

AERONAUTICAL INFORMATION PUBLICATION

Belgium and Luxembourg

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AIRAC AMDT
009/2024

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1. Amendment content:

Section	Subject	Change
ENR 3.3	MIL BENE, FALCON AND DARK FALCON routes	Updated
ENR 4.4	Significant points for MIL BENE, FALCON, DARK FALCON routes and Significant point ZAGRE (STAR EBBR)	New
ENR 5.1	Prohibited, Restricted and Danger Areas. RPAS replaced by UAS	Updated
ENR 5.2	Military Exercise and Training Areas and Air Defence Identification Zone. RPAS replaced with UAS	Updated
ENR 5.2	TSA28A - ELSNBORN 02	Updated
ENR 5.2	TSA28B - ELSNBORN 03	Updated
ENR 5.2	TSA28C - ELSNBORN 04	Updated
ENR 5.2	TSA28D - ELSNBORN 05	New
ENR 6	En-Route Chart. Military BENE routes	Updated
ENR 6	En-Route Chart. Military FALCON routes	Updated
ENR 6	En-Route Chart. Military DARK FALCON routes	Updated
ENR 6	Index Chart. Military Exercise and Training Areas: TRA and TSA	Updated
EBBR AD 2.12	THR coordinates RWY 25L. RWY end coordinates RWY 07R/25L	Updated
EBBR AD 2.21	Continuous Descent Operations (CDO) and Special Procedures for Arrivals between 2200 and 0459 (2100 and 0359)	Updated
EBBR AD 2.22	IFR flights (inbound). Speed Limitations	Updated
EBBR AD 2.22	IFR flights (inbound). Holding Patterns	Updated
EBBR AD 2.22	IFR flights (inbound). Approach Procedures. RNP RWY 01/19, RWY 25L and RWY 25R	Updated
EBBR AD 2.22	IFR flights (inbound). Standard Instrument Arrivals. RNAV Transitions RWY 01/19, RWY 25L and RWY 25R	New
EBBR AD 2.22	Radio Communication Failure	Updated
EBBR AD 2.24	Aerodrome Chart - ICAO	Updated
EBBR AD 2.24	Standard Arrival Chart - Instrument (STAR) - ICAO	Updated
EBBR AD 2.24	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION (E) TO RWY 01	New

Section	Subject	Change
EBBR AD 2.24	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION (F) TO RWY 19	New
EBBR AD 2.24	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION (H-J) TO RWY 25L	New
EBBR AD 2.24	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION (R-S) TO RWY 25R	New
EBBR AD 2.24	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC RWY 25R	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC y RWY 25R (IAF FLO)	Removed
EBBR AD 2.24	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC X RWY 25L	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC W RWY 25L	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: VOR RWY 25L	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: VOR y RWY 25L (IAF FLO)	Removed
EBBR AD 2.24	Instrument Approach Chart - ICAO: ILS or LOC RWY 01	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: ILS or LOC RWY 19	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: RNP RWY 01	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: RNP RWY 25L	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: RNP RWY 25L. Appendix: FAS Datablock	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: RNP RWY 25R	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: RNP RWY 19	Updated

2. Hand corrections to the following pages:

NIL

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

NOTAM: NIL

SUP: NIL

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

Insert the following pages

Remove the following pages

GEN 0.2 Record of AIP Amendments

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ENR 1.13-2	12-OCT-2017	ENR 3.3-3	05-SEP-2024	ENR 5.2-30	05-SEP-2024
ENR 1.14-1	21-MAR-2024	ENR 3.3-4	05-SEP-2024	ENR 5.2-31	05-SEP-2024
ENR 1.14-2	21-MAR-2024	ENR 3.3-5	05-SEP-2024	ENR 5.2-32	05-SEP-2024
ENR 1.14-3	21-MAR-2024	ENR 3.3-6	05-SEP-2024	ENR 5.3-1	21-APR-2022
ENR 1.14-4	21-MAR-2024	ENR 3.3-7	05-SEP-2024	ENR 5.3-2	21-APR-2022
ENR 1.14-5	21-MAR-2024	ENR 3.3-8	05-SEP-2024	ENR 5.4-1	18-APR-2024
ENR 1.14-6	21-MAR-2024	ENR 3.3-9	05-SEP-2024	ENR 5.4-2	18-APR-2024
ENR 1.14-7	21-MAR-2024	ENR 3.3-10	05-SEP-2024	ENR 5.4-3	13-JUN-2024
ENR 1.14-8	21-MAR-2024	ENR 3.3-11	05-SEP-2024	ENR 5.4-4	13-JUN-2024
ENR 1.14-9	21-MAR-2024	ENR 3.3-12	05-SEP-2024	ENR 5.5-1	08-AUG-2024
ENR 1.14-10	21-MAR-2024	ENR 3.3-13	05-SEP-2024	ENR 5.5-2	08-AUG-2024
ENR 1.14-11	21-MAR-2024	ENR 3.3-14	05-SEP-2024	ENR 5.5-3	08-AUG-2024
ENR 1.14-12	21-MAR-2024	ENR 3.4-1	06-OCT-2022	ENR 5.5-4	08-AUG-2024
ENR 2.1-1	28-DEC-2023	ENR 3.4-2	06-OCT-2022	ENR 5.5-5	08-AUG-2024
ENR 2.1-2	28-DEC-2023	ENR 4.1-1	08-AUG-2024	ENR 5.5-6	08-AUG-2024
ENR 2.1-3	06-OCT-2022	ENR 4.1-2	08-AUG-2024	ENR 5.5-7	08-AUG-2024
ENR 2.1-4	06-OCT-2022	ENR 4.2-1	04-FEB-2016	ENR 5.5-8	08-AUG-2024
ENR 2.1-5	21-APR-2022	ENR 4.2-2	04-FEB-2016	ENR 5.5-9	08-AUG-2024
ENR 2.1-6	21-APR-2022	ENR 4.3-1	26-MAR-2020	ENR 5.5-10	08-AUG-2024
ENR 2.1-7	21-APR-2022	ENR 4.3-2	26-MAR-2020	ENR 5.5-11	08-AUG-2024
ENR 2.1-8	21-APR-2022	ENR 4.4-1	05-SEP-2024	ENR 5.5-12	08-AUG-2024
ENR 2.1-9	21-APR-2022	ENR 4.4-2	05-SEP-2024	ENR 5.5-13	08-AUG-2024
ENR 2.1-10	21-APR-2022	ENR 4.4-3	05-SEP-2024	ENR 5.5-14	08-AUG-2024
ENR 2.1-11	30-NOV-2023	ENR 4.4-4	05-SEP-2024	ENR 5.5-15	08-AUG-2024
ENR 2.1-12	30-NOV-2023	ENR 4.4-5	05-SEP-2024	ENR 5.5-16	08-AUG-2024
ENR 2.1-13	30-NOV-2023	ENR 4.4-6	05-SEP-2024	ENR 5.5-17	08-AUG-2024
ENR 2.1-14	30-NOV-2023	ENR 4.4-7	05-SEP-2024	ENR 5.5-18	08-AUG-2024
ENR 2.1-15	21-APR-2022	ENR 4.4-8	05-SEP-2024	ENR 5.5-19	08-AUG-2024
ENR 2.1-16	21-APR-2022	ENR 4.4-9	05-SEP-2024	ENR 5.5-20	08-AUG-2024
ENR 2.1-17	08-AUG-2024	ENR 4.4-10	05-SEP-2024	ENR 5.6-1	13-JUN-2024
ENR 2.1-18	08-AUG-2024	ENR 4.5-1	12-SEP-2019	ENR 5.6-2	13-JUN-2024
ENR 2.2-1	21-APR-2022	ENR 4.5-2	12-SEP-2019	ENR 5.6-3	13-JUN-2024
ENR 2.2-2	21-APR-2022	ENR 5.1-1	05-SEP-2024	ENR 5.6-4	13-JUN-2024
ENR 2.2-3	21-APR-2022	ENR 5.1-2	05-SEP-2024	ENR 6-1	10-SEP-2020

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

AD 2.EBBR-61	11-JUL-2024	AD 2.EBBR-SID.02-2	11-JUL-2024	AD 2.EBCI-27	02-NOV-2023
AD 2.EBBR-62	11-JUL-2024	AD 2.EBBR-SID.03-1	11-JUL-2024	AD 2.EBCI-28	02-NOV-2023
AD 2.EBBR-63	11-JUL-2024	AD 2.EBBR-SID.03-2	11-JUL-2024	AD 2.EBCI-29	10-AUG-2023
AD 2.EBBR-64	11-JUL-2024	AD 2.EBBR-SID.04-1	11-JUL-2024	AD 2.EBCI-30	10-AUG-2023
AD 2.EBBR-65	11-JUL-2024	AD 2.EBBR-SID.04-2	11-JUL-2024	AD 2.EBCI-31	19-MAY-2022
AD 2.EBBR-66	11-JUL-2024	AD 2.EBBR-SID.05-1	11-JUL-2024	AD 2.EBCI-32	19-MAY-2022
AD 2.EBBR-67	11-JUL-2024	AD 2.EBBR-SID.05-2	11-JUL-2024	AD 2.EBCI-ADC.01-1	21-MAR-2024
AD 2.EBBR-68	11-JUL-2024	AD 2.EBBR-SID.06-1	11-JUL-2024	AD 2.EBCI-ADC.01-2	21-MAR-2024
AD 2.EBBR-69	11-JUL-2024	AD 2.EBBR-SID.06-2	11-JUL-2024	AD 2.EBCI-ADC.02-1	25-JAN-2024
AD 2.EBBR-70	11-JUL-2024	AD 2.EBBR-SID.07-1	11-JUL-2024	AD 2.EBCI-ADC.02-2	25-JAN-2024
AD 2.EBBR-71	22-FEB-2024	AD 2.EBBR-SID.07-2	11-JUL-2024	AD 2.EBCI-GMC.01-1	21-MAR-2024
AD 2.EBBR-72	22-FEB-2024	AD 2.EBBR-SID.08-1	11-JUL-2024	AD 2.EBCI-GMC.01-2	21-MAR-2024
AD 2.EBBR-73	05-SEP-2024	AD 2.EBBR-SID.08-2	11-JUL-2024	AD 2.EBCI-GMC.02-1	13-JUN-2024
AD 2.EBBR-74	05-SEP-2024	AD 2.EBBR-SID.09-1	11-JUL-2024	AD 2.EBCI-GMC.02-2	13-JUN-2024
AD 2.EBBR-75	05-SEP-2024	AD 2.EBBR-SID.09-2	11-JUL-2024	AD 2.EBCI-GMC.03-1	25-JAN-2024
AD 2.EBBR-76	05-SEP-2024	AD 2.EBBR-IAC.01-1	05-SEP-2024	AD 2.EBCI-GMC.03-2	25-JAN-2024
AD 2.EBBR-ADC.01-1	05-SEP-2024	AD 2.EBBR-IAC.01-2	05-SEP-2024	AD 2.EBCI-GMC.04-1	25-JAN-2024
AD 2.EBBR-ADC.01-2	05-SEP-2024	AD 2.EBBR-IAC.03-1	05-SEP-2024	AD 2.EBCI-GMC.04-2	25-JAN-2024
AD 2.EBBR-ADC.02-1	28-DEC-2023	AD 2.EBBR-IAC.03-2	05-SEP-2024	AD 2.EBCI-AOC.01-1	21-MAR-2024
AD 2.EBBR-ADC.02-2	28-DEC-2023	AD 2.EBBR-IAC.04-1	05-SEP-2024	AD 2.EBCI-AOC.01-2	21-MAR-2024
AD 2.EBBR-ADC.03-1	03-NOV-2022	AD 2.EBBR-IAC.04-2	05-SEP-2024	AD 2.EBCI-PATC.01-1	13-SEP-2018
AD 2.EBBR-ADC.03-2	03-NOV-2022	AD 2.EBBR-IAC.05-1	05-SEP-2024	AD 2.EBCI-PATC.01-2	13-SEP-2018
AD 2.EBBR-GMC.01-1	08-AUG-2024	AD 2.EBBR-IAC.05-2	05-SEP-2024	AD 2.EBCI-STAR.01-1	22-FEB-2024
AD 2.EBBR-GMC.01-2	08-AUG-2024	AD 2.EBBR-IAC.07a-1	05-SEP-2024	AD 2.EBCI-STAR.01-2	22-FEB-2024
AD 2.EBBR-GMC.02a-1	16-MAY-2024	AD 2.EBBR-IAC.07a-2	05-SEP-2024	AD 2.EBCI-STAR.02-1	22-FEB-2024
AD 2.EBBR-GMC.02a-2	16-MAY-2024	AD 2.EBBR-IAC.07b-1	21-MAR-2024	AD 2.EBCI-STAR.02-2	22-FEB-2024
AD 2.EBBR-GMC.02b-1	08-AUG-2024	AD 2.EBBR-IAC.07b-2	21-MAR-2024	AD 2.EBCI-SID.01-1	11-JUL-2024
AD 2.EBBR-GMC.02b-2	08-AUG-2024	AD 2.EBBR-IAC.08-1	21-MAR-2024	AD 2.EBCI-SID.01-2	11-JUL-2024
AD 2.EBBR-GMC.02c-1	16-MAY-2024	AD 2.EBBR-IAC.08-2	21-MAR-2024	AD 2.EBCI-SID.02-1	11-JUL-2024
AD 2.EBBR-GMC.02c-2	16-MAY-2024	AD 2.EBBR-IAC.09-1	05-SEP-2024	AD 2.EBCI-SID.02-2	11-JUL-2024
AD 2.EBBR-GMC.02d-1	05-OCT-2023	AD 2.EBBR-IAC.09-2	05-SEP-2024	AD 2.EBCI-SID.03-1	11-JUL-2024
AD 2.EBBR-GMC.02d-2	05-OCT-2023	AD 2.EBBR-IAC.10-1	21-MAR-2024	AD 2.EBCI-SID.03-2	11-JUL-2024
AD 2.EBBR-GMC.03-1	03-NOV-2022	AD 2.EBBR-IAC.10-2	21-MAR-2024	AD 2.EBCI-SID.04-1	11-JUL-2024
AD 2.EBBR-GMC.03-2	03-NOV-2022	AD 2.EBBR-IAC.11-1	05-SEP-2024	AD 2.EBCI-SID.04-2	11-JUL-2024
AD 2.EBBR-GMC.04-1	21-MAR-2024	AD 2.EBBR-IAC.11-2	05-SEP-2024	AD 2.EBCI-IAC.01-1	13-JUN-2024
AD 2.EBBR-GMC.04-2	21-MAR-2024	AD 2.EBBR-IAC.11a-1	05-OCT-2023	AD 2.EBCI-IAC.01-2	13-JUN-2024
AD 2.EBBR-GMC.05-1	03-NOV-2022	AD 2.EBBR-IAC.11a-2	05-OCT-2023	AD 2.EBCI-IAC.02-1	21-MAR-2024
AD 2.EBBR-GMC.05-2	03-NOV-2022	AD 2.EBBR-IAC.12-1	05-SEP-2024	AD 2.EBCI-IAC.02-2	21-MAR-2024
AD 2.EBBR-GMC.06a-1	18-APR-2024	AD 2.EBBR-IAC.12-2	05-SEP-2024	AD 2.EBCI-IAC.03-1	21-MAR-2024
AD 2.EBBR-GMC.06a-2	18-APR-2024	AD 2.EBBR-IAC.12a-1	05-SEP-2024	AD 2.EBCI-IAC.03-2	21-MAR-2024
AD 2.EBBR-GMC.06b-1	08-AUG-2024	AD 2.EBBR-IAC.12a-2	05-SEP-2024	AD 2.EBCI-IAC.04-1	21-MAR-2024
AD 2.EBBR-GMC.06b-2	08-AUG-2024	AD 2.EBBR-IAC.13-1	05-SEP-2024	AD 2.EBCI-IAC.04-2	21-MAR-2024
AD 2.EBBR-GMC.07-1	18-APR-2024	AD 2.EBBR-IAC.13-2	05-SEP-2024	AD 2.EBCI-IAC.04a-1	23-APR-2020
AD 2.EBBR-GMC.07-2	18-APR-2024	AD 2.EBBR-IAC.13a-1	05-OCT-2023	AD 2.EBCI-IAC.04a-2	23-APR-2020
AD 2.EBBR-APDC.01-1	08-AUG-2024	AD 2.EBBR-IAC.13a-2	05-OCT-2023	AD 2.EBCI-IAC.05-1	21-MAR-2024
AD 2.EBBR-APDC.01-2	08-AUG-2024	AD 2.EBBR-IAC.14-1	05-SEP-2024	AD 2.EBCI-IAC.05-2	21-MAR-2024
AD 2.EBBR-APDC.02-1	08-AUG-2024	AD 2.EBBR-IAC.14-2	05-SEP-2024	AD 2.EBCI-IAC.05a-1	23-APR-2020
AD 2.EBBR-APDC.02-2	08-AUG-2024	AD 2.EBBR-IAC.14a-1	05-OCT-2023	AD 2.EBCI-IAC.05a-2	23-APR-2020
AD 2.EBBR-APDC.03-1	21-MAR-2024	AD 2.EBBR-IAC.14a-2	05-OCT-2023	AD 2.EBCI-VAC.01-1	13-JUN-2024
AD 2.EBBR-APDC.03-2	21-MAR-2024	AD 2.EBBR-VAC.01-1	21-MAR-2024	AD 2.EBCI-VAC.01-2	13-JUN-2024
AD 2.EBBR-APDC.04-1	08-AUG-2024	AD 2.EBBR-VAC.01-2	21-MAR-2024	AD 2.EBKT-1	18-APR-2024
AD 2.EBBR-APDC.04-2	08-AUG-2024	AD 2.EBKI-1	24-FEB-2022	AD 2.EBKT-2	18-APR-2024
AD 2.EBBR-AOC.01-1	21-MAR-2024	AD 2.EBKI-2	24-FEB-2022	AD 2.EBKT-3	18-APR-2024
AD 2.EBBR-AOC.01-2	21-MAR-2024	AD 2.EBKI-3	20-APR-2023	AD 2.EBKT-4	18-APR-2024
AD 2.EBBR-AOC.02-1	21-MAR-2024	AD 2.EBKI-4	20-APR-2023	AD 2.EBKT-5	18-MAY-2023
AD 2.EBBR-AOC.02-2	21-MAR-2024	AD 2.EBKI-5	28-DEC-2023	AD 2.EBKT-6	18-MAY-2023
AD 2.EBBR-AOC.03-1	21-MAR-2024	AD 2.EBKI-6	28-DEC-2023	AD 2.EBKT-7	11-JUL-2024
AD 2.EBBR-AOC.03-2	21-MAR-2024	AD 2.EBKI-7	11-JUL-2024	AD 2.EBKT-8	11-JUL-2024
AD 2.EBBR-PATC.01-1	04-FEB-2016	AD 2.EBKI-8	11-JUL-2024	AD 2.EBKT-9	11-JUL-2024
AD 2.EBBR-PATC.01-2	04-FEB-2016	AD 2.EBKI-9	13-JUN-2024	AD 2.EBKT-10	11-JUL-2024
AD 2.EBBR-PATC.02-1	04-FEB-2016	AD 2.EBKI-10	13-JUN-2024	AD 2.EBKT-11	11-JUL-2024
AD 2.EBBR-PATC.02-2	04-FEB-2016	AD 2.EBKI-11	13-JUN-2024	AD 2.EBKT-12	11-JUL-2024
AD 2.EBBR-ATCSMAC.01-1	21-MAR-2024	AD 2.EBKI-12	13-JUN-2024	AD 2.EBKT-13	11-JUL-2024
AD 2.EBBR-ATCSMAC.01-2	21-MAR-2024	AD 2.EBKI-13	13-JUN-2024	AD 2.EBKT-14	11-JUL-2024
AD 2.EBBR-STAR.01-1	05-SEP-2024	AD 2.EBKI-14	13-JUN-2024	AD 2.EBKT-15	18-APR-2024
AD 2.EBBR-STAR.01-2	05-SEP-2024	AD 2.EBKI-15	13-JUN-2024	AD 2.EBKT-16	18-APR-2024
AD 2.EBBR-STAR.02-1	05-SEP-2024	AD 2.EBKI-16	13-JUN-2024	AD 2.EBKT-17	18-APR-2024
AD 2.EBBR-STAR.02-2	05-SEP-2024	AD 2.EBKI-17	13-JUN-2024	AD 2.EBKT-18	18-APR-2024
AD 2.EBBR-STAR.03-1	05-SEP-2024	AD 2.EBKI-18	13-JUN-2024	AD 2.EBKT-19	21-MAR-2024
AD 2.EBBR-STAR.03-2	05-SEP-2024	AD 2.EBKI-19	21-APR-2022	AD 2.EBKT-20	21-MAR-2024
AD 2.EBBR-STAR.04-1	05-SEP-2024	AD 2.EBKI-20	21-APR-2022	AD 2.EBKT-ADC.01-1	21-MAR-2024
AD 2.EBBR-STAR.04-2	05-SEP-2024	AD 2.EBKI-21	11-JUL-2024	AD 2.EBKT-ADC.01-2	21-MAR-2024
AD 2.EBBR-STAR.05-1	05-SEP-2024	AD 2.EBKI-22	11-JUL-2024	AD 2.EBKT-ADC.02-1	18-MAY-2023
AD 2.EBBR-STAR.05-2	05-SEP-2024	AD 2.EBKI-23	11-JUL-2024	AD 2.EBKT-ADC.02-2	18-MAY-2023
AD 2.EBBR-SID.01-1	11-JUL-2024	AD 2.EBKI-24	11-JUL-2024	AD 2.EBKT-GMC.01-1	18-APR-2024
AD 2.EBBR-SID.01-2	11-JUL-2024	AD 2.EBKI-25	11-JUL-2024	AD 2.EBKT-GMC.01-2	18-APR-2024
AD 2.EBBR-SID.02-1	11-JUL-2024	AD 2.EBKI-26	11-JUL-2024	AD 2.EBKT-GMC.02-1	08-OCT-2020

