouds 1000 FT
- Horizontal distance from clouds 1500 FT

Break-off rules are as follows:

- No frontal quadrant attacks are allowed.
- 5 NM when no radar contact.
- 3 NM when no lock-on.
- 1 NM is the minimum distance unless approved by the pilot-in-command of the intercepted aircraft.

2.16.6.4 Intervention to Land during A-Scramble

The following procedure is applicable for intervention to land on a military aerodrome and on a civil aerodrome during a renegade event and is performed only during a security flight (see § 2.16.3). The QRA (I) aircraft shall remain VMC and maintain on the frequency of the Air Defence Controller (ADC) of CRC Beauvechain until a handover from the ADC to the Approach Control has been established through Steenokkerzeel ATCC (during opening hours). At transfer of communications only one fighter will switch to the assigned frequency. The second fighter will maintain on the ADC frequency.

2.16.6.5 Practice Intervention Flights

The following procedures are applicable during practice intervention flights and NATO readiness verification. Crossing of civil and military ATM network will be performed under control of military ATC. However, only one QRA (I) aircraft will be on the ATC frequency while the other aircraft is on a CRC frequency in order to receive tactical orders. Internal communication between the QRA (I) formation is performed on a common VHF frequency. Crossing of civil ATS routes will be coordinated

by COMOPS AIR&SPACE before the exercise and a cleared level block (or Flight Level) will be requested for the benefit of Steenokkerzeel ATCC.

2.16.6.6 Operations under Electronic Warfare (EW) Conditions

Flight operations under EW conditions are only allowed after coordination with the master controller (MC) or fighter allocator (FA) of the CRC Beauvechain, and under the following conditions:

- Flight operations and EW must be according AIRCOM Manual 75-1. Taboo frequencies, which may not be jammed, will be determined before exercise start and communicated to all exercise participants. A safety FREQ will be used to order cease jamming when safety is endangered. This FREQ will be available to all exercise participants.
- In case of radio and/or radar jamming the jamming agency will monitor all safety frequencies and UHF guard. Jamming is not allowed during air-to-air refuelling (AAR), aircraft in distress, operational (non-training) missions and VIP flights.
- In case non-planned meaconing-, intrusion-, jamming- or interference (MIJI) conditions are observed both aircrew and ADC will inform each other immediately, log all necessary information (DTG, type, frequency, direction and duration) and perform all necessary actions to safeguard flight safety. Furthermore, action will be taken in order to localise the source of MIJI and to terminate the MIJI.

2.16.6.7 Use of Chaff and IR Flares

Chaff and IR Flares are not allowed in the Brussels FIR/UIR and delegated airspace, except inside air to ground range where it is specifically authorized or a waiver is granted by COA&S.

2.16.6.8 Degradation of Radar Equipment

If an ACU experiences a degradation of radar equipment and/or has no radar available due to equipment outages, it must inform the aircrew immediately. The ADC will immediately arrange a hand-over to another ACU or Steenokkerzeel ATCC.

2.16.6.9 Short Term Contigency

The following short term contingencies are applicable for outages foreseen to last a short period of time or as a transitional solution during long outages. Depending on the technical restriction, different procedures will be enforced:

- In case of failure or short term outage of the radar equipment at CRC Beauvechain, the callsign of EFFLUX (CRC Beauvechain) is backed up by callsign HERO, being personnel of CRC Beauvechain deployed to Steenokkerzeel ATCC.
- A separate TTY and NOTAM will be issued to warn all Belgian and foreign units that CRC Beauvechain will operate from Steenokkerzeel ATCC. This message will include the restrictions applicable. In case of planned outage, this message will be sent not later than 2 weeks in advance.
- The message will include some restrictions like:
    - number of control points available
    - maximum size of the mission
    - equipment limitations
    - possibility of control by AEW&C aircraft

2.16.6.10 Outside Steenokkerzeel ATCC OPS HR

During their mission, Belgian or foreign QRA aircraft flying in the Brussels FIR/UIR outside the Steenokkerzeel ATCC operational hours will be controlled by CRC Beauvechain or by another ACU.

2.17 Unplanned diversion with Armement

Before landing with armament or practice munitions at any military or civilian airfield, where respective local procedures are not known, the pilot-in-command shall appropriately advise ATC about the circumstances.

After landing the pilot-in-command shall request taxi instructions to the designated safe-for-parking area and avoid taxiing into an area or position that could threaten personnel or equipment.

Before leaving the aircraft the pilot-in-command shall ensure ground crew awareness about the armament on board and their qualification to handle armament.

If necessary, the pilot-in-command shall request assistance from the nearest suitable military installation and ensure appropriate measures be taken to safeguard the aircraft until qualified personnel take over.

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DLE/
In case of en route delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm) (e.g. “DLE/MDG0030”).

OPR/
ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

ORGN/
The originator’s eight letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.

Note: In some areas, flight plan reception centres may insert the “ORGN/” identifier and originator’s AFTN address automatically.

PER/
Aircraft performance data, indicated by a single letter as specified in *ICAO Doc 8168, Volume I*, if so prescribed by the appropriate ATS authority.

ALTN/
Name of destination alternate aerodrome(s), if “ZZZZ” is inserted in item 16. For aerodromes not listed in the relevant AIP, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in “DEP/” above.

RALT/
ICAO four letter indicator(s) for en-route alternate(s), as specified in *ICAO Doc 7910*, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant AIP, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in “DEP/” above.

TALT/
ICAO four letter indicator(s) for take-off alternate, as specified in *ICAO Doc 7910*, Location Indicators, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant AIP, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in “DEP/” above.

RIF/
The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to re-clearance in flight (e.g. “RIF/DTA HEC KLAX”, “RIF/ESP G94 CLA YPPH”).

RMK/
Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

RFP/
Q followed by a digit to indicate the sequence of the replacement flight plan being submitted, see ENR 1.9, § 2.

STAYINFOn/
Indication of the reason for the insertion of a STAY indicator in item 15 (see § 1.4.7 above). Insert “STAYINFO” followed by the sequence number of the STAY indicator, an oblique stroke and an explanation in free text (e.g. “STAYINFO1/ CALIBRATION OF SOG”).

1.4.10 Item 19: Supplementary Information

Note: In the paper flight plan form, an indicator is crossed out to denote that it is not available, in the digital flight plan form however, a mark is placed at the emergency and survival equipment that is available.

1.4.10.1 Endurance

After “E/” insert a 4-figure group giving the fuel endurance in HR and MIN.

1.4.10.2 Persons on Board

After “P/” insert the total number of persons (passengers and crew) on board.

insert “TBN” (to be notified) if the total number of persons is not known at the time of filing.

1.4.10.3 Emergency and Survival Equipment

“R/” (RADIO)

- cross out “U” if UHF on FREQ 243.000 MHZ is not available;
- cross out “V” if VHF on FREQ 121.500 MHZ is not available;
- cross out “E” if emergency location beacon-aircraft (ELBA) is not available.

“S/” (SURVIVAL EQUIPMENT)

- cross out “P” if polar survival equipment is not carried;
- cross out “D” if desert survival equipment is not carried;
- cross out “M” if maritime survival equipment is not carried;
- cross out “J” if jungle survival equipment is not carried.

“J/” (JACKETS)

- cross out “J” if life jackets are not carried;
- cross out “L” if life jackets are not equipped with lights;
- cross out “F” if life jackets are not equipped with fluorescein;
- cross out “U” or “V” or both as in “R/” above to indicate radio capability of jackets, if any.

"D/" (DINGHIES)

- (Number): cross out "D" and "C" if no dinghies are carried, or insert number of dinghies carried;
- (Capacity): insert total capacity, in persons, of all dinghies carried;
- (Cover): cross out "C" if dinghies are not covered;
- (Colour): insert colour of dinghies if carried.

"A/" (AIRCRAFT COLOUR AND MARKINGS)

- insert colour of aircraft and significant markings.

"N/" (REMARKS)

- cross out "N" if no remarks, or indicate any other survival equipment carried and any other remarks regarding survival equipment.

"C/" (PILOT)

- insert name of pilot-in-command.

"Filed by": insert the name of the unit, agency or person filing the flight plan.

1.5 Changes to a Flight Plan (SERA.4015)

Except for the provisions described in ENR 1.1, § 1.10.2.2, all changes to a flight plan submitted for an IFR flight and/or a mixed flight rules flight shall be reported as soon as practicable to IFPS (either directly via AFTN or SITA, or through the intermediate of a local ARO).

All changes to VFR flight plans shall be reported as soon as practicable to the responsible ARO or to the appropriate ATS unit.

Note 1: Information submitted prior to departure regarding fuel endurance or total number of persons carried on board, if incorrect at the time of departure, constitutes a significant change to the flight plan and must be reported.

Note 2: Changes to the route of a flight plan affecting the AFS addresses, involve the cancellation of the flight plan and subsequent submission of a new flight plan, except for IFR flights remaining within the IFPS zone.

1.6 Closing a Full Flight Plan (SERA.4020)

A report of arrival shall be made either in person or by radio at the earliest possible moment after landing, to the appropriate ATS unit at the arrival aerodrome, by any flight for which a flight plan has been submitted.

When no ATS unit exists at the arrival aerodrome, the pilot of a flight for which a flight plan has been submitted shall ensure that the arrival report is made immediately after landing to Brussels ARO or to Brussels FIC or, if this is not possible, to any other ATS unit with the request to inform Brussels FIC.

Note: A flight plan and its associated messages submitted for a VFR flight to be conducted wholly within Brussels FIR will not be sent to the destination aerodrome if the latter is a private aerodrome. This flight will nevertheless be provided with alerting service in so far as it is known or believed to be in a state of emergency. As a consequence, the pilot shall ensure that an arrival message is forwarded immediately after landing to the departure aerodrome or, if this is not possible, to Brussels FIC or Brussels ATC with the request to inform the aerodrome. Any failure to meet this obligation may cause unnecessary and expensive SAR operations.

Arrival reports made by the pilots shall contain the following information:

- aircraft identification;
- departure aerodrome;
- destination aerodrome (in case of diversion only);
- arrival aerodrome;
- time of arrival.

2 MILITARY

2.1 Requirement to submit a Flight Plan

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

Traffic that intends to file an OAT flight plan outside the published OPS HR of Steenokkerzeel ATCC has to obtain prior permission from COMOPS AIR&SPACE (PPR 72HR). The request shall be sent to COMOPS AIR&SPACE Air Operations Support. The permission will only be granted under exceptional circumstances when the ATS provided by a civil agency would not be possible or would not be desirable (e.g. sensitive military flight). If permission has been granted, Steenokkerzeel ATCC will provide ATS only to that traffic for which the permission has been obtained.

Compliance with diplomatic rules as published by the foreign authorities is compulsory.

A flight plan shall be submitted prior to every flight, with exemption of a QRA(I) or SAR mission.

Incidents that occurred in the area of responsibility of ANA:

Post: Administration de la navigation aérienne
Safety Unit
BP 273
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 47 98 23 01 0

FAX: +352 47 98 23 09 0

Email: safety@airport.etat.lu

Incidents that occurred in BRUSSELS UIR above FL 245:

Post: EUROCONTROL Agency Safety Regulation Unit (ASRU)
Rue de la Fusée / Raketstraat 96
1130 Brussels
BELGIUM

TEL: +32 (2) 729 90 11

FAX: +32 (2) 729 90 44

Telex: 21173 euroc b

Incidents that occurred in foreign countries and relate to civil aircraft registered in Luxembourg:

Post: Direction de l'Aviation Civile
BP 283
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 24 77 49 00

FAX: +352 46 77 90

Email: info@dac.public.lu

5.2 Military

5.2.1 Pilots procedures involved in incident

The following are the procedures to be followed by a pilot who is or has been involved in an incident:

a. during flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately. An AIRPROX report shall always be notified immediately by radio;
b. as promptly as possible after landing, submit a completed Air Traffic Incident Report Form A:
    1. for confirming a report of an incident made initially as in a above, or for making the initial report on such an incident if it had not been possible to report it by radio;
    2. for reporting an occurrence which did not require immediate notification at the time of occurrence.

5.2.2 Initial report by radio

An initial report made by radio should contain the following information:

- aircraft identification (own aircraft);
- type of occurrence, e.g. aircraft proximity;
- the incident; 1. a) and b) ; 2. a), b), c), d), n) ; 3. a), b) available details: heading, controlling unit and frequency, c) , i); 4. a), b) of the Air Traffic Incident Report Form A;
- miscellaneous; 1. e) of the Air Traffic Incident Report Form A.

5.2.3 Reporting of Air Traffic Occurrences by ATS of AD Units

ATS personnel or air defence personnel shall proceed as follows regarding an occurrence in which he has been involved. As promptly as possible after an occurrence took place, ATS personnel or air defence personnel shall submit a completed Air Traffic Occurrence Notification Report in accordance with ATM instruction 12 and the Air Traffic Occurrence Notification Report form.

5.2.3.1 Mandatory reporting addresses

Air Traffic Occurrence Notification Reports concerning air traffic occurrences that happened within the Brussels FIR/UIR or in other FIRs to a flight terminating in the Brussels FIR will be addressed to the relevant ATS unit.

Post: Defence
Air and Space Component
Aviation Safety Directorate/Safety Monitoring Office
Base Charles Roman
1320 Beauvechain
BELGIUM

TEL: +32 (0) 2 442 54 49
Email: asd-atm@mil.be

6 PURPOSE OF REPORTING AND HANDLING OF THE FORMS

The purpose of the reporting of air traffic incidents and their investigation is to promote the safety of aircraft and to reduce the risk of mid-air collisions and to reduce the risk of accidents and incidents caused by faulty procedures or non-compliance with procedures, or failure of ground facilities. The sole objective of the safety investigation of an occurrence shall be the prevention of accidents and incidents. It is not the purpose of this activity to apportion blame or liability. Aircrew and Air Traffic Control/Air Defence personnel who are involved in air traffic occurrences, including those who have been reported as being involved, should cooperate in the investigation by providing complete and accurate information. The degree of risk involved, and the severity of the aircraft incidents should be determined in the incident investigation and classified as “serious incident”, “major incident”, “significant incident”, “not determined” or “no safety effect”.

The purpose of the forms is to provide investigatory authorities with as complete information on an air traffic incident as possible and to enable them to report back, with the least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken for safety improvement. Any information given in order to improve the investigation processes may be used by the receiving party exclusively for safety purposes. Those data may never be used for any other purpose. All the safety related data shall stay confidential.

LILLE TMA NINE

Lateral limits	505038N 0024816E - 504302N 0025517E - 504148N 0025346E - along the Belgian-French border - 504901N 0023756E - 505038N 0024816E.		
Vertical limits	4500FT AMSL / 2000FT AMSL		
Airspace class	E		
Control units	Lille APP *(1)*	**Call sign**	
		OPR HR	
		FREQ	
Remarks	*(1)* For details, see *AIP France*.		

LUXEMBOURG TMA ONE A

Lateral limits	495152N 0061852E - along the German-Luxembourg border - 494921N 0062812E - 494833N 0063010E - 493808N 0062543E - along the German-Luxembourg border - 492810N 0062202E - along the French-Luxembourg border - 493247N 0054907E - along the Belgian-Luxembourg border - 494738N 0054729E - 494823N 0061000E - 495152N 0061852E.		
Vertical limits	FL165 / 2500FT AMSL		
Airspace class	C/D *(1)*		
Control units	Luxembourg APP	**Call sign**	Luxembourg Radar, Luxembourg Arrival (En)
		OPR HR	H24
		FREQ	See ELLX AD 2.18
Remarks	*(1)* Airspace class C above FL 095.		

LUXEMBOURG TMA ONE B

Lateral limits	500748N 0060816E - along the German-Luxembourg border - 495714N 0061208E - 495608N 0061204E - 495536N 0061319E - along the German-Luxembourg border - 495152N 0061852E - 494823N 0061000E - 494738N 0054729E - along the Belgian-Luxembourg border - 500748N 0060816E.		
Vertical limits	FL145 / 3500FT AMSL		
Airspace class	C/D *(1)*		
Control units	Luxembourg APP	**Call sign**	Luxembourg Radar (En)
		OPR HR	H24
		FREQ	See ELLX AD 2.18
Remarks	*(1)* Airspace class C above FL 095.		

LUXEMBOURG TMA FIVE *(1)*

Lateral limits	494328N 0054955E - 494032N 0054956E - 493537N 0054356E - 493232N 0054520E - along the Belgian-French border - 493247N 0054907E - along the Belgian-Luxembourg border - 494328N 0054955E.		
Vertical limits	FL165 / 2500FT AMSL		
Airspace class	C/D *(2)*		
Control units	Luxembourg APP	**Call sign**	Luxembourg Radar (En)
		OPR HR	H24
		FREQ	See ELLX AD 2.18
Remarks	*(1)* Delegation of ATS from Brussels ACC to Luxembourg APP. *(2)* Airspace class C above FL 095.		

MAASTRICHT TMA 1 (1)

Lateral limits	Part 1: 504935N 0053857E - 504851N 0053815E - 504724N 0054146E - along the Belgian-Dutch border - 504935N 0053857E. Part 2: 504611N 0054446E - along the Belgian-Dutch border - 504513N 0055956E - 504508N 0055956E - 504459N 0055454E 504519N 0054824E - 504611N 0054446E.		
Vertical limits	FL 095 / 1500FT AMSL		
Airspace class	D		
Control units	Maastricht APP (2)	**Call sign**	
		OPR HR	
		FREQ	
	Maastricht TWR (2)	**Call sign**	
		OPR HR	
		FREQ	
Remarks	*(1)* Part of Maastricht TMA 1 within the Brussels FIR. For complete description of Maastricht TMA 1, see *AIP the Netherlands*. *(2)* For details, see *AIP the Netherlands*.		

OOSTENDE TMA ONE (1)

Lateral limits	505900N 0024917E - 510043N 0023905E - 510148N 0021940E - 510618N 0021418E - 510700N 0020000E - 513000N 0020000E - 512223N 0032147E - along the Belgian-Dutch border - 511635N 0032236E - 510500N 0031500E - 510357N 0025825E - 505900N 0024917E. (2)		
Vertical limits	FL 055 / 1500FT AMSL		
Airspace class	C		
Control units	Oostende APP	**Call sign**	Oostende Approach (En)
		OPR HR	H24
		FREQ	See EBOS AD 2.18
Remarks	*(1)* Partially situated in France. *(2)* Koksijde CTR excl during EBFN OPR HR.		

OOSTENDE TMA TWO (1)

Lateral limits	505900N 0024917E - 510043N 0023905E - 510148N 0021940E - 510618N 0021418E - 510700N 0020000E - 513000N 0020000E - 512223N 0032147E - along the Belgian-Dutch border - 511635N 0032236E - 510500N 0031500E - 510357N 0025825E - 505900N 0024917E. (2)		
Vertical limits	FL 095 / FL 055		
Airspace class	C		
Control units	Oostende APP	**Call sign**	Oostende Approach (En)
		OPR HR	H24
		FREQ	See EBOS AD 2.18
Remarks	*(1)* Partially situated in France. *(2)* AWY L607, L179, Y50 and Q70 excl.		

ENR 3.3 Other Routes

1 DIRECT ROUTES

In the Brussels FIR/UIR, direct routes are available if the following prerequisites are met:

a. The direct routing to be cleared in the Brussels FIR/UIR shall begin (entry point) and end (exit point) at waypoints in the Brussels FIR/UIR or other FIR, determined for the purpose of defining en-route flight procedures in line with the applicable national legislation and listed in the relevant AIP (ENR 4.3 or ENR 4.4);

b. The restrictions on the use of waypoints for direct routings which can be found in Appendix 4 (DCT limits) of the *Route Availability Document (RAD)* shall be complied with. More details on the RAD can be found in ENR 1.10, § 1.3.3;

c. The direct routing shall be indicated in item 15 of the flight plan;

d. The traffic situation must permit the issuance of an ATC clearance for a direct routing in line with the requirements for safe, orderly and expeditious handling of air traffic.

2 MILITARY ROUTES

	Rotary Wing	Fixed Wing	
	Heli	15W Tpt Aircraft	Jet Aircraft
General	Night flying is allowed in any of following conditions:		
	• In controlled airspace • Along a network of pre-determined routes • In pre-determined areas.		In accordance with the ACOT-SPS-OPSDIR-AOCQ-202.
Timings	Mon & Tue: night flight possible as per flying window. Wed – Fri: 15W transport aircraft; others when authorized by COMOPS AIR&SPACE.		
Flight planning	FPL to be filed not later than 1100 day of flight. AMC to share FPL between participating squadrons for awareness.		
Pre-determined routes	Yearly assessed		BENE, Falcon and Dark Falcon routes
Route – altitude	NVG: 200FT above highest obstacle < 1KM NO NVG: 500FT above highest obstacle < 3KM	NVG: 500FT above highest obstacle < 1NM NO NVG: 1000FT above highest obstacle < 5km	1000FT above highest obstacle < 5km
Areas	In NVG only: HTAs + LFA11 +NOTAM	In NVG only: Above LFAs lateral limits	N/A
Areas – altitude	In NVG only: See ACOT-GID-TRGMST-AOLG-200	In NVG only: 500ft above obstacle < 1NM	N/A
Airbase – circuit training	After prior coordination with local ATC		
Deconfliction during flight (MIL only)	All flights in uncontrolled airspace: to check in on “night flight frequency” = 362,35 • At each reporting point: broadcast callsign, route + direction, reporting point + altitude. • When crossing: Heli stay lowest, transport aircraft above, Jet aircraft highest.		
Foreign ACFT	Not allowed, unless approval from COA&S		

2.1 BENE ROUTES

The BENE routes consist of an integrated system of low flying routes which have been agreed by the Belgian Air and Space Component and Royal Netherlands Air Force and flown by jet Aircraft by night over the Netherlands and Belgium below 4500FT AMSL.

All BENE routes, except BENE THREE and SIX, may be flown by day at VFR levels.

In order to provide awareness, all night flights will be announced by the night flight message sent by Steenokkerzeel ATCC each THU for the next week. Also, a FPL needs to be filed for any night flight not later than 1100 on the day of flight. AMC will:

- provide Brussels FIC with details on MIL low level night flights activities
- Coordinate night flights between helicopters and fixed wing Aircraft.

Aircraft which have not been allocated a specific route segment shall avoid these night low flying routes, unless the respective route segment is not activated or the Aircraft is under RIS/RC.

If the pilot cannot maintain the en-route altitude for technical or other reasons, he shall assume the ESA, squawk A/7700 and request immediate ATC assistance.

Radio contact with Belga Information is mandatory for the complete formation throughout the flight, except when crossing controlled airspace.

All altitudes outside controlled airspace are minimum altitudes, aircraft may fly above the minimum altitude provided that they remain outside controlled airspace. When crossing controlled airspace, other altitudes may be requested and provided.

The BENE routes are depicted on the chart in ENR 6-ENRC.05a.

Note: Only that part of the BENE routes situated within Brussels FIR is published. For the part of the BENE routes situated in Amsterdam FIR, see Military AIP of the Netherlands.

2.1.1 BENE Routes

BENE ONE

Speed (KT)	Turning point	Position	Altitude (FT)
420	BBL	511003.6N 0052808.4E	2000
	AQDAW (Reporting Point 1a)	512818.6N 0043949.2E	2000
	ACMAH	512213.2N 0055154.0E	2000
	BBL	511003.6N 0052808.4E	
Note: High level return from Vliehors direct via VKL to BBL can be flown when a flight plan has been filed accordingly.			

BENE TWO

Speed (KT)	Turning point	Position	Altitude (FT)
420	BBL	511003.6N 0052808.4E	4000
	ABJEH (Reporting Point 2a)	504442.0N 0054116.2E	4000
	AGZUS (Reporting Point 2b)	502226.4N 0053103.0E	3300
	AGMUW (Reporting Point 2c)	494324.6N 0053236.0E	4000
	AQFOF (Reporting Point 2d)	495216.8N 0045552.2E	3000
	AGAJE (Reporting Point 2e)	501702.4N 0050536.0E	4000
	AKHEW (Reporting Point 2f)	501646.2N 0041734.8E	2300
	AMCEW (Reporting Point 2g)	502705.4N 0034520.4E	2000
	AFHIR (Reporting Point 2h)	505603.0N 0032554.0E	2200
	AVFIW (Reporting Point 2j)	504957.0N 0025955.8E	3000
	ACPEZ (Reporting Point 2k)	511122.2N 0033325.8E	3000
	APNIH (Reporting Point 2l)	511724.0N 0043219.8E	3000
	ADQEV (Reporting Point 2m)	505820.4N 0052140.8E	3000
	ABZUQ (Reporting Point 2n)	505853.4N 0054223.4E	3000
	AWGAW (Reporting Point EXIT - EXIT to Kleine-Brogel - Wildenrath - Volkel)	510255.8N 0052836.0E	3000

2.1.2 BENE Routes (Belgian Air and Space Component jet aircraft only)

BENE II

Speed (KT)	Turning point	Position	Altitude (FT)
420	BBL	511003.6N 0052808.4E	2000
	ABJEH (Reporting Point 2a)	504442.0N 0054116.2E	2600
	AGZUS (Reporting Point 2b)	502226.4N 0053103.0E	3300
	AGMUW (Reporting Point 2c)	494324.6N 0053236.0E	2500
	AQFOF (Reporting Point 2d)	495216.8N 0045552.2E	2700
	AGAJE (Reporting Point 2e)	501702.4N 0050536.0E	2400
	AKHEW (Reporting Point 2f)	501646.2N 0041734.8E	2300
	AMCEW (Reporting Point 2g)	502705.4N 0034520.4E	1600
	AFHIR (Reporting Point 2h)	505603.0N 0032554.0E	2200
	AVFIW (Reporting Point 2j)	504957.0N 0025955.8E	2200
	ACPEZ (Reporting Point 2k)	511122.2N 0033325.8E	1700
	APNIH (Reporting Point 2l)	511724.0N 0043219.8E	2700
	ADQEV (Reporting Point 2m)	505820.4N 0052140.8E	2000
	ABZUQ (Reporting Point 2n)	505853.4N 0054223.4E	2000

BENE II SHORT

Speed (KT)	Turning point	Position	Altitude (FT)
Proceed as BENE TWO till			
420	AZVIF (Reporting Point 2s)	502855.8N 0053607.8E	2300
	AFKEQ (Reporting Point 2t)	502304.8N 0045950.4E	2400
then follow BENE TWO.			

2.2 FALCON Routes

2.2.1 FALCON Routes

The FALCON routes consist of an integrated system of low flying routes, flown at day or night by Belgian Air and Space Component jet aircraft in IMC or VMC, using two different levels.

FALCON routes may be flown at the first two usable FL in IMC.

For flights in uncontrolled airspace a Terrain Avoidance Plan (TAP) will be applied for each night flight including:

- Imposed night flight altitudes: Along predetermined routes using NVG: minimum altitude of 1000FT above the highest obstacle within a radius of 5KMof the aircraft as indicated on the Obstacle sheets per leg, avoiding populated areas.
- Obstacle sheets per respective route;
- Thorough map study;
- Emergency Safety Altitude (ESA).

The proposed routes will be flown by daylight on a yearly basis in order to update the Obstacle clearance sheet.

In order to provide awareness, all night flights will be announced by the night flight message sent by Steenokkerzeel ATCC each THU for the next week. Also, a FPL needs to be filed for any night flight not later than 1100 on the day of flight. AMC will:

- provide Brussels FIC with details on MIL low level night flights activities
- Coordinate night flights between helicopters and fixed wing Aircraft.

Radio contact with Belga Information is mandatory for the complete formation throughout the flight, except when crossing controlled airspace.

All altitudes outside controlled airspace are minimum altitudes, aircraft may fly above the minimum altitude provided that they remain outside controlled airspace. When crossing controlled airspace, other altitudes may be requested and provided.

The FALCON routes are depicted on the chart in ENR 6-ENRC.05b.

FALCON ROUTE

Speed (KT)	Turning point	Position	FL or altitude (FT)	
			in IMC	in VMC
420	ABQEK (Reporting Point A)	510100.0N 0051600.0E	First two usable FLs at or above TRL	3000 and 4000
	AGZUS (Reporting Point B)	502226.4N 0053103.0E	First two usable FLs at or above TRL	3000 and 4000
	AGMUW (Reporting Point C)	494324.6N 0053236.0E	First two usable FLs at or above TRL	3000 and 4000
	AQFOF (Reporting Point D)	495216.8N 0045552.2E	First two usable FLs at or above TRL	3000 and 4000
	AGAJE (Reporting Point E)	501702.4N 0050536.0E	First two usable FLs at or above TRL	3000 and 4000
	AKHEW (Reporting Point F)	501646.2N 0041734.8E	First two usable FLs at or above TRL	3000 and 4000
	AMCEW (Reporting Point G)	502705.4N 0034520.4E	First two usable FLs at or above TRL	3000 and 4000
	AFHIR (Reporting Point H)	505603.0N 0032554.0E	First two usable FLs at or above TRL	3000 and 4000
	AVFIW (Reporting Point J)	504957.0N 0025955.8E	First two usable FLs at or above TRL	3000 and 4000
	ACPEZ (Reporting Point K)	511122.2N 0033325.8E	First two usable FLs at or above TRL	3000 and 4000
	AFMAW	511400.0N 0035900.0E (Entry Brussels TMA Three)	4000	3000 and 4000
	AQBEF	511500.0N 0041300.0E (Entry Brussels TMA Two)	3000 and 4000	3000 and 4000
	APNIH (Reporting Point L)	511724.0N 0043219.8E (Entry Brussels TMA Four)	3000 and 4000	3000 and 4000
	EPZOZ (Reporting Point M)	510400.0N 0050000.0E (Exit to Kleine-Brogel TMA)	3000 and 4000	3000 and 4000

FALCON ROUTE SHORT

Speed (KT)	Turning point	Position	FL or altitude (FT)	
			in IMC	in VMC
Proceed as FALCON till				
420	ABQEK	510100.0N 0051600.0E	First two usable FLs at or above TRL	3000 and 4000
	AZVIF (Reporting Point S)	502855.8N 0053607.8E	First two usable FLs at or above TRL	3000 and 4000
	AFKEQ (Reporting Point T)	502304.8N 0045950.4E	First two usable FLs at or above TRL	3000 and 4000
Then proceed as FALCON				

2.2.2 DARK FALCON Routes (Belgian F16 only)

The DARK FALCON routes consist of an integrated system of low flying routes, flown at day or night by Belgian Air and Space Component jet aircraft in VMC only.

For flights in uncontrolled airspace a Terrain Avoidance Plan (TAP) will be applied for each night flight including:

- Imposed night flight altitudes: Along predetermined routes using NVG: minimum altitude of 1000FT above the highest obstacle within a radius of 5KMof the aircraft as indicated on the Obstacle sheets per leg, avoiding populated areas.
- Obstacle sheets per respective route;
- Thorough map study;
- Emergency Safety Altitude (ESA).

ROUTE 2

Turning point	Position		Emergency
BUN	5107.12N	00450.52E	Climb to ESA
YANKE	5105.64N	00508.25E	
BE120	5100.00N	00513.40E	
NVG04	5050.74N	00520.32E	
BE164	5044.70N	00541.00E	
BE171	5014.90N	00543.80E	
BE181	4943.20N	00535.50E	
BE136	4948.60N	00500.30E	
FNENE	5017.10N	00453.00E	

ROUTE 3

Turning point	Position		Emergency
BE163	5051.20N	00530.00E	Climb to ESA
BEEXS	5027.91N	00455.01E	
FNENE	5017.10N	00453.00E	

ROUTE 4

Turning point	Position		Emergency
AFI	5054.47N	00408.33E	Climb to ESA
BE036	5057.40N	00334.00E	
DIKSM	5102.04N	00251.89E	

2.4 NVG Link Routes Belgian Military Helicopters

A Terrain Avoidance Plan (TAP) will be applied for each night flight including:

- Imposed Night Flight altitudes:
  - Along predetermined routes using NVG: minimum altitude of 200FT above the highest obstacle within a radius of 1KM of the aircraft as indicated on the Obstacle sheets per leg.
  - Along predetermined routes without NVG or outside predetermined routes: minimum altitude of 500FT above the highest obstacle within a radius of 3KM of the aircraft as indicated on the Obstacle sheets per leg.
  - In the HTAs: at an altitude between GND and 500FT AGL, adapting speed and height in function of the contours and cover of the ground.
- Obstacle sheets per respective route
- Thorough map study
- Minimum Safe Altitude (MSA)

The proposed routes will be flown by daylight on a yearly basis in order to update the Obstacle clearance sheet.

In order to provide awareness, all night flights will be announced by the night flight message sent by Steenokkerzeel ATCC each Thursday for the next week. Also, a Flight Plan needs to be filed for any night flight not later than 1100 (1000) on the day of flight. AMC will:

- Provide Brussels FIC with details on MIL low level night flights activities
- Coordinate night flights between helicopters and fixed wing aircraft.

aircraft which have not been allocated a specific route segment shall avoid these night low flying routes, unless the respective route segment is not activated or the aircraft is under RIS/RC.

If the pilot cannot maintain the en-route altitude for technical or other reasons, he shall assume the MSA, squawk A/7700 and request immediate ATC assistance.

Only pre-planned deviations will be allowed:

- *For planned deviations of the routes and corridors an appropriate advance request shall be made to COMOPS AIR&SPACE not later than 24HR prior take-off. All deviations are subject to approval by COMOPS AIR&SPACE.*
- *Upon instruction of Steenokkerzeel ATCC, the proposed TAP shall be aborted and the flight shall be continued at the en-route altitude, ESA or the allocated flight altitude depending on the instructions received.*

The Belgian Military Helicopter NVG Routes are depicted on the chart in ENR 6-ENRC.05d.

To allow maximum training value and to reduce repetitive overflights of the same route, a set of reporting points is established. The link routes are any acceptable combination of routes between those published points. Full priority will be given to night flights planned to follow route BENE TWO (see § 2.1.1 above).

NORTH SECTOR

Reporting point	Landmark	Position	Remark
N1	Cheratte	504025N 0053916E	Road crossing
N2	Tongeren	504725N 0053123E	Road crossing
N3	Zutendaal	505630N 0053400E	
N4	Remicourt	504102N 0051825E	
N5	Walshoutem	504226N 0050427E	Road crossing
N6	Sint-Truiden	504711N 0051122E	
N7	Goetsenhoven	504632N 0045717E	
N8	Lummen	510002N 0051230E	Road crossing
N9	Aarschot	505731N 0044919E	Road crossing
N10	Schaffen	505934N 0050334E	
N11	Balen Keiheuvel	511025N 0051309E	
N12	Postel	511705N 0051111E	Road crossing
N13	Weelde	512323N 0045720E	
N14	Heist o/d Berg	510421N 0044234E	Road crossing
N15	Duffel	510532N 0042923E	
N16	Zoersel	511532N 0044507E	
N17	Entry east	512316N 0043435E	
N18	Entry south	511700N 0043129E	
N19	Entry west	511911N 0042525E	
N20	Helchteren	514000N 0052400E	
N21	Kinrooi	510827N 0054416E	
N22	Lanaken	505329N 0053904E	
N23	Flora	505221N 0050800E	

SOUTH SECTOR

Reporting point	Landmark	Position	Remark
S1	Villers-le-Bouillet	503431N 0051219E	Road crossing
S2	Marche-les-Dames	512901N 0045732E	
S3	Namur Suarlée	502910N 0044605E	
S4	Gembloux	503403N 0044206E	
S5	Ivoi	502230N 0045548E	
S6	Sovet	501707N 0050215E	
S7	Tinlot	502828N 0052223E	Road crossing
S8	Spa	502834N 0055422E	
S9	Manhay	501720N 0054008E	
S10	Marche-en-Famenne	501407N 0052101E	Road crossing
S11	Saint-Hubert	500202N 0052614E	
S12	Bastogne	500018N 0054100E	Road crossing
S13	Bertrix	495318N 0051316E	
S14	Stockem	494035N 0054625E	
S15	Agimont	501000N 0044734E	
S16	Rance	500824N 0041627E	

ENR 4 RADIO NAVIGATION AIDS / SYSTEMS

ENR 4.1 Radio Navigation Aids - En-route

Name of station (MAG VAR/year)	ID	Frequency (CH)	Hours of operation	Coordinates	DME antenna ELEV	Remarks
1	2	3	4	5	6	7
Affligem DVOR/DME (1°E/2020)	AFI	114.900MHZ (CH 96X)	H24	505428N 0040820E	300FT AMSL	DOC: 40NM - FL250 Sector E: 90NM - FL250.
Antwerpen DVOR/DME (1°E/2020)	ANT	113.500MHZ (CH 82X)	H24	511126N 0042821E	100FT AMSL	DOC: 40NM - FL250
Beauvechain TACAN (2°E/2022)	BBE	(CH 107X)	H24	504525N 0044607E	300FT AMSL	DOC: 100NM - FL250 OPR: Belgian Air and Space Component. Might present azimuth unlocks in sector 094-096, 104-110, 128-130, 169-171, 192-196 DEG. No OPR limitation. Pilots are requested to report any abnormality to ATC.
Kleine-Brogel TACAN (3°E/2024)	BBL	(CH 33X)	H24	511004N 0052816E	200FT AMSL	DOC: 40NM - FL250 OPR: Belgian Air and Space Component.
Florennes TACAN (2°E/2020)	BFS	(CH 52X)	H24	501429N 0043912E	1000FT AMSL	DOC: 100NM - FL600 Sector SE: 200NM - FL600. OPR: Belgian Air and Space Component. TACAN restricted due to azimuth unlocks may be observed in sector R341-R347
Brussels DVOR/DME (1°E/2020)	BUB	114.600MHZ (CH 93X)	H24	505408N 0043217E	200FT AMSL	DOC: 100NM - FL500 FRA (IDA)
Bruno DVOR/DME (1°E/2020)	BUN	110.600MHZ (CH 43X)	H24	510707N 0045032E	100FT AMSL	DOC: 40NM - FL250
Chièvres DVOR (1°E/2020)	CIV	113.200MHZ	H24	503426N 0034958E		DOC: 60NM - FL500 DVOR is located 808M from TACAN. Both aids can therefore not be considered as collocated. FRA (ID)
Chièvres TACAN (2°E/2022)	CIV	(CH 79X)	H24	503420N 0034918E	200FT AMSL	DOC: 60NM - FL500 TACAN unreliable: 056°-234° and 315°-326° beyond 30NM BLW 3000FT. OPR: USAF
Costa DVOR/DME (1°E/2020)	COA	110.050MHZ (CH 37Y)	H24	512053N 0032119E	0FT AMSL	DOC: 60NM - FL500
Diekirch DVOR/DME (3°E/2024)	DIK	114.400MHZ (CH 91X)	H24	495141N 0060747E	1100FT AMSL	DOC DVOR: 100NM - FL500 FRA (IDA)
Flora DVOR/DME (2°E/2020)	FLO	112.050MHZ (CH 57Y)	H24	505236N 0050804E	100FT AMSL	DOC: 50NM - FL250

Name of station (MAG VAR/year)	ID	Frequency (CH)	Hours of operation	Coordinates	DME antenna ELEV	Remarks
1	2	3	4	5	6	7
Gosly DVOR/DME (1°E/2020)	GSY	115.700MHZ (CH 104X)	H24	502714N 0042629E	600FT AMSL	DOC: 30NM - FL260
Huldenberg DVOR/DME (1°E/2020)	HUL	117.550MHZ (CH 122Y)	H24	504458N 0043830E	400FT AMSL	DOC: 40NM - FL250 Sector NNW-NE: 32NM - FL250.
Koksy VORTAC (1°E/2020)	KOK	114.500MHZ (CH 92X)	H24	510541N 0023906E	0FT AMSL	DOC: 80NM - FL500 Sector SE: 100NM - FL500. FRA (I)
Koksy TACAN (1°E/2017)	KOK	(CH 92X)	H24	510557N 0023920E	0FT AMSL	DOC: 80NM - FL500 Sector SE: 100NM - FL500. OPR: Belgian Air and Space Component.
Liège DME	LIE	CH 85Y	H24	504203N 0053258E	700 FT AMSL	DOC: 40NM - FL250
Olno DVOR/DME (2°E/2020)	LNO	112.800MHZ (CH 75X)	H24	503509N 0054237E	900FT AMSL	DOC: 60NM - FL500 Sector NW-SW: 80NM - FL500. FRA (ID)
Luxembourg DVOR/DME (3°E/2024)	LUX	112.250MHZ (CH 59Y)	H24	493822N 0061450E	1200FT AMSL	DOC: 60NM - FL250
Mackel NDB	MAK	360.500KHZ	H24	505752N 0032947E		DOC: 50NM
Maastricht VOR/DME (2°E/2020)	MAS	108.600MHZ (CH 23X)	H24	505819N 0055738E		DOC: 40NM - FL250 OPR: See *AIP the Netherlands*.
Nicky DVOR/DME (1E°/2020)	NIK	117.400MHZ (CH 121X)	H24	510954N 0041102E	100FT AMSL	DOC: 60NM - FL500 Sector E: 100NM - FL500. FRA (ID)
Oostende NDB	ONO	399.500KHZ	H24	511313N 0030042E		DOC: 50NM
Antwerpen NDB	ONW	355.000KHZ	H24	511003N 0043358E		DOC: 50NM
Sprimont DVOR/DME (2°E/2020)	SPI	113.100MHZ (CH 78X)	H24	503053N 0053725E	1000FT AMSL	DOC: 60NM - FL500 Sector NW-SW: 80NM - FL500. FRA (IDA)

EBR22 - CASTEAU

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

EBR23 - DOEL

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

EBR24B - KOKSIJDE LET-DOWN

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

EBR25 - KOKSIJDE CLIMB-OUT

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504235N 0025545E - 510045N 0023852E - 505900N 0024917E - 504626N 0030102E - along the Belgian-French border - 504235N 0025545E.	4500 FT AMSL / 1100 FT AMSL *(1)*	Climb-out sector for jet aircraft.*(2)*	During EBFN OPR HR *(3)*
(1) 1100 FT AMSL from lateral limits of Koksijde CTR to 16 NM from the ARP on an axis of 150 DEG GEO, then a slope of 5°30' to the extreme limit of this sector. *(2)* Crossing clearance shall be requested from Koksijde APP. *(3)* EBFN OPR HR can be checked with Brussels FIC or Steenokkerzeel ATCC.			

EBR27 - LOKEREN

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510627N 0035909E - 510734N 0040144E - 510625N 0040310E - 510517N 0040122E - 510627N 0035909E.	2500 FT AMSL / GND	Entry prohibited to manned balloons.*(1)*	PERM
(1) Above 1500 FT AMSL manned free balloons flights are allowed if the pilot makes use either of a fully operational GPS with altitude registration or a fully operational FAI certified GPS logger or a fully operational transponder mode C with code setting A7000. Pilots using a transponder shall establish and maintain two-way radio communication with Brussels FIC on FREQ 126.900 MHZ.			

EBR31 - WESTROZEBEKE-HOUTHULST

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 1.2 NM radius, centred on 505752N 0025735E.	2 600 FT AMSL / GND	Entry prohibited.*(1) (2) (3)* Destruction centre of explosives.	PERM
(1) Except State aircraft in real-life operations. *(2)* PPR 60 MIN. *(3)* Prior entering coordination is mandatory with Current Ops Poelkapelle: +32 (0) 2 442 68 13.			

EBR41A - LAGLAND-ARLON

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
493901N 0054000E - 494053N 0054438E - 493939N 0054601E - 493745N 0054236E - 493901N 0054000E.	3 750 FT AMSL / GND *(1)*	Entry prohibited.*(2)* Gunnery and air exercises area.	**MON-FRI (HOL excl)** 0700-2300 (0600-2200) **SAT, SUN and HOL** 0700-1600 (0600-1500) *(3)*

(1) Upper limit may occasionally be raised to FL 075 or FL 095, to be announced by NOTAM.

(2) Except MIL aircraft transiting to/from Camp Lagland and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Lagland, TEL + 32 (0) 2 441 49 01 or + 32 (0) 499 58 01 24.

(3) Activation outside these hours will be announced by NOTAM.

EBR41B - LAGLAND-ARLON

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
493901N 0053945E - 494111N 0054259E - 494114N 0054724E - 493939N 0054601E - 493745N 0054236E - 493901N 0053945E.	3 750 FT AMSL / GND	Entry prohibited.*(1)* Gunnery, UAS and air exercises area.	**MON-FRI (HOL excl)** 0000-2359 (2300-2259) *(2)*

(1) Except MIL aircraft transiting to/from Camp Lagland and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Lagland, TEL + 32 (0) 2 441 49 01 or + 32 (0) 499 58 01 24.

(2) Activation outside these hours will be announced by NOTAM.

EBR42 - BEVERLO 01

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510927N 0051530E - 510927N 0052125E - 510737N 0052125E - 510703N 0051530E - 510927N 0051530E.	FL065 / GND *(1)*	Entry prohibited.*(2)* Gunnery and air exercises area.	**MON-FRI (HOL excl)** JAN, FEB, NOV and DEC: 0700-1500 and 1700-2000 MAR and OCT: 0700-1500 (0600-1400) and 1900-2200 (1800-2100) APR and SEP: 0600-1400 and 1900-2200 MAY, JUN, JUL and AUG: 0600-1400 and 2000-2300 **SAT, SUN and HOL** 0730-1530 (0630-1430) *(3)*

(1) Upper limit 2700 FT AMSL on MON to FRI (HOL excl), unless announced by NOTAM.

(2) Except MIL aircraft transiting to/from Camp Beverlo and those participating in combined Land and Air and Space Component A/A exercises, after coordination with Shooting Range Safety Office Beverlo, TEL + 32 (0) 2 442 49 43 or + 32 (0) 2 442 49 15.

(3) Activation outside these hours will be announced by NOTAM.

EBR44 - MARCHOVELETTE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.3 NM radius, centred on 503023N 0045615E.	1550 FT AMSL / GND	Entry prohibited. Destruction centre of explosives.	MON to FRI (HOL excl), 0730-1600 (0630-1500)

4 UAS GEOGRAPHICAL ZONES

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

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

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

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

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

5 RESERVATION SPECIFICATIONS (MILITARY ONLY)

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

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

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

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TRA SBZ - TRA SOUTH BRAVO FBZ

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494735N 0054237E - 494137N 0051624E - 494030N 0051133E - 494040N 0045055E - 494920N 0041830E - 495835N 0040853E - 500853N 0041028E - 503205N 0040655E - 503335N 0041212E - 503813N 0043620E - 503519N 0045040E - 500118N 0054241E - 494735N 0054237E	UNL / FL245	For IFR flight planning purposes only.	HX *(1)*
503418N 0040504E - 503423N 0040517E - 503555N 0041053E - 503929N 0042926E - 504036N 0043514E - 504040N 0043543E - 504042N 0043633E - 504040N 0043652E - 504036N 0043721E - 503739N 0045203E - 503727N 0045237E - 503712N 0045311E - 500253N 0054544E - 500210N 0054625E - 500113N 0054639E - 494728N 0054632E - 494646N 0054618E - 494607N 0054545E - 494533N 0054455E - 493812N 0051315E - 493805N 0051246E - 493758N 0051136E - 493807N 0045105E - 493809N 0045025E - 493814N 0044951E - 494707N 0041631E - 494723N 0041601E - 494745N 0041526E - 495739N 0040537E - 495756N 0040524E - 495816N 0040515E - 495846N 0040510E - 495928N 0040506E - 495946N 0040508E - 500706N 0040619E - 503207N 0040304E - 503238N 0040310E - 503316N 0040330E - 503344N 0040401E - 503407N 0040438E - 503418N 0040504E	FL245 / FL195	For IFR flight planning purposes only.	
(1) Activation can be checked via EAUP/EUUP.			

