

AERONAUTICAL INFORMATION PUBLICATION

Belgium and Luxembourg

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Control Tower
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BELGIUM

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AMDT
004/2025

Publication date: 03 APR 2025
Insertion Date: 17 APR 2025

1. Amendment content:

Section	Subject	Change
GEN 1.6	Summary of National Regulations and International Agreements / Conventions. Belgium	Updated
GEN 2.2	ABBR USSP	New
ENR 1.1	U-Space Airspace	New
ENR 1.1	Ultra-Light Motorized Aircraft. Belgium	Updated
ENR 4.4	Significant Point AKELU and SUTAL. ATS Usage	Updated
ENR 5.4	Area 1 Obstacles. Belgium	Updated
AD 1.3	Hospital Helistrips (MIL Use Only) and Military Field Helistrips	Updated
EBAW AD 2.4	Handling Services and Facilities. Remarks	Updated
EBBR AD 2.20	Push-back Procedures	Updated
EBBR AD 2.22	SID. Tracks conventional routes. Addition MAG in lateral description	Updated
EBBR AD 2.22	Low Visibility Operations	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO	Updated
EBBR AD 2.24	Aircraft Parking Docking Chart - ICAO	Updated
EBBR AD 2.24	Aircraft Parking Docking Chart - ICAO: General Aviation	Updated
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 01 (F Departures)	Updated
EBCI AD 2.6	Aerodrome category for fire fighting	Updated
ELLX AD 2.11	Meteorological Information Provided. ATS Units	Updated
EBOS AD 2.22	SID. Addition MAG in lateral description	Updated

2. Hand corrections to the following pages:

NIL

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

NOTAM: A0716/25, A0827/25, F0459/25 and F0527/25

SUP: NIL

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002/2022	10-Feb-2022	24-Feb-2022	
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001/2022	16-Dec-2021	27-Jan-2022	
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004/2025	06-Mar-2025	17-Apr-2025	

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GEN 0.3 Record of AIP Supplements

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
001/2022	Restrictions related to Belarus	ENR	From 27 JAN 2022	
008/2022	EBBR - Unavailability of tracking / monitoring RPAS in CTR	AD	From 24 FEB 2022	
013/2022	EBZH - Obstacles and Restrictions	AD	From 24 FEB 2022	
014/2022	EBSP - Restrictions due to works	AD	From 24 FEB 2022	
016/2022	EBEB - EVERGEM / Belzele	AD	From 24 FEB 2022	
060/2022	Restrictions related to the Russian Invasion of Ukraine	GEN / ENR	From 08 SEP 2022	
007/2023	EBLG - Temporary Obstacle	AD	From 22 JAN 2023 till 31 DEC 2025	
014/2023	Temporary Obstacles in the vicinity of ELLX	AD	From 23 MAR 2023	
019/2023	Military Invasion of Ukraine by Russian Federation	ENR	From 20 APR 2023	
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 MAY 2026	
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	
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	
060/2024	EBOS - Unavailability of OO and ONO	ENR/AD	From 28 NOV 2024 till 10 JUL 2025	
061/2024	EBKT - Temporary Obstacles	AD	From 28 NOV 2024 till 31 JAN 2026	
062/2024	AIP Publication Schedule 2025	GEN	From 28 NOV 2024 till 31 DEC 2025	
063/2024	EBCV - Limitations on Parking	AD	From 28 NOV 2024	
067/2024	EBCI - Obstacle	AD	From 28 NOV 2024	

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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	
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	
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 FEB 2025	
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	
018/2025	Obstacle due to Construction Works near EBBR - SPI.R0 - DBFM Complex R0 X A201 - Machelen	AD	From 17 APR 2025 till 01 APR 2027	
019/2025	Busy Fridays 2025	ENR	From 02 MAY 2025 till 31 OCT 2025	
020/2025	Tubular Mast - Houffalize	ENR	From 17 APR 2025 till 28 NOV 2025	
021/2025	Wind Measurement Mast - Houffalize	ENR	From 17 APR 2025 till 30 NOV 2025	
022/2025	EBBR - Terminal Capacity Restrictions	AD	From 17 APR 2025 till 26 OCT 2025	
023/2025	EBAW - RNAV1/RNP1 SID RWY11	AD	From 17 APR 2025 till 16 APR 2026	

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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
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ENR 0.6-4 17-APR-2025
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ENR 1.1-2 26-JAN-2023
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ENR 1.1-29 20-MAR-2025
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ENR 1.3-3	22-FEB-2024	ENR 2.1-14	30-NOV-2023	ENR 4.4-7	20-MAR-2025
ENR 1.3-4	22-FEB-2024	ENR 2.1-15	20-MAR-2025	ENR 4.4-8	20-MAR-2025
ENR 1.4-1	14-JUL-2022	ENR 2.1-16	20-MAR-2025	ENR 4.4-9	17-APR-2025
ENR 1.4-2	14-JUL-2022	ENR 2.1-17	08-AUG-2024	ENR 4.4-10	17-APR-2025
ENR 1.5-1	07-SEP-2023	ENR 2.1-18	08-AUG-2024	ENR 4.4-11	23-JAN-2025
ENR 1.5-2	07-SEP-2023	ENR 2.2-1	28-NOV-2024	ENR 4.4-12	23-JAN-2025
ENR 1.5-3	08-OCT-2020	ENR 2.2-2	28-NOV-2024	ENR 4.5-1	12-SEP-2019
ENR 1.5-4	07-SEP-2023	ENR 2.2-3	23-JAN-2025	ENR 4.5-2	12-SEP-2019
ENR 1.6-1	28-DEC-2023	ENR 2.2-4	23-JAN-2025	ENR 5.1-1	26-DEC-2024
ENR 1.6-2	28-DEC-2023	ENR 2.2-5	23-JAN-2025	ENR 5.1-2	26-DEC-2024
ENR 1.6-3	02-NOV-2023	ENR 2.2-6	23-JAN-2025	ENR 5.1-3	26-DEC-2024
ENR 1.6-4	02-NOV-2023	ENR 2.2-7	28-NOV-2024	ENR 5.1-4	26-DEC-2024
ENR 1.6-5	02-NOV-2023	ENR 2.2-8	28-NOV-2024	ENR 5.1-5	26-DEC-2024
ENR 1.6-6	02-NOV-2023	ENR 3.1-1	06-OCT-2022	ENR 5.1-6	26-DEC-2024
ENR 1.7-1	02-NOV-2023	ENR 3.1-2	06-OCT-2022	ENR 5.1-7	20-MAR-2025
ENR 1.7-2	02-NOV-2023	ENR 3.2-1	13-JUL-2023	ENR 5.1-8	20-MAR-2025
ENR 1.8-1	04-FEB-2016	ENR 3.2-2	13-JUL-2023	ENR 5.1-9	28-NOV-2024
ENR 1.8-2	04-FEB-2016	ENR 3.2-3	21-MAR-2024	ENR 5.1-10	28-NOV-2024
ENR 1.9-1	21-MAR-2024	ENR 3.2-4	21-MAR-2024	ENR 5.1-11	28-NOV-2024
ENR 1.9-2	21-MAR-2024	ENR 3.2-5	13-JUL-2023	ENR 5.1-12	28-NOV-2024
ENR 1.9-3	21-MAR-2024	ENR 3.2-6	13-JUL-2023	ENR 5.1-13	28-NOV-2024
ENR 1.9-4	21-MAR-2024	ENR 3.2-7	13-JUL-2023	ENR 5.1-14	28-NOV-2024
ENR 1.10-1	11-JUL-2024	ENR 3.2-8	13-JUL-2023	ENR 5.1-15	28-NOV-2024
ENR 1.10-2	11-JUL-2024	ENR 3.2-9	13-JUL-2023	ENR 5.1-16	28-NOV-2024
ENR 1.10-3	28-NOV-2024	ENR 3.2-10	13-JUL-2023	ENR 5.1-17	20-MAR-2025
ENR 1.10-4	28-NOV-2024	ENR 3.2-11	13-JUL-2023	ENR 5.1-18	20-MAR-2025
ENR 1.10-5	18-MAY-2023	ENR 3.2-12	13-JUL-2023	ENR 5.2-1	20-MAR-2025
ENR 1.10-6	18-MAY-2023	ENR 3.2-13	13-JUL-2023	ENR 5.2-2	20-MAR-2025
ENR 1.10-7	18-MAY-2023	ENR 3.2-14	13-JUL-2023	ENR 5.2-3	20-MAR-2025
ENR 1.10-8	18-MAY-2023	ENR 3.2-15	13-JUL-2023	ENR 5.2-4	20-MAR-2025
ENR 1.10-9	18-MAY-2023	ENR 3.2-16	13-JUL-2023	ENR 5.2-5	17-APR-2025
ENR 1.10-10	18-MAY-2023	ENR 3.2-17	13-JUL-2023	ENR 5.2-6	17-APR-2025
ENR 1.10-11	20-MAR-2025	ENR 3.2-18	13-JUL-2023	ENR 5.2-7	05-SEP-2024
ENR 1.10-12	20-MAR-2025	ENR 3.2-19	13-JUL-2023	ENR 5.2-8	05-SEP-2024
ENR 1.10-13	03-OCT-2024	ENR 3.2-20	13-JUL-2023	ENR 5.2-9	20-MAR-2025
ENR 1.10-14	03-OCT-2024	ENR 3.2-21	13-JUL-2023	ENR 5.2-10	20-MAR-2025
ENR 1.10-15	18-MAY-2023	ENR 3.2-22	13-JUL-2023	ENR 5.2-11	05-SEP-2024
ENR 1.10-16	18-MAY-2023	ENR 3.2-23	22-FEB-2024	ENR 5.2-12	05-SEP-2024
ENR 1.10-17	13-JUN-2024	ENR 3.2-24	22-FEB-2024	ENR 5.2-13	05-SEP-2024
ENR 1.10-18	13-JUN-2024	ENR 3.2-25	13-JUL-2023	ENR 5.2-14	05-SEP-2024
ENR 1.10-19	18-MAY-2023	ENR 3.2-26	13-JUL-2023	ENR 5.2-15	05-SEP-2024
ENR 1.10-20	18-MAY-2023	ENR 3.2-27	13-JUL-2023	ENR 5.2-16	05-SEP-2024
ENR 1.10-21	18-MAY-2023	ENR 3.2-28	13-JUL-2023	ENR 5.2-17	17-APR-2025
ENR 1.10-22	18-MAY-2023	ENR 3.2-29	13-JUL-2023	ENR 5.2-18	17-APR-2025
ENR 1.11-1	21-APR-2022	ENR 3.2-30	13-JUL-2023	ENR 5.2-19	17-APR-2025
ENR 1.11-2	21-APR-2022	ENR 3.2-31	13-JUL-2023	ENR 5.2-20	17-APR-2025
ENR 1.12-1	15-SEP-2016	ENR 3.2-32	13-JUL-2023	ENR 5.2-21	20-MAR-2025
ENR 1.12-2	15-SEP-2016	ENR 3.2-33	13-JUL-2023	ENR 5.2-22	20-MAR-2025
ENR 1.12-3	03-DEC-2020	ENR 3.2-34	13-JUL-2023	ENR 5.2-23	05-SEP-2024
ENR 1.12-4	03-DEC-2020	ENR 3.3-1	20-MAR-2025	ENR 5.2-24	05-SEP-2024
ENR 1.13-1	12-OCT-2017	ENR 3.3-2	20-MAR-2025	ENR 5.2-25	05-SEP-2024
ENR 1.13-2	12-OCT-2017	ENR 3.3-3	05-SEP-2024	ENR 5.2-26	05-SEP-2024
ENR 1.14-1	21-MAR-2024	ENR 3.3-4	05-SEP-2024	ENR 5.2-27	20-MAR-2025
ENR 1.14-2	21-MAR-2024	ENR 3.3-5	20-MAR-2025	ENR 5.2-28	20-MAR-2025
ENR 1.14-3	21-MAR-2024	ENR 3.3-6	20-MAR-2025	ENR 5.2-29	20-MAR-2025
ENR 1.14-4	21-MAR-2024	ENR 3.3-7	05-SEP-2024	ENR 5.2-30	20-MAR-2025
ENR 1.14-5	21-MAR-2024	ENR 3.3-8	05-SEP-2024	ENR 5.2-31	20-MAR-2025
ENR 1.14-6	21-MAR-2024	ENR 3.3-9	20-MAR-2025	ENR 5.2-32	20-MAR-2025
ENR 1.14-7	21-MAR-2024	ENR 3.3-10	20-MAR-2025	ENR 5.3-1	20-MAR-2025
ENR 1.14-8	21-MAR-2024	ENR 3.3-11	05-SEP-2024	ENR 5.3-2	20-MAR-2025
ENR 1.14-9	21-MAR-2024	ENR 3.3-12	05-SEP-2024	ENR 5.4-1	17-APR-2025
ENR 1.14-10	21-MAR-2024	ENR 3.3-13	20-MAR-2025	ENR 5.4-2	17-APR-2025
ENR 1.14-11	20-MAR-2025	ENR 3.3-14	20-MAR-2025	ENR 5.4-3	28-NOV-2024
ENR 1.14-12	20-MAR-2025	ENR 3.4-1	06-OCT-2022	ENR 5.4-4	28-NOV-2024
ENR 2.1-1	23-JAN-2025	ENR 3.4-2	06-OCT-2022	ENR 5.5-1	08-AUG-2024
ENR 2.1-2	23-JAN-2025	ENR 4.1-1	20-MAR-2025	ENR 5.5-2	08-AUG-2024
ENR 2.1-3	06-OCT-2022	ENR 4.1-2	20-MAR-2025	ENR 5.5-3	20-FEB-2025
ENR 2.1-4	06-OCT-2022	ENR 4.2-1	04-FEB-2016	ENR 5.5-4	20-FEB-2025
ENR 2.1-5	23-JAN-2025	ENR 4.2-2	04-FEB-2016	ENR 5.5-5	20-FEB-2025
ENR 2.1-6	23-JAN-2025	ENR 4.3-1	26-MAR-2020	ENR 5.5-6	20-FEB-2025
ENR 2.1-7	21-APR-2022	ENR 4.3-2	26-MAR-2020	ENR 5.5-7	20-FEB-2025
ENR 2.1-8	21-APR-2022	ENR 4.4-1	17-APR-2025	ENR 5.5-8	20-FEB-2025
ENR 2.1-9	21-APR-2022	ENR 4.4-2	17-APR-2025	ENR 5.5-9	20-MAR-2025
ENR 2.1-10	21-APR-2022	ENR 4.4-3	28-NOV-2024	ENR 5.5-10	20-MAR-2025
ENR 2.1-11	30-NOV-2023	ENR 4.4-4	28-NOV-2024	ENR 5.5-11	20-MAR-2025
ENR 2.1-12	30-NOV-2023	ENR 4.4-5	20-MAR-2025	ENR 5.5-12	20-MAR-2025
ENR 2.1-13	30-NOV-2023	ENR 4.4-6	20-MAR-2025	ENR 5.5-13	20-MAR-2025

ENR 5.5-14	20-MAR-2025	AD 0.1-1	04-FEB-2016	AD 2.EBAW-STAR.02-2	22-FEB-2024
ENR 5.5-15	20-MAR-2025	AD 0.1-2	04-FEB-2016	AD 2.EBAW-SID.01-1	22-FEB-2024
ENR 5.5-16	20-MAR-2025	AD 0.2-1	04-FEB-2016	AD 2.EBAW-SID.01-2	22-FEB-2024
ENR 5.5-17	20-MAR-2025	AD 0.2-2	04-FEB-2016	AD 2.EBAW-SID.02-1	21-MAR-2024
ENR 5.5-18	20-MAR-2025	AD 0.3-1	31-MAR-2016	AD 2.EBAW-SID.02-2	21-MAR-2024
ENR 5.6-1	20-MAR-2025	AD 0.3-2	31-MAR-2016	AD 2.EBAW-SID.03a-1	21-MAR-2024
ENR 5.6-2	20-MAR-2025	AD 0.4-1	04-FEB-2016	AD 2.EBAW-SID.03a-2	21-MAR-2024
ENR 5.6-3	13-JUN-2024	AD 0.4-2	04-FEB-2016	AD 2.EBAW-SID.03b-1	21-MAR-2024
ENR 5.6-4	13-JUN-2024	AD 0.5-1	04-FEB-2016	AD 2.EBAW-SID.03b-2	21-MAR-2024
ENR 6-1	20-MAR-2025	AD 0.5-2	04-FEB-2016	AD 2.EBAW-IAC.01-1	21-MAR-2024
ENR 6-2	20-MAR-2025	AD 0.6-1	17-APR-2025	AD 2.EBAW-IAC.01-2	21-MAR-2024
ENR 6.ENRC.01-1	20-FEB-2025	AD 0.6-2	17-APR-2025	AD 2.EBAW-IAC.02-1	21-MAR-2024
ENR 6.ENRC.01-2	20-FEB-2025	AD 1.1-1	20-MAR-2025	AD 2.EBAW-IAC.02-2	21-MAR-2024
ENR 6-ENRC.02-1	20-FEB-2025	AD 1.1-2	20-MAR-2025	AD 2.EBAW-IAC.02a-1	23-APR-2020
ENR 6-ENRC.02-2	20-FEB-2025	AD 1.1-3	20-MAR-2025	AD 2.EBAW-IAC.02a-2	23-APR-2020
ENR 6-ENRC.03-1	25-JAN-2024	AD 1.1-4	20-MAR-2025	AD 2.EBAW-IAC.03-1	21-MAR-2024
ENR 6-ENRC.03-2	25-JAN-2024	AD 1.1-5	20-MAR-2025	AD 2.EBAW-IAC.03-2	21-MAR-2024
ENR 6-ENRC.04-1	20-FEB-2025	AD 1.1-6	20-MAR-2025	AD 2.EBAW-IAC.04-1	21-MAR-2024
ENR 6-ENRC.04-2	20-FEB-2025	AD 1.2-1	02-NOV-2023	AD 2.EBAW-IAC.04-2	21-MAR-2024
ENR 6-ENRC.05a-1	05-SEP-2024	AD 1.2-2	02-NOV-2023	AD 2.EBAW-IAC.05-1	26-DEC-2024
ENR 6-ENRC.05a-2	05-SEP-2024	AD 1.2-3	12-AUG-2021	AD 2.EBAW-IAC.05-2	26-DEC-2024
ENR 6-ENRC.05b-1	05-SEP-2024	AD 1.2-4	12-AUG-2021	AD 2.EBAW-IAC.05a-1	02-NOV-2023
ENR 6-ENRC.05b-2	05-SEP-2024	AD 1.2-5	20-MAR-2025	AD 2.EBAW-IAC.05a-2	02-NOV-2023
ENR 6-ENRC.05c-1	05-SEP-2024	AD 1.2-6	20-MAR-2025	AD 2.EBAW-VAC.01-1	23-JAN-2025
ENR 6-ENRC.05c-2	05-SEP-2024	AD 1.3-1	15-JUN-2023	AD 2.EBAW-VAC.01-2	23-JAN-2025
ENR 6-ENRC.05d-1	16-JUN-2022	AD 1.3-2	15-JUN-2023	AD 2.EBAW-VAC.02-1	21-MAR-2024
ENR 6-ENRC.05d-2	16-JUN-2022	AD 1.3-3	20-MAR-2025	AD 2.EBAW-VAC.02-2	21-MAR-2024
ENR 6-ENRC.05e-1	16-JUN-2022	AD 1.3-4	20-MAR-2025	AD 2.EBAW-VAC.03-1	24-MAR-2022
ENR 6-ENRC.05e-2	16-JUN-2022	AD 1.3-5	20-MAR-2025	AD 2.EBAW-VAC.03-2	24-MAR-2022
ENR 6-ENRC.05f-1	20-MAR-2025	AD 1.3-6	20-MAR-2025	AD 2.EBBR-1	18-APR-2024
ENR 6-ENRC.05f-2	20-MAR-2025	AD 1.3-7	17-APR-2025	AD 2.EBBR-2	18-APR-2024
ENR 6-INDEX.01a-1	16-JUN-2022	AD 1.3-8	17-APR-2025	AD 2.EBBR-3	23-JAN-2025
ENR 6-INDEX.01a-2	16-JUN-2022	AD 1.3-9	17-APR-2025	AD 2.EBBR-4	23-JAN-2025
ENR 6-INDEX.01b-1	16-JUN-2022	AD 1.3-10	17-APR-2025	AD 2.EBBR-5	28-NOV-2024
ENR 6-INDEX.01b-2	16-JUN-2022	AD 1.3-11	17-APR-2025	AD 2.EBBR-6	28-NOV-2024
ENR 6-INDEX.01c-1	16-JUN-2022	AD 1.3-12	17-APR-2025	AD 2.EBBR-7	28-NOV-2024
ENR 6-INDEX.01c-2	16-JUN-2022	AD 1.4-1	21-MAY-2020	AD 2.EBBR-8	28-NOV-2024
ENR 6-INDEX.01d-1	28-NOV-2024	AD 1.4-2	21-MAY-2020	AD 2.EBBR-9	28-NOV-2024
ENR 6-INDEX.01d-2	28-NOV-2024	AD 1.5-1	30-NOV-2023	AD 2.EBBR-10	28-NOV-2024
ENR 6-INDEX.02-1	28-NOV-2024	AD 1.5-2	30-NOV-2023	AD 2.EBBR-11	23-JAN-2025
ENR 6-INDEX.02-2	28-NOV-2024	AD 2.EBAW-1	17-APR-2025	AD 2.EBBR-12	23-JAN-2025
ENR 6-INDEX.03a-1	17-APR-2025	AD 2.EBAW-2	17-APR-2025	AD 2.EBBR-13	20-MAR-2025
ENR 6-INDEX.03a-2	17-APR-2025	AD 2.EBAW-3	17-APR-2025	AD 2.EBBR-14	20-MAR-2025
ENR 6-INDEX.03b-1	16-JUN-2022	AD 2.EBAW-4	17-APR-2025	AD 2.EBBR-15	28-NOV-2024
ENR 6-INDEX.03b-2	16-JUN-2022	AD 2.EBAW-5	17-APR-2025	AD 2.EBBR-16	28-NOV-2024
ENR 6-INDEX.03c-1	16-JUN-2022	AD 2.EBAW-6	17-APR-2025	AD 2.EBBR-17	28-NOV-2024
ENR 6-INDEX.03c-2	16-JUN-2022	AD 2.EBAW-7	17-APR-2025	AD 2.EBBR-18	28-NOV-2024
ENR 6-INDEX.04a-1	20-MAR-2025	AD 2.EBAW-8	17-APR-2025	AD 2.EBBR-19	17-APR-2025
ENR 6-INDEX.04a-2	20-MAR-2025	AD 2.EBAW-9	17-APR-2025	AD 2.EBBR-20	17-APR-2025
ENR 6-INDEX.04b-1	16-JUN-2022	AD 2.EBAW-10	17-APR-2025	AD 2.EBBR-21	28-NOV-2024
ENR 6-INDEX.04b-2	16-JUN-2022	AD 2.EBAW-11	17-APR-2025	AD 2.EBBR-22	28-NOV-2024
ENR 6-INDEX.04c-1	16-JUN-2022	AD 2.EBAW-12	17-APR-2025	AD 2.EBBR-23	28-NOV-2024
ENR 6-INDEX.04c-2	16-JUN-2022	AD 2.EBAW-13	17-APR-2025	AD 2.EBBR-24	28-NOV-2024
ENR 6-INDEX.04d-1	14-JUL-2022	AD 2.EBAW-14	17-APR-2025	AD 2.EBBR-25	20-MAR-2025
ENR 6-INDEX.04d-2	14-JUL-2022	AD 2.EBAW-15	17-APR-2025	AD 2.EBBR-26	20-MAR-2025
ENR 6-INDEX.04e-1	16-JUN-2022	AD 2.EBAW-16	17-APR-2025	AD 2.EBBR-27	20-MAR-2025
ENR 6-INDEX.04e-2	16-JUN-2022	AD 2.EBAW-17	17-APR-2025	AD 2.EBBR-28	20-MAR-2025
ENR 6-INDEX.04f-1	20-MAR-2025	AD 2.EBAW-18	17-APR-2025	AD 2.EBBR-29	20-MAR-2025
ENR 6-INDEX.04f-2	20-MAR-2025	AD 2.EBAW-19	03-OCT-2024	AD 2.EBBR-30	20-MAR-2025
ENR 6-INDEX.05-1	16-JUN-2022	AD 2.EBAW-20	03-OCT-2024	AD 2.EBBR-31	20-MAR-2025
ENR 6-INDEX.05-2	16-JUN-2022	AD 2.EBAW-21	03-OCT-2024	AD 2.EBBR-32	20-MAR-2025
ENR 6-INDEX.06-1	20-MAR-2025	AD 2.EBAW-22	03-OCT-2024	AD 2.EBBR-33	03-OCT-2024
ENR 6-INDEX.06-2	20-MAR-2025	AD 2.EBAW-ADC.01-1	21-MAR-2024	AD 2.EBBR-34	03-OCT-2024
ENR 6-INDEX.07a-1	23-JAN-2025	AD 2.EBAW-ADC.01-2	21-MAR-2024	AD 2.EBBR-35	03-OCT-2024
ENR 6-INDEX.07a-2	23-JAN-2025	AD 2.EBAW-ADC.02-1	30-NOV-2023	AD 2.EBBR-36	03-OCT-2024
ENR 6-INDEX.07b-1	23-JAN-2025	AD 2.EBAW-ADC.02-2	30-NOV-2023	AD 2.EBBR-37	05-SEP-2024
ENR 6-INDEX.07b-2	23-JAN-2025	AD 2.EBAW-ADC.03-1	28-DEC-2023	AD 2.EBBR-38	05-SEP-2024
ENR 6-INDEX.08-1	16-JUN-2022	AD 2.EBAW-ADC.03-2	28-DEC-2023	AD 2.EBBR-39	03-OCT-2024
ENR 6-INDEX.08-2	16-JUN-2022	AD 2.EBAW-ADC.04-1	21-MAR-2024	AD 2.EBBR-40	03-OCT-2024
ENR 6-INDEX.09-1	20-MAR-2025	AD 2.EBAW-ADC.04-2	21-MAR-2024	AD 2.EBBR-41	05-SEP-2024
ENR 6-INDEX.09-2	20-MAR-2025	AD 2.EBAW-AOC.01-1	21-MAR-2024	AD 2.EBBR-42	05-SEP-2024
ENR 6-INDEX.10-1	01-FEB-2018	AD 2.EBAW-AOC.01-2	21-MAR-2024	AD 2.EBBR-43	05-SEP-2024
ENR 6-INDEX.10-2	01-FEB-2018	AD 2.EBAW-ATCSMAC.01-1	28-JAN-2021	AD 2.EBBR-44	05-SEP-2024
		AD 2.EBAW-ATCSMAC.01-2	28-JAN-2021	AD 2.EBBR-45	23-JAN-2025
		AD 2.EBAW-STAR.01-1	22-FEB-2024	AD 2.EBBR-46	23-JAN-2025
		AD 2.EBAW-STAR.01-2	22-FEB-2024	AD 2.EBBR-47	17-APR-2025
		AD 2.EBAW-STAR.02-1	22-FEB-2024	AD 2.EBBR-48	17-APR-2025