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

AD 2.ELLX-VAC.02-1	08-AUG-2024	AD 2.EBOS-VAC.01-2	13-JUN-2024	AD 2.MIL-EBBE-IAC.16a-1	05-OCT-2023
AD 2.ELLX-VAC.02-2	08-AUG-2024	AD 2.MIL-EBBE-1	30-NOV-2023	AD 2.MIL-EBBE-IAC.16a-2	05-OCT-2023
AD 2.EBOS-1	29-DEC-2022	AD 2.MIL-EBBE-2	30-NOV-2023	AD 2.MIL-EBBE-IAC.17-1	13-JUN-2024
AD 2.EBOS-2	29-DEC-2022	AD 2.MIL-EBBE-3	08-AUG-2024	AD 2.MIL-EBBE-IAC.17-2	13-JUN-2024
AD 2.EBOS-3	18-APR-2024	AD 2.MIL-EBBE-4	08-AUG-2024	AD 2.MIL-EBBE-IAC.17a-1	07-SEP-2023
AD 2.EBOS-4	18-APR-2024	AD 2.MIL-EBBE-5	07-SEP-2023	AD 2.MIL-EBBE-IAC.17a-2	07-SEP-2023
AD 2.EBOS-5	21-MAR-2024	AD 2.MIL-EBBE-6	07-SEP-2023	AD 2.MIL-EBBE-IAC.18-1	13-JUN-2024
AD 2.EBOS-6	21-MAR-2024	AD 2.MIL-EBBE-7	07-SEP-2023	AD 2.MIL-EBBE-IAC.18-2	13-JUN-2024
AD 2.EBOS-7	18-APR-2024	AD 2.MIL-EBBE-8	07-SEP-2023	AD 2.MIL-EBBE-IAC.18a-1	07-SEP-2023
AD 2.EBOS-8	18-APR-2024	AD 2.MIL-EBBE-9	08-AUG-2024	AD 2.MIL-EBBE-IAC.18a-2	07-SEP-2023
AD 2.EBOS-9	16-MAY-2024	AD 2.MIL-EBBE-10	08-AUG-2024	AD 2.MIL-EBBE-IAC.19-1	13-JUN-2024
AD 2.EBOS-10	16-MAY-2024	AD 2.MIL-EBBE-11	13-JUN-2024	AD 2.MIL-EBBE-IAC.19-2	13-JUN-2024
AD 2.EBOS-11	16-MAY-2024	AD 2.MIL-EBBE-12	13-JUN-2024	AD 2.MIL-EBBE-IAC.19a-1	05-OCT-2023
AD 2.EBOS-12	16-MAY-2024	AD 2.MIL-EBBE-13	07-SEP-2023	AD 2.MIL-EBBE-IAC.19a-2	05-OCT-2023
AD 2.EBOS-13	16-MAY-2024	AD 2.MIL-EBBE-14	07-SEP-2023	AD 2.MIL-EBBE-IAC.20-1	07-SEP-2023
AD 2.EBOS-14	16-MAY-2024	AD 2.MIL-EBBE-ADC.01-1	08-AUG-2024	AD 2.MIL-EBBE-IAC.20-2	07-SEP-2023
AD 2.EBOS-15	21-MAR-2024	AD 2.MIL-EBBE-ADC.01-2	08-AUG-2024	AD 2.MIL-EBBE-IAC.21-1	07-SEP-2023
AD 2.EBOS-16	21-MAR-2024	AD 2.MIL-EBBE-GMC.01-1	07-SEP-2023	AD 2.MIL-EBBE-IAC.21-2	07-SEP-2023
AD 2.EBOS-17	18-APR-2024	AD 2.MIL-EBBE-GMC.01-2	07-SEP-2023	AD 2.MIL-EBBE-VAC.01-1	07-SEP-2023
AD 2.EBOS-18	18-APR-2024	AD 2.MIL-EBBE-AOC.01-1	07-SEP-2023	AD 2.MIL-EBBE-VAC.01-2	07-SEP-2023
AD 2.EBOS-19	18-APR-2024	AD 2.MIL-EBBE-AOC.01-2	07-SEP-2023	AD 2.MIL-EBBE-VAC.02-1	07-SEP-2023
AD 2.EBOS-20	18-APR-2024	AD 2.MIL-EBBE-AOC.02-1	07-SEP-2023	AD 2.MIL-EBBE-VAC.02-2	07-SEP-2023
AD 2.EBOS-21	18-APR-2024	AD 2.MIL-EBBE-AOC.02-2	07-SEP-2023	AD 2.MIL-EBBE-VAC.03-1	07-SEP-2023
AD 2.EBOS-22	18-APR-2024	AD 2.MIL-EBBE-AOC.03-1	07-SEP-2023	AD 2.MIL-EBBE-VAC.03-2	07-SEP-2023
AD 2.EBOS-23	18-APR-2024	AD 2.MIL-EBBE-AOC.03-2	07-SEP-2023	AD 2.MIL-EBBE-VAC.04-1	07-SEP-2023
AD 2.EBOS-24	18-APR-2024	AD 2.MIL-EBBE-SID.01-1	13-JUN-2024	AD 2.MIL-EBBE-VAC.04-2	07-SEP-2023
AD 2.EBOS-ADC.01-1	16-MAY-2024	AD 2.MIL-EBBE-SID.01-2	13-JUN-2024	AD 2.MIL-EBBX-1	24-FEB-2022
AD 2.EBOS-ADC.01-2	16-MAY-2024	AD 2.MIL-EBBE-SID.02-1	13-JUN-2024	AD 2.MIL-EBBX-2	24-FEB-2022
AD 2.EBOS-ADC.02-1	18-APR-2024	AD 2.MIL-EBBE-SID.02-2	13-JUN-2024	AD 2.MIL-EBMB-1	06-OCT-2022
AD 2.EBOS-ADC.02-2	18-APR-2024	AD 2.MIL-EBBE-SID.03-1	22-FEB-2024	AD 2.MIL-EBMB-2	06-OCT-2022
AD 2.EBOS-ADC.03-1	18-APR-2024	AD 2.MIL-EBBE-SID.03-2	22-FEB-2024	AD 2.MIL-EBMB-3	24-FEB-2022
AD 2.EBOS-ADC.03-2	18-APR-2024	AD 2.MIL-EBBE-SID.04-1	13-JUN-2024	AD 2.MIL-EBMB-4	24-FEB-2022
AD 2.EBOS-ADC.04-1	18-APR-2024	AD 2.MIL-EBBE-SID.04-2	13-JUN-2024	AD 2.MIL-EBCV-1	30-NOV-2023
AD 2.EBOS-ADC.04-2	18-APR-2024	AD 2.MIL-EBBE-SID.05-1	22-FEB-2024	AD 2.MIL-EBCV-2	30-NOV-2023
AD 2.EBOS-APDC.01-1	18-APR-2024	AD 2.MIL-EBBE-SID.05-2	22-FEB-2024	AD 2.MIL-EBCV-3	25-JAN-2024
AD 2.EBOS-APDC.01-2	18-APR-2024	AD 2.MIL-EBBE-SID.06-1	13-JUN-2024	AD 2.MIL-EBCV-4	25-JAN-2024
AD 2.EBOS-AOC.01-1	21-MAR-2024	AD 2.MIL-EBBE-SID.06-2	13-JUN-2024	AD 2.MIL-EBCV-5	23-MAR-2023
AD 2.EBOS-AOC.01-2	21-MAR-2024	AD 2.MIL-EBBE-SID.07-1	13-JUN-2024	AD 2.MIL-EBCV-6	23-MAR-2023
AD 2.EBOS-PATC.01-1	04-FEB-2016	AD 2.MIL-EBBE-SID.07-2	13-JUN-2024	AD 2.MIL-EBCV-7	11-JUL-2024
AD 2.EBOS-PATC.01-2	04-FEB-2016	AD 2.MIL-EBBE-MISC.01-1	08-AUG-2024	AD 2.MIL-EBCV-8	11-JUL-2024
AD 2.EBOS-PATC.02-1	04-FEB-2016	AD 2.MIL-EBBE-MISC.01-2	08-AUG-2024	AD 2.MIL-EBCV-GMC.01-1	21-MAR-2024
AD 2.EBOS-PATC.02-2	04-FEB-2016	AD 2.MIL-EBBE-MISC.02-1	08-AUG-2024	AD 2.MIL-EBCV-GMC.01-2	21-MAR-2024
AD 2.EBOS-STAR.01-1	22-FEB-2024	AD 2.MIL-EBBE-MISC.02-2	08-AUG-2024	AD 2.MIL-EBCV-IAC.01-1	30-NOV-2023
AD 2.EBOS-STAR.01-2	22-FEB-2024	AD 2.MIL-EBBE-STAR.01-1	08-AUG-2024	AD 2.MIL-EBCV-IAC.01-2	30-NOV-2023
AD 2.EBOS-STAR.02-1	22-FEB-2024	AD 2.MIL-EBBE-STAR.01-2	08-AUG-2024	AD 2.MIL-EBCV-IAC.02-1	13-JUN-2024
AD 2.EBOS-STAR.02-2	22-FEB-2024	AD 2.MIL-EBBE-IAC.01-1	08-AUG-2024	AD 2.MIL-EBCV-IAC.02-2	13-JUN-2024
AD 2.EBOS-STAR.03-1	22-FEB-2024	AD 2.MIL-EBBE-IAC.01-2	08-AUG-2024	AD 2.MIL-EBCV-IAC.03-1	30-NOV-2023
AD 2.EBOS-STAR.03-2	22-FEB-2024	AD 2.MIL-EBBE-IAC.02-1	08-AUG-2024	AD 2.MIL-EBCV-IAC.03-2	30-NOV-2023
AD 2.EBOS-STAR.04-1	22-FEB-2024	AD 2.MIL-EBBE-IAC.02-2	08-AUG-2024	AD 2.MIL-EBCV-IAC.04-1	13-JUN-2024
AD 2.EBOS-STAR.04-2	22-FEB-2024	AD 2.MIL-EBBE-IAC.03-1	08-AUG-2024	AD 2.MIL-EBCV-IAC.04-2	13-JUN-2024
AD 2.EBOS-SID.01-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.03-2	08-AUG-2024	AD 2.MIL-EBDT-1	08-AUG-2024
AD 2.EBOS-SID.01-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.04-1	08-AUG-2024	AD 2.MIL-EBDT-2	08-AUG-2024
AD 2.EBOS-SID.02-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.04-2	08-AUG-2024	AD 2.MIL-EBFS-1	24-FEB-2022
AD 2.EBOS-SID.02-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.05-1	08-AUG-2024	AD 2.MIL-EBFS-2	24-FEB-2022
AD 2.EBOS-SID.03a-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.05-2	08-AUG-2024	AD 2.MIL-EBFS-3	08-AUG-2024
AD 2.EBOS-SID.03a-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.06-1	13-JUN-2024	AD 2.MIL-EBFS-4	08-AUG-2024
AD 2.EBOS-SID.03b-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.06-2	13-JUN-2024	AD 2.MIL-EBFS-5	07-SEP-2023
AD 2.EBOS-SID.03b-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.07-1	08-AUG-2024	AD 2.MIL-EBFS-6	07-SEP-2023
AD 2.EBOS-SID.04-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.07-2	08-AUG-2024	AD 2.MIL-EBFS-7	07-SEP-2023
AD 2.EBOS-SID.04-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.08-1	08-AUG-2024	AD 2.MIL-EBFS-8	07-SEP-2023
AD 2.EBOS-IAC.01-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.08-2	08-AUG-2024	AD 2.MIL-EBFS-9	07-SEP-2023
AD 2.EBOS-IAC.01-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.09-1	13-JUN-2024	AD 2.MIL-EBFS-10	07-SEP-2023
AD 2.EBOS-IAC.02-1	16-MAY-2024	AD 2.MIL-EBBE-IAC.09-2	13-JUN-2024	AD 2.MIL-EBFS-11	28-DEC-2023
AD 2.EBOS-IAC.02-2	16-MAY-2024	AD 2.MIL-EBBE-IAC.10-1	08-AUG-2024	AD 2.MIL-EBFS-12	28-DEC-2023
AD 2.EBOS-IAC.03-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.10-2	08-AUG-2024	AD 2.MIL-EBFS-13	13-JUN-2024
AD 2.EBOS-IAC.03-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.11-1	08-AUG-2024	AD 2.MIL-EBFS-14	13-JUN-2024
AD 2.EBOS-IAC.04-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.11-2	08-AUG-2024	AD 2.MIL-EBFS-ADC.01-1	07-SEP-2023
AD 2.EBOS-IAC.04-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.12-1	08-AUG-2024	AD 2.MIL-EBFS-ADC.01-2	07-SEP-2023
AD 2.EBOS-IAC.05-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.12-2	08-AUG-2024	AD 2.MIL-EBFS-GMC.01-1	07-SEP-2023
AD 2.EBOS-IAC.05-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.13-1	08-AUG-2024	AD 2.MIL-EBFS-GMC.01-2	07-SEP-2023
AD 2.EBOS-IAC.05a-1	23-APR-2020	AD 2.MIL-EBBE-IAC.13-2	08-AUG-2024	AD 2.MIL-EBFS-AOC.01-1	06-OCT-2022
AD 2.EBOS-IAC.05a-2	23-APR-2020	AD 2.MIL-EBBE-IAC.14-1	08-AUG-2024	AD 2.MIL-EBFS-AOC.01-2	06-OCT-2022
AD 2.EBOS-IAC.06-1	21-MAR-2024	AD 2.MIL-EBBE-IAC.14-2	08-AUG-2024	AD 2.MIL-EBFS-AOC.02-1	06-OCT-2022
AD 2.EBOS-IAC.06-2	21-MAR-2024	AD 2.MIL-EBBE-IAC.15-1	08-AUG-2024	AD 2.MIL-EBFS-AOC.02-2	06-OCT-2022
AD 2.EBOS-IAC.06a-1	23-APR-2020	AD 2.MIL-EBBE-IAC.15-2	08-AUG-2024	AD 2.MIL-EBFS-AOC.03-1	06-OCT-2022
AD 2.EBOS-IAC.06a-2	23-APR-2020	AD 2.MIL-EBBE-IAC.16-1	13-JUN-2024	AD 2.MIL-EBFS-AOC.03-2	06-OCT-2022
AD 2.EBOS-VAC.01-1	13-JUN-2024	AD 2.MIL-EBBE-IAC.16-2	13-JUN-2024	AD 2.MIL-EBFS-SID.01-1	07-SEP-2023

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

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

- a. The direct routing to be cleared in the Brussels FIR/UIR shall begin (entry point) and end (exit point) at waypoints in the Brussels FIR/UIR or other FIR, determined for the purpose of defining en-route flight procedures in line with the applicable national legislation and listed in the relevant AIP (ENR 4.3 or ENR 4.4);
- b. The restrictions on the use of waypoints for direct routings which can be found in Appendix 4 (DCT limits) of the *Route Availability Document (RAD)* shall be complied with. More details on the RAD can be found in [ENR 1.10, § 1.3.3](#);
- c. The direct routing shall be indicated in item 15 of the flight plan;
- d. The traffic situation must permit the issuance of an ATC clearance for a direct routing in line with the requirements for safe, orderly and expeditious handling of air traffic.

2 MILITARY ROUTES

	Rotary Wing		Fixed Wing	
	Heli		15W Tpt Aircraft	Jet Aircraft
General	Night flying is allowed in any of following conditions: <ul style="list-style-type: none"> • In controlled airspace • Along a network of pre-determined routes • In pre-determined areas. 			In accordance with the ACOT-SPS-OPSDIR-AOCQ-202.
Timings	Mon & Tue: night flight possible as per flying window. Wed – Fri: 15W transport aircraft; others when authorized by COMOPSAIR.			
Flight planning	FPL to be filed not later than 1100 day of flight. AMC to share FPL between participating squadrons for awareness.			
Pre-determined routes	Yearly assessed			BENE, Falcon and Dark Falcon routes
Route – altitude	NVG: 200FT above highest obstacle < 1KM NO NVG: 500FT above highest obstacle < 3KM		NVG: 500FT above highest obstacle < 1NM NO NVG: 1000FT above highest obstacle < 5km	1000FT above highest obstacle < 5km
Areas	In NVG only: HTAs + LFA11 +NOTAM		In NVG only: Above LFAs lateral limits	N/A
Areas – altitude	In NVG only: See ACOT-GID-TRGMST-AOLG-200		In NVG only: 500ft above obstacle < 1NM	N/A
Airbase – circuit training	After prior coordination with local ATC			
Deconfliction during flight (MIL only)	All flights in uncontrolled airspace: to check in on “night flight frequency” = 362,35 <ul style="list-style-type: none"> • At each reporting point: broadcast callsign, route + direction, reporting point + altitude. • When crossing: Heli stay lowest, transport aircraft above, Jet aircraft highest. 			
Foreign ACFT	Not allowed, unless approval from COA			

2.1 BENE ROUTES

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

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

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

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

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

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

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

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

The BENE routes are depicted on the chart in [ENR 6-ENRC.05a](#).

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

2.1.1 BENE Routes

BENE ONE

Speed (KT)	Turning point	Position	Altitude (FT)
420	BBL	511003.6N 0052808.4E	2000
	AQDAW (Reporting Point 1a)	512818.6N 0043949.2E	2000
	ACMAH	512213.2N 0055154.0E	2000
	BBL	511003.6N 0052808.4E	

Note: High level return from Vliehors direct via VKL to BBL can be flown when a flight plan has been filed accordingly.

BENE TWO

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

BENE TWO SHORT

Speed (KT)	Turning point	Position	Altitude (FT)
Proceed as BENE TWO till			
420	AZVIF (Reporting Point 2s)	502855.8N 0053607.8E	4000
	AFKEQ (Reporting Point 2t)	502304.8N 0045950.4E	4000
then follow BENE TWO.			

BENE THREE

Speed (KT)	Turning point	Position	Altitude (FT)
420	BBL	511003.6N 0052808.4E	4000
	ANQUZ (Reporting Point 3a)	504615.0N 0051904.2E	2000/4000 (*)
	NIBXE (Reporting Point 3b)	503012.6N 0035943.2E	2000
	ABWAQ (Reporting Point 3c)	505922.2N 0033625.2E	2000
	ALJEM (Reporting Point 3d)	511346.8N 0034828.2E	2000
	ACXAF	512210.8N 0055155.8E	2000
	BBL	511003.6N 0052808.4E	
(*) To provide separation between BENE THREE and BENE FOUR.			

BENE FOUR

Speed (KT)	Turning point	Position	Altitude (FT)
420	APHOQ (Reporting Point GATE)	504600.0N 0055900.0E	4000
	ABJEH (Reporting Point 4a)	504442.0N 0054116.2E	4000
	AGMUW (Reporting Point 4b)	494324.6N 0053236.0E	4000
	AFQIN (Reporting Point 4c)	501558.2N 0051009.0E	4000
	ABKOH (Reporting Point 4d)	502020.4N 0044350.4E	2000/4000 (*)
	ASQAC (Reporting Point 4e)	501758.2N 0041615.0E	2000/4000 (*)
	LUPFE (Reporting Point 4f)	503004.2N 0034023.4E	2000/4000 (*)
	SIWFI (Reporting Point 4g)	505344.4N 0032403.6E	3000
	BIFXA (Reporting Point Boundary)	511833.6N 0033349.8E	2000
(*) To provide separation between BENE THREE and BENE FOUR.			