TRA/TSA S1 - NAMUR AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503705N 0043024E - 503813N 0043620E - 503519N 0045040E - 501808N 0051710E - 501208N 0044021E - 503705N 0043024E.	UNL / 4500FT AMSL *(1)*	Aerobatic area and UAS flights (NATO Class III). Crossing clearance shall be requested in-flight from Steenokkerzeel ATCC. *(2)*	HX *(3)*
(1) Lower limit FL100 above Brussels CTA South One. Above TRA23 first usable level FL100. *(2)* Permeable for OAT traffic after coordination with the area's controlling agency and not permeable for GAT traffic. *(3)* Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.			

TRA/TSA S2 - BEAURAING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
501208N 0044021E - 501808N 0051710E - 500118N 0054241E - 495854N 0054241E - 494927N 0044914E - 501208N 0044021E.	UNL / 4500FT AMSL *(1)(2)*	Aerobatic area and UAS flights (NATO Class III).*(3)(4)*	HX *(5)*
(1) Lower limit FL065 within CBA16B (see *AIP France*). *(2)* Lower limit FL065 within Glider Area Saint-Hubert when active, except when announced by NOTAM. *(3)* May be announced by NOTAM for medium level CAS in case of COMOPS AIR&SPACE Calendar exercise in conjunction with TSA32A, TSA32B and TSA34A, TSA34B. *(4)* Permeable for OAT traffic after coordination with the area's controlling agency and not permeable for GAT traffic. *(5)* Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.			

TRA/TSA S3 - GIVET AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500703N 0041011E - 501208N 0044021E - 494927N 0044914E - 494604N 0043047E - 494920N 0041830E - 495835N 0040853E - 500703N 0041011E.	UNL / 4500FT AMSL (1)	Aerobatic area and UAS flights (NATO Class III). (2)	HX (3)

(1) Lower limit FL065 within CBA16B (see *AIP France*).

(2) GAT is allowed to cross TRA/TSA S3 on the route MATIX - MMD on a fixed FL. The traffic shall remain below FL195. Permeable for OAT traffic after coordination with the area's controlling agency and not permeable for GAT traffic.

(3) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.

TRA/TSA S4 - CHARLEROI AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503205N 0040655E - 503335N 0041214E - 503705N 0043024E - 501208N 0044021E - 500703N 0041011E - 500853N 0041028E - 503205N 0040655E.	UNL / 4500FT AMSL (1)	Aerobatic area and UAS flights (NATO Class III). (2)	HX (3)

(1) Lower limit FL100 above Brussels CTA South One.

(2) Permeable for OAT traffic after coordination with the area's controlling agency and not permeable for GAT traffic.

(3) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.

TRA/TSA S5 - NEUFCHATEAU AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494604N 0043047E - 495854N 0054241E - 494735N 0054237E - 494137N 0051624E - 494030N 0051133E - 494040N 0045055E - 494604N 0043047E.	UNL / 4500FT AMSL (1) (2)	Aerobatic area and UAS flights (NATO Class III). (3)(4)	HX (5)

(1) Lower limit FL065 within CBA16B (see *AIP France*).

(2) Lower limit FL065 within Glider Area Saint-Hubert when active, except when announced by NOTAM.

(3) May be announced by NOTAM for medium level CAS in case of COMOPS AIR&SPACE Calendar exercise in conjunction with TSA32A, TSA32B.

(4) Permeable for OAT traffic after coordination with the area's controlling agency and not permeable for GAT traffic. GAT is allowed to cross TRA/TSA S5 on the route MATIX - MMD on a fixed FL. The traffic shall remain below FL195.

(5) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.

TRA/TSA S6 - DURBUY AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502536N 0050543E - 503001N 0052456E - 502627N 0053920E - 500426N 0055210E - along the Belgian-Luxembourg border - 500120N 0055102E - 500118N 0054241E - 502536N 0050543E.	FL165 / FL055 (1)(2)(3)	Aerobatic area and UAS flights (NATO Class III). (4)(5)	HX (6)

(1) Above TRA23 first usable level is FL100.

(2) Lower limit FL065 within Glider Area La Roche when active, except when announced by NOTAM.

(3) GAT traffic on SID departing from EBBR is passing over the area.

(4) May be announced by NOTAM for medium level CAS in case of COMOPS AIR&SPACE Calendar exercise in conjunction with TSA34A, TSA34B.

(5) Permeable for OAT traffic after coordination with the area's controlling agency and not permeable for GAT traffic.

(6) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.

TSA25C - ARDENNES 03C

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495854N 0054241E - 500118N 0054241E - 501808N 0051710E - 500703N 0041011E - 495835N 0040853E - 494920N 0041830E - 494604N 0043047E - 494040N 0045055E - 494030N 0051133E - 494137N 0051624E - 494735N 0054237E - 495854N 0054241E. *(1)*	FL095 / 4500FT AMSL *(2)* *(3)*	High performance flights and UAS flights (NATO Class III). *(4)*	HX *(5)*

(1) Flights within TSA25C shall stay clear of controlled airspace, prohibited areas, danger areas and conflicting TRA and TSA.

(2) Lower limit FL065 within LFCBA16B (see AIP France).

(3) Lower limit FL065 within Glider Area Saint-Hubert when active.

(4) Area may be crossed by flights TKOF from EBFS and flights with ADES EBFS, military traffic to/from TSA28A and TSA28B, and military traffic to/from Germany via Northern Window.

(5) Activation can be checked with Steenokkerzeel ATCC.

TSA26A - ARDENNES 01

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495854N 0054241E - 494735N 0054237E - 494137N 0051624E - 494030N 0051133E - 494040N 0045055E - 494920N 0041830E - 495835N 0040853E - 500853N 0041028E - 503205N 0040655E - 503335N 0041214E - 503813N 0043620E - 503519N 0045040E - 500118N 0054241E - 495854N 0054241E.	UNL / FL095 *(1)*	High performance flights and UAS flights (NATO Class III). *(2)*	HX *(3)*

(1) First usable level is FL100.

(2) GAT is allowed to cross TSA26A on the route MATIX - MMD on a fixed FL. The traffic shall remain below FL195. Not permeable. Transits from and to France via RSL01 and RSL10 will not be allowed during TSA26A ACT, except if PPR has been received from CRC mission supervisor TEL +32 (0) 2 443 86 52 (back-up +32 (0) 443 86 51) at least 1 HR prior for OAT or except for Belgian OAT if unable to request PPR due to operational reason. Transits from and to Germany via EXCOS (Southern Corridor) will not be allowed during TSA26A ACT.

(3) Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC.

TSA26B - ARDENNES 04

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495854N 0054241E - 494735N 0054237E - 494137N 0051624E - 494030N 0051133E - 494040N 0045055E - 494920N 0041830E - 495835N 0040853E - 500853N 0041028E - 503205N 0040655E - 503335N 0041214E - 503813N 0043620E - 503519N 0045040E - 500118N 0054241E - 495854N 0054241E. *(1)*	FL095 / 4500FT AMSL *(2)(3)*	High performance flights and UAS flights (NATO Class III). *(4)*	HX *(5)*

(1) Flights within TSA26B shall stay clear of controlled airspace, prohibited areas, danger areas and conflicting TRA and TSA.

(2) Lower limit FL065 within CBA16B (see *AIP France*).

(3) Lower limit FL065 within Glider Area Saint-Hubert when active.

(4) Area may be crossed by flights TKOF from EBFS and flights with ADES EBFS.

(5) Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC.

TSA27A - LEGLISE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495854N 0054241E - 494735N 0054237E - 494137N 0051624E - along the Belgian-French border - 494957N 0045159E - 495854N 0054241E.	FL095 / 4500FT AMSL	UAS flights (NATO Class III). Prohibited to all manned aircraft. *(1)*	HX *(2)*

(1) Other traffic may be allowed inside the TSA for transit purposes. At all times the standard radar separation minima must be maintained between the UAS and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control.

(2) Announced by NOTAM. Area will only be activated when TRA SA is active. Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).

TSA27B - RONCHAMP

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502125N 0051209E - 501416N 0052304E - 500613N 0053516E - 495734N 0053456E - 495313N 0051015E - 502125N 0051209E.	FL095 / 4500FT AMSL	UAS flights (NATO Class III). Prohibited to all manned aircraft. *(1)*	HX *(2)*

(1) Other traffic may be allowed inside the TSA for transit purposes. At all times the standard radar separation minima must be maintained between the UAS and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control.

(2) Announced by NOTAM. Area will only be activated when TRA SA is active. Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).

TSA27C - HOTTON

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502125N 0051209E - 502441N 0052449E - 502236N 0053314E - 500618N 0054251E - 500613N 0053516E - 501416N 0052304E - 502125N 0051209E.	FL095 / 4500FT AMSL	UAS flights (NATO Class III). Prohibited to all manned aircraft. *(1)*	HX *(2)*

(1) Other traffic may be allowed inside the TSA for transit purposes. At all times the standard radar separation minima must be maintained between the UAS and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control.

(2) Announced by NOTAM. Area will only be activated when TRA SA is active. Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).

TSA27D - GEDINNE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502108N 0045210E - 502300N 0050943E - 502125N 0051209E - 495313N 0051015E - 494957N 0045200E - along the Belgian-French border - 500913N 0045232E - 501912N 0045235E - 502108N 0045210E.	FL095 / 4500FT AMSL	UAS flights (NATO Class III). Prohibited to all manned aircraft. *(1)*	HX *(2)*

(1) Other traffic may be allowed inside the TSA for transit purposes. At all times the standard radar separation minima must be maintained between the UAS and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control.

(2) Announced by NOTAM. Area will only be activated when TRA SA is active. Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).

TSA27E - COUVIN

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500206N 0040902E - 500545N 0044211E - along the Belgian-French border - 500007N 0040903E - 500206N 0040902E	FL095 / 4500FT AMSL	UAS flights (NATO Class III). Prohibited to all manned aircraft. *(1)*	HX *(2)*

(1) Other traffic may be allowed inside the TSA for transit purposes. At all times the standard radar separation minima must be maintained between the UAS and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control.

(2) Announced by NOTAM. Area will only be activated when TRA SA is active. Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).

1.2 Permeability of Areas

An area can be defined as either being “permeable” or “not permeable”.

Permeable means that an area can be transited by civil or military traffic while the area is occupied by booked traffic. These transits are subject to tactical co-ordination between the agency controlling the area and the agency (civil or military) controlling the transiting traffic. There will be a delegation of provision of ATS for parts of the affected area unless the controller responsible for the area decides to assume control of the transiting traffic. Temporary restrictions can be imposed on the booked traffic.

Not permeable means that the area cannot be transited by non booked traffic. However, an emergency stop of activities can always be ordered by the ATCC supervisor and/or CRC FA when air safety is endangered (aircraft in distress, weather phenomena or dangerous traffic situations).

1.3 Booking procedure

1.3.1 ARES

ARES (Airspace Reservation) means a defined volume of airspace temporarily reserved for exclusive or specific use by categories of users. ARES as defined above is generally used to facilitate the segregation of non-compatible air traffic, leaving the respective ATCO with the responsibility to ensure that prescribed minimum separation requirements towards the ARES boundary are maintained at all times by non-participating air traffic.

Within an ARES aircraft can perform aerial manoeuvres at their own discretion and separation responsibility, after MARSA has been declared (see ENR 1.1, § 2.1.2.2 for national exceptions to EUROAT). Aircraft cleared to operate inside an ARES shall stay within its confines (maintaining a prescribed safety distance from the ARES boundary as nationally required) until cleared otherwise by the appropriate ATC unit. ARES is generally of a temporary nature and should be scheduled, activated and deactivated through the appropriate national or regional channels, using the respective Flexible Use of Airspace (FUA) arrangements.

An ARES can be a TRA or TSA, which could be classified as an Airspace Restriction i.a.w. the respective ICAO classification.

1.3.2 Airspace Reservation

1.3.2.1 General

Belgian military users have access to LARA, and can book their airspace via this application.

In case of CAS exercises, the AOLT or the point of contact indicated for the CAS exercise will make all airspace reservations for the CAS exercise using the LARA, or when no access to LARA, will ask the AMC to do it.

Foreign military users or civil users will send an email (fax as back-up) to Steenokkerzeel ATCC for airspace reservations or to CRC Beauvechain for Tactical Air Ops and exercises requiring an ACU and to COMOPS AIR&SPACE if the request is subject to a COMOPS AIR&SPACE approval.

Airspace reservations that require a status of segregation will use the TSAXX, denomination of the area. Other reservations will use the TRAXX. The reasons for a TSA booking instead of a TRA are:

- Tactical Air Operations missions under control of an ACU;
- CAS missions under control of a FAC/AOLT (Forward Area Controller/ Air Operations Liaison Team);
- Airspace reservation for a RPAS flights.

e.g. An airspace reservation for a Tactical Air Ops for the Balen and Meeuwen Area's will use the TSA N2 and TSA N3, and for a training mission under the control of Steenokkerzeel ATCC using the same volume of airspace, will use TRA N2 and TRA N3.

1.3.2.2 Tactical Air Ops

CRC Beauvechain is the responsible agency for planning tactical air exercises requiring ACU. This includes the processing of air-space requests, the airspace reservations, confirmations and cancellations with the airspace users and with the Steenokkerzeel ATCC supervisor in accordance with the rules in the paragraphs hereafter.

1.3.2.2.1 Booking Procedures Applicable to:

- TSA N1
- TSA N2
- TSA N3
- TSA S1
- TSA S2
- TSA S3
- TSA S4
- TSA S5
- TSA S6
- TSA24
- TSA25A/B/C

- TSA26A/B

The reservation of a TSA or a combination of TSA under the control of an ACU has to be made by THU of the preceding week, before 1000 (0900). In case this THU is a Belgian HOL, the reservation should be made on the last working day before that THU, before 1000 (0900). All reservations shall be done via the Current Ops Weapons at CRC Beauvechain. Changes after THU 1000 (0900) can be requested to the Current Ops Weapons Officer at CRC Beauvechain, or in case of non-availability to the Mission Supervisor (MS) / Fighter Allocator (FA) of CRC Beauvechain who will request the approval of the AMC or the Steenokkerzeel ATCC supervisor.

Requests for TSA made on the day of the planned mission (for TSA24, TSA25A/B/C and TSA26A/B after THU 1000 (0900) preceding week) will be treated on a 'first come, first served' basis. The request has to be made at least 3 HR prior the start of the reservation (exception: TSA26 until not later than 24 HR prior slot activation) to the Current Ops Weapons Officer at CRC Beauvechain who will request the approval of the Steenokkerzeel ATCC supervisor.

Except for foreign military users requesting TSA24, TSA25A/B and TSA26A, all other requests by foreign military users or civil users need the approval of COMOPS AIR&SPACE. The request has to be forwarded 7 working days prior the execution of the flight adding the reason for the reservation request and, if applicable, a description of the priority request. The approval with the applicable priority will be given not later than D-1 1600 (1500) by COMOPS AIR&SPACE.

1.3.2.2.2 Additional Booking Procedures and Restrictions for TSA24, TSA25 and TSA26 (TRA South A/B)

TSA24 may not be used in conjunction with TSA25.

TSA25A/B may not be used in conjunction with TSA24. TSA25B can only be booked together with TSA25A.

TSA25C can only be booked together with TSA25A/B.

TSA26B can only be booked together with TSA26A.

TSA24, TSA25 and TSA26 are limited to top FL190 during GAT EAW on busy Fridays.

If TSA26 is not available due to GOSLY holding, a booked TSA26 will be automatically converted into a TSA25A/B/C.

1.3.2.3 Other than Tactical Air Ops

1.3.2.3.1 Booking Procedures Applicable to:

- TRA N1
- TRA N2
- TRA N3
- TRA S1
- TRA S2
- TRA S3
- TRA S4
- TRA S5
- TRA S6

The reservation request of a TRA or a combination of TRA shall preferably be made by THU of the preceding week, before 1000 (0900). In case this THU is a Belgian public HOL, the reservation should be made on the last working day before that THU, before 1000 (0900). All reservations have to be done via the Current Ops Weapons at CRC Beauvechain.

CRC shall make the initial de-confliction and insert the reservation requests in LARA before THU 1100 (1000). Requests made after Thursday 1100 (1000) are to be made via LARA by the flying units.

Planned exercises (ex calendar) and special approvals of COMOPS AIR&SPACE are not subject to this procedure and are inserted directly in LARA by AMC.

The request for D+1 or later shall include the priority ranking (see § 1.3.7). At the end of DOF-1 the AMC will solve all equal priority requests for airspace that have not been solved by the users.

Requests for TRA made on the day of the planned mission will be treated on a 'first-come, first-served' basis by the AMC. The request has to be made at least three hours prior the start of the reservation.

Foreign military users or civil users requesting an airspace reservation, subject to a COMOPS AIR&SPACE waiver (e.g. supersonic flights) and/or requesting a priority, need the approval of COMOPS AIR&SPACE. The request has to be forwarded 7 working days prior the execution of the flight adding the reason for the reservation request and/or a description of the priority request. The approval with the applicable priority will be given not later than D-1 1600 (1500) by COMOPS AIR&SPACE.

Other airspace requests by foreign military users or civil users can be booked via the AMC till H-3 and approval is only given after H-3.

The requests for one or more TRA will be forwarded through LARA to the AMC (back-up email or TEL see ENR 1.9, § 3).

1.3.2.3.2 Booking Procedures Applicable to:

- TRA W

TRA W reservations can only be made up to FL115 when CBA 1C is active.

The units shall forward their requests to the ATCC (ARAC) not later than DAY-2 before 1000 (0900).

Requests for TRA W made on the day of the planned mission will be treated on a 'first-come, first-served' basis by the AMC. The request has to be made at least three hours prior the start of the reservation.

Foreign military users or civil users (air test, paradrop, photomissions,…) requesting an airspace reservation subject to a COMOPS AIR&SPACE waiver (e.g. supersonic flights) and/or requesting a priority need the approval of COMOPS AIR&SPACE. The request has to be forwarded 7 working days prior the execution of the flight adding the reason for the reservation request and/or a description of the priority request. The approval with the applicable priority will be given not later than D-1 1600 (1500) by COMOPS AIR&SPACE.

Other airspace requests by foreign military users or civil users can be booked via the AMC till H-3 and approval is only given after H-3 by the ATCC supervisor.

- TRA WD

Reservation request for TRA WD shall be forwarded to COMOPS AIR&SPACE Air Operations Support at least 14 days in advance and can only be used after approval of COMOPS AIR&SPACE Ops Division (A3).

1.3.2.3.3 Booking Procedure Applicable to EBR05

Slots are to be requested to 10W Tac Current Ops (national and international), before WED W-1 1100 (1000). Slots will be allocated, in accordance with the priority list of the Pampa Range orders.

Requests, later than WED W-1 1100 (1000), will be handled on a 'first come, first served' basis.

Info on additional airspace requests (EBR05D, EBR05E or EBR05F) has to be initiated, together with the initial demand.

1.3.2.4 Large Scale Exercises

All airspace reservations concerning large scale exercises shall be made at least one month in advance to COMOPS AIR&SPACE Air Operations Support Current Ops Officer.

TEL: +32 (0) 2 441 66 42

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

1.3.3 Reservation specifications

1.3.3.1 TRA/TSA

TRA/TSA S4: Not available during GOSLY holding.

TRA/TSA13A/B/C: FPL with 'TSA RPAS' shall be made available to Steenokkerzeel ATCC and Brussels FIC 60 MIN before EOBT.

TSA28A/B/C/D: Reservation of the airspace shall be requested through LARA (Booking procedures Ref ATM 3 and LOA 10 between Langen ACC and ATCC).

TSA29A: The reservation request should be forwarded to COMOPS AIR&SPACE Air Operations Support at least one month in advance.

TSA29B: The reservation request should be forwarded to COMOPS AIR&SPACE Air Operations Support at least one month in advance to allow coordination with Brussels ACC, who decide on the top level. This airspace can only be activated together with TSA29A.

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

1.3.4 Airspace Regulations

1.3.4.1 TRA North A/B and South A/B

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

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

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

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

1.3.5 Confirmation and cancellation

1.3.5.1 Tactical Air Ops

All bookings shall be confirmed by the military user at least three hours before the activation time of the slot, including the requested airspace and number of aircraft participating to CRC. When CRC Beauvechain does not receive the confirmation, the reservation will automatically be cancelled. CRC Beauvechain will check if all conditions for the reservation are met and confirm the reservation to the AMC. If not all conditions are met, CRC Beauvechain will adapt the reservation in coordination

with the user, to make sure that all conditions are met before the airspace can be confirmed. Cancellation of missions (especially in TSA26, TSA25B and TSA25C) shall be notified ASAP to CRC Beauvechain in order to allow other airspace users to occupy the airspace. CRC Beauvechain will inform the AMC (before H-3) or the ATCC supervisor (after H-3), who will contact Brussels NOF for modification of the current TSA26 NOTAM.

1.3.5.2 Other than Tactical Air Ops except EBR05

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

1.3.5.3 EBR05

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

1.3.5.4 Changes to Reservations

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

1.3.6 Contact Information

1.3.6.1 CRC Beauvechain Current Operations Weapons Office

Contact info for booking

TEL: +32 (0) 2 443 86 34

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

1.3.6.2 Master Controller Assistant

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

TEL: +32 (0) 2 443 86 51

1.3.6.3 Steenokkerzeel ATCC Supervisor

TEL: +32 (0) 2 443 82 04

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

1.3.6.4 COMOPS AIR&SPACE Air Operations Support Current Ops Officer

TEL: +32 (0) 2 441 66 42

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

1.3.6.5 10 W Tac Current Ops

TEL: +32 (0) 2 443 31 03 or 30 08

TEL: 9-6321-33103 or 33008 (MIL)

Email: 10WTAC-VGP-COMDO-OPSTRG-CUR@mil.be

1.3.6.6 10 W Tac - Pampa Range Range Officer

TEL: +32 (0) 2 443 32 72

TEL: 9-6321-33272 (MIL)

Email: 10WTAC-VGP-COMDO-OPSTRG-CUR@mil.be

1.3.6.7 2 W Tac Current Ops

TEL: +32 (0) 2 442 64 05 or 65 77

TEL: 9-6321-26405 or 26577 (MIL)

Email: 2wtac-gpv-currentopssqn-woc@mil.be

1.3.7 Priority Guidelines

See table 1.3.7.1 for general guidelines on airspace allocation.

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

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

Booking requests can either be:

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

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

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

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

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

Operations within TSA26B will take priority over RPAS operations within TSA27A/B/D/E if the TSA26B airspace reservation is made prior THU Week -1 1100 (1000). TSA27A/B/D/E airspace reservations will have priority over TSA26B airspace reservations made after THU Week -1 1100 (1000) until D -1. Reservations made on D will be treated on a 'first-come first-served basis'.

1.3.7.1 Airspace Allocation Procedures

<table>
<tr><th>a</th><th>b</th><th>c</th><th>d</th><th>e</th><th>f</th></tr>
<tr><th rowspan="2">PRIO in LARA</th><th rowspan="2">Type of Exercise (Exercises for which specific airspace requests are made)</th><th colspan="2">Airspace Requests</th><th colspan="2">Confirmation (acceptance or refusal)</th></tr>
<tr><th>Not later than</th><th>To</th><th>Not later than</th><th>By</th></tr>
<tr><td>N/A</td><td>QRA (A and T) scrambles</td><td>N/A</td><td>N/A</td><td>N/A</td><td>N/A</td></tr>
<tr><td rowspan="3">2</td><td>Foreign military users requesting TSAN1-N3, S1-S6 or TSA26A/B/D</td><td rowspan="3">7 working days</td><td rowspan="3">COMOPS AIR&SPACE</td><td rowspan="3">Preceding day 1600 (1500)</td><td rowspan="3">COMOPS AIR&SPACE</td></tr>
<tr><td>Civil users requesting TSAN1-N3, S1-S6, TSA24, TSA25A/B/C or TSA26A/B/EBD26</td></tr>
<tr><td>Foreign military users or civil users requesting TRA N1-N3, S1-S6 or TRA W for missions subject to COMOPS AIR&SPACE approval and /or requesting prio</td></tr>
<tr><td>10</td><td>Exercise calendar airspace requirements</td><td>10 working days prior</td><td>ATCC</td><td rowspan="3">Preceding THU 1400 (1300)</td><td>ATCC (LARA)</td></tr>
<tr><td>11-14</td><td>Scheduled TSA24/25/26 or CBA1 slots</td><td rowspan="2">THU of the preceding week 1000 (0900)</td><td rowspan="2">CRC</td><td rowspan="2">CRC (LARA)</td></tr>
<tr><td>15</td><td>Foreign military users requesting TSA24, TSA25 A/B or TSA26A</td></tr>
</table>

1.3.7.1 Airspace Allocation Procedures

a	b	c	d	e	f
PRIO in LARA	**Type of Exercise (Exercises for which specific airspace requests are made)**	**Airspace Requests**		**Confirmation (acceptance or refusal)**	
		Not later than	**To**	**Not later than**	**By**
20	Belgian Air Force COMAO departures and recoveries	Preceding day 1500 (1400)	ATCC	Preceding day 1600 (1500)	ATCC (LARA)
21	Military paradrops	10 working days prior			
30-34	Exercises requesting one or more aerobatic areas (or portions thereof).	Preferably on D-1 1500 (1400) at the latest	ATCC (LARA)	Preceding day 1600 (1500)	ATCC (LARA)
35	Foreign military users or civil users requesting TRA N1-N3, S1-S6 or TRA W for missions NOT subject to COMOPS AIR&SPACE approval and/or NOT requesting prio.	NLT H-3	ATCC	After H-3	ATCC (LARA)
40	Military opportunity traffic requesting airspace before TKOF.	30 MIN prior TKOF	ATCC (LARA)	ASAP	ATCC (LARA)
50	Military opportunity traffic in flight	In flight		In flight	R/T

1.3.7.2 Airspace Reservation Priorities (as defined in LARA)

1	Airspace Management	(ATC)
2	COMOPS AIR&SPACE Waiver	(ATC and Air Defence)
10	Exercise Calendar Ex	(ATC and Air Defence)
11	Syllabus A-Jet	(ATC and Air Defence)
12	TSA or CBA1 slot for L16 COMAO	(Air Defence)
13	TSA or CBA1 slot for OCU F-16	(Air Defence)
14	TSA or CBA1 slot for other Belgian aircraft	(Air Defence)
15	TSA or CBA1 slot for foreign aircraft	(Air Defence)
20	Belgian Air Force COMAO	(ATC and Air Defence)
21	Military Paradrop	(ATC)
30	FCF/Calibration TRA S	(ATC)
31	Navaid Calibration	(ATC)
32	Syllabus Flight OCU	(ATC and Air Defence)
33	Qualification Training	(ATC and Air Defence)
34	Continuity Training	(ATC and Air Defence)
35	Visiting Aircrew	(ATC and Air Defence)
40	Opportunity Traffic	(ATC and Air Defence)
50	In Flight Request	(ATC and Air Defence)

HTA10E - OOSTENDE HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510859N 0024257E along the coastline - 511749N 0030411E then a clockwise arc radius 8 NM centered on 511221N 0025450E - 511412N 0030716E then a clockwise arc radius 5 NM centered on 511305N 0025929E - 510812N 0030119E - 510635N 0025022E - 510859N 0024257E.	500 FT AGL / GND	Training area for helicopters.	HX(1)
(1) Activated by NOTAM (not later than 1500 (1400) the day before activation).			

HTA12A - HERK-DE-STAD HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
505507N 0045856E - 505713N 0045955E - 505635N 0050132E - 510005N 0051255E - 505454N 0051921E - 505429N 0052029E - 505104N 0051436E - 504928N 0051342E - 504836N 0050925E then a counter-clockwise arc radius 7.7 NM centered on 504654N 0045728E - 505356N 0050240E - 505507N 0045856E.	500 FT AGL / GND	Low level flights.	HX *(1)*
(1) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated in VMC from MON to FRI (HOL excl), 0700-2300 (0600-2200).			

HTA12B - SINT-TRUIDEN HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504836N 0050925 E - 504928N 0051342E - 505104N 0051436E - 505429N 0052029E - 505220N 0052946E - 504803E 0053112E -504634N 0053321E then a counter-clockwise arc radius 5 NM centred on 504137N 0053205E - 504512N 0052633E - 504201N 0052128E - 504225N 0051445E - 504157N 0051009E - 504332E 0045844E - 504836N 0050925E. *(1)*	500 FT AGL / GND	Low level flights.	HX *(2)*
(1) EBR61, EBR62, EBR63 and EBR64 excl when active. *(2)* Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated in VMC from MON to FRI (HOL excl), 0700-2300 (0600-2200).			

HTA13 - WESTERLO HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
505713N 0045955E - 505752N 0044910E - 505921N 0044837E - 510008N 0045002E - 510756N 0043625E - 511005N 0044746E - 511019N 0044902E - 510625N 0050313E - 510536N 0050817E - 510443N 0050817E - 510156N 0051153E - 510005N 0051255E - 505635N 0050132E - 505713N 0045955E.	500 FT AGL / GND	Low level flights.	HX *(1)*
(1) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated in VMC from MON to FRI (HOL excl), 0700-2300 (0600-2200).			

HTA14A - TURNHOUT HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511435N 0044200E - 512058N 0044536E - 512329N 0044518E - 512454N 0044616E along border BELGIUM_NETHERLANDS - 511856N 0050804E - 511801N 0050834E - 511738N 0045212E - 511441N 0044700E - 511435N 0044200E.	500 FT AGL / GND	Low level flights.	HX *(1)*
(1) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated in VMC from MON to FRI (HOL excl), 0700-2300 (0600-2200).			

HTA14B - GEEL HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511400N 0044110E - 511435N 0044200E - 511441N 0044700E - 511738N 0045212E - 511801N 0050834E - 511224N 0051036E - 510536N 0050817E - 510625N 0050313E - 511019N 0044902E - 511005N 0044746E - 511400N 0044110E. *(1)*	500 FT AGL / GND	Low level flights.	HX *(2)*
(1) EBR16 excl. *(2)* Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated in VMC from MON to FRI (HOL excl), 0700-2300 (0600-2200).			

2.2 Booking Procedures (MIL only)

The HTA will be booked according to the Air Traffic Management Instruction 3 Annex J through LARA or via Steenokkerzeel ATCC (TEL: +32 (0) 2 443 82 04).

COMOPS AIR&SPACE may grant authorisation for operations with foreign helicopters. Requests shall be made by FAX/ mail to the Military Aviation Authority (see GEN 1.1, § 1.1.2) at least 10 working days in advance.

Priority will be given to 1 W Operations.

2.2.1 Accessibility

The HTA are only accessible for operations involving Belgian military helicopters. However, COMOPS AIR&SPACE may grant authorisation for operations with foreign helicopters.

The HTA are not accessible for foreign helicopters from 01 JUL until 31 AUG.

2.2.2 Subdivision of the HTA Ardennes

In order to ease reservation, four grouped areas are defined within the HTA Ardennes:

- HTA Ardennes West: HTA01 + HTA04A + HTA04B + HTA06
- HTA Ardennes East: HTA02 + HTA03A + HTA03B + HTA05A + HTA05B + HTA07
- HTA Ardennes North: HTA01 + HTA02 + HTA03A + HTA3B
- HTA Ardennes South: HTA04A + HTA04B + HTA05A + HTA05B + HTA06 + HTA07

2.2.3 Maximum Authorised Occupation of the HTA Ardennes

Complete HTA Ardennes: eight helicopters operating together as one talking unit.

When using three or four areas or one grouped area: four helicopters working individually (four talking units).

3 LOW FLYING AREAS

3.1 Areas

Within the military low flying areas (LFA), jet aircraft operate at very low altitude. Other airspace users should keep a sharp look-out when crossing.

LFA01 - ARDENNES 01

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502231N 0045226E - 502723N 0051325E - 503001N 0052456E - 502845N 0053003E - 502846N 0053517E - 501008N 0051653E - 500954N 0045424E - 501320N 0045527E - 501918N 0045328E - 502231N 0045226E.	500FT AGL / 250FT AGL	Low level flights.	HX*(1)*
(1) Activated by NOTAM. Can be activated MON to FRI (HOL excl), 0730-1100 (0630-1000) and 1230-1600 (1130-1500). No activation from 01 JUN till 15 SEP and during high intensity use of HTA Ardennes.			

LFA02 - ARDENNES 02

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502846N 0053517E - 502846N 0054240E - 502237N 0055236E - 501030N 0055833E - along the Belgian-Luxembourg border - 495959N 0054917E - 500000N 0054318E - 501059N 0053428E - 501008N 0051653E - 502846N 0053517E.	500FT AGL / 250FT AGL	Low level flights.	HX*(1)*
(1) Activated by NOTAM. Can be activated MON to FRI (HOL excl), 0730-1100 (0630-1000) and 1230-1600 (1130-1500). No activation from 01 JUN till 15 SEP and during high intensity use of HTA Ardennes.			

LFA03 - ARDENNES 03

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502237N 0055236E - 502534N 0060141E - 502542N 0062226E - along the Belgian-German border - 500748N 0060816E - along the Belgian-Luxembourg border - 501030N 0055833E - 502237N 0055236E.	500FT AGL / 250FT AGL	Low level flights.	HX*(1)*
(1) Activated by NOTAM. Can be activated MON to FRI (HOL excl), 0730-1100 (0630-1000) and 1230-1600 (1130-1500). No activation from 01 JUN till 15 SEP and during high intensity use of HTA Ardennes.			

LFA04 - ARDENNES 04

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500954N 0045424E - 501008N 0051653E - 495442N 0052348E - 494714N 0050434E - 495410N 0045336E - 500954N 0045424E. *(1)*	500FT AGL / 250FT AGL	Low level flights.	HX*(2)*
(1) TRA/TSA22 excl when active. *(2)* Activated by NOTAM. Can be activated MON to FRI (HOL excl), 0730-1100 (0630-1000) and 1230-1600 (1130-1500). No activation from 01 JUN till 15 SEP and during high intensity use of HTA Ardennes.			

LFA05 - ARDENNES 05

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
501008N 0051653E - 501059N 0053428E - 500000N 0054318E - 495442N 0052348E - 501008N 0051653E.	500FT AGL / 250FT AGL	Low level flights.	HX(1)
(1) Activated by NOTAM. Can be activated MON to FRI (HOL excl), 0730-1100 (0630-1000) and 1230-1600 (1130-1500). No activation from 01 JUN till 15 SEP and during high intensity use of HTA Ardennes.			

LFA06 - ARDENNES 06

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494714N 0050434E - 495442N 0052348E - 493826N 0053833E - 493514N 0053041E - 494520N 0051208E - 494714N 0050434E. *(1)*	500FT AGL/ 250FT AGL	Low level flights.	HX(2)
(1) TRA/TSA22 excl when active. *(2)* Activated by NOTAM. Can be activated MON to FRI (HOL excl), 0730-1100 (0630-1000) and 1230-1600 (1130-1500). No activation from 01 JUN till 15 SEP and during high intensity use of HTA Ardennes.			

LFA07 - ARDENNES 07

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495442N 0052348E - 500000N 0054318E - 495117N 0054157E - 494211N 0054751E - 493826N 0053833E - 495442N 0052348E.	500FT AGL / 250FT AGL	Low level flights.	HX(1)
(1) Activated by NOTAM. Can be activated MON to FRI (HOL excl), 0730-1100 (0630-1000) and 1230-1600 (1130-1500). No activation from 01 JUN till 15 SEP and during high intensity use of HTA Ardennes.			

LFA11 - KOKSIJDE TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510521N 0023244E - 510700N 0020000E - 513000N 0020000E - 512223N 0032147E along the coastline - 512025N 0031344E - 512136N 0031339E - 512153N 0031118E - 512103N 0030959E - 511952N 0031055E along the coastline - 510521N 0023244E.	500FT AMSL / 10FT AMSL	Training area for helicopters and fixed-wing aircraft. *(1)*	HX *(2)*
(1) Can be activated for rotary wing and fixed wing aircraft at the same time. *(2)* Activated by NOTAM.			

3.2 Booking procedures (MIL only)

The LFA will be booked according to the Air Traffic Management Instruction 3 through LARA or via Steenokkerzeel ATCC (TEL: +32 (0) 2 443 82 04).

COMOPS AIR&SPACE may grant authorisation for operations with foreign fixed wing aircraft or helicopters (in LFA11). Requests shall be made by FAX/mail to the Military Aviation Authority (see GEN 1.1, § 1.1.2) at least 10 working days in advance.

3.2.1 Accessibility

The LFA are only accessible for operations involving Belgian Air Force fixed wing aircraft or helicopters (in LFA11). However, COMOPS AIR&SPACE may grant authorisation for operations with foreign fixed wing aircraft or helicopters (in LFA11).

3.2.2 Subdivision of the LFA Ardennes

In order to ease reservation, four grouped areas are defined within the LFA Ardennes:

- LFA Ardennes West: LFA01 + LFA04 + LFA06
- LFA Ardennes East: LFA02 + LFA03 + LFA05 + LFA07
- LFA Ardennes North: LFA01 + LFA02 + LFA03

- LFA Ardennes South: LFA04 + LFA05 + LFA06 + LFA07

3.2.3 Maximum Authorised Occupation of the LFA Ardennes

Complete LFA Ardennes: 4 formations of 4 aircraft or 3 C-130 / A400M aircraft.

When using three or four areas or one grouped area: 2 formations of 4 aircraft or 2 C-130 / A400M aircraft.

3.3 Areas to be avoided in the LFA Ardennes (MIL only)

In addition to the areas situated within the LFA Ardennes specified in ENR 5.1 and ENR 5.2, following areas shall be avoided:

Below 2000 FT AGL - 1 NM radius

Arlon	494100N	0054900E
Barvaux / Durbuy	502100N	0052845E
Bastogne	500000N	0054300E
Beauraing	500630N	0045800E
Bertrix	495115N	0051515E
Bouillon	494800N	0050400E
Ciney	501800N	0050600E
Florenville	494200N	0051800E
Habay-la-Neuve	494400N	0053900E
Han-sur-Lesse	500700N	0051200E
Houffalize	500800N	0054725E
La Roche	501100N	0053500E
Malmedy	502530N	0060200E
Marche-en-Famenne	501330N	0052100E
Neufchâteau	495100N	0052600E
Rochefort	500930N	0051320E
Stavelot	502330N	0055600E
Sankt-Vith	501700N	0060700E
Vielsalm	501730N	0055500E

Below 2000 FT AGL - 2 NM radius

Dinant	501445N	0045450E
Saint-Hubert	500140N	0052230E

3.4 Limitations of Simulated Attacks (MIL only)

It is forbidden to simulate attacks on, even temporary, populated locations or on helicopter operating in the HTA.

4 AIR DEFENCE IDENTIFICATION ZONE

NIL

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

1 OTHER ACTIVITIES OF A DANGEROUS NATURE

NIL

2 OTHER POTENTIAL HAZARDS

UCCLE - WEATHER BALLOONS

Lateral limits / coordinates	Vertical limits	Advisory measures	Authority responsible for INFO
5048N 00421E	FL 115 (MAX)	Radiosonde / upperwind radio observations *(1)* Diameter 10 M MAX WT 1.2 KG ROC 5 to 6 MPS	Koninklijk Meteorologisch Instituut / Institut Royal Météorologique Post: Avenue Circulaire / Ringlaan 3 1180 Brussels BELGIUM TEL: +32 (0) 2 373 05 08
(1) Launched MON, WED and FRI at 1130 (1030). Flight duration APRX 2.5 HR.			

BEAUVECHAIN - WEATHER BALLOONS

Lateral limits / coordinates	Vertical limits	Advisory measures	Authority responsible for INFO
5046N 00448E	FL 082 (APRX)	Radiosonde / upperwind radio observations *(1)* Diameter 1.25 M at release WT 0.35 KG ROC 320 MPM	Belgian Defence - Meteo Center Post: Defence Air and Space Component - COMOPS AIR&SPACE Meteo Wing Base Charles Roman Rue de la Grande Leck 1 1320 Beauvechain BELGIUM TEL: +32 (0) 2 442 54 41 (Supervisor) TEL: +32 (0) 2 442 54 28 (Tech)
(1) Launched DLY at 2300 (2200) and TUE at 1100 (1000). Additional balloons can be launched HX for operational requirements in coordination with EBBE TWR..			

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ZOERSEL

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

ZUTENDAAL

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

2 LOW FLYING AREAS GOLF

LOW FLYING AREA GOLF ONE (1)

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

(1) Airspace class G during activation.

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

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

LOW FLYING AREA GOLF TWO NORTH (1)

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

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

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

(3) Only during activation of Low Flying Area Golf One. Brussels ACC will release Low Flying Area Golf Two North on request of the "Liga van Vlaamse zweefclubs" with 30 MIN prior notice to be addressed to the Brussels ACC Supervisor. Activation can be checked with Brussels FIC on FREQ 126.900 MHZ or TEL +32 (0) 2 206 29 49.

LOW FLYING AREA GOLF TWO SOUTH (1)

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

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

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

(3) Only during activation of Low Flying Area Golf One. Brussels ACC will release Low Flying Area Golf Two South on request of the "Fédération des Clubs francophones de Vol à voile" with 30MIN prior notice to be addressed to the Brussels ACC Supervisor. Activation can be checked with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.

LOW FLYING AREA GOLF TWO WEST (1)

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

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

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

(3) Only during activation of Low Flying Area Golf One. Brussels ACC will release Low Flying Area Golf Two West on request of the "Liga van Vlaamse zweefclubs" with 30MIN prior notice to be addressed to the Brussels ACC Supervisor. Activation can be checked with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.

LOW FLYING AREA GOLF THREE (1)

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

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

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

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

LOW FLYING AREA GOLF FIVE EAST (1)

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503318N 0055610E - 503754N 0061308E - along the Belgian-German border - 502134N 0062204E - 502240N 0061131E - 503318N 0055610E. (2)	FL095 / FL075	Glider activity.	HX (3)

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

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

(3) Only during activation of Low Flying Area Golf One and Two. Brussels ACC will release Low Flying Area Golf Five on request of the "Fédération des Clubs francophones de Vol à voile" with 30MIN prior notice to be addressed to the Brussels ACC Supervisor. Activation can be checked with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.

LOW FLYING AREA GOLF FIVE WEST *(1)*

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500206N 0040901E - 502810N 0053819E - 500426N 0055210E - along the Belgian-Luxembourg border - 494809N 0054507E - 494137N 0051624E - along the Belgian-French border - 500206N 0040901E. *(2)*	FL095 / FL075	Glider activity.	HX *(3)*

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

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

(3) Only during activation of Low Flying Area Golf One and Two. Brussels ACC will release Low Flying Area Golf Five on request of the "Fédération des Clubs francophones de Vol à voile" with 30MIN prior notice to be addressed to the Brussels ACC Supervisor. Activation can be checked with Brussels FIC on FREQ 126.900MHZ or TEL +32 (0) 2 206 29 49.

3 GLIDER AREAS ARDENNES

EBBUGLD11 - GLIDER AREA SAINT-HUBERT (1)(2)

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500557N 0045210E - 500657N 0050553E - 501252N 0052512E - 495757N 0054744E - along the Belgian-Luxembourg border - 494738N 0054729E - 494106N 0053116E - 494038N 0051741E - along the Belgian-French border - 500557N 0045210E. (3)	FL 065 / 4500 FT AMSL	Glider activity. (4)	by NOTAM (5)(6)

(1) Airspace class G during activation.

(2) Gliders equipped with transponders should select code A1477.

(3) Conflicting areas activated by NOTAM are excluded, except TSA25C and TSA26B.

(4) Non-military aircraft should establish two-way radio contact with Saint-Hubert Radio on 122.180 MHZ or Bertrix Radio on 130.130 MHZ, as applicable.

(5) May be activated from 01 APR till 30 SEP, from 1000 (0900) to SS (or the closure of Steenokkerzeel ATCC, whichever is earlier). NOTAM will be issued not later than 1600 (1500) on the day before activation.

(6) Activation can be checked with Brussels FIC (FREQ 126.900 MHZ or TEL +32 (0) 2 206 29 49) or Steenokkerzeel ATCC (FREQ 129.325 MHZ or TEL +32 (0) 2 443 82 04).

EBBUGLD12 - GLIDER AREA LA ROCHE (1)(2)

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
501252N 0052512E - 501654N 0054455E - 500426N 0055210E - along the Belgian-Luxembourg border - 495757N 0054744E - 501252N 0052512E. (3)	FL 065 / 4500 FT AMSL	Glider activity. (4)	by NOTAM (5)(6)

(1) Airspace class G during activation.

(2) Gliders equipped with transponders should select code A1477.

(3) Conflicting areas activated by NOTAM are excluded.

(4) Non-military aircraft should establish two-way radio contact with Saint-Hubert Radio on 122.180 MHZ.

(5) May be activated from 01 APR till 30 SEP, from 1000 (0900) to SS (or the closure of Steenokkerzeel ATCC, whichever is earlier). NOTAM will be issued not later than 1600 (1500) on the day before activation.

(6) Activation can be checked with Brussels FIC (FREQ 126.900 MHZ or TEL +32 (0) 2 206 29 49) or Steenokkerzeel ATCC (FREQ 129.325 MHZ or TEL +32 (0) 2 443 82 04).

EBBUGLD13 - GLIDER AREA MALMEDY (1)

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
501654N 0054455E - 501955N 0055956E - 503420N 0055956E - 503754N 0061308E - along the Belgian-German border - 500748N 0060816E - along the Belgian-Luxembourg - 500426N 0055210E - 501654N 0054455E. (2)	FL 065 / 4500 FT AMSL	Glider activity. (3)	by NOTAM (4)(5)

(1) Airspace class G during activation.

(2) Conflicting areas activated by NOTAM are excluded.

(3) Non-military aircraft should establish two-way radio contact with Saint-Hubert Radio on 122.180 MHZ.

(4) May be activated from 01 APR till 30 SEP, from 1000 (0900) to SS (or the closure of Steenokkerzeel ATCC, whichever is earlier). NOTAM will be issued not later than 1600 (1500) on the day before activation.

(5) Activation can be checked with Brussels FIC (FREQ 126.900 MHZ or TEL +32 (0) 2 206 29 49) or Steenokkerzeel ATCC (FREQ 129.325 MHZ or TEL +32 (0) 2 443 82 04).