AD

AD 2.EBBR-49	17-APR-2025	AD 2.EBBR-PATC.02-2	04-FEB-2016	AD 2.EBCI-5	28-DEC-2023
AD 2.EBBR-50	17-APR-2025	AD 2.EBBR-ATCSMAC.01-1	21-MAR-2024	AD 2.EBCI-6	28-DEC-2023
AD 2.EBBR-51	23-JAN-2025	AD 2.EBBR-ATCSMAC.01-2	21-MAR-2024	AD 2.EBCI-7	11-JUL-2024
AD 2.EBBR-52	23-JAN-2025	AD 2.EBBR-STAR.01-1	28-NOV-2024	AD 2.EBCI-8	11-JUL-2024
AD 2.EBBR-53	23-JAN-2025	AD 2.EBBR-STAR.01-2	28-NOV-2024	AD 2.EBCI-9	28-NOV-2024
AD 2.EBBR-54	23-JAN-2025	AD 2.EBBR-STAR.02-1	03-OCT-2024	AD 2.EBCI-10	28-NOV-2024
AD 2.EBBR-55	17-APR-2025	AD 2.EBBR-STAR.02-2	03-OCT-2024	AD 2.EBCI-11	28-NOV-2024
AD 2.EBBR-56	17-APR-2025	AD 2.EBBR-STAR.03-1	03-OCT-2024	AD 2.EBCI-12	28-NOV-2024
AD 2.EBBR-57	23-JAN-2025	AD 2.EBBR-STAR.03-2	03-OCT-2024	AD 2.EBCI-13	28-NOV-2024
AD 2.EBBR-58	23-JAN-2025	AD 2.EBBR-STAR.04-1	05-SEP-2024	AD 2.EBCI-14	28-NOV-2024
AD 2.EBBR-59	20-FEB-2025	AD 2.EBBR-STAR.04-2	05-SEP-2024	AD 2.EBCI-15	20-FEB-2025
AD 2.EBBR-60	20-FEB-2025	AD 2.EBBR-STAR.05-1	05-SEP-2024	AD 2.EBCI-16	20-FEB-2025
AD 2.EBBR-61	23-JAN-2025	AD 2.EBBR-STAR.05-2	05-SEP-2024	AD 2.EBCI-17	20-FEB-2025
AD 2.EBBR-62	23-JAN-2025	AD 2.EBBR-SID.01-1	20-FEB-2025	AD 2.EBCI-18	20-FEB-2025
AD 2.EBBR-63	23-JAN-2025	AD 2.EBBR-SID.01-2	20-FEB-2025	AD 2.EBCI-19	20-FEB-2025
AD 2.EBBR-64	23-JAN-2025	AD 2.EBBR-SID.01a-1	17-APR-2025	AD 2.EBCI-20	20-FEB-2025
AD 2.EBBR-65	23-JAN-2025	AD 2.EBBR-SID.01a-2	17-APR-2025	AD 2.EBCI-21	20-FEB-2025
AD 2.EBBR-66	23-JAN-2025	AD 2.EBBR-SID.02-1	20-FEB-2025	AD 2.EBCI-22	20-FEB-2025
AD 2.EBBR-67	23-JAN-2025	AD 2.EBBR-SID.02-2	20-FEB-2025	AD 2.EBCI-23	20-FEB-2025
AD 2.EBBR-68	23-JAN-2025	AD 2.EBBR-SID.02a-1	20-FEB-2025	AD 2.EBCI-24	20-FEB-2025
AD 2.EBBR-69	23-JAN-2025	AD 2.EBBR-SID.02a-2	20-FEB-2025	AD 2.EBCI-25	20-FEB-2025
AD 2.EBBR-70	23-JAN-2025	AD 2.EBBR-SID.03-1	20-FEB-2025	AD 2.EBCI-26	20-FEB-2025
AD 2.EBBR-71	23-JAN-2025	AD 2.EBBR-SID.03-2	20-FEB-2025	AD 2.EBCI-27	20-FEB-2025
AD 2.EBBR-72	23-JAN-2025	AD 2.EBBR-SID.03a-1	23-JAN-2025	AD 2.EBCI-28	20-FEB-2025
AD 2.EBBR-73	17-APR-2025	AD 2.EBBR-SID.03a-2	23-JAN-2025	AD 2.EBCI-29	20-FEB-2025
AD 2.EBBR-74	17-APR-2025	AD 2.EBBR-SID.04-1	23-JAN-2025	AD 2.EBCI-30	20-FEB-2025
AD 2.EBBR-75	23-JAN-2025	AD 2.EBBR-SID.04-2	23-JAN-2025	AD 2.EBCI-ADC.01-1	28-NOV-2024
AD 2.EBBR-76	23-JAN-2025	AD 2.EBBR-SID.05-1	23-JAN-2025	AD 2.EBCI-ADC.01-2	28-NOV-2024
AD 2.EBBR-77	23-JAN-2025	AD 2.EBBR-SID.05-2	23-JAN-2025	AD 2.EBCI-ADC.02-1	25-JAN-2024
AD 2.EBBR-78	23-JAN-2025	AD 2.EBBR-SID.06-1	20-FEB-2025	AD 2.EBCI-ADC.02-2	25-JAN-2024
AD 2.EBBR-ADC.01-1	23-JAN-2025	AD 2.EBBR-SID.06-2	20-FEB-2025	AD 2.EBCI-GMC.01-1	28-NOV-2024
AD 2.EBBR-ADC.01-2	23-JAN-2025	AD 2.EBBR-SID.06a-1	23-JAN-2025	AD 2.EBCI-GMC.01-2	28-NOV-2024
AD 2.EBBR-ADC.02-1	23-JAN-2025	AD 2.EBBR-SID.06a-2	23-JAN-2025	AD 2.EBCI-GMC.02-1	05-SEP-2024
AD 2.EBBR-ADC.02-2	23-JAN-2025	AD 2.EBBR-SID.07-1	23-JAN-2025	AD 2.EBCI-GMC.02-2	05-SEP-2024
AD 2.EBBR-ADC.03-1	03-NOV-2022	AD 2.EBBR-SID.07-2	23-JAN-2025	AD 2.EBCI-GMC.03-1	05-SEP-2024
AD 2.EBBR-ADC.03-2	03-NOV-2022	AD 2.EBBR-SID.08-1	23-JAN-2025	AD 2.EBCI-GMC.03-2	05-SEP-2024
AD 2.EBBR-GMC.01-1	17-APR-2025	AD 2.EBBR-SID.08-2	23-JAN-2025	AD 2.EBCI-GMC.04-1	05-SEP-2024
AD 2.EBBR-GMC.01-2	17-APR-2025	AD 2.EBBR-SID.09-1	23-JAN-2025	AD 2.EBCI-GMC.04-2	05-SEP-2024
AD 2.EBBR-GMC.02a-1	28-NOV-2024	AD 2.EBBR-SID.09-2	23-JAN-2025	AD 2.EBCI-AOC.01-1	28-NOV-2024
AD 2.EBBR-GMC.02a-2	28-NOV-2024	AD 2.EBBR-IAC.01-1	20-FEB-2025	AD 2.EBCI-AOC.01-2	28-NOV-2024
AD 2.EBBR-GMC.02b-1	20-MAR-2025	AD 2.EBBR-IAC.01-2	20-FEB-2025	AD 2.EBCI-PATC.01-1	28-NOV-2024
AD 2.EBBR-GMC.02b-2	20-MAR-2025	AD 2.EBBR-IAC.03-1	20-FEB-2025	AD 2.EBCI-PATC.01-2	28-NOV-2024
AD 2.EBBR-GMC.02c-1	20-MAR-2025	AD 2.EBBR-IAC.03-2	20-FEB-2025	AD 2.EBCI-STAR.01-1	20-FEB-2025
AD 2.EBBR-GMC.02c-2	20-MAR-2025	AD 2.EBBR-IAC.04-1	20-FEB-2025	AD 2.EBCI-STAR.01-2	20-FEB-2025
AD 2.EBBR-GMC.02d-1	23-JAN-2025	AD 2.EBBR-IAC.04-2	20-FEB-2025	AD 2.EBCI-STAR.02-1	20-FEB-2025
AD 2.EBBR-GMC.02d-2	23-JAN-2025	AD 2.EBBR-IAC.05-1	20-FEB-2025	AD 2.EBCI-STAR.02-2	20-FEB-2025
AD 2.EBBR-GMC.02e-1	23-JAN-2025	AD 2.EBBR-IAC.05-2	20-FEB-2025	AD 2.EBCI-STAR.03-1	20-FEB-2025
AD 2.EBBR-GMC.02e-2	23-JAN-2025	AD 2.EBBR-IAC.07a-1	20-FEB-2025	AD 2.EBCI-STAR.03-2	20-FEB-2025
AD 2.EBBR-GMC.03-1	28-NOV-2024	AD 2.EBBR-IAC.07a-2	20-FEB-2025	AD 2.EBCI-SID.01-1	20-FEB-2025
AD 2.EBBR-GMC.03-2	28-NOV-2024	AD 2.EBBR-IAC.08-1	21-MAR-2024	AD 2.EBCI-SID.01-2	20-FEB-2025
AD 2.EBBR-GMC.04-1	28-NOV-2024	AD 2.EBBR-IAC.08-2	21-MAR-2024	AD 2.EBCI-SID.02-1	20-FEB-2025
AD 2.EBBR-GMC.04-2	28-NOV-2024	AD 2.EBBR-IAC.09-1	20-FEB-2025	AD 2.EBCI-SID.02-2	20-FEB-2025
AD 2.EBBR-GMC.05-1	03-OCT-2024	AD 2.EBBR-IAC.09-2	20-FEB-2025	AD 2.EBCI-IAC.01-1	20-FEB-2025
AD 2.EBBR-GMC.05-2	03-OCT-2024	AD 2.EBBR-IAC.10-1	21-MAR-2024	AD 2.EBCI-IAC.01-2	20-FEB-2025
AD 2.EBBR-GMC.06a-1	28-NOV-2024	AD 2.EBBR-IAC.10-2	21-MAR-2024	AD 2.EBCI-IAC.02-1	20-FEB-2025
AD 2.EBBR-GMC.06a-2	28-NOV-2024	AD 2.EBBR-IAC.11-1	20-FEB-2025	AD 2.EBCI-IAC.02-2	20-FEB-2025
AD 2.EBBR-GMC.06b-1	28-NOV-2024	AD 2.EBBR-IAC.11-2	20-FEB-2025	AD 2.EBCI-IAC.03-1	20-FEB-2025
AD 2.EBBR-GMC.06b-2	28-NOV-2024	AD 2.EBBR-IAC.11a-1	05-OCT-2023	AD 2.EBCI-IAC.03-2	20-FEB-2025
AD 2.EBBR-GMC.07-1	03-OCT-2024	AD 2.EBBR-IAC.11a-2	05-OCT-2023	AD 2.EBCI-IAC.04-1	20-FEB-2025
AD 2.EBBR-GMC.07-2	03-OCT-2024	AD 2.EBBR-IAC.12-1	28-NOV-2024	AD 2.EBCI-IAC.04-2	20-FEB-2025
AD 2.EBBR-APDC.01-1	17-APR-2025	AD 2.EBBR-IAC.12-2	28-NOV-2024	AD 2.EBCI-IAC.04a-1	23-APR-2020
AD 2.EBBR-APDC.01-2	17-APR-2025	AD 2.EBBR-IAC.12a-1	05-SEP-2024	AD 2.EBCI-IAC.04a-2	23-APR-2020
AD 2.EBBR-APDC.02-1	26-DEC-2024	AD 2.EBBR-IAC.12a-2	05-SEP-2024	AD 2.EBCI-IAC.05-1	20-FEB-2025
AD 2.EBBR-APDC.02-2	26-DEC-2024	AD 2.EBBR-IAC.13-1	05-SEP-2024	AD 2.EBCI-IAC.05-2	20-FEB-2025
AD 2.EBBR-APDC.03-1	17-APR-2025	AD 2.EBBR-IAC.13-2	05-SEP-2024	AD 2.EBCI-IAC.05a-1	23-APR-2020
AD 2.EBBR-APDC.03-2	17-APR-2025	AD 2.EBBR-IAC.13a-1	05-OCT-2023	AD 2.EBCI-IAC.05a-2	23-APR-2020
AD 2.EBBR-APDC.04-1	26-DEC-2024	AD 2.EBBR-IAC.13a-2	05-OCT-2023	AD 2.EBCI-VAC.01-1	20-MAR-2025
AD 2.EBBR-APDC.04-2	26-DEC-2024	AD 2.EBBR-IAC.14-1	20-FEB-2025	AD 2.EBCI-VAC.01-2	20-MAR-2025
AD 2.EBBR-AOC.01-1	21-MAR-2024	AD 2.EBBR-IAC.14-2	20-FEB-2025	AD 2.EBKT-1	18-APR-2024
AD 2.EBBR-AOC.01-2	21-MAR-2024	AD 2.EBBR-IAC.14a-1	05-OCT-2023	AD 2.EBKT-2	18-APR-2024
AD 2.EBBR-AOC.02-1	21-MAR-2024	AD 2.EBBR-IAC.14a-2	05-OCT-2023	AD 2.EBKT-3	26-DEC-2024
AD 2.EBBR-AOC.02-2	21-MAR-2024	AD 2.EBBR-VAC.01-1	20-MAR-2025	AD 2.EBKT-4	26-DEC-2024
AD 2.EBBR-AOC.03-1	21-MAR-2024	AD 2.EBBR-VAC.01-2	20-MAR-2025	AD 2.EBKT-5	26-DEC-2024
AD 2.EBBR-AOC.03-2	21-MAR-2024	AD 2.EBCI-1	28-NOV-2024	AD 2.EBKT-6	26-DEC-2024
AD 2.EBBR-PATC.01-1	04-FEB-2016	AD 2.EBCI-2	28-NOV-2024	AD 2.EBKT-7	26-DEC-2024
AD 2.EBBR-PATC.01-2	04-FEB-2016	AD 2.EBCI-3	17-APR-2025	AD 2.EBKT-8	26-DEC-2024
AD 2.EBBR-PATC.02-1	04-FEB-2016	AD 2.EBCI-4	17-APR-2025	AD 2.EBKT-9	26-DEC-2024

AD 2.EBKT-10	26-DEC-2024	AD 2.EBLG-ADC.02-1	27-JAN-2022	AD 2.ELLX-4	17-APR-2025
AD 2.EBKT-11	26-DEC-2024	AD 2.EBLG-ADC.02-2	27-JAN-2022	AD 2.ELLX-5	16-MAY-2024
AD 2.EBKT-12	26-DEC-2024	AD 2.EBLG-GMC.01-1	21-MAR-2024	AD 2.ELLX-6	16-MAY-2024
AD 2.EBKT-13	26-DEC-2024	AD 2.EBLG-GMC.01-2	21-MAR-2024	AD 2.ELLX-7	20-MAR-2025
AD 2.EBKT-14	26-DEC-2024	AD 2.EBLG-GMC.02a-1	23-JAN-2025	AD 2.ELLX-8	20-MAR-2025
AD 2.EBKT-15	18-APR-2024	AD 2.EBLG-GMC.02a-2	23-JAN-2025	AD 2.ELLX-9	23-JAN-2025
AD 2.EBKT-16	18-APR-2024	AD 2.EBLG-GMC.02b-1	21-MAR-2024	AD 2.ELLX-10	23-JAN-2025
AD 2.EBKT-17	18-APR-2024	AD 2.EBLG-GMC.02b-2	21-MAR-2024	AD 2.ELLX-11	28-NOV-2024
AD 2.EBKT-18	18-APR-2024	AD 2.EBLG-GMC.03a-1	25-JAN-2024	AD 2.ELLX-12	28-NOV-2024
AD 2.EBKT-19	21-MAR-2024	AD 2.EBLG-GMC.03a-2	25-JAN-2024	AD 2.ELLX-13	20-MAR-2025
AD 2.EBKT-20	21-MAR-2024	AD 2.EBLG-GMC.03b-1	25-JAN-2024	AD 2.ELLX-14	20-MAR-2025
AD 2.EBKT-ADC.01-1	26-DEC-2024	AD 2.EBLG-GMC.03b-2	25-JAN-2024	AD 2.ELLX-15	28-NOV-2024
AD 2.EBKT-ADC.01-2	26-DEC-2024	AD 2.EBLG-GMC.04-1	25-JAN-2024	AD 2.ELLX-16	28-NOV-2024
AD 2.EBKT-ADC.02-1	18-MAY-2023	AD 2.EBLG-GMC.04-2	25-JAN-2024	AD 2.ELLX-17	20-MAR-2025
AD 2.EBKT-ADC.02-2	18-MAY-2023	AD 2.EBLG-GMC.05-1	08-AUG-2024	AD 2.ELLX-18	20-MAR-2025
AD 2.EBKT-GMC.01-1	26-DEC-2024	AD 2.EBLG-GMC.05-2	08-AUG-2024	AD 2.ELLX-19	20-MAR-2025
AD 2.EBKT-GMC.01-2	26-DEC-2024	AD 2.EBLG-GMC.06-1	03-OCT-2024	AD 2.ELLX-20	20-MAR-2025
AD 2.EBKT-GMC.02-1	08-OCT-2020	AD 2.EBLG-GMC.06-2	03-OCT-2024	AD 2.ELLX-21	20-MAR-2025
AD 2.EBKT-GMC.02-2	08-OCT-2020	AD 2.EBLG-APDC.01-1	08-AUG-2024	AD 2.ELLX-22	20-MAR-2025
AD 2.EBKT-AOC.01-1	31-OCT-2024	AD 2.EBLG-APDC.01-2	08-AUG-2024	AD 2.ELLX-23	20-MAR-2025
AD 2.EBKT-AOC.01-2	31-OCT-2024	AD 2.EBLG-AOC.01-1	26-DEC-2024	AD 2.ELLX-24	20-MAR-2025
AD 2.EBKT-SID.01-1	22-FEB-2024	AD 2.EBLG-AOC.01-2	26-DEC-2024	AD 2.ELLX-25	20-MAR-2025
AD 2.EBKT-SID.01-2	22-FEB-2024	AD 2.EBLG-AOC.02-1	26-DEC-2024	AD 2.ELLX-26	20-MAR-2025
AD 2.EBKT-SID.02-1	22-FEB-2024	AD 2.EBLG-AOC.02-2	26-DEC-2024	AD 2.ELLX-27	20-MAR-2025
AD 2.EBKT-SID.02-2	22-FEB-2024	AD 2.EBLG-PATC.01-1	26-DEC-2024	AD 2.ELLX-28	20-MAR-2025
AD 2.EBKT-SID.03-1	22-FEB-2024	AD 2.EBLG-PATC.01-2	26-DEC-2024	AD 2.ELLX-29	20-MAR-2025
AD 2.EBKT-SID.03-2	22-FEB-2024	AD 2.EBLG-PATC.02-1	26-DEC-2024	AD 2.ELLX-30	20-MAR-2025
AD 2.EBKT-IAC.01-1	21-MAR-2024	AD 2.EBLG-PATC.02-2	26-DEC-2024	AD 2.ELLX-31	20-MAR-2025
AD 2.EBKT-IAC.01-2	21-MAR-2024	AD 2.EBLG-PATC.03-1	26-DEC-2024	AD 2.ELLX-32	20-MAR-2025
AD 2.EBKT-IAC.01a-1	23-APR-2020	AD 2.EBLG-PATC.03-2	26-DEC-2024	AD 2.ELLX-33	20-MAR-2025
AD 2.EBKT-IAC.01a-2	23-APR-2020	AD 2.EBLG-ATCSMAC.01-1	21-MAR-2024	AD 2.ELLX-34	20-MAR-2025
AD 2.EBKT-IAC.02-1	16-MAY-2024	AD 2.EBLG-ATCSMAC.01-2	21-MAR-2024	AD 2.ELLX-35	20-MAR-2025
AD 2.EBKT-IAC.02-2	16-MAY-2024	AD 2.EBLG-STAR.01-1	22-FEB-2024	AD 2.ELLX-36	20-MAR-2025
AD 2.EBKT-VAC.01-1	21-MAR-2024	AD 2.EBLG-STAR.01-2	22-FEB-2024	AD 2.ELLX-37	20-MAR-2025
AD 2.EBKT-VAC.01-2	21-MAR-2024	AD 2.EBLG-STAR.02-1	16-MAY-2024	AD 2.ELLX-38	20-MAR-2025
AD 2.EBKT-VAC.02-1	21-MAR-2024	AD 2.EBLG-STAR.02-2	16-MAY-2024	AD 2.ELLX-ADC.01-1	20-MAR-2025
AD 2.EBKT-VAC.02-2	21-MAR-2024	AD 2.EBLG-STAR.03-1	22-FEB-2024	AD 2.ELLX-ADC.01-2	20-MAR-2025
AD 2.EBLG-1	18-APR-2024	AD 2.EBLG-STAR.03-2	22-FEB-2024	AD 2.ELLX-ADC.02-1	16-MAY-2024
AD 2.EBLG-2	18-APR-2024	AD 2.EBLG-STAR.04-1	22-FEB-2024	AD 2.ELLX-ADC.02-2	16-MAY-2024
AD 2.EBLG-3	25-JAN-2024	AD 2.EBLG-STAR.04-2	22-FEB-2024	AD 2.ELLX-GMC.01-1	20-MAR-2025
AD 2.EBLG-4	25-JAN-2024	AD 2.EBLG-STAR.05-1	22-FEB-2024	AD 2.ELLX-GMC.01-2	20-MAR-2025
AD 2.EBLG-5	20-MAR-2025	AD 2.EBLG-STAR.05-2	22-FEB-2024	AD 2.ELLX-GMC.02-1	08-AUG-2024
AD 2.EBLG-6	20-MAR-2025	AD 2.EBLG-STAR.06-1	22-FEB-2024	AD 2.ELLX-GMC.02-2	08-AUG-2024
AD 2.EBLG-7	20-MAR-2025	AD 2.EBLG-STAR.06-2	22-FEB-2024	AD 2.ELLX-GMC.03-1	23-JAN-2025
AD 2.EBLG-8	20-MAR-2025	AD 2.EBLG-SID.01-1	22-FEB-2024	AD 2.ELLX-GMC.03-2	23-JAN-2025
AD 2.EBLG-9	20-MAR-2025	AD 2.EBLG-SID.01-2	22-FEB-2024	AD 2.ELLX-APDC.01-1	20-MAR-2025
AD 2.EBLG-10	20-MAR-2025	AD 2.EBLG-SID.02-1	22-FEB-2024	AD 2.ELLX-APDC.01-2	20-MAR-2025
AD 2.EBLG-11	05-SEP-2024	AD 2.EBLG-SID.02-2	22-FEB-2024	AD 2.ELLX-APDC.02-1	20-MAR-2025
AD 2.EBLG-12	05-SEP-2024	AD 2.EBLG-IAC.01-1	13-JUN-2024	AD 2.ELLX-APDC.02-2	20-MAR-2025
AD 2.EBLG-13	20-FEB-2025	AD 2.EBLG-IAC.01-2	13-JUN-2024	AD 2.ELLX-APDC.03-1	20-MAR-2025
AD 2.EBLG-14	20-FEB-2025	AD 2.EBLG-IAC.02-1	26-DEC-2024	AD 2.ELLX-APDC.03-2	20-MAR-2025
AD 2.EBLG-15	23-JAN-2025	AD 2.EBLG-IAC.02-2	26-DEC-2024	AD 2.ELLX-AOC.01-1	08-AUG-2024
AD 2.EBLG-16	23-JAN-2025	AD 2.EBLG-IAC.03-1	18-APR-2024	AD 2.ELLX-AOC.01-2	08-AUG-2024
AD 2.EBLG-17	22-FEB-2024	AD 2.EBLG-IAC.03-2	18-APR-2024	AD 2.ELLX-PATC.01-1	08-AUG-2024
AD 2.EBLG-18	22-FEB-2024	AD 2.EBLG-IAC.04-1	18-APR-2024	AD 2.ELLX-PATC.01-2	08-AUG-2024
AD 2.EBLG-19	22-FEB-2024	AD 2.EBLG-IAC.04-2	18-APR-2024	AD 2.ELLX-ATCSMAC.01-1	20-MAR-2025
AD 2.EBLG-20	22-FEB-2024	AD 2.EBLG-IAC.05-1	18-APR-2024	AD 2.ELLX-ATCSMAC.01-2	20-MAR-2025
AD 2.EBLG-21	25-JAN-2024	AD 2.EBLG-IAC.05-2	18-APR-2024	AD 2.ELLX-STAR.01-1	20-MAR-2025
AD 2.EBLG-22	25-JAN-2024	AD 2.EBLG-IAC.05a-1	30-NOV-2023	AD 2.ELLX-STAR.01-2	20-MAR-2025
AD 2.EBLG-23	25-JAN-2024	AD 2.EBLG-IAC.05a-2	30-NOV-2023	AD 2.ELLX-STAR.02-1	20-MAR-2025
AD 2.EBLG-24	25-JAN-2024	AD 2.EBLG-IAC.06-1	18-APR-2024	AD 2.ELLX-STAR.02-2	20-MAR-2025
AD 2.EBLG-25	25-JAN-2024	AD 2.EBLG-IAC.06-2	18-APR-2024	AD 2.ELLX-STAR.03-1	20-MAR-2025
AD 2.EBLG-26	25-JAN-2024	AD 2.EBLG-IAC.06a-1	30-NOV-2023	AD 2.ELLX-STAR.03-2	20-MAR-2025
AD 2.EBLG-27	16-MAY-2024	AD 2.EBLG-IAC.06a-2	30-NOV-2023	AD 2.ELLX-STAR.04-1	20-MAR-2025
AD 2.EBLG-28	16-MAY-2024	AD 2.EBLG-IAC.07-1	18-APR-2024	AD 2.ELLX-STAR.04-2	20-MAR-2025
AD 2.EBLG-29	16-MAY-2024	AD 2.EBLG-IAC.07-2	18-APR-2024	AD 2.ELLX-SID.01-1	20-MAR-2025
AD 2.EBLG-30	16-MAY-2024	AD 2.EBLG-IAC.07a-1	30-NOV-2023	AD 2.ELLX-SID.01-2	20-MAR-2025
AD 2.EBLG-31	18-APR-2024	AD 2.EBLG-IAC.07a-2	30-NOV-2023	AD 2.ELLX-SID.02-1	20-MAR-2025
AD 2.EBLG-32	18-APR-2024	AD 2.EBLG-IAC.08-1	18-APR-2024	AD 2.ELLX-SID.02-2	20-MAR-2025
AD 2.EBLG-33	20-FEB-2025	AD 2.EBLG-IAC.08-2	18-APR-2024	AD 2.ELLX-SID.03-1	20-MAR-2025
AD 2.EBLG-34	20-FEB-2025	AD 2.EBLG-IAC.08a-1	30-NOV-2023	AD 2.ELLX-SID.03-2	20-MAR-2025
AD 2.EBLG-35	16-MAY-2024	AD 2.EBLG-IAC.08a-2	30-NOV-2023	AD 2.ELLX-SID.04-1	20-MAR-2025
AD 2.EBLG-36	16-MAY-2024	AD 2.EBLG-VAC.01-1	13-JUN-2024	AD 2.ELLX-SID.04-2	20-MAR-2025
AD 2.EBLG-37	25-JAN-2024	AD 2.EBLG-VAC.01-2	13-JUN-2024	AD 2.ELLX-IAC.01a-1	20-MAR-2025
AD 2.EBLG-38	25-JAN-2024	AD 2.ELLX-1	22-FEB-2024	AD 2.ELLX-IAC.01a-2	20-MAR-2025
AD 2.EBLG-ADC.01-1	26-DEC-2024	AD 2.ELLX-2	22-FEB-2024	AD 2.ELLX-IAC.01b-1	20-MAR-2025
AD 2.EBLG-ADC.01-2	26-DEC-2024	AD 2.ELLX-3	17-APR-2025	AD 2.ELLX-IAC.01b-2	20-MAR-2025