BENE FOUR SHORT

From position ABJEH (Reporting Point 4a)
<ul style="list-style-type: none"> • proceed via position 502200N 0051200E to position ABKOH (Reporting Point 4d) at 4000 FT AMSL • then proceed as BENE FOUR.

BENE FIVE

Speed (KT)	Turning point	Position	Altitude (FT)
420	BBL	511003.6N 0052808.4E	2000
	AHUHE (Reporting Point 5a)	512718.6N 0044316.8E	2000
	FOVXO (Reporting Point 5b)	511936.0N 0041255.2E	2000
	PEHEZ (Reporting Point 5c)	504500.0N 0035200.0E	2000
	AFCIC (Reporting Point 5d)	511600.0N 0032300.0E	2000
	VKL	513924.0N 0054224.0E	FL 260
	BBL	511003.6N 0052808.4E	

BENE SIX

Speed (KT)	Turning point	Position	Altitude (FT)
420	BBL	511003.6N 0052808.4E	3000
	AXJUQ (Reporting Point 6a)	504441.4N 0054117.4E	3000
	ACKEF (Reporting Point 6b)	503557.0N 0055455.8E	3000
	AGVUZ (Reporting Point 6c)	501759.4N 0060752.8E	4000
	AGTAQ (Reporting Point 6d)	494256.4N 0052150.4E	4000
	JUZPA (Reporting Point 6e)	500557.0N 0050055.2E	4000
	ZATWU (Reporting Point 6f)	500748.0N 0043053.4E	4000
	AQCID (Reporting Point 6g)	501457.0N 0041155.8E	2000
	APSUH (Reporting Point 6h)	503055.2N 0034001.8E	2000
	ACGUC (Reporting Point 6j)	505401.8N 0031511.4E	3000
	GILHE (Reporting Point Boundary)	511451.6N 0034806.6E	3000
520	ITDOH (Reporting Point 6o)	510757.0N 0055155.8E	1000
	AWGAW (Reporting Point 6p)	510255.8N 0052836.0E	1000
	BBL	511003.6N 0052808.4E	

BENE SIX SHORT

Speed (KT)	Turning point	Position	Altitude (FT)
Proceed as BENE SIX till			
420	AXJUQ (Reporting Point 6a)	504441.4N 0054117.4E	4000
	AGJEV (Reporting Point 6a')	502246.8N 0050650.4E	4000
	ABXIK (Reporting Point 6g')	501841.4N 0040813.2E	2000
	APSUH (Reporting Point 6h)	503055.2N 0034001.8E	2000
then follow BENE SIX			

BENE SIX EBFS

Speed (KT)	Turning point	Position	Altitude (FT)
420	BFS	501428.9N 0043911.4E	4000
	KEMQO (Reporting Point 6g FS)	501756.9N 0040955.5E	2000
	APSUH (Reporting Point 6h)	503055.2N 0034001.8E	2000
then proceed as BENE SIX till			
420	RUHUW (Reporting Point 6o)	505157.0N 0053755.6E	3000
	AXJUQ (Reporting Point 6a)	504441.4N 0054117.4E	3000
then proceed as BENE SIX till			
420	JUZPA (Reporting Point 6e)	500557.0N 0050055.2E	4000
	BFS	501428.9N 0043911.4E	

2.1.2 BENE Routes (Belgian Air Component jet aircraft only)

BENE II

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

BENE II SHORT

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

2.2 FALCON Routes

2.2.1 FALCON Routes

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

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

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

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

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

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

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

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

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

The FALCON routes are depicted on the chart in [ENR 6-ENRC.05b](#).

FALCON ROUTE

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

FALCON ROUTE SHORT

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

2.2.2 DARK FALCON Routes (Belgian F16 only)

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

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

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

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

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

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

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

All altitudes depicted are minimum altitudes, aircraft may fly above the minimum altitude provided that they remain outside controlled airspace.

This route can be flown by night with NVG. VMC conditions are mandatory.

Only to be flown clockwise.

The approval of SOF to perform VFR OPS within the CTR is not required to use this particular route when passing inside the CTR.

Climb-outs are allowed from this route (e.g. to reach a TSA...) provided that a pre-coordination is done with Steenokkerzeel ATCC prior take-off.

The DARK FALCON routes are depicted on the chart in [ENR 6-ENRC.05c](#).

DARK FALCON

Speed (KT)	Turning point	Landmark	Position	Altitude (FT)
420	ABPAF (Reporting Point 7A)	Stree	501633.3N 0041754.8E	1800
	ATUJE (Reporting Point 7B)	Highway exit	502702.5N 0034345.3E	1600
	AFLUF (Reporting Point 7C)	Road crossing	503248.6N 0033614.4E	1600
	AFHUZ (Reporting Point 7D)	Highway crossing	510431.0N 0032701.2E	1600
	ABHIC (Reporting Point 7E)	Docks	510845.9N 0034725.9E	1800
	AMHOB (Reporting Point 7F)	Loenhout	512355.2N 0043837.5E	1400
	ACLAW (Reporting Point 7G)	Postel	511710.1N 0051121.7E	1700
	AFJOZ (Reporting Point 7H)	Y Canal	510538.6N 0050817.0E	1600
	ABVUH (Reporting Point 7I)	Airfield	504723.2N 0051148.6E	1700
	ACFAB (Reporting Point 7J)	Crossing Eghezee	503530.0N 0045445.0E	2200
	TEZCU (Reporting Point 7K)	Highway exit	501906.0N 0050747.2E	2900
	AKJUX (Reporting Point 7L)	Dam Coo	502324.5N 0055218.8E	3400
	ABTEH (Reporting Point 7M)	Bridge	494103.9N 0053047.6E	2400
	ADBUQ (Reporting Point 7N)	Castle	494736.9N 0050358.6E	2500
	AGQUC (Reporting Point 7O)	Railroad	495901.7N 0045840.8E	2800
	ABBUW (Reporting Point 7P)	Railroad	500751.9N 0051637.4E	2500
AFZUK (Reporting Point 7Q)	Y junction	502153.8N 0045222.7E	2400	
	ABPAF (Reporting Point 7A)	Stree	501633.3N 0041754.8E	

DARK FALCON SHORT NORTH

Speed (KT)	Turning point	Landmark	Position	Altitude (FT)
420	ABPAF (Reporting Point 7A)	Stree	501633.3N 0041754.8E	1800
	ATUJE (Reporting Point 7B)	Highway exit	502702.5N 0034345.3E	1600
	AFLUF (Reporting Point 7C)	Road crossing	503248.6N 0033614.4E	1600
	AFHUZ (Reporting Point 7D)	Highway crossing	510431.0N 0032701.2E	1600
	ABHIC (Reporting Point 7E)	Docks	510845.9N 0034725.9E	1800
	AMHOB (Reporting Point 7F)	Loenhout	512355.2N 0043837.5E	1400
	ACLAW (Reporting Point 7G)	Postel	511710.1N 0051121.7E	1700
	AFJOZ (Reporting Point 7H)	Y Canal	510538.6N 0050817.0E	1600
	ABVUH (Reporting Point 7I)	Airfield	504723.2N 0051148.6E	1700
	ACFAB (Reporting Point 7J)	Crossing Eghezee	503530.0N 0045445.0E	2200
	TEZCU (Reporting Point 7K)	Highway exit	501906.0N 0050747.2E	2500
	AFZUK (Reporting Point 7Q)	Y junction	502153.8N 0045222.7E	

DARK FALCON SHORT SOUTH

Speed (KT)	Turning point	Landmark	Position	Altitude (FT)
420	TEZCU (Reporting Point 7K)	Highway exit	501906.0N 0050747.2E	2900
	AKJUX (Reporting Point 7L)	Dam Coo	502324.5N 0055218.8E	3400
	ABTEH (Reporting Point 7M)	Bridge	494103.9N 0053047.6E	2400
	ADBUQ (Reporting Point 7N)	Castle	494736.9N 0050358.6E	2500
	AGQUC (Reporting Point 7O)	Railroad	495901.7N 0045840.8E	2800
	ABBUW (Reporting Point 7P)	Railroad	500751.9N 0051637.4E	2500
	AFZUK (Reporting Point 7Q)	Y junction	502153.8N 0045222.7E	
	TEZCU (Reporting Point 7R)	Highway exit	501906.0N 0050747.2E	2900

Note: DARK FALCON SHORT SOUTH is opposite with DARK FALCON and DARK FALCON SHORT NORTH between AFZUK and TEZCU.

2.3 Navigation Routes 15W TPT

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

- Imposed night flight altitudes:
 - Along predetermined routes using NVG: minimum altitude of 500FT above the highest obstacle within a radius of 1NM of the aircraft as indicated on the Obstacle sheets per leg, avoiding populated areas.
 - Along predetermined routes without NVG or outside predetermined routes: minimum altitude of 1000FT above the highest obstacle within a radius of 5KM of the aircraft as indicated on the Obstacle sheets per leg.
 - Above the lateral limits of the LFA Ardennes: Minimum Safety Height to be respected is 500FT above the highest obstacle within a radius of 1NM of the aircraft.
- Obstacle sheets per respective route;
- Thorough map study;
- Emergency Safety Altitude (ESA).

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

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

AMC will:

- provide Brussels FIC with details on MIL low level night flights activities;
- coordinate night flights between helicopters and fixed wing aircraft.

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

If the pilot can not maintain the enroute altitude for technical or other reasons, he shall assume the ESA, squawk A/7700 and request immediate ATC assistance.

Only pre-planned deviations will be allowed:

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

The 15W Navigation Routes are depicted on the chart in [ENR 6-ENRC.05e](#).

ROUTE 1

Turning point	Position		Emergency
AFI	5054.47N	00408.33E	Climb to ESA
BE066	5043.00N	00411.20E	
BE068	5032.40N	00414.00E	
BE069	5029.80N	00407.80E	
BE057	5022.45N	00401.87E	
BE071	5018.60N	00408.20E	
FSEW	5013.10N	00423.10E	

ROUTE 2

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

ROUTE 3

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

ROUTE 4

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

2.4 NVG Link Routes Belgian Military Helicopters

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

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

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

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

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

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

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

Only pre-planned deviations will be allowed:

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

The Belgian Military Helicopter NVG Routes are depicted on the chart in [ENR 6-ENRC.05d](#).

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

NORTH SECTOR

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

SOUTH SECTOR

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

WEST SECTOR

Reporting point	Landmark	Position	Remark
W1	Stekene	511326N 0040313E	Road crossing
W2	Zelee	510405N 0040210E	
W3	Wetteren	505820N 0034922E	Road crossing
W4	Overboelare	504428N 0035115E	
W5	Amougies	504413N 0032906E	
W6	Moorsele	505106N 0030830E	
W7	Ursel	510823N 0032819E	
W8	Leers-et-Fosteau	501800N 0041500E	
W9	Carrefours Mons	502318N 0035800E	
W10	Lion de Waterloo	504029N 0042414E	

For safety and de-confliction reasons only the following route based on a set combination of points can be flown Night VFR assisted by NVG:

All routes may be flown clockwise and counter-clockwise.

Night VFR assisted by NVG

West 1 - 22		West 1 - 04		North 1 - 22		North 1 - 04		South 1 - 22		South 1 - 04	
Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL
EBBE		EBBE		EBBE		EBBE		EBBE		EBBE	
BIERB.	900	GAST.	900	BIERB.	900	HOEG.	900	LONG.	900	HOEG.	900
N14	800	W10	1300	N14	800	N23	800	S4	1400	N23	800
W2	800	W4	1500	N16	700	N8	800	S3	1400	N2	1000
W4	900	W2	900	N13	700	N11	900	S2	1700	N1	1300
W10	1500	N14	800	N12	600	N12	900	S7	1600	S7	1900
GAST.	1300	BIERB.	800	N11	900	N13	600	N1	1900	S2	1600
EBBE	900	EBBE	900	N8	900	N16	700	N2	1300	S3	1700
EET: 0100 MSA: 1500 FT		EET: 0100 MSA: 1500 FT		N23	800	N14	700	N23	1000	S4	1400
				HOEG.	800	BIERB.	800	HOEG.	800	LONG.	1400
				EBBE	900	EBBE	900	EBBE	900	EBBE	900
				EET: 0100 MSA: 900 FT		EET: 0100 MSA: 900 FT		EET: 0100 MSA: 1900 FT		EET: 0100 MSA: 1900 FT	

Night VFR assisted by NVG

West 2 - 22		West 2 - 04		North 2 - 22		North 2 - 04		South 2 - 22		South 2 - 04	
Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL
EBBE		EBBE		EBBE		EBBE		EBBE		EBBE	
BIERB.	900	GAST.	900	BIERB.	900	HOEG.	900	LONG.	900	HOEG.	900
N14	800	W10	1300	N14	800	N23	800	S4	1400	N23	800
W2	800	W4	1500	N16	700	N2	1000	S15	1900	N2	1000
W7	800	W5	1100	N18	1100	N3	1300	EBFS D	1900	N1	1300
W5	900	W7	900	N19	1000	N21	1300	S13	2000	S9	2600
W4	1100	W2	800	N17	1100	N12	900	S11	2400	S11	2600
W10	1500	N14	800	N13	1100	N13	600	S9	2600	S13	2400
GAST.	1300	BIERB.	800	N12	600	N17	1100	N1	2600	EBFS D	2000
EBBE	900	EBBE	900	N21	900	N19	1100	N2	1300	S15	1900
EET: 0130 MSA: 1500 FT		EET: 0130 MSA: 1500 FT		N3	1300	N18	1000	N23	1000	S4	1900
				N2	1300	N16	1100	HOEG.	800	LONG.	1400

Night VFR assisted by NVG

West 2 - 22		West 2 - 04		North 2 - 22		North 2 - 04		South 2 - 22		South 2 - 04	
Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL
				N23	1000	N14	700	EBBE	900	EBBE	900
				HOEG.	800	BIERB.	800	EET: 0130 MSA: 2600 FT		EET: 0130 MSA: 2600 FT	
				EBBE	900	EBBE	900				
				EET: 0130 MSA: 1300 FT		EET: 0130 MSA: 1300 FT					

Night VFR assisted by NVG

West 3 - 22		West 3 - 04	
Turning Point	FT AMSL	Turning Point	FT AMSL
EBBE		EBBE	
BIERB.	900	GAST.	900
N14	800	W10	1300
N18	900	W9	1300
N19	1000	W6	1100
W1	1000	W7	800
W7	800	W1	800
W6	800	N19	1000
W9	1100	N18	1000
W10	1300	N14	900
GAST.	1300	BIERB.	800
EBBE	900	EBBE	900
EET: 0145 MSA: 1500 FT		EET: 0145 MSA: 1500 FT	

2.5 TACAN ROUTES

Note: State aircraft traffic between Belgium, Luxembourg and France along TACAN routes must be transferred as GAT flights. Following rules apply:
 - OAT flying on TG1 will be routed to France via DIK on UA242 and becomes GAT from intersection of TG-1 and UA24.
 - State aircraft traffic transiting Luxembourg and south of Belgium will be routed as GAT on UR110 via NTM, LUX, MMD and vice versa.

Route designator {RNP Type}	[Route usage notes]					
Significant Point Name	Significant point coordinates				Remarks	
{RNP Type}	Initial track MAG	Geodesic DIST	Upper limit / lower limit	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑			↓	↑	
TG1	(1) HX					
△ Koksy TACAN (KOK)	510557N 0023920E					
	123° / 305°	92.0NM	UNL FL260	Odd ⁽¹⁾	Even ⁽¹⁾	{class C}
△ Florennes TACAN (BFS)	501429N 0043912E					
	100° / 281°	58.2NM	UNL FL260	Odd ⁽¹⁾	Even ⁽¹⁾	{class C} (2)
△ FEWUZ	500405N 0060726E					

Route designator {RNP Type}	[Route usage notes]					
Significant Point Name	Significant point coordinates					Remarks
{RNP Type}	Initial track MAG	Geodesic DIST	Upper limit / lower limit	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑			↓	↑	
Route remarks: Control unit: Steenokkerzeel ATCC. (1) Route closed when <u>TSA26A</u> is active.						
Segment remarks: (2) For continuation see <i>AIP Germany</i> .						

Route designator {RNP Type}	[Route usage notes]					
Significant Point Name	Significant point Coordinates					Remarks
{RNP Type}	Initial track MAG	Geodesic DIST	Upper limit / lower limit	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑			↓	↑	
TL4	(1) HX					
△ NPT London UIR / Brussels UIR	512941N 0020000E					(3)
	134° / 314°	34.4NM	<u>UNL</u> FL260	Odd ⁽¹⁾	Even ⁽¹⁾	{class C} (2)
△ Koksy TACAN (KOK)	510557N 0023920E					
Route remarks: Control unit: Steenokkerzeel ATCC.						
Segment remarks: (2) Minimum IFR cruising level FL270.						
Point remarks: (3) For continuation see <i>AIP United Kingdom</i> .						

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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
ACKEF	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		SID/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
AMCEW	502705N 0034520E		MIL BENE and FALCON route
AMHOB	512355N 0043838E		MIL DARK FALCON route
AMMOF	511855N 0041752E	N872	
AMPUM	493227N 0054848E	Z110	
ANETS	505556N 0054412E	UM617	
ANQUZ	504615N 0051904E		MIL BENE route
APHOQ	504600N 0055900E		MIL BENE route
APNIH	511724N 0043220E		MIL BENE and FALCON route
APSUH	503055N 0034002E		MIL BENE route
AQBEF	511500N 0041300E		MIL FALCON route
AQCID	501457N 0041156E		MIL BENE route
AQDAW	512819N 0043949E		MIL BENE route
AQFOF	495217N 0045552E		MIL BENE and FALCON route
ARCKY	501757N 0060756E	L607, N853, Q50, T181, T853	FRA (I), SID ELLX
ARDEN	495143N 0045128E		FRA (E)
ARPUR	511132N 0040505E		IAP EBAW
ARVOL	503245N 0032949E		STAR EBAW, STAR EBBR, STAR EBCI
ARVUG	495522N 0061345E	UN857	
ASDAK	503608N 0061507E	T880	
ASMOX	495410N 0061634E		SID ELLX
ASPIX	502907N 0052500E		SID EBCI
ASQAC	501758N 0041615E		MIL BENE route
ATUJE	502703N 0034345E		MIL DARK FALCON route
AUZON	510915N 0023417E		IAP EBOS
AVFIW	504957N 0025956E		MIL BENE and FALCON route
AWGAW	510256N 0052836E		MIL BENE route
AXJUQ	504441N 0054117E		MIL BENE route

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
AZVIF	502856N 0053608E		MIL BENE and FALCON route
BARTU	510011N 0041018E	UY131	
BATTY	503857N 0055056E	L608, T855, T880, Y37	STAR EBAW, STAR EBBR, STAR EBCI
BEKEM	512556N 0043449E	Z311	STAR EBBR
BELOB	504234N 0031252E	UY873	FRA (E)
BETEX	494857N 0062531E	UN858, Z110	STAR ELLX FRA (I)
BEVRI	511522N 0041011E		IAP EBAW
BIBOS	502838N 0041625E		IAP EBCI
BIFXA	511834N 0033350E		MIL BENE route
BITBU	495859N 0063342E		STAR ELLX
BREDI	493120N 0061730E		STAR ELLX
BROGY	511057N 0052656E	N852	
BUGIB	502202N 0062158E	T181	
BULAM	512109N 0024501E	L610	
BULUX	503534N 0051505E		SID EBBR, SID EBCI
BUPAL	504323N 0043604E	UL607, UM617	
BURUS	504252N 0042515E		IAP EBBR
DELOM	501853N 0040523E	UY50, UZ319	FRA (X)
DEMUL	495747N 0055843E	M624, Y181	FRA (ID)
DENOX	505246N 0040140E	L607, N872, UZ319	FRA (I)
DENOV	503812N 0061226E	T857	
DENUT	511410N 0033927E	L608, L610, UY873, Y18	SID EBBR, STAR EBOS FRA (I)
DIBLI	512443N 0021545E	L610	
DIKBO	505849N 0045234E		IAP EBBR
DINAN	494955N 0051953E	M170, UY157	FRA (I)
DISUK	503533N 0035848E		IAP EBCV
EFFAP	494530N 0054210E		STAR ELLX