4 RADIO CONTROLLED MODEL AIRCRAFT

4.1 In Belgium

Location	Lateral limits	Vertical limits	Time of activity
ANLIER	A circle, 400M radius, centred on 494621N 0053743E	400FT AGL / GND	HJ. In VMC only
ANTHISNES	A circle, 400M radius, centred on 502937N 0053124E	400FT AGL / GND	HJ. In VMC only
AUBEL	A circle, 400M radius, centred on 504255N 0055026E	400FT AGL / GND	HJ. In VMC only
AUBEL	A circle, 400M radius, centred on 504153N 0055347E	400FT AGL / GND	HJ. In VMC only
AUBEL	A circle, 400M radius, centred on 504201N 0055344E	400FT AGL / GND	HJ. In VMC only
AUBEL	A circle, 400M radius, centred on 504214N 0055336E	400FT AGL / GND	HJ. In VMC only
BASSE - BODEUX	A circle, 400M radius, centred on 502050N 0054724E	400FT AGL / GND	HJ. In VMC only
BATTICE	A circle, 400M radius, centred on 503847N 0054954E	400FT AGL / GND	HJ. In VMC only
BAUFFE (LENS)	A circle, 400M radius, centred on 503408N 0035229E	400FT AGL / GND	HJ. In VMC only
BAULERS	A circle, 400M radius, centred on 503707N 0042230E	400FT AGL / GND	HJ. In VMC only
BAVEGEM	A circle, 400M radius, centred on 505710N 0035117E	400FT AGL / GND	HJ. In VMC only
BELSELE	A circle, 400M radius, centred on 510802N 0040544E	400FT AGL / GND	HJ. In VMC only
BERTRIX	A circle, 400M radius, centred on 495125N 0051724E	400FT AGL / GND	HJ. In VMC only
BETEKOM	A circle, 400M radius, centred on 505846N 0044617E	400FT AGL / GND	HJ. In VMC only
BORNEM	A circle, 400M radius, centred on 510450N 0041532E	400FT AGL / GND	HJ. In VMC only
BOSSIÈRE	A circle, 400M radius, centred on 503146N 0044032E	400FT AGL / GND	HJ. In VMC only
BRECHT	A circle, 400M radius, centred on 512232N 0044146E	400FT AGL / GND	HJ. In VMC only
BRECHT	A circle, 400M radius, centred on 511844N 0043836E	400FT AGL / GND	0900 (0800) till 1800 (1700). In VMC only
BREE	A circle, 400M radius, centred on 510709N 0053356E	400FT AGL / GND	HJ. In VMC only
BÜLLINGEN	A circle, 400M radius, centred on 502452N 0061635E	400FT AGL / GND	HJ. In VMC only
COUTHUIN	A circle, 400M radius, centred on 503113N 0050906E	400FT AGL / GND	HJ. In VMC only
DIEPENBEEK	A circle, 400M radius, centred on 505327N 0052323E	400FT AGL / GND	HJ. In VMC only
DILSEN	A circle, 400M radius, centred on 510152N 0054021E	400FT AGL / GND	HJ. In VMC only
DOTTIGNIES	A circle, 400M radius, centred on 504430N 0031651E	400FT AGL / GND	HJ. In VMC only
EEKLO	A circle, 400M radius, centred on 511156N 0033546E	400FT AGL / GND	HJ. In VMC only
ESTINNES	A circle, 400M radius, centred on 502100N 0040246E	400FT AGL / GND	HJ. In VMC only
FRANIÈRE	A circle, 400M radius, centred on 502509N 0044254E	400FT AGL / GND	HJ. In VMC only
FREUX	A circle, 400M radius, centred on 495844N 0052527E	400FT AGL / GND	HJ. In VMC only
GEEST-GERMONPONT-PETIT-ROSIERE	A circle, 400M radius, centred on 503850N 0045004E	400FT AGL / GND	HJ. In VMC only
GENTINNES	A circle, 400M radius, centred on 503521N 0043500E	400FT AGL / GND	HJ. In VMC only
GERPINNES	A circle, 400M radius, centred on 501905N 0043113E	400FT AGL / GND	HJ. In VMC only
GINGELOM	A circle, 400M radius, centred on 504426N 0050642E	400FT AGL / GND	HJ. In VMC only
GOUY-LEZ-PIÉTON	A circle, 400M radius, centred on 502900N 0041806E	400FT AGL / GND	HJ. In VMC only
GRAND-LEEZ	A circle, 400M radius, centred on 503517N 0044548E	400 FT AGL / GND	HJ. In VMC only
GRANDRIEU	A circle, 400M radius, centred on 501224N 0041138E	400FT AGL / GND	HJ. In VMC only
GRUITRODE	A circle, 400M radius, centred on 510517N 0053547E	400FT AGL / GND	HJ. In VMC only
HAMME-MILLE	A circle, 400M radius, centred on 504751N 0044402E	400FT AGL / GND	HJ. In VMC only
HANEFFE	A circle, 400M radius, centred on 503819N 0051745E	400FT AGL / GND	HJ. In VMC only
HASSELT	A circle, 400M radius, centred on 505515N 0052152E	400FT AGL / GND	HJ. In VMC only
HAULCHIN	A circle, 400M radius, centred on 502339N 0040356E	400FT AGL / GND	HJ. In VMC only
HAUSET	A circle, 400M radius, centred on 504156N 0060314E	400FT AGL / GND	HJ. In VMC only
HAVAY	A circle, 400M radius, centred on 502110N 0035952E	400FT AGL / GND	HJ. In VMC only
HAVERSIN	A circle, 400M radius, centred on 501437N 0051229E	400FT AGL / GND	HJ. In VMC only
HEES	A circle, 400M radius, centred on 505129N 0053603E	400FT AGL / GND	HJ. In VMC only
HELCHTEREN	A circle, 400M radius, centred on 510306N 0052648E	400FT AGL / GND	HJ. In VMC only
HELDERGEM	A circle, 400M radius, centred on 505158N 0035648E	400FT AGL / GND	HJ. In VMC only

Location	Lateral limits	Vertical limits	Time of activity
HEMPTINNE-LEZ-FLORENNES	A circle, 400 M radius, centred on 501321N 0043257E	400 FT AGL / GND	HJ. In VMC only
HENIS	A circle, 400 M radius, centred on 504752N 0052849E	400 FT AGL / GND	HJ. In VMC only
HENRI-CHAPELLE	A circle, 400 M radius, centred on 504031N 0055456E	400 FT AGL / GND	HJ. In VMC only
HERENTALS	A circle, 400 M radius, centred on 511058N 0045214E	400 FT AGL / GND	HJ. In VMC only
HONNAY	A circle, 400 M radius, centred on 500436N 0050134E	400 FT AGL / GND	HJ. In VMC only
HOOGSTADE	A circle, 400 M radius, centred on 505852N 0024217E	400 FT AGL / GND	HJ. In VMC only
HOTTON	A circle, 400 M radius, centred on 501626N 0052808E	400 FT AGL / GND	HJ. In VMC only
HOUTHEM	A circle, 400 M radius, centred on 504728N 0025844E	400 FT AGL / GND	HJ. In VMC only
IDDERGEM	A circle, 400 M radius, centred on 505205N 0040214E	400 FT AGL / GND	HJ. In VMC only
INCOURT	A circle, 400 M radius, centred on 504044N 0044450E	400 FT AGL / GND	HJ. In VMC only
JANDRAIN - JANDRENOUILLE	A circle, 400 M radius, centred on 503920N 0045721E	400 FT AGL / GND	HJ. In VMC only
KIELDRECHT	A circle, 400 M radius, centred on 511709N 0041114E	400 FT AGL / GND	HJ. In VMC only
KOEKELARE	A circle, 400 M radius, centred on 510654N 0025715E	400 FT AGL / GND	HJ. In VMC only
KOKSIJDE	A circle, 400 M radius, centred on 510512N 0023847E	400 FT AGL / GND	HJ. In VMC only
LEEFDAAL	A circle, 400 M radius, centred on 505004N 0043622E	400 FT AGL / GND	HJ. In VMC only
LEMBEEK	A circle, 400 M radius, centred on 504347N 0041210E	400 FT AGL / GND	HJ. In VMC only
LENDELEDE	A circle, 400 M radius, centred on 505250N 0031542E	400 FT AGL / GND	HJ. In VMC only
LENS	A circle, 400 M radius, centred on 503326N 0035137E	400 FT AGL / GND	HJ. In VMC only
LES WALEFFES	A circle, 400 M radius, centred on 503725N 0051304E	400 FT AGL / GND	HJ. In VMC only
LESSINES	A circle, 400 M radius, centred on 504225N 0034831E	400 FT AGL / GND	HJ. In VMC only
LICHTERVELDE	A circle, 400 M radius, centred on 510354N 0030943E	400 FT AGL / GND	HJ. In VMC only
LIER	A circle, 400 M radius, centred on 510651N 0043347E	400 FT AGL / GND	HJ. In VMC only
LOMMEL	A circle, 400M radius, centred on 511243N 0051510E	400 FT AGL / GND	HJ. In VMC only
LOMMERSWEILER	A circle, 400 M radius, centred on 501451N 0060959E	400 FT AGL / GND	HJ. In VMC only
LONGUEVILLE	A circle, 400 M radius, centred on 504208N 0044546E	400 FT AGL / GND	HJ. In VMC only
LONGVILLY	A circle, 400 M radius, centred on 500240N 0054714E	400 FT AGL / GND	HJ. In VMC only
LOUETTE-SAINT-DENIS	A circle, 400 M radius, centred on 495708N 0045812E	400 FT AGL / GND	HJ. In VMC only
LUBBEEK	A circle, 400 M radius, centred on 505122N 0044911E	400 FT AGL / GND	HJ. In VMC only
MACON	A circle, 400 M radius, centred on 500336N 0041314E	400 FT AGL / GND	HJ. In VMC only
MARCHE-EN-FAMENNE	A circle, 400 M radius, centred on 501330N 0052343E	400 FT AGL / GND	HJ. In VMC only
MAZÉE	A circle, 400 M radius, centred on 500606N 0044239E	400 FT AGL / GND	HJ. In VMC only
MEERHOUT	A circle, 400 M radius, centred on 510921N 0050455E	400 FT AGL / GND	HJ. In VMC only
MERBES-LE-CHATEAU	A circle, 400 M radius, centred on 502027N 0041042E	400 FT AGL / GND	HJ. In VMC only
MERCHTEM	A circle, 400 M radius, centred on 505627N 0041238E	400 FT AGL / GND	HJ. In VMC only
MEULEBEKE	A circle, 400 M radius, centred on 505724N 0032057E	400 FT AGL / GND	HJ. In VMC only
MOERZEKE	A circle, 400 M radius, centred on 510338N 0041032E	400 FT AGL / GND	HJ. In VMC only
MOLLEM	A circle, 400 M radius, centred on 505530N 0041237E	400 FT AGL / GND	HJ. In VMC only
MONTZEN	A circle, 400 M radius, centred on 504138N 0055559E	400 FT AGL / GND	HJ. In VMC only
MOORSELE	A circle, 400 M radius, centred on 505106N 0030909E	400 FT AGL / GND	HJ. In VMC only
MY	A circle, 400 M radius, centred on 502458N 0053358E	400 FT AGL / GND	HJ. In VMC only
NIMY	A circle, 400 M radius, centred on 502856N 0035742E	400 FT AGL / GND	HJ. In VMC only
NIVELLES	A circle, 400 M radius, centred on 503437N 0042227E	400 FT AGL / GND	HJ. In VMC only
OBAIX	A circle, 400 M radius, centred on 503147N 0041949E	400 FT AGL / GND	HJ. In VMC only
OEDELEM	A circle, 400 M radius, centred on 510858N 0032305.8E	400 FT AGL / GND	HJ. In VMC only
OOSTERZELE	505707N 0034715E - 505709N 0034719E - 505704N 0034724E - 505703N 0034724E - 505707N 0034715E	400 FT AGL / GND	HJ. In VMC only
OOSTKAMP	A circle, 200 M radius, centred on 510851N 0031257E	400 FT AGL / GND	HJ. In VMC only
OOSTMALLE	A circle, 400 M radius, centred on 511923N 0044341E	400 FT AGL / GND	HJ. In VMC only

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

4.2 In Luxembourg

Location	Coordinates	Vertical limits	Time of activity
BECH	494415N 0062141E	1 000 FT AGL / GND	HX
BERDORF	494947N 0062217E	1 000 FT AGL / GND	SR-30 MIN - SS+30 MIN
DUDELANGE	492951N 0060354E	1 000 FT AGL / GND	SR-30 MIN - SS+30 MIN
FEULEN	495155N 0060341E	1 000 FT AGL / GND	SR-30 MIN - SS+30 MIN
LINTGEN	494321N 0061017E	1 000 FT AGL / GND	HX
OLM	493941N 0055954E	1 000 FT AGL / GND	SR-30 MIN - SS+30 MIN

5 OTHER ACTIVITIES

5.1 In Belgium

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

5.2 In Luxembourg

BETTENDORF

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

CONSTHUM

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

GOESDORF

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

WALDBILLIG

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

ENR 5.6 Bird Migration and Areas with Sensitive Fauna

1 BIRD MIGRATION

The spring migration takes place between mid-FEB and the end of MAY, the most active part being in APR and MAY. This migration is more dispersed and less spectacular than the autumn one. The principal direction over Belgium is NE.

The autumn migration lasts for more than three months. The first flight movements can already be seen from the end of JUL, while the last movements of any significance are completed by the end of NOV. They have a typical stream of movement with periods of relative calm interspersed with periods of very intense migration. Between mid-AUG and mid-NOV migratory birds are particularly active. The movement takes place in a mostly SW direction.

When on actual migration, most birds make long flights at often high levels in contrast to their flying at relative low altitudes during their stay in the concentration areas.

Although a great part of the bird population that is dangerous to aircraft, start migrating from concentration areas, according to radar observations migration often appears to take place over a broad front, covering nearly the entire Belgian territory.

As a result of radar observations it is known that mass migration takes place when

- tail winds are not exceeding 5M/SEC;
- the barometric pressure is above 1020HPA;
- the temperature is at least 2 degrees below the average in autumn or above the average in spring;
- clouds are covering less than 4 octas.

This can be completely in contrast to what will be observed visually.

Heavy night migration may occur early in autumn (from mid-AUG onwards) and later in spring (till the end of MAY). During the winter months sudden snow and frost may stimulate very large numbers of water- and open land birds (geese, ducks, waders, starlings, thrushes and larks) to move to the south.

The bird strike risk resulting from these winter flights (during a period of sudden thaw, in opposite direction) is particulary high in the northern part of the country.

2 CONCENTRATIONS

As elsewhere in the world, headlands, inland waters and shallow estuaries attract flocks of birds for breeding, roosting and feeding at various times of the year. Within 10NM or so of such locations concentrations of birds flying mostly below 1000FT may be encountered.

In order to lessen the risk of bird strikes, pilots of low flying aircraft should, whenever possible, avoid flying at less than 1000FT above surface level over areas where birds are likely to concentrate. Where it is necessary to fly lower than this, pilots should bear in mind that the risk of bird strike increases with speed (it is a fact that birds rarely hit an object moving slower than 80KT).

Apart from endangering aircraft by flying close to bird colonies, the breeding of the birds may be upset and the practice should be avoided on conservation grounds. It should also be appreciated that, especially in the case of sea bird colonies, concentrations of birds may be soaring on lee waves downwind of the areas where they breed.

3 AREAS WITH SENSITIVE FAUNA

Identification	Area	Bird species
Damme	A circle, 2000 M radius, centred on 511520N 0031639E	Waterfowls
Ettenhovense polder	A circle, 200 M radius, centred on 511858N 0042122E	Blue throats
Kuifeend	A circle, 1000 M radius, centred on 511756N 0042114E	Blue throats, ducks, swans, herons, raptors
Molsbroek	A circle, 2000 M radius, centred on 510550N 0040130E	Waterfowls
Uitkerkse Polder	A circle, 2000 M radius, centred on 511732N 0030704E	Waterfowls
Zwin	512139N 0031938E - 512132N 0031923E - 512124N 0031917E - 512126N 0031903E - 512125N 0031858E - 512116N 0031913E - 512111N 0031932E - 512056N 0031938E - 512016N 0031929E - 511943N 0032029E - 512004N 0032129E - 512041N 0032244E - 512057N 0032243E - 512109N 0032229E - 512130N 0032242E - 512147N 0032241E - 512157N 0032225E - 512200N 0032221E - 512207N 0032227E - 512225N 0032218E - 512139N 0031938E	Highest concentration of birds along the coast (ducks, swans, gulls, mergansers, shorebirds)

4 MILITARY BIRD MIGRATION OBSERVATION SYSTEM

Military training and flight operations usually take place at low altitudes, where a lot of birds are present, especially near coasts and during migration periods. To prevent bird strikes, the Aviation Safety Directorate (ASD) of Belgian Defence has put in place a warning system in cooperation with national and/or international agencies.

4.1 BIRD MIGRATION OBSERVATION SYSTEM

The bird migration observation system is based upon the following networks and technical means:

a. General studies:
   - According to scientific studies, probable altitudes and migration routes are determined for each bird species, in relation with the weather and geographical conditions;
   - Daily collection of data by the Wildlife Hazard Management Office (WHaM) from ornithological sites on the internet provides the aviation world with useful information on bird activities;

b. Radar observation:
   - Four civil meteorological radars in Wideumont, Zaventem, Jabbeke and Helchteren monitor moving targets and detect flock of birds, thanks to specific software;
   - The precision approach radars at the military aerodromes can detect important bird movements in the approach zone of the RWY axes;

c. Visual observation:

   In the aerodrome vicinity zones in-flight reports by aircrews, reports by ATC, weather observers and the local Bird Control Units (BCU) remain concrete sources of information;

d. Warning and reporting system:

   It remains a national decision to establish or not bird strike warning/risk organization and procedures for its area of responsibility. Belgian Defence has put in place a warning and reporting system in cooperation with national and/or international agencies. Its zone of responsibility has been divided in GEOREF squares and for each one a BIRDTAM can be issued;

e. For the squares above the Brussels FIR, the WHaM within Aviation Safety Directorate is responsible to issue the BIRDTAM based upon:
   - the radar observations;
   - the general ornithological situation;
   - foreign BIRDTAM concerning the Brussels FIR;
   - any other useful information;

f. For each military aerodrome and shooting range:

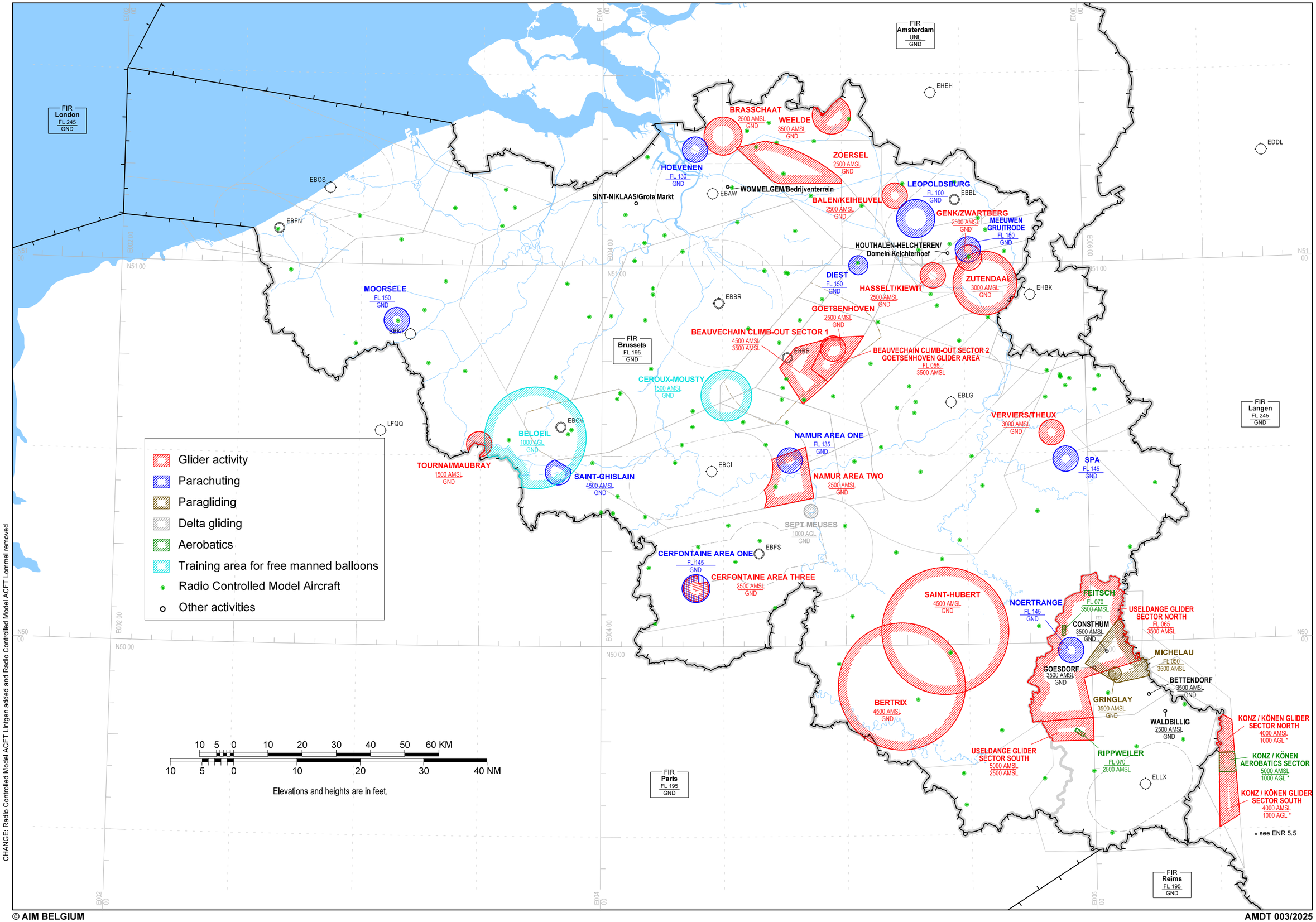
   A BCU observation can be given by the BCU and officially issued by the Supervisor of Flying Activities (SOF) based upon visual observations and possible local radar observations and being in force for the local very close traffic pattern of the related aerodrome. If no BCU observation is issued, the general BIRDTAM applicable to the GEOREF square where the aerodrome is located, remains in force.

4.2 FLYING RESTRICTIONS

Based on the risk level, local authorities apply flying restrictions that are published in the COMOPS AIR&SPACE directive ACOT-GID-DOCSOP-ASBD-200.

Index Chart

Aerial Sporting and Recreational Activities



CHANGE: Radio Controlled Model ACFT Lintgen added and Radio Controlled Model ACFT Lommel removed

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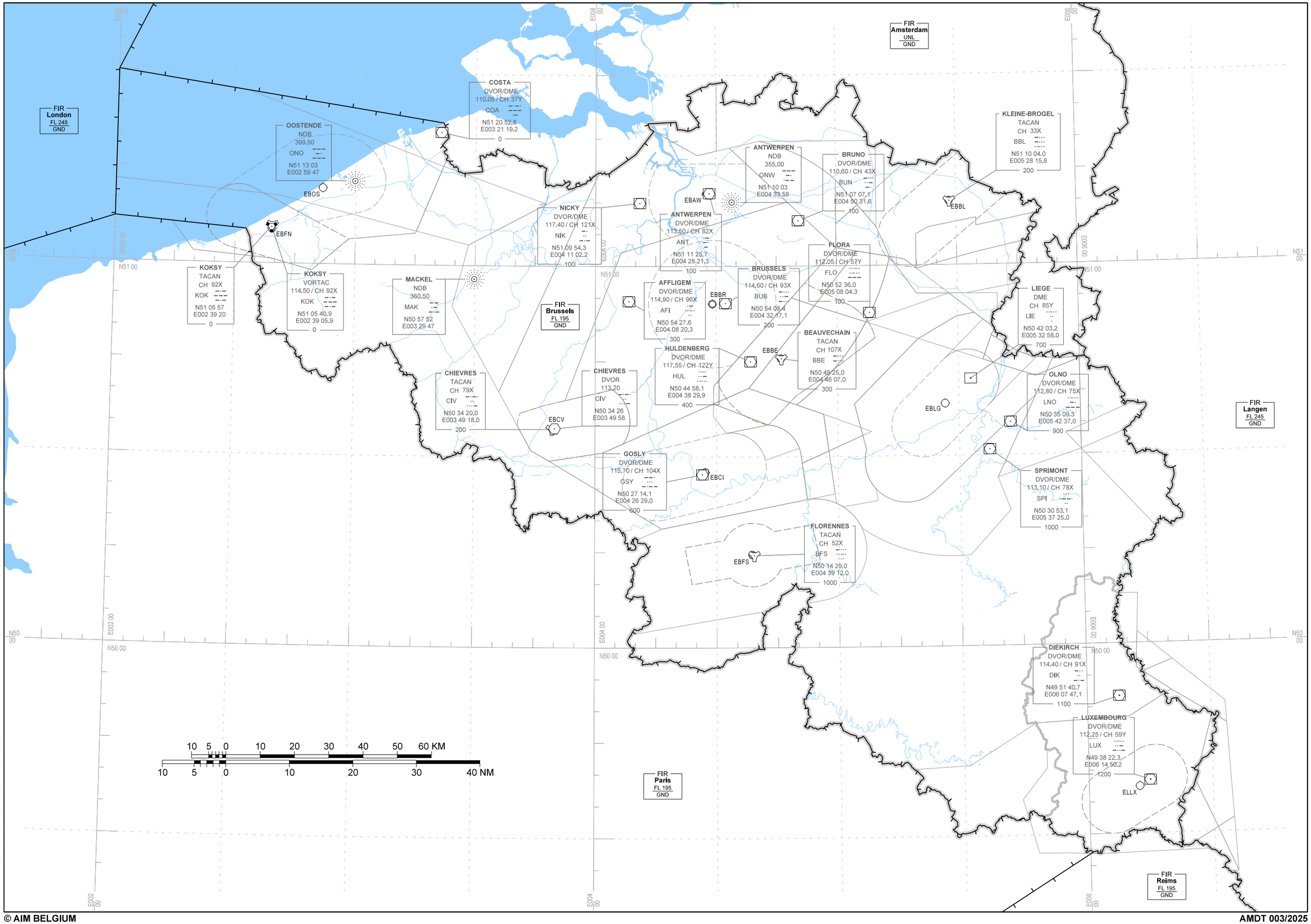
Index Chart

En-route Radio Navigation Aids



CHANGE: ONL and ONC NDB removed

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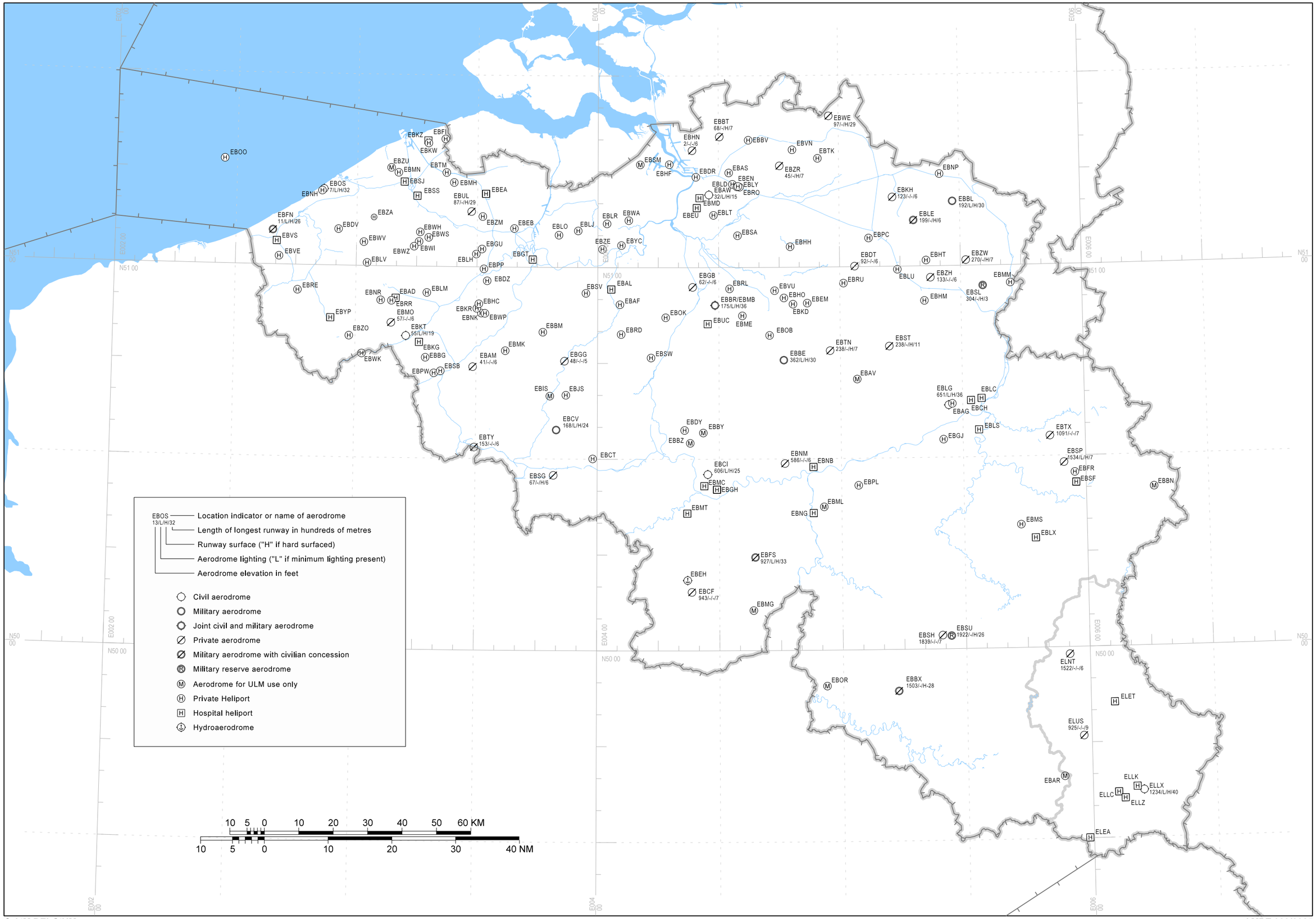
Index Chart

Aerodromes and Heliports



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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

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 Aerodrome/Heliport Availability and Conditions of Use

1 CIVIL

1.1 General Conditions

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

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

The SARPS of *ICAO Annex 14* are applied.

1.2 Civil Use of Military Air Bases

1.2.1 General

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

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

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

1.2.2 PAR Training

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

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

1.2.3 Concessions to Civil Clubs

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

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

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

1.3 Low Visibility Procedures

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

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

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

1.4 Other Information

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

1.4.1.1 VFR Flights

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

1.4.1.2 IFR Flights

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

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

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

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

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

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

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

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

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

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

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

2 MILITARY

2.1 COMOPS AIR&SPACE Black Code and Weather Colour State Code

2.1.1 COMOPS AIR&SPACE Black Code

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

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

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

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

2.1.2 COMOPS AIR&SPACE Weather Colour State Code

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

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

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

Phraseology concerning the cloud coverage of the sky

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

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

Fuel, Oil and De-icing Agents

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

Oxygen

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

Aircraft Starting Units

Aircraft starting unit code	Nomenclature of supply article
Electrical	
DSA 300	37,5 KVA, 120/208 V, 3 phase, 400 Hz; 28 V DC, 1 phase, zero Hz
G 10	10 KVA, 28 V DC, 357 A, 1 phase, zero Hz
GENERATOR SET HOUCHIN NR 1	5 KVA, 115/200 V, 3 phase, 400 Hz; 5 KVA, 28,5 V DC
GENERATOR SET HOUCHIN NR 2	40 KVA, 115/200 V, 3 phase, 400 Hz; 40 KVA, 28 V DC
Air	
A 1	Low pressure air starter, 40 PSIG, 120 LBS/MIN (Atlas Copco) Turbo compressor, 37 PSIG, 118 LBS/MIN (Boeing)
TCG	Trailer Compressed Gas equipped with 9 bottles 07101/10 containing a water capacity of 68 litres. Maximum compression: 3500 PSI

2.3 Use of Military Aerodromes Outside Normal Operating Hours

When a military aerodrome is closed, the CRC Beauvechain and Steenokkerzeel ATCC consider the aerodrome state as normal (i.e. runways are vacated and available, except restrictions published by NOTAM or communicated by the Base Commander). Nevertheless, it may occur that minor maintenance works are performed on the runways during this period, which may constitute an additional danger for aircraft in emergency.

A controller may at times be present at the control towers of EBFS, EBBL or EBFN for purpose of QRA. A listening watch on the published radio frequencies is normally not maintained.

- When a controller is present and on request of CRC Beauvechain or Steenokkerzeel ATCC, the runway and approach lighting may be available with a short delay.
- Pilots in emergency may land on any of these aerodromes on their own responsibility.
- To obtain such facilities, pilots in emergency may request via the emergency frequency (121.500MHZ and 243.000MHZ) some or all aerodrome lighting to be switched on. When an aircraft is in emergency, Steenokkerzeel ATCC or CRC Beauvechain is entitled to order lighting to be on.

2.4 Police Flights

Police flights are allowed to use military aerodromes during operational hours. Prior coordination with the local W OPS is required. If coordination hasn't been done prior the flight, the pilot-in-command will coordinate on the appropriate frequency with the local ATS unit.

Police flights are allowed to use military aerodromes outside operational hours. Authorisation shall be obtained in advance from the local aerodrome authority via the W OPS.

2.5 Heliports and Helicopter Landing Sites

2.5.1 General

The use of military helicopter landing sites by foreign helicopters, apart from those situated on an aerodrome and in the Kwartier Koningin Elisabeth / Quartier Reine Elisabeth, is subject to prior approval of COMOPS AIR&SPACE, Air Operations Support (see GEN 1.1).

Unless stated otherwise, military helicopter landing sites are 'limited use VFR'.

The hospital heliports (see AD 1.3, § 2) are strictly reserved for AIR AMBULANCE or HEMS flights.

In any case, when a flight is foreseen on one of the helistrips/heliports, a clearance shall be obtained by telephone or email from the responsible authority before arrival.

2.5.2 Deviations from NATO Standards

Military helicopter landing sites categorized 'limited use VFR' are protected against obstacles according national criteria which are less stringent than those prescribed in the STANAG.

2.5.3 Helicopter landing sites on military AD

In conformance with the STANAG, helicopter landing sites could be IFR, VFR or 'limited use VFR'. Unless stated otherwise, helicopter landing sites on military AD are 'limited use VFR'. See the AD 2.16 of the appropriate AD.

The size (L) of the HEL should be commensurate with the following helicopter landing site dimensions (1.5L = 30M).

- A hard and dust free landing surface that has dimensions of at least 30 x 30M.

- A 15M wide surface free of obstructions foreseen on all sides of the landing area.

2.5.4 Military helicopter landing sites not published in the AIP

Information about military helicopter landing sites not published in the AIP can be obtained from COMOPS AIR&SPACE, Air Operations Support (see GEN 1.1).

1.2 MILITARY

1.2.1 Rescue and Firefighting Services

A minimum allocation of means is applicable to each aerodrome category as stated in *ICAO Annex 14* and specified as follows:

Aerodrome category	Aqueous film forming foam (AFFF) or fluoroprotein foam		Complementary agent
	Amount of water (L)	Discharge rate foam solution/MIN (L)	Dry chemical powders (KG)
1	230	230	45
2	670	550	90
3	1200	900	135
4	2400	1800	135
5	5400	3000	180
6	7900	4000	225
7	12100	5300	225
8	18200	7200	450
9	24300	9000	450
10	32300	11200	450

Heliport category	Aqueous film forming foam (AFFF) or fluoroprotein foam		Complementary agent
	Amount of water (L)	Discharge rate foam solution/MIN (L)	Dry chemical powders (KG)
H1	500	250	23
H2	1000	500	45
H3	1600	800	90

1.2.2 Runway Surface Condition Assessment and Reporting, and Snow Plan

1.2.2.1 Maintenance of Aerodrome Movement Areas in Conditions of Frost and Snow

The airport authority is responsible for maintaining the aerodrome in satisfactory security conditions for flight operations and for assessing and reporting associated runway conditions.

Whenever possible, the movement area will be kept clear of snow, ice, slush and standing water. The Belgian Air and Space Component will give priority to keep clear the runway and QRA taxiways at EBBL and EBFS.

The maintenance of the movement area will be assured by means of brushes, snowploughs, snowblowers and chemicals.

1.2.2.2 Reporting of Braking Action

If SNOWTAM must give information on the braking action, the three equal sections of a runway will be referred to as A, B and C.

Section A will always be the first third measured from that end of the runway with the lowest runway designation number.

However, in landing instructions, the three sections will be referred to as the “first”, “second” or “third” part of a runway seen from the threshold.

1.2.2.3 Friction Coefficient

The friction coefficient is given by a special tool and data are available after the runway inspection. If no friction tool is available, the friction coefficient is estimated by the local ATC authorities.

Information on braking action will be given according to the following table:

Measured friction coefficient	Estimated braking action	Code
0.40 and above	Good	5
0.39 - 0.36	Good to medium	4
0.35 - 0.30	Medium	3
0.29 - 0.26	Medium to poor	2
0.25 or below	Poor	1
9 - unreliable	Unreliable	9

Note: "Unreliable" will be reported when more than 10% of a runway surface is covered by wet ice, wet snow and/or slush. Measuring results and estimates are considered absolutely unrealistic in such situations. In reports "unreliable" will be followed by either the friction number given by the instrument used or the estimated braking action.

2 IN LUXEMBOURG

2.1 Rescue and Firefighting Services

Certified aerodromes are provided with RFFS and means whose essential purpose is to save lives in case of aircraft accident or incident occurring at or in the vicinity of an aerodrome.

The level of protection to be ensured at an aerodrome is determined with respect of;

- the over-all length and maximum fuselage width of aircraft using the aerodrome.
- the frequency of their operations on the aerodrome.

The aerodrome category being determined, the ensured protection level is published in section AD 2.6 of the aerodrome concerned.

2.2 Runway Surface Condition Assessment and Reporting, and Snow Plan

If need be, a seasonal snow plan will be issued by AIC before the beginning of the winter.

2.2.1 Organisation of the runway surface condition reporting and winter service

ANA is the designated authority for the publication of runway condition information:

TEL: +352 47 98 23 01 0 (ARO)
FAX: +352 47 98 23 09 0 (ARO)

2.2.2 Surveillance of movement areas

Runway surface condition assessment is triggered by:

- meteorological reports,
- pilot reports,
- runway surface friction values.

2.2.3 Surface condition assessment methods used; operations on specially prepared winter runways

Assessment performed by personnel inspecting the runway, reporting as per provisions of EU Regulation N°139/2014, section ADR.OPS.B.037; no operations are conducted on specially prepared winter runway.

2.2.4 Actions taken to maintain the usability of movement areas

See ELLX AD 2.7.

2.2.5 System and means of reporting

Runway condition report.

2.2.6 The cases of runway closure

The runway will be closed in case the Runway Condition Code is 0.

2.2.7 Distribution of information about runway surface conditions

The Runway Condition Code is disseminated in ATIS messages, and will additionally be communicated to the users by ATC on request.

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

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

Aerodrome / heliport name location indicator	Type of traffic permitted to use the aerodrome / heliport			Reference to aerodrome section and remarks
	INTL - NTL	IFR - VFR	S: Scheduled NS: Non-scheduled P: Private	
1	2	3	4	5
KRUISEM / Hof Van Cleve EBHC*	NTL	VFR	P	AD 3.PVT-EBHC
KRUISEM / Sons EBKR*	NTL	VFR	P	AD 3.PVT-EBKR
LIERNEUX / Bra EBMS*	NTL	VFR	P	AD 3.PVT-EBMS
LINT EBLT*	NTL	VFR	P	AD 3.PVT-EBLT
LO-RENINGE EBRE*	NTL	VFR	P	AD 3.PVT-EBRE
LOCHRISTI EBLO*	NTL	VFR	P	AD 3.PVT-EBLO
LUMMEN EBLU*	NTL	VFR	P	AD 3.PVT-EBLU
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
ROOSDAAL EBRD*	NTL	VFR	P	AD 3.PVT-EBRD
SCHILDE / ‘s Gravenwezel EBAS*	NTL	VFR	P	AD 3.PVT-EBAS

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
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
ICHTEGEM EBWV*	NTL	VFR	P	AD 3.PERS-EBWV
KAMPENHOUT EBRL*	NTL	VFR	P	AD 3.PERS-EBRL

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
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 arrival/departure route is 106/286, additionally pay attention for trees in close proximity of the helicopter landing site.

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

2 TAXI REGULATIONS

2.1 Taxiway Restrictions

Aircraft with wingspan exceeding 29M can only use TWY A and F.

2.2 North side

Single engine aircraft can taxi between the hangar to avoid damage to the aircraft.

Twin engine aircraft and helicopters will be towed behind the white line and maximum use will be made of start-up area 1 and 2 for start-up and engine warm up purposes.

The same rules apply for arriving aircraft and helicopters (use start-up area 1 and 2).

3 APRON REGULATIONS

3.1 Apron Restrictions

Aircraft with wingspan exceeding 29M can only park on Apron 1.

On apron 2, U-turns or 180° turns are prohibited under own power for aircraft with MTOW > 5700 KG. This is only allowed under towing.

All aircraft crew and airport personnel are required to wear high visibility clothing at all times when airside, in accordance with EU standard 471.

3.2 Aircraft Stand Regulation

Stand 111: follow-me and marshalling is available whenever alternate stand is needed.

4 RUNWAY REGULATIONS

4.1 Selection of Runway-in-use

When the crosswind component, including gusts, does not exceed 15 KT, or the tailwind component, including gusts, does not exceed 5 KT and traffic permitting, ATC will use RWY 11 in preference to RWY 29 for departing aircraft with a weight exceeding 5700 KG.

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

5 SPECIFIC TRAFFIC REGULATIONS

5.1 Glider Flights

Take-off and landing of glider flights is prohibited.

5.2 ULM Flights

Take-off and landing of ULM flights PPR, except for home based aircraft. Requests shall be send to inspection@antwerpairport.aero.

5.3 Balloon Flights

Take-off and landing of balloon flights is prohibited.

5.4 Parachuting

Parachuting overhead the aerodrome is prohibited.

5.5 Acrobatic Flights

Acrobatic flights within the aerodrome traffic circuit are prohibited.

5.6 Banner Towing

Taking up or throwing off banners is prohibited.

5.7 Training and Test Flights

Training flights (incl touch-and-go, stop-and-go and multiple approaches) are allowed from MON to SAT (HOL excl) between 0800 and 1859 (0700 and 1659). Maximum two aircraft for touch-and-go will be accepted simultaneously. ATC will endeavour to alternate the circuits to be flown. Touch-and-go and stop-and-go circuit training flights shall be flown at 1500 FT during night (as published on chart AD 2.EBAW-VAC.02).

Helicopter training is limited to maximum four circuits per hour. Helicopter ground training may only take place at heli 2 spot, after prior permission from the Airport Authority has been obtained.

Following training activities are forbidden:

- Local training flights of MIL jet aircraft (transport aircraft excl);
- Training flights of aircraft with MTOW exceeding 50T (unless prior permission has been obtained from the Airport Authority);
- Training flights without full-stop landing (unless prior permission has been obtained from the Airport Authority);
- When RWY 29 is in use: simulated engine failure after take-off;
- when RWY 11 is in use: simulated forced landing.

From 1 JUN till 31 AUG touch-and-go training flights on SAT allowed till 1300 (1200).

Public holidays refer to GEN 2.1, § 6.

EBAW AD 2.21 Noise Abatement Procedures

1 GENERAL

Aircraft operating to or from EBAW must be noise certificated according to *ICAO Annex 16*.

Aircraft with MTOW below 2000KG, performing touch-and-go should have a maximum noise level of 76dB (CAA certified). These aircraft need prior approval from the Airport Authority.

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

2 GROUND PROCEDURES

2.1 Engine Tests

Engine test runs in the open air and without silencers may only take place between 0700 and 1800 (0600 and 1700), except on SUN and public holidays (as listed in GEN 2.1, § 6) and on the condition that a previous authorization has been obtained from the Airport Authority.

Idle thrust engine test runs in the open air and without silencers must be restricted to the very minimum. A prior permission from the Airport Authority is required.

The Airport Authority has the right to stop or restrict all ongoing tests in the event of violation of airport regulations or circumstances arising that necessitate such a decision.

Aircraft with MTOW of 2000KG are allowed to perform engine test runs at the N-side of the airfield at the designated location. Aircraft over 2000KG MTOW are obliged to execute their engine test runs on H2.

2.2 Power supply

Pilots shall be aware on the noise impact of the APU on the local community, and pilots should maximize the use of the GPU.

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.

At pilot's discretion, when no pre-conditioned air (PCA) is available and authorization from the Airport Inspection has been obtained, the use of the APU is allowed during periods of extreme high or low temperatures for parked aircraft.

Any additional use of APU can only be allowed by the Airport Inspection, on justified request.

3	**TLOF and FATO area dimensions**	Rectangle 22 x 22 M
	Surface	ASPH
	Strength	PCR 720/F/A/X/T; PCN 75/F/C/W/T
	Marking	Marked with a conventional H (dimensions 6 M x 3.6M). There is no aiming point provided, a WDI is located on the west side
4	**True BRG of FATO**	065.31°/245.31°
5	**Declared distance available**	INFO not AVBL. See remarks on the restrictions of use.
6	**APCH and FATO lighting**	INFO not AVBL. See remarks.
7	**Remarks**	State and military flights are exempted. Performance class 1 operations are not allowed to/from the FATO due to the slope of obstacle limitation surfaces that comply to performance class 2 and 3 only. The maximum allowed D-value on the EBBR FATO is 14.6 M. The take-off and climb surface has been protected with a slope of 8% for the first 245 M and 16% for the next 830 M to the east and west of the FATO for performance class 3 helicopter operations. The take-off and climb surface has been protected with a slope of 12.5% for 1220 M to the east and west of the FATO for performance class 2 helicopter operations. Caution must be exercised when operating to and from the FATO due to possible moving aircraft and vehicles. The FATO shall be vacated immediately after landing according ATC instructions. Helicopters with skid-type landing gear proceeding to and from the FATO shall hover taxi to and from the parking area. Helicopters with wheel-type landing gear proceeding to and from the FATO shall ground taxi to and from the parking area.

EBBR AD 2.17 ATS Airspace

1	**Designation**	Brussels CTR
	Lateral limits	504434N 0043404E - an arc of circle, 10NM radius, centred on 505405N 0042904E and traced clockwise to 505203N 0044435E - 504434N 0043404E.
2	**Vertical limits**	1500FT AMSL
3	**Airspace classification**	D *(1)*
4	**ATS unit call sign**	Brussels Tower
	Language(s)	En
5	**Transition altitude**	4500FT AMSL
6	**Hours of activation**	H24
7	**Remarks**	*(1)* Partially airspace class G during EBGB operational hours between GND and 1000FT AMSL: 510401N 0042700E - 505800N 0042800E - 505545N 0042452E - 505800N 0041428E - an arc of circle, 10NM radius, centred on 505405N 0042904E and traced clockwise to 510401N 0042700E (see chart AD2 EBBR-VAC.01 and AD 2.PVT-EBGB). UAS can be encountered in UAS geographical zones EBBR VLL0, VLL1 and VLL2 (for specifications, see ENR 5.1, § 4). Systematic tracking of UAS by ATC cannot be ensured.

EBBR AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
APP / TAR	Brussels Arrival	118.255	H24	For ARR TFC except for TFC BLW FL 065 requesting to enter Brussels TMA 8.33 KHZ CH
		369.200MHZ 362.300MHZ	H24	NIL
		121.500MHZ 243.000MHZ	H24	Emergency frequency
	Brussels Departure	126.630	H24	For DEP TFC and for TFC requesting to enter Brussels TMA BLW FL065 8.33 KHZ CH
	Brussels Approach	120.105	H24	For ARR TFC on ATC instruction only 8.33 KHZ CH
		129.730	H24	For DEP or ARR TFC on ATC instruction only 8.33 KHZ CH
		127.575MHZ	H24	For DEP or ARR TFC on ATC instruction only
		121.500MHZ	H24	Emergency frequency
TWR	Brussels Tower	118.605 120.780	H24	8.33 KHZ CH
		388.525MHZ 257.800MHZ	H24	NIL
		121.500MHZ	H24	Emergency frequency
		127.150MHZ	H24	Spare frequency
	Brussels Ground *(1)*	121.880 118.055	H24	8.33 KHZ CH
		121.700MHZ	H24	Spare frequency
CLR	Brussels Delivery	121.955	H24	8.33 KHZ CH
SRE	Brussels Radar	120.105	H24	SRA on ATC instruction only 8.33 KHZ CH
ATIS *(2)(3)*	Brussels Arrival	132.480	H24	8.33 KHZ CH
		110.600MHZ	H24	BUN frequency
		112.050MHZ	H24	FLO frequency
		114.600MHZ	H24	BUB frequency
		117.550MHZ	H24	HUL frequency
		114.900MHZ	H24	AFI frequency
	Brussels Departure	121.755	H24	8.33 KHZ CH
VDF	Brussels Homer	120.105 118.255 118.605	H24	8.33 KHZ CH
		121.500MHZ	H24	Emergency frequency
SAR	Brussels Rescue	282.800MHZ 123.100MHZ	HO	OPR: Belgian Air and Space Component Combined Scene of SAR (monitored only when SAR operation in progress).

(1) Ground movement control
(2) see EBBR AD 2.23
(3) D-ATIS AVBL (see GEN 3.4, § 3.4.2)

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

When faulty, the variable message sign shall show black.