AD 2.ELLX-IAC.02a-1	20-MAR-2025	AD 2.EBOS-SID.03b-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.07-1	08-AUG-2024
AD 2.ELLX-IAC.02a-2	20-MAR-2025	AD 2.EBOS-SID.04-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.07-2	08-AUG-2024
AD 2.ELLX-IAC.02b-1	20-MAR-2025	AD 2.EBOS-SID.04-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.08-1	08-AUG-2024
AD 2.ELLX-IAC.02b-2	20-MAR-2025	AD 2.EBOS-IAC.01-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.08-2	08-AUG-2024
AD 2.ELLX-IAC.03-1	20-MAR-2025	AD 2.EBOS-IAC.01-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.09-1	13-JUN-2024
AD 2.ELLX-IAC.03-2	20-MAR-2025	AD 2.EBOS-IAC.02-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.09-2	13-JUN-2024
AD 2.ELLX-IAC.04-1	20-MAR-2025	AD 2.EBOS-IAC.02-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.10-1	08-AUG-2024
AD 2.ELLX-IAC.04-2	20-MAR-2025	AD 2.EBOS-IAC.03-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.10-2	08-AUG-2024
AD 2.ELLX-IAC.05-1	20-MAR-2025	AD 2.EBOS-IAC.03-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.11-1	08-AUG-2024
AD 2.ELLX-IAC.05-2	20-MAR-2025	AD 2.EBOS-IAC.04-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.11-2	08-AUG-2024
AD 2.ELLX-IAC.05a-1	23-FEB-2023	AD 2.EBOS-IAC.04-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.12-1	08-AUG-2024
AD 2.ELLX-IAC.05a-2	23-FEB-2023	AD 2.EBOS-IAC.05-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.12-2	08-AUG-2024
AD 2.ELLX-IAC.06-1	20-MAR-2025	AD 2.EBOS-IAC.05-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.13-1	08-AUG-2024
AD 2.ELLX-IAC.06-2	20-MAR-2025	AD 2.EBOS-IAC.05a-1	23-JAN-2025	AD 2.MIL-EBBE-IAC.13-2	08-AUG-2024
AD 2.ELLX-IAC.06a-1	23-FEB-2023	AD 2.EBOS-IAC.05a-2	23-JAN-2025	AD 2.MIL-EBBE-IAC.14-1	08-AUG-2024
AD 2.ELLX-IAC.06a-2	23-FEB-2023	AD 2.EBOS-IAC.06-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.14-2	08-AUG-2024
AD 2.ELLX-VAC.01-1	20-MAR-2025	AD 2.EBOS-IAC.06-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.15-1	08-AUG-2024
AD 2.ELLX-VAC.01-2	20-MAR-2025	AD 2.EBOS-IAC.06a-1	23-JAN-2025	AD 2.MIL-EBBE-IAC.15-2	08-AUG-2024
AD 2.ELLX-VAC.02-1	20-MAR-2025	AD 2.EBOS-IAC.06a-2	23-JAN-2025	AD 2.MIL-EBBE-IAC.16-1	03-OCT-2024
AD 2.ELLX-VAC.02-2	20-MAR-2025	AD 2.EBOS-VAC.01-1	20-FEB-2025	AD 2.MIL-EBBE-IAC.16-2	03-OCT-2024
AD 2.EBOS-1	31-OCT-2024	AD 2.EBOS-VAC.01-2	20-FEB-2025	AD 2.MIL-EBBE-IAC.16a-1	17-APR-2025
AD 2.EBOS-2	31-OCT-2024	AD 2.MIL-EBBE-1	20-MAR-2025	AD 2.MIL-EBBE-IAC.16a-2	17-APR-2025
AD 2.EBOS-3	23-JAN-2025	AD 2.MIL-EBBE-2	20-MAR-2025	AD 2.MIL-EBBE-IAC.17-1	13-JUN-2024
AD 2.EBOS-4	23-JAN-2025	AD 2.MIL-EBBE-3	08-AUG-2024	AD 2.MIL-EBBE-IAC.17-2	13-JUN-2024
AD 2.EBOS-5	23-JAN-2025	AD 2.MIL-EBBE-4	08-AUG-2024	AD 2.MIL-EBBE-IAC.17a-1	20-MAR-2025
AD 2.EBOS-6	23-JAN-2025	AD 2.MIL-EBBE-5	07-SEP-2023	AD 2.MIL-EBBE-IAC.17a-2	20-MAR-2025
AD 2.EBOS-7	23-JAN-2025	AD 2.MIL-EBBE-6	07-SEP-2023	AD 2.MIL-EBBE-IAC.18-1	13-JUN-2024
AD 2.EBOS-8	23-JAN-2025	AD 2.MIL-EBBE-7	07-SEP-2023	AD 2.MIL-EBBE-IAC.18-2	13-JUN-2024
AD 2.EBOS-9	23-JAN-2025	AD 2.MIL-EBBE-8	07-SEP-2023	AD 2.MIL-EBBE-IAC.18a-1	20-MAR-2025
AD 2.EBOS-10	23-JAN-2025	AD 2.MIL-EBBE-9	28-NOV-2024	AD 2.MIL-EBBE-IAC.18a-2	20-MAR-2025
AD 2.EBOS-11	20-FEB-2025	AD 2.MIL-EBBE-10	28-NOV-2024	AD 2.MIL-EBBE-IAC.19-1	13-JUN-2024
AD 2.EBOS-12	20-FEB-2025	AD 2.MIL-EBBE-11	13-JUN-2024	AD 2.MIL-EBBE-IAC.19-2	13-JUN-2024
AD 2.EBOS-13	20-FEB-2025	AD 2.MIL-EBBE-12	13-JUN-2024	AD 2.MIL-EBBE-IAC.19a-1	17-APR-2025
AD 2.EBOS-14	20-FEB-2025	AD 2.MIL-EBBE-13	07-SEP-2023	AD 2.MIL-EBBE-IAC.19a-2	17-APR-2025
AD 2.EBOS-15	21-MAR-2024	AD 2.MIL-EBBE-14	07-SEP-2023	AD 2.MIL-EBBE-IAC.20-1	28-NOV-2024
AD 2.EBOS-16	21-MAR-2024	AD 2.MIL-EBBE-ADC.01-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.20-2	28-NOV-2024
AD 2.EBOS-17	17-APR-2025	AD 2.MIL-EBBE-ADC.01-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.21-1	28-NOV-2024
AD 2.EBOS-18	17-APR-2025	AD 2.MIL-EBBE-GMC.01-1	07-SEP-2023	AD 2.MIL-EBBE-IAC.21-2	28-NOV-2024
AD 2.EBOS-19	17-APR-2025	AD 2.MIL-EBBE-GMC.01-2	07-SEP-2023	AD 2.MIL-EBBE-VAC.01-1	07-SEP-2023
AD 2.EBOS-20	17-APR-2025	AD 2.MIL-EBBE-AOC.01-1	07-SEP-2023	AD 2.MIL-EBBE-VAC.01-2	07-SEP-2023
AD 2.EBOS-21	18-APR-2024	AD 2.MIL-EBBE-AOC.01-2	07-SEP-2023	AD 2.MIL-EBBE-VAC.02-1	07-SEP-2023
AD 2.EBOS-22	18-APR-2024	AD 2.MIL-EBBE-AOC.02-1	07-SEP-2023	AD 2.MIL-EBBE-VAC.02-2	07-SEP-2023
AD 2.EBOS-23	20-FEB-2025	AD 2.MIL-EBBE-AOC.02-2	07-SEP-2023	AD 2.MIL-EBBE-VAC.03-1	07-SEP-2023
AD 2.EBOS-24	20-FEB-2025	AD 2.MIL-EBBE-AOC.03-1	07-SEP-2023	AD 2.MIL-EBBE-VAC.03-2	07-SEP-2023
AD 2.EBOS-ADC.01-1	23-JAN-2025	AD 2.MIL-EBBE-AOC.03-2	07-SEP-2023	AD 2.MIL-EBBE-VAC.04-1	07-SEP-2023
AD 2.EBOS-ADC.01-2	23-JAN-2025	AD 2.MIL-EBBE-SID.01-1	13-JUN-2024	AD 2.MIL-EBBE-VAC.04-2	07-SEP-2023
AD 2.EBOS-ADC.02-1	18-APR-2024	AD 2.MIL-EBBE-SID.01-2	13-JUN-2024	AD 2.MIL-EBBX-1	20-MAR-2025
AD 2.EBOS-ADC.02-2	18-APR-2024	AD 2.MIL-EBBE-SID.02-1	13-JUN-2024	AD 2.MIL-EBBX-2	20-MAR-2025
AD 2.EBOS-ADC.03-1	18-APR-2024	AD 2.MIL-EBBE-SID.02-2	13-JUN-2024	AD 2.MIL-EBMB-1	20-MAR-2025
AD 2.EBOS-ADC.03-2	18-APR-2024	AD 2.MIL-EBBE-SID.03-1	22-FEB-2024	AD 2.MIL-EBMB-2	20-MAR-2025
AD 2.EBOS-ADC.04-1	18-APR-2024	AD 2.MIL-EBBE-SID.03-2	22-FEB-2024	AD 2.MIL-EBMB-3	05-SEP-2024
AD 2.EBOS-ADC.04-2	18-APR-2024	AD 2.MIL-EBBE-SID.04-1	13-JUN-2024	AD 2.MIL-EBMB-4	05-SEP-2024
AD 2.EBOS-ADC.05-1	20-FEB-2025	AD 2.MIL-EBBE-SID.04-2	13-JUN-2024	AD 2.MIL-EBMB-5	05-SEP-2024
AD 2.EBOS-ADC.05-2	20-FEB-2025	AD 2.MIL-EBBE-SID.05-1	22-FEB-2024	AD 2.MIL-EBMB-6	05-SEP-2024
AD 2.EBOS-APDC.01-1	26-DEC-2024	AD 2.MIL-EBBE-SID.05-2	22-FEB-2024	AD 2.MIL-EBCV-1	30-NOV-2023
AD 2.EBOS-APDC.01-2	26-DEC-2024	AD 2.MIL-EBBE-SID.06-1	13-JUN-2024	AD 2.MIL-EBCV-2	30-NOV-2023
AD 2.EBOS-AOC.01-1	21-MAR-2024	AD 2.MIL-EBBE-SID.06-2	13-JUN-2024	AD 2.MIL-EBCV-3	25-JAN-2024
AD 2.EBOS-AOC.01-2	21-MAR-2024	AD 2.MIL-EBBE-SID.07-1	13-JUN-2024	AD 2.MIL-EBCV-4	25-JAN-2024
AD 2.EBOS-PATC.01-1	04-FEB-2016	AD 2.MIL-EBBE-SID.07-2	13-JUN-2024	AD 2.MIL-EBCV-5	23-MAR-2023
AD 2.EBOS-PATC.01-2	04-FEB-2016	AD 2.MIL-EBBE-MISC.01-1	08-AUG-2024	AD 2.MIL-EBCV-6	23-MAR-2023
AD 2.EBOS-PATC.02-1	04-FEB-2016	AD 2.MIL-EBBE-MISC.01-2	08-AUG-2024	AD 2.MIL-EBCV-7	20-MAR-2025
AD 2.EBOS-PATC.02-2	04-FEB-2016	AD 2.MIL-EBBE-MISC.02-1	08-AUG-2024	AD 2.MIL-EBCV-8	20-MAR-2025
AD 2.EBOS-STAR.01-1	28-NOV-2024	AD 2.MIL-EBBE-MISC.02-2	08-AUG-2024	AD 2.MIL-EBCV-GMC.01-1	21-MAR-2024
AD 2.EBOS-STAR.01-2	28-NOV-2024	AD 2.MIL-EBBE-STAR.01-1	08-AUG-2024	AD 2.MIL-EBCV-GMC.01-2	21-MAR-2024
AD 2.EBOS-STAR.02-1	28-NOV-2024	AD 2.MIL-EBBE-STAR.01-2	08-AUG-2024	AD 2.MIL-EBCV-IAC.01-1	20-FEB-2025
AD 2.EBOS-STAR.02-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.01-1	08-AUG-2024	AD 2.MIL-EBCV-IAC.01-2	20-FEB-2025
AD 2.EBOS-STAR.03-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.01-2	08-AUG-2024	AD 2.MIL-EBCV-IAC.02-1	13-JUN-2024
AD 2.EBOS-STAR.03-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.02-1	08-AUG-2024	AD 2.MIL-EBCV-IAC.02-2	13-JUN-2024
AD 2.EBOS-STAR.04-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.02-2	08-AUG-2024	AD 2.MIL-EBCV-IAC.03-1	20-FEB-2025
AD 2.EBOS-STAR.04-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.03-1	08-AUG-2024	AD 2.MIL-EBCV-IAC.03-2	20-FEB-2025
AD 2.EBOS-SID.01-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.03-2	08-AUG-2024	AD 2.MIL-EBCV-IAC.04-1	13-JUN-2024
AD 2.EBOS-SID.01-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.04-1	08-AUG-2024	AD 2.MIL-EBCV-IAC.04-2	13-JUN-2024
AD 2.EBOS-SID.02-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.04-2	08-AUG-2024	AD 2.MIL-EBDT-1	08-AUG-2024
AD 2.EBOS-SID.02-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.05-1	08-AUG-2024	AD 2.MIL-EBDT-2	08-AUG-2024
AD 2.EBOS-SID.03a-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.05-2	08-AUG-2024	AD 2.MIL-EBFS-1	20-MAR-2025
AD 2.EBOS-SID.03a-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.06-1	13-JUN-2024	AD 2.MIL-EBFS-2	20-MAR-2025
AD 2.EBOS-SID.03b-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.06-2	13-JUN-2024	AD 2.MIL-EBFS-3	08-AUG-2024

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AD 2.MIL-EBFN-VAC.01-1	28-NOV-2024	AD 2.PVT-EBSG-4	03-NOV-2022	AD 3.HOSP-ELET-1	29-DEC-2022
AD 2.MIL-EBFN-VAC.01-2	28-NOV-2024	AD 2.PVT-EBSH-1	20-MAR-2025	AD 3.HOSP-ELET-2	29-DEC-2022
AD 2.MIL-EBFN-VAC.02-1	28-NOV-2024	AD 2.PVT-EBSH-2	20-MAR-2025	AD 3.HOSP-EBGT-1	02-NOV-2023
AD 2.MIL-EBFN-VAC.02-2	28-NOV-2024	AD 2.PVT-EBSH-3	24-FEB-2022	AD 3.HOSP-EBGT-2	02-NOV-2023
AD 2.MIL-EBSU-1	20-MAR-2025	AD 2.PVT-EBSH-4	24-FEB-2022	AD 3.HOSP-EBGH-1	26-DEC-2024
AD 2.MIL-EBSU-2	20-MAR-2025	AD 2.PVT-EBST-1	20-FEB-2025	AD 3.HOSP-EBGH-2	26-DEC-2024
AD 2.MIL-EBSU-AOC.01-1	20-MAY-2021	AD 2.PVT-EBST-2	20-FEB-2025	AD 3.HOSP-EBYP-1	16-MAY-2024
AD 2.MIL-EBSU-AOC.01-2	20-MAY-2021	AD 2.PVT-EBST-3	20-FEB-2025	AD 3.HOSP-EBYP-2	16-MAY-2024
AD 2.MIL-EBUL-1	20-MAR-2025	AD 2.PVT-EBST-4	20-FEB-2025	AD 3.HOSP-EBKZ-1	23-APR-2020
AD 2.MIL-EBUL-2	20-MAR-2025	AD 2.PVT-EBST-VAC.01-1	21-MAR-2024	AD 3.HOSP-EBKZ-2	23-APR-2020
AD 2.MIL-EBWE-1	20-MAR-2025	AD 2.PVT-EBST-VAC.01-2	21-MAR-2024	AD 3.HOSP-EBKG-1	23-APR-2020
AD 2.MIL-EBWE-2	20-MAR-2025	AD 2.PVT-EBSP-1	13-JUN-2024	AD 3.HOSP-EBKG-2	23-APR-2020
AD 2.PVT-EBAM-1	24-FEB-2022	AD 2.PVT-EBSP-2	13-JUN-2024	AD 3.HOSP-EBLC-1	23-APR-2020
AD 2.PVT-EBAM-2	24-FEB-2022	AD 2.PVT-EBSP-3	13-JUN-2024	AD 3.HOSP-EBLC-2	23-APR-2020
AD 2.PVT-EBKH-1	25-JAN-2024	AD 2.PVT-EBSP-4	13-JUN-2024	AD 3.HOSP-EBCH-1	23-APR-2020
AD 2.PVT-EBKH-2	25-JAN-2024	AD 2.PVT-EBSP-VAC.01-1	13-JUN-2024	AD 3.HOSP-EBCH-2	23-APR-2020
AD 2.PVT-EBKH-3	25-JAN-2024	AD 2.PVT-EBSP-VAC.01-2	13-JUN-2024	AD 3.HOSP-EBLS-1	25-MAR-2021
AD 2.PVT-EBKH-4	25-JAN-2024	AD 2.PVT-EBTY-1	24-FEB-2022	AD 3.HOSP-EBLS-2	25-MAR-2021
AD 2.PVT-EBKH-ADC.01-1	21-MAR-2024	AD 2.PVT-EBTY-2	24-FEB-2022	AD 3.HOSP-EBLX-1	23-APR-2020
AD 2.PVT-EBKH-ADC.01-2	21-MAR-2024	AD 2.PVT-EBTY-3	02-JAN-2020	AD 3.HOSP-EBLX-2	23-APR-2020
AD 2.PVT-EBKH-VAC.01-1	21-MAR-2024	AD 2.PVT-EBTY-4	02-JAN-2020	AD 3.HOSP-EBMC-1	23-FEB-2023
AD 2.PVT-EBKH-VAC.01-2	21-MAR-2024	AD 2.PVT-ELUS-1	18-APR-2024	AD 3.HOSP-EBMC-2	23-FEB-2023
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GEN 1.6 Summary of National Regulations and International Agreements / Conventions

1 IN BELGIUM

The following national regulations apply:

- Act of 27 June 1937 on revision of the Act of 16 November 1919 on the regulation of air navigation;
- Royal Decree of 15 March 1954 regulating air navigation;
- Ministerial Decree of 31 July 1980 regulating civil flight engineer licences;
- Ministerial Decree of 27 October 1982 regulating civil free balloon pilot licences;
- Royal Decree of 11 July 2003 laying down the conditions to be met by pilots of the Belgian Armed Forces to obtain civil airplane pilot licences and ratings;
- Royal Decree of 25 April 2007 laying down the conditions to be met by helicopter pilots of the Belgian Armed Forces to obtain civil helicopter pilot licences and ratings;
- Ministerial Decree of 15 April 1997 laying down the conditions to be met by holders of military flight engineer certificates to obtain civil flight engineer licences and ratings;
- Royal Decree of 20 December 2024 on ultra-light motorised aircraft;
- Ministerial Decree of 8 May 2009 laying down the conditions for the physical and mental fitness of flight crew members of civil aircraft;
- Royal Decree of 8 April 2003 on certifying staff according to the JAR-66 standard;
- Royal Decree of 25 April 2007 laying down the conditions to be met by helicopter pilots of the Belgian Armed Forces to obtain civil airplane pilot licences and ratings;
- Royal Decree of 9 May 2008 regulating air traffic controller licences;
- Royal Decree of 13 July 2008 on the issue of "initial safety training" certificates for cabin crew members;
Ministerial Decree of 14 July 2008 laying down the conditions for the physical and mental fitness of air traffic controllers;
- Royal Decree of 19 March 2014 regulating the knowledge of languages in civil aviation;
- Royal Decree of 12 July 2013 organising the verification of the physical and mental fitness conditions for flight and cabin crew members of civil aircraft, as well as for air traffic controllers;
- Royal Decree of 25 October 2013 implementing Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- Royal Decree of 11 June 1954 prohibiting the overflight of certain parts of the territory of the Kingdom;
- Royal Decree of 14 April 1958 prohibiting the overflight of certain parts of the territory of the Kingdom;
- Ministerial Decree of 29 May 2013 regulating helicopter landings and take-offs outside aerodromes;
- Ministerial Decree of 12 July 1988 regulating the issue and keeping of the aircraft journey log;
- Royal Decree of 19 December 2014 on the rules of the air and the operational provisions relating to air navigation services and procedures;
- Ministerial Decree of 9 July 1957 determining the position lights to be displayed by certain aircraft;
- Ministerial Decree of 13 February 1970 on the regulation laying down the technical measures to be taken for the operation in commercial air transport of aircraft with a maximum total weight authorised of 5.700 kg or more;
- Ministerial Decree of 16 April 1971 laying down the conditions for the approval of technical services for the construction of aircraft and the manufacture of aircraft components;
- Royal Decree of 5 June 1980 laying down, with regard to noise emissions, the conditions for the issue and renewal of the certificate of airworthiness and the conditions of operation of subsonic airplanes;
- Ministerial Decree of 2 August 1990 determining the maintenance work to which aircraft must be subject, the procedures for submitting an application for the renewal of the certificate of airworthiness and the documents to be produced in order to establish the continued airworthiness of aircraft;
- Ministerial Decree of 12 September 1991 laying down technical measures for the operation of aircraft used in commercial air transport with a maximum total weight authorised of less than 5.700 kg;
- Ministerial Decree of 29 May 1996 on the approval of aircraft maintenance technical services according to the common reference standards JAR 145;
- Royal Decree of 17 September 2000 on the limitation of the operation of airplanes covered by Annex 16 to the Convention on International Civil Aviation, Volume 1, Part II, Chapter 2, second edition (1988);
- Royal Decree of 25 June 2001 determining the conditions for adding the words "in accordance with the requirements of Jar-Ops 1" or "in accordance with the requirements of Jar-Ops 3" on the Air Operator's Certificate;
- Royal Decree of 11 July 2003 regulating air navigation passes for aircraft registered or recorded in Belgium;
- Royal Decree of 9 January 2005 laying down the conditions for the technical operation of general aviation airplanes;
- Royal Decree of 18 November 2005 regulating the air transport of dangerous goods;
- Royal Decree of 16 March 2009 laying down the conditions for granting access to the air traffic for certain aircraft without a certificate of airworthiness;

- Ministerial Decree of 28 May 2014 laying down the conditions for the temporary permit to fly of certain gyroplanes;
- Royal Decree of 10 June 2014 laying down the particular conditions for the admission of paramotors to air traffic;
 - Royal Decree of 24 September 2017 laying down the technical conditions for the admission to air traffic of historical aircraft and aircraft without type certificate holder;
 - Act of 6 June 1990 on airlines;
 - Royal Decree of 16 November 1990 implementing the Act of 6 June 1990 on airlines;
 - Ministerial Decree of 3 August 1994 laying down the conditions for issuing operating licences to air carriers;
 - Royal Decree of 18 August 2010 on the designation of Community air carriers and the granting of traffic rights for the operation of scheduled air services between Belgium and non-Community countries;
 - Ministerial Decree of 23 January 1998 determining the classification of aircraft into acoustic categories;
 - Royal Decree of 6 November 2010 regulating the access to the groundhandling market at Brussels National Airport;
 - Royal Decree of 23 June 2003 on slot coordination at Brussels National Airport;
 - Royal Decree of 25 September 2003 establishing rules and procedures concerning the introduction of operating restrictions at Brussels National Airport;
 - Ministerial Decree of 3 May 2004 on noise pollution management at Brussels National Airport;
 - Royal Decree of 27 May 2004 on the transformation of Brussels International Airport Company (B.I.A.C.) into a public limited company under private law and on airport facilities;
 - Royal Decree of 21 June 2004 granting the operating licence for Brussels National Airport to the public limited company BIAC;
 - Ministerial Decree of 19 November 2014 on the approval of the maintenance programme for rolling stock and essential stock, as well as on conditions for the roadworthiness testing of rolling stock at Brussels National Airport;
 - Ministerial Decree of 19 November 2014 on the approval of groundhandling service providers at Brussels National Airport;
 - Royal Decree of 15 March 2002 establishing a mediation service for Brussels National Airport;
 - Act of 31 July 2017 establishing an appeal procedure against a decision concerning the selection procedure for limited categories of ground handling services at Brussels National Airport;
 - Act of 31 July 2017 confirming the imposition of action plans and the implementation of security measures at Brussels Airport Company;
 - Decree of the Regent of 10 January 1950 fixing the control and surveillance taxes relating to the inspection of radio-electric installations on board aircraft;
 - Royal Decree of 14 February 2001 fixing the charges to which the use of public services relevant for air navigation is subject;
 - Royal Decree of 20 July 1971 on the establishment of a national civil aviation security committee and local airport security committees;
 - Royal Decree of 3 May 1991 regulating civil aviation security;
 - Ministerial Decree of 6 May 1991 regulating the terms and conditions under which airlines themselves take security measures that are not imposed by Belgian aviation authorities for passenger flights;
 - Royal Decree of 23 August 2004 regulating the conditions for the training and certification of aviation inspectorate members;
 - Royal Decree of 4 May 1999 regulating the conditions for the training and certification of the inspectors and deputy chief inspectors of the airport inspectorate;
 - Royal Decree of 4 May 1999 regulating the conditions for the training and certification of the auxiliary staff and staff of the airport inspectorate;
 - Ministerial Decree of 11 April 2000 regulating the conditions of carriage on board civil aircraft of "inadmissible passengers and persons to be removed";
 - Royal Decree of 2 December 2001 on critical infrastructure in the air transport sub-sector;
 - Royal Decree of 2 December 2018 granting warrants for aviation inspectorate inspectors;
 - Royal Decree of 28 April 2016 determining rules for the drafting, implementation and maintenance of a national civil aviation security programme and a national quality control programme;
 - Royal Decree of 18 June 2017 regulating the granting of the warrant for airport inspectorate inspectors with security qualification;
 - Royal Decree of 17 January 2019 granting warrants for aviation inspectorate inspectors;
 - Royal Decree of 14 February 2006 on the establishment of a National Supervisory Authority (NSA) for air navigation services;
 - Royal Decree of 20 November 2006 on the certification of air navigation service providers and the designation of air traffic and meteorological service providers;
 - Act of 29 April 2013 giving assent to the Treaty relating to the establishment of the Functional Airspace Block "Europe Central" between the Federal Republic of Germany, the Kingdom of Belgium, the French Republic, the Grand Duchy of Luxembourg, the Kingdom of the Netherlands and the Swiss Confederation, done at Brussels on 2 December 2010;
 - Treaty of 2 December 2010 relating to the establishment of the Functional Airspace Block "Europe Central" between the Federal Republic of Germany, the Kingdom of Belgium, the French Republic, the Grand Duchy of Luxembourg, the Kingdom of the Netherlands and the Swiss Confederation;
 - Ministerial Decree of 4 October 2013 on the designation of customs aerodromes as defined in Article 45 of the Royal Decree of 15 March 1954 regulating air navigation;

- Royal Decree of 9 December 1998 regulating the investigations on civil aviation accidents and incidents;
- Royal Decree of 22 April 2005 on occurrence reporting in civil aviation;
- Royal Decree of 16 December 2005 on the safety of third-country aircraft using Belgian airports;
- Royal Decree of 11 December 2006 on the obligation of air carriers to communicate passenger data;
- Royal Decree of 12 November 2008 fixing the minimum insurance cover with regard to the liability towards passengers for the non-commercial operation of aircraft with a maximum take-off weight of 2.700 kg or less;
- Royal Decree of 25 April 2014 approving the third management contract between the State and Belgocontrol;
Royal Decree of 13 November 2009 on administrative fines applicable in the event of infringement of aviation regulations;
- Air transport. - EASA. - Designation;
- Royal Decree of 19 December 2014 laying down the cost funding arrangements for the provision of terminal air navigation services at Belgian airports in 2015;
- Royal Decree of 26 December 2015 laying down the cost funding arrangements for the provision of terminal air navigation services at Belgian airports in 2016;
- Royal Decree of 25 December 2016 laying down the cost funding arrangements for the provision of terminal air navigation services at Belgian airports in 2017;
- Royal Decree of 7 December 2017 laying down the cost funding arrangements for the provision of terminal air navigation services at Belgian airports in 2018;
- Royal Decree of 7 December 2018 laying down the cost funding arrangements for the provision of terminal air navigation services at Belgian airports in 2019;
- Royal Decree of 20 December 2019 laying down the cost funding arrangements for the provision of terminal air navigation services at Belgian airports in 2020;
- Royal Decree of 10 April 2016 on the use of remotely piloted aircraft in Belgian airspace;
- Ministerial Decree of 30 November 2016 delegating authority to the Director General of the Belgian Civil Aviation Authority under the Royal Decree of 10 April 2016 on the use of remotely piloted aircraft in Belgian airspace.