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
EGZOV	510303N 0043217E		IAP EBBR
ELSIK	511142N 0045955E	L179	SID EBBR FRA (ID)
EPZOV	510400N 0050000E		MIL FALCON route
ERIGO	505017N 0053022E	M617	
ETENO	501055N 0061130E	Y863	
EVAXO	503444N 0035125E		IAP EBCV
EVSEN	502451N 0051832E		IAP EBLG
EXCOS	493420N 0062814E	Q763	SID/STAR ELLX
FAMEN	495830N 0043400E		DCT (see ENR 3.3, § 1)
FERDI	505445N 0033813E	N873, UL607, UY50, Y18, Y50	SID/STAR EBOS FRA (IA)
FEWUZ	500405N 0060726E	TG1	
FOVXO	511936N 0041255E		MIL BENE route
GEBKI	493246N 0052704E	Y180	SID ELLX
GESLO	500445N 0060018E	N852, Z104	STAR EBLG, SID ELLX FRA (IA)
GIGAD	505142N 0025731E		IAP EBKT
GIKLI	504207N 0054402E		IAP EBLG
GIKNU	505738N 0044724E		IAP EBBR
GILHE	511452N 0034807E		MIL BENE route
GILOM	504507N 0044627E	L607, M624	STAR EBLG, SID EBAW
GIREL	501514N 0053229E		STAR EBLG
GIRVI	504644N 0030356E		DCT (see ENR 3.3, § 1) FRA (E)
GIVOR	483931N 0062329E		STAR ELLX
GOBNO	505856N 0055923E	Z717	
GOLEX	505643N 0033657E	L607, Y50	
GOPAS	495759N 0060411E	N852, Y181	
GUGNO	502821N 0044842E		IAP EBCI
HELEN	511407N 0035211E	L179, N873, Y28	SID EBBR FRA (I)

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
IBERA	493030N 0061630E	N853	FRA (I)
IBESA	502939N 0061958E	T853	FRA (I)
IDOKO	502026N 0035223E	Y50	
IDOSA	494430N 0055211E	UN857, Y180, Z283	FRA (I)
IKIFE	504650N 0025918E		IAP EBKT
IMVIX	502221N 0061706E	T181	
INRAB	510614N 0044115E		IAP EBBR
INTUX	503725N 0040730E		IAP EBCV
IPLAN	504657N 0052501E		IAP EBLG
IRTON	493300N 0053300E		STAR ELLX
ITDOH	510757N 0055156E		MIL BENE route
JAZFI	510544N 0040206E	Y28	
JUZPA	500557N 0050055E		MIL BENE route
KAQZI	503226N 0051727E		IAP EBLG
KEGIT	512425N 0030624E	L179, L608	
KEMQO	501757N 0040956E		MIL BENE route
KERKY	505537N 0035933E		IAP EBBR, STAR EBBR, STAR EBCI
KOGES	503412N 0061202E	N853	
KOMOB	500838N 0052225E	M150, T859	FRA (IDA)
KONAN	510751N 0020000E	L607, UL607	SID EBOS FRA (E)
KUDIN	494135N 0051546E	M170	FRA (X)
LAREP	502634N 0054739E	Q50	
LAVTO	504547N 0053822E		IAP EBLG
LEBVU	505419N 0041934E		IAP EBBR
LENDO	503731N 0061643E	T859	FRA (I)
LERVO	504959N 0040931E	UY131	
LIBVA	504542N 0053830E		IAP EBLG

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
LIMGO	493814N 0061654E	N852, Q763, UN858, Z110, Z111	STAR ELLX FRA (IA)
LIPNI	493148N 0055045E	UN858	FRA (EX)
LIRSU	501112N 0062712E	L608	FRA (I)
LITPO	503605N 0050958E		IAP EBLG
LOLGI	503946N 0050913E		STAR EBCI
LUMEN	511610N 0032424E	L610, UY50, Y50	
LUPFE	503004N 0034023E		MIL BENE route
LUTAX	493258N 0054858E	UM163	FRA (E)
LUTOM	511556N 0052516E	N852	
MADUX	511336N 0022427E	Q70	
MAGIP	504512N 0024820E		IAP LFQT
MAKIK	495812N 0061002E	Y181	
MAKOB	503726N 0042549E		IAP EBBR
MAPAD	504946N 0060109E	Y868	
MAPUP	502905N 0051156E		IAP EBLG
MATUG	502500N 0062211E	UL607	FRA (I)
MEDIL	502032N 0034030E	N872	SID EBCI FRA (EX)
MINLU	504745N 0030527E		IAP EBKT
MIRZO	505428N 0032821E		IAP EBKT, SID EBKT
MOSET	493247N 0062039E		STAR ELLX
NAVAK	504939N 0055505E	Y868, Z283	
NAXOD	510101N 0045154E		IAP EBBR
NEPIV	502805N 0052335E		IAP EBLG
NIBXE	503013N 0035943E		MIL BENE route
NILEM	501748N 0040708E	UY131	FRA (X)
NISIV	495334N 0061435E	Y180	
NIVOR	504138N 0041727E		IAP EBBR, STAR EBCI

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
NOYON	511443N 0031038E		IAP EBOS
NPT	512941N 0020000E	TL4	
OGBOL	504918N 0053917E	Y868	
OKLUP	510525N 0044253E		IAP EBBR
OLBUS	503611N 0032206E		IAP LFQQ
OLPUN	503918N 0053933E		IAP EBLG
ORVOS	493024N 0052956E		
OSLID	503020N 0032407E		IAP LFQQ, STAR LFQQ
OSNIZ	510427N 0043513E		IAP EBAW
OSTAT	503312N 0050529E		IAP EBLG
OSVAM	502617N 0044135E		IAP EBCI
OXCAM	494954N 0063018E		STAR ELLX
OXUBA	504717N 0024405E		IAP LFQT
PABLI	503547N 0045543E		SID EBBR
PEHEZ	504500N 0035200E		MIL BENE route
PELIX	502949N 0054545E	UL607	
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)

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
RAPOR	493529N 0051247E		SID ELLX
RASCA	500845N 0045252E		FRA (X)
REKPI	502325N 0041251E		IAP EBCI
REMBA	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
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	SID ELLX FRA (I)

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
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
ULPEN	504520N 0055539E		SID EHBK
UMPES	510356N 0044548E		IAP EBBR
UPMIT	503907N 0032105E		IAP LFQQ
USODU	503642N 0040922E		IAP EBCV
UVETI	505914N 0044542E		IAP EBBR
UZFOW	503442N 0035126E		IAP EBCV
VABIK	511447N 0020000E	Q70	
VAMKA	503252N 0044528E		IAP EBCI
VAMVO	510713N 0043513E		IAP EBBR
VAVOT	492913N 0053400E		STAR ELLX
WOODY	512420N 0042159E	N872, Z310	STAR EBAW, STAR EBBR FRA (I)
ZAFRI	511407N 0023227E		IAP EBOS
ZAGRE	505638N 0045802E		STAR EBBR
ZATWU	500748N 0043053E		MIL BENE route

ENR 5 NAVIGATION WARNINGS

ENR 5.1 Prohibited, Restricted and Danger Areas

1 PROHIBITED AREAS

NIL

2 RESTRICTED AREAS

EBR01 - BRUSSELS CITY

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
505311N 0042013E - an arc of circle, 0.8NM radius, centred on 505311N 0042130E and traced clockwise to 505316N 0042247E - an arc of circle, 2.7NM radius, centred on 505039N 0042142E and traced clockwise to 505311N 0042013E.	UNL / GND	Entry prohibited, unless instructed by ATC.	PERM

EBR02 - ROYAL ESTATE OF CIERGNON

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.8NM radius, centred on 500958N 0050628E.	UNL / GND	Entry prohibited, unless instructed by ATC.	PERM

EBR03 - DIEST

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 3NM radius, centred on 505957N 0050355E. ⁽¹⁾	3500FT AMSL / GND	Parachute dropping zone and air exercises area. Entry prohibited, unless instructed by Schaffen Radio or Brussels APP. ⁽²⁾	MON 0001 (SUN 2301) - SAT SR (HOL excl) ⁽³⁾

(1) Brussels CTA East One excl. Beauvechain TMA One A and Kleine-Brogel TMA One excl during activation.

(2) Aircraft operating in the EBR03 situated in Class G airspace shall contact Steenokkerzeel ATCC or Brussels FIC before entering the area.

(3) Additional activation possible (see NOTAM).

EBR04 - ELSENBORN 01 ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503117N 0061200E - along the Belgian-German border - 502557N 0062234E - 502557N 0060956E - 502657N 0060841E - 503117N 0061200E.	FL 170 / GND ⁽²⁾⁽³⁾	Gunnery area, destruction centre of explosives, air exercises and UAS area. Entry prohibited to all aircraft. ⁽⁴⁾	Weekly programme announced by NOTAM ⁽⁵⁾
<p>(1) This airspace can be activated simultaneously with <u>TSA28A</u>, therefore UAS operators shall contact Shooting Range Safety Office Elsenborn, TEL + 32 (0) 2 442 76 70 or + 32 (0) 2 442 76 73 or <u>FREQ 138.975MHZ</u> to coordinate UAS operations with gunnery/destruction activities.</p> <p>(2) Upper limit may be restricted to FL 105 (see NOTAM).</p> <p>(3) Highest usable altitude for UAS is 4 500 FT AMSL.</p> <p>(4) Except MIL aircraft transiting to/from Camp Elsenborn and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Elsenborn, TEL +32 (0) 2 442 76 70 or TEL + 32 (0) 2 442 76 73. During CAS Air exercises, MIL aircraft shall obtain an additional entry clearance from the ALO "RINGO Range" on <u>FREQ 241.700MHZ</u> (back up 377.725MHZ).</p> <p>(5) Activation can be checked with Steenokkerzeel ATCC or Brussels ACC Supervisor. This area is contiguous to EDR117 (see <i>AIP Germany</i>). Activation of EDR117 will be announced by NOTAM and can be checked with Steenokkerzeel ATCC or Brussels ACC Supervisor.</p>			

EBR05A - HELCHTEREN

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510723N 0053455E - 510157N 0053455E - 505929N 0051951E - 510452N 0051951E - 510557N 0052255E - 510723N 0053455E.	FL 100 / GND ⁽¹⁾	Firing and bombing exercises. UAS flights (NATO Class III). Entry prohibited to non-participating aircraft.	HX ⁽²⁾⁽³⁾
<p>(1) Upper limit may be restricted to 5000 FT AMSL.</p> <p>(2) Announced by NOTAM. May be activated MON to FRI (HOL excl) at irregular times. Activation can be checked with Brussels FIC, Steenokkerzeel ATCC or Kleine-Brogel APP.</p> <p>(3) Outside activation and between 2500 FT and 4500 FT AMSL, during EBBL OPR HR, <u>Kleine-Brogel TMA TWO</u> will be activated.</p>			

EBR05B - HELCHTEREN RUN-IN ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510805N 0055036E - along the Belgian-Dutch border - 510333N 0054619E - 510157N 0053455E - 510607N 0053455E - 510805N 0055036E.	3300FT AMSL / 2050FT AMSL	Run-in lane for bombing exercises. Entry prohibited to non-participating aircraft.	HX ⁽²⁾⁽³⁾⁽⁴⁾
<p>(1) Military aircraft proceeding to Helchteren range shall avoid to fly east of the river Meuse.</p> <p>(2) Announced by NOTAM. May be activated MON to FRI (HOL excl) at irregular times. Activation can be checked with Brussels FIC, Steenokkerzeel ATCC or Kleine-Brogel APP.</p> <p>(3) <u>EBR05B</u> will be activated automatically with <u>EBR05A</u>, unless <u>EBR05A</u> is limited to 5000 FT for firing exercises.</p> <p>(4) Outside activation and between 2500FT and 4500FT AMSL, during EBBL OPR HR, <u>Kleine-Brogel TMA TWO</u> will be activated.</p>			

EBR05C - HELCHTEREN DOWNWIND⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510333N 0054619E - along the Belgian-Dutch border - 505655N 0054502E - 505528N 0053207E - 505530N 0052752E - 505533N 0051951E - 505929N 0051951E - 510157N 0053455E - 510333N 0054619E.	FL050 / 2850FT AMSL	Downwind lane for bombing exercises. Entry prohibited to non-participating aircraft.	HX ⁽²⁾⁽³⁾⁽⁴⁾
<p>(1) Military aircraft proceeding to Helchteren range shall avoid to fly east of the river Meuse.</p> <p>(2) Announced by NOTAM. May be activated MON to FRI (HOL excl) at irregular times. Activation can be checked with Brussels FIC, Steenokkerzeel ATCC or Kleine-Brogel APP.</p> <p>(3) <u>EBR05C</u> will be activated automatically with <u>EBR05A</u>, unless <u>EBR05A</u> is limited to 5000 FT for firing exercises.</p> <p>(4) Outside activation and between 2500FT and 4500FT AMSL, during EBBL OPR HR, <u>Kleine-Brogel TMA THREE</u> will be activated.</p>			

EBR05D - HELCHTEREN LOFT

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
505929N 0051951E - 510157N 0053455E - 505547N 0053455E - 505528N 0053207E - 505530N 0052754E - 505929N 0051951E.	FL075 / FL050	High intensity flights of jet aircraft during loft exercises. UAS flights (NATO Class III). Entry prohibited to non-participating aircraft.	HX ⁽¹⁾⁽²⁾
<p>(1) May be activated MON to FRI (HOL excl) at irregular times. Activation can be checked with Brussels FIC, Steenokkerzeel ATCC or Kleine-Brogel APP.</p> <p>(2) Whenever the loft procedure is requested by Helchteren RANGE and approved by Steenokkerzeel ATCC the EBR05D is automatically activated. ACT can be checked with Kleine-Brogel APP or with Steenokkerzeel ATCC.</p>			

EBR05E - HELCHTEREN MEDIUM LEVEL

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
505929N 0051951E - 510157N 0053455E - 511015N 0053455E - 510838N 0052127E - 510557N 0051658E - 510057N 0051655E - 505929N 0051951E.	FL240 / FL100	High intensity flights of jet aircraft during medium level bombing exercises. UAS flights (NATO Class III). Entry prohibited to non-participating aircraft.	HX ⁽¹⁾
<p>(1) May be activated MON to FRI (HOL excl) at irregular times. Activation can be checked with Steenokkerzeel ATCC or Kleine-Brogel APP.</p>			

EBR05F - HELCHTEREN STRAFING

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
505929N 0051951E - 510157N 0053455E - 505547N 0053455E - 505528N 0053207E - 505530N 0052754E - 505929N 0051951E.	FL 155 / FL 075	High intensity flights of jet aircraft during strafing exercises. Entry prohibited to non-participating aircraft.	HX ⁽¹⁾⁽²⁾⁽³⁾
<p>(1) May be activated MON to FRI (HOL excl) at irregular times. Activation can be checked with Brussels FIC, Steenokkerzeel ATCC or Kleine-Brogel APP.</p> <p>(2) Whenever the strafing procedure is requested by Helchteren RANGE and approved by Steenokkerzeel ATCC the EBR05F is automatically activated. ACT can be checked with Kleine-Brogel APP or with Steenokkerzeel ATCC.</p> <p>(3) EBR05F requires simultaneous activation of <u>EBR05E</u>.</p>			

EBR06A - FLORENNES

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2NM radius, centred on 501436N 0043845E.	FL095 / GND	Entry prohibited. ⁽¹⁾ Military aerodrome.	Outside EBFS OPR HR ⁽²⁾
<p>(1) Entry prohibited unless authorized by the Ministry of Defence.</p> <p>(2) EBFS OPR HR can be checked with Brussels FIC.</p>			

EBR06B - FLORENNES

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 5 NM radius, centred on 501436N 0043845E. ⁽¹⁾	FL095 / GND	Entry restricted to aircraft maintaining a listening watch with EBFS TWR. ⁽²⁾⁽³⁾ Military aerodrome.	HX ⁽⁴⁾
<p>(1) <u>EBR06A</u> excl.</p> <p>(2) As EBFS may be re-activated at any time, pilots are advised to avoid crossing whenever possible. Upon activation of Florennes CTR and TMA, aircraft in EBR06B shall comply promptly with instructions from Florennes TWR.</p> <p>(3) With the exception of traffic on frequency of Brussels ACC.</p> <p>(4) Activation announced by NOTAM.</p>			

EBR07A - KLEINE-BROGEL

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2 NM radius, centred on 511006N 0052812E.	FL075 / GND	Entry prohibited. ⁽¹⁾ Military aerodrome.	Outside EBBL OPR HR ⁽²⁾
(1) Entry prohibited unless authorized by the Ministry of Defence.			
(2) EBBL OPR HR can be checked with Brussels FIC.			

EBR07B - KLEINE-BROGEL

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 5 NM radius, centred on 511006N 0052812E. ⁽¹⁾	FL075 / GND	Entry restricted to aircraft maintaining a listening watch with EBBL TWR. ⁽²⁾⁽³⁾ Military aerodrome.	HX ⁽⁴⁾
(1) <u>EBR07A</u> excl.			
(2) As EBBL may be re-activated at any time, pilots are advised to avoid crossing whenever possible. Upon activation of Kleine-Brogel CTR One and TMA One, aircraft in EBR07B shall comply promptly with instructions from Klein-Brogel TWR.			
(3) With the exception of traffic on frequency of Brussels ACC.			
(4) Activation announced by NOTAM.			

EBR08 - KOKSIJDE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle radius 2.5 NM centered on 510525N 0023910E.	1500FT AMSL / GND	Entry prohibited. ⁽¹⁾ Military aerodrome.	Outside EBFN OPR HR ⁽²⁾
(1) Entry prohibited unless authorized by the Ministry of Defence.			
(2) EBFN OPR HR can be checked with Brussels FIC.			

EBR10 - BEAUVECHAIN

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2NM radius, centred on 504528N 0044601E.	2500FT AMSL / GND	Entry prohibited. ⁽¹⁾ Military aerodrome.	Outside EBBE OPR HR ⁽²⁾
(1) Entry prohibited unless authorized by the Ministry of Defence.			
(2) EBBE OPR HR can be checked with Brussels FIC.			

EBR11 - TIHANGE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 1NM radius, centred on 503203N 0051625E.	2300FT AMSL / GND	Entry prohibited, unless instructed by ATC. ⁽¹⁾ Nuclear installation.	PERM
(1) Not applicable to police flights.			

EBR12 - CHIEVRES

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2NM radius, centred on 503433N 0034952E.	2500FT AMSL / GND	Entry prohibited. ⁽¹⁾ Military aerodrome.	Outside EBCV OPR HR ⁽²⁾
(1) Entry prohibited unless authorized by the Ministry of Defence.			
(2) EBCV OPR HR can be checked with Brussels FIC.			

3 DANGER AREAS**EBD26 - ARDENNES 05 ⁽¹⁾**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
501808N 0051710E - 500118N 0054241E - 494735N 0054237E - 494137N 0051624E - along the Belgian-French border - 500656N 0045209E - 500728N 0045635E - an arc of circle, 8NM radius, centred on 501521N 0045417E and traced counterclockwise to 501627N 0050641E - 501808N 0051710E.	4500FT AMSL / 1000FT AGL	High performance flights. ⁽²⁾	HX ⁽³⁾
(1) Can be activated from MON to FRI (HOL excl) between 0800-2300 (0700-2200).			
(2) Flights within this area have to stay clear of controlled airspace, prohibited, restricted zones and conflicting TSA's.			
(3) Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC.			

EBD29 - ARDENNES 07

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500723N 0041207E - 501035N 0043103E - 501059N 0043322E - an arc of circle, 5NM radius, centred on 501436N 0043845E and traced counterclockwise to 501218N 0044540E - 501320N 0045527E - 501918N 0045328E - 502231N 0045226E - 503001N 0052456E - 502627N 0053920E - 503042N 0055956E - 501955N 0055956E - 501324N 0060343E - 501011N 0060832E - along the Belgian-German border - 500748N 0060816E - along the Belgian-Luxembourg border - 500120N 0055102E - 500118N 0054241E - 494735N 0054237E - 494137N 0051624E - along the Belgian-French border - 500723N 0041207E.	4500FT AMSL / 1000FT AGL	CSAR exercises. ⁽¹⁾	HX ⁽²⁾
(1) Flights within this area have to stay clear of controlled airspace, prohibited, restricted zones and conflicting TSA's.			
(2) Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC.			

EBD37 - TRAINING SECTOR

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503941N 0044955E - 503457N 0044956E - 502758N 0045957E - 502902N 0050637E - an arc of circle, 6.5 NM radius, centred on 502912N 0051650E and traced clockwise to 503101N 0050701E - 503357N 0050551E - 504355N 0051545E - 504709N 0050621E - 504157N 0045525E - 503941N 0044955E.	2500FT AMSL / GND ⁽¹⁾	MIL training sector for light aircraft. ⁽²⁾	MON-FRI (HOL excl) 0730-1630 (0630-1530) ⁽³⁾
(1) Military users: Minimum safety height is 500FT AGL, except for Practice Forced Landing (see ENR 1.2, § 2.4), in which case the minimum safety height will be 200FT AGL.			
(2) Mandatory RIS on EBBE APP for transiting OAT flights.			
(3) Additional activation will be announced by NOTAM. Activity can be checked with Steenokkerzeel ATCC, EBBE TWR or Brussels FIC.			