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

EBBR AD 2.21 Noise Abatement Procedures

1 GENERAL

1.1 Noise Restrictions

With the exception of exempted flights (see further) following noise restrictions are applicable:

1.1.1 QC restrictions

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

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

Exemptions may be granted for:

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

Exemptions shall be requested from the Belgian CAA via email (BCAA.inspect.env@mobilit.fgov.be) at least 2 weeks before the flight.

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

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

In case of circumstances beyond the operator's control, a non-compliant flight may be exceptionally allowed without pre-authorisation, provided that proper justification is sent to the Director-General of the CAA within two working days after the flight.

1.1.2 Restrictions on marginally compliant aircraft

Take-off or landing of marginally compliant aircraft with a cumulative margin of less than 5 EPNdB to the chapter 3 limits of *ICAO annex 16, Volume 1, Part 2* is forbidden between 2200 and 0459 (2100 and 0359).

Take-off or landing between 2200 and 0559 (2100 and 0459) is prohibited of Chapter 3 certified aircraft according to *ICAO Annex 16, Volume 1, Part 2* with a cumulative margin of less than 13 EPNdB. This noise restriction is imposed in the environmental permit of Brussels Airport Company, but without necessary prior application of the Balanced Approach-procedure (EU Regulation 598/2014).

Following flights are exempted from the noise quota system and marginally compliant aircraft restrictions:

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

1.2 Reverse Thrust

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

1.3 Reduced Engine Taxi

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

2 GROUND PROCEDURES

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

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

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

2.2 Engine Test Runs and Idle Checks

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

Engine test runs are only allowed between 0600 and 2100 (0500 and 2000). They can only take place on the crossing of TWY F3, Y, W1 and W21. If this crossing is not available due to infrastructural reasons, P7 or TWY OUT1 may be used instead.

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

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

2.3 Power Supply

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

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

3 ARRIVAL PROCEDURES

3.1 ILS Approach

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

- 2000FT QNH for RWY 25L/R (3000FT and 2000FT respectively in case of simultaneous approach);
- 2000FT QNH for RWY 01;
- 3000FT QNH for RWY 19.

After interception, the aircraft shall not descend below the GP.

3.2 Surveillance Radar Approach

Aircraft performing an SRA without ILS assistance, shall not descend below 2000FT QNH before 6NM from touchdown, nor fly thereafter below a descent path of 3°.

3.3 Visual Approach

Aircraft performing a visual approach without ILS or radar assistance, shall not descend below 1800FT QNH before intercepting the PAPI approach slope, nor fly below it thereafter.

3.4 Continuous Descent Operations (CDO)

When the traffic situation permits, ATC will facilitate continuous descent for all RWY.

Facilitation of CDO will be provided at ATC discretion only.

When vectoring for continuous descent, ATC will, as soon as practicable after first call on the APP frequency, provide distance from touchdown and an approval to descend at pilot's discretion. The phraseology "when ready, descend" shall be used.

CDO will not be facilitated in adverse weather conditions that may affect the approach (wind shear, thunderstorms, etc).

Subject to ATC instructions, inbound aircraft shall adopt a continuous descent profile - to the greatest possible extent compatible with safe operation of the aircraft - by employing minimum engine thrust, ideally in a low drag configuration, prior to the FAF/FAP.

Note: All noise abatement procedures for arrivals as well as the speed limitations in EBBR AD 2.22, § 2.1.3 remain applicable when performing CDO.

3.5 Speed Limitation

Aircraft being radar vectored shall reduce speed to 250KIAS when entering the radar vectoring area or when below FL100.

3.6 Special Procedures for Arrivals between 2200 and 0459 (2100 and 0359)

Traffic leaving KERKY for approach to RWY 25L/R will not be cleared to descend below FL070 until crossing R-360 BUB or EGZOV unless for continuous descent operations (see § 3.4 above).

4 DEPARTURE PROCEDURES

4.1 General

The SID (see EBBR AD 2.22, § 3.2.1) constitute noise abatement procedures. It is therefore emphasized that pilots shall adhere to these routes as closely as performance permits. If unable to comply with these procedures, they shall advise ATC immediately.

4.2 Climb Gradient

In order to minimize noise nuisance, to clear obstacles in the departure area and for compliance with ATS airspace limits, aircraft shall maintain a net climb gradient of 7% MNM until passing 3200FT QNH. If unable to comply, pilots shall advise ATS accordingly when requesting start-up clearance.

4.3 Noise Abatement Take-off and Climb Procedures

The following operational noise abatement take-off procedures must be applied for outbound flights:

For turbo-jet aircraft:

- from take-off to 1700FT QNH:
  - take-off power;
  - take-off flaps;
  - climb to V2 + 10 to 20KT or as limited by body angle;
- at 1700FT QNH:
  - reduce thrust to not less than climb thrust;
- from 1700FT QNH to 3200FT QNH:
  - climb at V2 + 10 to 20KT;
- at 3200FT QNH:
  - accelerate smoothly to en-route climb speed with flaps retraction.

For propeller aircraft:

- from take-off to 1700FT QNH:
  - take-off power;
  - climb at maximum gradient compatible with safety;
  - speed not less than single engine climb speed, nor higher than best rate of climb speed;
- at 1700FT 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 1700FT QNH to 3200FT QNH:
  - climb at the maximum gradients with reduced power, maintaining constant speed;
- at 3200FT QNH:
  - accelerate smoothly to en-route climb speed.

4.4 Speed Restrictions

Unless otherwise instructed by ATC for safety reasons, maximum speed below FL100 is 250KIAS or clean speed (V_{ZF}), whichever is higher.

4.5 Special Procedures for Aircraft with MTOW > 200T

When preferential runway system configuration RWY 25R/19 is in use for departures, the following aircraft shall use RWY 25R for departure, regardless of their destination.

ICAO aircraft type (see ICAO Doc 8643)						
A124	A332	A333	A342	A343	A345	A346
A351	A359	A388	AN22	B741	B742	B743
B744	B748	B74R	B74S	B764	B772	B773
B77L	B77W	B781	B788	B789	C5	C17
DC10	IL96	L101	MD11			

The table mentioned above is not limitative, the MTOW of the aircraft prevails.

4.6 Special Procedures for Departures between 2200 and 0459 (2100 and 0359)

All departures from RWY 25R shall start their take-off at the beginning of the runway and preferably an uninterrupted take-off from W41/W42 will be made.

EBBR AD 2.22 Flight Procedures

1 GENERAL

1.1 Aerodrome Minima

For specific landing minima, see charts:

- AD 2.EBBR-IAC.01
- AD 2.EBBR-IAC.02
- AD 2.EBBR-IAC.08
- AD 2.EBBR-IAC.09
- AD 2.EBBR-IAC.10

2 IFR FLIGHTS (INBOUND)

2.1 General

2.1.1 Aircraft Equipment

DME is compulsory for all inbound IFR traffic.

2.1.2 Radar Vectoring

Radar vectoring may be expected when crossing 30 DME BUB.

In case of radar vectoring, the intermediate approach procedure may be partially or completely omitted. The clearance limit assigned by Brussels ACC will then be replaced by a clearance to a final approach aid or radar vectors will be given to direct the aircraft to a position from where final approach can be started or a visual approach made.

2.1.3 Speed Limitations

For all types of approach, the following speed limit applies:

- MAX 250KIAS below FL100.

In case of vectored ILS approach, additional speed restrictions apply (unless otherwise instructed by ATC):

- 220KIAS or more until the IF/IAF;
- MIN 160KIAS from the IF/IAF until 4NM final.

Aircraft unable to maintain these speeds shall advice Brussels Arrival/Approach on initial contact.

The speed limitations do not relieve pilots of their responsibility to observe any applicable noise abatement procedures (see EBBR AD 2.21).

(1) Aircraft unable to maintain 160KIAS until 4 NM final will not be accepted during periods 0700-0900 (0600-0800) and 1700-1930 (1600-1830) ATA.

2.2 Holding Patterns

The holding patterns shall be entered at 170KIAS MAX (aircraft CAT A/B) or 250KIAS MAX (aircraft CAT C/D).

ANTWERPEN

Fix	ANT DVOR/DME
Turn / inbound track (MAG)	Left / 117° (118.0° T)
Levels (MAX / MNM)	FL140 / FL080
NAV Spec.	Conventional & RNAV1
Remarks	NIL

BRUNO

Fix	BUN DVOR/DME
Turn / inbound track (MAG)	Right / 115° (116.0° T)
Levels (MAX / MNM)	FL140 / 3000FT QNH
NAV Spec.	RNAV1
Remarks	At ATC discretion only

FLORA

Fix	FLO DVOR/DME
Turn / inbound track (MAG)	Right / 308° (309.0° T)
Levels (MAX / MNM)	FL140 / FL090 (FL060 when RWY 25R/L is used for landings)
NAV Spec.	RNAV1
Remarks	NIL

GOSLY

Fix	GSY DVOR/DME
Turn / inbound track (MAG)	Left / 358° (359.0° T)
Levels (MAX / MNM)	FL230 / FL100
NAV Spec.	Conventional & RNAV1
Remarks	At ATC discretion only

KERKY

Fix	KERKY
Turn / inbound track (MAG)	Right / 100° (101.0° T)
Levels (MAX / MNM)	FL090 / 4000FT QNH
NAV Spec.	RNAV1
Remarks	NIL

RUDEL

Fix	RUDEL
Turn / inbound track (MAG)	Right / 165° (166.0° T)
Levels (MAX / MNM)	FL090 / 3000FT QNH
NAV Spec.	RNAV1
Remarks	At ATC discretion only

2.2.1 Waypoints

ID	LATITUDE	LONGITUDE
ANT	511125.7N	0042821.3E
BUN	510707.1N	0045031.6E
FLO	505236.0N	0050804.3E
GSY	502714.1N	0042629.0E
KERKY	505537.0N	0035933.4E
RUDEL	504101.4N	0041336.6E

2.2.2 Path Terminators

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

ANTWERPEN

ID	P/T	F/O	Course (°T)	Turn Dir.	ALT MNM	ALT MAX	Time	Speed limit (KTS)	NAV Spec	Remarks
ANT	HM	Y	118	L	FL 080	FL 140	1 MIN	-250	RNAV1	

BRUNO

ID	P/T	F/O	Course (°T)	Turn Dir.	ALT MNM	ALT MAX	Time	Speed limit (KTS)	NAV Spec	Remarks
BUN	HM	Y	116	R	3000 FT	FL 140	1 MIN	-250	RNAV1	ATC Discretion only

FLORA

ID	P/T	F/O	Course (°T)	Turn Dir.	ALT MNM	ALT MAX	Time	Speed limit (KTS)	NAV Spec	Remarks
FLO	HM	Y	309	R	FL 060	FL 140	1 MIN	-250	RNAV1	

GOSLY

ID	P/T	F/O	Course (°T)	Turn Dir.	ALT MNM	ALT MAX	Time	Speed limit (KTS)	NAV Spec	Remarks
GSY	HM	Y	359	L	FL 100	FL 230	1 MIN	-250	RNAV1	ATC Discretion only

KERKY

ID	P/T	F/O	Course (°T)	Turn Dir.	ALT MNM	ALT MAX	Time	Speed limit (KTS)	NAV Spec	Remarks
KERKY	HM	Y	101	R	4000 FT	FL 090	1 MIN	-250	RNAV1	

RUDEL

ID	P/T	F/O	Course (°T)	Turn Dir.	ALT MNM	ALT MAX	Time	Speed limit (KTS)	NAV Spec	Remarks
RUDEL	HM	Y	166.0	R	3000 FT	FL 090	1 MIN	-250	RNAV1	ATC Discretion only

2.3 Approach Procedures

2.3.1 RNP RWY 01

2.3.1.1 Waypoints

	ID	LATITUDE	LONGITUDE
IAF/IF	BURUS	504251.5N	0042514.8E
FAF	BR01F	504751.1N	0042718.0E
MAPT	RW01	505314.39N	0042929.68E

2.3.1.2 Path Terminators

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

RNP RWY 01

#	ID	P/T	F/O	Course (°T) / Course °M	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)	TCH (FT)	NAV Spec	Remarks
1	BURUS	IF	N			+2000					RNP APCH	IF
2	BR01F	TF	N	014.6 / 014		@2000	5.2				RNP APCH	FAF
3	RW01	TF	Y	014.4 / 013			5.6		3.00	52	RNP APCH	MAPT
4		CA		014.4 / 013		+1500					RNAV1	
5		VM		306.0 / 305	L	-4000					RNAV1	

ILS or LOC RWY 01

#	ID	P/T	F/O	Course (°T) / Course °M	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)	TCH (FT)	NAV Spec	Remarks
1	BURUS	IF	N			+2000					RNAV1	IF
2	FAF/FAP	ILS/LOC APCH										
3												
4		CA		014.4 / 013		+1500					RNAV1	
5		VM		306.0 / 305	L	-4000					RNAV1	

Note: The coding of the standard missed approach applies only for ILS, LOC, RNP to LNAV and LNAV/VNAV. After LPV final revert to conventional navigation.

2.3.2 RNP RWY 19

2.3.2.1 Waypoints

	ID	LATITUDE	LONGITUDE
IAF/IF	VAMVO	510712.8N	0043513.4E
FAF	BR19F	510317.82N	0043336.47E
MAPT	RW19	505439.64N	0043004.46E

2.3.2.2 Path Terminators

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

RNP RWY 19

#	ID	P/T	F/O	Course (°T) / Course °M	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)	TCH (FT)	NAV Spec	Remarks
1	VAMVO	IF	N			+3000		-220			RNP APCH	IF
2	BR19F	TF	N	194.6 / 194		@3000	4.1				RNP APCH	FAF
3	RW19	TF	Y	194.5 / 194			8.9		3.00	53	RNP APCH	MAPT
4		CA		194.4 / 193		+1100					RNAV1	
5		VM		046.0 / 045	L	-3000		-185			RNAV1	

ILS or LOC RWY 19

#	ID	P/T	F/O	Course (°T) / Course °M	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)	TCH (FT)	NAV Spec	Remarks
1	VAMVO	IF	N			+3000					RNAV1	IF
2	FAF/FAP	ILS/LOC APCH										
3												
4		CA		194.4 / 193		+1100					RNAV1	
5		VM		046.0 / 045	L	-3000		-185			RNAV1	

Note: The coding of the standard missed approach applies only for ILS, LOC, RNP to LNAV and LNAV/VNAV. After LPV final revert to conventional navigation.

DESIGNATOR (1)	WIDTH (M)	BEARING STRENGTH	SURFACE TYPE	EDGE LIGHTS	EDGE LIGHTS ON THE CURVES ONLY	CENTRE LINE LIGHTS	REMARKS
1	2	3	4	5	6	7	8
E4	31	PCR 720/F/A/X/T PCN 84/F/A/W/T	ASPH	-	•	•	
E5	23	PCR 720/F/A/X/T PCN 75/F/A/W/T	ASPH	-	•	•	edge lights partially LED, partially halogen
E6	29	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	•	•	•	
E7	25	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	-	-	•	
F1	-	-	ASPH	-	-	-	TWY not AVBL
F2	30	PCR 720/F/A/X/T PCN 66/F/A/W/U	ASPH	•	-	•	
F3	23	PCR 720/F/A/X/T PCN 66/F/A/W/U	ASPH	-	•	•	
F4	25	PCR 720/F/A/X/T PCN 70/F/A/W/T	ASPH	•	-	•	centre line lights partially LED, partially halogen
F5	30	PCR 720/F/A/X/T PCN 95/F/A/W/T	ASPH	•	-	•	centre line lights partially LED, partially halogen
INN-2	23	PCR 720/F/A/X/T PCN 66/F/A/W/U	ASPH	-	•	•	
INN-3	23	PCR 720/F/A/X/T PCN 97/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
INN-4	30	PCR 720/F/A/X/T PCN 85/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
INN-5	30	PCR 720/F/A/X/T PCN 69/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
INN-6	30	PCR 720/F/A/X/T PCN 69/F/A/W/T	ASPH	-	•	•	
INN-7	23	PCR 720/F/A/X/T PCN 65/F/A/W/T	ASPH	-	•	•	edge lights partially LED, partially halogen
INN-8	23	PCR 720/F/A/X/T PCN 65/F/A/W/T	ASPH	-	• (*)	•	(*) On one side edge lights partially LED, partially halogen
INN-9	31	PCR 720/F/A/X/T PCN 65/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
INN-10	24	PCR 1065/R/B/W/T PCN 120/R/A/W/T	CONC	• (*)	-	•	(*) On one side
J	23	PCR 720/F/A/X/T PCN 116/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
M	Apron TWY	PCR 1140/R/B/W/T PCN 66/R/A/W/U	CONC	-	• (*)	•	(*) On one side centre line lights partially LED, partially halogen
N2	25	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	• (*)	-	•	(*) On one side
N5	17	PCR 600/F/B/X/T PCN 34/F/A/W/T	ASPH	• (*)	-	-	Wingspan 52 M MAX (*) Only reflectors
N6	19	PCR 700/F/B/X/T PCN 104/F/A/W/T	ASPH	•	-	-	(2)
OUT-1	30	PCR 720/F/A/X/T PCN 65/F/A/W/T	ASPH	-	•	•	

• Led

• Halogen

(1) For TWY suitable for A380 see chart AD 2.EBBR-GMC.06a. For TWY suitable for B747-8F see chart AD 2.EBBR-GMC.06b.

(2) Only to be used by aircraft to and from EBMB.

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TAXIWAYS

DESIGNATOR (1)	WIDTH (M)	BEARING STRENGTH	SURFACE TYPE	EDGE LIGHTS	EDGE LIGHTS ON THE CURVES ONLY	CENTRE LINE LIGHTS	REMARKS
1	2	3	4	5	6	7	8
OUT-2	23	PCR 720/F/A/X/T PCN 79/F/A/W/T	ASPH	-	•	•	
OUT-3	23	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	-	•	•	centre line lights partially LED, partially halogen
OUT-4	30	PCR 720/F/A/X/T PCN 63/F/A/W/T	ASPH	-	•	•	
OUT-5	31	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	-	•	•	
OUT-6	31	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	-	•	•	centre line lights partially LED, partially halogen
OUT-7	23	PCR 720/F/A/X/T PCN 65/F/A/W/T	ASPH	-	•	•	edge lights partially LED, partially halogen
OUT-8	23	PCR 720/F/A/X/T PCN 65/F/A/W/T	ASPH	-	•	•	edge lights partially LED, partially halogen
OUT-9	23	PCR 720/F/A/X/T PCN 82/F/A/W/T	ASPH	-	•	•	
OUT-10	23	PCR 1260/R/B/W/T PCN 120/F/A/W/T	ASPH	-	•	•	
R1	20	PCR 771/F/B/X/T PCN 48/F/A/W/T	ASPH	•	-	-	Wingspan 36 M MAX (2)
R2	23	PCR 980/R/A/W/T PCN 66/R/A/W/U	CONC / ASPH (*)	• (**)	-	•	(*) Partially asphalt & partially concrete (**) On one side (**) Partly reflectors
V1	18	PCR 471/F/A/X/T PCN 66/F/A/W/U	ASPH	•	-	-	(3)
W1	19	PCR 550/F/A/X/T PCN 120/F/A/W/T	ASPH	•	-	• (*)	(*) Partly (4)
W21	25	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	•	-	•	
W22	25	PCR 980/R/A/W/T PCN 120/R/A/W/U	CONC	-	•	•	Wingspan 36 M MAX
W3	25	PCR 720/F/A/X/T PCN 67/F/A/W/T	ASPH	•	-	•	
W4	25	PCR 720/F/A/X/T PCN 67/F/A/W/T	ASPH	•	-	•	
W41	29	PCR 720/F/A/X/T PCN 77/F/A/W/T	ASPH	• (*)	-	•	(*) On one side
W42	23	PCR 720/F/A/X/T PCN 77/F/A/W/T	ASPH	• (*)	-	•	(*) On one side
Y	23	PCR 720/F/A/X/T PCN 66/F/A/W/U	ASPH	-	•	•	
Z	30	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	-	•	•	

• Led

• Halogen

(1) For TWY suitable for A380 see chart AD 2.EBBR-GMC.06a. For TWY suitable for B747-8F see chart AD 2.EBBR-GMC.06b.

(2) Aircraft up to Code D can make use of TWY when under tow or when follow-me is provided.

(3) Aircraft up to Code C unless under tow or when follow-me is provided. Exceptions are A400M/B752/B753.

(4) Aircraft up to Code C unless under tow or when follow-me is provided. Exceptions are A400M/B752/B753/B762/B763/B764/C17.

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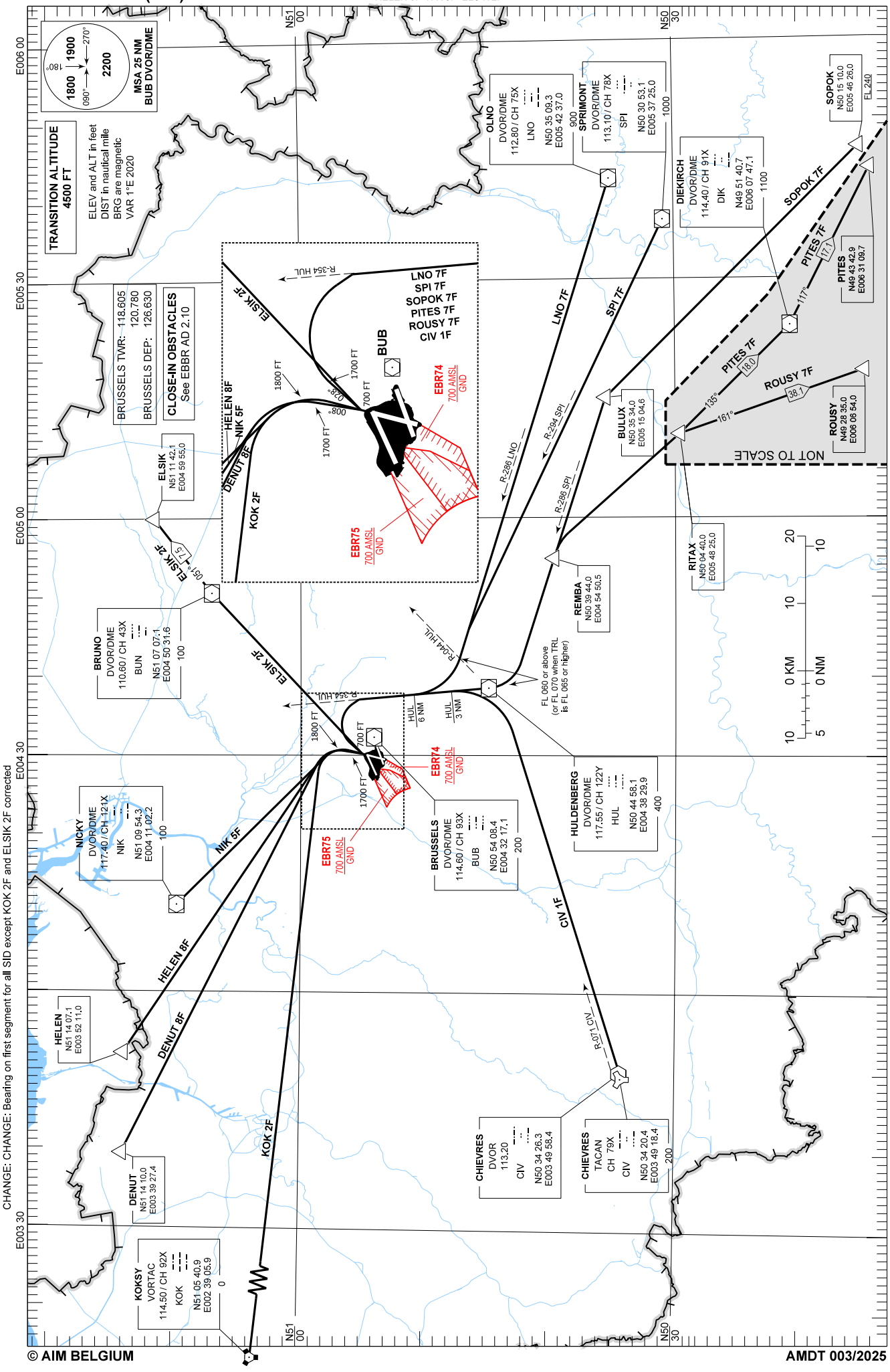
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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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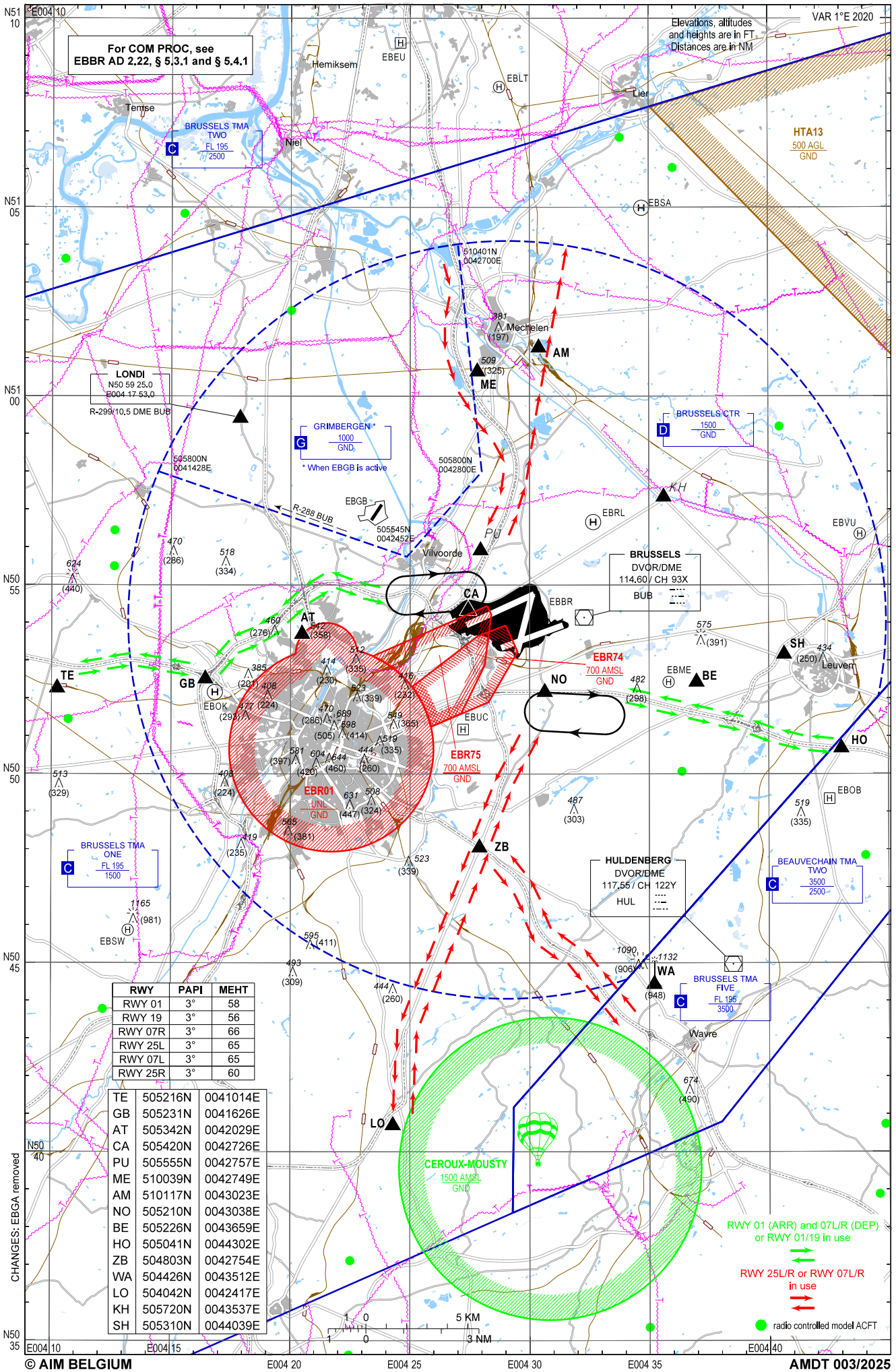
Visual Approach Chart - ICAO

BRUSSELS / Brussels-National (EBBR)



RWY	PAPI	MEHT
RWY 01	3°	58
RWY 19	3°	56
RWY 07R	3°	66
RWY 25L	3°	65
RWY 07L	3°	65
RWY 25R	3°	60

TE	505216N	0041014E
GB	505231N	0041626E
AT	505342N	0042029E
CA	505420N	0042726E
PU	505555N	0042757E
ME	510039N	0042749E
AM	510117N	0043023E
NO	505210N	0043038E
BE	505226N	0043659E
HO	505041N	0044302E
ZB	504803N	0042754E
WA	504426N	0043512E
LO	504042N	0042417E
KH	505720N	0043537E
SH	505310N	0044039E

CHANGES: EBGA removed

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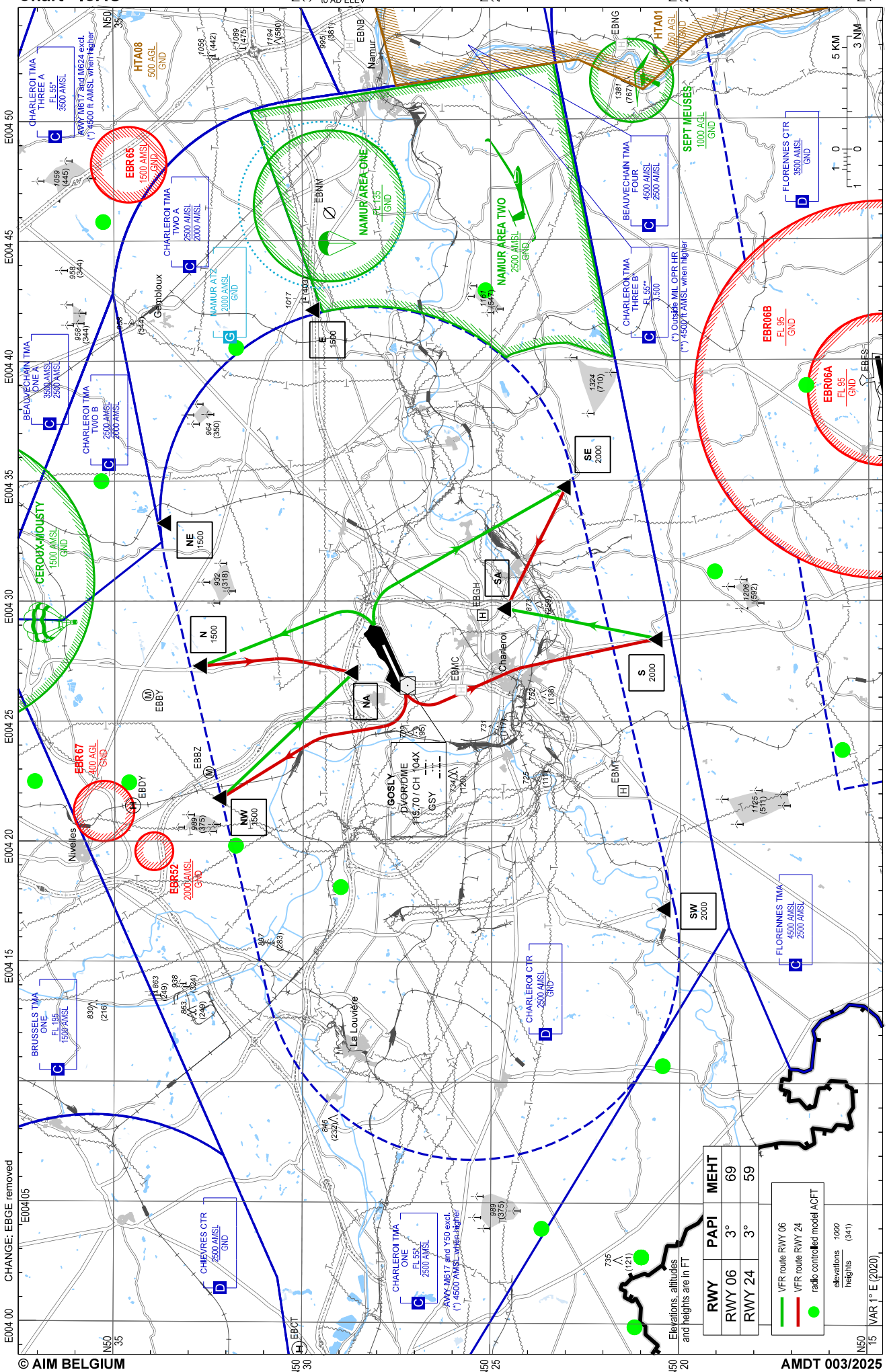
Visual Approach Chart - ICAO

AD ELEV 606
Heights related to AD ELEV

TWR 121.305
APP 133.130

CHARLEROI / Brussels South (EBCI)



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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) Braking action measured by SAS-AB GFTE Peugeot 5008.

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, runway turn pad and aiming point. RWY 04L: designation, threshold, centre line, side stripe markings, runway turn pad 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**	NIL
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
EBLG_0974	503724.1N	0052535.2E	210.5	691	RWY 22L/R Close-in
EBLG_0100	503734.6N	0052528.8E	204.4	671	RWY 22L/R Close-in
EBLG_0028	503728.2N	0052537.6E	208.5	685	RWY 22L/R Close-in
EBLG_1000	503734.3N	0052522.6E	205.2	674	RWY 22L/R Close-in
EBLG_0973	503725.1N	0052533.8E	205.3	674	RWY 22L/R Close-in

Visual Segment Surface (VSS) Penetration

ID	Type	Latitude	Longitude	ELEV (M)	Minima Affected
EBLG_0999	Vegetation	503739.4N	0052532.6E	206.4	LNAV RWY 04L/R, LNAV/VNAV RWY 04L/R
EBLG_0974	Vegetation	503724.1N	0052535.2E	210.5	LNAV RWY 04R, LNAV/VNAV RWY 04R
EBLG_0963	Vegetation	503908.4N	0052817.6E	211.7	LNAV RWY 22L, LNAV/VNAV RWY 22L
EBLG_0116	Vegetation	503859.0N	0052730.0E	187.0	LNAV RWY 22R, LNAV/VNAV RWY 22R

Note 1: No Area 2 or Area 3 obstacle data sets are currently provided for EBLG.

Note 2: Details on EBLG aerodrome obstacles can be found on the aerodrome obstacle charts (see EBLG AD 2.24).

*Note 3: Pilots shall draw attention to the presence of GP shelters located on RWY strip at 503839.5N 0052654.2E, 503846.9N 0052*721.3E and 503755.0N 0052558.3E. Marking and lighting AVBL.

EBLG AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	EBLG MET
2	**Hours of service**	H24
	MET Office outside hours	NIL
3	**Office responsible for TAF preparation**	EBBR
	Periods of validity	30 HR
	Interval of issuance	6 HR
4	**Trend forecast**	AVBL
	Interval of issuance	30 MIN
5	**Briefing / consultation provided**	Personal consultation, TEL
6	**Flight documentation**	Charts, abbreviated plain language text
	Languages used	En
7	**Charts and other information available for briefing or consultation**	Surface charts, altitude charts, prognostic altitude charts, prognostic chart of significant weather, tropopause and maximum wind chart
8	**Supplementary equipment available for providing information**	Self-briefing terminal, FAX, real-time weather display
9	**ATS units provided with information**	Liège TWR and Liège APP
10	**Additional information**	International aviation: TEL: +32 (0) 4 234 85 78 FAX: +32 (0) 2 206 28 29 (EBBR) VFR flights, gliding, ballooning: TEL: 0902 / 88 173 (CONSULTEL) *Note: Communications automatically recorded on tape.*

EBLG 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
04R	045.16°	3690 x 45	PCN 88/F/B/W/T ASPH	503743.10N 0052548.82E 503901.80N 0052753.53E (calculated) 153.0 FT	THR 644FT TDZ 644FT
22L	225.16°	3690 x 45	PCN 88/F/B/W/T ASPH	503852.63N 0052739.08E 503737.74N 0052540.32E 153.0 FT	THR 595FT TDZ 595FT
04L	045.16°	2340 x 45	PCN 101/F/A/W/T ASPH	503752.59N 0052548.50E 503845.91N 0052713.03E 153.0 FT	THR 629FT
22R	225.16°	2340 x 45	PCN 101/F/A/W/T ASPH	503845.91N 0052713.03E 503752.59N 0052548.50E 153.0 FT	THR 577FT TDZ 577FT

RWY designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	Dimensions of RESA
7	8	9	10	11	12
04R	-0.94% (2387M) +0.47% (900M)	NIL	NIL	3810 x 300	90 x 90
22L	-0.47% (900M) +0.94% (2387M)	NIL	NIL	3810 x 300	90 x 90
04L	-1.03% (1900M) +0.86% (440M)	NIL	NIL	2460 x 300	150 x 195
22R	-0.86% (440M) +1.03% (1900M)	NIL	NIL	2460 x 300	150 x 240

RWY designator	Location and description of arresting system	OFZ	RMK
13	14	15	16
04R	NIL	Yes	See Note 1 and 3 Turn pad available 185M before THR. Steering angle > 45°.
22L	NIL	Yes	See Note 1 and 3 Turn pad available on TWY S5, except by night and low visibility operations (only marked). Steering angle > 45°.
04L	NIL	NIL	See Note 2 and 3 Turn pad available between TWY C0 and TWY N0 - based on circle of 30M radius, except by night and low visibility operations (only marked). Steering angle > 45°.
22R	NIL	INFO not AVBL	See Note 2 and 3 Turn pad available between TWY C4 and TWY N4 - Based on circle of 30M radius, except by night and low visibility operations (only marked). Steering angle > 45°.

Note 1: Displaced THR 04R: 237M and displaced THR 22L: 403M.

Note 2: Between TWY C2 and TWY C3 there is a portion of 300M with a longitudinal slope of 2%

Note 3: Two runways have a uniform transverse slope to the north.

EBLG AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
04R	3690	3690	3690	3453	NIL
22L	3690	3690	3690	3287	NIL
04L	2340	2340	2340	2340	NIL
22R	2340	2340	2340	2340	NIL

RWY	From	TORA (M)
04R	C0	3303
	C1	2573
	C2	2553
	S2	2478
	S3	1598
22L	C4	2550
	C3	1800
	S5	3287
	S4	2550
	S3	1 800
04L	C2	1640
	N2	1640

EBLG AD 2.14 Approach and Runway Lighting

RWY 04R					
Approach lighting system	*Type:* PALS CAT II/III *Length:* 900M *Intensity:* LIH		**VASIS**	*Type:* PAPI (left and right / 3°) *MEHT:* 69FT	
Runway threshold lights	*Colour:* green *Wing bars:* present		**Touchdown zone lights**	900M	
Runway end lights	*Colour:* red *Wing bars:* NIL		**Stopway lights**	NIL	
Runway centre line lights	*Length:* 3453M *Spacing:* 15M *Intensity:* LIH	*white:* from 237 to 2790M *red / white:* from 2790 to 3390M *red:* from 3390 to 3690M			
Runway edge lights	*Length:* 3690M *Spacing:* 60M *Intensity:* LIH	*red:* from 0 to 237M *white:* from 237 to 3090M *yellow:* from 3090 to 3690M			
Remarks	All RWY lights till stop bars included LED except threshold. No LED used for approach lighting system. Flashing lights LED. No LED used for PAPI. RWY turn pad lighted.				

RWY 22L						
Approach lighting system	*Type:*	PALS CAT II/III		**VASIS**	*Type:*	PAPI (left and right / 3°)
	Length:	900M			*MEHT:*	64FT
	Intensity:	LIH				
Runway threshold lights	*Colour:*	green		**Touchdown zone lights**	900M	
	Wing bars:	present				
Runway end lights	*Colour:*	red		**Stopway lights**	NIL	
	Wing bars:	NIL				
Runway centre line lights	*Length:*	3287M	*white:*	from 403 to 2790M		
	Spacing:	15M	*red / white:*	from 2790 to 3390 M		
	Intensity:	LIH	*red:*	from 3390 to 3690 M		
Runway edge lights	*Length:*	3690 M	*red:*	from 0 to 403 M		
	Spacing:	60M	*white:*	from 403 to 3090 M		
	Intensity:	LIH	*yellow:*	from 3090 to 3690 M		
Remarks	All RWY lights till stop bars included LED except threshold. No LED used for approach lighting system. Flashing lights LED. No LED used for PAPI.					

RWY 04L						
Approach lighting system		NIL		**VASIS**	*Type:*	PAPI (left / 3°)
					MEHT:	75FT
Runway threshold lights	*Colour:*	green		**Touchdown zone lights**	NIL	
	Wing bars:	NIL				
Runway end lights	*Colour:*	red		**Stopway lights**	NIL	
	Wing bars:	NIL				
Runway centre line lights		NIL *(1)*				
Runway edge lights	*Length:*	2340M	*white:*	from 0 to 1740M		
	Spacing:	30M	*yellow:*	from 1740 to 2340M		
	Intensity:	LIH				
Remarks	*(1)* Green centre line (length 2340M, spacing 15M) when runway is used as TWY B. All RWY lights till stop bars included LED except threshold. No LED used for PAPI.					

RWY 22R						
Approach lighting system	*Type:*	PALS CAT I		**VASIS**	*Type:*	PAPI (left / 3°)
	Length:	900M			*MEHT:*	65FT
	Intensity:	LIH				
Runway threshold lights	*Colour:*	green		**Touchdown zone lights**	NIL	
	Wing bars:	NIL				
Runway end lights	*Colour:*	red		**Stopway lights**	NIL	
	Wing bars:	NIL				
Runway centre line lights		NIL *(1)*				
Runway edge lights	*Length:*	2340M	*white:*	from 0 to 1740M		
	Spacing:	30M	*yellow:*	from 1740 to 2340M		
	Intensity:	LIH				
Remarks	*(1)* Green centre line (length 2340M, spacing 15M) when runway is used as TWY B. All RWY lights till stop bars included LED except threshold. No LED used for approach lighting system. No LED used for PAPI.					

ELLX AD 2.18 ATS Communication Facilities

Service designation	Call sign	Channel/ Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Luxembourg Radar	120.885	H24	Primary 8.33 KHZ CH DOC: 80 NM - FL200 Reduced radio coverage below 2500 FT in the north of Luxembourg.
		362.300 MHZ	H24	NIL
		121.500 MHZ	H24	Emergency
		120.165	H24	Spare 8.33 KHZ CH DOC: 25 NM - FL100
		119.950 MHZ	H24	Spare DOC: 25 NM - FL100
	Luxembourg Arrival	118.905	HX	Control service on final approach with radar. 8.33 KHZ CH On ATC instructions only. Only state CS on initial contact. DOC: 40 NM - FL200
TWR	Luxembourg Tower	118.105	H24	Primary 8.33 KHZ CH DOC: 25 NM - FL040
		362.300 MHZ	H24	NIL
		121.500 MHZ	H24	Emergency
		120.165	H24	Spare 8.33 KHZ CH DOC: 25 NM - FL100
		119.950 MHZ	H24	Spare DOC: 25 NM - FL100
	Luxembourg Delivery	121.855	H24	Clearance delivery. 8.33 KHZ CH DOC: 5 NM - GND See ELLX AD 2.22, § 3.1
ATIS	Luxembourg ATIS	134.755	H24	8.33 KHZ CH DOC: 40 NM - FL150 See ELLX AD 2.23
VDF	Luxembourg Homer	118.105 120.885	H24	8.33 KHZ CH
		121.500 MHZ	H24	NIL

ELLX AD 2.19 Radio Navigation and Landing Aids

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
DVOR/DME (3° E/2024)	DIK	114.400 MHZ (CH 91X)	H24	495140.7N 0060747.1E	1100 FT	349° GEO / 14.58 NM from ARP DOC DVOR: 100 NM - FL500
DVOR/DME (3° E/2024)	LUX	112.250 MHZ CH 59Y	H24	493822.3N 0061450.2E	1200 FT	060° GEO / 1.93 NM from ARP DOC: 60 NM - FL250

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
ILS 06 (CAT I)						
LOC	ILE	109.900MHZ	H24	493818.6N 0061438.4E		060° GEO / 2.55NM from THR 06 DOC: 25NM - FL060
GP		333.800MHZ	H24	493703.4N 0061128.1E		Slope 3° RDH 57FT DOC: 25NM - FL060
DME	ILE	CH 36X	H24	493703.4N 0061128.1E	1200 FT	Type N Collocated with GP 0 at 230M from THR 06 DOC: 25NM - FL100
ILS 24 (CAT III)						
LOC	ILW	110.700MHZ	H24	493658.7N 0061103.6E		240° GEO / 2.31NM from THR 24 DOC: 25NM - FL060
GP		330.200MHZ	H24	493758.5N 0061359.1E		Slope 3° RDH 50FT DOC: 25NM - FL060
DME	ILW	CH 44X	H24	493758.5N 0061359.1E	1300 FT	Type N Collocated with GP 0 at 300M from THR 24 (ABM antenna) DOC: 25NM - FL100

ELLX AD 2.20 Local Aerodrome Regulations

1 GENERAL

1.1 Ground Surveillance - Use of Mode A, C and S Transponders

ELLX is equipped with an advanced ground surveillance system using Mode A and 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, if available:

- from the request for push-back or start-up, 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.

Whenever possible, the aircraft identification (i.e. call sign used in flight) shall be entered as from the request for push-back or start-up, 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. “LGL123”).

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

1.2 Aircraft Code F

Aircraft code F other than B747-8F are subject to a special permission. Requests for special permission have to be sent minimum 72 hours in advance to dutymanager.ops@lux-airport.lu.

At holding points RWY 24 on TWY A1 and TWY A2, no simultaneous holding positions will be allowed for B747 type aircraft.

1.3 Adverse Weather

During adverse weather situations such as lightning activity above or in the proximity of the aerodrome and high winds exceeding 40 KT expect suspension of ground handling activities. Arriving aircraft are to follow the Follow Me guidance for parking of aircraft, no marshalling on stand.

1.4 Wildlife strikes

Pilots are requested to report wildlife strikes as well as observed wildlife risks in flight immediately to ATC.

When a CDO can be approved by ATC, as soon as practicable after first call on the APP frequency, ATC will provide a clearance to proceed on a CDO via one or more of the following significant points: IRTON, LX242, LX243, LX063, LX062, BREDI & PONIG.

After passing either LX242 or LX243 (for RWY24), respectively LX063 or LX062 (for RWY06), aircraft on CDO are expected to turn inbound and intercept the ILS prior to the FAF.

Following phraseology shall be used:

CDO Request	*[aircraft call sign]*, *[position report]*, REQUEST CDO.
CDO Approval	*[aircraft call sign]*, CLEARED CDO ILS RWY XX VIA *[significant point]*, QNH *(number)[units]*, *(report established)*.

Descent clearance to 3000**FT** is included in the **ILS** clearance.

Following restrictions apply:

RWY	Route	Restriction
06	MMD – IRTON – LX06I	MNM FL 080 abeam IRTON
	AKELU – BREDI – LX062	MNM FL 080 2 NM north of AKELU MNM 4 700 FT above LX062
24	MMD – IRTON – LX242	MNM FL 080 abeam IRTON
	SORAL – AKELU – LX243	MNM FL 080 2 NM north of AKELU
	PONIG – LX24I	MNM FL 060 above PONIG

CDO will not be facilitated in adverse weather conditions that may affect the approach (wind shear, thunderstorms, etc.).

Subject to ATC instructions, inbound aircraft shall adopt a continuous descent profile - to the greatest possible extent compatible with safe operation of the aircraft - by employing minimum engine thrust, ideally in a low drag configuration, prior to the FAF/FAP.

Note: All noise abatement procedures for arrivals as well as the speed limitations as specified in the AIP Belgium & Luxembourg remain applicable when performing CDO.

4 DEPARTURE PROCEDURES

4.1 General

The SID (see ELLX AD 2.22, § 3.2.1) constitute noise abatement procedures. It is therefore emphasized that pilots shall adhere to these routes as closely as performance permits. If unable to comply with these procedures, they shall advise ATC immediately.