The following international regulations and conventions apply:

- Convention on international civil aviation signed at Chicago, on 7 december 1944;
- Convention of October 12, 1929 on the Liability of the Air Carrier towards Passengers and Shippers (Warsaw Convention);
- International Convention of May 29, 1933 relating to the precautionary seizure of aircraft;
- Convention of 7 October 1952 on Damage Caused to Third Parties on the Surface by Foreign Aircraft (Rome Convention);
- Convention of September 18, 1961, complementary to the Warsaw Convention - Carriage performed by a person other than the contractual carrier (Guadalajara Convention);
- Convention of 28 May 1999 for the unification of certain rules relating to international transport by air (Montreal Convention);
- Convention of September 14, 1963 on Offenses and Certain Other Acts Committed on Board Aircraft (Tokyo Convention);
- Convention of 16 December 1970 relating to the unlawful seizure of aircraft (Hague Convention);
- Convention of September 23, 1971 for the Suppression of Unlawful Acts against Civil Aviation (Montreal Convention);
- Regulation (EU) 2018/1139 of the European Parliament and of the council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91;
- Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations;
- Commission Regulation (EU) 2015/640 of 23 April 2015 on additional airworthiness specifications for a given type of operations and amending Regulation (EU) No 965/2012;
- Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks;
- Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- Commission Regulation (EU) 2018/395 of 13 March 2018 laying down detailed rules for the operation of balloons as well as for the flight crew licensing for balloons pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council;
- Commission Implementing Regulation (EU) 2018/1976 of 14 December 2018 laying down detailed rules for the operation of sailplanes as well as for the flight crew licensing for sailplanes pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council;

- Commission Regulation (EU) No 452/2014 of 29 April 2014 laying down technical requirements and administrative procedures related to air operations of third country operators pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011;
- Commission Implementing Regulation (EU) No 1079/2012, Commission Implementing Regulation (EU) No 1207/2011, Commission Implementing Regulation (EU) No 1206/2011, Commission Regulation (EU) No 73/2010, Commission Regulation (EC) No 262/2009, Commission Regulation (EC) No 29/2009, Commission Regulation (EC) No 633/2007, Commission Regulation (EC) No 1033/2006, Commission Regulation (EC) No 1032/2006;
- Commission Regulation (EU) 2015/340 of 20 February 2015 laying down technical requirements and administrative procedures relating to air traffic controllers' licences and certificates pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, amending Commission Implementing Regulation (EU) No 923/2012 and repealing Commission Regulation (EU) No 805/2011;
- Commission Regulation (EU) No 1332/2011 of 16 September 2011 - Airspace Usage Requirements and Operating Procedures for Airborne Collision Avoidance;
- Commission Implementing Regulation (EU) 2018/1048 of 18 July 2018 laying down airspace usage requirements and operating procedures concerning performance-based navigation;
- Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010;
- Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- Commission Implementing Regulation (EU) 2019/947 of 24 May 2019 on the rules and procedures for the operation of unmanned aircraft;
- Commission Implementing Regulation (EU) 2019/945 of 12 March 2019 on unmanned aircraft systems and on third-country operators of unmanned aircraft systems;
- Commission Regulation (EC) No 104/2004 of 22 January 2004 laying down rules on the organisation and composition of the Board of Appeal of the European Aviation Safety Agency;
- Commission Implementing Regulation (EU) 2019/2153 of 16 December 2019 on the fees and charges levied by the European Union Aviation Safety Agency, and repealing Regulation (EU) No 319/2014;
- Commission Implementing Regulation (EU) No 646/2012 of 16 July 2012 laying down detailed rules on fines and periodic penalty payments pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council;
- Commission Implementing Regulation (EU) No 628/2013 of 28 June 2013 on working methods of the European Aviation Safety Agency for conducting standardisation inspections and for monitoring the application of the rules of Regulation (EC) No 216/2008 of the European Parliament and of the Council and repealing Commission Regulation (EC) No 736/2006;
- Commission Implementing Regulation (EU) 2019/317 of 11 February 2019 laying down a performance and charging scheme in the single European sky and repealing Implementing Regulations (EU) No 390/2013 and (EU) No 391/2013.

These documents can be consulted via the website of the CAA:

URL: <https://mobilit.belgium.be/nl/luchtvaart/wetgeving-en-regelgeving> (Dutch)

URL: <https://mobilit.belgium.be/fr/aviation/legislation-et-reglementation> (French)

2 IN LUXEMBOURG

A list containing all national regulations and international agreements / conventions concerning air navigation in Luxembourg may be downloaded from the following address:

URL: https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Product/Documents/Releve_Legislation_Aviation-Legislation_nationale_05_04_2019.pdf

Further information on the national regulations and the international agreements / conventions concerning air navigation in Luxembourg can be found on the website of Legilux:

URL: www.legilux.public.lu

3 EUROPEAN REGULATIONS

European regulations can be consulted on the website of EASA:

URL: <https://www.easa.europa.eu/regulations#regulations-atmans---air-traffic-managemantair-navigations-services>

Note: The above link also allows to directly access related Acceptable Means of Compliance and Guidance Material in support of EASA rules incl. the comprehensive EASA Access Rules. Single European Sky Regulations are indicated through a further link within that homepage. For any queries linked with this webpage please use: <https://www.easa.europa.eu/contact-us>.

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RSC	Rescue sub-centre	SIGMET	Information concerning en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations
RSCD	Runway surface condition		
RSP	Responder beacon		
RSP	Required surveillance performance	*SIGWX	Significant weather
RSR	En-route surveillance radar	SIMUL	Simultaneous or simultaneously
RSS	Root sum square	*SITA	Société Internationale des Télécommunications Aéronautique
*RT	Right turn		
RTD	Delayed (used to indicate delayed meteorological message; message type designator)	SIWL	Single isolated wheel load
		SKED	Schedule or scheduled
RTE	Route	SLP	Speed limiting point
RTF	Radiotelephone	SLW	Slow
RTG	Radiotelegraph	SMC	Surface movement control
RTHL	Runway threshold light(s)	SMR	Surface movement radar
RTN	Return or returned or returning	SN	Snow
RTODAH	Rejected take-off distance available, helicopter	SNOCLO	Indicator for the aerodrome being closed due to snow on the runway
RTS	Return to service		
RTT	Radioteletypewriter	SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format
RTZL	Runway touchdown zone light(s)		
RUT	Standard regional route transmitting frequencies		
RV	Rescue vessel		
RVA	Radar vectoring area		
RVR	Runway visual range	SOC	Start of climb
*RVSM	Reduced vertical separation minimum	*SOF	Supervisor of flights
RWY	Runway	SPECI	Aviation selected special weather report (in aeronautical meteorological code)
*RWYCC	Runway Condition Code		

S

S	South or southern latitude	SPI	Special position indicator
S	State of the sea (followed by figures in METAR/SPECI)	SPL	Supplementary flight plan (message type designator)
		SPOC	SAR point of contact
SA	Sand	SPOT	Spot wind
SALS	Simple approach lighting system	SQ	Squall
*SAM	Slot allocation message	SQL	Squall line
SAN	Sanitary	SR	Sunrise
SAR	Search and rescue	SRA	Surveillance radar approach
SARPS	Standards and Recommended Practices (ICAO)	SRE	Surveillance radar element of precision approach radar system
SAT	Saturday	SRG	Short range
SATCOM	Satellite communication (used only when referring generally to both voice and data satellite communication or only data satellite communication)	SRR	Search and rescue region
		STRY	Secondary
		SS	Sandstorm
		SS	Sunset
SATVOICE	Satellite voice communication	SSB	Single sideband
SB	Southbound	SSE	South-south-east
SBAS	Satellite-based augmentation system	SSR	Secondary surveillance radar
SC	Stratocumulus	SST	Supersonic transport
SCT	Scattered	SSW	South-south-west
SD	Standard deviation	ST	Stratus
SDBY	Stand by	STA	Straight-in approach
SDF	Step down fix	*STANAG	Standardization agreement (NATO)
SE	South-east	STAR	Standard instrument arrival
SEA	Sea (used in connection with sea-surface temperature and state of the sea)	STD	Standard
		STF	Stratiform
SEB	South-eastbound	STN	Station
SEC	Seconds	STNR	Stationary
SECN	Section	STOL	Short take-off and landing
SECT	Sector	STS	Status
SELCAL	Selective calling system	STWL	Stopway light(s)
SEP	September	SUBJ	Subject to
SER	Service or servicing or served	SUN	Sunday
SEV	Severe (used e.g. to qualify icing and turbulence reports)	SUP	Supplement (AIP supplement)
		SUPPS	Regional supplementary procedures
SFC	Surface	SVC	Service (message type only)
SFO	Simulated flame out	SVCBL	Serviceable
SG	Snow grains	SW	South-west
SGL	Signal	SWB	South-westbound
SH	Showers (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow)	*SWC-LL	Significant weather chart - low level
		SWX	Space weather
SHF	Super high frequency (3000 to 30 000 MHz)	SWXC	Space weather centre
SI	International system of units	SWY	Stopway
SID	Standard instrument departure	*SYNOP	Synopsis
SIF	Selective identification feature		
SIG	Significant		

T

T	Temperature
T	True (preceded by a bearing to indicate reference to True North)
*T	Metric tons
TA	Traffic advisory
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN	UHF tactical air navigation aid
TAF	Aerodrome forecast
TA/H	Turn at an altitude/height
TAIL	Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCAC	Tropical cyclone advisory centre
TCAS RA	Traffic alert and collision avoidance system resolution advisory
TCH	Threshold crossing height
*TCN	Terminal change notice
TCU	Towering cumulus
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	Temporary or temporarily
TF	Track to fix
TFC	Traffic
TGL	Touch-and-go landing
*TGL	Temporary Guidance Leaflet
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA	Traffic information broadcast by aircraft
TIL	Until
TIP	Until past . . . (place)
TKOF	Take-off
TL	Till (followed by time by which weather change is forecast to end)
TLOF	Touchdown and lift-off area
TMA	Terminal control area
*TMZ	Transponder mandatory zone
TN	Indicator for minimum temperature (used in the TAF code form)
TNA	Turn altitude
*TNC	Terminal navigation charge
TNH	Turn height
TO	To . . . (place)
*TOBT	Target off block time
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	Cloud top
TORA	Take-off run available
TOX	Toxic
TP	Turning point
TR	Track
TRA	Temporary reserved airspace
TRANS	Transmits or transmitter
TREND	Trend forecast
TRG	Training
TRL	Transition level
TROP	Tropopause
TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)
TS	Thunderstorm (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)
*TSA	Temporary segregated area

*TSAT	Target start-up approval time
TSUNAMI	Tsunami (used in aerodrome warnings)
TT	Teletypewriter
*TTOT	Target take-off time
TUE	Tuesday
TURB	Turbulence
T-VASIS	T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TX...	Maximum temperature (followed by figures in TAF)
TXL	Taxilane
TXT	Text [when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT] (to be used in AFS as a procedure signal)
TYP	Type of aircraft
TYPH	Typhoon

U

U	Upward (tendency in RVR during previous 10 minutes)
UA	Unmanned aircraft
UAB	Until advised by . . .
UAC	Upper area control centre
UAR	Upper air route
UAS	Unmanned aircraft system
*UAT	Universal access receiver
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	Ultra high frequency (300 to 3000 MHz)
UIC	Upper information centre
UIR	Upper flight information region
ULM	Ultra light motorized aircraft
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation (used in automated METAR/SPECI)
*UPS	Uninterrupted power supply
U/S	Unserviceable
*USAF	United States Air Force
*USSP	U-space service provider
UTA	Upper control area
UTC	Coordinated Universal Time
*UUP	Updated Airspace Use Plan
*UWT	Upper winds and temperature

V

V	Indicator for variations from the mean wind direction (used in the METAR/SPECI code forms)
VA	Heading to an altitude
VA	Volcanic ash
VAAC	Volcanic ash advisory centre
VAC	Visual approach chart (followed by name/title)
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator system
*VAT	Value-added tax
VC	Vicinity of the aerodrome (followed by FG = fog, FC = funnel clouds, SH = showers, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, e.g. VC FG = vicinity fog)
VCY	Vicinity
VDF	Very high frequency direction-finding station
*VDL	Very high frequency data link

*VDP	Visual descent point	XNG	Crossing
VER	Vertical	XS	Atmospherics
VFR	Visual flight rules		
VHF	Very high frequency (30 to 300 MHz)		
VI	Heading to an intercept		Y
VIP	Very important person		
VIS	Visibility	Y	Yellow
*VLA	Very light aircraft	YCZ	Yellow caution zone (runway lighting)
VLF	Very low frequency (3 to 30 KHZ)	YES	Yes (affirmative; to be used in AFS as a procedure signal)
*VLOS	Visual line of sight		
VLR	Very long range	YR	Your
VM	Heading to a manual termination		
VMC	Visual meteorological conditions		
VNAV	Vertical navigation		Z
VOL	Volume (followed by I, II...)		
VOLMET	Meteorological information for aircraft in flight	Z	Coordinated Universal Time (in meteorological messages)
VOR	VHF omnidirectional radio range		
VORTAC	VOR and TACAN combination		
VOT	VOR airborne equipment test facility		
VPA	Vertical path angle		
VPT	Visual manoeuvre with prescribed track		
VRB	Variable		
VSA	By visual reference to the ground		
VSP	Vertical speed		
*VSS	Visual segment surface		
VTF	Vector to final		
VTOL	Vertical take-off and landing		
VV	Vertical visibility (used in the METAR/SPECI and TAF code forms)		

W

W	West or western longitude
W	White
W	Indicator for sea-surface temperature (used in the METAR/SPECI code forms)
WAAS	Wide area augmentation system
WAC	World Aeronautical Chart - ICAO 1:1 000 000 (followed by name/title)
WAFC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from or effective from
WGS-84	World Geodetic System - 1984
WI	Within
WID	Width or wide
WIE	With immediate effect or effective immediately
WILCO	Will comply
WIND	Wind
WIP	Work in progress
WKN	Weaken or weakening
WNW	West-north-west
WO	Without
*WPR	Way-point reporting
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSPD	Wind speed
WSW	West-south-west
WT	Weight
*WTC	Wake turbulence category
WTSPT	Waterspout
WWW	Worldwide web
WX	Weather
WXR	Weather radar

X

X	Cross
XBAR	Crossbar (of approach lighting system)

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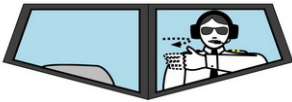
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1.7.4.2 From the Pilot of an Aircraft to a Signaller/Marshaller

Pilots in the cockpit shall use the following signals with hands plainly visible to the signaller/marshaller, and illuminated as necessary to facilitate observation by the signaller/marshaller:

	1. Brakes engaged Raise arm and hand, with fingers extended, horizontally in front of face, then clench fist.
	2. Brakes released Raise arm, with fist clenched, horizontally in front of face, then extend fingers.
	3. Insert chocks Arms extended, palms outwards, move hands inwards to cross in front of face.
	4. Remove chocks Hands crossed in front of face, palms outwards, move arms outwards.
	5. Ready to start engines Raise the appropriate numbers of fingers on one hand indicating the number of the engine to be started.

1.7.5 Standard Emergency Hand Signals

	1. Recommend evacuation Evacuation recommended based on aircraft rescue and fire-fighting and Incident Commander's assessment of external situation. Arm extended from body, and held horizontal with hand upraised at eye level. Beckoning arm motion angled backward. Non-beckoning arm held against body. Night - same with wands.
	2. Recommend stop Recommend evacuation in progress be halted. Stop aircraft movement or other activity in progress. Arms in front of head - Crossed at wrists. Night - same with wands.
	3. Emergency contained No outside evidence of dangerous conditions or 'all-clear.' Arms extended outward and down at a 45° angle. Arms moved inward below waistline simultaneously until wrists crossed, then extended outward to starting position. Night - same with wands.
	4. Fire Right-hand moved in a 'fanning' motion from shoulder to knee, while at the same time left hand is pointing to area of fire. Night - same with wands.

1.8 Time (SERA.3401)

A time check shall be obtained prior to operating a controlled flight and at such other times during the flight as may be necessary.

Wherever time is utilised in the application of data link communications, it shall be accurate to within 1 second of UTC.

1.9 Requirements for communication, SSR transponder and electronic conspicuity in U-Space airspace

1.9.1 Radio Mandatory Zone (RMZ)

VFR flights operating in parts of class E, F or G airspace and IFR flights operating in parts of class F or G airspace designated as a radio mandatory zone (RMZ) shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel, unless in compliance with alternative provisions prescribed for that particular airspace by the ATS authority.

Before entering a radio mandatory zone, an initial call containing the designation of the station being called, call sign, type of aircraft, position, level, the intentions of the flight and other information as prescribed by the appropriate ATS unit, shall be made by pilots on the appropriate communication channel.

1.9.2 Transponder Mandatory Zone (TMZ)

All flights operating in airspace designated as a transponder mandatory zone (TMZ) shall carry and operate SSR transponders capable of operating on Modes A and C or on Mode S, unless in compliance with alternative provisions prescribed for that particular airspace by the ATS authority.

1.9.3 U-Space Airspace

Manned aircraft operating in airspace designated as a U-space airspace, and not provided with an ATC service by the ATS authority, shall continuously make themselves electronically conspicuous to the USSP.

1.10 Air Traffic Control Service

1.10.1 Air Traffic Control Clearances (SERA.8015)

1.10.1.1 Operation subject to clearance

An ATC clearance shall be obtained prior to operating a controlled flight, or a portion of a flight as a controlled flight. Such clearance shall be requested through the submission of a flight plan to an air traffic control unit.

The pilot-in-command of an aircraft shall inform ATC if an ATC clearance is not satisfactory. In such cases, ATC will issue an amended clearance, if practicable.

Whenever an aircraft has requested a clearance involving priority, a report explaining the necessity for such priority shall be submitted, if requested by the appropriate ATC unit.

If, prior to departure, it is anticipated that, depending on fuel endurance and subject to re-clearance in flight, a decision may be taken to proceed to a revised destination aerodrome, the appropriate ATC units shall be so notified by the insertion in the flight plan of information concerning the revised route (where known) and the revised destination.

An aircraft operated on a controlled aerodrome shall not taxi on the manoeuvring area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit.

1.10.1.2 Read-back of clearances and safety-related information

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
- c. runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions;
- d. transition levels, whether issued by the controller or contained in ATIS broadcasts.

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.

Voice read-back of CPDLC messages shall not be required, unless otherwise specified by the responsible ATS authority.

1.10.1.3 Coordination of clearances

When prescribed by the ATS unit, aircraft shall contact a downstream ATC unit, for the purpose of receiving a downstream clearance prior to the transfer of control point. Aircraft shall maintain the necessary two-way communication with the current air traffic control unit whilst obtaining a downstream clearance.

1.10.2 Adherence to Flight Plan (SERA.8020)

1.10.2.1 General

Except as provided for in § 1.10.2.2 and § 1.10.2.4 below, an aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate ATC unit, or unless an emergency situation arises which necessitates immediate action by the aircraft, in which event as soon as circumstances permit, after such emergency authority is exercised, the appropriate ATS unit shall be notified of the action taken and that this action has been taken under emergency authority.

Unless otherwise authorized or directed by the appropriate ATC unit, controlled flights shall, in so far as practicable:

- when on an established ATS route, operate along the defined centre line of that route;
- when on any other route, operate directly between the navigation facilities and/or points defining that route.

Unless otherwise authorised or directed by the appropriate ATC unit, an aircraft operating along an ATS route segment defined by reference to VOR shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the changeover point, where established. Deviation from this requirement shall be notified to the appropriate ATS unit.

1.10.2.2 Inadvertent Changes

In the event that a controlled flight inadvertently deviates from its current flight plan, the following action shall be taken:

- a. Deviation from track: If the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practicable;
- b. Variation in true airspeed: If the average true airspeed at cruising level between reporting points varies or is expected to vary by plus or minus 5 per cent of the true airspeed, from that given in the flight plan, the appropriate ATS unit shall be so informed;
- c. Change in time estimate: If the time estimate for the next applicable reporting point, FIR boundary or destination aerodrome, whichever comes first, is found to be in error in excess of 2MIN from that notified to ATS, a revised estimated time shall be notified as soon as possible to the appropriate ATS unit;
- d. Additionally, when an ADS-C agreement is in place, the ATS unit shall be informed automatically via data link whenever changes occur beyond the threshold values stipulated by the ADS-C event contract.

1.10.2.3 *Intended Changes*

Requests for flight plan changes shall include information as indicated hereunder:

- a. Change of cruising level: aircraft identification, requested new cruising level and cruising speed at this level, revised time estimates (when applicable) at subsequent FIR boundaries;
- b. Change of route:
 - Destination unchanged: aircraft identification, flight rules, description of new route of flight including related flight plan data beginning with the position from which requested change of route is to commence, revised time estimates and any other pertinent information;
 - Destination changed: aircraft identification, flight rules, description of revised route of flight to revised destination aerodrome including related flight plan data beginning with the position from which requested change of route is to commence, revised time estimates, alternate aerodrome(s) and any other pertinent information.

1.10.2.4 *Weather Deterioration below the VMC*

When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable, a VFR flight operated as a controlled flight shall either:

- a. request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome, or to leave the airspace within which an ATC clearance is required;
- b. if no clearance in accordance with (a) can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome;
- c. if operated within a CTR, request authorization to operate as a special VFR flight;
- d. request clearance to operate in accordance with the instrument flight rules.

1.10.3 *Position Reports (SERA.8025)*

Unless exempted by the competent ATS authority or by the appropriate ATS unit under conditions specified by that authority, a controlled flight shall report to the appropriate ATS unit, as soon as possible, the time and level of passing each designated compulsory reporting point, together with any other required information. Position reports shall similarly be made in relation to additional points when requested by the appropriate ATS unit. In the absence of designated reporting points, position reports shall be made at intervals prescribed by the appropriate ATS authority or specified by the appropriate ATS unit.

Controlled flights providing position information to the appropriate ATS unit via data link communications shall only provide voice position reports when requested.

When a controlled flight has been exempted from the requirement to report over compulsory reporting points pilots shall, unless automated position reporting is in effect, resume voice or CPDLC position reporting:

- when so instructed;
- when advised that the ATS surveillance service has been terminated, or;
- when advised that the ATS surveillance identification is lost.

The format of position reports shall be in accordance with Model AIREP special.

URL: <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32016R1185&from=EN>

1.10.4 *Termination of Control (SERA.8030)*

A controlled flight shall, except when landing at a controlled aerodrome, advise the appropriate ATC unit as soon as it ceases to be subject to ATC.

1.10.5 *Communications (SERA.8035)*

1.10.5.1 *General*

An aircraft operated as a controlled flight shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and establish two-way communication as necessary with, the appropriate ATC unit, except as may be prescribed by the relevant ATS authority in respect of aircraft forming part of aerodrome traffic at a controlled aerodrome.

The requirement for an aircraft to maintain an air-ground voice communication watch shall remain in effect when CPDLC has been established.

Note 1: Aircraft with a MTOW of 136000KG or more shall include the word "heavy" immediately after the aircraft call sign at initial contact with ATC.

Note 2: Student pilots should include the word "solo" immediately after the aircraft call sign at initial contact with each ATS unit or Basic Information unit.

1.10.5.2 Communication Failure in VMC

A controlled flight experiencing communication failure in VMC shall:

- set transponder to Code 7600;
- continue to fly in VMC;
- land at the nearest suitable aerodrome;
- report its arrival by the most expeditious means to the appropriate ATS unit.

1.10.5.3 Communication Failure in IMC

A controlled flight experiencing communication failure in IMC, or where it does not appear feasible to continue in accordance with VMC shall:

- a. set transponder to Code 7600;
- b. maintain for a period of 7MIN the last assigned speed and level, or minimum flight altitude if higher. The period of 7MIN starts:
 - if operating on a route without compulsory reporting points or if instructions have been received to omit position reports either:
 - at the time the last assigned level or minimum flight altitude is reached, or
 - at the time the transponder is set to Code 7600, whichever is later;
 - if operating on a route with compulsory reporting points and no instruction to omit position reports has been received either:
 - at the time the last assigned level or minimum flight altitude is reached, or
 - at the previously reported pilot estimate for the compulsory reporting point, or
 - at the time of a failed report of position over a compulsory reporting point, whichever is later;
- c. thereafter, adjust level and speed in accordance with the filed flight plan;
- d. if being radar vectored or proceeding offset according to RNAV without a specified limit, proceed in the most direct manner possible to re-join the current flight plan route, including any changes brought about by subsequent clearances, not later than the next significant point, taking into consideration the applicable minimum flight altitude;
- e. proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with item (f) below, hold over this aid or fix until commencement of descent;
- f. commence descent from the navigation aid or fix specified in item (e) at, or as close as possible to, the EAT last received and acknowledged or, if no EAT has been received and acknowledged, at, or as close as possible to, the ETA resulting from the current flight plan;
- g. complete a normal instrument approach procedure as specified for the designated navigation aid or fix;
- h. land, if possible, within 30MIN after the ETA specified in item (f) or the last acknowledged EAT, whichever is later.

Note: The pilot who is given the following message "Delay not determined, X ... aircraft holding for weather improvement" shall not consider it as an EAT for the purpose of the radio communication failure procedures. Pilots whose radio fails after they have received this message, but before an EAT is given, shall not attempt to land at their planned aerodrome of destination but should fly at their assigned level to an area in which VMC prevail and where they can approach and land visually at a suitable aerodrome.

1.11 Minimum fuel and fuel emergency (SERA.11012)

When a pilot reports a state of minimum fuel, the controller will inform the pilot as soon as practicable of any anticipated delays or that no delays are expected.

When the level of fuel renders declaring a situation of distress necessary, the pilot, in accordance with SERA.14095, shall indicate this by using the radiotelephony distress signal (MAYDAY), preferably spoken 3 times, followed by the nature of the distress condition (FUEL).

1.12 Degraded aircraft performance (SERA.11013)

1.12.1 General

Whenever, as a result of failure or degradation of navigation, communications, altimetry, flight control or other systems, aircraft performance is degraded below the level required for the airspace in which it is operating, the flight crew shall advise the ATC unit concerned without delay. Where the failure or degradation affects the separation minimum currently being employed, the controller will take action to establish another appropriate type of separation or separation minimum.

1.12.2 Degradation or failure of the RNAV system

When an aircraft cannot meet the specifications, as required by the RNAV/RNP airspace, route or procedure, as a result of a failure or degradation of the RNAV system, a revised clearance shall be requested by the pilot.

1.12.3 Loss of vertical navigation performance required for reduced vertical separation minima (RVSM) airspace

1. The pilot shall inform ATC as soon as possible of any circumstances where the vertical navigation performance requirements for RVSM airspace cannot be maintained. In such cases, the pilot shall obtain a revised ATC clearance prior to initiating any deviation from the cleared route and/or flight level, whenever possible. When a revised ATC clearance cannot be obtained prior to such a deviation, the pilot shall obtain a revised clearance as soon as possible thereafter.
2. During operations in or vertical transit through reduced vertical separation minimum (RVSM) airspace with aircraft not approved for RVSM operations, pilots shall report non-approved status as follows:
 - i. at initial call on any channel within RVSM airspace;
 - ii. in all requests for level changes; and
 - iii. in all readbacks of level clearances.
3. Air traffic controllers will explicitly acknowledge receipt of messages from aircraft reporting RVSM non-approved status.
4. Degradation of aircraft equipment – pilot reported
 - i. When informed by the pilot of an RVSM-approved aircraft operating in RVSM airspace that the aircraft's equipment no longer meets the RVSM requirements, ATC will consider the aircraft as non-RVSM-approved.
 - ii. Pilots shall inform ATC, as soon as practicable, of any restoration of the proper functioning of equipment required to meet the RVSM requirements.
5. Severe turbulence – not forecast
 - i. When an aircraft operating in RVSM airspace encounters severe turbulence due to weather or wake vortex that the pilot believes will impact the aircraft's capability to maintain its cleared flight level, the pilot shall inform ATC. ATC will establish either an appropriate horizontal separation or an increased minimum vertical separation.
 - ii. ATC will, to the extent possible, accommodate pilot requests for flight level and/or route changes and will pass on traffic information as required.
 - iii. ATC will solicit reports from other aircraft to determine whether RVSM should be suspended entirely or within a specific flight level band and/or area.
 - iv. The ACC suspending RVSM will coordinate with adjacent ACCs such suspension(s) and any required adjustments to sector capacities, as appropriate, to ensure an orderly progression to the transfer of traffic.
6. Severe turbulence – forecast
 - i. When a meteorological forecast predicts severe turbulence within RVSM airspace, ATC will determine whether RVSM should be suspended and, if so, for how long and for which specific flight level(s) and/or area.
 - ii. In cases where RVSM will be suspended, the ACC suspending RVSM will coordinate with adjacent ACCs with regard to the flight levels appropriate for the transfer of traffic, unless a contingency flight level allocation scheme has been determined by letter of agreement. The ACC suspending RVSM will also coordinate with adjacent ACCs applicable sector capacities, as appropriate.

1.13 ACAS Resolution advisory (RA) (SERA.11014)

In the event of an ACAS RA, pilots shall:

1. respond immediately by following the RA as indicated, unless doing so would jeopardize the safety of the aeroplane;
2. follow the RA even if there is a conflict between the RA and an ATC instruction to manoeuvre;
3. not manoeuvre in the opposite sense to an RA;
4. as soon as possible, as permitted by flight crew workload, notify the appropriate ATC unit of any RA which requires a deviation from the current ATC instruction or clearance;
5. promptly comply with any modified RAs;
6. limit the alterations of the flight path to the minimum extent necessary to comply with the RAs;
7. promptly return to the terms of the ATC instruction or clearance when the conflict is resolved; and
8. notify ATC when returning to the current clearance.

When a pilot reports an ACAS resolution advisory (RA), the controller will not attempt to modify the aircraft flight path until the pilot reports 'CLEAR OF CONFLICT'.

Once an aircraft departs from its ATC clearance or instruction in compliance with an RA, or a pilot reports an RA, the controller ceases to be responsible for providing separation between that aircraft and any other aircraft affected as a direct consequence of the manoeuvre induced by the RA. The controller will resume responsibility for providing separation for all the affected aircraft when:

1. the controller acknowledges a report from the flight crew that the aircraft has resumed the current clearance, or
2. the controller acknowledges a report from the flight crew that the aircraft is resuming the current clearance and issues an alternative clearance which is acknowledged by the flight crew.