EBD38 - NORTH SEA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
512100N 0020500E - 512100N 0021300E - 512200N 0021900E - 512819N 0021900E - 512833N 0021630E - 512907N 0020500E - 512100N 0020500E.	FL 150 / SFC ⁽¹⁾	Gunnery area, parachuting, coastguard flights and UAS flights (NATO class III).	HX ⁽²⁾
(1) Activation limited to 4500FT AMSL maximum when <u>TSA13</u> is active (see NOTAM).			
(2) Announced by NOTAM, which must include a POC during the activation.			

EBD39 - KOKSIJDE AREA ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
512719N 0023000E - 512704N 0023246E - 512258N 0025030E - 511010N 0024630E - 510955N 0024539E - 511042N 0024029E - 511050N 0023815E - 511307N 0023000E - 512719N 0023000E.	FL245 / 2500FT AMSL ⁽²⁾	Marshalling area for air exercises and UAS flights (NATO Class III).	HX ⁽³⁾
(1) Flights in this danger area are subject to ATS provided by Steenokkerzeel ATCC.			
(2) First usable level is 3000FT AMSL.			
(3) Announced by NOTAM. May be active MON to FRI (HOL excl). Only active during exercises flown from DOB (Deployed Operating Base) Koksijde.			

4 UAS GEOGRAPHICAL ZONES

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

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

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

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

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

5 RESERVATION SPECIFICATIONS (MILITARY ONLY)

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

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

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

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

1 TEMPORARY RESERVED AREAS AND TEMPORARY SEGREGATED AREAS

In temporary reserved areas (TRA), military activities that are dangerous to other aircraft take place at specified times. Crossing restrictions apply to non-participating aircraft.

In temporary segregated areas (TSA), military activities that require the reservation of the airspace for the exclusive use take place at specified times. During their activation, these areas are not accessible to non-participating aircraft.

A cross-border area (CBA) is a TRA / TSA covering airspace of two or more adjacent states.

1.1 Areas

TRA NA - TRA NORTH ALPHA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
512908N 0044913E - along the Belgian-Dutch border - 505000N 0053854E - 510057N 0051655E - 510251N 0045955E - 511835N 0043325E - 511807N 0043011E - 512136N 0043011E - 512908N 0044913E. ⁽¹⁾	FL 195 / 4500FT AMSL ⁽²⁾	Air exercises and UAS flights (NATO Class III). Crossing clearance shall be requested in-flight from Steenokkerzeel ATCC.	HX ⁽³⁾
(1) Brussels TMA Four excl.			
(2) Upper limit FL 095 in area 505000N 0053854E - 505513N 0052827E - 510023N 0054559E - along the Belgian-Dutch border - 505000N 0053854E excluding <u>EBR05E</u> when active. Lower limit FL145 in area 511835N 0043325E - 511938N 0044052E - 505408N 0043217E, along arc 26 DME BUB, 511332N 0045955E - 510251N 0045955E - 511835N 0043325E.			
(3) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.			

TRA NB - TRA NORTH BRAVO

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511032N 0042037E - 512049N 0042812E - 512254N 0043326E - 512649N 0044320E - 512650N 0044925E - along the Belgian-Dutch border - 512651N 0050018E - 512651N 0050400E - 512603N 0050610E - 511857N 0052158E - 511654N 0052630E - along the Belgian-Dutch border - 510133N 0054629E - 505729N 0052350E - 505342N 0050316E - 505830N 0043650E - 511032N 0042037E.	UNL / FL 195	Air exercises and UAS flights (NATO Class III). Crossing clearance shall be requested in-flight from Steenokkerzeel ATCC. ⁽¹⁾	HX ⁽²⁾
(1) Airspace within the Amsterdam FIR is delegated for ATC provision to Steenokkerzeel ATCC.			
(2) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.			

TRA/TSA N1 - BRUSSELS AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
512254N 0043326E - 511835N 0043325E - 510251N 0045955E - 510057N 0051655E - 505729N 0052350E - 505342N 0050316E - 505830N 0043650E - 511032N 0042037E - 512049N 0042812E - 512254N 0043326E.	UNL / FL 195	Aerobatic area and UAS flights (NATO Class III). ⁽¹⁾	HX ⁽²⁾
(1) Permeable for OAT traffic after coordination with the area's controlling agency and not permeable for GAT traffic.			
(2) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.			

TRA/TSA N2 - BALEN AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511857N 0052158E - 512603N 0050610E - 512651N 0050400E - 512649N 0044320E - 512254N 0043326E - 511835N 0043325E - 510251N 0045955E - 510634N 0045955E - 511551N 0051647E - 511857N 0052158E.	UNL / FL075 ⁽¹⁾⁽²⁾	Aerobatic area and UAS flights (NATO Class III). ⁽³⁾	HX ⁽⁴⁾
<p>(1) Subject to availability of <u>Brussels TMA Four</u>.</p> <p>(2) Lower FL is FL 095 in Dutch FIR.</p> <p>(3) Permeable for OAT traffic after coordination with the area's controlling agency and not permeable for GAT traffic.</p> <p>(4) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.</p>			

TRA/TSA N3 - MEEUWEN AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511857N 0052158E - 511654N 0052630E - along the Belgian-Dutch border - 510133N 0054629E - 505729N 0052350E - 510057N 0051655E - 510251N 0045955E - 510634N 0045955E - 511551N 0051647E - 511857N 0052158E.	UNL / FL075 ⁽¹⁾⁽²⁾	Aerobatic area and UAS flights (NATO Class III). ⁽³⁾	HX ⁽⁴⁾
<p>(1) Lower limit FL 110 during activation of <u>EBR05A</u> and FL 250 during activation of <u>EBR05E</u>.</p> <p>(2) Lower FL is FL 095 in Dutch FIR.</p> <p>(3) Airspace within the Amsterdam FIR is delegated for ATC provision to Steenokkerzeel ATCC. Permeable for OAT traffic after coordination with the area's controlling agency and not permeable for GAT traffic.</p> <p>(4) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.</p>			

TRA SA - TRA SOUTH ALPHA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503019N 0035834E - 503039N 0040151E - 504048N 0043801E - 503001N 0052456E - 502627N 0053920E - 500426N 0055210E - along the Belgian-Luxembourg border - 494738N 0054729E - 494106N 0053116E - 494038N 0051741E - along the Belgian-French border - 502101N 0040008E - 503019N 0035834E.	FL 195 / 4500FT AMSL ⁽¹⁾	Air exercises and UAS flights (NATO Class III). Crossing clearance shall be requested in- flight from Steenokkerzeel ATCC.	HX ⁽²⁾
<p>(1) Lower limit FL 100 above <u>Brussels CTA South One</u> and FL060 above <u>Liège TMA One</u>. Upper limit FL 155 in area 494131N 0051633E - 494809N 0054507E - along the Belgian-Luxembourg border - 494738N 0054729E - 494106N 0053116E - 494038N 0051741E - along the Belgian-French border - 494131N 0051633E.</p> <p>(2) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.</p>			

TRA SB - TRA SOUTH BRAVO

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494735N 0054237E - 494137N 0051624E - 494030N 0051133E - 494040N 0045055E - 494920N 0041830E - 495835N 0040853E - 500853N 0041028E - 503205N 0040655E - 503335N 0041212E - 503813N 0043620E - 503519N 0045040E - 500118N 0054241E - 494735N 0054237E.	UNL / FL 195	Air exercises and UAS flights (NATO Class III). Crossing clearance shall be requested in- flight from Steenokkerzeel ATCC.	HX ⁽¹⁾
<p>(1) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.</p>			

TRA SBZ - TRA SOUTH BRAVO FBZ

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

TRA/TSA S1 - NAMUR AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503705N 0043024E - 503813N 0043620E - 503519N 0045040E - 501808N 0051710E - 501208N 0044021E - 503705N 0043024E.	UNL / 4500FT AMSL ⁽¹⁾	Aerobatic area and UAS flights (NATO Class III). Crossing clearance shall be requested in-flight from Steenokkerzeel ATCC. ⁽²⁾	HX ⁽³⁾
(1) Lower limit FL 100 above <u>Brussels CTA South One</u> . Above <u>TRA23</u> first usable level FL 100.			
(2) Permeable for OAT traffic after coordination with the area's controlling agency and not permeable for GAT traffic.			
(3) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.			

TRA/TSA S2 - BEAURAING AREA

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

TRA/TSA S3 - GIVET AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500703N 0041011E - 501208N 0044021E - 494927N 0044914E - 494604N 0043047E - 494920N 0041830E - 495835N 0040853E - 500703N 0041011E.	UNL / 4500FT AMSL ⁽¹⁾	Aerobatic area and UAS flights (NATO Class III). ⁽²⁾	HX ⁽³⁾
<p>(1) Lower limit FL065 within CBA16B (see AIP France).</p> <p>(2) GAT is allowed to cross TRA/TSA S3 on the route MATIX - MMD on a fixed FL. The traffic shall remain below FL 195. Permeable for OAT traffic after coordination with the area's controlling agency and not permeable for GAT traffic.</p> <p>(3) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.</p>			

TRA/TSA S4 - CHARLEROI AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503205N 0040655E - 503335N 0041214E - 503705N 0043024E - 501208N 0044021E - 500703N 0041011E - 500853N 0041028E - 503205N 0040655E.	UNL / 4500FT AMSL ⁽¹⁾	Aerobatic area and UAS flights (NATO Class III). ⁽²⁾	HX ⁽³⁾
<p>(1) Lower limit FL 100 above <u>Brussels CTA South One</u>.</p> <p>(2) Permeable for OAT traffic after coordination with the area's controlling agency and not permeable for GAT traffic.</p> <p>(3) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.</p>			

TRA/TSA S5 - NEUFCHATEAU AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494604N 0043047E - 495854N 0054241E - 494735N 0054237E - 494137N 0051624E - 494030N 0051133E - 494040N 0045055E - 494604N 0043047E.	UNL / 4500FT AMSL ⁽¹⁾	Aerobatic area and UAS flights (NATO Class III). ⁽²⁾⁽³⁾	HX ⁽⁴⁾
<p>(1) Lower limit FL065 within CBA16B (see AIP France).</p> <p>(2) May be announced by NOTAM for medium level CAS in case of COMOPSAIR Calendar exercise in conjunction with <u>TSA32A</u>, <u>TSA32B</u>.</p> <p>(3) Permeable for OAT traffic after coordination with the area's controlling agency and not permeable for GAT traffic. GAT is allowed to cross TRA/TSA S5 on the route MATIX - MMD on a fixed FL. The traffic shall remain below FL 195.</p> <p>(4) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.</p>			

TRA/TSA S6 - DURBUY AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502536N 0050543E - 503001N 0052456E - 502627N 0053920E - 500426N 0055210E - along the Belgian-Luxembourg border - 500120N 0055102E - 500118N 0054241E - 502536N 0050543E.	FL 165 / FL055 ⁽¹⁾⁽²⁾	Aerobatic area and UAS flights (NATO Class III). ⁽³⁾⁽⁴⁾	HX ⁽⁵⁾
<p>(1) Above <u>TRA23</u> first usable level is FL 100.</p> <p>(2) GAT traffic on SID departing from EBBR is passing over the area.</p> <p>(3) May be announced by NOTAM for medium level CAS in case of COMOPSAIR Calendar exercise in conjunction with <u>TSA34A</u>, <u>TSA34B</u>.</p> <p>(4) Permeable for OAT traffic after coordination with the area's controlling agency and not permeable for GAT traffic.</p> <p>(5) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.</p>			

TRA W - TRA WEST

Lateral limits	Vertical limits ⁽¹⁾	Type of restriction / nature of hazard	Time of activity
510056N 0023429E - 510045N 0023740E - 505152N 0032551E - 505047N 0032649E - 503549N 0031628E - along the Belgian-French border - 510056N 0023429E.	UNL / 4500 FT AMSL	Air exercises and UAS flights (NATO Class III). Crossing clearance shall be requested in-flight from Steenokkerzeel ATCC.	HX ⁽²⁾
(1) Area will not be activated above FL115 when <u>CBA1C</u> is active.			
(2) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.			

TRA WD - TRA WEST DELTA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
513036N 0020000E - 512804N 0022709E - 511622N 0031752E - 510825N 0033918E - 510047N 0033351E - 511037N 0024032E - 511243N 0020000E - 513036N 0020000E.	UNL / FL195	Air exercises and UAS flights (NATO Class III). Crossing clearance shall be requested in-flight from Steenokkerzeel ATCC.	HX ⁽¹⁾
(1) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.			

CBA1A - CROSS BORDER AREA ONE ALPHA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510310N 0014100E - 510056N 0023429E - 505035N 0023658E - 504343N 0030756E - 501342N 0023048E - 501342N 0022321E - 503855N 0014913E - 505417N 0012759E - 510000N 0012800E - 510310N 0014100E.	UNL / FL115	Air exercises and unmanned remote controlled French State aircraft operations above French national territory.	HX ⁽¹⁾
(1) Activation can be checked with Paris UAC or Reims UAC (see <i>AIP France</i>). Detailed schedule is communicated via AUP France.			

CBA1B - CROSS BORDER AREA ONE BRAVO

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504343N 0030756E - 504059N 0032002E - 503549N 0031628E - 501342N 0024856E - 501342N 0023048E - 504343N 0030756E.	UNL / FL225	Air exercises and unmanned remote controlled French State aircraft operations above French national territory.	HX ⁽¹⁾
(1) Activation can be checked with Paris UAC or Reims UAC (see <i>AIP France</i>). Detailed schedule is communicated via AUP France.			

CBA1C - CROSS BORDER AREA ONE CHARLIE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510056N 0023429E - 510045N 0023740E - 505152N 0032551E - 505047N 0032649E - 504059N 0032002E - 505035N 0023658E - 510056N 0023429E.	UNL / FL115	Air exercises and UAS flights (NATO Class III).	HX ⁽¹⁾
(1) Activation can be checked with Paris UAC or Reims UAC (see <i>AIP France</i>). Detailed schedule is communicated via AUP France.			

TRA/TSA11 - URSEL ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 5NM radius, centred on 510840N 0032820E.	4500FT AMSL / GND	Air exercises and UAS flights. During UAS activity, prohibited to all manned aircraft. During air exercises, prohibited to non-participating aircraft.	HX ⁽²⁾

(1) Status of the area can be checked with Brussels FIC or Steenokkerzeel ATCC.

(2) Announced by NOTAM. May be active MON to FRI (HOL excl), 0700 (0600)-SS. Not in JUL or AUG.

TRA/TSA13A - CHANNEL A ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
512907N 0020500E - 512833N 0021630E - 512719N 0023000E - 511820N 0023000E - 511933N 0020500E - 512907N 0020500E.	FL 105 / 4500FT AMSL ⁽²⁾	Air exercises and UAS flights (NATO Class III). ⁽³⁾	HX ⁽⁴⁾

(1) Status of the area can be checked with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).

(2) First usable level is FL060.

(3) Other traffic may be allowed inside the TSA for transit purposes. Flights in the TSA are subject to ATS provided by Steenokkerzeel ATCC. During air exercises, prohibited to non-participating aircraft. At all times the standard radar separation minima must be maintained between the UAS and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control.

(4) Announced by NOTAM. May be active MON to FRI (HOL excl).

TRA/TSA13B - CHANNEL B ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
512719N 0023000E - 512521N 0025114E - 512114N 0024957E - an arc of circle, 12.8NM radius, centred on 510839N 0024601E and traced counterclockwise to 511637N 0023000E - 512719N 0023000E.	FL 105 / 4500FT AMSL ⁽²⁾	Air exercises and UAS flights (NATO Class III). ⁽³⁾	HX ⁽⁴⁾

(1) Status of the area can be checked with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).

(2) First usable level is FL060.

(3) Other traffic may be allowed inside the TSA for transit purposes. Flights in the TSA are subject to ATS provided by Steenokkerzeel ATCC. During air exercises, prohibited to non-participating aircraft. At all times the standard radar separation minima must be maintained between the UAS and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control.

(4) Announced by NOTAM. May be active MON to FRI (HOL excl).

TRA/TSA13C - CHANNEL C ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
512521N 0025114E - 512309N 0031403E - 512009N 0031237E - 511946N 0031105E - 511905N 0030630E - 512114N 0024957E - 512521N 0025114E.	FL 105 / 4500FT AMSL ⁽²⁾	Air exercises and UAS flights (NATO Class III). ⁽³⁾	HX ⁽⁴⁾

(1) Status of the area can be checked with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).

(2) First usable level is FL060.

(3) Other traffic may be allowed inside the TSA for transit purposes. Flights in the TSA are subject to ATS provided by Steenokkerzeel ATCC. During air exercises, prohibited to non-participating aircraft. At all times the standard radar separation minima must be maintained between the UAS and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control.

(4) Announced by NOTAM. May be active MON to FRI (HOL excl).

TRA/TSA13D - CHANNEL D ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511646N 0031603E - 511905N 0030630E - 511946N 0031105E - 512009N 0031237E - 512309N 0031403E - 512239N 0031911E - 511646N 0031603E.	FL 105 / 4500FT AMSL (2)(3)	Air exercises and UAS flights (NATO Class III). ⁽⁴⁾	HX ⁽⁵⁾
<p>(1) Status of the area can be checked with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).</p> <p>(2) First usable level is FL 060.</p> <p>(3) FL 070 and lower only available after approval of Oostende APP.</p> <p>(4) Other traffic may be allowed inside the TSA for transit purposes. Flights in the TSA are subject to ATS provided by Steenokkerzeel ATCC. During air exercises, prohibited to non-participating aircraft. At all times the standard radar separation minima must be maintained between the UAS and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control.</p> <p>(5) Announced by NOTAM. May be active MON to FRI (HOL excl).</p>			

TRA/TSA15 - LO-RENINGE RPAS AREA ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510056N 0023429E - 510045N 0023740E - 505641N 0030000E - 504548N 0030000E - along the Belgian-French border - 510056N 0023429E.	FL 095 / 4500FT AMSL	Air exercises and UAS flights (NATO Class III). During UAS activity, prohibited to all manned aircraft. ⁽²⁾	HX ⁽³⁾
<p>(1) Status of the area can be checked with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).</p> <p>(2) Other traffic may be allowed inside the TSA for transit purposes. At all times the standard radar separation minima must be maintained between the UAS and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control.</p> <p>(3) Announced by NOTAM. Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).</p>			

TRA17 - AWACS AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
505957N 0053955E - 505957N 0054601E - along the Belgian-Dutch border - 505246N 0053955E - 505957N 0053955E.	3500FT AMSL / 1500FT AMSL	Procedural airspace for AWACS IFR approach on ETNG RWY 09. Crossing clearance shall be obtained from Beek APP (see <i>AIP the Netherlands</i>).	HX ⁽¹⁾
<p>(1) Activation can be checked with Brussels FIC or Steenokkerzeel ATCC.</p>			

TRA/TSA22 - BERTRIX-JEHONVILLE ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 5NM radius, centred on 495333N 0051325E.	4500FT AMSL / GND	Air exercises and UAS flights. During UAS activity, prohibited to all manned aircraft. During air exercises, prohibited to non- participating aircraft.	HX ⁽²⁾⁽³⁾
<p>(1) Status of the area can be checked with Brussels FIC or Steenokkerzeel ATCC.</p> <p>(2) Announced by NOTAM. May be active MON to FRI (HOL excl), 0700 (0600)-SS. Not in JUL or AUG.</p> <p>(3) May not be active at the same time as <u>TSA34A</u> or <u>TSA34B</u>.</p>			

TRA23 - TIENEN AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502323N 0051322E - 502112N 0045247E - 502316N 0045220E - 502900N 0045106E - 503053N 0045743E - 503353N 0050818E - 503231N 0051326E - 502323N 0051322E.	FL090 / 4500FT AMSL	VMC training sector for EBBE based aircraft. Flights in this area shall maintain two-way radio contact with Steenokkerzeel ATCC.	HX ⁽¹⁾
(1) May be active during MIL OPR HR. Activation can be checked with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).			

TSA24 - ARDENNES 02

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503705N 0043024E - 503813N 0043620E - 503519N 0045040E - 500118N 0054241E - 495854N 0054241E - 494927N 0044914E - 503705N 0043024E.	UNL / FL095 ⁽¹⁾	High performance flights and UAS flights (NATO Class III). ⁽²⁾	HX ⁽³⁾
(1) First usable level is FL 100. (2) Not permeable. (3) Activation can be checked with Steenokkerzeel ATCC.			