4.2 Noise Abatement Take-off and Climb Procedures

Climb until 4000FT shall be performed with most noise abatement efficient aircraft setting if available, or at maximum climb gradient compatible with safety.

ELLX AD 2.22 Flight Procedures

1 GENERAL

1.1 Aerodrome Minima

Except in case of emergency, no pilot shall take off when RVR is below 125M.

For specific landing minima, see charts:

- AD 2.ELLX-IAC.01a
- AD 2.ELLX-IAC.01b
- AD 2.ELLX-IAC.02a
- AD 2.ELLX-IAC.02b
- AD 2.ELLX-IAC.03
- AD 2.ELLX-IAC.04

2 IFR FLIGHTS (INBOUND)

2.1 General

ILS is the default approach procedure. Pilots planning for any other type of procedure must ask for explicit ATC clearance.

2.1.1 Aircraft Equipment

DME is compulsory for all inbound IFR traffic.

2.1.2 Radar Vectoring

Radar vectoring may be expected.

Aircraft receiving radar vectors to intercept an instrument approach to Luxembourg Airport may be assigned levels by ATC below the minimum sector altitude/terminal arrival level. Levels assigned will assure that the aircraft remains at least 1000 FT above the highest obstacle located within 3 NM or 5 NM of the aircraft, as appropriate (in accordance with *ICAO Doc 8168 PANS-OPS, Volume II, Section 2, § 6.2.3*). Refer to AD 2.ELLX-ATCSMAC.01.

2.1.3 Speed Limitations

Aircraft being radar vectored shall reduce speed to 250 KIAS MAX when crossing 25 DME LUX or when below FL 100.

Unless instructed otherwise, the speed on final approach shall not exceed 180 KIAS at the FAF/FAP.

Pilots are requested to comply as promptly as feasible within operational constraints with any speed adjustments requested by ATC. Aircraft unable to comply with the requested speed shall inform ATC and indicate the speed that will be used.

2.1.4 Clearance Limit

When the clearance limit is reached before further instructions have been received from ATC the flight has to enter the holding or stay on the last heading and maintain the last assigned level.

LX24F

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST	Speed limit (KT)	NAV Spec	Remarks
1	LX24F	HM	Y	237 (240.3)	R	4000 / 3000	1 MIN	-200	RNAV1	GNSS required Direct entry only

2.3.2 Standard Instrument Arrivals

2.3.2.1 Waypoints

ID	Latitude	Longitude	Remarks
BETEX	494857.0N	0062531.0E	
BITBU	495858.6N	0063341.9E	
BREDI	493120.0N	0061730.0E	
DIK	495140.7N	0060747.1E	
EXCOS	493419.7N	0062813.8E	
GIVOR	483930.6N	0062329.1E	
GTQ	485911.2N	0064258.4E	
IRTON	493300.0N	0053300.0E	
LNO	503509.3N	0054237.0E	
LX771	491350.2N	0063725.1E	
LX772	492540.2N	0062915.7E	
LX873	500911.5N	0055744.6E	
LX889	500229.0N	0055141.5E	
LX896	492307.1N	0062009.0E	
LX898	492908.5N	0062651.3E	
LX899	491315.0N	0062655.2E	
MMD	492328.5N	0050727.9E	
PONIG	494536.0N	0063410.0E	
REMBA	503944.0N	0045450.5E	
RITAX	500440.0N	0054825.0E	
VAVOT	492913.0N	0053400.0E	

2.3.2.2 Path Terminators

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

REMBA3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	REMBA	IF							RNAV1	GNSS required
2	RITAX	TF		132 (135.3)		+FL 100	49.1		RNAV1	
3	LX889	TF		133 (136.0)		+FL 100	3.0		RNAV1	Equivalent to 'TMA BDRY'
4	DIK	TF		133 (136.0)		+4000	15.0	-250	RNAV1	

LNO3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	LNO	IF							RNAV1	GNSS required
2	LX873	TF		156 (159.5)		+FL 070	27.7		RNAV1	Equivalent to 'TMA BDRY'
3	DIK	TF		157 (159.6)		+4000	18.7	-250	RNAV1	

BITBU3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	BITBU	IF							RNAV1	GNSS required
2	BETEX	TF		205 (207.8)		+FL 070	11.3	-250	RNAV1	

MMD2W

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	MMD	IF							RNAV1	GNSS required Only at ATC discretion
2	IRTON	TF		057 (060.1)		+FL 080	19.2	-250	RNAV1	

MMD2V

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	MMD	IF							RNAV1	GNSS required
2	VAVOT	TF		068 (071.5)		+FL 080	18.2	-250	RNAV1	

GTQ5S

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	GTQ	IF							RNAV1	GNSS required
2	LX771	TF		343 (346.1)		+FL 110	15.1		RNAV1	
3	LX772	TF		333 (335.8)		+FL 080	13.0		RNAV1	
4	LX898	TF		333 (335.7)		-FL 090 / +FL 060	3.8		RNAV1	
5	EXCOS	TF		007 (009.8)		-FL 090 / +FL 060	5.3	-250	RNAV1	

GIVOR5S

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	GIVOR	IF							RNAV1	GNSS required
2	LX771	TF		012 (014.9)		+FL 110	35.6		RNAV1	
3	LX772	TF		333 (335.8)		+FL 080	13		RNAV1	
4	LX898	TF		333 (335.7)		-FL 090 / +FL 060	3.8		RNAV1	
5	EXCOS	TF		007 (009.8)		-FL 090 / +FL 060	5.3	-250	RNAV1	

GIVOR2B

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	GIVOR	IF							RNAV1	GNSS required
2	LX899	TF		001 (003.8)		+FL 110	33.8		RNAV1	
3	LX896	TF		333 (335.9)		+FL 080	10.8		RNAV1	
4	BREDI	TF		345 (348.1)		+FL 060	8.4	-250	RNAV1	

GTQ2B

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	GTQ	IF							RNAV1	GNSS required
2	LX899	TF		320 (323.2)		+FL 110	17.6		RNAV1	
3	LX896	TF		333 (335.9)		+FL 080	10.8		RNAV1	
4	BREDI	TF		345 (348.1)		+FL 060	8.4	-250	RNAV1	

2.3.3 Transitions (RWY 06)

2.3.3.1 Waypoints

ID	Latitude	Longitude	Remarks
AKELU	492201.0N	0062750.0E	
BETEX	494857.0N	0062531.0E	
BREDI	493120.0N	0061730.0E	
DIK	495140.7N	0060747.1E	
EFFAP	494529.9N	0054210.0E	
EXCOS	493419.7N	0062813.8E	
IRTON	493300.0N	0053300.0E	
LX062	492747.8N	0060153.5E	
LX063	493622.3N	0055352.9E	
LX066	493449.9N	0054417.4E	
LX067	493006.5N	0054623.4E	
LX069	493039.0N	0055404.8E	
LX06F	493415.3N	0060344.6E	
LX06I	493208.4N	0055804.5E	
LX777	493958.9N	0054915.6E	
LX861	494812.7N	0060437.2E	
LX862	495831.8N	0054936.7E	
LX863	494746.7N	0055141.5E	
LX871	492433.7N	0062501.1E	
RITAX	500440.0N	0054825.0E	
VAVOT	492913.0N	0053400.0E	

2.3.3.2 Path Terminators

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

DIK3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	DIK	IF						-250	RNAV1	GNSS required
2	LX861	TF		208 (210.6)		+4000	4.0		RNAV1	
3	LX063	TF		208 (210.5)			13.7	-220	RNAV1	
4	LX06I	TF		144 (147.2)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX06F.										

IRTON4D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	IRTON	IF						-250	RNAV1	GNSS required
2	LX066	TF		073 (075.9)		+FL 070	7.6		RNAV1	
3	LX06I	TF		104 (106.6)		+3000	9.4	-220	RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX06F.										

VAVOT3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	VAVOT	IF						-250	RNAV1	GNSS required
2	LX067	TF		081 (083.6)		+FL 080	8.1		RNAV1	
3	LX069	TF		081 (083.8)			5.0		RNAV1	
4	LX06I	TF		057 (060.1)		+3000	3.0	-220	RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX06F.										

RITAX3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	RITAX	IF							RNAV1	GNSS required
2	LX862	TF		170 (172.8)		+FL 100	6.2	-250	RNAV1	
3	LX863	TF		170 (172.9)		+4000	10.8		RNAV1	
4	LX063	TF		170 (172.9)			11.5	-220	RNAV1	
5	LX06I	TF		144 (147.2)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX06F.										

EFFAP1D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	EFFAP	IF						-250	RNAV1	GNSS required
2	LX777	TF		137 (140.1)		+FL 070	7.2		RNAV1	+FL 060 when QNH ≥ 1013
3	LX063	TF		137 (140.2)		+3000	4.7	-220	RNAV1	
4	LX06I	TF		144 (147.2)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX06F.										

EXCOS3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	EXCOS	IF						-250	RNAV1	GNSS required
2	LX062	TF		246 (249.3)		+4700	18.4	-220	RNAV1	
3	LX06I	TF		327 (330.2)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX06F.										

AKELU3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	AKELU	IF						-250	RNAV1	GNSS required
2	LX871	TF		321 (324.2)		+FL 080	3.1		RNAV1	
3	BREDI	TF		321 (324.2)		+FL 060	8.4		RNAV1	
4	LX062	TF		248 (250.9)		+4700	10.8	-220	RNAV1	
5	LX06I	TF		327 (330.2)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX06F.										

BREDI2D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	BREDI	IF				+FL 060		-250	RNAV1	GNSS required
2	LX062	TF		248 (250.9)		+4700	10.8	-220	RNAV1	
3	LX06I	TF		327 (330.2)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX06F.										

BETEX1D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	BETEX	IF				+FL 070		-250	RNAV1	GNSS required
2	LX063	TF		236 (238.7)			24.1	-220	RNAV1	
3	LX06I	TF		144 (147.2)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX06F.										

2.3.4 Transitions (RWY 24)

2.3.4.1 Waypoints

ID	Latitude	Longitude	Remarks
BETEX	494857.0N	0062531.0E	
BREDI	493120.0N	0061730.0E	
DIK	495140.7N	0060747.1E	
EXCOS	493419.7N	0062813.8E	
IRTON	493300.0N	0053300.0E	
LX062	492747.8N	0060153.5E	
LX066	493449.9N	0054417.4E	
LX242	494716.6N	0062317.8E	
LX243	493836.0N	0063056.0E	
LX24F	494049.8N	0062125.9E	
LX24I	494256.2N	0062706.8E	
LX864	494956.2N	0061356.8E	
LX869	492833.7N	0054707.8E	
PONIG	494536.0N	0063410.0E	
VAVOT	492913.0N	0053400.0E	

2.3.4.2 Path Terminators

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

DIK3C

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	DIK	IF						-250	RNAV1	GNSS required
2	LX864	TF		111 (113.6)		+4000	4.4		RNAV1	
3	LX242	TF		111 (113.7)			6.6	-220	RNAV1	
4	LX24I	TF		147 (150.3)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX24F.										

PONIG4C

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	PONIG	IF				+5000		-220	RNAV1	GNSS required
2	LX24I	TF		237 (239.8)		+3000	5.3		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX24F.										

EXCOS3C

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	EXCOS	IF						-250	RNAV1	GNSS required
2	LX243	TF		019 (022.3)		+4000	4.6	-220	RNAV1	
3	LX24I	TF		327 (330.3)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX24F.										

IRTON4N

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	IRTON	IF						-250	RNAV1	GNSS required
2	LX066	TF		073 (075.9)		+FL 070	7.6		RNAV1	
3	LX242	TF		061 (063.6)			28.2	-220	RNAV1	
4	LX24I	TF		147 (150.3)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX24F.										

VAVOT3S

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	VAVOT	IF						-250	RNAV1	GNSS required
2	LX869	TF		091 (094.3)		+FL 080	8.6		RNAV1	
3	LX062	TF		091 (094.5)			9.7		RNAV1	
4	BREDI	TF		068 (070.7)		+FL 060	10.8		RNAV1	
5	LX243	TF		047 (050.2)		+4000	11.4	-220	RNAV1	
6	LX24I	TF		327 (330.3)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX24F.										

BETEX1C

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	BETEX	IF				+FL 070		-220	RNAV1	GNSS required Caution descent rate
2	LX24I	TF		167 (170.2)		+3000	6.1		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX24F.										

2.3.5 Approaches (RWY 06)

2.3.5.1 Waypoints

ID	Latitude	Longitude	Remarks
LX872	494919.3N	0061223.0E	
LX062	492747.8N	0060153.5E	IAF
LX063	493622.3N	0055352.9E	IAF
LX069	493039.0N	0055404.8E	IAF
LX06I	493208.4N	0055804.5E	IF
LX06F	493415.3N	0060344.6E	FAF
RW06	493703.08N	0061115.05E	MAPt
LX24F	494049.8N	0062125.9E	MATF
DIK	495140.7N	0060747.1E	MAHF

2.3.5.2 Path Terminators

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

RNP RWY06 via LX063

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX063	IF	N					-220		RNP APCH	IAF
2	LX06I	TF	N	144 (147.2)		+3000	5.0			RNP APCH	IF
3	LX06F	TF	N	057 (060.1)	L	@3000	4.3			RNP APCH	FAF
4	RW06	TF	Y	057 (060.1)			5.6		-3.00/57	RNP APCH	MAPt
5	LX24F	DF	Y			@3000				RNP APCH	MATF
6	LX872	DF	N		L	@4000				RNP APCH	
7	DIK	TF	N	305 (308.4)		@4000	3.8	-250		RNP APCH	MAHF
8	DIK	HM	Y	120 (123.0)	R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

RNP RWY06 via LX069

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX069	IF	N					-220		RNP APCH	IAF
2	LX06I	TF	N	057 (060.1)		+3000	3.0			RNP APCH	IF
3	LX06F	TF	N	057 (060.1)		@3000	4.3			RNP APCH	FAF
4	RW06	TF	Y	057 (060.1)			5.6		-3.00/57	RNP APCH	MAPt
5	LX24F	DF	Y			@3000				RNP APCH	MATF
6	LX872	DF	N		L	@4000				RNP APCH	
7	DIK	TF	N	305 (308.4)		@4000	3.8	-250		RNP APCH	MAHF
8	DIK	HM	Y	120 (123.0)	R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

RNP RWY06 via LX062

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX062	IF	N			+4700		-220		RNP APCH	IAF
2	LX06I	TF	N	327 (330.2)		+3000	5.0			RNP APCH	IF
3	LX06F	TF	N	057 (060.1)	R	@3000	4.3			RNP APCH	FAF
4	RW06	TF	Y	057 (060.1)			5.6		-3.00/57	RNP APCH	MAPt
5	LX24F	DF	Y			@3000				RNP APCH	MATF
6	LX872	DF	N		L	@4000				RNP APCH	
7	DIK	TF	N	305 (308.4)		@4000	3.8	-250		RNP APCH	MAHF
8	DIK	HM	Y	120 (123.0)	R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

ILS Z RWY06 via LX062

#	ID	P/T	F/O	Course °M (°T)	Recom. NAVAID	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX062	IF	N				+4700		-220		RNAV1	IAF GNSS required
2	LX06I	TF (*)	N	327 (330.2)			+3000	5.0			RNAV1	IF (*) Or CI ILE
3		CONV ILS										
4												
5	LX24F	DF	Y				@3000				RNAV1	MATF
6	LX872	DF	N			L	@4000				RNAV1	
7	DIK	TF	N	305 (308.4)			@4000	3.8	-250		RNAV1	MAHF
8	DIK	HM	Y	120 (123.0)		R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

ILS Z RWY06 via LX063

#	ID	P/T	F/O	Course °M (°T)	Recom. NAVAID	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX063	IF	N						-220		RNAV1	IAF GNSS required
2	LX06I	TF (*)	N	144 (147.2)			+3000	5.0			RNAV1	IF (*) Or CI ILE
3		CONV ILS										
4												
5	LX24F	DF	Y				@3000				RNAV1	MATF
6	LX872	DF	N			L	@4000				RNAV1	
7	DIK	TF	N	305 (308.4)			@4000	3.8	-250		RNAV1	MAHF
8	DIK	HM	Y	120 (123.0)		R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

2.3.6 Approaches (RWY 24)

2.3.6.1 Waypoints

ID	Latitude	Longitude	Remarks
LX878	494814.5N	0060534.8E	
LX242	494716.6N	0062317.8E	IAF
LX243	493836.0N	0063056.0E	IAF
PONIG	494536.0N	0063410.0E	IAF
LX24I	494256.2N	0062706.8E	IF
LX24F	494049.8N	0062125.9E	FAF
RW24	493807.42N	0061408.17E	MAPt
LX891	493404.1N	0060314.7E	MATF
DIK	495140.7N	0060747.1E	MAHF

2.3.6.2 Path Terminators

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

RNP RWY24 via LX242

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX242	IF	N					-220		RNP APCH	IAF
2	LX24I	TF	N	147 (150.3)		+3000	5.0			RNP APCH	IF
3	LX24F	TF	N	237 (240.3)	R	@3000	4.2			RNP APCH	FAF
4	RW24	TF	Y	237 (240.3)			5.5		-3.00/50	RNP APCH	MAPt
5	LX891	DF	Y			@3000				RNP APCH	MATF
6	LX878	DF	N		R	@4000				RNP APCH	
7	DIK	TF	N	020 (022.5)		@4000	3.7	-250		RNP APCH	MAHF
8	DIK	HM	Y	120 (123.0)	R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

RNP RWY24 via PONIG

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	PONIG	IF	N			+5000		-220		RNP APCH	IAF
2	LX24I	TF	N	237 (239.8)		+3000	5.3			RNP APCH	IF
3	LX24F	TF	N	237 (240.3)		@3000	4.2			RNP APCH	FAF
4	RW24	TF	Y	237 (240.3)			5.5		-3.00/50	RNP APCH	MAPt
5	LX891	DF	Y			@3000				RNP APCH	MATF
6	LX878	DF	N		R	@4000				RNP APCH	
7	DIK	TF	N	020 (022.5)		@4000	3.7	-250		RNP APCH	MAHF
8	DIK	HM	Y	120 (123.00)	R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

RNP RWY24 via LX243

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX243	IF	N			+4000		-220		RNP APCH	IAF
2	LX24I	TF	N	327 (330.3)		+3000	5.0			RNP APCH	IF
3	LX24F	TF	N	237 (240.3)	L	@3000	4.2			RNP APCH	FAF
4	RW24	TF	Y	237 (240.3)			5.5		-3.00/50	RNP APCH	MAPt
5	LX891	DF	Y			@3000				RNP APCH	MATF
6	LX878	DF	N		R	@4000				RNP APCH	
7	DIK	TF	N	020 (022.5)		@4000	3.7	-250		RNP APCH	MAHF
8	DIK	HM	Y	120 (123.0)	R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

ILS Z RWY24 via LX242

#	ID	P/T	F/O	Course °M (°T)	Recom. NAVAID	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX242	IF	N						-220		RNAV1	IAF GNSS required
2	LX24I	TF (*)	N	147 (150.3)			+3000	5.0			RNAV1	IF (*) Or CI ILW
3		CONV ILS										
4												
5	LX891	DF	Y				@3000				RNAV1	MATF
6	LX878	DF	N			R	@4000				RNAV1	
7	DIK	TF	N	020 (022.5)			@4000	3.7	-250		RNAV1	MAHF
8	DIK	HM	Y	120 (123.0)		R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

ILS Z RWY24 via LX243

#	ID	P/T	F/O	Course °M (°T)	Recom. NAVAID	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX243	IF	N				+4000		-220		RNAV1	IAF GNSS required
2	LX24I	TF (*)	N	327 (330.3)			+3000	5.0			RNAV1	IF (*) Or CI ILW
3		CONV ILS										
4												
5	LX891	DF	Y				@3000				RNAV1	MATF
6	LX878	DF	N			R	@4000				RNAV1	
7	DIK	TF	N	020 (022.5)			@4000	3.7	-250		RNAV1	MAHF
8	DIK	HM	Y	120 (123.0)		R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

2.4 Circling Approach

Circling approaches are prohibited.

3 IFR FLIGHTS (OUTBOUND)

3.1 Starting Procedures

All outbound flights shall check their EOBT and update via handling or ARO if necessary. If CTOT cannot be met request delay via handling or ARO.

- All outbound flights contact Luxembourg Delivery. Start-up shall be requested from Luxembourg Delivery EOBT-15 MIN or CTOT-30 MIN earliest if attributed and ready to push-back and/or taxi accordingly. Pilots shall request departure clearance to Luxembourg Delivery after start-up has been granted by Luxembourg Delivery.
- If Luxembourg Delivery closed by ATIS, start-up shall be requested from Luxembourg TWR EOBT-15 MIN or CTOT-30 MIN earliest if attributed and ready to push-back and/or taxi immediately. Pilots shall request their departure clearance after start-up has been granted by TWR.

ATC start-up and/or push-back clearances are based on the assumption that an average of 15 MIN is required for start-up, push-back, taxi and take-off manoeuvres.

Pilots shall report their parking stand with the request for start-up clearance. Start-up and/or push-back shall be performed without delay after reception of the respective clearance. An ATC departure clearance shall only be requested after start-up and/or push-back has been granted by ATC.

If a time check is required and other sources such as GPS UTC time are not available, pilots can request a time check on the ATC frequency.

3.2 Departure Procedures

3.2.1 Standard Instrument Departures

SID have been established as shown on the SID charts (see ELLX AD 2.24) and as listed below. Pilots unable to comply shall inform ATC when requesting start-up clearance. ATC may deviate from these routes and pilots may expect radar vectors for separation reasons or in order to expedite traffic flow.

After take-off, aircraft shall immediately contact Luxembourg Radar on CH 120.885.

The initial turns are based upon 250 KIAS, a bank angle of 25° and a temperature of ISA+15°C. PBN SID Navigation Specification is “RNAV1 - GNSS required”.

Although initial departure legs might be coded as to maintain a course to an AT or Above altitude ‘CA’, ATC expects flights to turn at the specified minimum altitude and not later.

RWY 06 - Conventional

Designator	Route	Remarks
DIK5T	Intercept R-057 LUX. At 6 DME LUX, LT to intercept R-119 DIK to DIK.	NIL
ASMOX4T	Intercept R-057 LUX. At 6 DME LUX, LT to intercept R-119 DIK INBD. RT to intercept R-001 LUX to ASMOX.	Cross ASMOX FL 080 MNM
EXCOS4T	Intercept R-057 LUX. At 2 700 FT, RT to intercept R-112 LUX to EXCOS. No turn before DER.	Cross EXCOS FL 060 MNM Always AVBL for traffic DEST EDDR, EDRZ and ETAR Additionally AVBL FRI, 1700 (1600) to MON, 0700 (0600) to join Q760 and Z729
GTQ4T	Intercept R-057 LUX. At 2 700 FT, RT to intercept R-334 GTQ INBD to LX890, GTQ next. No turn before DER.	Cross 27 DME GTQ FL 080 MNM Flights filing FL 130 or above, cross 25 DME GTQ FL 130 MNM. If unable to comply or if filing lower, advise ATC.
MMD2T	Intercept R-057 LUX. At 6 DME LUX, LT to intercept R-017 LUX to LUX. RT to intercept R-263 LUX to TILVI, MMD next.	Cross 19 DME LUX FL 080 MNM
RAPOR8T	Intercept R-057 LUX. At 6 DME LUX, LT to intercept R-017 LUX to LUX. RT to intercept R-263 LUX to TILVI, RAPOR next.	Cross 19 DME LUX FL 080 MNM

RWY 06 - PBN

Designator NAV Spec	Route	Remarks
LNO1P [RNAV1]	Climb on course 057° MAG; At 1 700 FT direct to LX24F, turn left; Direct to DIK; To GESLO; To LX873 at or above FL 080; To LNO.	If unable RNAV, advise ATC.
ARCKY1P [RNAV1]	Climb on course 057° MAG; At 1 700 FT direct to LX24F, turn left; Direct to DIK; To GESLO; To LX866 at or above FL 110; To ARCKY at or above FL 180.	If unable RNAV, advise ATC. Cross ARCKY FL 180 MNM. If unable to comply, advise ATC. Expect LNO1P.
RAPOR1P [RNAV1]	Climb on course 057° MAG; At 1 700 FT direct to LX24F, turn left; Direct to LX101 at 250 KT MAX; To LX063; To LX894 at or above FL 080; To TILVI; To TALUD; To RAPOR.	If unable RNAV, advise ATC.
MMD1P [RNAV1]	Climb on course 057° MAG; At 1 700 FT direct to LX24F, turn left; Direct to LX101 at 250 KT MAX; To LX063; To LX894 at or above FL 080; To TILVI; To GEBKI; To MMD.	If unable RNAV, advise ATC.
ASMOX1P [RNAV1]	Climb on course 057° MAG; At 1 700 FT direct to LX24F, turn left; Direct to ASMOX at or above FL 080.	If unable RNAV, advise ATC.
EXCOS1P [RNAV1]	Climb on course 057° MAG; At 2 700 FT turn right; Direct to EXCOS at or above FL 060.	If unable RNAV, advise ATC. No turn before DER.
GTQ3P [RNAV1]	Climb on course 057° MAG; At 2 700 FT turn right; Direct to LX775 at or above 4 000 FT and at or below FL 090; To LX898 at or above FL 060; To LX772 at or above FL 120; To LX771 at or above FL 150; To GTQ.	If unable RNAV, advise ATC. No turn before DER. Cross LX772 FL 120 MNM. If unable to comply or if filling lower, advise ATC.

RWY 24 - Conventional

Designator	Route	Remarks
DIK5X	Intercept R-237 LUX. At 8 DME LUX, RT to intercept R-198 DIK to DIK.	NIL
ASMOX4Z	Intercept R-237 LUX. At 8 DME LUX, RT to intercept R-198 DIK to DIK. RT to intercept R-063 DIK to ASMOX.	Cross ASMOX FL 080 MNM
EXCOS4X	Intercept R-237 LUX. At 5.4 DME LUX, LT to intercept R-076 MMD to EXCOS.	Climb gradient: 5.2% MNM until 4 000FT AMSL due to NAVAID performance. Maximum speed 220 KIAS until interception R-076 MMD to EXCOS Cross EXCOS FL 060 MNM Always AVBL for traffic DEST EDDR, EDRZ and ETAR Additionally AVBL FRI, 1700 (1600) to MON, 0700 (0600) to join Q760 and Z729 For NON-RNAV equipped aircraft
GTQ4X	Intercept R-237 LUX. At 5.4 DME LUX, LT to intercept R-076 MMD INBD EXCOS. RT to intercept R-334 GTQ to GTQ.	Climb gradient: 5.2% MNM until 4 000FT AMSL due to NAVAID performance. Maximum speed 220 KIAS until interception R-334 GTQ to GTQ Cross 27 DME GTQ FL 080 MNM Flights filing FL 130 or above, cross 25 DME GTQ FL 130 MNM. If unable to comply, advise ATC. For NON-RNAV equipped aircraft
MMD2X	Intercept R-237 LUX. At 8 DME LUX, RT to intercept R-263 LUX to TILVI, MMD next.	Cross 19 DME LUX FL 080 MNM
RAPOR8X	Intercept R-237 LUX. At 8 DME LUX, RT to intercept R-263 LUX to TILVI, RAPOR next.	Cross 19 DME LUX FL 080 MNM

RWY 24 - PBN

Designator NAV Spec	Route	Remarks
LNO1R [RNAV1]	Climb on course 237° MAG; At 1 700 FT direct to LX06F, turn right; Direct to GESLO; To LX873 at or above FL 080; To LNO.	If unable RNAV, advise ATC.
ARCKY1R [RNAV1]	Climb on course 237° MAG; At 1 700 FT direct to LX06F, turn right; Direct to GESLO; To LX866 at or above FL 110; To ARCKY at or above FL 180.	If unable RNAV, advise ATC. Cross ARCKY FL 180 MNM. If unable to comply, advise ATC. Expect LNO1R.
RAPOR1R [RNAV1]	Climb on course 237° MAG; At 1 700 FT direct to LX06F, turn right; Direct to LX063; To LX894 at or above FL 080; To TILVI; To TALUD; To RAPOR.	If unable RNAV, advise ATC.

RWY 24 - PBN

Designator NAV Spec	Route	Remarks
MMD1R [RNAV1]	Climb on course 237° MAG; At 1 700 FT direct to LX06F, turn right; Direct to LX063; To LX894 at or above FL 080; To TILVI; To GEBKI; To MMD.	If unable RNAV, advise ATC.
ASMOX1R [RNAV1]	Climb on course 237° MAG; At 1 700 FT direct to LX06F, turn right; Direct to ASMOX at or above FL 080.	If unable RNAV, advise ATC.
EXCOS2R [RNAV1]	Climb to LX892 on course 237° MAG, turn left; Direct to LX893; To EXCOS at or above FL 060.	If unable RNAV, advise ATC. Always AVBL for traffic DEST EDDR, EDRZ and ETAR. Additionally AVBL FRI, 1700 (1600) to MON, 0700 (0600) to join Q760 and Z729.
GTQ2Q [RNAV1]	Climb to LX892 on course 237° MAG, turn left; Direct to LX895 at or above 4700 FT, turn right; To LX896 at or above FL 120; To LX899 at or above FL 150; To GTQ.	If unable RNAV, advise ATC. Cross LX896 FL 120 MNM. If unable to comply or if filing lower, advise ATC.

3.2.2 Climb Requirements

All traffic shall initially climb to 4000FT QNH with climb gradient 3.3% MNM, unless instructed otherwise by ATC.

3.2.3 Waypoints

ID	Latitude	Longitude	Remarks
ARCKY	501757.0N	0060756.0E	
ASMOX	495410.4N	0061634.2E	
DIK	495140.7N	0060747.1E	
EXCOS	493419.7N	0062813.8E	
GEBKI	493246.4N	0052704.5E	
GESLO	500445.0N	0060018.0E	
GTQ	485911.2N	0064258.4E	
LNO	503509.3N	0054237.0E	
LX063	493622.3N	0055352.9E	
LX06F	493415.3N	0060344.6E	
LX101	494344.7N	0061210.7E	
LX24F	494049.8N	0062125.9E	
LX771	491350.2N	0063725.1E	
LX772	492540.2N	0062915.7E	
LX775	493329.3N	0062350.0E	
LX866	500924.8N	0060259.3E	
LX873	500911.5N	0055744.6E	
LX883	492448.1N	0062549.1E	
LX890	492937.8N	0062245.9E	
LX892	493542.1N	0060737.3E	
LX893	493315.4N	0061954.1E	
LX894	493626.3N	0054456.1E	
LX895	492948.0N	0061532.2E	
LX896	492307.1N	0062009.0E	
LX898	492908.5N	0062651.3E	
LX899	491315.0N	0062655.2E	
MMD	492328.5N	0050727.9E	
RAPOR	493529.0N	0051247.0E	
TALUD	493604.0N	0052514.0E	
TILVI	493630.0N	0053503.0E	

3.2.4 Path Terminators RWY 06

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

ARCKY1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+ 1 700			RNAV1	GNSS required
2	LX24F	DF	Y						RNAV1	
3	DIK	DF	N		L				RNAV1	
4	GESLO	TF	N	337 (339.8)			13.9		RNAV1	
5	LX866	TF	N	017 (020.3)		+FL 110	5.0		RNAV1	
6	ARCKY	TF	N	017 (020.4)		+FL 180	9.1		RNAV1	

LNO1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+1 700			RNAV1	GNSS required

LNO1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
2	LX24F	DF	Y						RNAV1	
3	DIK	DF	N		L				RNAV1	
4	GESLO	TF	N	337 (339.8)			13.9		RNAV1	
5	LX873	TF	N	337 (339.7)		+FL 080	4.7		RNAV1	
6	LNO	TF	N	337 (339.7)			27.7		RNAV1	

ASMOX1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+1 700			RNAV1	GNSS required
2	LX24F	DF	Y						RNAV1	
3	ASMOX	DF	N		L	+FL 080			RNAV1	

RAPOR1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+1 700			RNAV1	GNSS required
2	LX24F	DF	Y						RNAV1	
3	LX101	DF	N		L			-250	RNAV1	
4	LX063	TF	N	235 (238.3)			14.0		RNAV1	
5	LX894	TF	N	268 (270.7)		+FL 080	5.8		RNAV1	
6	TILVI	TF	N	268 (270.6)			6.4		RNAV1	
7	TALUD	TF	N	263 (266.2)			6.4		RNAV1	
8	RAPOR	TF	N	263 (266.0)			8.1		RNAV1	

MMD1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+1 700			RNAV1	GNSS required
2	LX24F	DF	Y						RNAV1	
3	LX101	DF	N		L			-250	RNAV1	
4	LX063	TF	N	235 (238.3)			14.0		RNAV1	
5	LX894	TF	N	268 (270.7)		+FL 080	5.8		RNAV1	
6	TILVI	TF	N	268 (270.6)			6.4		RNAV1	
7	GEBKI	TF	N	231 (234.3)			6.4		RNAV1	
8	MMD	TF	N	231 (234.1)			15.8		RNAV1	

EXCOS1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+2 700			RNAV1	GNSS required
2	EXCOS	DF	N		R	+FL 060			RNAV1	

GTQ3P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+ 2 700			RNAV1	GNSS required
2	LX775	DF	N		R	-FL 090 / +4 000			RNAV1	
3	LX898	TF	N	153 (155.6)		+FL 060	4.8		RNAV1	
4	LX772	TF	N	153 (155.7)		+FL 120	3.8		RNAV1	
5	LX771	TF	N	153 (155.7)		+FL 150	13.0		RNAV1	
6	GTQ	TF	N	163 (166.0)			15.1		RNAV1	

3.2.5 Path Terminators RWY 24

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

ARCKY1R

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		237 (240.2)		+1 700			RNAV1	GNSS required
2	LX06F	DF	Y						RNAV1	
3	GESLO	DF	N		R				RNAV1	
4	LX866	TF	N	017 (020.3)		+FL 110	5.0		RNAV1	
5	ARCKY	TF	N	017 (020.4)		+FL 180	9.1		RNAV1	

LNO1R

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		237 (240.2)		+1 700			RNAV1	GNSS required
2	LX06F	DF	Y						RNAV1	
3	GESLO	DF	N		R				RNAV1	
4	LX873	TF	N	337 (339.7)		+FL 080	4.7		RNAV1	
5	LNO	TF	N	337 (339.7)			27.7		RNAV1	

ASMOX1R

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		237 (240.2)		+1 700			RNAV1	GNSS required
2	LX06F	DF	Y						RNAV1	
3	ASMOX	DF	N		R	+FL 080			RNAV1	

RAPOR1R

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		237 (240.2)		+1 700			RNAV1	GNSS required
2	LX06F	DF	Y						RNAV1	
3	LX063	DF	N		R				RNAV1	
4	LX894	TF	N	268 (270.7)		+FL 080	5.8		RNAV1	
5	TILVI	TF	N	268 (270.6)			6.4		RNAV1	
6	TALUD	TF	N	263 (266.2)			6.4		RNAV1	
7	RAPOR	TF	N	263 (266.0)			8.1		RNAV1	

MMD1R

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		237 (240.2)		+1 700			RNAV1	GNSS required
2	LX06F	DF	Y						RNAV1	
3	LX063	DF	N		R				RNAV1	
4	LX894	TF	N	268 (270.7)		+FL 080	5.8		RNAV1	
5	TILVI	TF	N	268 (270.6)			6.4		RNAV1	
6	GEBKI	TF	N	231 (234.3)			6.4		RNAV1	
7	MMD	TF	N	231 (234.1)			15.8		RNAV1	

EXCOS2R

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	LX892	CF	Y	237 (240.2)					RNAV1	GNSS required
2	LX893	DF	N		L				RNAV1	
3	EXCOS	TF	N	076 (078.8)		+FL 060	5.5		RNAV1	

GNSS

GTQ2Q

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	LX892	CF	Y	237 (240.2)					RNAV1	GNSS required
2	LX895	DF	N		L	+4 700			RNAV1	
3	LX896	TF	N	153 (155.7)	R	+FL 120	7.3		RNAV1	
4	LX899	TF	N	153 (155.8)		+FL 150	10.8		RNAV1	
5	GTQ	TF	N	140 (143.0)			17.6		RNAV1	

4 LOW VISIBILITY PROCEDURES

4.1 Facilities and Equipment Available

4.1.1 Runways

RWY 06 is equipped with ILS and approved for CAT I operations.

RWY 24 is equipped with ILS and approved for CAT II and III operations.

Guided take-off is only available for RWY 24, if requested upon start-up.

4.1.2 Taxiways

Information on airport ground lighting can be found on charts AD2.ELLX-ADC.02 and AD2.ELLX-GMC.02.

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

4.1.2.1 Arrivals

During LVP, when vacating RWY 06 aircraft shall respect the following restrictions:

- TWY A1, A2, C or D1: preferably to be used when vacating RWY 06;
- TWY A1, A2: if planned to use, advise ATC as soon as possible;
- TWY G, F, E and D2: only usable on ATC instructions;
- TWY B4 or I: not usable.

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

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

4.1.2.2 Departures

During LVP, for RWY 06 departures expect TWY B4 CAT II/III holding point.

During LVP, for RWY 24 departures expect TWY A CAT II/III holding point. TWY C CAT II/III holding point may be used for intermediate take-off.

4.1.3 Communications

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

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

Pilots will be informed by ATC when LVP are terminated.

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

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

4.2 Criteria for Initiation and Termination of LVP

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

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

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

4.3 Other Information

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

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

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

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

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

5 VFR FLIGHTS

5.1 General

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

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

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

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

5.2 Visual Reporting Points

VFR traffic shall only use following compulsory reporting points:

Name	Associated landmark	Relative position	Position
ALPHA	Church of Keispelt	R-292 LUX / 7.7 DME	494138N 0060407E
MERSA	Red bridge over railway at Mersch	R-318 LUX / 8.5 DME	494459N 0060639E
BRAVO	Road crossing Waldhof	R-297 LUX / 2.4 DME	493933N 0061139E
CARLI	Castle of Fischbach	R-337 LUX / 6.9 DME	494451N 0061112E
OSCAR	Bridge of Wormeldange	R-105 LUX / 6.4 DME	493626N 0062414E
REMIK	Bridge of Remich	R-137 LUX / 7.5 DME	493236N 0062214E
SIERA	Railway crossing at Moutfort	R-173 LUX / 2.8 DME	493534N 0061507E
TANGO	Water tower at Frisange	R-194 LUX / 7.8 DME	493053N 0061123E

5.3 Inbound Traffic

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

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

If PAPI required for approach, advise ATC.

5.4 Outbound Traffic

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

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

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

5.5 8.33 KHZ Channel Spacing

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

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

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

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

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

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

6 RADIO COMMUNICATION FAILURE

6.1 General

DIK is the only holding available in case of RCF.

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

6.2 IFR

6.2.1 Conventional Navigation

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

6.2.2 Performance Based Navigation

6.2.2.1 Standard Instrument Arrivals

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

6.2.2.2 Transitions

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

6.2.2.3 Holding Patterns

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

6.3 VFR

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

ELLX AD 2.23 Additional Information

1 ATIS

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

The messages contain following elements in the order as listed:

Item	Remarks
Name of aerodrome	
Arrival and departure indicator with alphabetical designator	
Time of observation	Expressed in HR and MIN UTC.
Type of approach(es) to be expected	
Runway-in-use	
-	Significant runway surface conditions are reported at end of message, see below.
Holding delay	If appropriate.
Transition level	
ATC operational information	
Operational status LVP	Low visibility operations are announced when RVR is at or below 800 M or ceiling or vertical visibility is at or below 200 FT.
Surface wind direction (in degrees magnetic) and speed (average and gusts when appropriate)	Expressions “variable” and “calm” are used when appropriate.
Visibility, and when applicable, RVR with the indication of the runway and the section of the runway to which the information refers	The expression CAVOK is used when VIS is 10 KM MNM, no clouds exist below 5000 FT and no CB are present and no precipitation or thunderstorms exist.
Present weather	
Clouds (amount expressed by SCT, BKN and OVC, height in feet. Types CB and TCU only are specified)	
Air temperature and dew point temperature	
QNH	In HPA.
Information on recent weather of operational significance	Reported over the ATC frequencies.
Wind shear	
Trend forecast	
Significant runway surface conditions (RWYCC for all three parts of the runway, for each of the three parts of the runway the coverage, the depth of loose contaminant in MM as applicable and the condition description)	Runway condition information is always provided starting from THR RWY06. Runway condition for a dry runway (RWYCC 6/6/6) will not be included in ATIS messages.

2 Wildlife Inspections

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

ELLX AD 2.24 Charts Related to ELLX

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

AERODROME CHART - ICAO

ARP: **493724N 0061216E**

ELEV: **1234 FT**

Luxembourg Tower	Luxembourg ATIS	Luxembourg Delivery
118.105	**134.755**	**121.855**

LUXEMBOURG / Luxembourg (ELLX)

E006 11 · E006 12 · E006 13 · E006 14 · E006 15

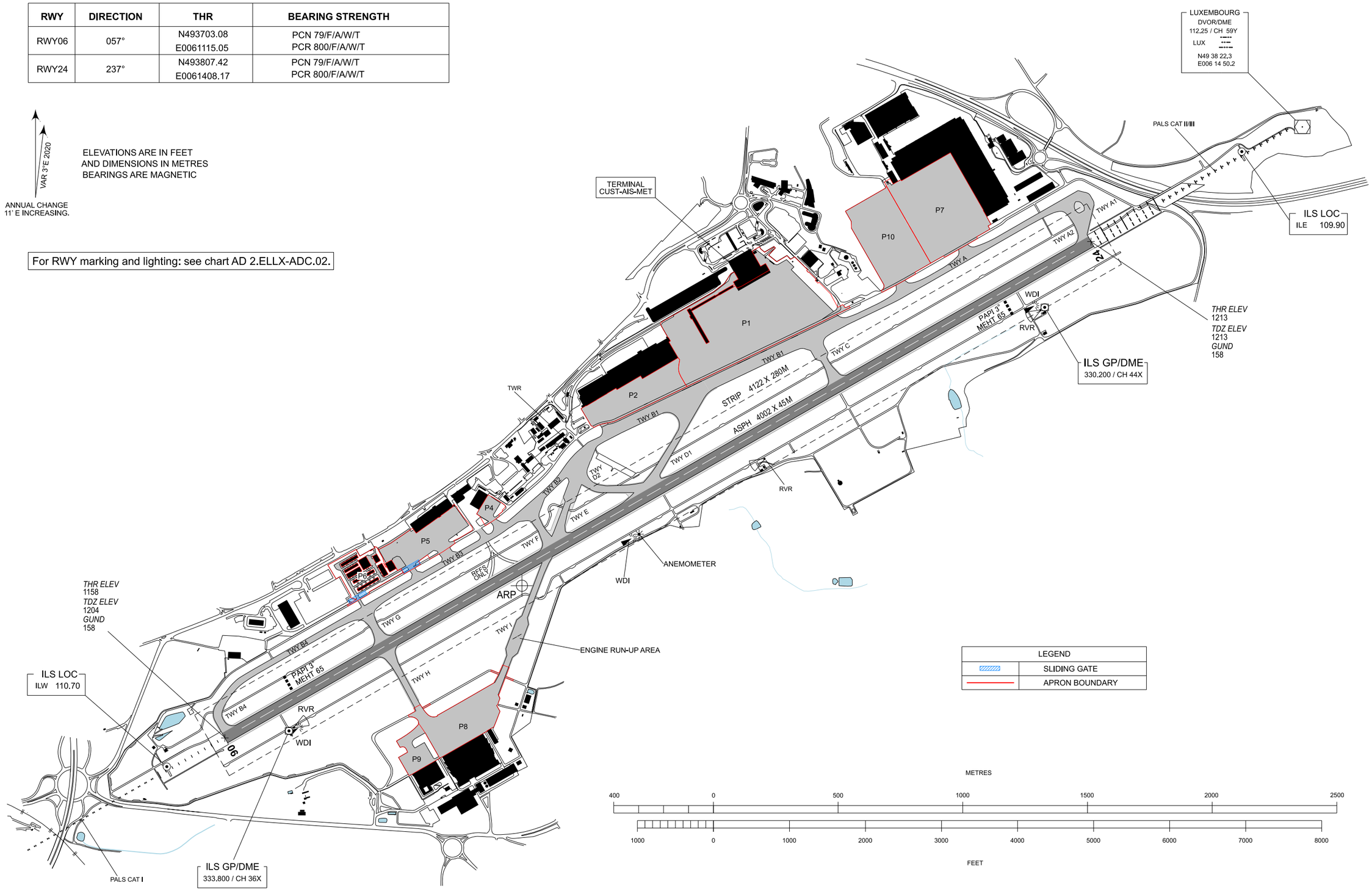
RWY	DIRECTION	THR	BEARING STRENGTH
RWY06	057°	N493703.08 E0061115.05	PCN 79/F/A/W/T PCR 800/F/A/W/T
RWY24	237°	N493807.42 E0061408.17	PCN 79/F/A/W/T PCR 800/F/A/W/T

VAR 3°E 2020

ANNUAL CHANGE 11' E INCREASING.

ELEVATIONS ARE IN FEET
AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

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



N49 38 · N49 37

CHANGE: Call signs updated.

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AERODROME GROUND MOVEMENT CHART - ICAO

Luxembourg Tower	Luxembourg ATIS	Luxembourg Delivery
118.105	**134.755**	**121.855**

LUXEMBOURG / Luxembourg (ELLX)

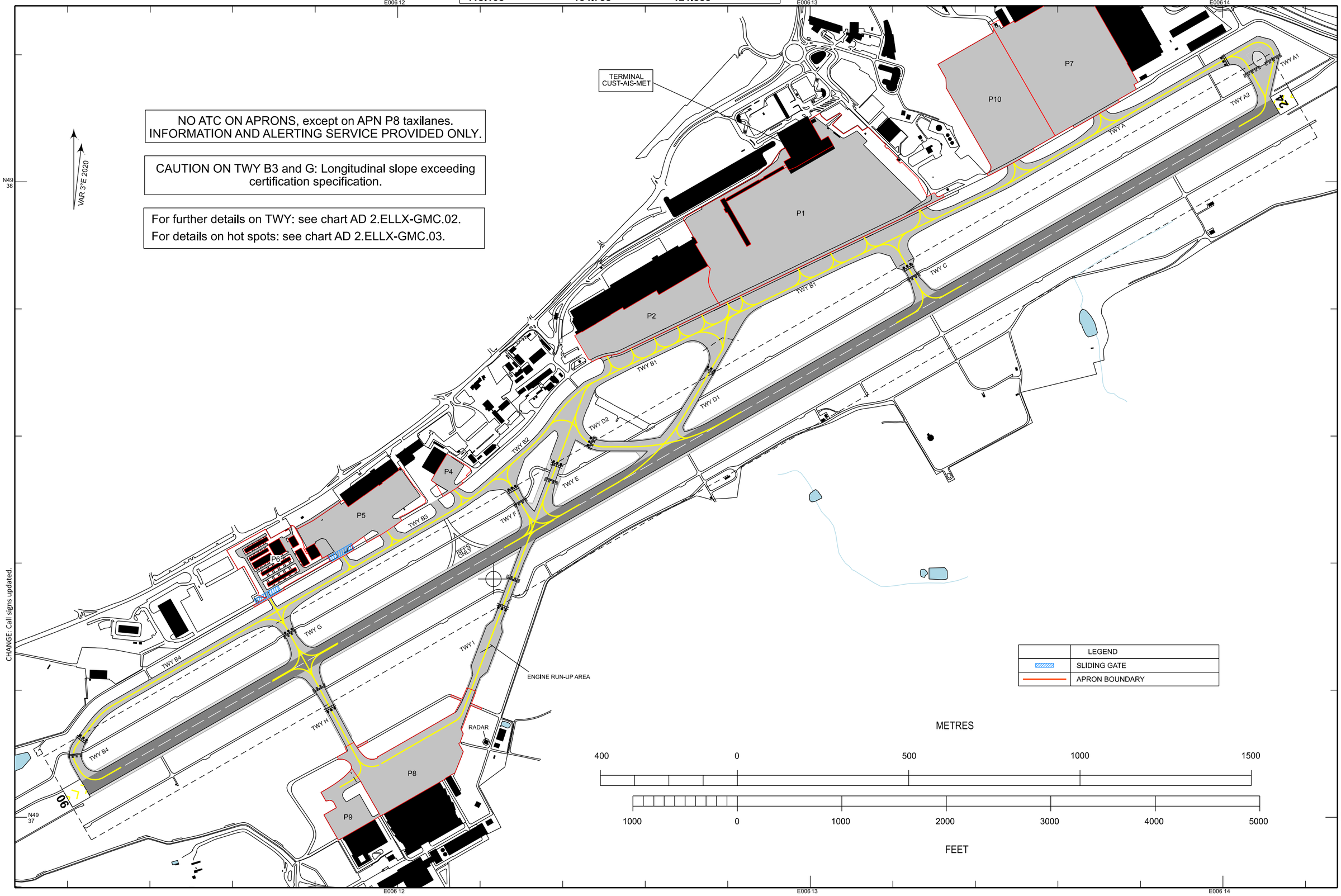
NO ATC ON APRONS, except on APN P8 taxilanes.
INFORMATION AND ALERTING SERVICE PROVIDED ONLY.