1.14 Special aircraft observations (SERA.12005)

Special observations shall be made and reported by all aircraft whenever the following conditions are encountered or observed:

1. moderate or severe turbulence; or
2. moderate or severe icing; or
3. severe mountain wave; or

4. thunderstorms, without hail, that are obscured, embedded, widespread or in squall lines; or
5. thunderstorms, with hail, that are obscured, embedded, widespread or in squall lines; or
6. heavy dust storm or heavy sandstorm; or
7. volcanic ash cloud; or
8. pre-eruption volcanic activity or a volcanic eruption.

Flight crews shall compile the reports using forms based on the model AIREP SPECIAL form. The detailed instructions for reporting, shall be complied with.

URL: <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32016R1185&from=EN>

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 5KM, except for circuit training for which a minimal visibility of 3 KM is required.

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 3500 FT AMSL or 1000 FT 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 24 HR 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

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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 MARSAs 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 MARSAs 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.

ENR 4.4 Name-code Designators for Significant Points

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
ABBUW	500752N 0051637E		MIL DARK FALCON route
ABHIC	510846N 0034726E		MIL DARK FALCON route
ABJEH	504442N 0054116E		MIL BENE route
ABKOH	502020N 0044350E		MIL BENE route
ABLAZ	503338N 0052553E		IAP EBLG
ABLIX	502652N 0041023E		IAP EBCI
ABPAF	501633N 0041755E		MIL DARK FALCON route
ABQEK	510100N 0051600E		MIL FALCON route
ABTEH	494104N 0053048E		MIL DARK FALCON route
ABVUH	504723N 0051149E		MIL DARK FALCON route
ABWAQ	505922N 0033625E		MIL BENE route
ABXIK	501841N 0040813E		MIL BENE route
ABZUQ	505853N 0054223E		MIL BENE route
ACFAB	503530N 0045445E		MIL DARK FALCON route
ACGUC	505402N 0031511E		MIL BENE route
ACEKF	503557N 0055456E		MIL BENE route
ACLAW	511710N 0051122E		MIL DARK FALCON route
ACMAH	512213N 0055154E		MIL BENE route
ACPEZ	511122N 0033326E		MIL BENE and FALCON route
ACXAF	512211N 0055156E		MIL BENE route
ACXEW	503556N 0035842E		IAP EBCV
ADBUQ	494737N 0050359E		MIL DARK FALCON route
ADIXO	503453N 0050220E		SID EBBR
ADQEV	505820N 0052141E		MIL BENE route
ADUSU	495722N 0061146E	T856	

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
ADUTO	503054N 0032142E	N873	FRA (E)
AFCIC	511600N 0032300E		MIL BENE route
AFHIR	505603N 0032554E		MIL BENE and FALCON route
AFHUZ	510431N 0032701E		MIL DARK FALCON route
AFJOZ	510539N 0050817E		MIL DARK FALCON route
AFKEQ	502305N 0045950E		MIL DARK FALCON route
AFLUF	503249N 0033614E		MIL DARK FALCON route
AFMAW	511400N 0035900E		MIL FALCON route
AFQIN	501558N 0051009E		MIL BENE route
AFZUK	502154N 0045223E		MIL DARK FALCON route
AGAJE	501702N 0050536E		MIL BENE and FALCON route
AGENI	504500N 0060200E	T855	
AGJEV	502247N 0050650E		MIL BENE route
AGMUW	494325N 0053236E		MIL BENE and FALCON route
AGPIH	502200N 0051200E		MIL BENE route
AGQUC	495902N 0045841E		MIL DARK FALCON route
AGTAQ	494256N 0052150E		MIL BENE route
AGVUZ	501759N 0060753E		MIL BENE route
AGZUS	502226N 0053103E		MIL BENE and FALCON route
AHUHE	512719N 0044317E		MIL BENE route
AKELU	492201N 0062750E		STAR ELLX
AKHEW	501646N 0041735E		MIL BENE and FALCON route
AKJUX	502325N 0055219E		MIL DARK FALCON route
AKOVI	504450N 0034307E		STAR EBBR, STAR EBAW
ALFAS	505207N 0032126E		IAP EBKT
ALHUV	503914N 0052814E		STAR EBLG, IAP EBLG
ALJEM	511347N 0034828E		MIL BENE route

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
PESOV	502239N 0062054E	T180	
PETAN	493310N 0055238E		STAR ELLX
PEVAD	511629N 0040317E	L191	
PINUS	504547N 0055145E	Z283	
PITES	494343N 0063110E	M150, Z111	SID EBBR FRA (I)
PIZVE	503021N 0052044E		IAP EBLG
PODAT	504145N 0060811E	M170	
PODEN	504121N 0060825E	Y862	
PONIG	494536N 0063410E		IAP ELLX, STAR ELLX
PUTTY	512157N 0042015E		SID EBAW
RAPIX	512635N 0020000E	L610	FRA (X)
RAPOR	493529N 0051247E		SID ELLX
RASCA	500845N 0045252E		FRA (X)
REKPI	502325N 0041251E		IAP EBCI
REMB A	503944N 0045451E	M624, UL607	SID EBBR, STAR ELLX FRA (IDA)
REMGO	494633N 0050116E	UY157	
RERTI	505036N 0053050E		IAP EBLG
RITAX	500440N 0054825E	M624, UT27, Z104, Z283	SID EBBR, SID EBCI, STAR EBLG, STAR ELLX FRA (IDA)
ROBAL	502824N 0033800E	M617, UM617	
ROBON	500442N 0060712E	Z104	
RODRI	505236N 0035146E		STAR EBBR
ROFAC	505330N 0054118E	M617	
ROUSY	492835N 0060654E	M624, UT27	SID EBBR FRA (I)
RUBUT	504905N 0024033E		DCT (see ENR 3.3, § 1) FRA (E)
RUDEL	504101N 0041337E		IAP EBBR
RUDIX	502504N 0050607E		STAR EBLG
RUHUW	505157N 0053756E		MIL BENE route

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
SASKI	513253N 0023000E	L179, L608	SID EBOS FRA (X)
SISGA	503705N 0040324E	UM617, UZ319	FRA (I)
SIWFI	505344N 0032404E		MIL BENE route
SKARD	510952N 0031229E		IAP EBOS
SOGRI	504823N 0050243E	L608, M617, UM617, Y868	FRA (IDA)
SONDI	511126N 0045018E	L179	SID EBAW
SOPOK	501510N 0054626E	Y863, Z283	SID EBBR, SID EBCI FRA (ID)
SORAL	490650N 0062616E		STAR ELLX
SORAT	511257N 0053548E	L179	
SUMAS	505635N 0060059E	Z283	
SUTAL	492800N 0062330E	N852	FRA (I)
SUXIM	501658N 0061719E	L607	
TALUD	493604N 0052514E	Q763	SID ELLX
TERLA	504057N 0053956E	L608, N852	
TEZCU	501906N 0050747E		MIL DARK FALCON route
TILVI	493630N 0053503E	Q763, Y180	SID ELLX
TOLVU	493731N 0052218E	UN857	FRA (X)
TOSCO	510424N 0023608E		IAP EBOS
TULNI	503327N 0031656E		STAR EBAW, STAR EBBR
TUTSO	502900N 0051204E		IAP EBLG
UBOLT	511934N 0030846E		IAP EBOS
UDRUR	502457N 0050455E		
ULPEN	504520N 0055539E		SID EHBK
ULRUD	510217N 0051555E		
ULTAV	504726N 0052833E		
UMPES	510356N 0044548E		IAP EBBR
UNLUP	501656N 0052926E		

ENR 5.4 Air Navigation Obstacles

1 IN BELGIUM

1.1 Area 1 Obstacles

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

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

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

URL: https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Product/Obstacles/ObstacleDataArea1Belgium17APR2025additionalinfo.xlsx

1.2 Dynamic Obstacle Lighting

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

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

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

2 IN LUXEMBOURG

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

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

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AD 3 PRIVATE HELIPORTS

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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) 2 443 21 75

TEL: +32 (0) 2 443 22 14

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

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

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)

TEL: 9 6321 23231 (S2)

TEL: 9 6321 23762 (Security Stand)

Coordinates: 510924N 0024418E

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

BERLAAR

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

TEL: +32 (0) 2 442 17 77 (CIV)
TEL: 9 6321 21777 (MIL)

Coordinates: 510615N 0043801E
Remark: PPR only

BURCHT

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

TEL: +32 (0) 2 442 70 40 (CIV)
TEL: 9 6321 27040 (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

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

MARCHE-LES-DAMES

Post: CE Cdo
Quartier Lt Gen Roman
Rue du Roi Chevalier 10
5024 Marche-Les-Dames
BELGIUM

TEL: +32 (0) 2 443 07 72 (CIV)
TEL: 9 6321 30772 (MIL)

Coordinates: 502902N 0045752E
Remark: PPR only

MEERDAL

Post: Meerdal
Naamseseenweg 100
3052 Oud-Heverlee
BELGIUM

TEL: +32 (0) 2 443 43 64 (CIV)
TEL: 9 6321 34364 (MIL)

Coordinates: 504902N 0044198E
Remark: PPR only

EUPEN

Post: IRMEP/KMILO
Quartier Slt Antoine
Rue de Bellmerin 46
4700 Eupen
BELGIUM
TEL: +32 (0) 2 442 76 04 (CIV)
TEL: +32 (0) 2 442 75 27 (CIV)
TEL: 9 6321 27604 (MIL)
TEL: 9 6321 27527 (MIL)

Coordinates: 503750N 0060429E

Remark: PPR only

EVERE

Post: Bn HK ITC
Kwartier Koningin Elisabeth
Eversestraat
1140 Brussel
BELGIUM
TEL: +32 (0) 2 441 78 26 (CIV)
TEL: +32 (0) 2 441 54 08 (CIV)
TEL: 9 6321 17826 (MIL)
TEL: 9 6321 15408 (MIL)

Coordinates: 505220N 0042534E

Remark: PPR only

FLAWINNE

Post: 2 Bn Cdo
Quartier SLt Thibaut
Rue J Durieux
5020 Flawinne
BELGIUM
TEL: +32 (0) 2 442 09 53 (CIV)
TEL: +32 (0) 2 442 10 30 (CIV)
TEL: 9 6321 20953 (MIL)
TEL: 9 6321 21030 (MIL)

Coordinates: 502757N 0044847E

Remark: PPR only

SEMMERZAKE

Post: 3 Bataljon Parachutisten
Kwartier Kpt VI de Hemptinne
Molenstraat 69
9890 Gavere
BELGIUM
TEL: +32 (0) 2 442 21 32 (CIV)
TEL: 9 6321 22132 (MIL)

Coordinates: 505618N 0034030E

Remark: PPR only

GROBBENDONK

Post: 936 Dep
Kwartier Grobbendonk
Bevrijdingsstraat 31
2280 Grobbendonk
BELGIUM
TEL: +32 (0) 2 442 07 99 (CIV)
TEL: 9 6321 20799 (MIL)

Coordinates: 511056N 0044443E

Remark: PPR only

MELSBROEK

Post: 15 W Lu Tpt
Kwartier Groenveld
Steenweg op Haacht 1
1910 Melsbroek
BELGIUM
TEL: +32 (0) 2 752 45 02 (CIV)
TEL: 9 2623 4502 (MIL)

Coordinates: 505453N 0042943E

Remark: PPR only

NIVELLES

Post: Ph Mil C
Quartier Cdt Avi Dony
Chaussée de Namur 42
1400 Nivelles
BELGIUM
TEL: +32 (0) 2 442 19 71 (CIV)
TEL: 9 6321 21971 (MIL)

Coordinates: 503545N 0042108E

Remark: PPR only

PEUTIE

Post: Bureel Plaats en Kwartier
Kwartier Maj Housiau
Martelarenstraat 181
1800 Peutie
BELGIUM
TEL: +32 (0) 2 441 10 64 (CIV)
TEL: 9 6321 11064 (MIL)

Coordinates: 505602N 0042809E

Remark: PPR only

SAFFRAANBERG

Post: Kw Kol VI Renson Saffraanberg
Luikersteenweg 371
3800 Sint-Truiden
BELGIUM
TEL: +32 (0) 2 441 33 29 (CIV)
TEL: 9 6321 13360 (MIL)
TEL: 9 6321 13353 (MIL)
TEL: 9 6321 13339 (S2)

Coordinates: 504706N 0051352E

Remark: PPR only

SPA

Post: 12/13 Li
Quartier Lt Gen Baron Jaques de Dixmude
Avenue du 12eme de Ligne Prince Leopold 1
4900 Spa
BELGIUM
TEL: +32 (0) 2 442 87 66 (CIV)
TEL: 9 6321 28766 (MIL)

Coordinates: 502911N 0055055E

Remark: PPR only

HEVERLEE

Post: HK Bde Para-Cdo - Sec S3
Kwartier Cdt de Hemptinne
Hertogstraat 300
3001 Leuven
BELGIUM

TEL: +32 (0) 2 442 12 74 (CIV)
TEL: +32 (0) 2 442 13 65 (CIV)
TEL: 9 6321 21274 (MIL)
TEL: 9 6321 21365 (MIL)

Coordinates: 505115N 0044242E

Remark: PPR only

IEPER

Post: Plaats Ieper
Kwartier 1WM Lemahieu
Kemmelseweg 5
8900 Ieper
BELGIUM

TEL: +32 (0) 2 442 80 70 (CIV)
TEL: +32 (0) 2 442 80 62 (CIV)
TEL: 9 6321 28070 or 28062 (MIL)

Coordinates: 505023N 0025253E

Remark: PPR only

LEOPOLDSBURG-Kamp Beverlo

Post: Kamp Beverlo - Brigade
Kamp Beverlo
3970 Leopoldsburg
BELGIUM

TEL: +32 (0) 2 442 44 96 (CIV)
TEL: 9 6321 24496 (MIL)

Coordinates: 510656N 0051648E

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

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

ST-KRUIS

Post: Cominav
Kwartier LTZ Billet
Leopold de Bruynestraat 125
8310 St-Kruis
BELGIUM

TEL: +32 (0) 2 441 30 55 (CIV)
TEL: 9 6321 13055 (MIL)

Coordinates: 511235N 0031542E

Remark: PPR only

TIELEN

Post: 3 Para
Kwartier Kapt P. Gailly
Kaliebaan 30
2460 Kasterlee (Tienen)
BELGIUM

TEL: +32 (0) 2 442 72 78 (CIV)
TEL: 9 6321 27278 (MIL)

Coordinates: 511447N 0045447E

Remark: PPR only

TOURNAI

Post: E Log - Dept Adm & Log - S2
Quartier St Jean
Rue Galterie St Jean 44
7500 Tournai
BELGIUM

TEL: +32 (0) 2 442 02 62 (CIV)
TEL: +32 (0) 2 442 04 71 (CIV)
TEL: 9 6321 20262 (MIL)
TEL: 9 6321 20471 (MIL)

Coordinates: 503610N 0032401E

Remark: PPR only

WEELDE

Post: SSB
Kwartier Weelde
Geeneinde
2381 Weelde
BELGIUM

TEL: +32 (0) 14 65 98 00 (CIV)

Coordinates: 512340N 0045743E

Remark: PPR only

ZEEBRUGGE

Post: Comopsnv
Marine Basis Zeebrugge
Graaf Jansdijk 1
8383 Zeebrugge
BELGIUM

TEL: +32 (0) 2 443 06 10 (CIV)
TEL: 9 6321 30610 (MIL)

Coordinates: 512012N 0031227E

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

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AD 2 PUBLIC AERODROMES

EBAW - ANTWERPEN / Deurne

EBAW AD 2.1 Aerodrome Location Indicator and Name

EBAW - ANTWERPEN / Deurne

EBAW AD 2.2 Aerodrome Geographical and Administrative Data

1	ARP coordinates	511122N 0042737E
	Site of ARP at aerodrome	091° MAG / 780M from TWR
2	Direction and distance from (city)	2.9NM SE of Antwerp
3	Elevation / reference temperature	32FT / 22°C
4	Geoid undulation at AD ELEV PSN	148FT
5	Magnetic variation / annual change	1°E (2020) / INFO not AVBL
6	Name of AD operator	LEM Antwerpen
	Address	Luchthavengebouw Luchthavenlei 2100 Deurne BELGIUM
	TEL	+32 (0) 3 285 65 20 (H24)
	FAX	+32 (0) 3 285 65 01 (Airport Authority) +32 (0) 2 208 55 13 (Self-briefing)
	Email	info@antwerpairport.aero security@antwerpairport.aero (H24)
	AFS	EBAWYDYX
	Website	www.antwerp-airport.com
7	Types of traffic permitted (IFR / VFR)	IFR / VFR
8	Remarks	NIL

EBAW AD 2.3 Operational Hours

1	AD Operator	0600-2200 (0500-2100)
2	Customs and immigration	Passengers: 0600-2200 (0500-2100) Goods: MON-FRI (HOL excl): 0700-1100 (0600-1000) and 1130-1700 (1030-1600) <i>Note: Customs clearance outside these hours is possible. Fees depend on the number of customs officers required and on the nature of operations.</i>
3	Health and sanitation	As AD Operator
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	0500-2100 (0400-2000) - Uplifts outside these hours but within operational hours of EBAW possible subject to prior notice by mail or telephone. - No fuel services available when EBAW is closed. - Air BP facilities are staffed as from 0430 (0330). Air BP may be contacted during operational hours on TEL +32 (0) 475 44 97 79 or email air.bp@flyinggroup.aero.
9	Handling	As AD Operator
10	Security	As AD Operator
11	De-icing	As AD Operator
12	Remarks	Occasionally the aerodrome may be opened outside the published hours between 2200 - 2330 (2100 - 2230) for arriving scheduled flights under following provisions: - The agreement of the Airport Authority - The payment of the allowances affected for the necessary personnel (2000 EUR per landing, VAT excl) - A written request forwarded to the Airport Authority which has to reach it at least before 1500 (1400). Occasionally the aerodrome may be opened outside the published hours for urgent medical flights under following provisions: - The agreement of the Airport Authority - The payment of the allowances affected for the necessary personnel (2000 EUR per landing, VAT excl)

EBAW AD 2.4 Handling Services and Facilities

1	Cargo-handling facilities	Modern handling facilities available O/R (unlimited weight)
2	Fuel types	AVGAS 100 LL and JET A1
	Oil types	All types
3	Fuelling facilities and capacity	AVGAS 100 LL: 2 fixed pumps JET A1: 2 trucks (19 and 12.3m ³ , 2 x 800L/MIN) Fuelling Apron 1: on aircraft stands Fuelling Apron 2: behind the red safety line hangars 105, 107, 109 and 112
4	De-icing facilities	De-icing on stand
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	All repairs

7	Remarks	All flights with ACFT using AVGAS 100 LL are not allowed except with PPR, due to environmental restrictions. For PPR contact Inspection: TEL +32 (0) 496 24 59 50 or email inspection@antwerpairport.aero. Handling is compulsory for transport of arriving passengers and crew of general aviation and business flights, parked on apron 1 or general aviation terminal (local flights excepted). Flights without handling: prior notification is required via https://flights.antwerpairport.aero. For handling, please contact:															
		Handling Regular Flights / Charter Flights <table><tr><td>Aviapartner</td><td>FENAIR</td></tr><tr><td>TEL: +32 (0) 489 87 22 99</td><td>TEL: +32 (0) 485 44 54 05</td></tr><tr><td>TEL: +32 (0) 3 846 20 24</td><td>TEL: +32 (0) 483 65 57 13</td></tr><tr><td>Email: ops.anr@aviapartner.aero</td><td>TEL: +32 (0) 485 20 47 76</td></tr><tr><td></td><td>Email: musty@fenair.aero</td></tr><tr><td></td><td>Email: bassim.o@fenair.aero</td></tr><tr><td></td><td>Email: naila.o@fenair.aero</td></tr></table>		Aviapartner	FENAIR	TEL: +32 (0) 489 87 22 99	TEL: +32 (0) 485 44 54 05	TEL: +32 (0) 3 846 20 24	TEL: +32 (0) 483 65 57 13	Email: ops.anr@aviapartner.aero	TEL: +32 (0) 485 20 47 76		Email: musty@fenair.aero		Email: bassim.o@fenair.aero		Email: naila.o@fenair.aero
		Aviapartner	FENAIR														
		TEL: +32 (0) 489 87 22 99	TEL: +32 (0) 485 44 54 05														
TEL: +32 (0) 3 846 20 24	TEL: +32 (0) 483 65 57 13																
Email: ops.anr@aviapartner.aero	TEL: +32 (0) 485 20 47 76																
	Email: musty@fenair.aero																
	Email: bassim.o@fenair.aero																
	Email: naila.o@fenair.aero																
Aeroservices Philippe Paraskeva TEL: +32 (0) 477 35 20 66 Email: philippe.paraskeva@aeroservices.be Ismail H'Lalem TEL: +32 (0) 472 07 14 02 Email: ismail.hlalem@aeroservices.be																	
Handling General Aviation / Business Flight <table><tr><td>ASL Jet Handling</td><td>Flyinggroup</td></tr><tr><td>TEL: +32 (0) 3 535 02 33</td><td>TEL: +32 (0) 3 285 34 76</td></tr><tr><td>Email: handling@aslgroup.eu</td><td>TEL: +32 (0) 3 286 86 09</td></tr><tr><td>URL: www.aslgroup.eu</td><td>Email: handling@flyinggroup.aero</td></tr><tr><td></td><td>URL: www.flyinggroup.aero</td></tr></table>		ASL Jet Handling	Flyinggroup	TEL: +32 (0) 3 535 02 33	TEL: +32 (0) 3 285 34 76	Email: handling@aslgroup.eu	TEL: +32 (0) 3 286 86 09	URL: www.aslgroup.eu	Email: handling@flyinggroup.aero		URL: www.flyinggroup.aero						
ASL Jet Handling	Flyinggroup																
TEL: +32 (0) 3 535 02 33	TEL: +32 (0) 3 285 34 76																
Email: handling@aslgroup.eu	TEL: +32 (0) 3 286 86 09																
URL: www.aslgroup.eu	Email: handling@flyinggroup.aero																
	URL: www.flyinggroup.aero																

EBAW AD 2.5 Passenger Facilities

1	Hotels	In the city
2	Restaurants	At aerodrome Belair Antwerp and in the city
3	Transportation	Taxis, buses and car hire
4	Medical facilities	First aid treatment and recovery room Public ambulances and hospitals in the city (2.5KM) Automated external defibrillator (AED) available
5	Bank	Cash dispenser available
	Post office	In the city
6	Tourist office	At aerodrome / Tourist office in the city
7	Remarks	NIL

EBAW AD 2.6 Rescue and Fire Fighting Services

1	Aerodrome category for fire fighting	CAT 7
2	Rescue equipment	2 crashtenders with in total 24 500 L of water and 3 000 L of FFF (level C foam) 1 reserve crashtender with 9 000 L of water and 1 180 L of foam - release material - mobile command post - rescue car
3	Capability for removal of disabled aircraft	Bulldozer, tractors, forklift, aerial platform, driving plates, intervention vehicle, container truck, crane truck
4	Remarks	NIL

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

1	Types of clearing equipment	• 1 wheel-loader with bucket • 2 trucks "UNIMOG" with snowplough (working width: 4.2M) • 1 truck "MBTRAC" with snowplough (working width: 4.2M) • 2 sweeper-blowers "SHÖRLING" (sweeping width: 3.3M) • 1 sweeper-blower "SWINGO" (sweeping width: 1 M) • 1 Sweeper "NEW HOLLAND" (sweeping width: 3.2M) • 1 sprayer of de-icing liquids (capacity: 4000L, spraying width: 30M)
2	Clearance priorities	1. RWY 11/29 2. TWY A1, A2 and F 3. Apron 1 4. Apron 2 5. TWY E, G, H and H3 6. TWY B1, B2 and K 7. Remaining part of the movement area, H2 and all roads outside the movement area
3	Use of material for movement area surface treatment	KAC (potassium acetate fluids) and NAAC (sodium acetate solids) used.
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: TEL: +32 (0) 3 285 65 02 or +32 (0) 3 285 65 32 or +32 (0) 496 24 59 50 ASFT SAAB as an auxiliary means of evaluating the runway condition.

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

1	Apron designation, surface and strength	Apron 1: CONC / ASPH, PCN 30/F/A/W/U Apron 2: ASPH, PCN 30/F/A/W/U Apron General Aviation: ASPH, MAX 5700KG
2	Taxiway designation, width, surface and strength	TWY A and F: 25M, ASPH, PCN 30/F/A/W/U TWY B and J: 12M, ASPH, PCN 30/F/A/W/U TWY E, G and H: 12M, ASPH, MAX 5700KG TWY K: 15M, ASPH, PCN 30/F/A/W/U
3	ACL and elevation	At aprons (31FT)
4	VOR check points	NIL
5	INS check points	At aircraft stands
6	Remarks	NIL

EBAW AD 2.9 Surface Movement Guidance and Control System and Markings

1	Aircraft stand identification signs	Aircraft stand identification markings Apron 1. Aircraft stand identification signs and markings Apron 2.
	Taxiway guide lines	AVBL
	Visual docking / parking guidance system at aircraft stands	Parking guide lines at all stands on Apron 1

2	Runway markings and lighting	RWY Markings: Designation, threshold, touchdown zone, centre line, side strips, aiming point, lead on/off TWY F. RWY Lights: see EBAW AD 2.14 Approach and Runway Lighting .
	Taxiway markings and lighting	TWY Markings: Centre line, edge line, edge markers (TWY B, E, G, H, K), RWY holding points. TWY Lights: see EBAW AD 2.15 Other Lighting and Secondary Power Supply .
3	Stop bars	NIL.
	Runway guard lights	Runway guard lights are installed at holding points F, A2, J, B2, G and E.
4	Other runway protection measures	NIL
5	Remarks	Aircraft inbound to General Aviation will hold position on the taxi-guidance line when abeam the allocated parking stand number (stands 20 to 31). Stop the engine and push the aircraft on the allocated parking, nosewheel on the numbered yellow line. Marshalling service on request. All runway lights LED. Follow-me upon request for arriving aircraft at the end of TWY to stand. Follow-me upon request for departing aircraft from stand to RWY holding point.

EBAW AD 2.10 Aerodrome Obstacles

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

Details on EBAW aerodrome obstacles can be found on chart [AD 2 EBAW AOC.01](#).

EBAW AD 2.11 Meteorological Information Provided

1	Associated MET Office	EBAW MET EBBR MET
2	Hours of service	EBAW MET: 0530-1730 (0430-1630) and 1730-2200 (1630-2100) in case of adverse weather conditions
	MET Office outside hours	EBBR MET: outside AD OPR HR and 1730-2200 (1630-2100) in case of non-adverse weather conditions
3	Office responsible for TAF preparation	EBBR
	Periods of validity	9HR
	Interval of issuance	3HR
4	Trend forecast	AVBL
	Interval of issuance	30MIN
5	Briefing / consultation provided	Personal consultation (during EBAW MET hours of service only), 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	Antwerpen TWR
10	Additional information	International aviation: TEL: +32 (0) 3 285 69 16 FAX: +32 (0) 2 206 28 29 (EBBR) Outside EBAW AMO hours of service: contact EBBR AMO (see EBBR AD 2.11). VFR flights, gliding, ballooning: TEL: 0902 / 88 173 (CONSUTEL) Note: Communications automatically recorded on tape.

EBAW AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				RWY end COORD	
				THR geoid undulation	
1	2	3	4	5	6
11	109.80°	1510 x 45	36/F/B/X/T ASPH	511130.70N 0042717.19E	THR 29FT
				511115.75N 0042823.45E	
				147.7 FT	
29	289.80°	1502 x 45	36/F/B/X/T ASPH	511115.75N 0042823.45E	THR 31FT TDZ 32FT
				511132.27N 0042710.17E	
				147.8 FT	

RWY designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	Dimensions of RESA
7	8	9	10	11	12
11	+0.08%	NIL	NIL	1630 x 300	90 x 90
29	-0.08%	NIL	8 x 150	1630 x 300	90 x 90

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

Note: A grass strip of 600 M x 18 M is available next to the runway for aircraft with MTOW below 2000KG. Prior approval of the airport required (PPR). No solo training flights allowed. MAX crosswind of 15 KT. Horizontal visibility of 5 KM or more.