TSA25A - ARDENNES 03A

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495854N 0054241E - 500118N 0054241E - 501808N 0051710E - 500703N 0041011E - 495835N 0040853E - 494920N 0041830E - 494604N 0043047E - 495854N 0054241E.	UNL / FL095 ⁽¹⁾	High performance flights and UAS flights (NATO Class III). ⁽²⁾	HX ⁽³⁾
(1) First usable level is FL 100. (2) GAT is allowed to cross TSA25A on the route MATIX - MMD on a fixed FL. The traffic shall remain below FL 195. Not permeable. Transits from and to France via RSL01 will not be allowed during TSA25A ACT. (3) Activation can be checked with Steenokkerzeel ATCC.			

TSA25B - ARDENNES 03B

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494604N 0043047E - 495854N 0054241E - 494735N 0054237E - 494137N 0051624E - 494030N 0051133E - 494040N 0045055E - 494604N 0043047E.	UNL / FL095 ⁽¹⁾	High performance flights and UAS flights (NATO Class III). ⁽²⁾	HX ⁽³⁾
(1) First usable level is FL 100. (2) GAT is allowed to cross TSA25B on the route MATIX - MMD on a fixed FL. The traffic shall remain below FL 195. Not permeable. (3) Activation can be checked with Steenokkerzeel ATCC.			

TSA25C - ARDENNES 03C

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495854N 0054241E - 500118N 0054241E - 501808N 0051710E - 500703N 0041011E - 495835N 0040853E - 494920N 0041830E - 494604N 0043047E - 494040N 0045055E - 494030N 0051133E - 494137N 0051624E - 494735N 0054237E - 495854N 0054241E. ⁽¹⁾	FL 095 / 4500FT AMSL ⁽²⁾	High performance flights and UAS flights (NATO Class III). ⁽³⁾	HX ⁽⁴⁾
<p>(1) Flights within TSA25C shall stay clear of controlled airspace, prohibited areas, danger areas and conflicting TRA and TSA.</p> <p>(2) Lower limit FL 065 within <u>LFCBA16B</u> (see AIP France).</p> <p>(3) Area may be crossed by flights TKOF from EBFS and flights with ADES EBFS, military traffic to/from <u>TSA28A</u> and <u>TSA28B</u>, and military traffic to/from Germany via Northern Window.</p> <p>(4) Activation can be checked with Steenokkerzeel ATCC.</p>			

TSA26A - ARDENNES 01

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495854N 0054241E - 494735N 0054237E - 494137N 0051624E - 494030N 0051133E - 494040N 0045055E - 494920N 0041830E - 495835N 0040853E - 500853N 0041028E - 503205N 0040655E - 503335N 0041214E - 503813N 0043620E - 503519N 0045040E - 500118N 0054241E - 495854N 0054241E.	UNL / FL 095 ⁽¹⁾	High performance flights and UAS flights (NATO Class III). ⁽²⁾	HX ⁽³⁾
<p>(1) First usable level is FL 100.</p> <p>(2) GAT is allowed to cross TSA26A on the route MATIX - MMD on a fixed FL. The traffic shall remain below FL 195. Not permeable. Transits from and to France via RSL01 and RSL10 will not be allowed during TSA26A ACT, except if PPR has been received from CRC mission supervisor TEL +32 (0) 2 443 86 52 (back-up +32 (0) 443 86 51) at least 1 HR prior for OAT or except for Belgian OAT if unable to request PPR due to operational reason. Transits from and to Germany via EXCOS (Southern Corridor) will not be allowed during TSA26A ACT.</p> <p>(3) Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC.</p>			

TSA26B - ARDENNES 04

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495854N 0054241E - 494735N 0054237E - 494137N 0051624E - 494030N 0051133E - 494040N 0045055E - 494920N 0041830E - 495835N 0040853E - 500853N 0041028E - 503205N 0040655E - 503335N 0041214E - 503813N 0043620E - 503519N 0045040E - 500118N 0054241E - 495854N 0054241E. ⁽¹⁾	FL 095 / 4500FT AMSL ⁽²⁾	High performance flights and UAS flights (NATO Class III). ⁽³⁾	HX ⁽⁴⁾
<p>(1) Flights within TSA26B shall stay clear of controlled airspace, prohibited areas, danger areas and conflicting TRA and TSA.</p> <p>(2) Lower limit FL 065 within <u>CBA16B</u> (see AIP France).</p> <p>(3) Area may be crossed by flights TKOF from EBFS and flights with ADES EBFS.</p> <p>(4) Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC.</p>			

TSA27A - LEGLISE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495854N 0054241E - 494735N 0054237E - 494137N 0051624E - along the Belgian-French border - 494957N 0045159E - 495854N 0054241E.	FL 095 / 4500FT AMSL	UAS flights (NATO Class III). Prohibited to all manned aircraft. ⁽¹⁾	HX ⁽²⁾
<p>(1) Other traffic may be allowed inside the TSA for transit purposes. At all times the standard radar separation minima must be maintained between the UAS and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control.</p> <p>(2) Announced by NOTAM. Area will only be activated when <u>TRA SA</u> is active. Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).</p>			

TSA27B - RONCHAMP

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502125N 0051209E - 501416N 0052304E - 500613N 0053516E - 495734N 0053456E - 495313N 0051015E - 502125N 0051209E.	FL095 / 4500FT AMSL	UAS flights (NATO Class III). Prohibited to all manned aircraft. (1)	HX (2)
<p>(1) Other traffic may be allowed inside the TSA for transit purposes. At all times the standard radar separation minima must be maintained between the UAS and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control.</p> <p>(2) Announced by NOTAM. Area will only be activated when <u>TRA SA</u> is active. Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).</p>			

TSA27C - HOTTON

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502125N 0051209E - 502441N 0052449E - 502236N 0053314E - 500618N 0054251E - 500613N 0053516E - 501416N 0052304E - 502125N 0051209E.	FL095 / 4500FT AMSL	UAS flights (NATO Class III). Prohibited to all manned aircraft. (1)	HX (2)
<p>(1) Other traffic may be allowed inside the TSA for transit purposes. At all times the standard radar separation minima must be maintained between the UAS and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control.</p> <p>(2) Announced by NOTAM. Area will only be activated when <u>TRA SA</u> is active. Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).</p>			

TSA27D - GEDINNE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502108N 0045210E - 502300N 0050943E - 502125N 0051209E - 495313N 0051015E - 494957N 0045200E - along the Belgian-French border - 500913N 0045232E - 501912N 0045235E - 502108N 0045210E.	FL095 / 4500FT AMSL	UAS flights (NATO Class III). Prohibited to all manned aircraft. (1)	HX (2)
<p>(1) Other traffic may be allowed inside the TSA for transit purposes. At all times the standard radar separation minima must be maintained between the UAS and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control.</p> <p>(2) Announced by NOTAM. Area will only be activated when <u>TRA SA</u> is active. Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).</p>			

TSA27E - COUVIN

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500206N 0040902E - 500545N 0044211E - along the Belgian-French border - 500007N 0040903E - 500206N 0040902E	FL095 / 4500FT AMSL	UAS flights (NATO Class III). Prohibited to all manned aircraft. (1)	HX (2)
<p>(1) Other traffic may be allowed inside the TSA for transit purposes. At all times the standard radar separation minima must be maintained between the UAS and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control.</p> <p>(2) Announced by NOTAM. Area will only be activated when <u>TRA SA</u> is active. Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04).</p>			

TSA28A - ELSENBORN 02

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503420N 0055956E - 503754N 0061308E along border BELGIUM_GERMANY - 502557N 0062234E - 502557N 0060648E - 503042N 0055956E - 503420N 0055956E.	FL 105 / GND	Air exercises and UAS flights (NATO Class III). During air exercises, prohibited to non-participating aircraft. ⁽¹⁾⁽²⁾⁽³⁾	HX ⁽⁴⁾
<p>(1) During CAS air exercises, all aircraft (participating or transiting) shall obtain an entry clearance from the ALO "RINGO Range" on FREQ 337.300 or VHF FREQ published in the NOTAM or given by Steenokkerzeel ATCC.</p> <p>(2) Outside CAS air exercises, users of TSA28A intending to enter <u>EBR04</u> shall contact Elsenborn Sécurité des tirs, TEL +32 (0) 2 442 76 70 or +32 (0) 2 442 76 73 and FREQ 138.975 MHZ prior activities to coordinate operations with gunnery/destruction activities/UAS.</p> <p>(3) Military aircraft transiting to or from Camp Elsenborn are allowed. Military pilots shall contact Steenokkerzeel ATCC to verify the activity of the area and to obtain transit directives.</p> <p>(4) Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC or Brussels FIC. This airspace could be activated simultaneously with <u>EBR04</u>, <u>TSA28B</u>, <u>TSA28C</u> and/or <u>TSA28D</u>.</p>			

TSA28B - ELSENBORN 03

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503042N 0055956E - 502557N 0060648E - 502557N 0062234E along border BELGIUM_GERMANY - 501328N 0061006E - 501328N 0060341E - 501955N 0055956E - 503042N 0055956E.	FL 105 / GND	Air exercises and UAS flights (NATO Class III). During air exercises, prohibited to non-participating aircraft. ⁽¹⁾⁽²⁾⁽³⁾	HX ⁽⁴⁾
<p>(1) During CAS air exercises, all aircraft (participating or transiting) shall obtain an additional entry clearance from the ALO "RINGO Range" on FREQ 337.300 of VHF FREQ published in the NOTAM or given by Steenokkerzeel ATCC.</p> <p>(2) Outside CAS exercises, users of TSA28B intending to enter <u>EBR04</u> shall contact Elsenborn Sécurité des tirs, TEL +32 (0) 2 442 76 70 or +32 (0) 2 442 76 73 and FREQ 138.975 MHZ prior activities to coordinate operations with gunnery/destruction activities/UAS.</p> <p>(3) Military aircraft transiting to or from Camp Elsenborn are allowed. Military pilots shall contact Steenokkerzeel ATCC to verify the activity of the area and to obtain transit directives.</p> <p>(4) Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC or Brussels FIC. This airspace could be activated simultaneously with <u>EBR04</u>, <u>TSA28A</u>, <u>TSA28C</u> and/or <u>TSA28D</u>.</p>			

TSA28C - ELSENBORN 04

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502913N 0055429E - 503235N 0061041E along border BELGIUM_GERMANY - 502221N 0062130E - 501911N 0061910E along border BELGIUM_GERMANY - 501616N 0061656E - 501555N 0061133E - 501741N 0060114E - 501955N 0055956E - 502913N 0055429E.	FL 175 / FL 095	Air exercises and UAS flights (NATO Class III). During air exercises, prohibited to non-participating aircraft. ⁽¹⁾	HX ⁽²⁾⁽³⁾⁽⁴⁾
<p>(1) During CAS air exercises, all aircraft (participating or transiting) shall obtain an additional entry clearance from the ALO "RINGO Range" on FREQ 337.300 or VHF FREQ published in the NOTAM or given by Steenokkerzeel ATCC.</p> <p>(2) <u>TSA28C</u> can only be activated together with <u>TSA28A</u>, <u>TSA28B</u>, <u>EBR04</u> and EDR117.</p> <p>(3) During activation of <u>TSA28C</u> the <u>TRA/TSA S6</u> and the <u>TRA SA</u> part that corresponds with lateral limits of <u>TRA/TSA S6</u> between 4 500 FT AMSL and FL 055 shall be delegated to Brussels ACC.</p> <p>(4) Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC or Brussels ACC supervisor. This airspace could be activated simultaneously with <u>TSA28D</u>.</p>			

TSA28CZ - ELSENBORN 04 FBZ

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503738N 0061041E - 503235N 0061041E - 503115N 0061218E - 503052N 0061240E - 503030N 0061300E - 503025N 0061305E - 502958N 0061330E - 502947N 0061341E - 502957N 0061510E - 503005N 0061620E - 503010N 0061704E - 502956N 0061805E - 502916N 0062052E - 502830N 0062048E - 502744N 0062043E - 502700N 0062237E - 502610N 0062241E - 502557N 0062234E - 502500N 0062202E - 502300N 0062100E - 502221N 0062131E - 501918N 0061900E - 501811N 0061757E - 501715N 0061725E - 501700N 0061800E - 501607N 0061700E - 501604N 0061630E - 501539N 0061325E - 501114N 0061239E - 501114N 0061127E - 501249N 0060150E - 501343N 0055628E - 501409N 0055542E - 501438N 0055501E - 501511N 0055427E - 501546N 0055400E - 501623N 0055340E - 502755N 0054654E - 502834N 0054642E - 502913N 0054637E - 502952N 0054642E - 503031N 0054654E - 503108N 0054713E - 503143N 0054741E - 503216N 0054815E - 503245N 0054856E - 503311N 0054942E - 503333N 0055033E - 503738N 0061041E.	FL 175 / FL 095	For flight planning purposes only.	HX ⁽¹⁾
(1) Activated by AUP/UUP.			

TSA28D - ELSENBORN 05

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503420N 0055956E - 503754N 0061308E along border BELGIUM_GERMANY - 501328N 0061006E - 501328N 0060341E - 501955N 0055956E - 503420N 0055956E.	FL 105 / GND ⁽¹⁾⁽⁵⁾	UAS flights (NATO Class I Small or higher). Entry prohibited to non-participating aircraft. ⁽²⁾⁽³⁾ Tactical UAS exercise area.	HX ⁽⁴⁾⁽⁵⁾
(1) Upper limit may be lowered to 4 500 FT AMSL or FL 065.			
(2) Military aircraft transiting to or from Camp Elsenborn are allowed. Military pilots shall contact Steenokkerzeel ATCC to verify the activity of the area and to obtain transit directives.			
(3) During simultaneous use with <u>TSA28A/TSA28B</u> , UAS operator shall obtain a flight clearance from the ALO "RINGO Range" on FREQ 337.300 or VHF FREQ published in the NOTAM or given by Steenokkerzeel ATCC.			
(4) Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC or Brussels FIC. This airspace could be activated simultaneously with <u>EBR04</u> and <u>TSA28A/TSA28B/TSA28C</u> .			
(5) Can be active outside Steenokkerzeel ATCC OPR HR to maximum upper limit 4 500 FT AMSL.			

TSA29A - ARDENNES 06

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495835N 0040853E - 500338N 0040939E - 501425N 0043911E - 502231N 0045226E - 503001N 0052456E - 502627N 0053920E - 500426N 0055210E - along the Belgian-Luxembourg border - 500120N 0055102E - 500118N 0054241E - 494735N 0054237E - 494137N 0051624E - 494030N 0051133E - 494040N 0045055E - 494920N 0041830E - 495835N 0040853E. ⁽¹⁾	FL 145 / 4500FT AMSL ⁽²⁾	CSAR exercises and UAS flights (NATO Class III).	HX ⁽³⁾
(1) Flights within TSA29A shall stay clear of controlled airspace, prohibited areas, danger areas and conflicting TRA and TSA.			
(2) Lower limit FL065 within CBA16B (see AIP France).			
(3) Announced by NOTAM. May be active MON to FRI (HOL excl). Activation can be checked with Steenokkerzeel ATCC.			

TSA29B - ARDENNES 07

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502627N 0053920E - 503042N 0055956E - 501955N 0055956E - 501324N 0060343E - 501011N 0060832E - along the Belgian-German border - 500748N 0060816E - along the Belgian-Luxembourg border - 500426N 0055210E - 502627N 0053920E.	FL095 / 4500FT AMSL ⁽¹⁾	CSAR exercises and UAS flights (NATO Class III).	HX ⁽²⁾
(1) Upper limit may be lowered to FL075 (see NOTAM).			
(2) Announced by NOTAM. May be active MON to FRI (HOL excl). Activation can be checked with Steenokkerzeel ATCC.			

TSA29C - LUXEMBOURG

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500748N 0060816E - along the German-Luxembourg border - 500118N 0060843E - 500120N 0055102E - along the Belgian-Luxembourg border - 500748N 0060816E.	FL095 / 3500FT AMSL ⁽¹⁾	COMAO exercises and UAS flights (NATO Class III).	HX ⁽²⁾
(1) Upper limit may be lowered to FL065 (see NOTAM).			
(2) Announced by NOTAM. May be active MON to FRI (HOL excl). Activation can be checked with Steenokkerzeel ATCC.			

TSA32A - LIBRAMONT WEST ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495900N 0050700E - 495900N 0052200E - 494700N 0052200E - 494700N 0050700E - 495300N 0050400E - 495900N 0050700E.	4500FT AMSL ⁽²⁾ / GND ⁽³⁾	CAS exercises target zone. Prohibited to non-participating aircraft. ⁽⁴⁾	HX ⁽⁵⁾⁽⁶⁾
(1) May be active MON 1230-1600 (1130-1500), TUE to THU 0800-1100 (0700-1000) and 1230-1600 (1130-1500), FRI 0800-1100 (0700-1000).			
(2) May be activated up to FL 065.			
(3) Military users: during opening hours and within the lateral limits of LFA Ardennes the lowest usable level is 250 FT AGL. Outside opening hours of LFA Ardennes the lowest usable level is 500 FT AGL. For non-Belgian participants the lowest usable level is 1000 FT AGL at all times.			
(4) When medium level CAS is performed in combination with <u>TSA32A</u> , the <u>TRA/TSA S5 - NEUFCHATEAU AREA</u> and <u>TRA/TSA S2 - BEAURAING AREA</u> have to be booked from 4500 FT AMSL (or FL065) within the Brussels FIR and FL065 within the <u>LFCBA16B</u> up to FL 150. Radio contact with Steenokkerzeel ATCC is compulsory for medium level CAS. When CAS is combined with and Air Defense Mission, <u>TSA26A</u> , <u>TSA26B</u> and <u>EBD26</u> have to be booked and Tactical Air Control is provided by CRC Beauvechain.			
(5) Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC.			
(6) May not be active at the same time as <u>TSA34A</u> or <u>TSA34B</u> .			

TSA32B - LIBRAMONT EAST ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495900N 0052200E - 495900N 0053700E - 495300N 0054000E - 494700N 0053700E - 494700N 0052200E - 495900N 0052200E.	4500FT AMSL ⁽²⁾ / GND ⁽³⁾	CAS exercises target zone. Prohibited to non-participating aircraft. ⁽⁴⁾	HX ⁽⁵⁾⁽⁶⁾
(1) May be active MON 1230-1600 (1130-1500), TUE to THU 0800-1100 (0700-1000) and 1230-1600 (1130-1500), FRI 0800-1100 (0700-1000).			

TSA32B - LIBRAMONT EAST ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
<p>(2) May be activated up to FL 065.</p> <p>(3) Military users: during opening hours and within the lateral limits of LFA Ardennes the lowest usable level is 250 FT AGL. Outside opening hours of LFA Ardennes the lowest usable level is 500 FT AGL. For non-Belgian participants the lowest usable level is 1000 FT AGL at all times.</p> <p>(4) When medium level CAS is performed in combination with <u>TSA32B</u>, the <u>TRA/TSA S5 - NEUFCHATEAU AREA</u> and <u>TRA/TSA S2 - BEAURAING AREA</u> have to be booked from 4500 FT AMSL (or FL065) within the Brussels FIR and FL065 within the <u>LFCBA16B</u> up to FL 150. Radio contact with Steenokkerzeel ATCC is compulsory for medium level CAS. When CAS is combined with and Air Defense Mission, <u>TSA26A</u>, <u>TSA26B</u> and <u>EBD26</u> have to be booked and Tactical Air Control is provided by CRC Beauvechain.</p> <p>(5) Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC.</p> <p>(6) May not be active at the same time as <u>TSA34A</u> or <u>TSA34B</u>.</p>			

TSA34A - CHAMPLON WEST ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
501500N 0051200E - 501400N 0052700E - 500500N 0052700E - 500500N 0052200E - 500300N 0051900E - 500300N 0051200E - 500900N 0050900E - 501500N 0051200E.	4500FT AMSL ⁽²⁾ / GND ⁽³⁾	CAS exercises target zone. Prohibited to non-participating aircraft. ⁽⁴⁾	HX ⁽⁵⁾⁽⁶⁾
<p>(1) May be active MON 1230-1600 (1130-1500), TUE to THU 0800-1100 (0700-1000) and 1230-1600 (1130-1500), FRI 0800-1100 (0700-1000).</p> <p>(2) May be activated up to FL 065.</p> <p>(3) Military users: during opening hours and within the lateral limits of LFA Ardennes the lowest usable level is 250 FT AGL. Outside opening hours of LFA Ardennes the lowest usable level is 500 FT AGL. For non-Belgian participants the lowest usable level is 1000 FT AGL at all times.</p> <p>(4) When medium level CAS is performed in combination with <u>TSA34A</u>, the <u>TRA/TSA S6 - DURBUY AREA</u> and <u>TRA/TSA S2 - BEAURAING AREA</u> have to be booked from 4500 FT AMSL (or FL065) within the Brussels FIR and FL065 within the <u>LFCBA16B</u> up to FL 150. Radio contact with Steenokkerzeel ATCC is compulsory for medium level CAS. Can not be booked for combined CAS and Air Defense Mission.</p> <p>(5) Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC.</p> <p>(6) May not be active at the same time as <u>TSA32A</u> or <u>TSA32B</u> or <u>TRA/TSA22</u>.</p>			

TSA34B - CHAMPLON EAST ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
501400N 0052700E - 501500N 0054200E - 500900N 0054500E - 500300N 0054200E - 500300N 0052900E - 500500N 0052700E - 501400N 0052700E.	4500FT AMSL ⁽²⁾ / GND ⁽³⁾	CAS exercises target zone. Prohibited to non-participating aircraft. ⁽⁴⁾	HX ⁽⁵⁾⁽⁶⁾
<p>(1) May be active MON 1230-1600 (1130-1500), TUE to THU 0800-1100 (0700-1000) and 1230-1600 (1130-1500), FRI 0800-1100 (0700-1000).</p> <p>(2) May be activated up to FL 065.</p> <p>(3) Military users: during opening hours and within the lateral limits of LFA Ardennes the lowest usable level is 250 FT AGL. Outside opening hours of LFA Ardennes the lowest usable level is 500 FT AGL. For non-Belgian participants the lowest usable level is 1000 FT AGL at all times.</p> <p>(4) When medium level CAS is performed in combination with <u>TSA34B</u>, the <u>TRA/TSA S6 - DURBUY AREA</u> and <u>TRA/TSA S2 - BEAURAING AREA</u> have to be booked from 4500 FT AMSL (or FL065) within the Brussels FIR and FL065 within the <u>LFCBA16B</u> up to FL 150. Radio contact with Steenokkerzeel ATCC is compulsory for medium level CAS. Can not be booked for combined CAS and Air Defense Mission.</p> <p>(5) Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC.</p> <p>(6) May not be active at the same time as <u>TSA32A</u> or <u>TSA32B</u> or <u>TRA/TSA22</u>.</p>			

TSA35 - SAINT-HUBERT

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle radius 2 NM centered on 500214N 0052434E.	1000 FT AGL / GND	BVLOS military UAS training zone. Entry prohibited to non-participating aircraft.	HX ⁽¹⁾⁽²⁾
(1) Activation announced by NOTAM. May be activated from SS+30 to 0800 (0700).			
(2) 3 calendar days prior notification to <u>EBSH</u> mandatory for activation between SR-30 and 0800 (0700).			