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

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

VAR 3°E 2020

CHANGE: Call signs updated.



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AIRCRAFT PARKING/DOCKING CHART - ICAO

Luxembourg Tower	Luxembourg ATIS	Luxembourg Delivery
118.105	**134.755**	**121.855**

LUXEMBOURG / Luxembourg (ELLX)

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

*See AD 2.20 §3 Apron Regulations.

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

Apron	Stands	Coordinates		Stands	Coordinates	
P2	G01	493746.12N	0061229.22E	G32A	493748.46N	0061237.01E
	G02	493747.14N	0061232.47E	G32B	493748.83N	0061238.20E
	G03	493748.10N	0061235.92E	G32C	493748.25N	0061237.11E
	G04	493749.15N	0061239.29E	G32D	493748.64N	0061238.37E
	G05	493750.25N	0061242.83E	G40A	493745.69N	0061234.91E
	G10A	493748.95N	0061245.36E	G40B	493746.06N	0061236.09E
	G10B*	493749.30N	0061246.49E	G40C	493745.82N	0061234.74E
	G10C	493749.07N	0061245.14E	G40D	493746.22N	0061236.00E
	G10D*	493749.46N	0061246.38E	G41A	493746.53N	0061234.29E
	G11A	493749.73N	0061244.78E	G41B	493746.90N	0061235.47E
	G11B*	493750.06N	0061245.83E	G42A	493747.41N	0061233.64E
	G12A	493750.75N	0061244.06E	G42B	493747.78N	0061234.83E
	G12B*	493751.19N	0061245.50E	G42C	493747.19N	0061233.73E
	G12C	493750.54N	0061244.15E	G42D	493747.59N	0061234.99E
	G12D*	493750.90N	0061245.32E	G50A	493744.66N	0061231.52E
	G20A	493747.80N	0061241.68E	G50B	493745.03N	0061232.70E
	G20B	493748.17N	0061242.86E	G51A	493745.48N	0061230.91E
	G20C	493747.93N	0061241.50E	G51B	493745.85N	0061232.09E
	G20D	493748.33N	0061242.75E	G52A	493746.36N	0061230.26E
	G21A	493748.64N	0061241.06E	G52B	493746.73N	0061231.45E
	G21B	493749.01N	0061242.25E	G60A	493744.12N	0061228.92E
	G22A	493749.52N	0061240.42E	G60B	493744.25N	0061229.34E
	G22B	493749.89N	0061241.60E	G61A	493745.46N	0061227.82E
	G22C	493749.31N	0061240.49E	G61B	493745.62N	0061228.33E
	G22D	493749.70N	0061241.74E			
	G30A	493746.74N	0061238.28E			
	G30B	493747.11N	0061239.47E			
	G30C	493746.88N	0061238.12E			
	G30D	493747.27N	0061239.37E			
	G31A	493747.58N	0061237.66E			
	G31B	493747.95N	0061238.85E			

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

MEAN APRON ELEV AND BEARING STRENGTH

APRON	ELEV IN FEET	MNM BEARING STRENGTH	REMARKS
P1	1226	PCN 86/F/A/W/T PCR 753/F/A/W/T	Stands A02 only if in / out via TXL L : PCN 109/F/A/W/T PCR 920/F/A/W/T
P2	1233	PCN 43/F/A/W/T PCR 369/F/A/W/T	Stands G01, G02, G03, G04 and G05 (if limited movements) : PCN 109/F/A/W/T PCR 920/F/A/W/T Stands G10A-D, G11A-B and G12A-D : PCN 86/F/A/W/T PCR 753/F/A/W/T
P7	1216	PCN 110/R/B/W/T PCR 990/R/A/W/T	
P10	1219	PCN 110/R/B/W/T PCR 990/R/A/W/T	

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

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

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

CHANGE: Call signs updated.

VAR 3°E 2020

LEGEND	
	APRON BOUNDARY
	STANDARD TRAFFIC FLOW

METRES 100 0 500

FEET 400 0 400 800 1200 1600

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AIRCRAFT PARKING/DOCKING CHART - ICAO

Luxembourg Tower	Luxembourg ATIS	Luxembourg Delivery
118.105	**134.755**	**121.855**

LUXEMBOURG / Luxembourg (ELLX)

Aircraft stands

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

Helicopter stands

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

LEGEND	
	SLIDING GATE
	APRON BOUNDARY

MEAN APRON ELEV AND BEARING STRENGTH

APRON	ELEV IN FEET	MNM BEARING STRENGTH	REMARKS
P4	1227	PCN 29/F/A/W/T PCR 267/F/A/W/T	
P5	1204	PCN 18/F/A/W/T PCR 158/F/A/W/T	Stand W04 (AVGAS TXL) : PCN 8/F/A/W/T PCR 66/F/A/W/T
P6	1189	PCN 8/F/A/W/T PCR 66/F/A/W/T	TXL North : PCN 3/F/A/W/T PCR 25/F/A/W/T

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

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

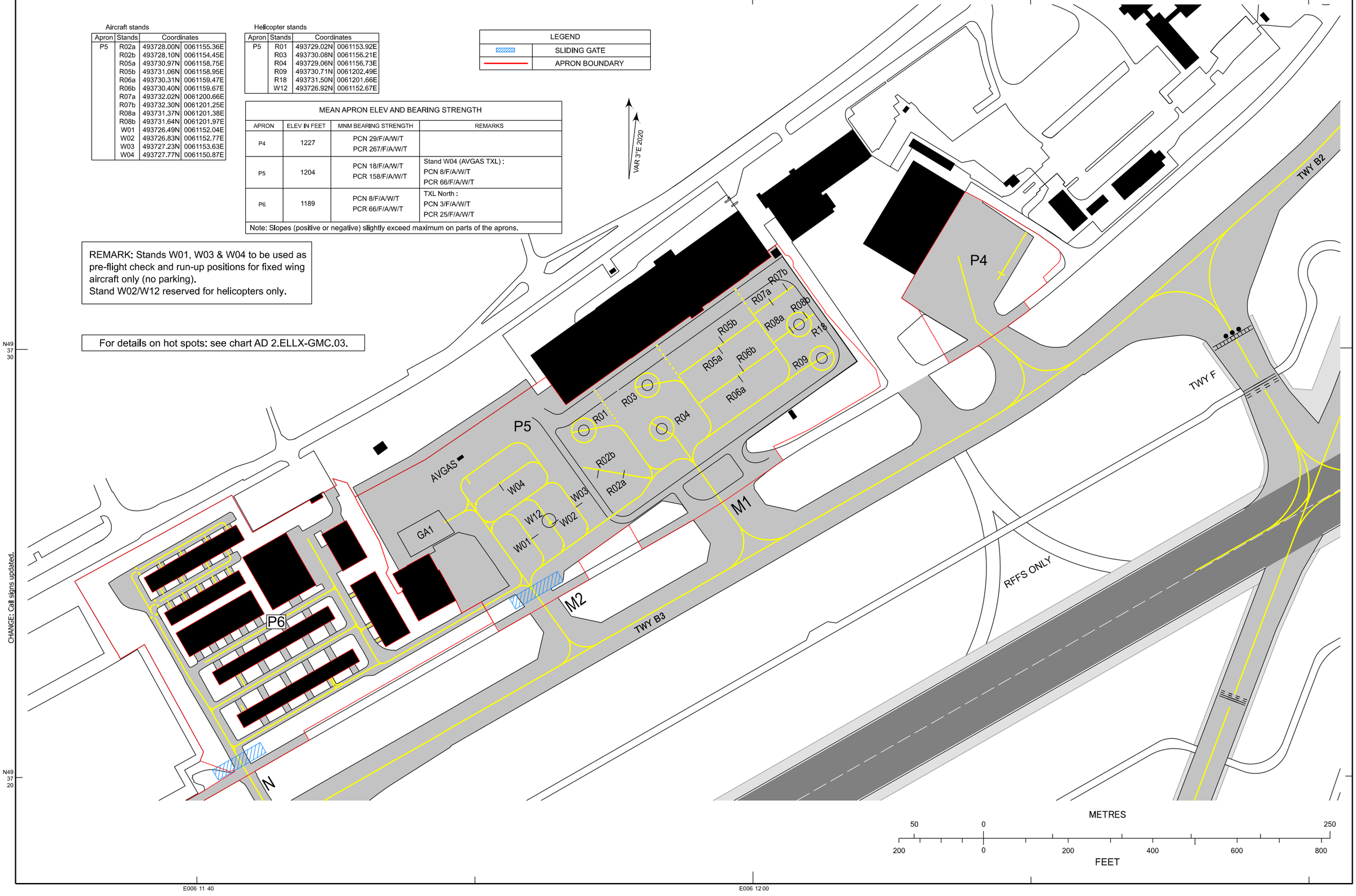
For details on hot spots: see chart AD 2.ELLX-GMC.03.

VAR 3°E 2020

E006 11 40 — E006 12 00

N49 37 30 — N49 37 20

CHANGE: Call signs updated.



METRES
50 0 250
200 0 200 400 600 800
FEET

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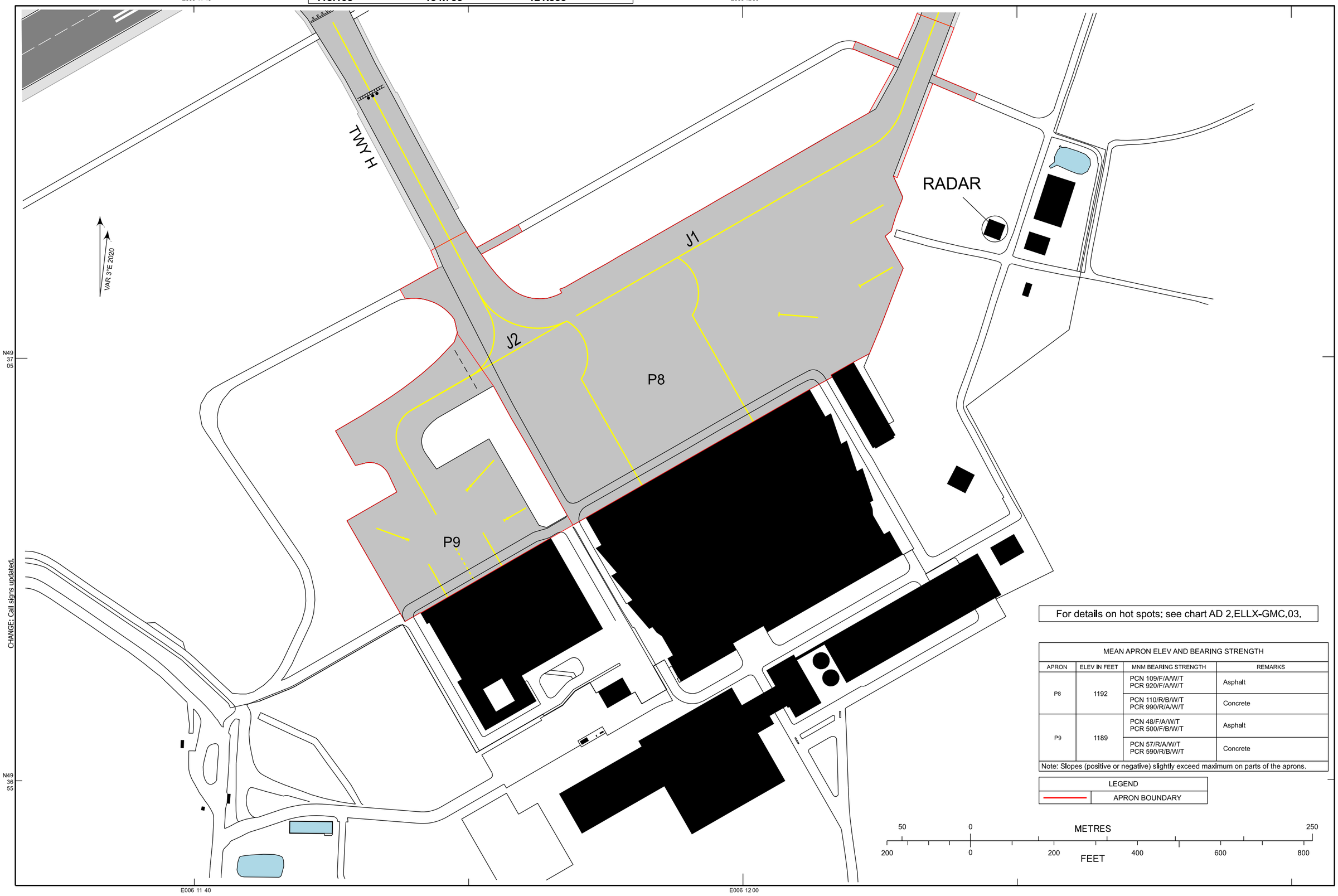
AIRCRAFT PARKING/DOCKING CHART - ICAO

Luxembourg Tower	Luxembourg ATIS	Luxembourg Delivery
118.105	**134.755**	**121.855**

LUXEMBOURG / Luxembourg (ELLX)



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

MEAN APRON ELEV AND BEARING STRENGTH

APRON	ELEV IN FEET	MNM BEARING STRENGTH	REMARKS
P8	1192	PCN 109/F/A/W/T PCR 920/F/A/W/T	Asphalt
		PCN 110/R/B/W/T PCR 990/R/A/W/T	Concrete
P9	1189	PCN 48/F/A/W/T PCR 500/F/B/W/T	Asphalt
		PCN 57/R/A/W/T PCR 590/R/B/W/T	Concrete

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

LEGEND	
	APRON BOUNDARY

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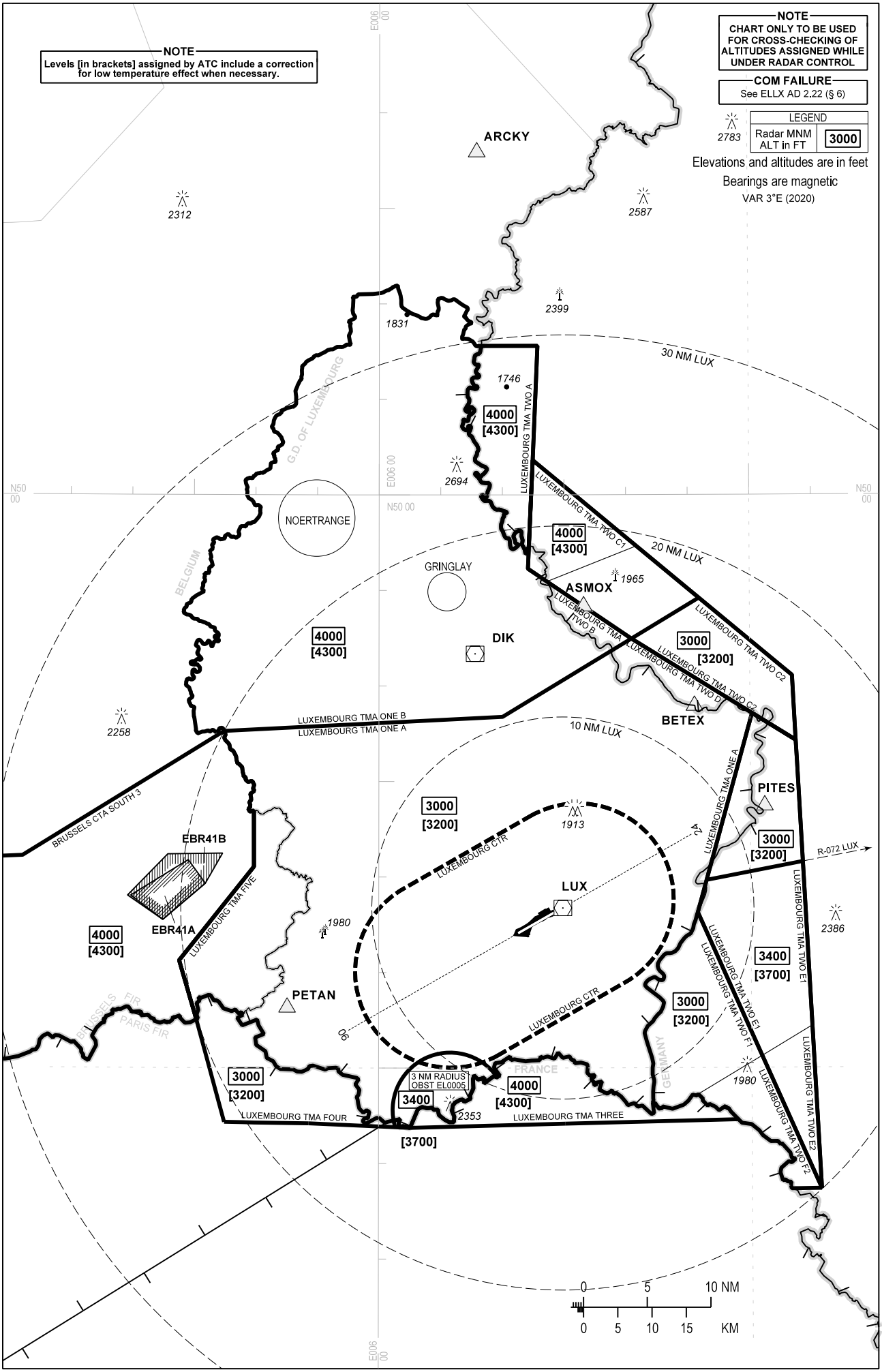
ATC Surveillance Minimum Altitude Chart - ICAO

AD ELEV 1234 FT
TA 5000 FT

LUXEMBOURG Radar: 120.885
LUXEMBOURG Tower: 118.105

LUXEMBOURG / Luxembourg (ELLX)



CHANGE: Call sign updated

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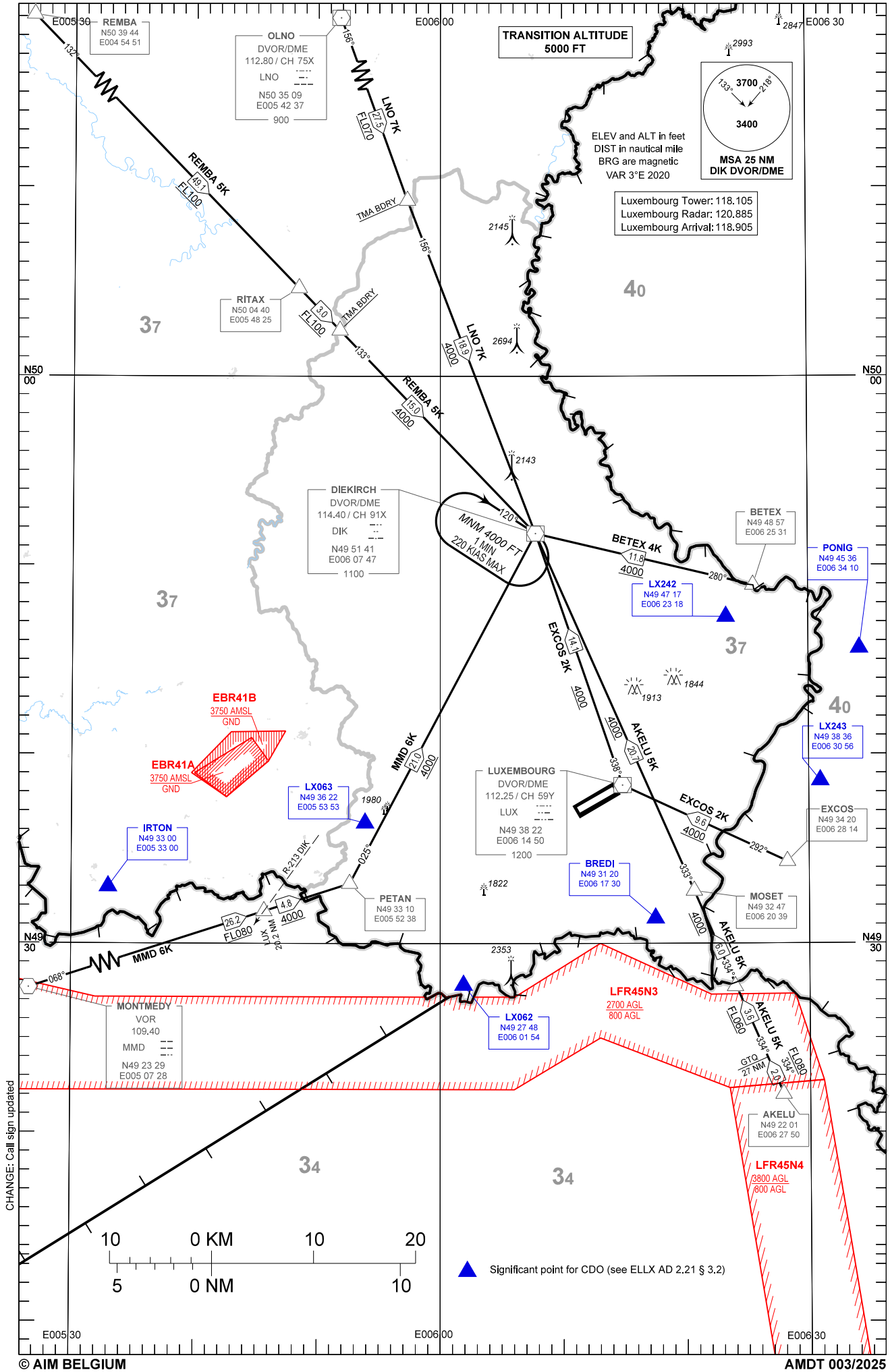
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

LNO 7K AKELU 5K BETEX 4K
REMBA 5K MMD 6K EXCOS 2K

LUXEMBOURG / Luxembourg (ELLX)

Conventional



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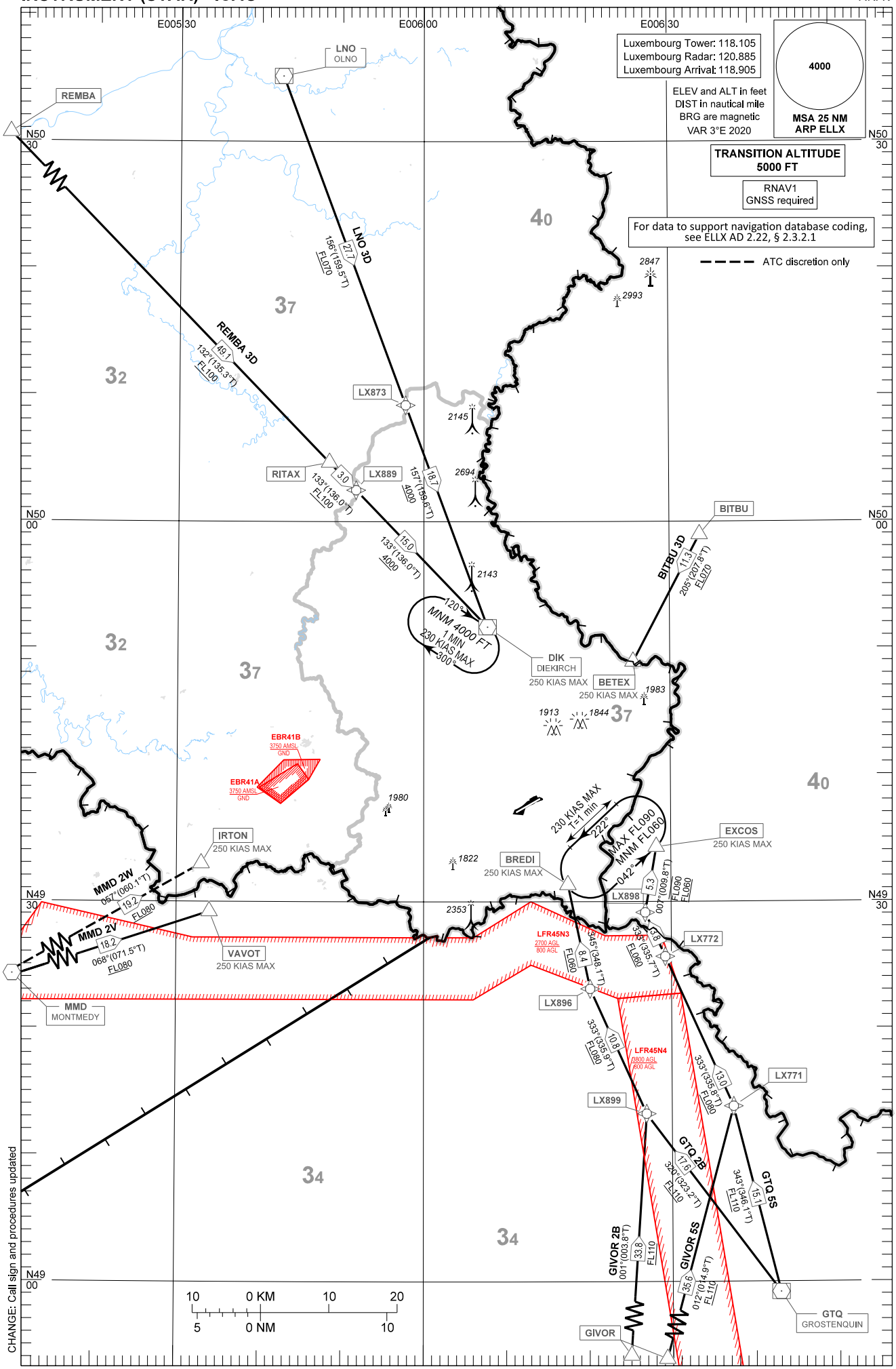
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

BITBU 3D GTQ 2B-5S GIVOR 2B-5S
MMD 2V-2W REMBA 3D LNO 3D

LUXEMBOURG / Luxembourg (ELLX)

RNAV



CHANGE: Call sign and procedures updated

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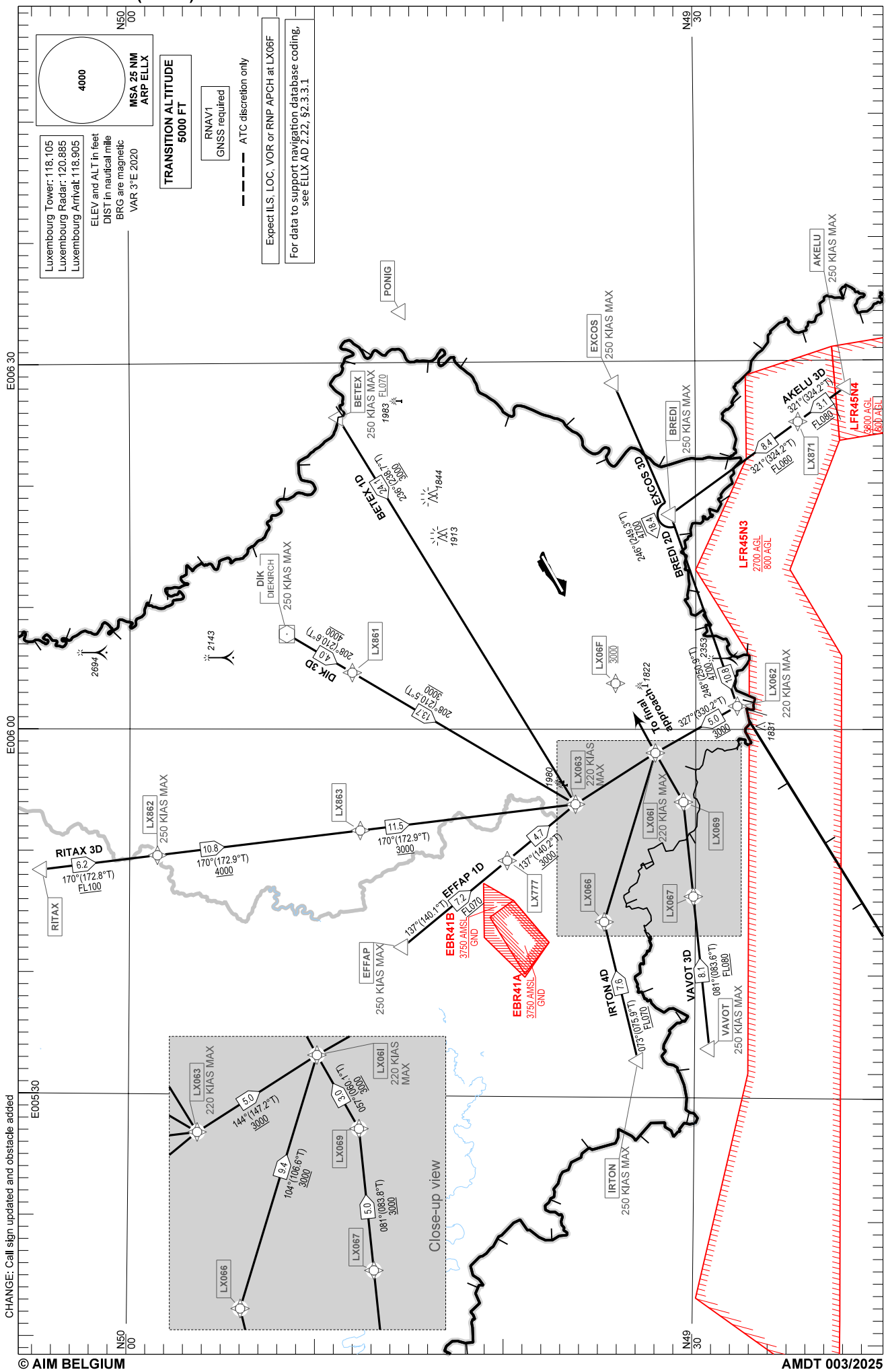
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LUXEMBOURG / Luxembourg (ELLX)

RNAV TRANSITION TO RWY 06



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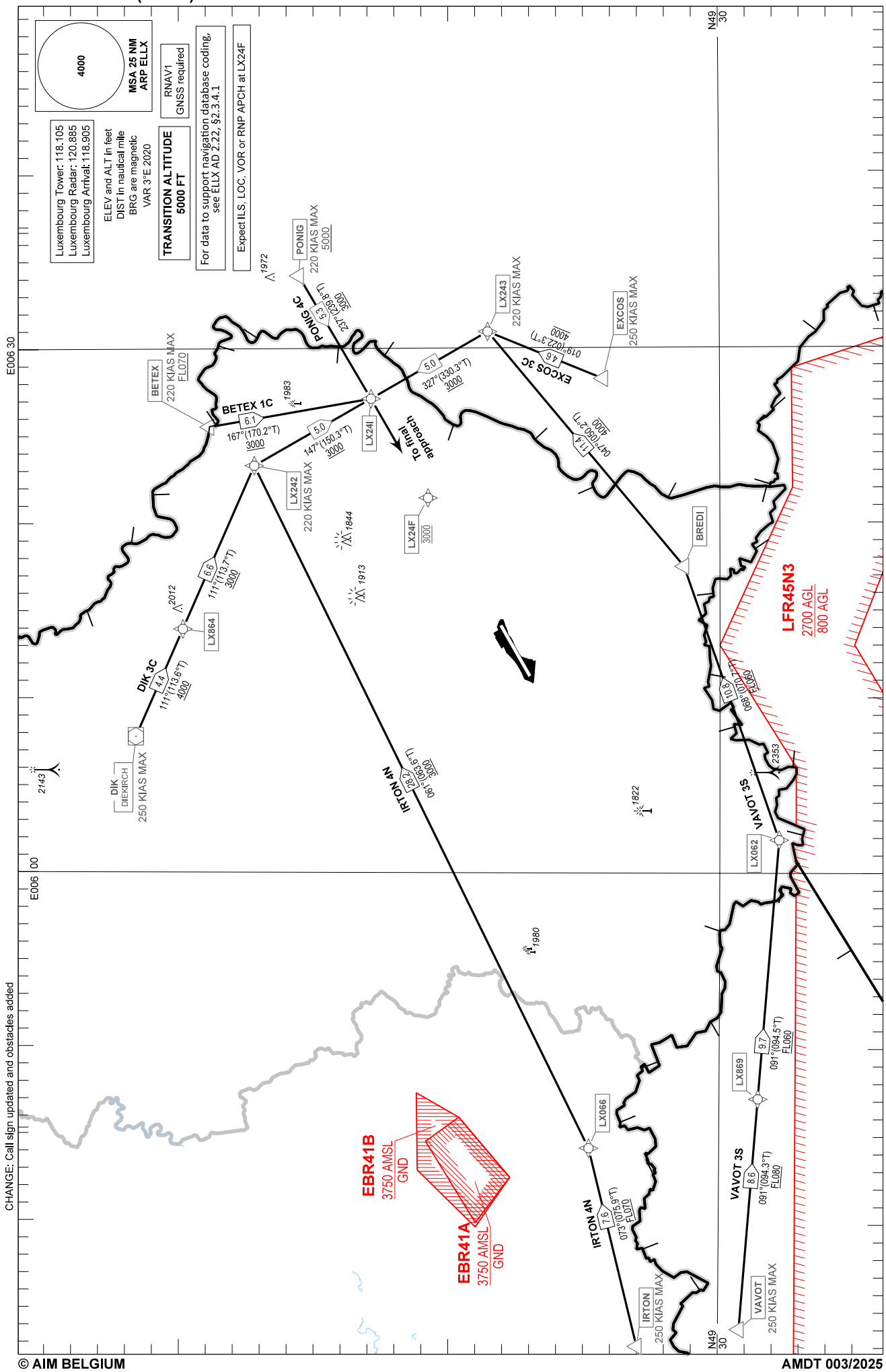
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

BETEX 1C PONIG 4C EXCOS 3C
VAVOT 3S IRTON 4N DIK 3C

LUXEMBOURG / Luxembourg (ELLX)

RNAV TRANSITION TO RWY 24



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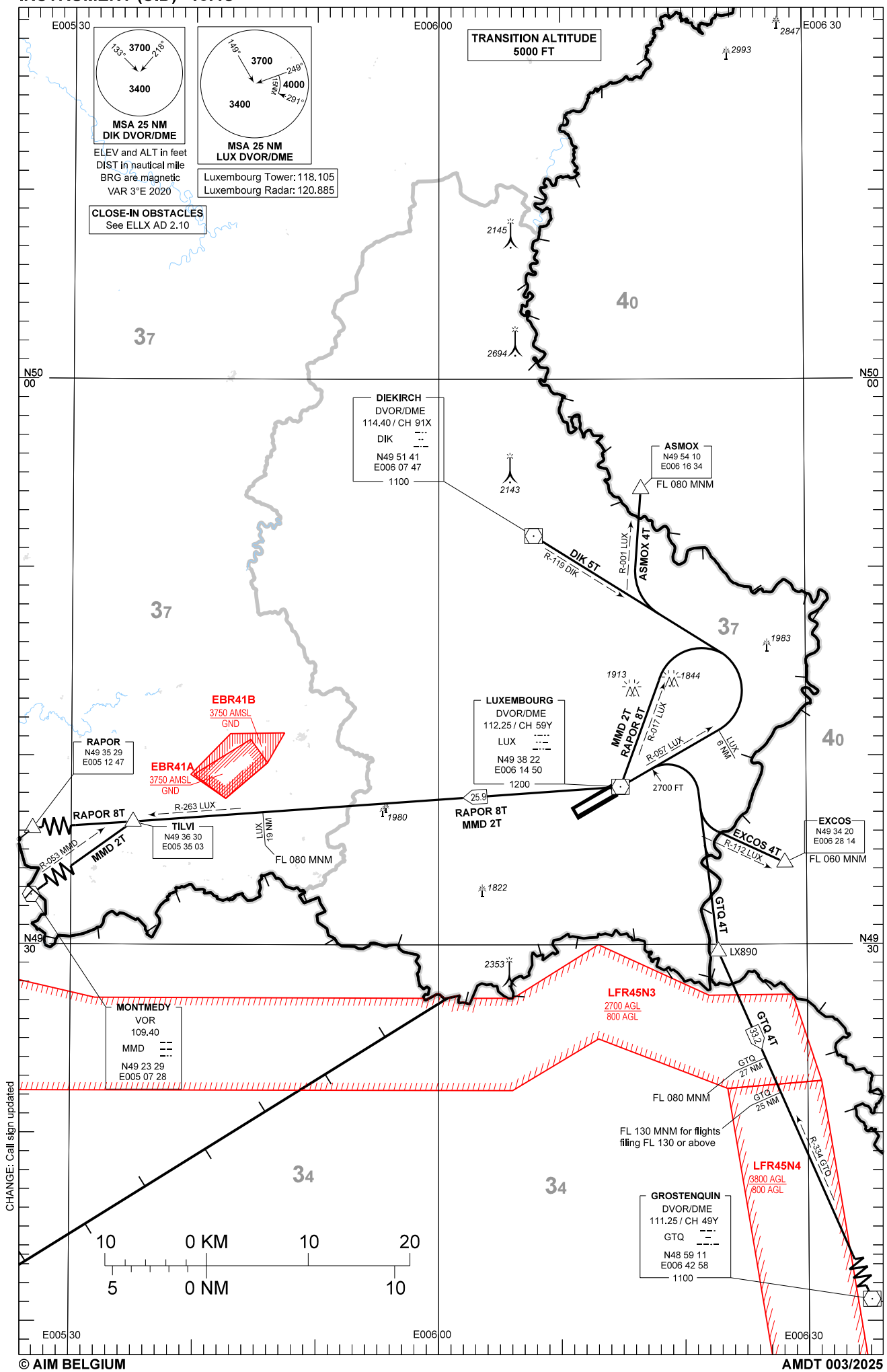
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DIK 5T ASMOX 4T GTQ 4T
MMD 2T RAPOR 8T EXCOS 4T

LUXEMBOURG / Luxembourg (ELLX)

RWY 06



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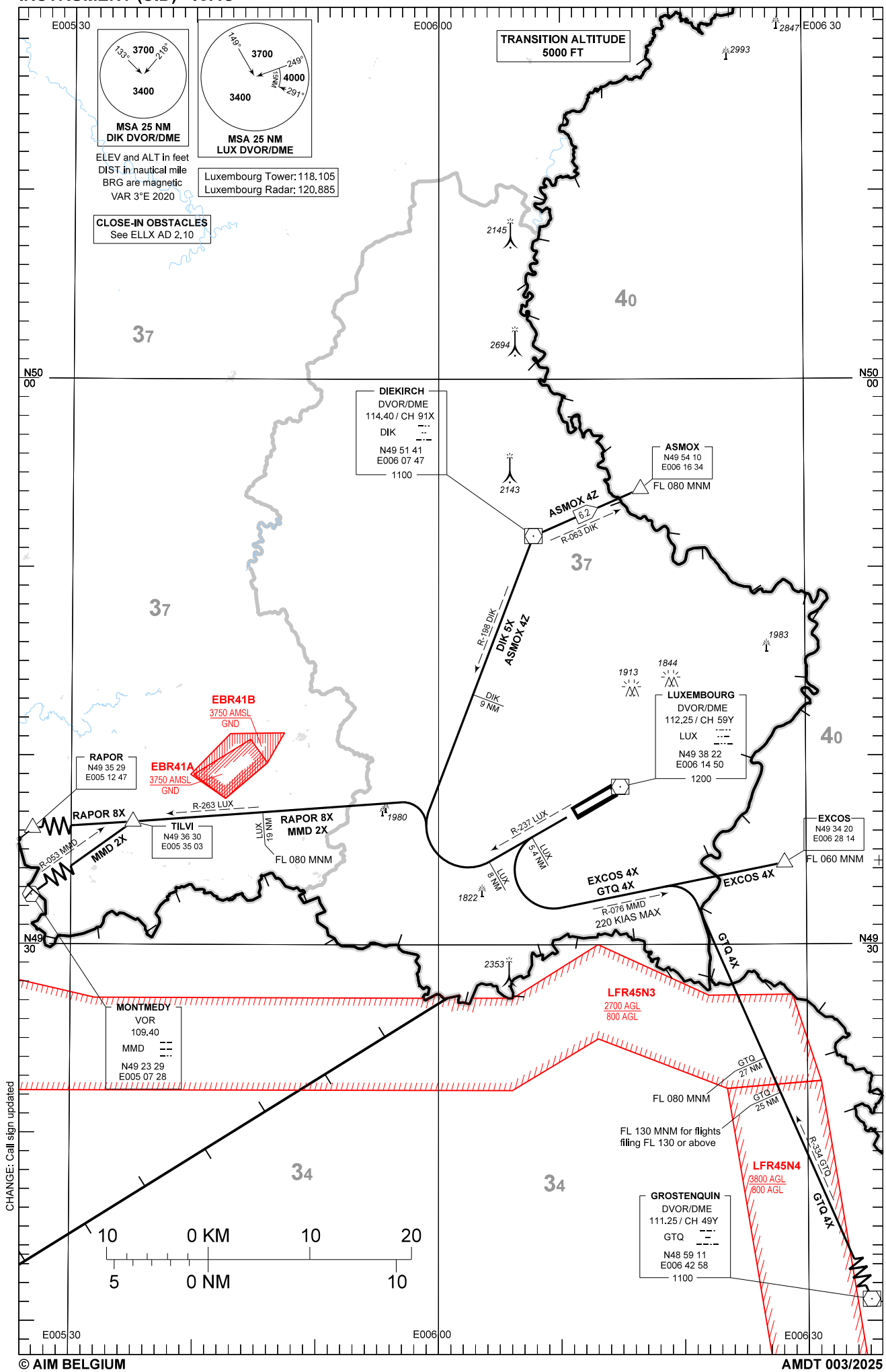
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DIK 5X ASMOX 4Z GTQ 4X
MMD 2X RAPOR 8X EXCOS 4X

LUXEMBOURG / Luxembourg (ELLX)

RWY 24



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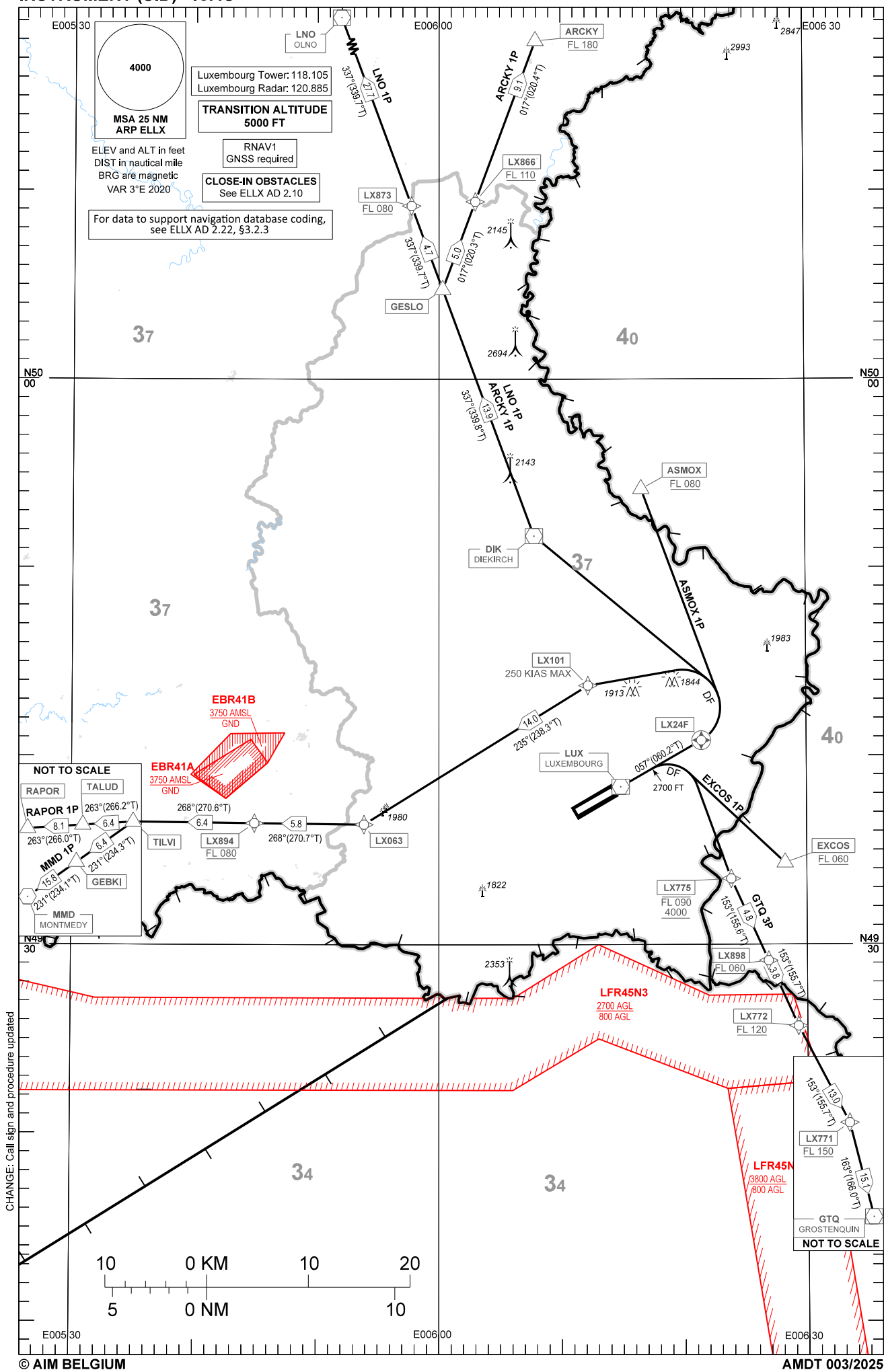
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

ARCKY 1P ASMOX 1P EXCOS 1P
GTQ 3P MMD 1P RAPOR 1P LNO 1P

LUXEMBOURG / Luxembourg (ELLX)