EBAW AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
11	1510	1510	1510	1366	NIL
29	1502	1510	1502	1502	NIL

EBAW AD 2.14 Approach and Runway Lighting

RWY 11			
Approach lighting system	Type:	SALS	VASIS
	Length:	420 M	
	Intensity:	LIH	
Runway threshold lights	Colour:	green	Touchdown zone lights
	Wing bars:	NIL	
Runway end lights	Colour:	red	Stopway lights
	Wing bars:	NIL	

Type:	PAPI (left / 3.5°)
MEHT:	57 FT
Simple touchdown zone lights available	
NIL	

RWY 11			
Runway centre line lights	Length:	1365 M	white: from 0 to 690 M
	Spacing:	15 M	red / white: from 690 to 1095 M
	Intensity:	LIH	red: from 1095 to 1365 M
Runway edge lights	Length:	1 510 M	red: from 0 to 100 M
	Spacing:	30 M	white: from 100 to 1 060 M
	Intensity:	LIH	yellow: from 1 060 to 1 510 M
Remarks	Approach lighting system no LED AVBL. All RWY lights till stop bars included LED. PAPI LED.		

RWY 29					
Approach lighting system	Type:	SALS	VASIS	Type:	PAPI (left / 3°)
	Length:	620 M		MEHT:	54FT
	Intensity:	LIH			
Runway threshold lights	Colour:	green	Touchdown zone lights	Simple touchdown zone lights available	
	Wing bars:	NIL			
Runway end lights	Colour:	red	Stopway lights	NIL	
	Wing bars:	NIL			
Runway centre line lights	Length:	1510 M	white:	from 0 to 765 M	
	Spacing:	15 M	red / white:	from 765 to 1230 M	
	Intensity:	LIH	red:	from 1230 to 1510 M	
Runway edge lights	Length:	1510 M	white:	from 0 to 1020 M	
	Spacing:	30 M	yellow:	from 1020 to 1510 M	
	Intensity:	LIH			
Remarks	Approach lighting system no LED AVBL. All RWY lights till stop bars included LED. PAPI halogen.				

EBAW AD 2.15 Other Lighting and Secondary Power Supply

1	ABN / IBN location, characteristics and hours of operation	NIL
2	LDI location and lighting	NIL
	WDI location and lighting	Next to apron 2 (lighted) At THR 11 (lighted) At THR 29 (lighted)
3	Taxiway edge lighting	TWY A1, A2, F and K
	Taxiway centre line lighting	TWY A1, A2, F and K
4	Secondary power supply	To all lighting at aerodrome
	Switch-over time	0 SEC
5	Remarks	Blue reflective edge markers on TWY B, E, G, H and J. TWY centre line lights from RWY to holding point LED. TWY edge lights from RWY to holding point LED.

EBAW AD 2.16 Helicopter Landing Area

1	Coordinates TLOF or THR of FATO	H2: 511114.76N 0042734.17E H3: 511130.12N 0042742.66E
	Geoid undulation	148 FT
2	TLOF and/or FATO elevation	H2: 31 FT H3: 28 FT

3	TLOF and FATO area dimensions	H2: diameter 13 M H3: diameter 12 M
	Surface	ASPH
	Strength	< 3175 KG
	Marking	Marked with white letter "H". There is no aiming point provided.
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APCH and FATO lighting	NIL
7	Remarks	See chart AD 2 EBAW VAC.03

EBAW AD 2.17 ATS Airspace

1	Designation	Antwerpen CTR
	Lateral limits	511606N 0041600E - 511606N 0043737E - 511005N 0044746E - 510432N 0041845E - an arc of circle, 8NM radius, centred at 511107N 0042600E and traced clockwise to 511606N 0041600E.
2	Vertical limits	2500FT AMSL
3	Airspace classification	D
4	ATS unit call sign	Antwerpen Tower
	Language(s)	En
5	Transition altitude	4500FT AMSL
6	Hours of activation	As AD Operator. See AD-2.3
7	Remarks	Activation may be checked with Brussels FIC. OPR HR may vary. Therefore, outside activation times, pilots shall maintain a listening watch with Brussels FIC. UAS can be encountered in UAS geographical zones EBAW VLL0, VLL1 and VLL2 (for specifications, see ENR 5.1, § 4). Systematic tracking of UAS by ATC cannot be ensured.

EBAW AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Antwerpen Tower	135.205	HS	Primary frequency 8.33 KHZ CH
		125.625MHZ	HS	Supplementary frequency
		121.500MHZ	HS	Emergency frequency
	Antwerpen Ground	121.905	HS	Ground movement control 8.33 KHZ CH
ATIS	Antwerpen Information	124.205	H24	D-ATIS available (see GEN 3.4, § 3.4.2) 8.33 KHZ CH
VDF	Antwerpen Homer	135.205	HS	8.33 KHZ CH
		121.500MHZ	HS	NIL

EBAW 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 (1°E/2020)	ANT	113.500MHZ CH 82X	H24	511125.7N 0042821.3E	100FT	Coverage: 40NM/FL250
NDB	ONW	355KHZ	H24	511002.7N 0043358.4E		Coverage: 50NM Collocated with OM ILS 29
ILS 29 (CAT I)						
	LOC	IAD	111.750MHZ	H24	511133.7N 0042704.0E	290° GEO / 0.89NM from THR 29 No back beam available LOC only reliable within 35° either side of course line
	GP		333.350MHZ	H24	511122.9N 0042810.3E	Slope 3° RDH 52FT
	DME	IAD	CH 54Y	H24	511122.7N 0042810.1E	30FT Collocated with GP
	OM	dash / dash	75MHZ	H24	511002.2N 0043358.7E	3.73 NM from THR 29 or use IAD DME fix
	MM	dot / dash	75MHZ	H24	511105.5N 0042911.1E	0.53 NM from THR 29 or use IAD DME fix

EBAW AD 2.20 Local Aerodrome Regulations

1 GENERAL

1.1 Use of SSR

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

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 ARRIVAL PROCEDURES

3.1 Aircraft noise certificate regulations

Aircraft can only operate from 2100 till 2159 (2000 - 2059) if cumulative noise level (sum of the 3 noise levels: lateral, approach and flyover noise level of the noise certificate) does not exceed 263EPNdB (Effective Perceived Noise).

4 DEPARTURE PROCEDURES

4.1 Noise Abatement Take-off and Climb Procedures

NADP 1 (Noise Abatement Departure Procedure 1).

This procedure involves a power reduction at or above the prescribed minimum altitude and delaying flap/slat retraction until the prescribed maximum altitude is attained.

At the prescribed maximum altitude, accelerate and retract flaps/slats on schedule while maintaining a positive rate of climb and complete the transition to normal en-route climb speed.

The noise abatement procedure is not to be initiated at less than 800 FT AGL. The initial climbing speed to the noise abatement initiation point shall not be less than $V_2 + 10$ KT.

On reaching an altitude at or above 800 FT AGL, adjust and maintain engine thrust in accordance with the noise abatement thrust schedule provided in the aircraft operation manual. Maintain a climb speed of $V_2 + 10$ to 20 KT with flaps and slats in the take-off configuration.

At no more than an altitude equivalent to 3 000 FT AGL, while maintaining a positive rate of climb, accelerate and retract flaps/slats on schedule.

At 3 000 FT AGL, accelerate to normal en-route climb speed.

The captain of the aircraft remains exclusively in command of the aircraft and shall have complete discretion concerning all technical and safety matters, both around and in the aircraft and for all phases of the flight including take-off, in flight and landing.

4.2 Aircraft noise certificate regulations

Aircraft can only operate from 2100 till 2159 (2000 - 2059) if cumulative noise level (sum of the 3 noise levels: lateral, approach and flyover noise level of the noise certificate) does not exceed 263EPNdB (Effective Perceived Noise).

EBAW AD 2.22 Flight Procedures

1 GENERAL

1.1 Aerodrome Minima

Except when authorized by the CAA or in case of emergency, a pilot-in-command shall not take off below the following minima:

- RWY 11: 150M RVR;
- RWY 29: 150M RVR.

For specific landing minima: see instrument approach charts ([EBAW AD 2.24](#)).

2 IFR FLIGHTS (INBOUND)

2.1 Holding Patterns

ANTWERPEN (ANT)

Fix	ANT DVOR/DME
Turn / inbound track (MAG)	Right / 290°
Holding level (MNM)	2000FT QNH
Remarks	185 KIAS MAX

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

ID	P/T	F/O	Course (°T/°M)	Turn Dir.	Upper limit (FT) / Lower limit (FT)	Time	Speed limit (KTS)	NAV Spec	Remarks
ANT	HM	Y	291.0/290	R	4000 / 2000	1 MIN	-185	RNAV1	

2.2 Approach Procedures

2.2.1 General

When cleared for a visual approach on RWY 11, aircraft shall not intercept the APCH slope of the PAPI (3.5°) below 1700FT AMSL.

When cleared for a visual APCH on RWY 29, aircraft shall not intercept the APCH slope of the PAPI (3°) below 1000FT AMSL.

2.2.2 RNP RWY 11

Pilots shall request RNP approach on first contact with Brussels APP.

2.2.2.1 Waypoints

	ID	LATITUDE	LONGITUDE
	ARPUR	511131.8N	0040505.2E
IF	BEVRI	511522.1N	0041010.5E
FAF	AW11F	511409.1N	0041534.0E
MAPt	RW11	511130.70N	0042717.19E
MATF	AW011	510956.4N	0043415.1E

2.2.2.2 Path Terminators

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

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM/ MIN)	Speed limit (kts)	VPA (°)/ TCH (ft)	NAV Spec	Remarks
1	ANT	IF	N			+3000		-220		RNP APCH	IAF
2	NIK	TF	N	262.1	R	@3000	11.0			RNP APCH	
3	ARPUR	TF	N	293.5	R		4.1			RNP APCH	
4	BEVRI	TF	N	039.7	R		5.0			RNP APCH	IF
5	AW11F	TF	N	109.7		@3000	3.6			RNP APCH	FAF
6	RW11	TF	Y	109.7			7.8		-3.50°/50	RNP APCH	MAPt
7	AW011	TF	Y	109.7	L		4.7	-160		(RNP APCH)*	MATF
8	ANT	DF				@2000					MAHF

* revert to conventional

2.2.3 RNP RWY 29**2.2.3.1 Waypoints**

ID	LATITUDE	LONGITUDE
ANT	511125.7N	0042821.3E
OSNIZ	510426.5N	0043512.7E
TEOFA	510309.4N	0044045.9E
BRAGI	510751.5N	0044326.5E
NOFSA	511238.8N	0044454.6E
SONDI	511125.5N	0045018.0E
KRUBB	510654.4N	0044741.0E
AW29F	510913.6N	0043723.4E
RW29	511115.7N	0042823.4E

2.2.3.2 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.

At ATC discretion

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	Upper limit (FT) / Lower limit (FT)	DIST (NM)	Speed limit (KTS)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	ANT	IF	N							RNP APCH	IAF
2	OSNIZ	TF	N	148.3/147		- / 2000	8.2	220		RNP APCH	
3	TEOFA	TF	N	110.1/109			3.7			RNP APCH	
4	BRAGI	TF	N	019.7/019		- / 2000	5.0			RNP APCH	IF
5	AW29F	TF	N	289.8/289		@2000	4.0			RNP APCH	FAF
6	RW29	TF	Y	289.8/289			6.0		3.00/52	RNP APCH	MAPT

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	Upper limit (FT) / Lower limit (FT)	DIST (NM)	Speed limit (KTS)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	ANT	IF								RNP APCH	IAF
2	NOFSA	TF	N	083.2/082		- / 3000	10.5	220		RNP APCH	
3	SONDI	TF	N	109.8/109			3.6			RNP APCH	
4	KRUBB	TF	N	200.0/199		- / 3000	4.8			RNP APCH	
5	BRAGI	TF	N	289.6/289		- / 2000	2.8			RNP APCH	IF
6	AW29F	TF	N	289.8/289		@2000	4.0			RNP APCH	FAF
7	RW29	TF	Y	289.8/289			6.0		3.00/52	RNP APCH	MAPT

2.2.4 Standard Instrument Arrivals

STAR have been established as shown on chart [AD 2.EBAW-STAR.01](#) and as listed below. ATC may deviate from these routes and pilots may expect radar vectors for separation reasons or in order to expedite traffic flow.

Designator	Route	track (MAG)	Distance (NM)	MNM IFR level	Remarks
BATTY5A	BATTY				NIL
		296°	30.4	FL070	
	FLO DVOR				
		322°	18.3	FL070	
	BUN DVOR				
		286°	14.6	4000FT	
	ANT DVOR				
RNAV1: BATTY - FLO - BUN[F070+] - ANT[A4000+]					
LNO5A	LNO DVOR				NIL
		308°	28.0	FL070	
	FLO DVOR				
		322°	18.3	FL070	
	BUN DVOR				
		286°	14.6	4000FT	
	ANT DVOR				
RNAV1: LNO - FLO - BUN[F070+] - ANT[A4000+]					
ARVOL4A	ARVOL				NIL
		034°	45.5	FL080	
	NIK DVOR				
		081°	11.0	4000FT	
	ANT DVOR				
	RNAV1: ARVOL - NIK[F080+] -ANT[A4000+]				
TULNI5A	TULNI				TULNI MAX FL180 To be used only when MIL activities permit
		054°	20.2	FL090	
	AKOVI				
		034°	30.7	FL080	
	NIK DVOR				
		081°	11.0	4000FT	
	ANT DVOR				
RNAV1: TULNI[F180-] - AKOVI[F090+] - NIK[F080+] - ANT[A4000+]					

Designator	Route	track (MAG)	Distance (NM)	MNM IFR level	Remarks
KOK5A	KOK VORTAC				NIL
		084°	57.9	FL080	
	NIK DVOR				
		081°	11.0	4000FT	
	ANT DVOR				
	RNAV1: KOK - NIK[F080+] - ANT[A4000+]				
WOODY4A	WOODY				NIL
		204°	7.5	FL080	
	8.4 DME NIK				
		117°	-	4000FT	
	ANT DVOR				
	RNAV1: WOODY - AW002[F080+] - ANT[A4000+]				

2.2.4.1 Waypoints

ID	LATITUDE	LONGITUDE
BATTY	503857.0N	0055055.6E
FLO	505236.0N	0050804.3E
BUN	510707.1N	0045031.6E
ANT	511125.7N	0042821.3E
LNO	503509.3N	0054237.0E
ARVOL	503245.0N	0032949.0E
NIK	510954.3N	0041102.2E
KOK	510540.9N	0023905.9E
WOODY	512420.4N	0042159.3E
AW002	511541.8N	0041534.0E
TULNI	503327.0N	0031656.0E
AKOVI	504450.0N	0034307.00E

2.2.4.2 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.

BATTY5A

#	ID	P/T	F/O	Course (°T/°M)	Turn Dir.	Upper limit (FT) / Lower limit (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec
1	BATTY	IF							RNAV1
2	FLO	TF	N	296.9 / 296			30.4		RNAV1
3	BUN	TF	N	322.8 / 322		- / FL 070	18.3		RNAV1
4	ANT	TF	N	287.3 / 286		- / 4000	14.6		RNAV1

LNO5A

#	ID	P/T	F/O	Course (°T/°M)	Turn Dir.	Upper limit (FT) / Lower limit (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec
1	LNO	IF							RNAV1
2	FLO	TF	N	308.7 / 308			28.0		RNAV1
3	BUN	TF	N	322.8 / 322		- / FL 070	18.3		RNAV1
4	ANT	TF	N	287.3 / 286		- / 4000	14.6		RNAV1

ARVOL4A

#	ID	P/T	F/O	Course (°T/°M)	Turn Dir.	Upper limit (FT) / Lower limit (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec
1	ARVOL	IF							RNAV1
2	NIK	TF	N	034.8 / 034		- / FL 080	45.5		RNAV1
3	ANT	TF	N	081.9 / 081		- / 4000	11.0		RNAV1

TULNI5A

#	ID	P/T	F/O	Course (°T/°M)	Turn Dir.	Upper limit (FT) / Lower limit (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec
1	TULNI	IF				FL 180 / -			RNAV1
2	AKOVI	TF	N	055.5 / 054		- / FL 090	20.2		RNAV1
3	NIK	TF	N	034.9 / 034		- / FL 080	30.7		RNAV1
4	ANT	TF	N	081.9 / 081		- / 4000	11.0		RNAV1

KOK5A

#	ID	P/T	F/O	Course (°T/°M)	Turn Dir.	Upper limit (FT) / Lower limit (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec
1	KOK	IF				- / FL 080			RNAV1
2	NIK	TF	N	085.2 / 084		- / FL 080	58.1		RNAV1
3	ANT	TF	N	081.9 / 081		- / 4000	11.0		RNAV1

WOODY4A

#	ID	P/T	F/O	Course (°T/°M)	Turn Dir.	Upper limit (FT) / Lower limit (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec
1	WOODY	IF							RNAV1
2	AW002	TF	N	205.0 / 204		- / FL 080	9.5		RNAV1
3	ANT	TF	N	117.9 / 117		- / 4000	9.1		RNAV1

2.2.5 Missed Approach

Unless instructed otherwise by ATC, the missed approach procedures as published on the instrument approach charts (see [EBAW AD 2.24](#)) shall be followed.

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

3 IFR FLIGHTS (OUTBOUND)**3.1 Starting Procedures**

In order to allow ATC units to co-ordinate ATC clearances, pilots shall request start-up 10MIN before it is expected that the aircraft will be ready to request taxi instructions.

The ATC clearance issued upon this initial call is based on the assumption that, from the time of readiness, an average period of 10MIN is needed for start-up, taxi and take-off manoeuvres.

Consequently, any call made deliberately in advance of the 10MIN required here above and made without reasonable assurance of being ready in time, may result in disruption of the departure sequence and cause delay for the operators.

3.2 Departure Procedures**3.2.1 Standard Instrument Departures**

SID have been established as shown on the SID charts (see [EBAW AD 2.24](#)) and as listed below. Pilots unable to comply shall inform ATC when requesting start-up clearance.

Note: ATC may deviate from these routes.

3.2.1.1 Route Description

RWY 11

Designator	Route	Remarks
GILOM3E	Climb straight ahead. At 1500FT QNH RT to intercept R-003 BUB INBD to BUB, GILOM next.	NIL
GILOM3F	Climb straight ahead. At 1500FT QNH DCT to BUN, GILOM next.	NIL
GILOM3G	Climb straight ahead. At 1500FT QNH RT to intercept R-098 NIK INBD to NIK. BUB, GILOM next.	NIL
NIK4E	Climb straight ahead. At 1500FT QNH RT to intercept R-098 NIK INBD to NIK.	NIL
PUTTY6E	Climb straight ahead. At 1500FT QNH, LT to intercept R-003 BUB, LT to intercept R-307 BUN to PUTTY.	At ATC discretion only.
PUTTY2G	Climb straight ahead. At 1500FT QNH RT to intercept R-098 NIK INBD to NIK. RT to intercept R-025 NIK to PUTTY.	At ATC discretion only.
SONDI5E	Climb straight ahead. At 1500FT QNH LT to intercept R-089 ANT to SONDI.	NIL

RWY 29

Designator	Route	Remarks
GILOM5B	At 600 FT QNH LT to intercept R-078 NIK INBD to NIK, BUB, GILOM next. RNAV1: [A600+] - NIK[T259; L] -> AW501 - BUB - GILOM	MNM PDG of 5.2% until leaving 600 FT QNH.
GILOM4C	At 600 FT QNH LT to intercept R-338 BUB INBD to BUB, GILOM next. RNAV1: [A600+; L] -> AW502 - BUB - GILOM	MNM PDG of 5.2% until leaving 600 FT QNH.
GILOM5D	At 600 FT QNH LT to intercept R-275 BUN INBD to BUN, GILOM next. RNAV1: [A600+; L] -> AW503 - BUN - GILOM	MNM PDG of 5.2% until leaving 600 FT QNH.
NIK6C	At 600FT QNH LT to intercept R-078 NIK INBD to NIK. RNAV1: [A600+] - NIK[T259]	MNM PDG of 5.2% until leaving 600 FT QNH.
PUTTY6C	At 600FT QNH LT to intercept R-078 NIK INBD. When crossing R-342 BUB RT to intercept R-344 BUB to PUTTY.	At ATC discretion only. MNM PDG of 5.2% until leaving 600 FT QNH.
PUTTY3B	At 600 FT QNH LT to intercept R-078 NIK INBD to NIK. RT to intercept R-025 NIK to PUTTY. RNAV1: [A600+] - NIK[T259; R] -> PUTTY	At ATC discretion only. MNM PDG of 5.2% until leaving 600 FT QNH.
SONDI6C	At 600FT QNH LT to intercept R-078 NIK INBD. When crossing R-337 BUB LT to intercept QDM-073 ONW to ONW. At ONW continue on QDR-073 ONW to intercept R-085 NIK to SONDI.	MNM PDG of 5.2% until leaving 600 FT QNH.

3.2.1.2 Waypoint Information

ID	Latitude	Longitude
NIK	510954.3N	0041102.2E
AW502	510547.1N	0042514.0E
BUB	505408.4N	0043217.1E
GILOM	504507.3N	0044626.8E
AW501	510427.9N	0041824.3E
PUTTY	512157.1N	0042015.4E
AW503	510804.9N	0043713.2E
BUN	510707.1N	0045031.6E

3.2.1.3 Path terminators**3.2.1.3.1 RWY 29****GILOM5B**

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	NAV Spec	Remarks
1		CA		289.7 / 289		+600			RNAV1	MNM PDG of 5.2% until leaving 600 FT QNH.
2	NIK	CF	Y	259.0 / 258					RNAV1	
3	AW501	DF	N		L				RNAV1	
4	BUB	TF	N	139.6 / 139			13.6		RNAV1	
5	GILOM	TF	N	135.1 / 134			12.7		RNAV1	

GILOM4C

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	NAV Spec	Remarks
1		CA		289.7 / 289		+600			RNAV1	MNM PDG of 5.2% until leaving 600 FT QNH.
2	AW502	DF	N		L				RNAV1	
3	BUB	TF	N	159.0 / 158			12.5		RNAV1	
4	GILOM	TF	N	135.1 / 134			12.7		RNAV1	

GILOM5D

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	NAV Spec	Remarks
1		CA		289.7 / 289		+600			RNAV1	MNM PDG of 5.2% until leaving 600 FT QNH.
2	AW503	DF	N		L				RNAV1	
3	BUN	TF	N	096.5 / 095			8.4		RNAV1	
4	GILOM	TF	N	186.7 / 186			22.2		RNAV1	

NIK6C

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	NAV Spec	Remarks
1		CA		289.7 / 289		+600			RNAV1	MNM PDG of 5.2% until leaving 600 FT QNH.
2	NIK	CF	N	259.0 / 258					RNAV1	

PUTTY3B

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	NAV Spec	Remarks
1		CA		289.7 / 289		+600			RNAV1	MNM PDG of 5.2% until leaving 600 FT QNH.
2	NIK	CF	Y	259.0 / 258					RNAV1	
3	PUTTY	DF	N		R				RNAV1	

Note: ATC discretion only.

3.2.2 ATC Climb Requirements

When taking off from RWY 29, a minimum PDG of 5.2% has to be maintained until leaving 600FT QNH. If unable to comply with this climb gradient, pilots shall advise ATC in advance.

Pilots-in-command of departing aircraft routing via SPI - AMASI shall select a climb profile in order to be able to cross SPI at FL240 or above. Flights unable to meet this climb requirement may expect routing via SPI-LIRSU-AMASI.

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

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

System messages on parking stand 204 to 240	
WAIT (in red)	Self test after starting of the system or when losing track of aircraft 15 M before stop-position.
"Aircraft type" + "rolling arrows"	DGS ready for docking. Aircraft not yet detected. Warning: pilot must not proceed beyond the bridge, unless the arrows have been superseded by the yellow centre line.
"Aircraft type" + "yellow centre line"	Aircraft detected and tracked. The yellow centreline shrinks as the aircraft nears its configured stop-position.
"Aircraft type" + "distance"	Distance from stop position in meters (from +/- 30 M).
Arrow >	Correction to the right required. A flashing red and/or yellow arrow indicates the direction to turn for the azimuth guidance. The yellow arrow indicates the aircraft position in relation to the centerline.
Arrow <	Correction to the left required. A flashing red and/or yellow arrow indicates the direction to turn for the azimuth guidance. The yellow arrow indicates the aircraft position in relation to the centerline.
STOP (in red)	Stop now, docking position has been reached or emergency stop.
OK	Docking successful.
STOP + TOO FAR	Aircraft has gone past the stop position.

System messages on parking stand 204 to 240	
"Aircraft Type" + SLOW	Approach on too high speed, reduce approach speed.
WAIT + GATE BLOCK	Object is detected. Docking procedure stopped. The docking procedure will resume as soon as the blocking object has been removed.
WAIT + VIEW BLOCK	Message coming when the closest view is hindered. (Laser problem, dust on the glass,...). Closing rate display comes again when the problem is resolved.
STOP + SBU	Internal error (Safety Backup). Stop aircraft and contact ATC.
STOP + ERROR	Configuration error. Stop aircraft and contact ATC.
WAIT + BR IN	Bridge is not in good position. The docking procedure will resume as soon as the bridge is in the good position.
STOP (in red) + ID FAIL	Bad type of aircraft detected. Stop aircraft and contact ATC.
BTIME "XX:XX:XX"	Actual in-block or off-block time in local time.
TOBT : "xx:xx" TSAT : "xx:xx"	TOBT (Target off-block time) in Zulu time. TSAT (Target start-up approval time) in Zulu time.

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

3.2 Push-back

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

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

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

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

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

Wing walkers are not allowed.

3.2.1 Standard Phraseology

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

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

3.2.2 Standard Push-back Procedures

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

3.3 Lightning Procedure

Lightning procedure in progress will be announced by ATIS.

When lightning procedure is activated:

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

4 RUNWAY REGULATIONS

4.1 Selection of Runway-in-use

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

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

RWY 01

Designator	Route		Remarks
	Lateral	Vertical	
LNO7F	At 700FT QNH TR 027° MAG. At 1700 FT QNH RT to intercept R-354 HUL INBD. At 6.0 DME HUL LT to intercept R-286 LNO INBD to LNO.	Cross R-044 HUL at FL060 or above (or FL070 when TRL is FL 065 or higher).	For TFC requesting a cruising or initial FL below FL195.
SPI7F	At 700FT QNH TR 027° MAG. At 1700FT QNH RT to intercept R-354 HUL INBD. At 6.0 DME HUL LT to intercept R-286 LNO INBD, RT to intercept R-294 SPI INBD to SPI.	Cross R-044 HUL at FL060 or above (or FL070 when TRL is FL 065 or higher).	NIL
SOPOK7F	At 700FT QNH TR 027° MAG. At 1700FT QNH RT to intercept R-354 HUL INBD. LT to intercept R-286 SPI INBD. When passing BULUX or climbing through FL170, whichever is later, RT direct to SOPOK.	Cross HUL at FL060 or above (or FL070 when TRL is FL 065 or higher). Cross SOPOK at FL240 or above.	ATC climb requirements: see § 3.2.2 below.
PITES7F	At 700FT QNH TR 027° MAG. At 1700FT QNH RT to intercept R-354 HUL INBD. LT to intercept R-286 SPI INBD. When passing REMBA, RT direct to RITAX, DIK, PITES next.	Cross HUL at FL060 or above (or FL070 when TRL is FL 065 or higher).	ATC climb requirements: see § 3.2.2 below. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK7F-SOPOK - RITAX - DIK - PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK7F - SOPOK - ETENO).
ROUSY7F	At 700FT QNH TR 027° MAG. At 1700FT QNH RT to intercept R-354 HUL INBD. LT to intercept R-286 SPI INBD. When passing REMBA, RT direct to RITAX, ROUSY next.	Cross HUL at FL60 or above (or FL070 when TRL is FL 065 or higher).	ATC climb requirements: see § 3.2.2 below. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK7F - SOPOK - RITAX - ROUSY).
CIV1F	At 700FT QNH TR 027° MAG. At 1700FT QNH RT to intercept R-354 HUL INBD. At 3 DME HUL RT to intercept R-071 CIV INBD to CIV.		AVBL when RWY 01 in single RWY operations. ATC climb requirements: see § 3.2.2 below. M617 southbound, MAX FL170. Y50 southbound, MAX FL190, compulsory for TFC DEST Paris TMA. N872 southbound, only for TFC flight planned above FL195.
KOK2F	Climb straight ahead. At 1700FT QNH LT direct to KOK.		L607 westbound.
DENUT8F	At 700FT QNH TR 007° MAG. At 1800FT QNH DCT to DENUT.		RNAV5 above MSA.
HELEN8F	At 700FT QNH TR 007° MAG. At 1800FT QNH DCT to HELEN.		RNAV5 above MSA.
NIK5F	At 700FT QNH TR 007° MAG. At 1700FT QNH LT direct to NIK.		M624 northbound. Not to be used by TFC DEST EHAM.
ELSIK2F	At 700FT QNH RT direct to BUN, ELSIK next.		L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.