TSA36 - FLAWINNE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502818N 0044834E - 502809N 0044908E - 502751N 0044908E - 502739N 0044815E - 502801N 0044758E - 502818N 0044834E.	500 FT AGL / GND	BVLOS military UAS training zone. Entry prohibited to non-participating aircraft.	HX ⁽¹⁾
(1) Activation announced by NOTAM.			

TRA/TSA37A - WEELDE LOW

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
512450N 0044947E along border BELGIUM_NETHERLANDS - 512816N 0050037E then a clockwise arc radius 5 NM centered on 512339N 0045733E - 512451N 0050519E along border BELGIUM_NETHERLANDS - 512247N 0050525E then a clockwise arc radius 5 NM centered on 512339N 0045733E - 512450N 0044947E.	4500 AMSL / GND	Air exercises and UAS flights. Entry prohibited to non-participating aircraft.	HX ⁽¹⁾
(1) Activation announced by NOTAM. Status of the area can be checked with Brussels FIC or Steenokkerzeel ATCC.			

TRA/TSA37B - WEELDE RECTA⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511932N 0044132E - 512232N 0043953E - 512452N 0045023E along border BELGIUM_NETHERLANDS - 511915N 0051217E - 511833N 0051239E - 511505N 0045653E then a counter-clockwise arc radius 26 NM centered on 505408N 0043217E - 511932N 0044132E.	4500 AMSL / 1500 AMSL	Air exercises and UAS flights. Entry prohibited to non-participating aircraft.	HX ⁽²⁾
(1) TRA/TSA37B requires simultaneous activation of <u>TRA/TSA37A</u> .			
(2) Activation announced by NOTAM. Status of the area can be checked with Brussels FIC or Steenokkerzeel ATCC. May be active outside EBZR operational hours (see <u>EBZR AD 2.3</u>).			

TRA/TSA37C - WEELDE HIGH⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511811N 0044813E then a clockwise arc radius 8 NM centered on 512339N 0045733E - 512656N 0044553E - 512656N 0044926E along border BELGIUM_NETHERLANDS - 512656N 0050018E - 512656N 0050536E along border BELGIUM_NETHERLANDS - 511905N 0050803E then a clockwise arc radius 8 NM centered on 512339N 0045733E - 511546N 0045518E then a counter-clockwise arc radius 26 NM centered on 505408N 0043217E - 511811N 0044813E.	FL095 / 4500 AMSL ⁽²⁾	Air exercises and UAS flights (NATO Class III). Entry prohibited to non-participating aircraft.	HX ⁽³⁾
<p>(1) TRA/TSA37C requires simultaneous activation of <u>TRA/TSA37A</u> and <u>TRA NA</u>.</p> <p>(2) Highest usable Flight Level for paratroop is FL090.</p> <p>(3) Activation announced by NOTAM. Status of the area can be checked with Brussels FIC or Steenokkerzeel ATCC.</p>			

ELTSA03 - HOFFELT

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 1NM radius, centred on 500515N 0055444E.	3500FT AMSL / GND	RPAS flights.	HX ⁽¹⁾
(1) Activated by NOTAM			

ELTSA04 - WEILER

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 1NM radius, centred on 500629N 0055747E.	3500FT AMSL / GND	RPAS flights.	HX ⁽¹⁾
(1) Activated by NOTAM			

ELTSA05 - WEISWAMPACH

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 1NM radius, centred on 500804N 0060233E.	3500FT AMSL / GND	RPAS flights.	HX ⁽¹⁾
(1) Activated by NOTAM			

ELTSA06 – DIEKIRCH NORTH

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495644N 0060433E - 495752N 0061003E - 495451N 0061158E - 495341N 0060625E - 495644N 0060433E.	3000FT AMSL / GND	RPAS flights.	HX ⁽¹⁾
(1) Activated by NOTAM			

ELTSA07 – DIEKIRCH SOUTH

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495341N 0060625E - 495451N 0061158E - 495203N 0061142E - 495115N 0060756E - 495341N 0060625E.	3000FT AMSL / GND	RPAS flights.	HX ⁽¹⁾
(1) Activated by NOTAM			

1.2 Permeability of Areas

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

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

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

1.3 Booking procedure

1.3.1 ARES

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

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

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

1.3.2 Airspace Reservation

1.3.2.1 General

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

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

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

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

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

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

1.3.2.2 Tactical Air Ops

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

1.3.2.2.1 Booking Procedures Applicable to:

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

- TSA26A/B

The reservation of a TSA or a combination of TSA under the control of an ACU has to be made by THU of the preceding week, before 1000 (0900). In case this THU is a Belgian HOL, the reservation should be made on the last working day before that THU, before 1000 (0900). All reservations shall be done via the Current Ops Weapons at CRC Beauvechain. Every THU not later than 1400 (1300) or in case this THU is a Belgian HOL, the last working day before that THU not later than 1400 (1300), Brussels NOF will publish a NOTAM for TSA26 with the information received from the AMC. Changes after THU 1000 (0900) can be requested to the Current Ops Weapons Officer at CRC Beauvechain, or in case of non-availability to the Mission Supervisor (MS) / Fighter Allocator (FA) of CRC Beauvechain who will request the approval of the AMC or the Steenokkerzeel ATCC supervisor.

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

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

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

TSA24 may not be used in conjunction with TSA25.

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

TSA25C can only be booked together with TSA25A/B.

TSA26B can only be booked together with TSA26A.

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

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

1.3.2.3 **Other than Tactical Air Ops**

1.3.2.3.1 *Booking Procedures Applicable to:*

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

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

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

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

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

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

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

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

The requests for one or more TRA will be forwarded through LARA to the AMC (back-up email or TEL see [ENR 1.9, § 4.3](#)).

1.3.2.3.2 *Booking Procedures Applicable to:*

- TRA W

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

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

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

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

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

- TRA WD

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

1.3.2.3.3 *Booking Procedure Applicable to EBR05*

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

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

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

1.3.2.4 *Large Scale Exercises*

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

TEL: +32 (0) 2 441 66 42

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

1.3.3 **Reservation specifications**

1.3.3.1 *TRA/TSA*

TRA/TSA S4: Not available during GOSLY holding.

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

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

TSA29A: The reservation request should be forwarded to COMOPSAIR Air Operations Support at least one month in advance.

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

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

1.3.4 **Airspace Regulations**

1.3.4.1 *TRA North A/B and South A/B*

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

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

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

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

1.3.5 **Confirmation and cancellation**

1.3.5.1 *Tactical Air Ops*

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

confirm the reservation to the AMC. If not all conditions are met, CRC Beauvechain will adapt the reservation in coordination with the user, to make sure that all conditions are met before the airspace can be confirmed. Cancellation of missions (especially in TSA26, TSA25B and TSA25C) shall be notified ASAP to CRC Beauvechain in order to allow other airspace users to occupy the airspace. CRC Beauvechain will inform the AMC (before H-3) or the ATCC supervisor (after H-3), who will contact Brussels NOF for modification of the current TSA26 NOTAM.

1.3.5.2 Other than Tactical Air Ops except EBR05

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

1.3.5.3 EBR05

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

1.3.5.4 Changes to Reservations

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

1.3.6 Contact Information

1.3.6.1 CRC Beauvechain Current Operations Weapons Office

Contact info for booking

TEL: +32 (0) 2 443 86 34

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

1.3.6.2 Master Controller Assistant

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

TEL: +32 (0) 2 443 86 51

1.3.6.3 Steenokkerzeel ATCC Supervisor

TEL: +32 (0) 2 443 82 04

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

1.3.6.4 COMOPSAIR Air Operations Support Current Ops Officer

TEL: +32 (0) 2 441 66 42

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

1.3.6.5 10 W Tac Current Ops

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

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

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

1.3.6.6 10 W Tac - Pampa Range Range Officer

TEL: +32 (0) 2 443 32 72

TEL: 9-6321-33272 (MIL)

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

1.3.6.7 2 W Tac Current Ops

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

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

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

1.3.7 Priority Guidelines

See table 1.3.7.1 for general guidelines on airspace allocation.

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

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

Booking requests can either be:

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

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

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

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

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

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

1.3.7.1 Airspace Allocation Procedures

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

1.3.7.1 Airspace Allocation Procedures

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

1.3.7.2 Airspace Reservation Priorities (as defined in LARA)

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

2 HELICOPTER TRAINING AREAS

2.1 Areas

Within helicopter training areas (HTA), military helicopters operate at very low altitude. Other airspace users should keep a sharp look-out when crossing.

HTA01 - ARDENNES 01

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502240N 0045228E - 502057N 0045113E - 501918N 0045328E - 501320N 0045527E - 501603N 0050204E - 501715N 0050528E - 501536N 0050755E - 501457N 0051552E - 501222N 0051905E - 501317N 0052037E - 502635N 0052036E - 503001N 0052335E then a clockwise arc radius 5 NM centered on 503447N 0052110E - 503057N 0051606E then a clockwise arc radius 1 NM centered on 503157N 0051556E - 503136N 0051428E - 502935N 0050415E - 502804N 0045453E - 502730N 0045125E - 502240N 0045228E.	250FT AGL / GND	Low level flights.	HX ⁽¹⁾
(1) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated MON to FRI (HOL excl), 0700-2300 (0600-2200).			

HTA02 - ARDENNES 02

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
501317N 0052037E - 501006N 0052221E - 500855N 0052638E - 500625N 0052825E - 500754N 0052903E - 500949N 0053334E - 501137N 0053423E - 501300N 0053623E - 501223N 0053754E - 501453N 0054353E - 502339N 0054046E - 502852N 0054302E - 502931N 0053638E - 503218N 0053352E - 503001N 0052335E - 502635N 0052036E - 501317N 0052037E.	250FT AGL / GND	Low level flights.	HX ⁽¹⁾
(1) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated MON to FRI (HOL excl), 0700-2300 (0600-2200).			

HTA03A - ARDENNES 03A

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502852N 0054302E - 502815N 0054428E - 502533N 0054343E - 502354N 0055244E - 502220N 0055224E - 502021N 0055410E - 501306N 0055504E - 501149N 0055702E - 501023N 0055756E along border BELGIUM_LUXEMBOURG - 495917N 0055021E - 495848N 0054651E - 495939N 0054319E - 500011N 0054102E - 500556N 0054532E - 500725N 0054517E - 500916N 0054750E - 501344N 0054611E - 501453N 0054353E - 502339N 0054046E - 502852N 0054302E.	250FT AGL / GND	Low level flights.	HX ⁽¹⁾
(1) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated MON to FRI (HOL excl), 0700-2300 (0600-2200).			

HTA03B - ARDENNES 03B

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502220N 0055224E - 502347N 0055625E - 502335N 0055853E - 502005N 0060523E - 501753N 0060451E - 501544N 0060750E - 501536N 0060955E - 501411N 0061050E along border BELGIUM_GERMANY - 501026N 0060839E - 501014N 0060609E along border BELGIUM_LUXEMBOURG - 501023N 0055756E - 501149N 0055702E - 501306N 0055504E - 502021N 0055410E - 502220N 0055224E.	250FT AGL / GND	Low level flights.	HX ⁽¹⁾
(1) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated MON to FRI (HOL excl), 0700-2300 (0600-2200).			

HTA04A - ARDENNES 04A

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
501320N 0045527E - 501241N 0044918E - 501009N 0044927E - along the Belgian-French border - 494540N 0050418E - 495128N 0050550E - 495158N 0051323E - 495407N 0051935E - 495522N 0051415E - 495853N 0051417E - 500357N 0051134E - 500730N 0050530E - 501603N 0050204E - 501320N 0045527E. ⁽¹⁾⁽²⁾	250FT AGL / GND	Low level flights.	HX ⁽³⁾
(1) <u>EBR13</u> excl. (2) <u>TRA/TSA22</u> excl when active. (3) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated MON to FRI (HOL excl), 0700-2300 (0600-2200).			

HTA04B - ARDENNES 04B

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495407N 0051935E - 495445N 0052113E - 495647N 0052047E - 495753N 0052215E - 500232N 0052316E - 500625N 0052825E - 500855N 0052638E - 501006N 0052221E - 501317N 0052037E - 501222N 0051905E - 501457N 0051552E - 501536N 0050755E - 501715N 0050528E - 501603N 0050204E - 500730N 0050530E - 500357N 0051134E - 495853N 0051417E - 495522N 0051415E - 495407N 0051935E. ⁽¹⁾⁽²⁾	250FT AGL / GND	Low level flights.	HX ⁽³⁾
(1) <u>EBR02</u> excl. (2) <u>TRA/TSA22</u> excl when active. (3) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated MON to FRI (HOL excl), 0700-2300 (0600-2200).			

HTA05A - ARDENNES 05A

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495407N 0051935E - 495146N 0053025E - 495711N 0053906E - 500011N 0054102E - 500308N 0053238E - 500529N 0053205E - 500535N 0052920E - 500625N 0052825E - 500232N 0052316E - 495753N 0052215E - 495647N 0052047E - 495445N 0052113E - 495407N 0051935E. ⁽¹⁾	250FT AGL / GND	Low level flights.	HX ⁽²⁾
(1) <u>TRA/TSA22</u> excl when active. (2) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated MON to FRI (HOL excl), 0700-2300 (0600-2200).			

HTA05B - ARDENNES 05B

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500011N 0054102E - 500556N 0054532E - 500725N 0054517E - 500916N 0054750E - 501344N 0054611E - 501453N 0054353E - 501223N 0053754E - 501300N 0053623E - 501137N 0053423E - 500949N 0053334E - 500754N 0052903E - 500625N 0052825E - 500535N 0052920E - 500529N 0053205E - 500308N 0053238E - 500011N 0054102E.	250FT AGL / GND	Low level flights.	HX ⁽¹⁾
(1) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated MON to FRI (HOL excl), 0700-2300 (0600-2200).			

HTA06 - ARDENNES 06

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494540N 0050418E along border BELGIUM_FRANCE - 494546N 0050541E - 494514N 0051219E - 494157N 0051620E - 494149N 0051916E - 493751N 0052047E along border BELGIUM_FRANCE - 493657N 0052353E - 493724N 0052726E - 493329N 0053019E - 493526N 0053733E - 493745N 0054236E - 493939N 0054601E - 494018N 0054641E - 494118N 0054430E - 494304N 0053517E - 494904N 0053055E - 495146N 0053025E - 495407N 0051935E - 495158N 0051323E - 495128N 0050550E - 494540N 0050418E. ⁽¹⁾	250FT AGL / GND	Low level flights.	HX ⁽²⁾
(1) TRA/TSA22 excl when active.			
(2) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated MON to FRI (HOL excl), 0700-2300 (0600-2200).			

HTA07 - ARDENNES 07

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494018N 0054641E - 494202N 0054829E - 494729N 0054519E along border BELGIUM_LUXEMBOURG - 495020N 0054428E - 495321N 0054159E - 495939N 0054319E - 500011N 0054102E - 495711N 0053906E - 495146N 0053025E - 494904N 0053055E - 494304N 0053517E - 494118N 0054430E - 494018N 0054641E.	250FT AGL / GND	Low level flights.	HX ⁽¹⁾
(1) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated MON to FRI (HOL excl), 0700-2300 (0600-2200).			

HTA08 - HANNUT HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502804N 0045453E - 503201N 0045220E - 503706N 0044557E - 503941N 0044955E - 504157N 0045525E - 504332N 0045844E - 504157N 0051009E - 504225N 0051445E - 504201N 0052128E - 503821N 0051538E then a counter-clockwise arc radius 5 NM centered on 503447N 0052110E - 503213N 0051425E then a counter-clockwise arc radius 1 NM centered on 503157N 0051556E - 503136N 0051428E - 502935N 0050415E - 502804N 0045453E.	500FT AGL / GND	Low level flights.	HX ⁽¹⁾
(1) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated MON to FRI (HOL excl), 0700-2300 (0600-2200).			

HTA10A - COASTAL HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511635N 0032236E - 510500N 0031500E - 510357N 0025825E - 505900N 0024917E - 510131N 0023419E along the Belgian-French border - 510521N 0023243E along the coastline - 510859N 0024257E - 510635N 0025022E - 510812N 0030119E then a counter-clockwise arc radius 5 NM centered on 511305N 0025929E - 511412N 0030716E then a counter-clockwise arc radius 8 NM centered on 511221N 0025450E - 511749N 0030411E along the coastline - 511952N 0031055E - 511939N 0031105E - 511938N 0031052E - 511902N 0031037E - 511800N 0031136E - 511842N 0031144E - 511827N 0031207E - 511612N 0031241E - 511607N 0031203E - 511446N 0031222E - 511415N 0031243E - 511325N 0031254E - 511320N 0031325E - 511332N 0031340E - 511438N 0031325E - 511440N 0031340E - 511502N 0031338E - 511458N 0031312E - 511623N 0031250E - 511752N 0031540E - 511934N 0031347E - 512025N 0031344E along the coastline - 512223N 0032147E along border Belgian-Dutch - 511635N 0032236E.	500 FT AGL / GND	Training area for helicopters.	HX ⁽¹⁾

(1) Activated by NOTAM (not later than 1500 (1400) the day before activation).

HTA10B - AALTER HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511635N 0032236E - 510500N 0031500E - 510357N 0025825E - 505334N 0032421E - 510314N 0032818E - 510838N 0034420E - 511014N 0034517E - 511050N 0034529E - 511137N 0034646E - 511141N 0034702E - 511133N 0034755E - 511238N 0034804E along the Belgian-Dutch border - 511635N 0032236E.	500 FT AGL / GND	Training area for helicopters.	HX ⁽¹⁾

(1) Activated by NOTAM (not later than 1500 (1400) the day before activation).

HTA10C - IEPER HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510131N 0023419E - 505900N 0024917E - 510357N 0025825E - 505334N 0032421E - 505120N 0032729E - 504532N 0031017E - along the Belgian-French border - 510131N 0023419E. ⁽¹⁾	500 FT AGL / GND	Training area for helicopters.	HX ⁽²⁾

(1) EBR31 excl.

(2) Activated by NOTAM (not later than 1500 (1400) the day before activation).

HTA10D - TOURNAI HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504532N 0031017E - 505120N 0032729E - 504028N 0034236E - 503147N 0032913E - along the Belgian-French border - 504532N 0031017E.	500 FT AGL / GND	Training area for helicopters.	HX ⁽¹⁾

(1) Activated by NOTAM (not later than 1500 (1400) the day before activation).