RNAV RWY 06



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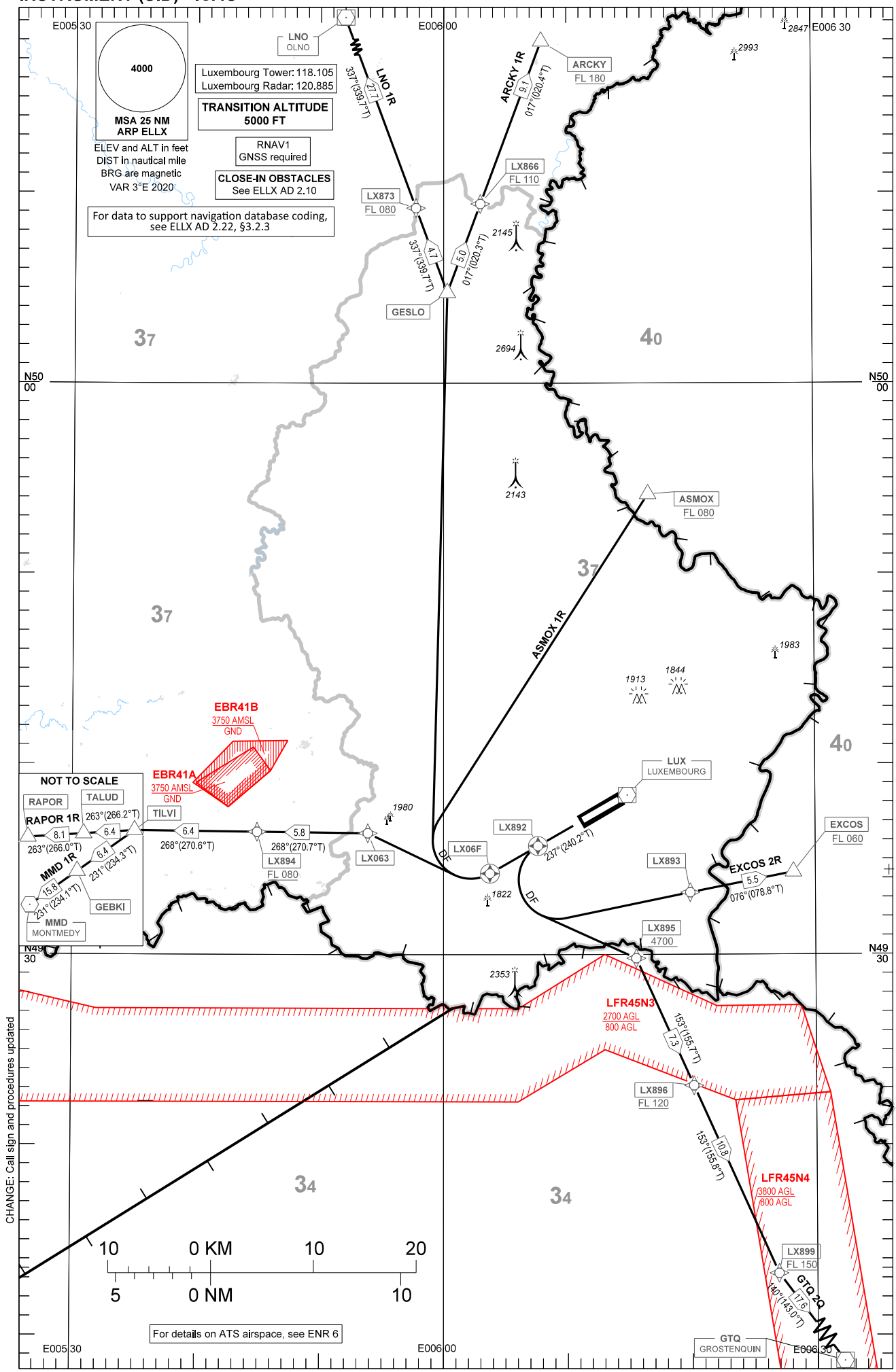
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LUXEMBOURG / Luxembourg (ELLX)

RNAV RWY 24



CHANGE: Call sign and procedures updated

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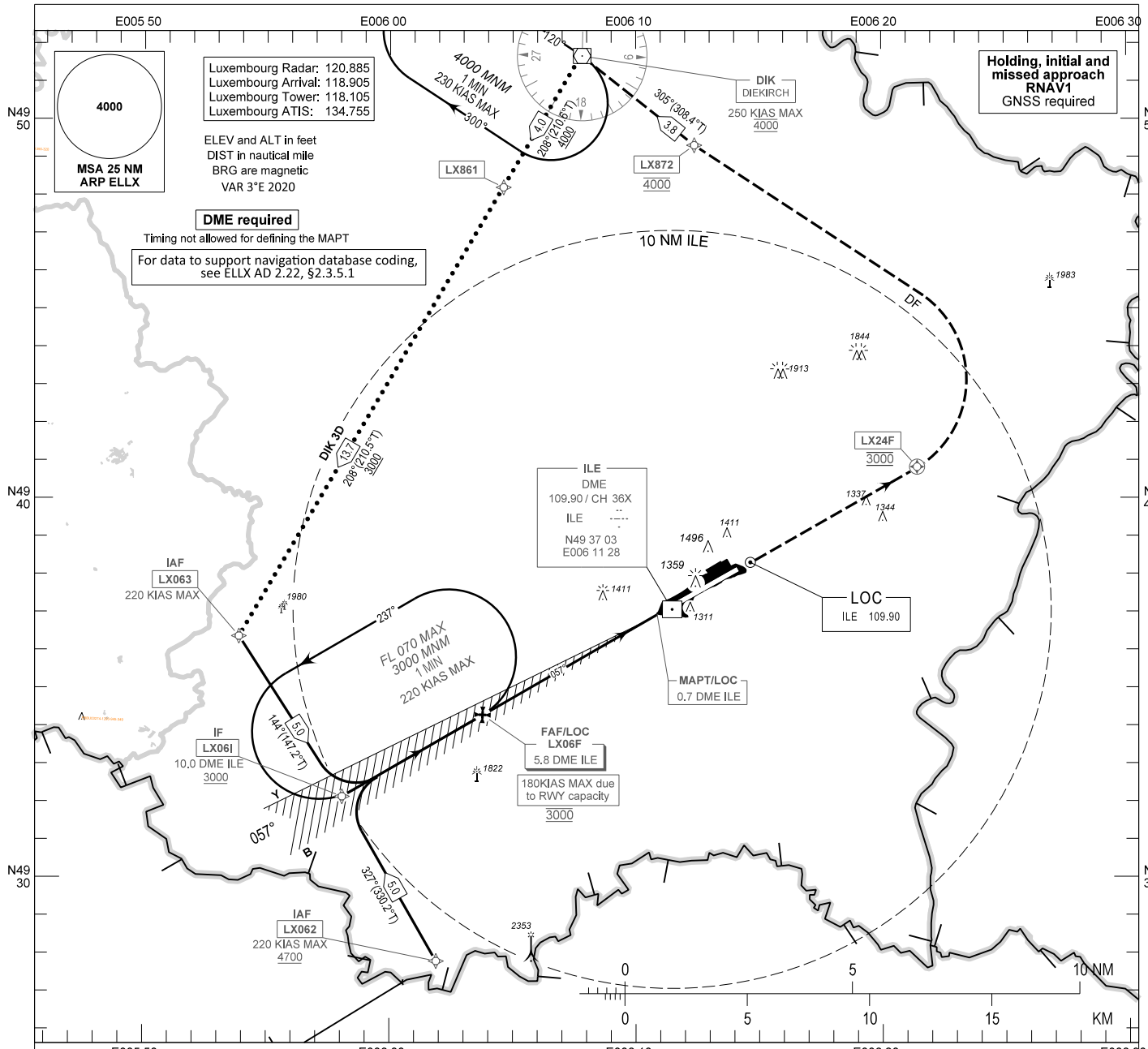
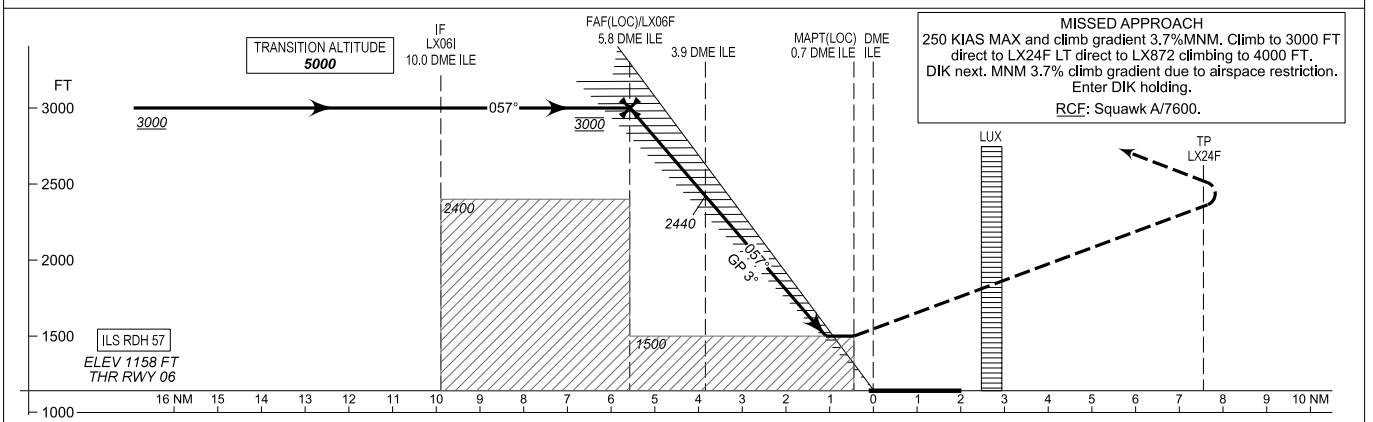
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 06 *ELEV 1158*

LUXEMBOURG / Luxembourg (ELLX)

ILS or LOC z RWY 06





CHANGE: Call signs updated

OCA (OCH)				
CAT of ACFT	A	B	C	D
ILS CAT I	1358 (200)	1358 (200)	1358 (200)	1358 (200)
LOC	1500 (340)	1500 (340)	1500 (340)	1500 (340)
MINIMA (RVR/VIS)				
ILS	600 M RVR	600 M RVR	600 M RVR	600 M RVR
LOC	800 M	800 M	800 M	1200 M

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							
DIST ILE		5.0	4.0	3.0	2.0		
Altitude		2760	2450	2130	1810		

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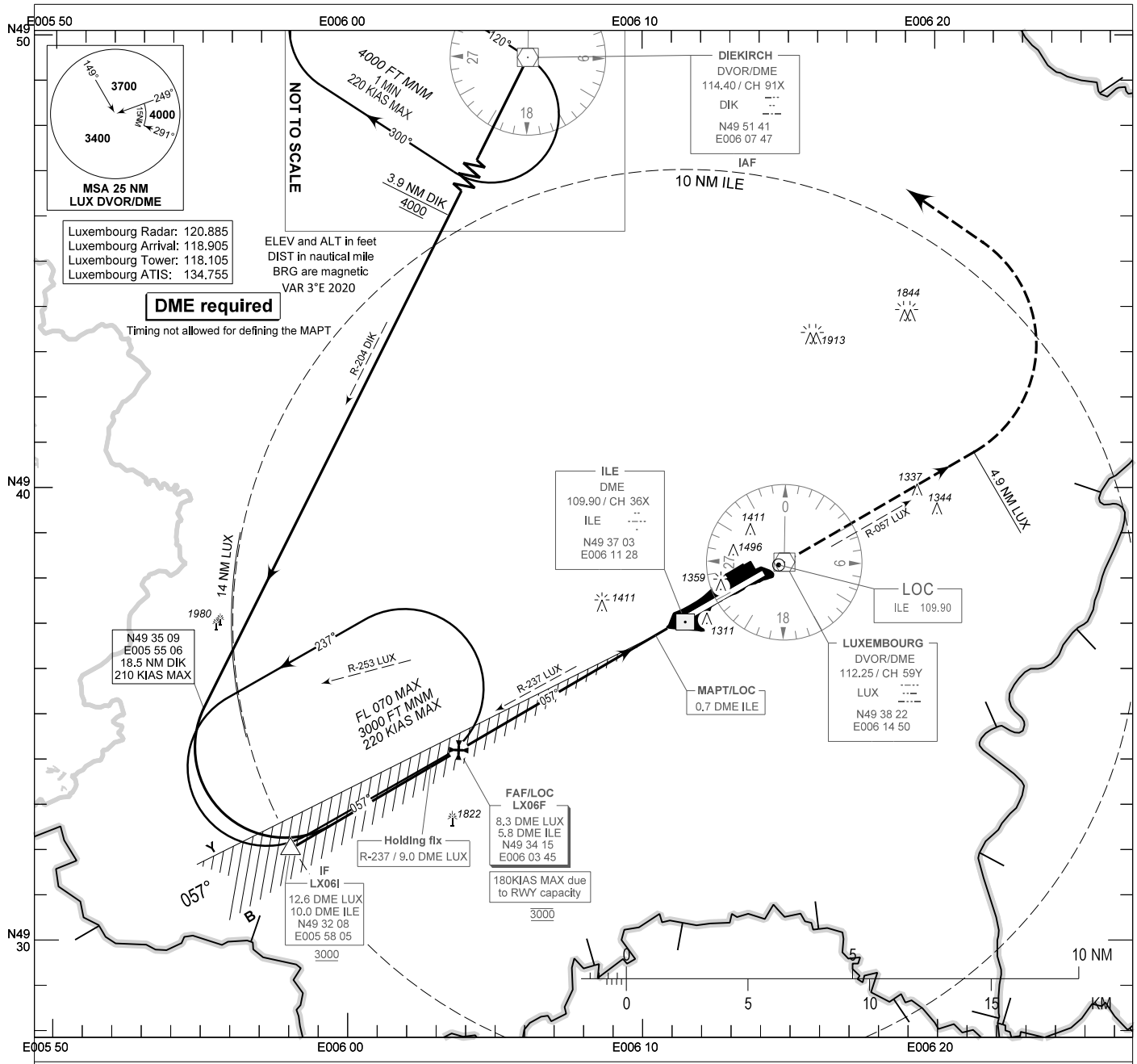
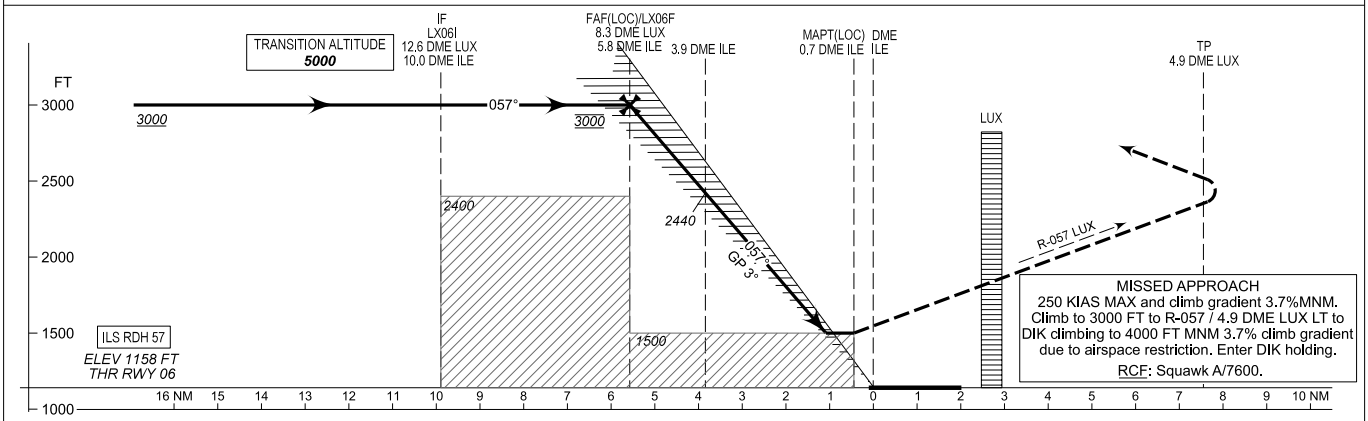
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 06 *ELEV 1158*

LUXEMBOURG / Luxembourg (ELLX)

ILS or LOC y RWY 06





CHANGE: Call signs updated

OCA (OCH)				
CAT of ACFT	A	B	C	D
ILS CAT I	1358 (200)	1358 (200)	1358 (200)	1358 (200)
LOC	1500 (340)	1500 (340)	1500 (340)	1500 (340)
MINIMA (RVR/VIS)				
ILS	600 M RVR	600 M RVR	600 M RVR	600 M RVR
LOC	800 M	800 M	800 M	1200 M

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							
DIST ILE		5.0	4.0	3.0	2.0		
Altitude		2760	2450	2130	1810		

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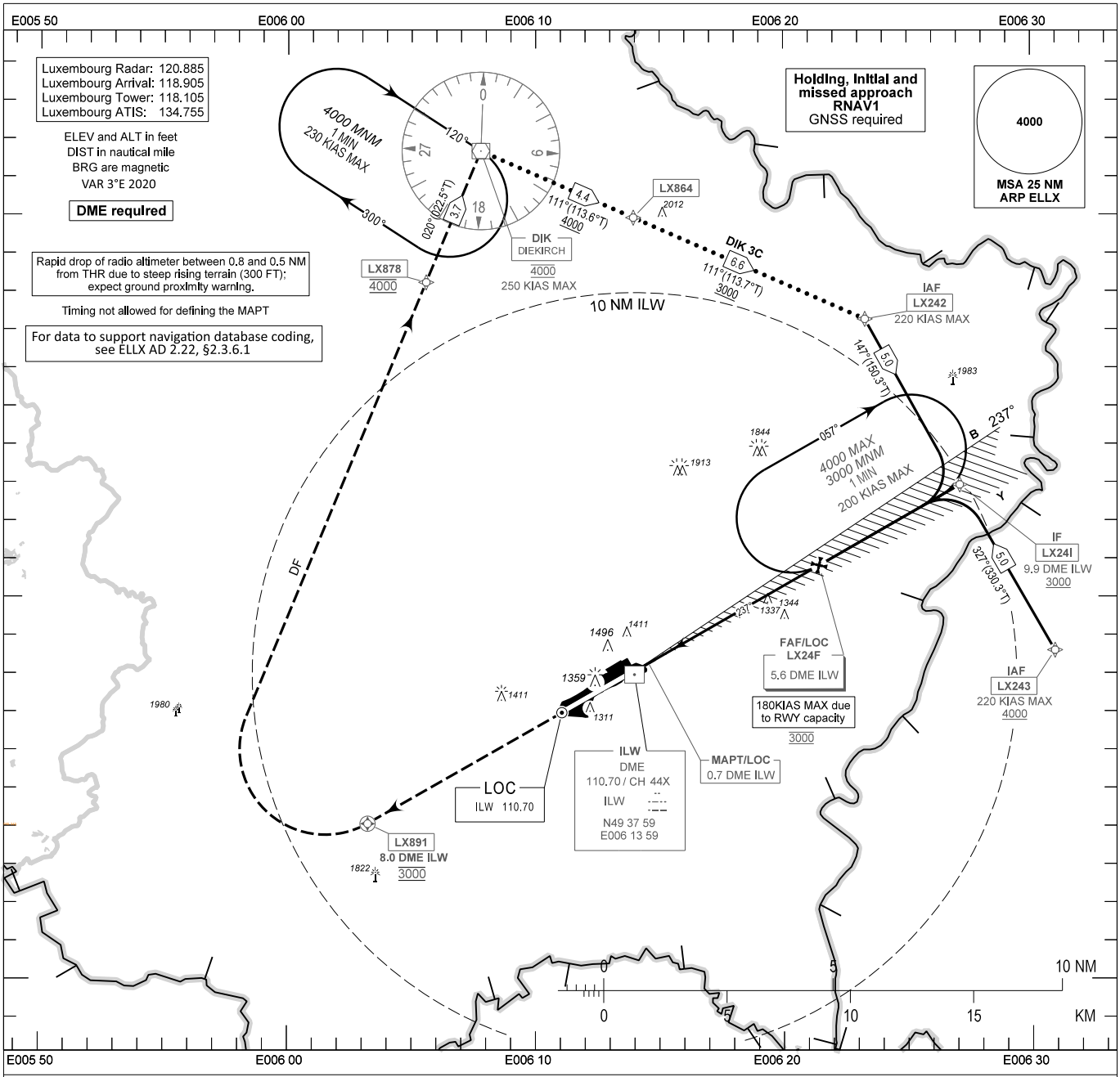
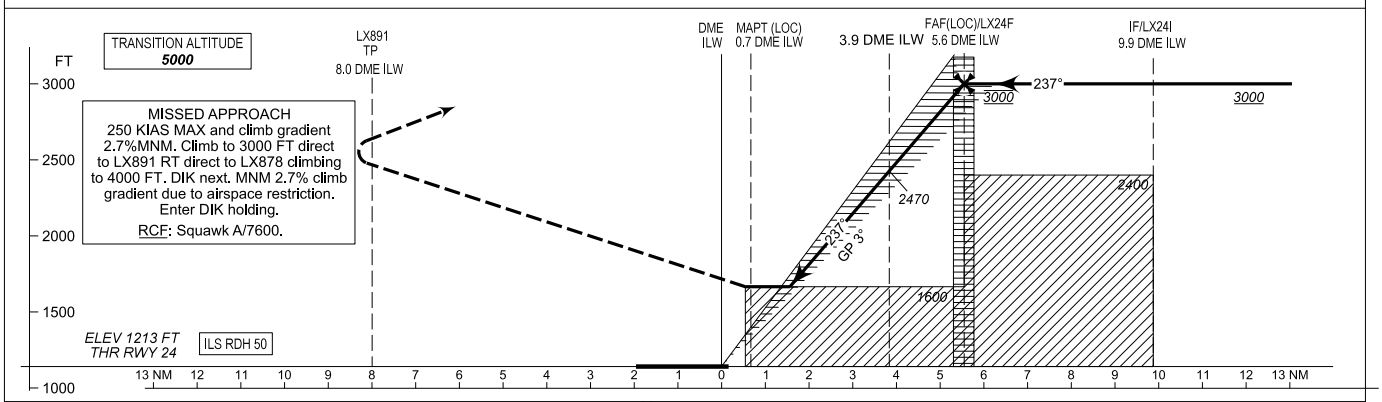
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 24 ELEV 1213

LUXEMBOURG / Luxembourg (ELLX)

ILS CAT II & III or LOC z RWY 24





CHANGE: Call signs updated and obstacle added

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

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

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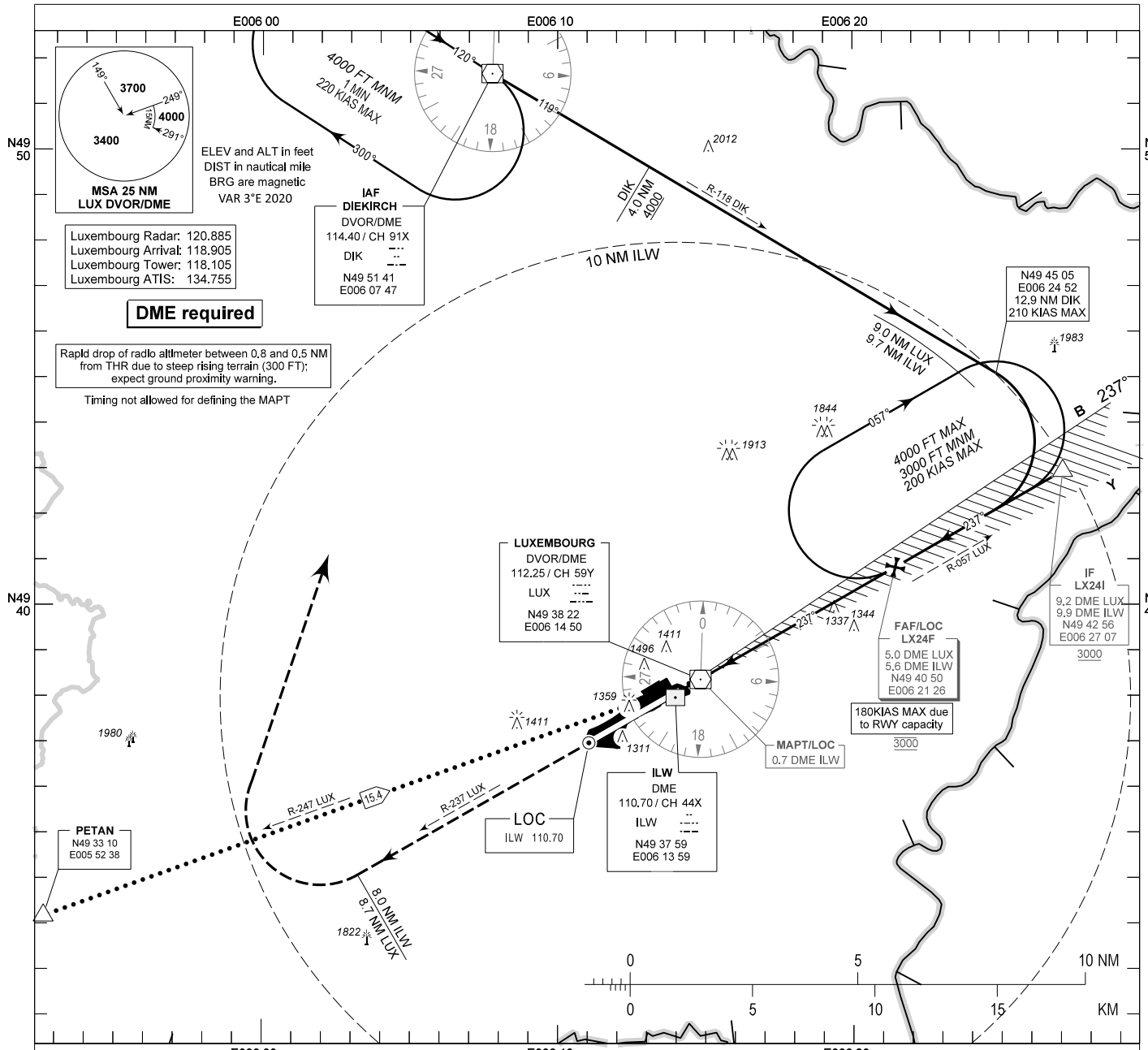
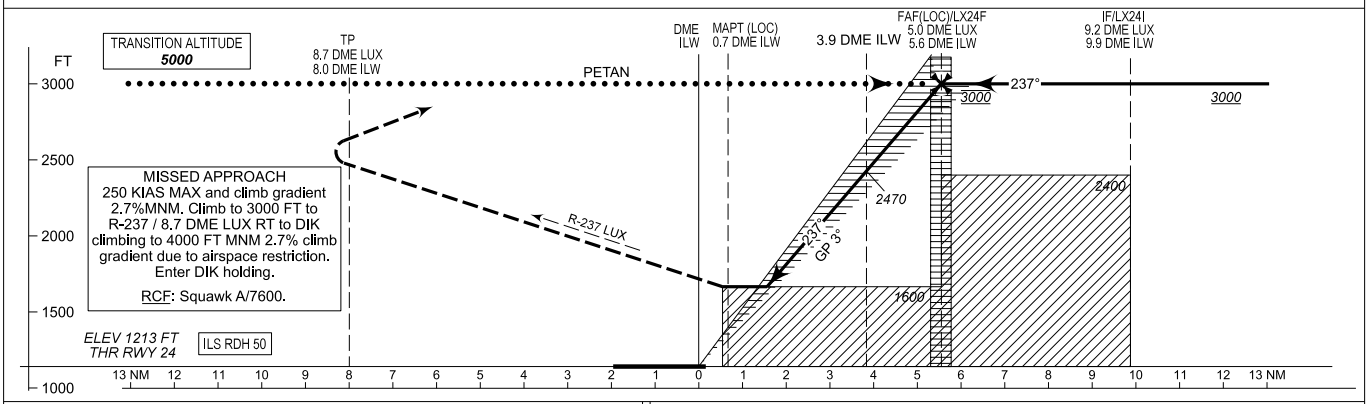
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 24 *ELEV 1213*

LUXEMBOURG / Luxembourg (ELLX)

ILS CAT II & III or LOC y RWY 24





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

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

CHANGE: Call signs updated and obstacle added

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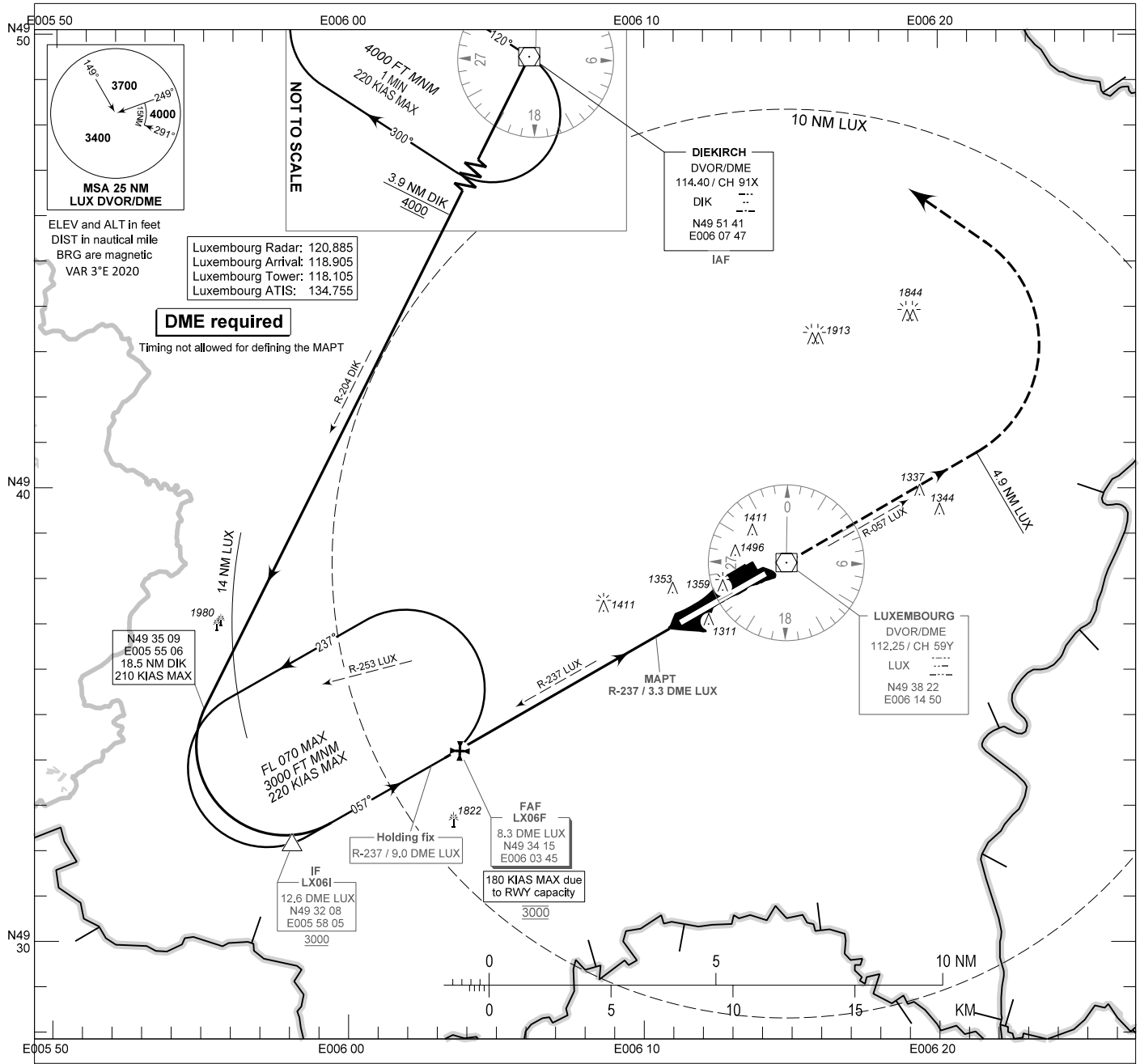
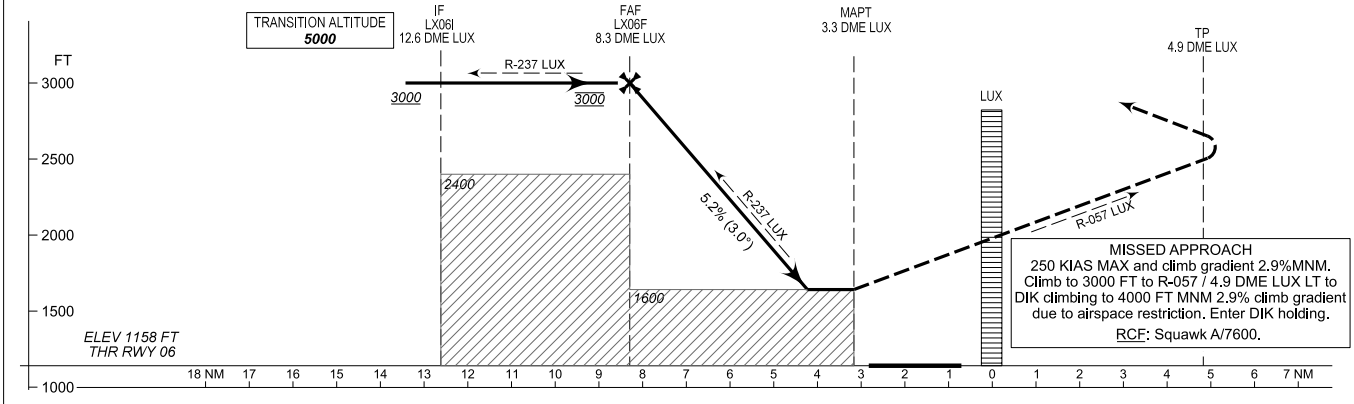
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 06 *ELEV 1158*

LUXEMBOURG / Luxembourg (ELLX)

VOR RWY 06





CHANGE: Call signs updated and obstacle added

OCA (OCH)				
CAT of ACFT	A	B	C	D
VOR	1600 (440)	1600 (440)	1600 (440)	1600 (440)
MINIMA (RVR/VIS)				
	1200 M	1200 M	1200 M	1600 M

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							
DIST LUX	8.0	7.0	6.0	5.0	4.0		
Altitude	2910	2590	2270	1950	1630		

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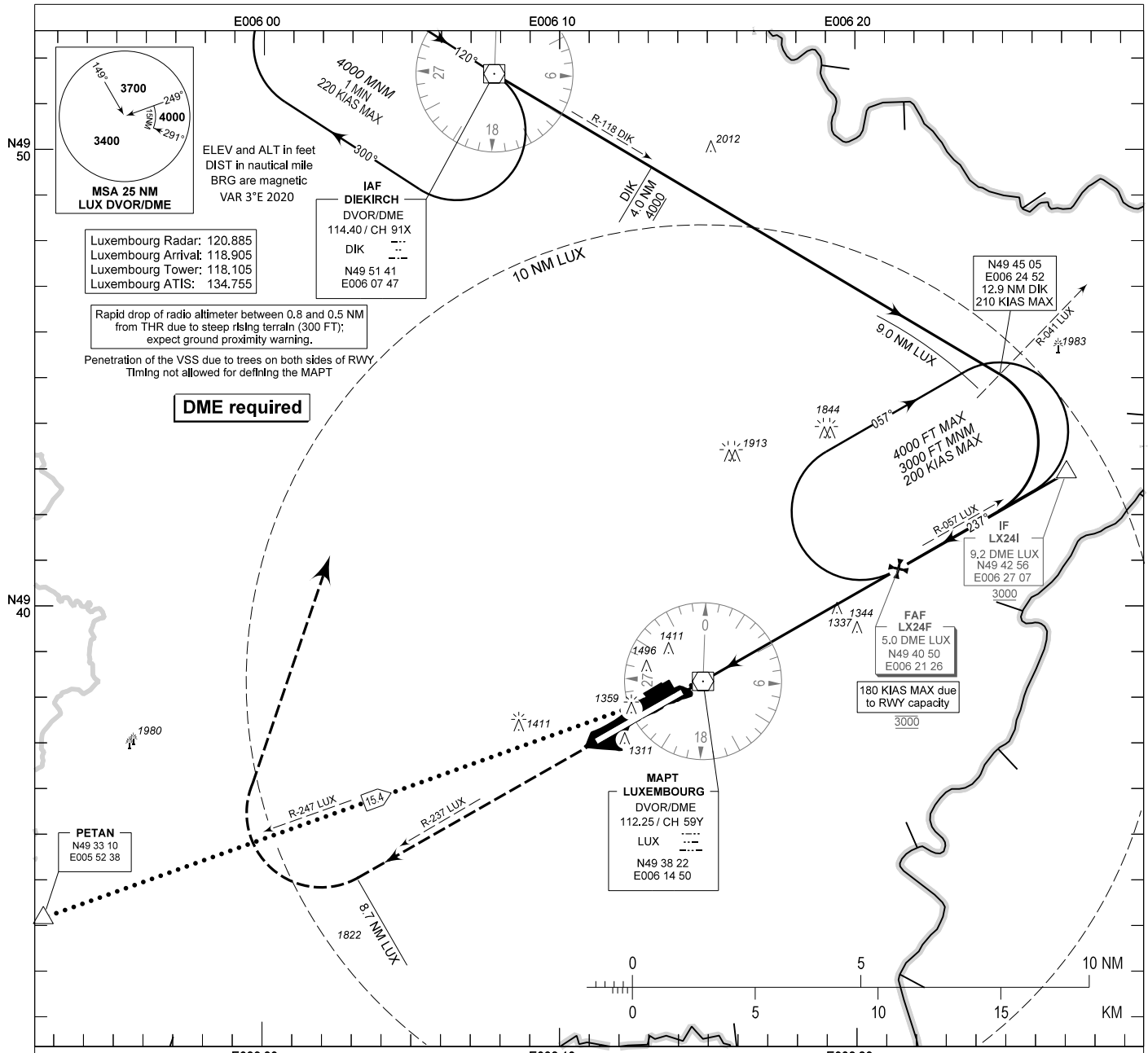
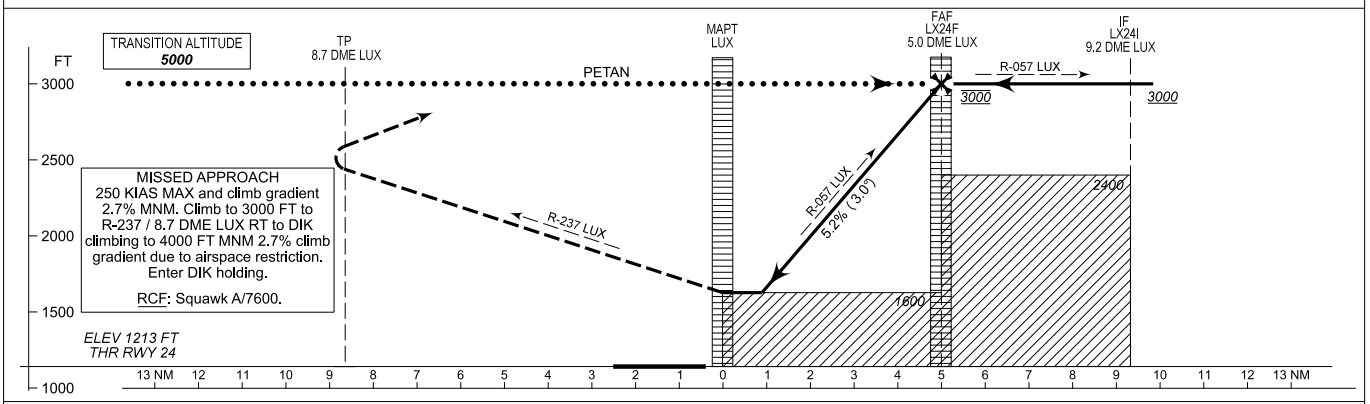
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 24 ELEV 1213

LUXEMBOURG / Luxembourg (ELLX)

VOR RWY 24





OCA (OCH)				
CAT of ACFT	A	B	C	D
VOR	1600 (390)	1600 (390)	1600 (390)	1600 (390)
MINIMA (RVR/VIS)				
	1200 M	1200 M	1200 M	1600 M

FAF to MAPT - 4.9 NM						
Speed (GS)	KT	70	90	120	150	180
Rate of descent	FT/MIN	375	480	640	800	960

PROCEDURE ALTITUDES					
DIST LUX	5.0	4.0	3.0	2.0	1.0
Altitude	3000	2700	2390	2070	1750

CHANGE: Call signs updated and obstacle added

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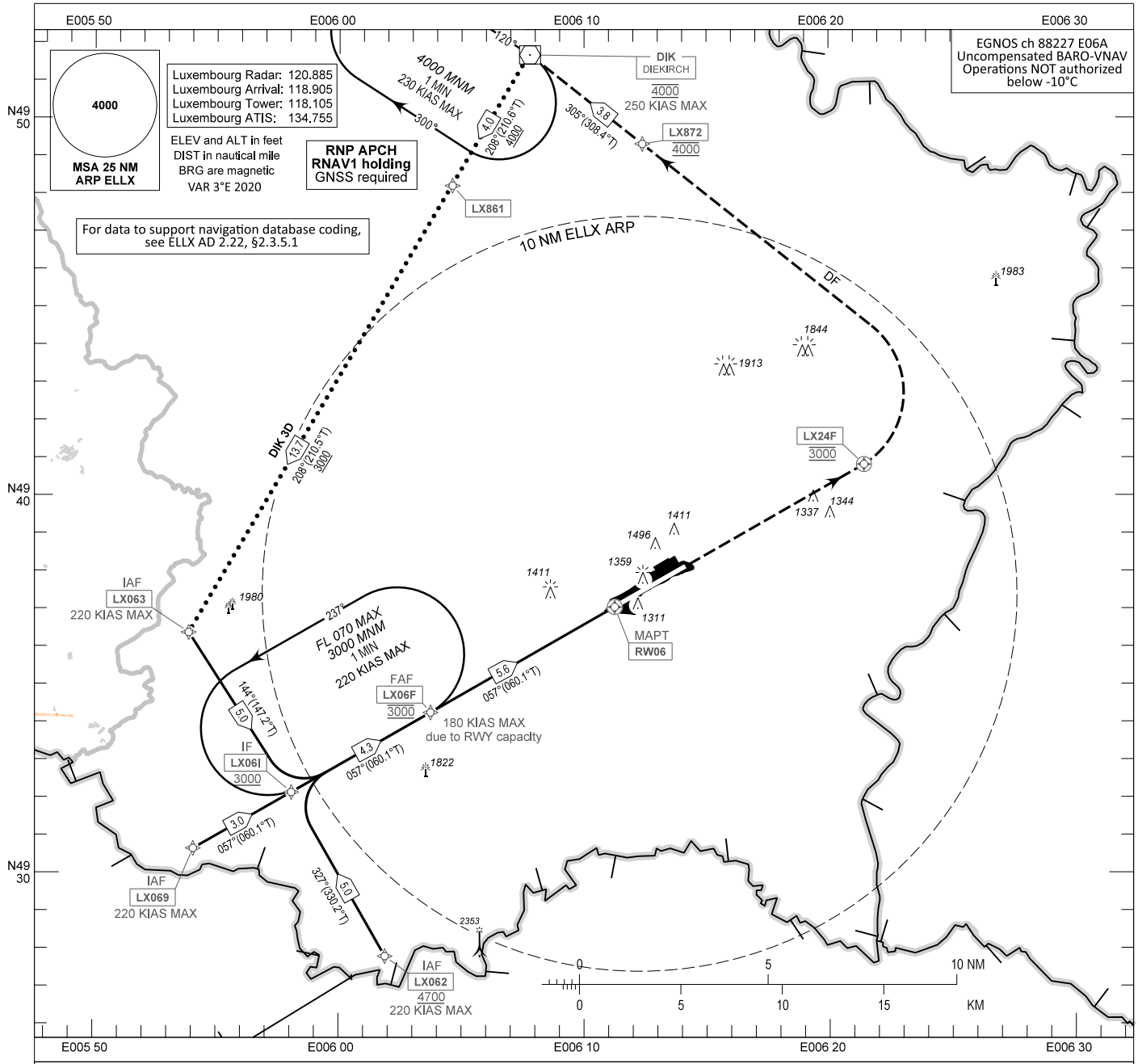
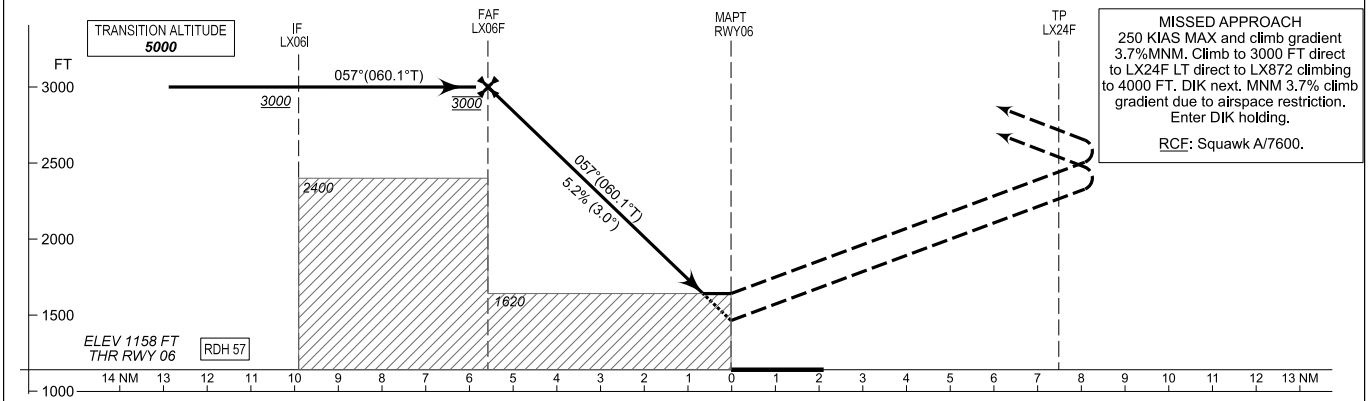
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 06 ELEV 1158

LUXEMBOURG / Luxembourg (ELLX)

RNP RWY 06





CHANGE: Call signs updated

OCA (OCH)				
CAT of ACFT	A	B	C	D
LNAV	1620 (460)	1620 (460)	1620 (460)	1620 (460)
LNAV/VNAV	1444 (286)	1448 (290)	1476 (318)	1488 (330)
LPV	1358 (200)	1358 (200)	1358 (200)	1358 (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					
DIST THR	5.0	4.0	3.0	2.0	
Altitude	2800	2480	2170	1850	