RWY 07L

Designator	RNAV1 Route	Remarks
CIV3T	BR751 - BR752 - BR753 - CIV	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flight planned above FL 195.
DENUT3T	[A1800+; L] -> DENUT	NIL
ELSIK3T	[A700+; L] -> BUN - ELSIK	L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.
HELEN3T	[A1800+; L] -> HELEN	NIL
KOK3T	[A1700+; L] -> KOK	L607 westbound.
LNO3T	BR751 - BR752 - BR705 - REMBA - LNO	For TFC requesting a cruising or initial FL below FL 195.
NIK3T	[A1700+; L] -> NIK	M624 northbound. Not to be used by TFC DEST EHAM.
PITES3T	BR751 - BR752 - BR705 - REMBA - RITAX - DIK - PITES	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR 1 – H24 TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3T – SOPOK – RITAX – DIK – PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK 3T – SOPOK – ETENO).
ROUSY3T	BR751 - BR752 - BR705 - REMBA - RITAX - ROUSY	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR 1 – H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3T – SOPOK – RITAX – ROUSY).
SOPOK3T	BR751 - BR752 - BR705 - REMBA - BULUX - [F170+; R] -> SOPOK[F240+]	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2).
SPI3T	BR751 - BR752 - BR705 - REMBA - SPI	NIL
CIV1Y	[A1700+; K200-; L] -> BR520 - CIV	RNAV1 overlay of CIV1R At ATC discretion only.

RWY 07L

Designator	Route		Remarks
	Lateral	Vertical	
CIV1R	Climb straight ahead. At 1700FT QNH LT to TR 275° MAG to intercept R-042 CIV INBD to CIV.		At ATC discretion only.

RWY 07R

Designator	RNAV1 Route	Remarks
CIV3V	[A700+] -> BR701 - BR702 - BR703 - CIV	ATC climb requirements: see EBBR AD 2.22 § 3.2.2. M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flight planned above FL 195.
DENUT3V	[A700+] -> [T062; A1800+; L] -> DENUT	NIL
ELSIK3V	[A700+] -> BR701 - BUN - ELSIK	L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.
HELEN3V	[A700+] -> [T062; A1800+; L] -> HELEN	NIL
KOK3V	[A700+] -> [T062; A1700+; L] -> KOK	L607 westbound.
LNO3V	[A700+] -> BR701 - BR704 - BR705 - REMBA - LNO	For TFC requesting a cruising or initial FL below FL195.
NIK3V	[A700+] -> [T062; A1700+; L] -> NIK	M624 northbound. Not to be used by TFC DEST EHAM.

RWY 07R

Designator	RNAV1 Route	Remarks
PITES3V	[A700+] -> BR701 - BR704 - BR705 - REMBA - RITAX - DIK - PITES	ATC climb requirements: see EBBR AD 2.22 § 3.2.2. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3V - SOPOK - RITAX - DIK - PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK 3V - SOPOK - ETENO).
ROUSY3V	[A700+] -> BR701 - BR704 - BR705 - REMBA - RITAX - ROUSY	ATC climb requirements: see EBBR AD 2.22 § 3.2.2. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3V - SOPOK - RITAX - ROUSY).
SOPOK3V	[A700+] -> BR701 - BR704 - BR705 - REMBA - BULUX - [F170+; R] -> SOPOK[F240+]	ATC climb requirements: see EBBR AD 2.22 § 3.2.2.
SPI3V	[A700+] -> BR701 - BR704 - BR705 - REMBA - SPI	NIL
CIV1W	[A700+] - [T063; A1700+; K200-; L] -> BR520 - CIV	RNAV1 overlay of CIV2U At ATC discretion only.

RWY 07R

Designator	Route		Remarks
	Lateral	Vertical	
CIV2U	At 700FT QNH TR 062° MAG. At 1700FT QNH LT to TR 275° MAG to intercept R-042 CIV INBD to CIV.		At ATC discretion only.

RWY 19

Designator	RNAV1 Route	Remarks
LNO7L	[A700+] -> BR010 - BR011[6000+] - LNO	For TFC requesting a cruising or initial FL below FL 195.
SPI6L	[A700+] -> BR010 - BR011[6000+] - SPI	NIL
SOPOK8L	[A700+] -> BR012 - HUL[6000+] - BR013 - REMBA - BULUX - [F170+; R] -> SOPOK[F240+]	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2).
PITES9L	[A700+] -> BR012 - HUL[6000+] - BR013 - REMBA - RITAX - DIK - PITES	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK8L - SOPOK - RITAX - DIK - PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK8L - SOPOK - ETENO).
ROUSY9L	[A700+] -> BR012 - HUL[6000+] - BR013 - REMBA - RITAX - ROUSY	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK8L - SOPOK - RITAX - ROUSY).
CIV2L	[A700+] -> BR012 - BR014 - CIV	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 southbound, only for TFC flight planned ABV FL 195.
KOK1N	[A700+] -> BR015[2900+] - KOK	L607 westbound. NOT AVBL when EBR74 – SUMMIT1 or EBR75 – SUMMIT2 is active.
DENUT8L	[A1700+] -> BR016 - BR017 - DENUT	AVBL from 0500 to 2159 (0400 to 2059). L 610 westbound. For TFC overflying London TMA with requested FL above FL 245. For TFC DEST EGKK, EGHH and EGHI.
DENUT7N	[A700+] -> BR016[3700+] - BR017 - DENUT	AVBL from 2200 to 0459 (2100 to 0359) or when RWY 25R is not AVBL for LDG. L610 westbound. For TFC overflying London TMA with requested FL above FL 245. For TFC DEST EGKK, EGHH and EGHI.

RWY 19

Designator	RNAV1 Route	Remarks
HELEN6L	[A1700+] -> BR016 - BR017 - HELEN	AVBL from 0500 to 2159 (0400 to 2059). For TFC INBD London TMA except DEST EGKK, EGHH and EGH: route connection, HELEN - COA. For TFC overflying London TMA with requested FL below FL 245: route connection: HELEN - COA. For TFC DEST EHAM: route connection HELEN - HAMZA.
HELEN6N	[A700+] -> BR016[3700+] - BR017 - HELEN	AVBL from 2200 to 0459 (2100 to 0359) or when RWY 25R is not AVBL for LDG. For TFC INBD London TMA except DEST EGKK, EGHH and EGH: route connection HELEN - COA. For TFC overflying London TMA with requested FL below FL 245: route connection HELEN - COA. For TFC DEST EHAM: route connection HELEN - HAMZA.
NIK3L	[A1700+] -> BR018 - NIK	AVBL from 0500 to 2159 (0400 to 2059). M624 northbound. Not to be used by TFC DEST EHAM.
NIK5N	[A700+] -> BR018[4200+] - NIK	AVBL from 2200 to 0459 (2100 to 0359) or when RWY 25R is not AVBL for LDG. M624 northbound. Not to be used by TFC DEST EHAM.
ELSIK2L	[A700+] -> BUN - ELSIK	L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.

RWY 25R

Designator	RNAV1 Route	Remarks
CIV3G	[A700+; R] -> [T293; L] - BR251[T273] - CIV	Not AVBL during weekends from 0500 to 2159 (0400 to 2059). ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flightplanned ABV FL 195.
KOK3G	[A700+; R] -> BR252[T291; A1700+] - KOK	L607 westbound.
DENUT3G	[A700+; R] -> [T298; L] -> BR253[T278; A1700+] - DENUT	L610 Westbound. For TFC overflying London TMA with requested FL ABV FL 245. For TFC DEST EGKK, EGHH and EGH.
HELEN3G	[A700+; R] -> BR255[T305] - HELEN	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up For TFC INBD London TMA except DEST EGKK, EGHH and EGH: route connection HELEN - COA. For TFC overflying London TMA with requested flight level below FL 245: route connection HELEN - COA. For TFC DEST EHAM: route connection HELEN - HAMZA.
NIK3G	[A700+; R] -> NIK	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up M624 northbound. Not to be used by TFC DEST EHAM.
ELSIK3G	[A700+; R] -> BUN - ELSIK	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT. To be used by all TFC at ATC discretion. Pilots unable to comply with the procedure shall advise ATC and expect ELSIK 3K.

RWY 25L

Designator	Route		Remarks
	Lateral	Vertical	
CIV2Q	Climb straight ahead. At 7.0 DME BUB LT to TR 206° MAG to intercept R-053 CIV INBD to CIV.		AVBL from 2200 to 0459 (2100 to 0359). H24 on SAT and SUN. ATC climb requirements: see § 3.2.2 below. M617 southbound, MAX FL170. Y50 southbound, MAX FL190, compulsory for TFC DEST Paris TMA. N872 southbound, only for TFC flight planned ABV FL195. Between 2200 and 0459, only to be used by aircraft with QC ≤ 4.

3.2.1.2 Waypoint Information

ID	Latitude	Longitude
BR009	504645.6N	0041652.9E
BR010	504759.7N	0043857.8E
BR011	504634.6N	0044604.2E
BR012	504642.1N	0043607.3E
BR013	504200.3N	0044228.9E
BR014	504315.6N	0042300.9E
BR015	505527.1N	0042026.7E
BR016	505707.5N	0041921.6E
BR017	510208.8N	0041122.9E
BR018	505823.7N	0041943.8E
BR045	505247.9N	0042143.7E
BR101	504944.6N	0042952.6E
BR102	504135.6N	0044433.9E
BR103	504719.8N	0044213.5E
BR105	504634.7N	0044604.0E
BR251	505434.6N	0041844.1E
BR252	505520.7N	0042123.5E
BR253	505527.9N	0041710.6E
BR255	505814.2N	0041726.2E
BR301	505151.5N	0042010.8E
BR302	504318.4N	0043552.9E
BR413	504440.3N	0041511.1E
BR414	504450.7N	0042801.8E
BR415	504318.4N	0043552.9E
BR416	504159.9N	0043349.4E
BR417	504446.0N	0042159.3E
BR418	503919.3N	0042937.5E
BR421	505514.2N	0042039.9E
BR422	504914.7N	0041200.2E
BR501	505326.2N	0043719.6E
BR502	504809.0N	0043803.5E
BR503	504634.7N	0044603.9E
BR505	504243.9N	0043848.4E
BR510	504417.7N	0043835.5E
BR520	505636.2N	0042247.8E
BR530	505122.3N	0042020.0E
BR531	504636.7N	0041630.3E
BR701	505611.8N	0043825.7E
BR702	505754.8N	0044708.3E
BR703	505207.4N	0045047.9E
BR704	505745.1N	0044629.8E
BR705	505258.9N	0045246.0E
BR751	505635.5N	0043633.5E
BR752	505720.8N	0044701.8E
BR753	505200.6N	0045024.2E
BULUX	503534.0N	0051504.6E
BUN	510707.1N	0045031.6E
CIV	503426.3N	0034958.4E
DENUT	511410.0N	0033927.4E
DIK	495140.7N	0060747.1E
ELSIK	511142.1N	0045955.0E

- RWY 01 is equipped with ILS and is approved for CAT I operations with a minimum RVR of 550 M.

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

Departing aircraft are required to use the following holding points:

- RWY 25R: CAT II/III holding points B1 and B3, W41/W42 or A1. Holding point B3 shall only be used when B1 is not available
- RWY 25L: CAT I/II/III holding point C1
- RWY 19: holding points E7/E6. Holding point E6 shall only be used when E7 is not available
- RWY 01: holding point D2
- RWY 07R: CAT I/II/III holding point Z
- RWY 07L: CAT II/III holding points A7 or B10

Backtrack is not allowed during LVO.

Guided take-off is not available.

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

4.1.2 Taxiways

Taxi is restricted to the taxiways equipped with centre line lights. Standard routes are established for departing and arriving aircraft (see chart [AD 2.EBBR-GMC.04](#)). After receiving taxi clearance, aircraft shall proceed only when a green centre line path is illuminated, except on TWY N6-A1.

When RVR at TDZ falls below 400M, a follow-me car is available on stand-by to assist pilots during taxi upon request.

ATC may use ground surveillance information to assist in monitoring aircraft and vehicles on the manoeuvring area and to provide aerodrome control service.

4.1.3 Communications

Pilots will be informed by ATIS or ATC when LVO are in progress. The ATIS message will contain the phrase "LOW VISIBILITY OPERATIONS" and will also provide details of any unavailability of equipment relevant to LVO.

Pilots will be informed by ATC when LVO are terminated.

4.2 Criteria for Initiation and Termination of LVO

The preparation phase will start when visibility falls below 1500M and/or ceiling is at or below 300FT, and CAT II/III operations are expected. The operations phase will start when RVR falls below 800M and/or the ceiling is below 200FT.

LVO will be terminated when RVR is greater than 800M and ceiling is higher than 200FT, and a continuing improvement in these conditions is expected.

4.3 Other Information

When LVO are active, arriving aircraft will be vectored to intercept the ILS at least 10NM from touchdown. Additional separation on final will be applied by ATC to ensure the ILS signal integrity.

The traffic manager will determine the applicable traffic acceptance rate according to the circumstances.

CAT II and CAT III approach practice during normal operations is allowed, but pilots should be aware that due to high traffic intensity, protection of the ILS sensitive area cannot be guaranteed and fluctuations in the ILS signal may occur.

5 VFR FLIGHTS

5.1 General

Pilots flying to/from EBBR or crossing Brussels CTR or TMA shall adhere strictly to all published procedures and ATC instructions. Non-adherence can cause unacceptable supplementary workload for ATC and may result in delays for the flights concerned. In any case, IFR traffic will have priority over VFR traffic.

VFR traffic (state aircraft and helicopter flights excluded) shall not enter Brussels CTR or TMA during following periods:

- from MON to FRI: 0700-0900 (0600-0800), 1200-1300 (1100-1200) and 1600-1900 (1500-1800);
- on SAT: 0700-0800 (0600-0700);
- on SUN: 1600-1900 (1500-1800).

Local VFR flights at night within the aerodrome traffic circuit are prohibited.

The published routes are compulsory. All routes are allocated at ATC discretion according to the traffic situation. Pilots unable to comply shall contact ATC immediately to request an alternative route.

To enhance the see-and-avoid concept, VFR flights operating in Brussels CTR or TMA are advised to switch on their navigation, landing and anti-collision lights, and they shall keep a sharp look-out for other aircraft.

In order to improve radar detection, pilots flying transponder equipped aircraft shall set code 7000 in mode A/C. Unless another code has been previously allocated, Brussels TWR will allocate a code from series 6301-6313.

5.2 Visual Reporting Points

VFR traffic shall only use following reporting points:

Abbreviation	Name	Associated landmark	Position
AM	Abeam Mechelen	east of Mechelen, lake Nekker	510117N 0043023E
AT	Atomium	monument	505342N 0042029E
BE	Bertem	radar station	505226N 0043659E
CA	Brucargo	cargo terminal	505420N 0042726E
GB	Groot-Bijgaarden	motorway intersection R0-E40	505231N 0041626E
HO	Haasrode	intersection motorway E40 and road N25	505041N 0044302E
KH	Kampenhout-Sas	intersection canal Leuven-Dijle and road N21	505720N 0043537E
LO	Waterloo	monument	504042N 0042417E
ME	Mechelen	water tower	510039N 0042749E
NO	Nossegem	intersection motorway E40 and road N227	505210N 0043038E
PU	Peutie	pylon military domain	505555N 0042757E
SH	South Herent	KBC building at intersection of motorway E314 and road N2	505310N 0044039E
TE	Ternat	castle	505216N 0041014E
WA	Wavre	radio and television mast	504426N 0043512E
ZB	Forêt de Soignes/Zoniënbos	motorway intersection R0-E411	504803N 0042754E

5.3 Inbound Traffic

5.3.1 Communications

Pilots intending to enter Brussels CTR shall contact Brussels TWR on FREQ 120.780 (8.33 KHZ CH) (entry via AT, GB or ME) or 118.605 (8.33 KHZ CH) (entry via HO, LO or WA).

Pilots entering Brussels TMA shall contact Brussels Departure (entry between 2000FT AMSL and FL060) or Brussels ACC (entry above FL060).

All VFR flights with destination EBBR shall report their position and obtain an ATC clearance before entering the Brussels CTA, TMA or CTR. When practicable, the request shall be made at least 5MIN prior to entry.

5.3.2 Routes

RWY 25L/R OR RWY 07L/R IN USE

Arrivals from the North	Join Brussels CTR via ME and proceed to PU. Traffic shall remain RIGHT of motorway E19 and enter the aerodrome traffic circuit according to ATC instructions.
Arrivals from the South	Join Brussels CTR via WA or LO and proceed to ZB, NO next. Traffic shall remain RIGHT of motorways E411/R0, and enter the aerodrome traffic circuit according to ATC instructions.

RWY 01 (ARR) AND 07L/R (DEP) OR RWY 01/19 IN USE

Arrivals from the West	Join Brussels CTR via TE and proceed to GB, AT and CA next. Traffic shall remain RIGHT of motorway E40 and enter the aerodrome traffic circuit according to ATC instructions.
Arrivals from the East	Join Brussels CTR via HO and proceed to BE, NO next. Traffic shall remain RIGHT of motorway E40, and enter the aerodrome traffic circuit according to ATC instructions.

Crossing traffic shall follow the routes indicated above and proceed in accordance with ATC instructions.

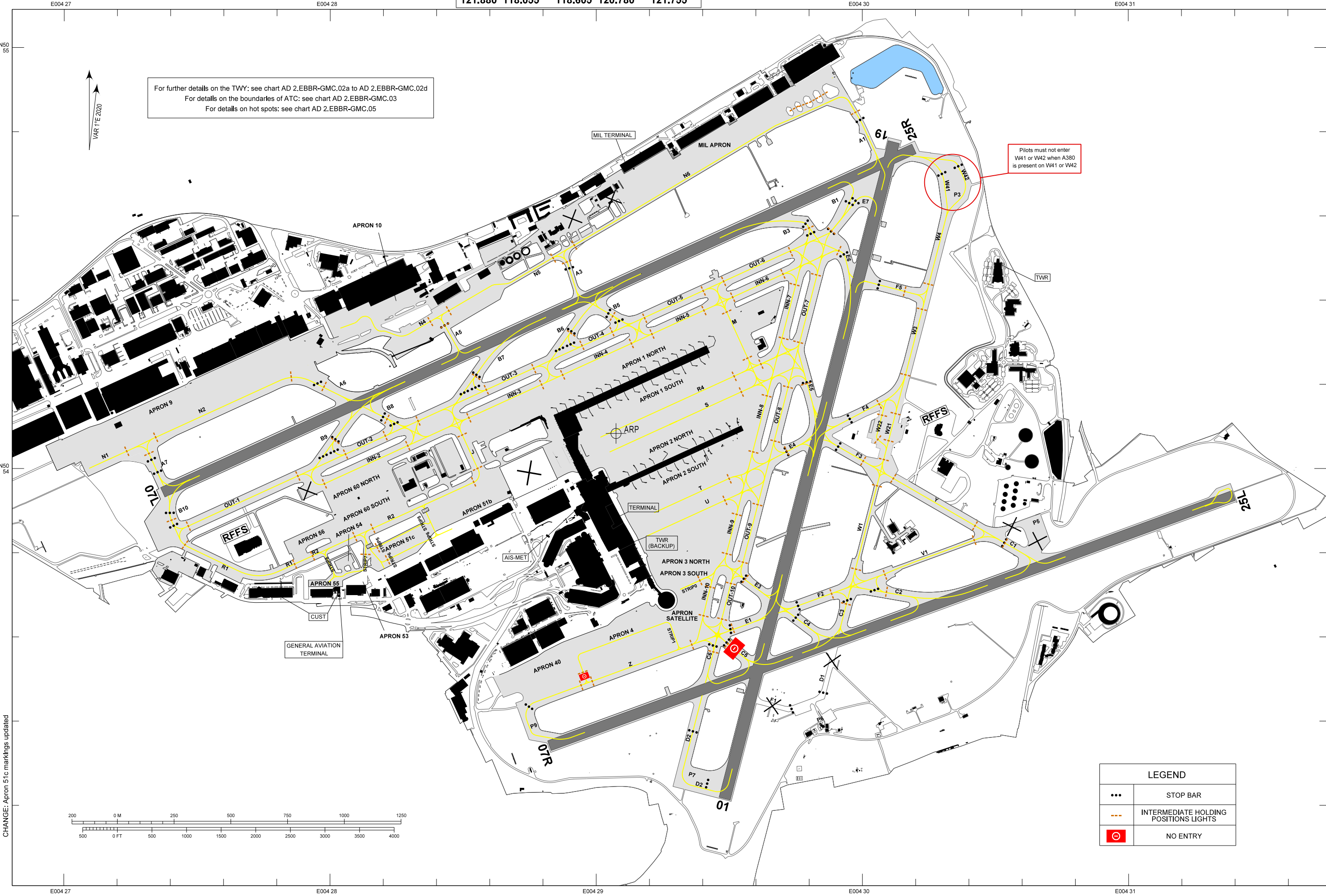
Crossing traffic with destination EBGB will not be allowed to route directly to EBGB, but will be instructed to vacate Brussels CTR via the relevant outbound routes indicated below.

Aircraft crossing Brussels CTR east of EBBR may be instructed by ATC to hold over reporting point SH (northbound traffic) or KH (southbound traffic), awaiting clearance to cross the final approach path of RWY 25L/R.

AERODROME GROUND MOVEMENT CHART - ICAO

GND	TWR	ATIS DEP
121.880 118.055	118.605 120.780	121.755

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GND	CLR
121.880 118.055	121.955

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

Apron	Stands	Coordinates		
1 North	120	505404.84N	0042834.27E	
	122	505405.60N	0042836.90E	
	126	505406.27N	0042839.23E	
	134	505406.94N	0042841.56E	
	136	505407.61N	0042843.89E	
	138	505408.29N	0042846.21E	
	140	505408.54N	0042849.54E	
	142	505409.12N	0042851.55E	
	144	505409.70N	0042853.56E	
	146	505410.29N	0042855.57E	
	148	505410.84N	0042857.61E	
	150	505411.42N	0042859.61E	
	152	505411.99N	0042901.63E	
	154	505412.57N	0042903.64E	
	156	505413.16N	0042905.65E	
	158	505413.74N	0042907.66E	
	160	505414.32N	0042909.68E	
	162	505415.15N	0042912.59E	
	164	505415.71N	0042914.61E	
	166	505416.32N	0042916.60E	
	168	505416.87N	0042918.63E	
	170	505417.48N	0042920.62E	
	172	505418.03N	0042922.66E	
	174	505418.41N	0042924.88E	
1 South	143	505407.32N	0042858.46E	
	145L	505408.04N	0042859.55E	
	145R	505408.16N	0042900.28E	
	147	505408.74N	0042902.29E	
	149L	505409.12N	0042903.62E	
	149R	505409.32N	0042904.31E	
	151	505409.90N	0042906.32E	
	153L	505410.29N	0042907.64E	
	153R	505410.48N	0042908.33E	
	155	505411.06N	0042910.34E	
	157L	505411.45N	0042911.67E	
	157R	505411.64N	0042912.35E	
	159	505412.05N	0042914.48E	
	161	505413.18N	0042917.27E	
	163	505413.65N	0042919.29E	
	165L	505414.03N	0042920.60E	
	165R	505414.22N	0042921.28E	
	167	505414.81N	0042923.30E	
	169L	505415.32N	0042925.07E	
	169R	505415.27N	0042925.39E	
	171	505416.04N	0042926.91E	
	2 North	204	505359.37N	0042905.33E
		206L	505400.02N	0042908.41E
		206R	505400.10N	0042907.43E
208		505400.56N	0042909.38E	
210L		505400.99N	0042911.73E	
210R		505401.20N	0042911.22E	
214		505401.94N	0042915.05E	
228		505402.90N	0042918.38E	
230L		505403.84N	0042921.62E	
230R		505403.90N	0042920.77E	
232		505404.96N	0042922.29E	
234L		505404.93N	0042925.41E	
234R		505405.00N	0042924.58E	
236		505406.06N	0042926.10E	
238		505406.05N	0042929.30E	
240		505406.85N	0042931.29E	
2 South		205L	505357.45N	0042909.40E
		205R	505357.57N	0042910.24E
	207	505358.20N	0042912.07E	
	209	505358.71N	0042914.00E	
	211L	505359.10N	0042915.10E	
	211R	505359.17N	0042915.97E	
	215	505359.76N	0042917.83E	
	217L	505400.19N	0042918.89E	
	217R	505400.26N	0042919.75E	
	227	505400.86N	0042921.62E	
	229L	505401.29N	0042922.69E	
	229R	505401.36N	0042923.56E	
	231	505401.13N	0042926.01E	
	233L	505402.31N	0042926.63E	
233R	505402.47N	0042927.34E		
237	505403.56N	0042930.23E		

Apron	ELEV (in FT)	Strength
1 NORTH	119	PCR 980/R/A/W/T - PCN 72/R/A/W/T
1 SOUTH	120	PCR 980/R/A/W/T - PCN 77/R/A/W/T
2 NORTH	128	PCR 800/R/A/W/T - PCN 77/R/A/W/T
2 SOUTH	129	PCR 980/R/A/W/T - PCN 77/R/A/W/T
3 NORTH	130	PCR 980/R/A/W/T - PCN 68/R/C/W/T
3 SOUTH	132	PCR 980/R/A/W/T - PCN 68/R/C/W/T
SATELLITE	137	PCR 1260/R/B/W/T - PCN 110/R/B/W/T
4	141	PCR 570/R/C/W/T - PCN 63/R/D/W/T
10	103	PCR 610/R/A/W/T - PCN 75/R/B/W/T
40	144	PCR 980/R/A/W/T - PCN 68/R/C/W/T
51B	122	PCR 1010/R/B/W/T - PCN 70/R/C/W/U
51C	123	PCR 50/R/A/W/T - PCN 70/R/C/W/U
54	120	PCR 440/R/A/W/T - PCN 73/R/B/W/T
60 NORTH	118	PCR 980/R/A/W/T - PCN 120/R/B/W/T
60 SOUTH	119	PCR 980/R/A/W/T - PCN 120/R/B/W/T

Apron	Stands	Coordinates	
3 North	312	505347.41N	0042915.32E
	314	505348.79N	0042916.92E
	316	505348.39N	0042918.70E
	318	505349.38N	0042918.97E
	320	505349.92N	0042920.85E
	322	505349.48N	0042922.61E
	324	505350.47N	0042922.74E
	326	505351.15N	0042925.11E
	328	505350.76N	0042927.03E
	330	505351.90N	0042927.72E
3 South	313	505345.42N	0042917.17E
	315	505345.97N	0042919.06E
	317	505346.84N	0042918.91E
	319	505346.51N	0042920.94E
	323	505347.81N	0042922.28E
		505348.61N	0042924.97E
SATELLITE	304	505339.45N	0042918.16E
	354	505341.15N	0042919.76E
4	400	505335.45N	0042855.96E
	401	505331.97N	0042859.17E
	402	505335.95N	0042858.11E
	403	505332.47N	0042901.33E
	404	505336.45N	0042900.26E
	405	505333.02N	0042903.69E
	406	505337.55N	0042903.46E
	407	505333.57N	0042906.04E
	408	505338.05N	0042905.63E
	409	505334.11N	0042908.40E
	410	505338.55N	0042907.79E
	411	505334.66N	0042910.76E
	412	505339.05N	0042909.95E
	413	505335.20N	0042913.11E
	414	505339.55N	0042912.12E
415	505335.75N	0042915.47E	
51b	510	505358.74N	0042837.78E
	512	505356.41N	0042836.80E
	514	505355.38N	0042836.57E
	516	505355.81N	0042834.71E
	518	505354.40N	0042833.19E
	520	505354.60N	0042830.52E
	522	505353.42N	0042829.82E
	524	505353.99N	0042828.42E
	526	505352.69N	0042826.29E
51c	552	505350.55N	0042821.70E
	554	505350.51N	0042821.02E
	556	505350.16N	0042820.47E
	558	505350.25N	0042820.20E
	560	505349.93N	0042819.19E
	562	505349.71N	0042819.05E
	564	505349.67N	0042818.37E
	566	505349.32N	0042817.81E
	568	505349.40N	0042817.54E
	570	505349.14N	0042816.73E
	572	505348.93N	0042816.58E
	574	505348.88N	0042815.90E
	576	505348.53N	0042815.34E
	578	505348.62N	0042815.08E
	580	505348.36N	0042814.25E
582	505348.14N	0042814.11E	
584	505348.10N	0042813.43E	
586	505347.75N	0042812.87E	
588	505347.84N	0042812.61E	
60 North	680	505354.67N	0042801.41E
	682	505355.25N	0042803.39E
	684	505355.19N	0042804.62E
	686	505355.82N	0042805.37E
	688	505356.39N	0042807.34E
	690	505356.34N	0042808.58E
	692	505356.96N	0042809.32E
	694	505357.53N	0042811.30E
	696	505357.48N	0042812.53E
	698	505358.10N	0042813.28E
60 South	681	505353.32N	0042802.39E
	683	505353.80N	0042803.24E
	685	505353.89N	0042804.36E
	687	505354.46N	0042806.34E
	689	505354.94N	0042807.19E
	691	505355.04N	0042808.32E
	693	505355.61N	0042810.30E
	695	505356.09N	0042811.15E
	697	505356.18N	0042812.28E
	699	505356.43N	0042814.49E
Hangar 5		505351.46N	0042827.65E

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

CHANGE: Apron 51c markings updated

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AIRCRAFT PARKING/DOCKING CHART - ICAO
GENERAL AVIATION

GND
121.880

CLR
118.055

121.955

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

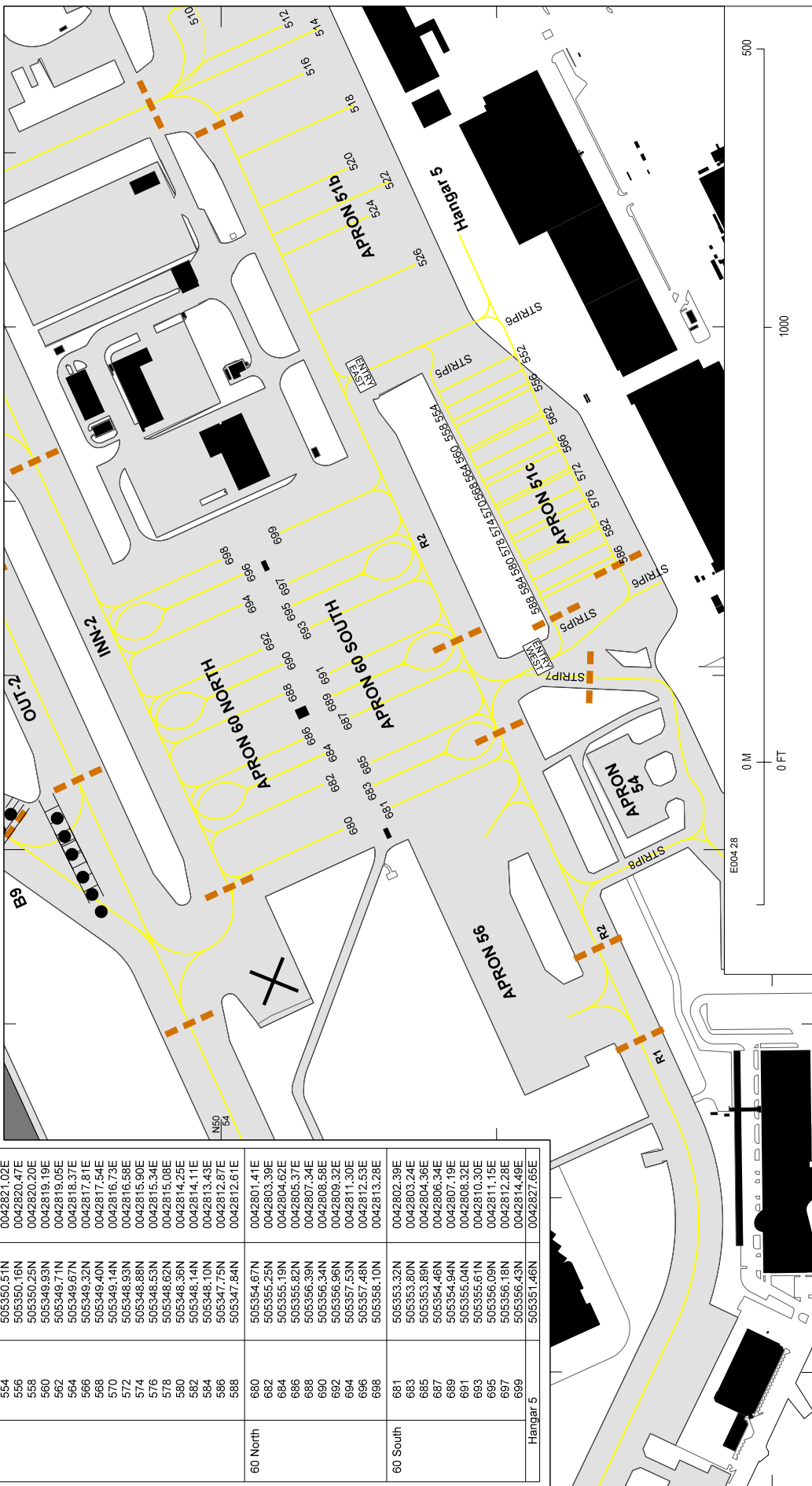
APRON 51c
entry east: wingspan 36 M
entry west: wingspan 40 M

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

Apron	ELEV (in FT)	Strength
51B	122	PCR 1010/R/B/W/T - PCN 70/R/C/W/U
51C	123	PCR 50/R/A/W/T - PCN 70/R/C/W/U
54	120	PCR 440/R/A/W/T - PCN 73/R/B/W/T
60 NORTH	118	PCR 980/R/A/W/T - PCN 120/R/B/W/T
60 SOUTH	119	PCR 980/R/A/W/T - PCN 120/R/B/W/T

CHANGE: Apron 51c markings updated

Apron	Stands	Coordinates
51b	510	505358.74N 0042837.76E
	512	505356.41N 0042836.80E
	514	505355.38N 0042836.57E
	516	505355.81N 0042834.71E
	518	505354.40N 0042833.19E
	520	505354.60N 0042830.52E
	522	505353.42N 0042829.82E
	524	505353.99N 0042828.42E
	526	505352.69N 0042826.29E
	528	505350.55N 0042821.70E
51c	554	505350.16N 0042821.02E
	556	505350.16N 0042820.47E
	558	505350.25N 0042820.20E
	560	505349.93N 0042819.19E
	562	505349.71N 0042819.05E
	564	505349.67N 0042818.37E
	566	505349.32N 0042817.81E
	568	505349.40N 0042817.54E
	570	505348.14N 0042816.73E
	572	505348.93N 0042816.58E
60 North	574	505348.88N 0042815.90E
	576	505348.53N 0042815.34E
	578	505348.62N 0042815.08E
	580	505348.36N 0042814.25E
	582	505348.14N 0042814.11E
	584	505348.10N 0042813.43E
	586	505347.75N 0042812.87E
	588	505347.94N 0042812.61E
	590	505354.67N 0042801.41E
	592	505355.25N 0042803.39E
60 South	594	505355.19N 0042804.62E
	596	505355.82N 0042805.37E
	598	505356.39N 0042807.34E
	600	505356.34N 0042808.58E
	602	505356.96N 0042809.32E
	604	505357.53N 0042811.30E
	606	505357.48N 0042812.53E
	608	505358.10N 0042813.28E
	610	505353.32N 0042802.39E
	612	505353.80N 0042803.24E
Hangar 5	614	505353.98N 0042804.56E
	616	505354.46N 0042806.34E
	618	505354.94N 0042807.19E
	620	505355.04N 0042808.32E
	622	505355.61N 0042810.30E
	624	505356.09N 0042811.15E
	626	505356.18N 0042812.28E
	628	505356.43N 0042814.49E
	630	505351.46N 0042827.65E
	632	505351.46N 0042827.65E



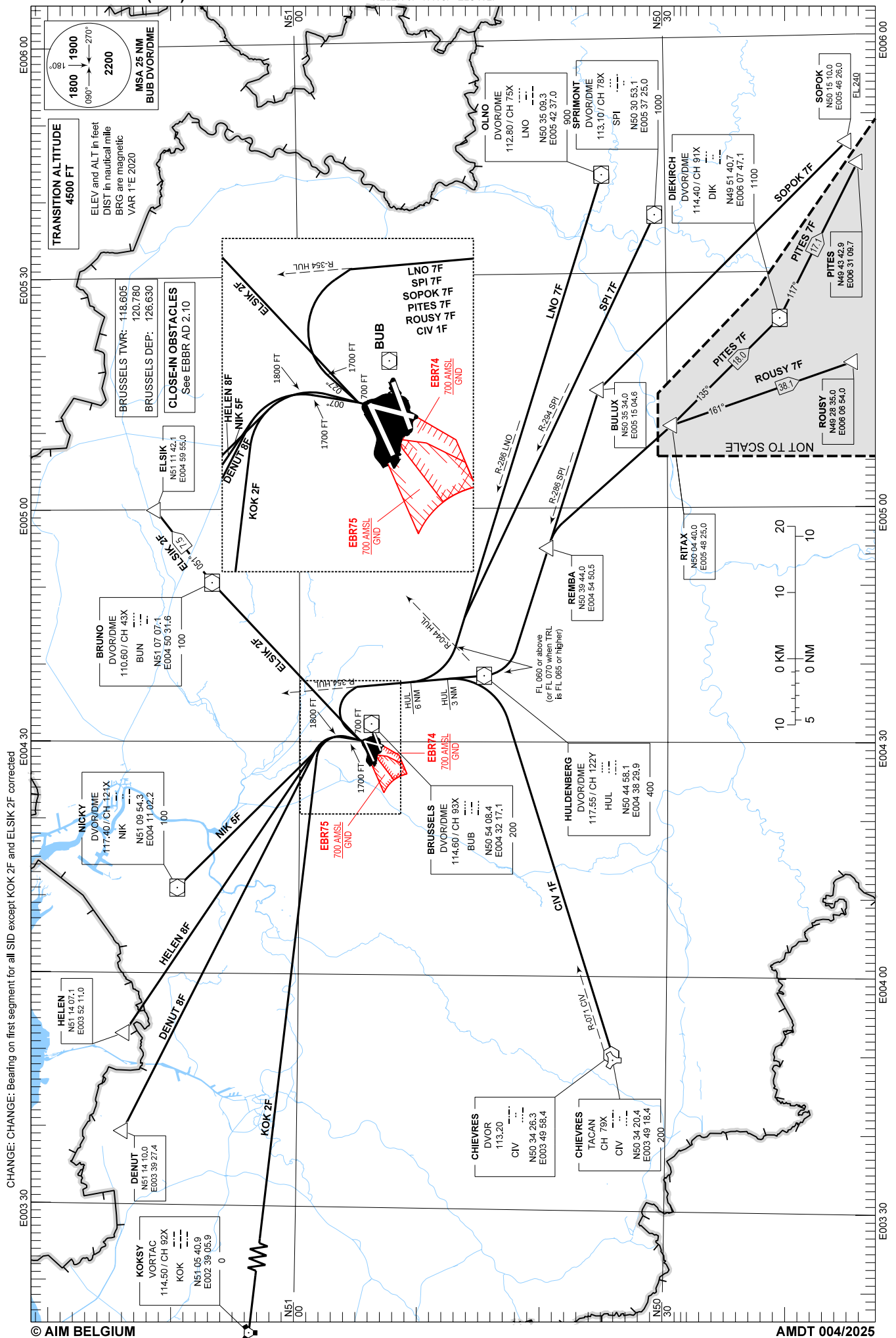
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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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3	Fuelling facilities and capacity	AVGAS 100 LL: 1 aircraft refueller 5000L, 200L/MIN + reserve 50000L JET A1: • 2 ACFT refuellers 40000L, 1 aircraft refueller 20000L • 2 x 1200L/MIN for each aircraft refueller + reserve 6 x 100000L Self-service for AVGAS and UL91: Payment with Bancontact card Credit cards accepted. Credit possible (B.S.C.A. s.a.)
4	De-icing facilities	5 de-icers type 2 / de-icing farm all types of aircraft
5	Hangar space for visiting aircraft	1700M ² (not heated), hangar space for freight: 4000M ² (heated)
6	Repair facilities for visiting aircraft	All repairs
7	Remarks	For general aviation flights, handling mandatory for non-based aircraft and 24 HR prior permission is required from General Aviation OPS Office by email ga@charleroi-airport.com (also for applicable pricing list). Pilots shall also adhere to AD 2.20 § 1.1. General Aviation OPS Office (BSCA Business Aviation): TEL: +32 (0) 71 25 19 34 (0600-2000 (0500-1900)) FAX: +32 (0) 71 25 11 29 Email: ga@charleroi-airport.com Handling compulsory for non-based aircraft (please contact the General Aviation OPS Office for pricing list). Navigation Office: TEL: + 32 (0) 71 25 12 14 (0300-0000 (0200-2300)) FAX: + 32 (0) 71 25 12 04 Email: bnav@charleroi-airport.com Handling OPS office (BSCA) TEL: +32 (0) 71 25 12 50 / 51 (0330-2200 (0230-2100)) FAX: +32 (0) 71 25 12 42 Email: ops@charleroi-airport.com

EBCI AD 2.5 Passenger Facilities

1	Hotels	Near aerodrome and in the city
2	Restaurants	At aerodrome and in the city
3	Transportation	Bus/train connection to/from any station in Belgium, taxis and car hire Direct coach service to/from Brussels city centre in connection with scheduled flights
4	Medical facilities	First aid treatment and recovery room, 1 ambulance hospitals in Gosselies (3 KM) and Charleroi (7 KM)
5	Bank	Self-banking at aerodrome
	Post office	In the city
6	Tourist office	At aerodrome / Tourist office in the city
7	Remarks	Other facilities: duty free shops, travel agency and foreign exchange office Large guarded car park next to the terminal

EBCI AD 2.6 Rescue and Fire Fighting Services

1	Aerodrome category for fire fighting	CAT 7 - CAT 9 upon 90 MIN notice
2	Rescue equipment	Water supply: 275 M³ under hangar S9; 135 M³ under the ramp M6; 135 M³ under the intersection of the service road and ramp N1. RFFS vehicles: Rescue 1, Rescue 2, Rescue 4, Rescue 5: massive attack vehicles; Rescue 10: mobile command unit; Rescue 3: operational command post (PC Ops); C902: vehicle for transporting people; Rescue 8: off-road intervention vehicle; Rescue 9: equipment transport vehicle; Rescue 11: rapid intervention vehicle; Rescue 12: ambulance.
3	Capability for removal of disabled aircraft	Disabled aircraft will be removed by B.S.C.A. s.a. on the responsibility of the aircraft operator or the aircraft owner.
4	Remarks	NIL

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

1	Types of clearing equipment	• 2 truck BOSCHUNG SNOW BOOSTER P5960 with milling cutter • 3 sweeper-blowers Schorling with snowplough • 1 snowplough adaptable on VOLVO dumper • 1 sweeper-blowers Boschung with snowplough • 3 sweeper-blowers Schmidt with snowplough • 1 Caterpillar wheel loader with snowplough • 1 truck UNIMOG with snow plough and spreader solid de-ice tank • 4 truck SCANIA with sprayers of de-icing liquid • 3 farm truck VALTRA with snowplough • 1 Autobren vaccum-sweeper • 1 farm truck Ford • 1 farm truck Deutz-Fahr Agrokid 220 • 1 farm truck Kubota B1820 with brush • 1 Skiddometre BV11
2	Clearance priorities	1. RWY 06/24 and appropriate taxiways 2. Apron North and aircraft stands 3. Remaining part of the movement area
3	Use of material for movement area surface treatment	KAC (potassium acetate fluids) and 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 Public de Wallonie): TEL: +32 (0) 71 25 12 12 TEL: +32 (0) 71 25 12 15 FAX: +32 (0) 71 25 12 91

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

1	Apron designation	See chart AD 2.ELLX-GMC.02
	Apron surface	CONC / ASPH
	Apron strength	See chart AD 2.ELLX-GMC.02
2	Taxiway width	See chart AD 2.ELLX-GMC.02
	Taxiway surface	ASPH
	Taxiway strength	See chart AD 2.ELLX-GMC.02
3	ACL and elevation	At apron P2 (1233FT)
4	VOR check points	NIL
5	INS check points	See chart AD 2.ELLX-APDC.01
6	Remarks	NIL

ELLX AD 2.9 Surface Movement Guidance and Control System and Markings

1	Aircraft stand identification signs	No
	Taxiway guide lines	Guidance sign-boards at entrance of TWY to RWY and at intersections of TWYs
	Visual docking/parking guidance system at aircraft stands	NIL
2	Runway markings and lighting	Designation, THR, TDZ, aiming point, centre line and side stripe markings
	Taxiway markings and lighting	Centre line, enhanced centre line and RWY holding positions at the TWY/RWY intersections RWY AHEAD markings on all RWY/TWY intersections
3	Stop bars	See AD 2.ELLX-GMC.01
	Runway guard lights	Inset RWY guard lights on TWY A1, A2, B4, C, E, F, H and I Elevated RWY guard lights on TWY D1, D2 and G
4	Other runway protection measures	NIL
5	Remarks	NIL

ELLX AD 2.10 Aerodrome Obstacles

Close-In Obstacles

ID	Type	Latitude	Longitude	ELEV (FT)	Marked	Area	RWY affected
EL479637	Vegetation	493818.5N	0061415.0E	1279.1	No	2C	06
EL041439	Vegetation	493808.5N	0061432.8E	1270.7	No	2C	06
EL467209	Vegetation	493655.1N	0061112.3E	1194.5	No	2C	24

Visual Segment Surface (VSS) Penetration

ID	Type	Latitude	Longitude	ELEV (FT)	Marked	Area	Procedure minima affected
EL041248	Vegetation	493652.5N	0061101.1E	1198.2	No	2B	VOR 06, LNAV 06 and LNAV/VNAV 06
EL481126	Vegetation	493820.1N	0061421.5E	1291.5	No	2C	VOR 24, LNAV 24 and LNAV/VNAV 24
EL449378	Vegetation	493808.5N	0061431.9E	1271.6	No	2C	VOR 24, LNAV 24 and LNAV/VNAV 24

ELLX AD 2.11 Meteorological Information Provided

1	Associated MET Office	ELLX MET
2	Hours of service	H24
	MET Office outside hours	NIL
3	Office responsible for TAF preparation	ELLX
	Periods of validity	30HR
4	Trend forecast	AVBL
	Interval of issuance	30MIN
5	Briefing / consultation provided	Official in charge, TEL, full display and CCTV
6	Flight documentation	Plain language, tables and schedules, charts
	Languages used	Lu, Ge, Fr and En
7	Charts and other information available for briefing or consultation	Surface charts, altitude charts, prognostic altitude charts, prognostic chart of significant weather, tropopause and maximum wind chart
8	Supplementary equipment available for providing information	Weather radar, IR, HRV (high resolution visible) and WV (water vapour), NWP (numerical weather prediction)
9	ATS units provided with information	Luxembourg TWR, Luxembourg APP and Luxembourg ARO
10	Additional information	TEL: +352 47 98 27 01 1 FAX: +352 47 98 27 09 0 Email: metprv@airport.etat.lu

ELLX AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCR/ PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				RWY end COORD	
				THR geoid undulation	
1	2	3	4	5	6
06	060.18°	4002 x 45	800/F/A/W/T 79/F/A/W/T ASPH	493703.08N 0061115.05E	THR 1158.5 FT TDZ 1204 FT
				493807.42N 0061408.17E	
				157.6FT	
24	240.18°	4002 x 45	800/F/A/W/T 79/F/A/W/T ASPH	493807.42N 0061408.17E	THR 1212.6 FT TDZ 1213 FT
				493703.08N 0061115.05E	
				157.7FT	

RWY designator	Slope of RWY and SWY (*)	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	Dimensions of RESA (M)
7	8	9	10	11	12
06	+1.50% (from 0 to 1512 M) -0.41% (from 1512 to 2982 M) -0.02% (from 2982 to 4002 M)	NIL	NIL	4122 x 280	130 x 150
24	+0.02% (from 0 to 1020 M) +0.41% (from 1020 to 2490 M) -1.50% (from 2490 to 4002 M)	NIL	NIL	4122 x 280	97 x 150

(*) High slope between THR06 and TWY F. Slope variation might generate optical illusion, especially during approach on RWY 06. Opposite THR not visible.

2.2.4 RNP RWY 08**2.2.4.1 Waypoint Information**

ID	Latitude	Longitude
AUZON	510915.4N	0023417.3E
OS08F	511024.5N	0024159.1E
RW08	511149.85N	0025124.68E

2.2.4.2 Path Terminators

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

RNP RWY 08

Navigational Performance	Path Description	Waypoint Identifier	Fly-over	True Track (°)/ MAG Track (°)	DIST (NM)	Turn Direction	Upper Limit (FT)/Lower Limit (FT)	Speed (KTS)	VPA (°)	TCH (FT)	Remarks
RNP APCH	IF	AUZON					- / 2500				IAF/IF
RNP APCH	TF	OS08F	N	076.6 / 076	5.0		@2000				FAF
RNP APCH	TF	RW08	Y	076.4 / 075	6.1				3.00	52	MAPT

2.2.5 RNP RWY 26**2.2.5.1 Waypoint Information**

ID	Latitude	Longitude
NOYON	511443.0N	0031037.6E
OS26F	511333.4N	0030256.3E
RW26	511208.57N	0025329.18E

2.2.5.2 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 RWY 26

Navigational Performance	Path Description	Waypoint Identifier	Fly-over	True Track (°)/ MAG Track (°)	DIST (NM)	Turn Direction	Upper Limit (FT)/Lower Limit (FT)	Speed (KTS)	VPA (°)	TCH (FT)	Remarks
RNP APCH	IF	NOYON					- / 2500				IAF/IF
RNP APCH	TF	OS26F	N	256.5 / 256	5.0		@2000				FAF
RNP APCH	TF	RW26	Y	256.7 / 256	6.1				3.00	51	MAPT

2.3 Missed Approach

Unless instructed otherwise by Oostende APP, the missed approach procedures as published on the instrument approach charts (see [EBOS AD 2.24](#)) shall be followed.

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

3 IFR FLIGHTS (OUTBOUND)**3.1 Departure Procedures****3.1.1 Standard Instrument Departures**

SID have been established as shown on the EBOS SID charts (see [EBOS AD 2.24](#)) and as listed below.

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

There are no critical nav aids associated with the RNAV 1 SID, assuming the use of GNSS or INS/IRU for initial guidance up to an altitude of 3 000 FT.

Note: ATC may deviate from these routes.

3.1.1.1 Route description

RWY 08

Designator	Route	Remarks
COA6S	Straight ahead to ONO. At ONO LT to intercept R-238 COA, INBD to COA. RNAV1: ONO[T077] - COA	NIL
KOK5S	Straight ahead to ONO. At ONO RT to intercept R-082 KOK, INBD to KOK. RNAV1: <u>ONO</u> [T077;K220-;R]->OS502-KOK	NIL
KONAN4S	Straight ahead to ONO. At ONO LT to intercept R-255 COA to KONAN. RNAV1: <u>ONO</u> [T077;K220-;L]->OS501-KONAN	SID is crossing <u>EBR17</u> . Oostende ATC will obtain crossing clearance before aircraft is airborne.
MAK6S	Straight ahead to ONO. At ONO RT to intercept QDM-129 MAK, INBD to MAK. RNAV1: ONO[T077; K230-] - MAK	NIL
FERDI4S	Straight ahead to ONO. At ONO RT to intercept QDR-127 ONO to FERDI. RNAV1: ONO[T077; K230-] - FERDI	NIL
NIK4S	Straight ahead to ONO. At ONO RT to intercept R-274 NIK, INBD to NIK. RNAV1: ONO[T077] - NIK	NIL
SASKI6S	Straight ahead to ONO. At ONO LT to intercept QDR-315 ONO to SASKI. RNAV1: <u>ONO</u> [T077;K230-]-SASKI[T316]	SID is crossing <u>EBR17</u> . Oostende ATC will obtain crossing clearance before aircraft is airborne.

RWY 26

Designator	Route	Remarks
COA7M	At 500 FT RT HDG 020° MAG to intercept R-260 COA, INBD to COA. RNAV1: [A500+; R] -> OS507[K210-] - COA	SID is crossing <u>EBR17</u> . Oostende ATC will obtain crossing clearance before aircraft is airborne.
KOK6M	At 500 FT RT to intercept QDR-292 DD. When passing 3 000 FT, LT direct to KOK. RNAV1: [A500+] - [T293; A3000+; L] -> KOK	SID is crossing <u>EBR17</u> . Oostende ATC will obtain crossing clearance before aircraft is airborne.
KONAN4M	At 500 FT RT to intercept QDR-292 DD. Intercept R-255 COA to KONAN RNAV1: [A500+] - OS508[T293] - KONAN	SID is crossing <u>EBR17</u> . Oostende ATC will obtain crossing clearance before aircraft is airborne.
MAK4M	At 500FT RT to intercept QDR-292 DD. When passing 3000FT, LT direct to KOK. MAK next. RNAV1: [A500+] - [T293; A3000+; L] -> KOK - MAK	SID is crossing <u>EBR17</u> . Oostende ATC will obtain crossing clearance before aircraft is airborne.
FERDI4M	At 500 FT RT to intercept QDR-292 DD. When passing 3 000 FT, LT direct to KOK. At KOK LT to intercept R-105 KOK to FERDI. RNAV1: [A500+] - [T293; A3000+; L] -> KOK - FERDI	SID is crossing <u>EBR17</u> . Oostende ATC will obtain crossing clearance before aircraft is airborne.
NIK4M	At 500 FT RT HDG 020° MAG to intercept R-260 COA, INBD to COA. NIK next. RNAV1: [A500+; R] -> OS507[K210-] - COA - NIK	SID is crossing <u>EBR17</u> . Oostende ATC will obtain crossing clearance before aircraft is airborne.
SASKI6M	At 500 FT RT to intercept QDR-292 DD. Intercept R-347 KOK to SASKI. RNAV1: [A500+] - OS509[T293] - SASKI	SID is crossing <u>EBR17</u> . Oostende ATC will obtain crossing clearance before aircraft is airborne.

3.1.1.2 *Waypoint Information*

ID	Latitude	Longitude
ONO	511313.1N	0030041.8E
COA	512052.8N	0032119.2E
FERDI	505445.5N	0033813.1E
KOK	510540.9N	0023905.9E
KONAN	510751.0N	0020000.0E
MAK	505752.1N	0032947.1E
NIK	510954.3N	0041102.2E
SASKI	513253.1N	0023000.0E
OS501	511557.6N	0024949.3E
OS502	510658.4N	0025316.6E
OS507	511750.3N	0025340.1E
OS508	511421.9N	0023949.7E
OS509	511524.8N	0023551.9E

3.1.1.3 Path Terminators**3.1.1.3.1 RWY 08****COA6S**

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	NAV Spec
1	ONO	CF	N	076.6 / 076					RNAV1
2	COA	TF	N	059.2 / 058			15.0		RNAV1

KOK5S

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	NAV Spec
1	ONO	CF	Y	076.6 / 076				220	RNAV1
2	OS502	DF	N		R				RNAV1
3	KOK	TF	N	261.9 / 261			9.0		RNAV1

KONAN4S

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	NAV Spec
1	ONO	CF	Y	076.6 / 076				220	RNAV1
2	OS501	DF	N		L				RNAV1
3	KONAN	TF	N	255.8 / 255			32.4		RNAV1

MAK6S

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	NAV Spec
1	ONO	CF	N	076.6 / 076				230	RNAV1
2	MAK	TF	N	129.8 / 129			23.9		RNAV1

FERDI4S

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	NAV Spec
1	ONO	CF	N	076.6 / 076				230	RNAV1
2	FERDI	TF	N	127.7 / 127			30.0		RNAV1

NIK4S

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	NAV Spec
1	ONO	CF	N	076.6 / 076					RNAV1
2	NIK	TF	N	093.8 / 093			44.4		RNAV1

SASKI6S

#	ID	P/T	F/O	Course (°T/ °M)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KTS)	NAV Spec
1	ONO	CF	Y	076.6 / 076				230	RNAV1
2	SASKI	CF	N	315.9 / 315					RNAV1

3.1.1.3.2 RWY 26**COA7M**

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