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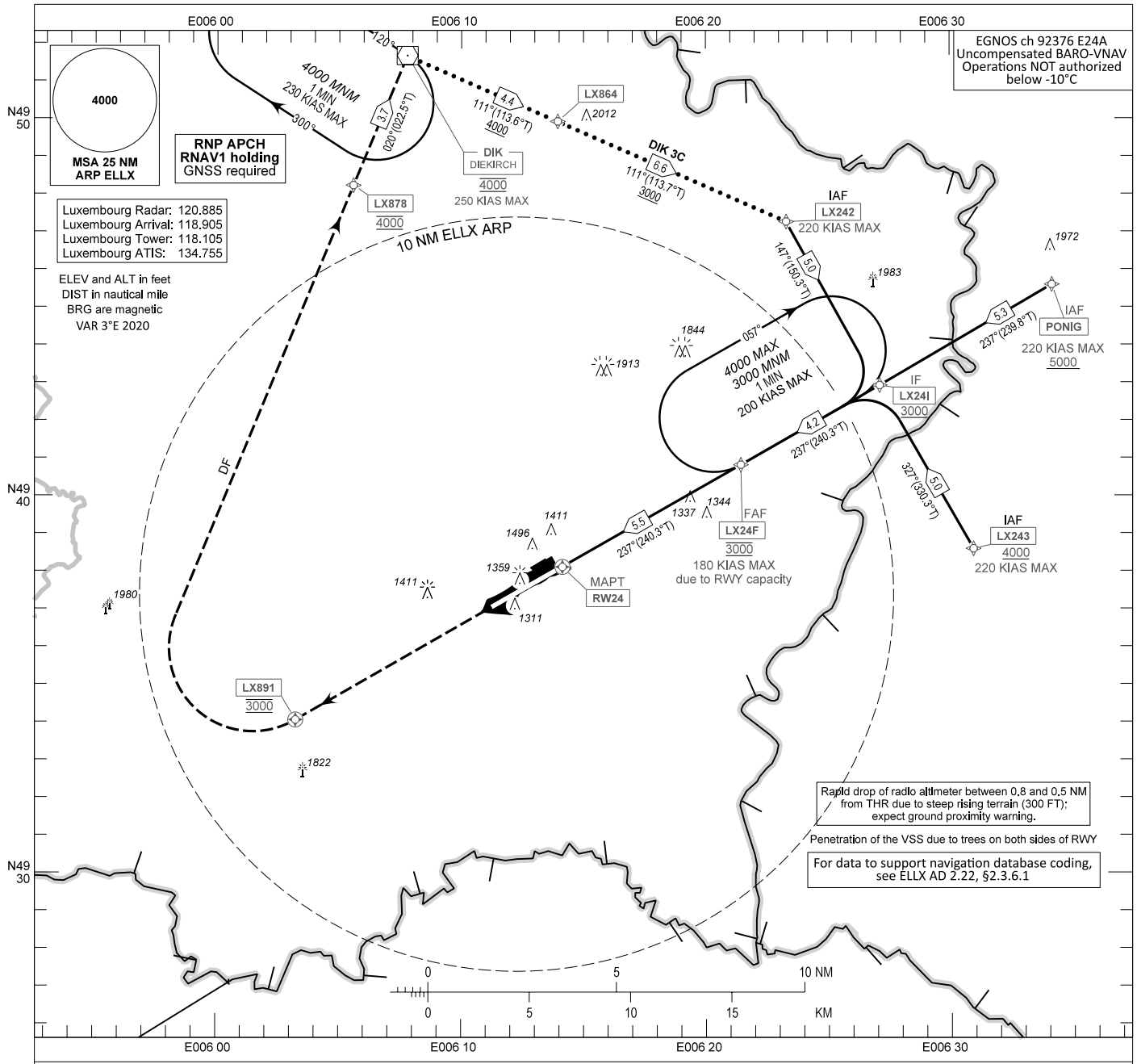
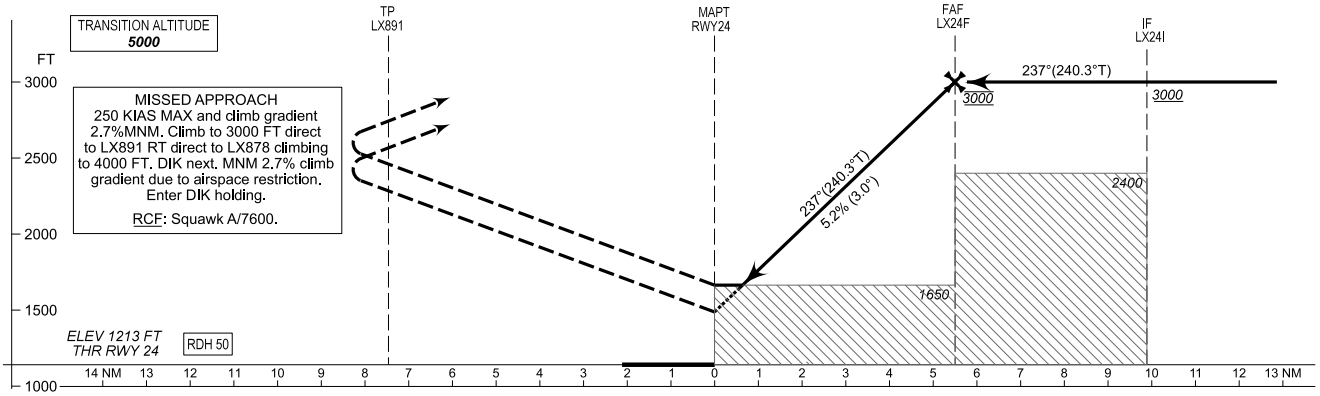
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 24 *ELEV 1213*

LUXEMBOURG / Luxembourg (ELLX)

RNP RWY 24





CHANGE: Call signs updated and obstacles added

OCA (OCH)					
CAT of ACFT	A	B	C	D	DL
LNAV	1650 (440)	1650 (440)	1650 (440)	1650 (440)	-
LNAV/VNAV	1582 (369)	1588 (375)	1593 (380)	1599 (386)	-
LPV	1413 (200)	1413 (200)	1413 (200)	1414 (201)	1417 (204)

FAF to MAPT - 5.5 NM							
Speed (GS)	KT	70	90	120	150	180	
Rate of descent	FT/MIN	375	480	640	800	960	

PROCEDURE ALTITUDES					
DIST THR	5.0	4.0	3.0	2.0	
Altitude	2860	2540	2220	1900	

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Visual Approach Chart - ICAO

AD ELEV 1234 ft
Heights related to AD ELEV

Luxembourg Radar: 120.885
Luxembourg Tower: 118.105
Luxembourg ATIS: 134.755

LUXEMBOURG / Luxembourg (ELLX)

Name	Associated landmark	Relative position	Position
ALPHA	Church of Keispelt	R-292 LUX / 7.7 DME	494138N 0060407E
MERSA	Red bridge over railway at Mersch	R-318 LUX / 8.5 DME	494459N 0060639E
BRAVO	Road crossing Waldhof	R-297 LUX / 2.4 DME	493933N 0061139E
CARLI	Castle of Fischbach	R-337 LUX / 6.9 DME	494451N 0061112E
OSCAR	Bridge of Wormeldange	R-105 LUX / 6.4 DME	493626N 0062414E
REMIK	Bridge of Remich	R-137 LUX / 7.5 DME	493236N 0062214E
SIERA	Railway crossing at Moutfort	R-173 LUX / 2.8 DME	493534N 0061507E
TANGO	Water tower at Frisange	R-194 LUX / 7.8 DME	493053N 0061123E

VAR 3°E (2020)

CONTOUR INTERVALS (FT above AD): 600, 400, 200, -600

LUXEMBOURG TMA TWO A
FL 145
2500 AGL
Class C above FL 95

LUXEMBOURG TMA TWO C1
FL 95
5500 AMSL

LUXEMBOURG TMA TWO B
FL 145
1000 AGL
Class C above FL 95
Class E below 5500 AMSL

LUXEMBOURG TMA TWO C2
FL 95
5500 AMSL

GRINGLAY
3500 AMSL
GND

DIEKIRCH
DVOR/DME
114.40 / CH 91X
DIK

Diekirch

ELET

LUXEMBOURG TMA ONE B
FL 145
3500 AMSL
Class C above FL 95

USELDANGE GLIDER SECTOR NORTH
FL 65
3500 AMSL

USELDANGE GLIDER SECTOR SOUTH
FL 55
2500 AMSL

ELUS

RIPPWEILER
FL 70
2500 AMSL

LUXEMBOURG TMA TWO D
FL 165
1000 AGL
Class C above FL 95
Class E below 5500 AMSL

MERSA
CARLI
ALPHA
BRAVO
OSCAR
SIERA
REMIK
TANGO

146° - 6.3 NM - 2000 AMSL
346° - 7.1 NM - 2000 AMSL
312° - 6.5 NM - 2000 AMSL
098° - 7.2 NM - 2000 AMSL
297° - 5.5 NM - 2000 AMSL
177° - 6.1 NM - 2000 AMSL

LUXEMBOURG CTR
2500 AMSL
GND

VDF
LUXEMBOURG HOMER
118.105 121.500 120.885

PAPI 3°
MEHT 65
on all RWY

LUXEMBOURG
DVOR/DME
112.25 / CH 59Y
LUX

ELLK
ELLC
ELLZ
Luxembourg

LUXEMBOURG TMA ONE A
FL 165
2500 AMSL
Class C above FL 95

EBAR

LUXEMBOURG TMA FIVE
FL 165
2500 AMSL
Class C above FL 95

LUXEMBOURG TMA FOUR
FL 165
2500 AMSL

LUXEMBOURG TMA THREE
FL 165
2500 AMSL

LUXEMBOURG TMA TWO F1
FL 165
1000 AGL
Class C above FL 95
Class E below 3500 AMSL

ELEA

Reduced radio coverage below 2500 FT In the north of Luxembourg

Radio Controlled Model ACFT activity up to 1000 FT AGL

Elevations, altitudes and heights are in feet

Airspace data provided up to 4500 AMSL

OUBD VFR route

INBD VFR route

0 5 10 NM

0 5 10 15 KM

CHANGE: Call signs updated and note and Lintgen Radio Controlled Model ACFT added

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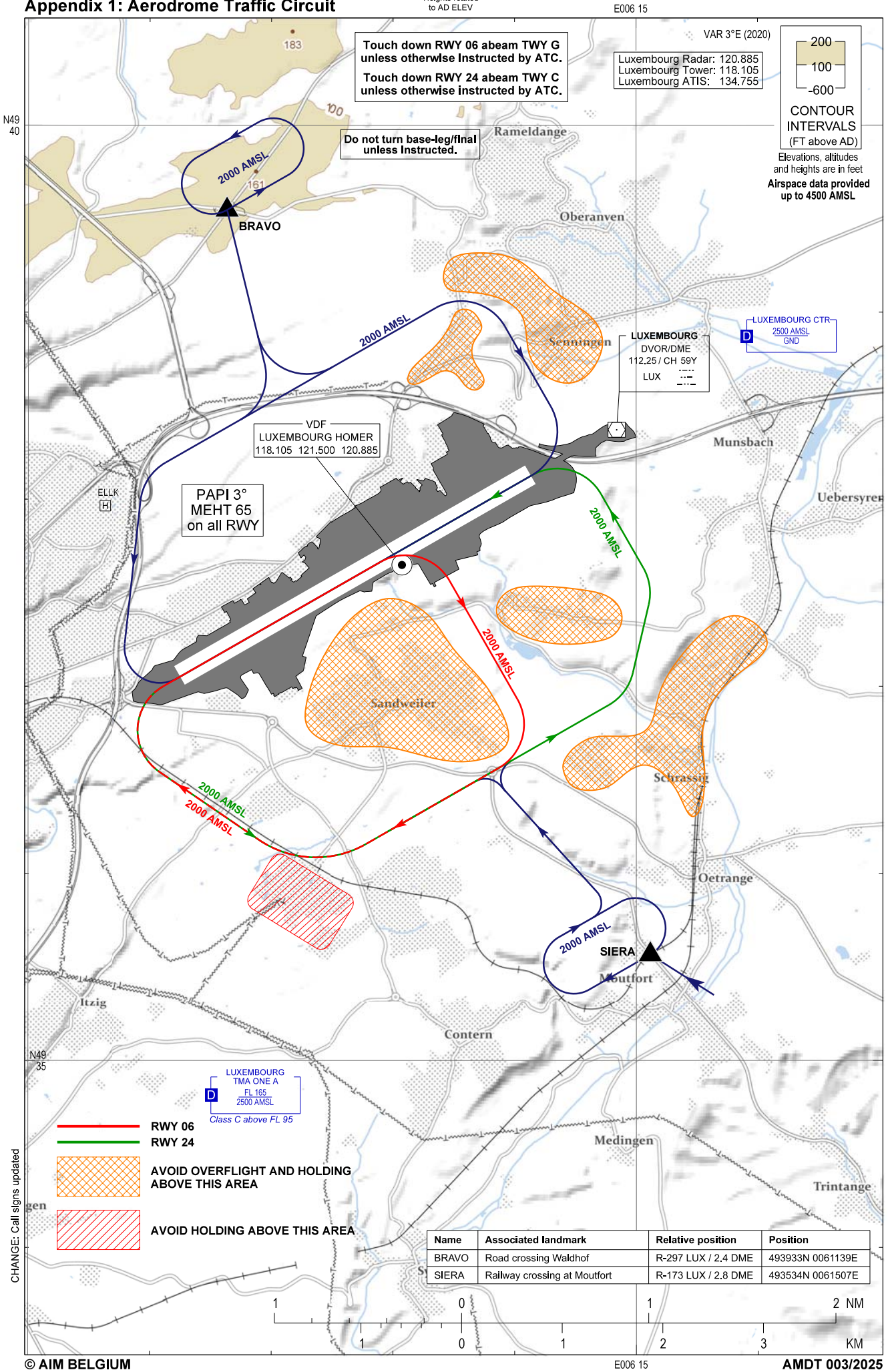
Visual Approach Chart - ICAO
Appendix 1: Aerodrome Traffic Circuit

AD ELEV 1234 ft
Heights related to AD ELEV

LUXEMBOURG / Luxembourg (ELLX)



Name	Associated landmark	Relative position	Position
BRAVO	Road crossing Waldhof	R-297 LUX / 2.4 DME	493933N 0061139E
SIERA	Railway crossing at Moutfort	R-173 LUX / 2.8 DME	493534N 0061507E

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AD 2 MILITARY AERODROMES

EBBE - BEAUVECHAIN (MIL)

EBBE AD 2.1 Aerodrome Location Indicator and Name

EBBE - BEAUVECHAIN (MIL)

EBBE AD 2.2 Aerodrome Geographical and Administrative Data

1	**ARP coordinates**	504528N 0044601E
	Site of ARP at aerodrome	
2	**Direction and distance from (city)**	3 NM S of Beauvechain
3	**Elevation / reference temperature**	362 FT / 23.1°C
4	**Geoid undulation at AD ELEV PSN**	150 FT
5	**Magnetic variation / annual change**	2°E (2022) / INFO not AVBL
6	**Name of AD operator**	Belgian Air and Space Component
	Address	1W Base Lt Col Avi Ch. Roman 1320 Beauvechain BELGIUM
	TEL	+ 32 (0) 2 442 55 00 (ATC SUP) + 32 (0) 2 442 59 14 (Wing OPS)
	FAX	NIL
	Email	NIL
	AFS	EBBEZPZX
	Website	Not applicable
7	**Types of traffic permitted (IFR/VFR)**	IFR / VFR
8	**Remarks**	A concession for flying activity outside military OPS HR has been given to CIV clubs.See EBBE AD 2.23 for more information.

EBBE AD 2.3 Operational Hours

1	**AD Operator**	The following schedule applies (HOL excl)*(1)*: • From 01 NOV to 28 or 29 FEB: •0800-2030 on MON and TUE •0730-1630 on WED, THU and FRI • From 01 MAR to 31 MAY: •0730-2300 (0630-2200) on MON and TUE •0730-1700 (0630-1600) on WED, THU and FRI • From 01 JUN to 31 AUG: •0630-1600 on MON, TUE, WED, THU and FRI • From 01 SEP to 31 OCT: •0730-2300 (0630-2200) on MON and TUE •0730-1700 (0630-1600) on WED, THU and FRI
2	**Customs and immigration**	HS / HX
3	**Health and sanitation**	HS
4	**AIS Briefing Office**	As AD Operator
5	**ATS Reporting Office (ARO)**	NIL
6	**MET Briefing Office**	As AD Operator

7	**ATS**	As AD Operator
8	**Fuelling**	Outside 0730-1630 (0630-1530), non home base aircraft need 10 days prior request
9	**Handling**	As AD Operator
10	**Security**	As AD Operator
11	**De-icing**	Not AVBL
12	**Remarks**	*(1)* Planned opening of aerodrome outside HO will be announced by NOTAM. Aerodrome may be activated by COMOPS AIR&SPACE outside normal hours of operation without previous notice. Activity must always be checked via Steenokkerzeel ATCC or Brussels FIC.

EBBE AD 2.4 Handling Services and Facilities

1	**Cargo-handling facilities**	AVBL (no linked pallets)
2	**Fuel types**	F-18, F-34 *(1)(2)*
	Oil types	O-148, O-156, H-515 *(1)(2)(3)*
3	**Fuelling facilities and capacity**	No limitations (single point and gravity)
4	**De-icing facilities**	Not AVBL
5	**Oxygen**	LHOX, LOX *(1)(4)*
6	**Starting units**	3 x PDF 124 3 x 28 VDC/2000 A 3 x 115 VAC/400 HZ Compressed air, compressor unit 50 psi
7	**Hangar space for visiting aircraft**	Two Hardened Aircraft Shelters (HAS) Limitations: • MAX width aircraft: 13 M • MAX height aircraft: 5,5 M • MAX height aircraft tail: 5,9 M
8	**Repair facilities for visiting aircraft**	SF 260
9	**Remarks**	*(1)* See AD 1.1, § 2.2 *(2)* 'SOAP' AVBL till 1436 *(3)* Actual availability to be checked with Wing OPS *(4)* Nitrogen (high and low pressure) AVBL

EBBE AD 2.5 Passenger Facilities

1	**Hotels**	Limited overnight accommodations on the AD
2	**Restaurants**	Mess
3	**Transportation**	AVBL
4	**Medical facilities**	Medical officer, first aid - ambulance(s)
5	**Bank**	
	Post office	
6	**Tourist office**	
7	**Remarks**	NIL

EBBE AD 2.6 Rescue and Fire Fighting Services

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

EBBX - BERTRIX / Jehonville (MIL)

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

EBBX AD 2.1 Aerodrome Location Indicator and Name

EBBX - BERTRIX / Jehonville (MIL)

EBBX AD 2.2 Military data

1	**Coordinates**	495330N 0051326E
2	**Elevation (FT)**	1503
3	**Geoid undulation at AD ELEV PSN (FT)**	155
4	**RWY**	06 / 24
5	**Dimensions (M)**	2825 x 45
6	**Surface**	CONC
7	**Strength**	PCN 33 R/A/W/T
8	**Operator**	Belgian Air and Space Component
9	**TEL**	
10	**FAX**	
11	**Operational hours**	PPR
12	**Remarks**	Reserve aerodrome, can be activated by NOTAM. Two groups of aerial masts with height 17M (56FT) AGL are present, no markings. Glider activity possible outside MIL OPR HR.

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EBMB - BRUSSELS / Melsbroek (MIL)

EBMB AD 2.1 Aerodrome Location Indicator and Name

EBMB - BRUSSELS / Melsbroek (MIL)

EBMB AD 2.2 Aerodrome Geographical and Administrative Data

1	**ARP coordinates**	See AD 2.EBBR.
	Site of ARP at aerodrome	See AD 2.EBBR.
2	**Direction and distance from (city)**	See AD 2.EBBR.
3	**Elevation / reference temperature**	See AD 2.EBBR.
4	**Geoid undulation at AD ELEV PSN**	See AD 2.EBBR.
5	**Magnetic variation / annual change**	See AD 2.EBBR.
6	**Name of AD operator**	Belgian Air and Space Component
	Address	15 W Tpt Kazerne Groenveld Haachtsesteenweg 138 1820 Melsbroek BELGIUM
	TEL	+32 (0) 2 442 95 04 (Wing Ops)
	FAX	+32 (0) 2 443 97 67 (Wing Ops)
	Email	NIL
	AFS	EBMBZPZX
	Website	Not applicable
7	**Types of traffic permitted (IFR/VFR)**	See AD 2.EBBR.
8	**Remarks**	NIL

EBMB AD 2.3 Operational Hours

1	**AD Operator**	H24
2	**Customs and immigration**	MON-FRI: 0500-2100 (0400-2000) *(1)* SAT: 0700-1300 (0600-1200) *(1)* To request on PPR form *(2)*
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	H24
5	**ATS Reporting Office (ARO)**	NIL
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	MON-FRI: 0500-2100 (0400-2000) *(1)* SAT: 0700-1300 (0600-1200) *(1)* To request on PPR *(2)*
9	**Handling**	Departures: MON-FRI: 0500-2100 (0400-2000) // SAT: 0700-1300 (0600-1200) *(1)* Arrivals: MON-FRI: 0500-1900 (0400-1800) // SAT: 0700-1100 (0600-1000) *(1)*
10	**Security**	MON-FRI: 0500-2100 (0400-2000) *(1)* SAT: 0700-1300 (0600-1200) *(1)*
11	**De-icing**	H24
12	**Remarks**	*(1)* (V)VIP flights: H24 *(2)* PPR 48 HR via https://www.mil.be/PPR

EBMB AD 2.4 Handling Services and Facilities

1	**Cargo-handling facilities**	Departures: MON-FRI: 0500-2100 (0400-2000) // SAT: 0700-1300 (0600-1200) Arrivals: MON-FRI: 0500-1900 (0400-1800) // SAT: 0700-1100 (0600-1000)
2	**Fuel types**	F-18, F-34 *(1)(2)*, F-35
	Oil types	O-133, O-147, O-149, O-156 *(1)*
3	**Fuelling facilities and capacity**	No limitations (single point and gravity)
4	**De-icing facilities**	S-737, S-738
5	**Oxygen**	LHOX, LOX, OXRB *(1)*
6	**Starting units**	G10, A1, generator set HOUCHIN Nr 2 *(1)*
7	**Hangar space for visiting aircraft**	Not AVBL Limited overnight parking on the MIL apron.
8	**Repair facilities for visiting aircraft**	According to STANAG 3113
9	**Remarks**	*(1)* See AD 1.1, § 2.2. *(2)* F-34 is AVBL with 48 HR advanced notification, stating the required quantity, date and time of delivery.

EBMB AD 2.5 Passenger Facilities

1	**Hotels**	No overnight accommodations in the unit, see AD 2.EBBR.
2	**Restaurants**	Mess (only during meal hours), to be requested in PPR
3	**Transportation**	AVBL
4	**Medical facilities**	Medical officer, first aid - ambulance(s)
5	**Bank**	See AD 2.EBBR.
	Post office	See AD 2.EBBR.
6	**Tourist information**	See AD 2.EBBR.
7	**Remarks**	NIL

EBMB AD 2.6 Rescue and Fire Fighting Services

See AD 2.EBBR.

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

See AD 2.EBBR.

Snow removal equipment for the MIL apron AVBL.

EBMB AD 2.8 Aprons, Taxiways and Check Locations Data

See AD 2.EBBR.

EBMB AD 2.9 Surface Movement Guidance and Control System and Markings

See AD 2.EBBR.

EBMB AD 2.10 Aerodrome Obstacles

EBCV AD 2.18 ATS Communication Facilities

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

EBCV AD 2.19 Radio Navigation and Landing Aids

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
DVOR (1°E/2020)	CIV	113.200MHZ	H24	503426.3N 0034958.4E		DOC: 60 NM / FL 500 CIV DVOR is located 808 M from CIV TACAN. Both aids can therefore not be considered as collocated. TACAN unusable: 056° - 234° and 315° - 326° beyond 30 NM below 3 000 FT. OPR DVOR: skeyes OPR TACAN: USAF (1) Emission A2 / A9
TACAN (2°E/2022)	CIV	CH79X (1)	H24	503420.4N 0034918.4E	200 FT AMSL	
ILS 26 (CAT I)						
LOC	ICV	108.55MHZ	HO	503427.9N 0034902.9E	200 FT AMSL	OPR USAF
GP		329.750MHZ	H24	503437.9N 0035106.1E	200 FT AMSL	Slope 3°, RDH 43 FT TACAN required for ILS approach

EBCV AD 2.20 Local Traffic Regulations

1 GENERAL

Military use only.

Outside normal hours of operation, airfield is available in support SHAPE visitors with VIP code “DV code 4” or higher, and only after coordination with Airfield Management, +32 (0) 68 25 66 65. During non-duty hours, contact +32 (0) 473 88 03 58 for further instruction.

Prior crossing or entering the Chievres CTR, all pilots must contact Chievres TWR on VHF FREQ 128.855 MHZ only; in case of no answer, contact BELGA INFO or BRUSSELS INFO.

Warning - bird sanctuary: avoid overflight north of RWY centreline 2.5 NM from RWY 26 to the maximum extent possible.

Requests for landing zone OPS, wet wing defuelling OPS and combat offload OPS are PPR and must be made 5 business days in advance and are only allowed in the following time ranges:

- Even numbered weeks: TUE and THU 0900-1400 (0800-1300);
- Odd numbered weeks: TUE and THU 1600-2100 (OCT-MAR), 1900-0000 (APR-SEP).

2 TAXI REGULATIONS

NIL

3 APRON REGULATIONS

NIL

4 RUNWAY REGULATIONS

NIL

5 SPECIFIC TRAFFIC REGULATIONS

NIL

EBCV AD 2.21 Noise Abatement Procedures

NIL - Not-applicable

EBCV AD 2.22 Flight Procedures

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

EBCV AD 2.23 Additional Information

NIL

EBCV AD 2.24 Charts Related to EBCV

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

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

EBFS - FLORENNES (MIL)

EBFS AD 2.1 Aerodrome Location Indicator and Name

EBFS - FLORENNES (MIL)

EBFS AD 2.2 Aerodrome Geographical and Administrative Data

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

EBFS AD 2.3 Operational Hours

1	**AD Operator**	The following schedule applies (HOL excl)*(1)(2)*:
		• From 01 NOV to 28 or 29 FEB:
		  • 0800-2030 on MON and TUE
		  • 0730-1630 on WED, THU and FRI
		• From 01 MAR to 31 MAY:
		  • 0730-2300 (0630-2200) on MON and TUE
		  • 0730-1630 (0630-1530) on WED, THU and FRI
		• From 01 JUN to 31 AUG:
		  • 0630-1530 on MON, TUE, WED, THU and FRI
		• From 01 SEP to 31 OCT:
		  • 0730-2300 (0630-2200) on MON and TUE
		  • 0730-1630 (0630-1530) on WED, THU and FRI

2	**Customs and immigration**	MON-FRI: O/R 24 HR SAT, SUN and HOL: O/R before FRI 1600 (1500)
3	**Health and sanitation**	HS
4	**AIS Briefing Office**	As AD Operator
5	**ATS Reporting Office (ARO)**	NIL
6	**MET Briefing Office**	As AD Operator
7	**ATS**	As AD Operator

8	**Fuelling**	As AD Operator
9	**Handling**	As AD Operator
10	**Security**	As AD Operator
11	**De-icing**	As AD Operator
12	**Remarks**	*(1)* Planned opening of the aerodrome outside normal hours will be announced by NOTAM. Aerodrome may be activated by COMOPS AIR&SPACE outside normal hours of operation without previous notice. Activity must always be checked via Steenokkerzeel ATCC or Brussels FIC. *(2)* Due to parking limitation, full stop landing strictly 24 HR PPR to all foreign and non home base aircraft and helicopters. PPR may be obtained at W Ops via AFS or by phone (see EBFS AD 2.2). Insert PPR number in ICAO FPL item 18.

EBFS AD 2.4 Handling Services and Facilities

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

EBFS AD 2.5 Passenger Facilities

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

EBFS AD 2.6 Rescue and Fire Fighting Services

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

EBBL - KLEINE-BROGEL (MIL)

EBBL AD 2.1 Aerodrome Location Indicator and Name

EBBL - KLEINE-BROGEL (MIL)

EBBL AD 2.2 Aerodrome Geographical and Administrative Data

1	**ARP coordinates**	511006N 0052812E
	Site of ARP at aerodrome	
2	**Direction and distance from (city)**	0.8NM E of Kleine-Brogel
3	**Elevation / reference temperature**	192 FT / 23.1°C
4	**Geoid undulation at AD ELEV PSN**	148 FT
5	**Magnetic variation / annual change**	3° (2024) / INFO not AVBL
6	**Name of AD operator**	Belgian Air and Space Component
	Address	10 W TAC Vliegbasis Kleine-Brogel 3990 Peer BELGIUM
	TEL	+32 (0) 2 443 31 35 (ATC SUP) +32 (0) 2 443 30 09 (Wing OPS)
	FAX	NIL
	Email	NIL
	AFS	EBBLZPZX
	Website	Not applicable
7	**Types of traffic permitted (IFR/VFR)**	IFR / VFR
8	**Remarks**	NIL

EBBL AD 2.3 Operational Hours

1	**AD Operator**	The following schedule applies (HOL excl)*(1)*:
		• From 01 NOV to 28 or 29 FEB:
		  • 0800-2030 on MON and TUE
		  • 0730-1630 on WED, THU and FRI
		• From 01 MAR to 31 MAY:
		  • 0730-2300 (0630-2200) on MON and TUE
		  • 0730-1630 (0630-1530) on WED, THU and FRI
		• From 01 JUN to 31 AUG:
		  • 0630-1530 on MON, TUE, WED, THU and FRI
		• From 01 SEP to 31 OCT:
		  • 0730-2300 (0630-2200) on MON and TUE
		  • 0730-1630 (0630-1530) on WED, THU and FRI

2	**Customs and immigration**	HS
3	**Health and sanitation**	HS
4	**AIS Briefing Office**	As AD Operator
5	**ATS Reporting Office (ARO)**	NIL
6	**MET Briefing Office**	As AD Operator
7	**ATS**	As AD Operator

8	**Fuelling**	As AD Operator
9	**Handling**	As AD Operator
10	**Security**	As AD Operator
11	**De-icing**	As AD Operator
12	**Remarks**	*(1)* Planned opening of the aerodrome outside normal operational hours will be announced by NOTAM. Aerodrome may be activated outside normal hours of operation without previous notice. Activity must always be checked via Steenokkerzeel ATCC or Brussels FIC.

EBBL AD 2.4 Handling Services and Facilities

1	**Cargo-handling facilities**	AVBL
2	**Fuel types**	F-18, F-34 *(1)(2)*
	Oil types	O-148, O-156, O-160 *(1)(2)*
3	**Fuelling facilities and capacity**	No limitations (single point and gravity)
4	**De-icing facilities**	NIL
5	**Oxygen**	LHOX, LOX *(1)*
6	**Starting units**	DSA 300 - A1 *(1)*
7	**Hangar space for visiting aircraft**	Limited
8	**Repair facilities for visiting aircraft**	F-16 only
9	**Remarks**	*(1)* See AD 1.1, § 2.2 *(2)* 'SOAP' AVBL during HO

EBBL AD 2.5 Passenger Facilities

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

EBBL AD 2.6 Rescue and Fire Fighting Services

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

EBFN - KOKSIJDE (MIL)

EBFN AD 2.1 Aerodrome Location Indicator and Name

EBFN - KOKSIJDE (MIL)

EBFN AD 2.2 Aerodrome Geographical and Administrative Data

1	**ARP coordinates**	510525N 0023910E
	Site of ARP at aerodrome	
2	**Direction and distance from (city)**	1NM NNW of Veurne
3	**Elevation / reference temperature**	11FT / 22.1°C
4	**Geoid undulation at AD ELEV PSN**	146 FT
5	**Magnetic variation / annual change**	2°E (2023) / INFO not AVBL
6	**Name of AD operator**	Belgian Air and Space Component
	Address	Basis van Koksijde R. Van Dammestraat 100 8670 Koksijde BELGIUM
	TEL	+32 (0) 2 442 36 26 (ATC SUP) +32 (0) 2 442 35 69 (Wing OPS)
	FAX	NIL
	Email	NIL
	AFS	EBFNZPZX (AIS) EBFNYCYX (RSC)
	Website	Not applicable
7	**Types of traffic permitted (IFR/VFR)**	IFR / VFR
8	**Remarks**	A concession for flying activity outside military OPR HR has been given to civil clubs. See EBFN AD 2.23 for further information.

EBFN AD 2.3 Operational Hours

1	**AD Operator**	MON-FRI (HOL excl): 0730-1630 (0630-1530) *(1)*
2	**Customs and immigration**	Customs :MON-FRI: 0900-1700 (0800-1600) or O/R (2 HR prior notice required) Immigration: HS
3	**Health and sanitation**	HS
4	**AIS Briefing Office**	As AD Operator
5	**ATS Reporting Office (ARO)**	NIL
6	**MET Briefing Office**	As AD Operator
7	**ATS**	As AD Operator
8	**Fuelling**	As AD Operator
9	**Handling**	As AD Operator
10	**Security**	As AD Operator
11	**De-icing**	As AD Operator
12	**Remarks**	*(1)* Planned opening of the aerodrome outside these hours will be announced by NOTAM. Aerodrome may be activated outside normal hours of operation without previous notice. Activity must always be checked via Steenokkerzeel ATCC or Brussels FIC.

EBFN AD 2.4 Handling Services and Facilities

1	**Cargo-handling facilities**	IATA
2	**Fuel types**	F-34 *(1)(2)*
	Oil types	O-135, O-148, O-155, O-156, H-515 *(1)(2)*
3	**Fuelling facilities and capacity**	
4	**De-icing facilities**	S-745
5	**Oxygen**	LHOX *(1)*
6	**Starting units**	5 HOUCHIN 40 kVA (200 / 115 VAC - 28 VDC) 3 phase - 400 HZ 4 HOUCHIN 40 kVA (28 VDC) 1 ATLAS COPCO
7	**Hangar space for visiting aircraft**	NIL
8	**Repair facilities for visiting aircraft**	NIL
9	**Remarks**	*(1)* See AD 1.1, § 2.2 *(2)* 'SOAP' AVBL during HO

EBFN AD 2.5 Passenger Facilities

1	**Hotels**	Overnight accommodations AVBL on the AD.
2	**Restaurants**	Mess
3	**Transportation**	AVBL
4	**Medical facilities**	NIL
5	**Bank**	
	Post office	
6	**Tourist office**	
7	**Remarks**	NIL

EBFN AD 2.6 Rescue and Fire Fighting Services

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

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

1	**Types of clearing equipment**	Snow removal equipment AVBL
2	**Clearance priorities**	1. Primary RWY, appropriate important TWY and holding bays 2. Important ACFT stands 3. Remaining part movement area
3	**Remarks**	NIL

EBSU - SAINT-HUBERT (MIL)

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

EBSU AD 2.1 Aerodrome Location Indicator and Name

EBSU - SAINT-HUBERT (MIL)

EBSU AD 2.2 Military data

1	**Coordinates**	500203N 0052624E
2	**Elevation (FT)**	1922
3	**Geoid undulation at AD ELEV PSN (FT)**	156
4	**RWY**	07 / 25
5	**Dimensions (M)**	2600 x 45
6	**Surface**	CONC and ASPH
7	**Strength**	PCN 34 R/A/W/T
8	**Operator**	Belgian Air and Space Component
9	**TEL**	
10	**FAX**	
11	**Operational hours**	PPR
12	**Remarks**	Reserve aerodrome (can be activated by NOTAM). Two groups of aerial masts with height 17M (56FT) AGL are present, no markings. Mast 500147N 0052715E at 1120 M from ARP BRG 117 DEG 225 FT AGL. Marking unknown.

EBSU AD 2.24 Charts Related to EBSU

AD 2.MIL EBSU-AOC.01	Aerodrome Obstacle Chart. Type B

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EBUL - URSEL (MIL)

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

EBUL AD 2.1 Aerodrome Location Indicator and Name

EBUL - URSEL (MIL)

EBUL AD 2.2 Military data

1	**Coordinates**	510839N 0032832E
2	**Elevation (FT)**	87
3	**Geoid undulation at AD ELEV PSN (FT)**	147
4	**RWY**	07 / 25
5	**Dimensions (M)**	2980 x 45
6	**Surface**	CONC
7	**Strength**	AUW 10000KG
8	**Operator**	Belgian Air and Space Component
9	**TEL**	
10	**FAX**	
11	**Operational hours**	PPR
12	**Remarks**	Reserve aerodrome (can be activated by NOTAM). Aerodrome given in concession to civil club outside MIL activity (see EBUL AD 2.23)

EBUL AD 2.17 ATS Airspace

1	**Designation**	Ursel ATZ
	Lateral limits	A circle, 2 NM radius, centred on 510839N 0032827E.*(1)*
2	**Vertical limits**	2000FT AMSL
3	**Airspace classification**	G
4	**Unit call sign**	Ursel Radio*(2)*
	Language(s)	En
5	**Transition altitude**	4500FT AMSL
6	**Hours of activation**	Active only during civil operational hours of Ursel aerodrome. See EBUL AD 2.23 § 1.2.
7	**Remarks**	*(1)* All aircraft not participating in the aerodrome traffic are strongly recommended to stay clear of the ATZ. *(2)* Basic information only. Before commencing a flight to or from Ursel, pilots shall coordinate with the aerodrome authority. Pilots conducting flights within the Ursel ATZ are strongly recommended to maintain two-way radio contact with Ursel Radio.

EBUL AD 2.23 Additional Information

1 USE OUTSIDE MILITARY OPERATIONAL HOURS

1.1 Contact Details

1.1.1 Operator

Post: CC EBUL VZW
Langendamdreef 8
9880 Aalter
BELGIUM

TEL: +32 (0) 475 86 71 16 (Airport Commander)

1.1.2 Clubs

Post: Aero Club Brugge vzw
Driesstraat 23
9910 Aalter
BELGIUM

TEL: +32 (0) 9 374 25 75 (AD)

Email: info@aeroclub-brugge.be

URL: www.aeroclub-brugge.be

Post: Vliegclub Ursel
Urselseweg 183A
9910 Knesselare
BELGIUM

TEL: +32 (0) 9 374 12 90 (AD)

Email: info@vliegclubursel.be

1.2 Operational Hours

- FRI: 1300 (1200) - SS+30 MIN
- SAT, SUN and HOL: TKOF and LDG: 0900 (0800) - SS+30 MIN
- After 1900 (1800) to SS+30 MIN: only LDG allowed (PN)

1.3 Runway Physical Characteristics

RWY dimensions (M): 799 x 45

1.4 Communication Facilities

Basic Information: “Ursel Radio” - 135.130 (8.33 KHZ CH) - INFO only, no ATC (En)

1.5 Local Traffic Regulations

- The use of the AD is subject to PPR from the OPR;
- AD given in concession to the CIV club outside MIL ACT;
- Solo training flights can only be performed after two reconnaissance flights with instructor. The solo training flight must be performed within six weeks after the first reconnaissance flight;
- Jet aircraft operations not allowed.

Obstacles: trees between 10M AGL and 22M AGL, caution when crosswind:

- North of the RWY, 75M from CL, along the whole length of the RWY;
- South of the RWY, 75M from CL, and at THR RWY 25 from THR RWY 07 to 140M east of THR RWY 07.

1.6 Flight Procedures

RWY 07 and 25 left hand circuit, 1200FT AGL.

Taxi procedures:

- RWY 07 (TKOF): taxi on the north side of the RWY to the HLDG position of RWY 07;
- RWY 07 (LDG): after landing roll out to the second intersection (THR RWY 25), turn left, turn left again, taxi via the TWY to the first intersection, turn left, cross the RWY (check for landing ACFT), taxi on the south side of the RWY to the AD reporting office;
- RWY 25 (TKOF): taxi on the north side of the first intersection, turn left, next turn right, taxi via the TWY to the second intersection, turn right, taxi to the HLDG of RWY 25;
- RWY 25 (LDG): after landing roll out to the end of the RWY, taxi on the south side of the RWY to the AD reporting office.

EBWE - WEELDE (MIL)

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

EBWE AD 2.1 Aerodrome Location Indicator and Name

EBWE - WEELDE (MIL)

EBWE AD 2.2 Military data

1	**Coordinates**	512339N 0045733E
2	**Elevation (FT)**	97
3	**Geoid undulation at AD ELEV PSN (FT)**	146
4	**RWY**	07 / 25
5	**Dimensions (M)**	2980 x 45
6	**Surface**	CONC
7	**Strength**	
8	**Operator**	Belgian Air and Space Component
9	**TEL**	
10	**FAX**	
11	**Operational hours**	PPR
12	**Remarks**	Reserve aerodrome (can be activated by NOTAM). When activated, winch launching takes place up to 3000FT. Aerodrome given in concession to civil club outside MIL activity (see EBWE AD 2.23)

EBWE AD 2.23 Additional Information

1 USE OUTSIDE MILITARY OPERATIONAL HOURS

1.1 Contact Details

Post: KAC (Kempische Aeroclub vzw)
Geeneinde
2381 Weelde
BELGIUM

TEL: +32 (0) 14 65 62 35

Email: info@kac.be

URL: www.kac.be

Post: Libert Prinsier (cmdt)
Smallvoort 17 bus 5
2300 Turnhout
BELGIUM

TEL: +32 (0) 475 82 25 86

1.2 Operational Hours

- SAT, SUN and school holidays: SR - SS + 30 MIN
- FRI: 1600 (1500) - SS + 30 MIN

1.3 Runway Physical Characteristics

RWY designator	Dimensions of RWY (M)	QFU	Strength and surface of RWY and SWY
07	799 x 18	068°	5700KG CONC
25	799 x 18	248°	5700KG CONC

1.4 Communication Facilities

Basic Information: “Weelde Radio” - 119.605 (8.33 KHZ CH) - INFO only, no ATC (En)

1.5 Local Traffic Regulations

- Use of the Aerodrome is subject to prior permission from the operator;
- Jet aircraft operations not allowed;
- Glider winching up to 3000FT AMSL (see ENR 5.5).

1.6 Flight Procedures

- RWY 25: right-hand circuit;
- Circuit height: 1000FT AGL.

EBGB AD 2.21 Noise Abatement Procedures

Only aircraft with noise certificate are allowed. Reduce power as much as safety permits within the aerodrome traffic circuit and for joining and leaving the area (slow cruise performance). Avoid residential areas.

EBGB AD 2.22 Flight Procedures

1 GENERAL

See chart AD 2.PVT-EBGB-VAC.01.

Compulsory position reporting when joining, leaving and within the aerodrome traffic circuit.

2 INBOUND TRAFFIC

Proceed from reporting point LONDI (R-301/10.5 NM BUB DVOR/DME, 505925N 0041753E) at 900 FT AMSL direct overhead EBGB, TR 126° MAG. Verify the signal area for runway-in-use and circuit direction.

Traffic departing EBBR or crossing Brussels CTR with destination EBGB: see EBBR AD 2.22, § 5.

3 OUTBOUND TRAFFIC

RWY 01: After take-off right turn 10° and climb to maintain 900 FT AMSL. Continue straight ahead till crossing the canal. Remain east of the canal and west of the high tension line, avoid residential area Zemst. Track north until reaching the railway Dendermonde-Mechelen and remain clear of Brussels CTR.

RWY 19: After take-off left turn 25° to avoid residential area. When passing 600 FT AMSL, left turn, continue climb to 900 FT AMSL and fly east of the canal along downwind. At end of downwind track 350° avoid residential area Zemst. Remain west of the high tension line until reaching the railway Dendermonde-Mechelen and remain clear of Brussels CTR.

Traffic departing EBGB and intending to enter Brussels CTR, see EBBR AD 2.22, § 5.3. Direct entry into Brussels CTR is not permitted.

4 AERODROME TRAFFIC CIRCUITS

Circuit height 900 FT AMSL.

RWY 01: Right-hand circuit. After take-off right turn 10°, turn crosswind MNM 500 FT AMSL. Proceed for maximum angle of climb.

RWY 19: Left-hand circuit. After take-off left turn 25° to avoid the residential area, turn crosswind MNM 600 FT AMSL.

EBGB AD 2.24 Charts Related to EBGB

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

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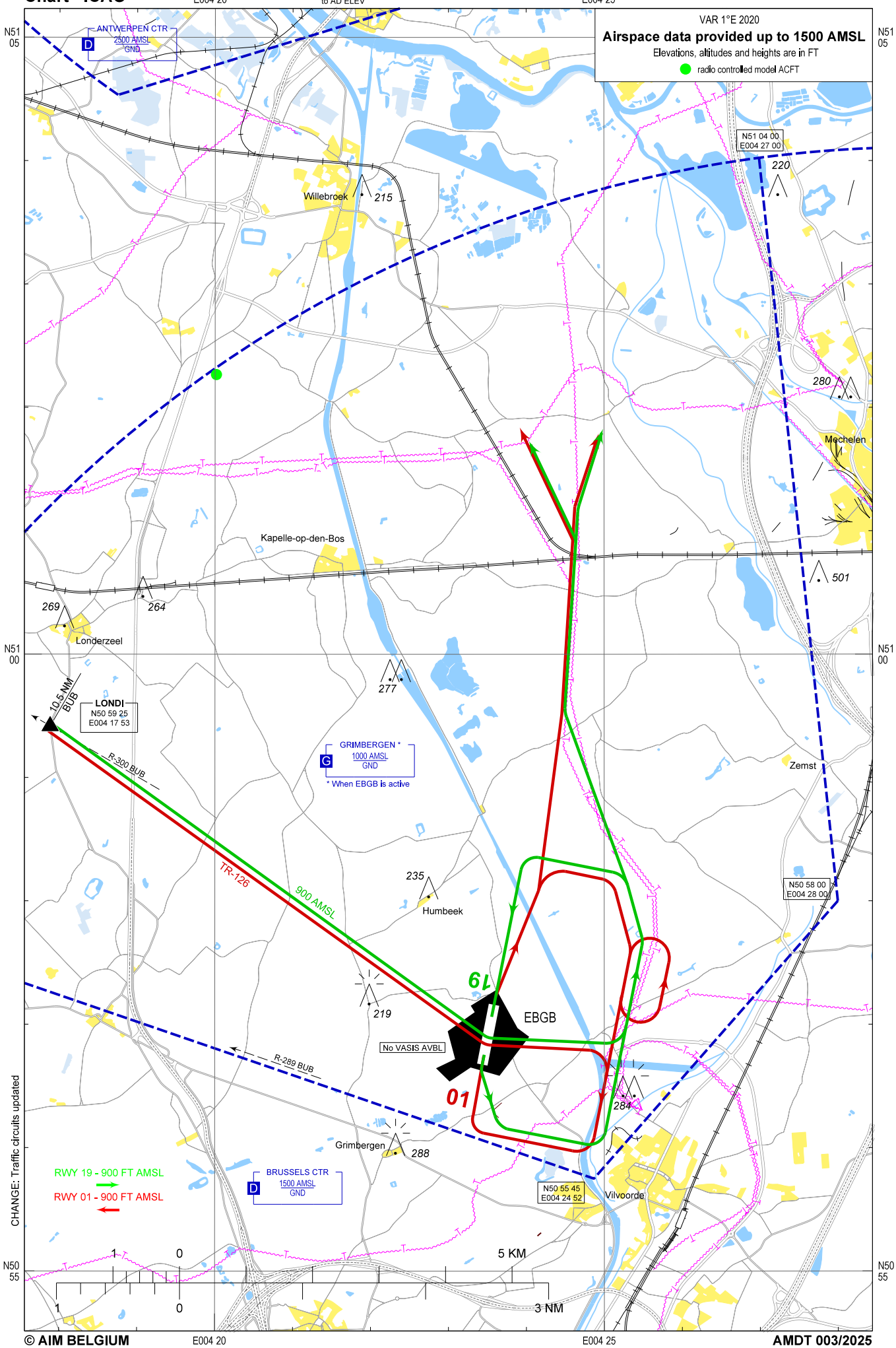
Visual Approach Chart - ICAO

GRIMBERGEN / Lint (EBGB)



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EBSH - SAINT-HUBERT / Saint-Hubert

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

EBSH AD 2.1 Aerodrome Location Indicator and Name

EBSH - SAINT-HUBERT / Saint-Hubert

EBSH AD 2.2 Aerodrome Geographical and Administrative Data

1	**ARP coordinates**	500209N 0052415E
	Site of ARP at aerodrome	
2	**Direction and distance from (city)**	
3	**Elevation / reference temperature**	1839 FT / INFO not AVBL
4	**Geoid undulation at AD ELEV PSN**	156 FT
5	**Magnetic variation / annual change**	2° (2020) / INFO not AVBL
6	**Name of AD operator**	Société de gestion de l'aérodrome de Saint-Hubert SA
	Address	Tour de contrôle de Saint-Hubert Aérodrome de Saint-Hubert 6870 Saint-Hubert BELGIUM
	TEL	+32 (0) 61 61 00 10
	FAX	NIL
	Email	info@sainthubert-airport.com
	AFS	NIL
	Website	INFO not AVBL
7	**Types of traffic permitted (IFR/VFR)**	VFR
8	**Remarks**	The use of the aerodrome is subject to prior permission from the operator (by phone 1 HR before arrival).

EBSH AD 2.3 Operational Hours

HJ

EBSH AD 2.4 Handling Services and Facilities

1	**Cargo-handling facilities**	
2	**Fuel types**	AVGAS 100LL
	Oil types	EE 80 and EE 100
3	**Fuelling facilities and capacity**	
4	**De-icing facilities**	
5	**Hangar space for visiting aircraft**	
6	**Repair facilities for visiting aircraft**	
7	**Remarks**	

EBSH 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
05L	055°	600 x 42	5 700 KG GRASS		
23R	235°	600 x 42	5 700 KG GRASS		
05R	055°	600 x 42	5 700 KG GRASS		
23L	235°	600 x 42	5 700 KG GRASS		
14L	139°	799 x 42	5 700 KG GRASS		
32R	319°	799 x 42	5 700 KG GRASS		
14R	139°	799 x 42	5 700 KG GRASS		
32L	319°	799 x 42	5 700 KG GRASS		

Slope: < 4%