HTA10E - OOSTENDE HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510859N 0024257E along the coastline - 511749N 0030411E then a clockwise arc radius 8 NM centered on 511221N 0025450E - 511412N 0030716E then a clockwise arc radius 5 NM centered on 511305N 0025929E - 510812N 0030119E - 510635N 0025022E - 510859N 0024257E.	500 FT AGL / GND	Training area for helicopters.	HX ⁽¹⁾

(1) Activated by NOTAM (not later than 1500 (1400) the day before activation).

HTA12A - HERK-DE-STAD HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
505507N 0045856E - 505713N 0045955E - 505635N 0050132E - 510005N 0051255E - 505454N 0051921E - 505429N 0052029E - 505104N 0051436E - 504928N 0051342E - 504836N 0050925E then a counter-clockwise arc radius 7.7 NM centered on 504654N 0045728E - 505356N 0050240E - 505507N 0045856E.	500 FT AGL / GND	Low level flights.	HX ⁽¹⁾

(1) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated in VMC from MON to FRI (HOL excl), 0700-2300 (0600-2200).

HTA12B - SINT-TRUIDEN HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504836N 0050925 E - 504928N 0051342E - 505104N 0051436E - 505429N 0052029E - 505220N 0052946E - 504803E 0053112E - 504634N 0053321E then a counter-clockwise arc radius 5 NM centred on 504137N 0053205E - 504512N 0052633E - 504201N 0052128E - 504225N 0051445E - 504157N 0051009E - 504332E 0045844E - 504836N 0050925E. ⁽¹⁾	500 FT AGL / GND	Low level flights.	HX ⁽²⁾

(1) EBR61, EBR62, EBR63 and EBR64 excl when active.

(2) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated in VMC from MON to FRI (HOL excl), 0700-2300 (0600-2200).

HTA13 - WESTERLO HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
505713N 0045955E - 505752N 0044910E - 505921N 0044837E - 510008N 0045002E - 510756N 0043625E - 511005N 0044746E - 511019N 0044902E - 510625N 0050313E - 510536N 0050817E - 510443N 0050817E - 510156N 0051153E - 510005N 0051255E - 505635N 0050132E - 505713N 0045955E.	500 FT AGL / GND	Low level flights.	HX ⁽¹⁾

(1) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated in VMC from MON to FRI (HOL excl), 0700-2300 (0600-2200).

HTA14A - TURNHOUT HELICOPTER TRAINING AREA

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

HTA14B - GEEL HELICOPTER TRAINING AREA

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

2.2 Booking Procedures (MIL only)

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

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

Priority will be given to 1 W Operations.

2.2.1 Accessibility

The HTA are only accessible for operations involving Belgian military helicopters. However, COMOPSAIR may grant authorisation for operations with foreign helicopters.

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

2.2.2 Subdivision of the HTA Ardennes

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

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

2.2.3 Maximum Authorised Occupation of the HTA Ardennes

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

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

3 LOW FLYING AREAS

3.1 Areas

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

LFA01 - ARDENNES 01

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

LFA02 - ARDENNES 02

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

LFA03 - ARDENNES 03

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

LFA04 - ARDENNES 04

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500954N 0045424E - 501008N 0051653E - 495442N 0052348E - 494714N 0050434E - 495410N 0045336E - 500954N 0045424E. ⁽¹⁾	500FT AGL / 250FT AGL	Low level flights.	HX ⁽²⁾
(1) <u>TRA/TSA22</u> excl when active.			
(2) Activated by NOTAM. Can be activated MON to FRI (HOL excl), 0730-1100 (0630-1000) and 1230-1600 (1130-1500). No activation from 01 JUN till 15 SEP and during high intensity use of HTA Ardennes.			

LFA05 - ARDENNES 05

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
501008N 0051653E - 501059N 0053428E - 500000N 0054318E - 495442N 0052348E - 501008N 0051653E.	500FT AGL / 250FT AGL	Low level flights.	HX ⁽¹⁾
(1) Activated by NOTAM. Can be activated MON to FRI (HOL excl), 0730-1100 (0630-1000) and 1230-1600 (1130-1500). No activation from 01 JUN till 15 SEP and during high intensity use of HTA Ardennes.			

LFA06 - ARDENNES 06

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494714N 0050434E - 495442N 0052348E - 493826N 0053833E - 493514N 0053041E - 494520N 0051208E - 494714N 0050434E. ⁽¹⁾	500FT AGL / 250FT AGL	Low level flights.	HX ⁽²⁾
(1) <u>TRA/TSA22</u> excl when active.			
(2) Activated by NOTAM. Can be activated MON to FRI (HOL excl), 0730-1100 (0630-1000) and 1230-1600 (1130-1500). No activation from 01 JUN till 15 SEP and during high intensity use of HTA Ardennes.			

LFA07 - ARDENNES 07

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495442N 0052348E - 500000N 0054318E - 495117N 0054157E - 494211N 0054751E - 493826N 0053833E - 495442N 0052348E.	500FT AGL / 250FT AGL	Low level flights.	HX ⁽¹⁾
(1) Activated by NOTAM. Can be activated MON to FRI (HOL excl), 0730-1100 (0630-1000) and 1230-1600 (1130-1500). No activation from 01 JUN till 15 SEP and during high intensity use of HTA Ardennes.			

LFA11 - KOKSIJDE TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510521N 0023244E - 510700N 0020000E - 513000N 0020000E - 512223N 0032147E along the coastline - 512025N 0031344E - 512136N 0031339E - 512153N 0031118E - 512103N 0030959E - 511952N 0031055E along the coastline - 510521N 0023244E.	500FT AMSL / 10FT AMSL	Training area for helicopters and fixed-wing aircraft. ⁽¹⁾	HX ⁽²⁾
(1) Can be activated for rotary wing and fixed wing aircraft at the same time.			
(2) Activated by NOTAM.			

3.2 Booking procedures (MIL only)

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

COMOPSAIR may grant authorisation for operations with foreign fixed wing aircraft or helicopters (in LFA11). Requests shall be made by FAX/mail to the Military Aviation Authority (see GEN 1.1, § 1.1.2) at least 10 working days in advance.

3.2.1 Accessibility

The LFA are only accessible for operations involving Belgian Air Force fixed wing aircraft or helicopters (in LFA11). However, COMOPSAIR may grant authorisation for operations with foreign fixed wing aircraft or helicopters (in LFA11).

3.2.2 Subdivision of the LFA Ardennes

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

- LFA Ardennes West: LFA01 + LFA04 + LFA06
- LFA Ardennes East: LFA02 + LFA03 + LFA05 + LFA07
- LFA Ardennes North: LFA01 + LFA02 + LFA03
- LFA Ardennes South: LFA04 + LFA05 + LFA06 + LFA07

3.2.3 Maximum Authorised Occupation of the LFA Ardennes

Complete LFA Ardennes: 4 formations of 4 aircraft or 3 C-130 / A400M aircraft.

When using three or four areas or one grouped area: 2 formations of 4 aircraft or 2 C-130 / A400M aircraft.

3.3 Areas to be avoided in the LFA Ardennes (MIL only)

In addition to the areas situated within the LFA Ardennes specified in [ENR 5.1](#) and [ENR 5.2](#), following areas shall be avoided:

Below 2000FT AGL - 1NM radius

Arlon	494100N	0054900E
Barvaux / Durbuy	502100N	0052845E
Bastogne	500000N	0054300E
Beauraing	500630N	0045800E
Bertrix	495115N	0051515E
Bouillon	494800N	0050400E
Ciney	501800N	0050600E
Florenville	494200N	0051800E
Habay-la-Neuve	494400N	0053900E
Han-sur-Lesse	500700N	0051200E
Houffalize	500800N	0054725E
La Roche	501100N	0053500E
Malmedy	502530N	0060200E
Marche-en-Famenne	501330N	0052100E
Neufchâteau	495100N	0052600E
Rochefort	500930N	0051320E
Stavelot	502330N	0055600E
Sankt-Vith	501700N	0060700E
Vielsalm	501730N	0055500E

Below 2000FT AGL - 2NM radius

Dinant	501445N	0045450E
Saint-Hubert	500140N	0052230E

3.4 Limitations of Simulated Attacks (MIL only)

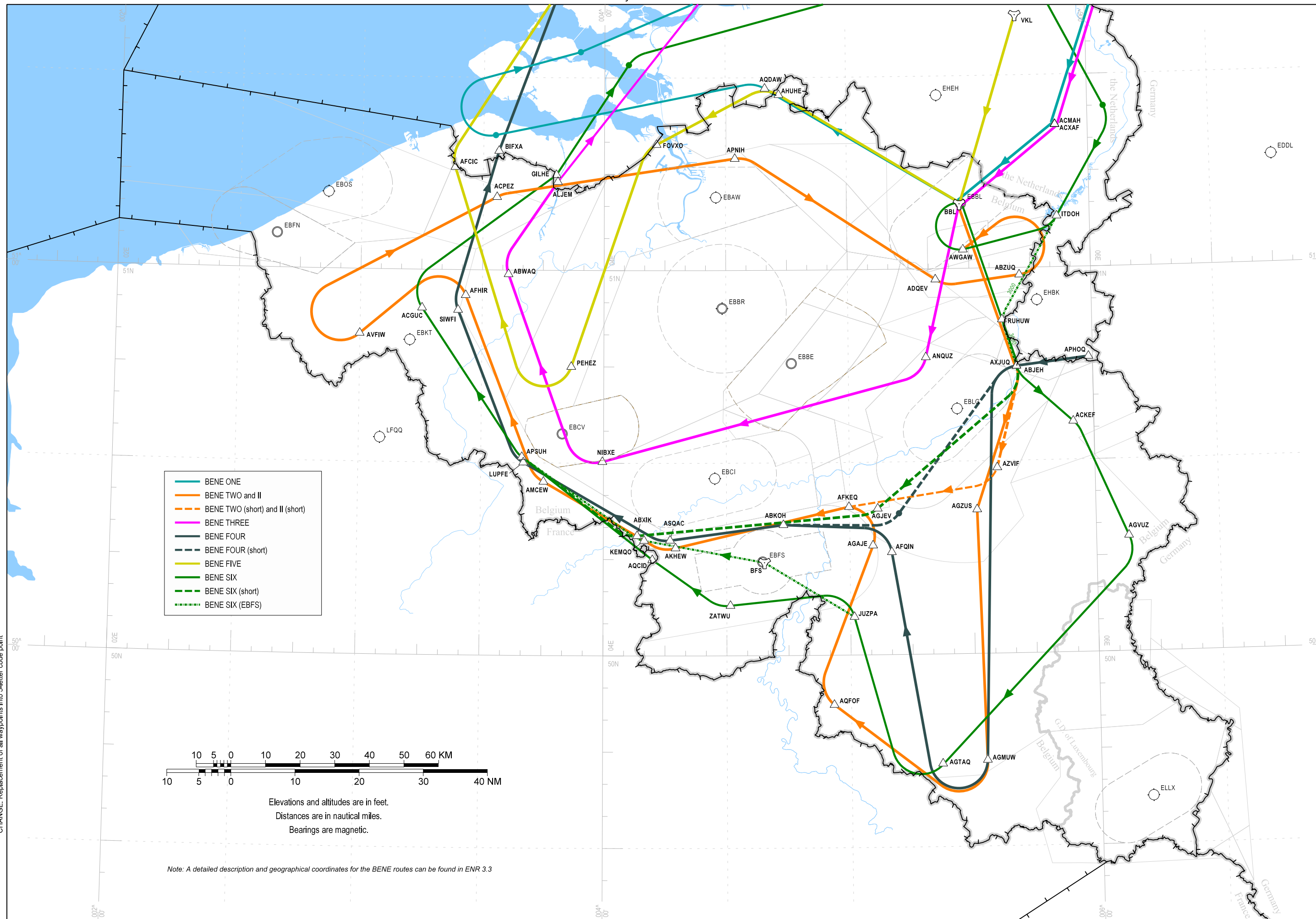
It is forbidden to simulate attacks on, even temporary, populated locations or on helicopter operating in the HTA.

4 AIR DEFENCE IDENTIFICATION ZONE

NIL

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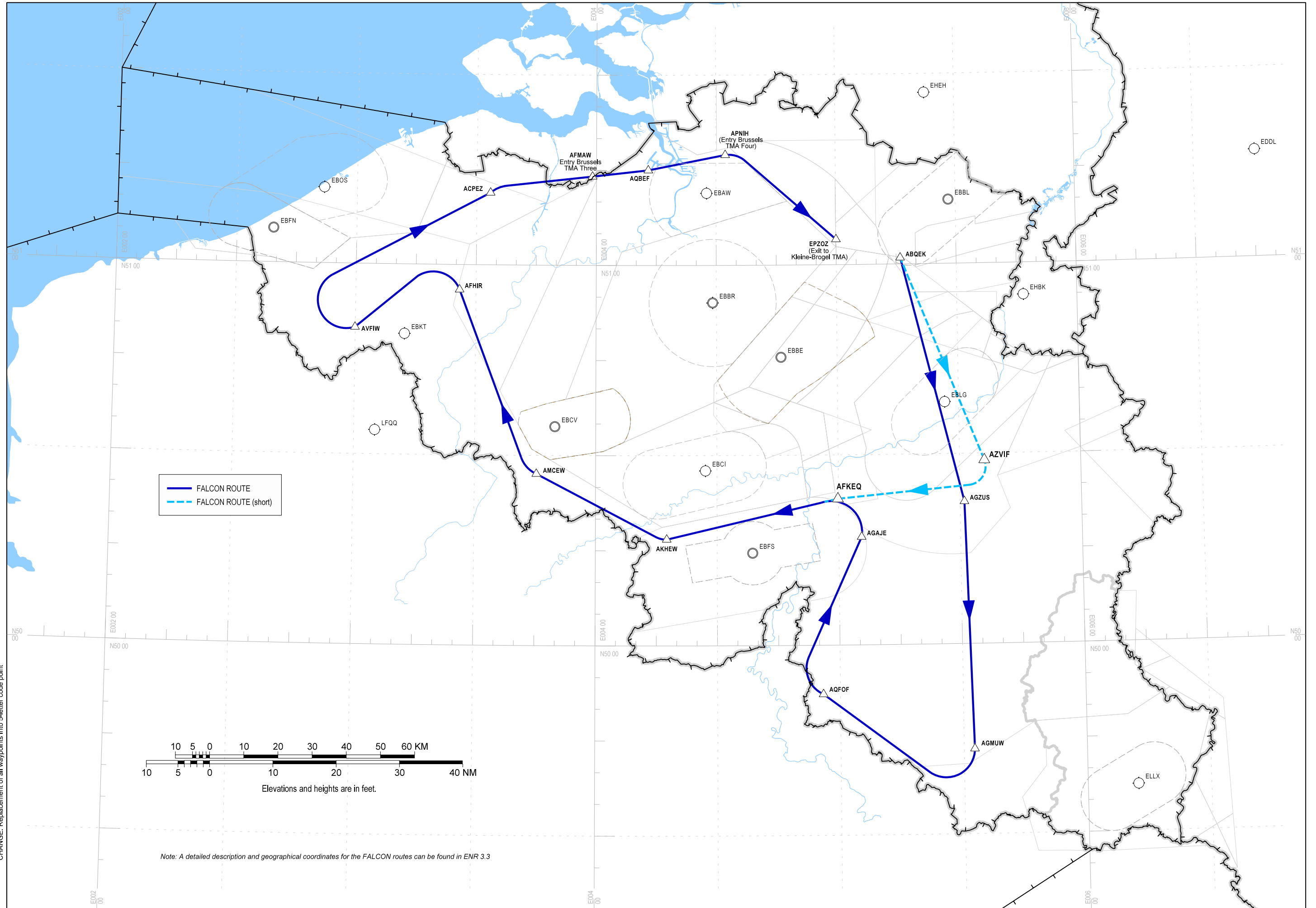
En-route Chart
Military Routes: BENE routes



CHANGE: Replacement of all waypoints into 5-letter code point

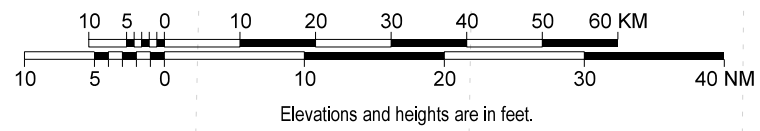
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Index Chart Military Routes: Falcon routes



CHANGE: Replacement of all waypoints into 5-letter code point

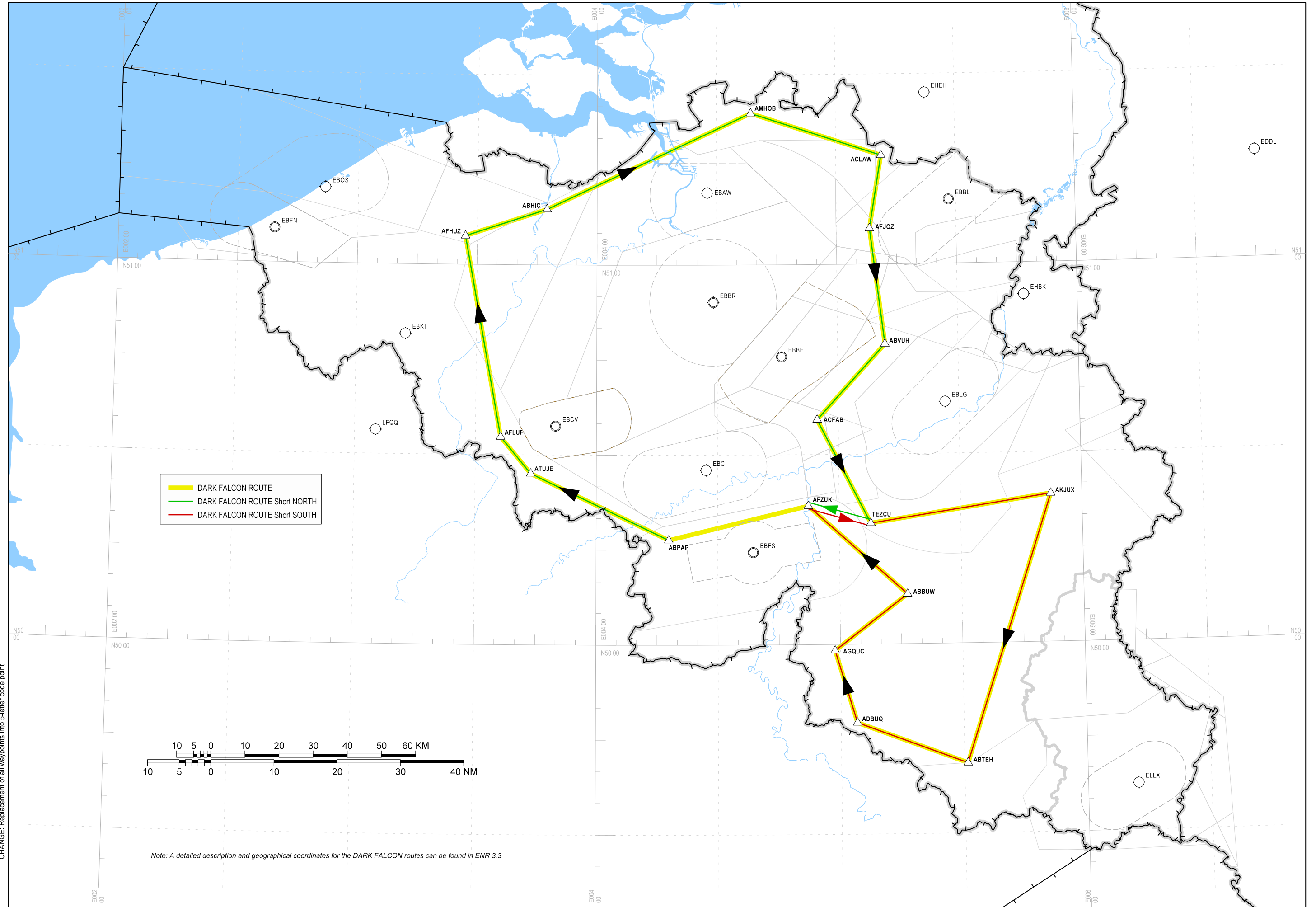
— FALCON ROUTE
- - - FALCON ROUTE (short)



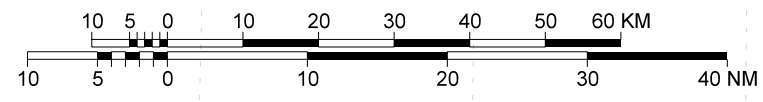
Note: A detailed description and geographical coordinates for the FALCON routes can be found in ENR 3.3

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Index Chart Military Routes: Dark Falcon routes



- DARK FALCON ROUTE
- DARK FALCON ROUTE Short NORTH
- DARK FALCON ROUTE Short SOUTH



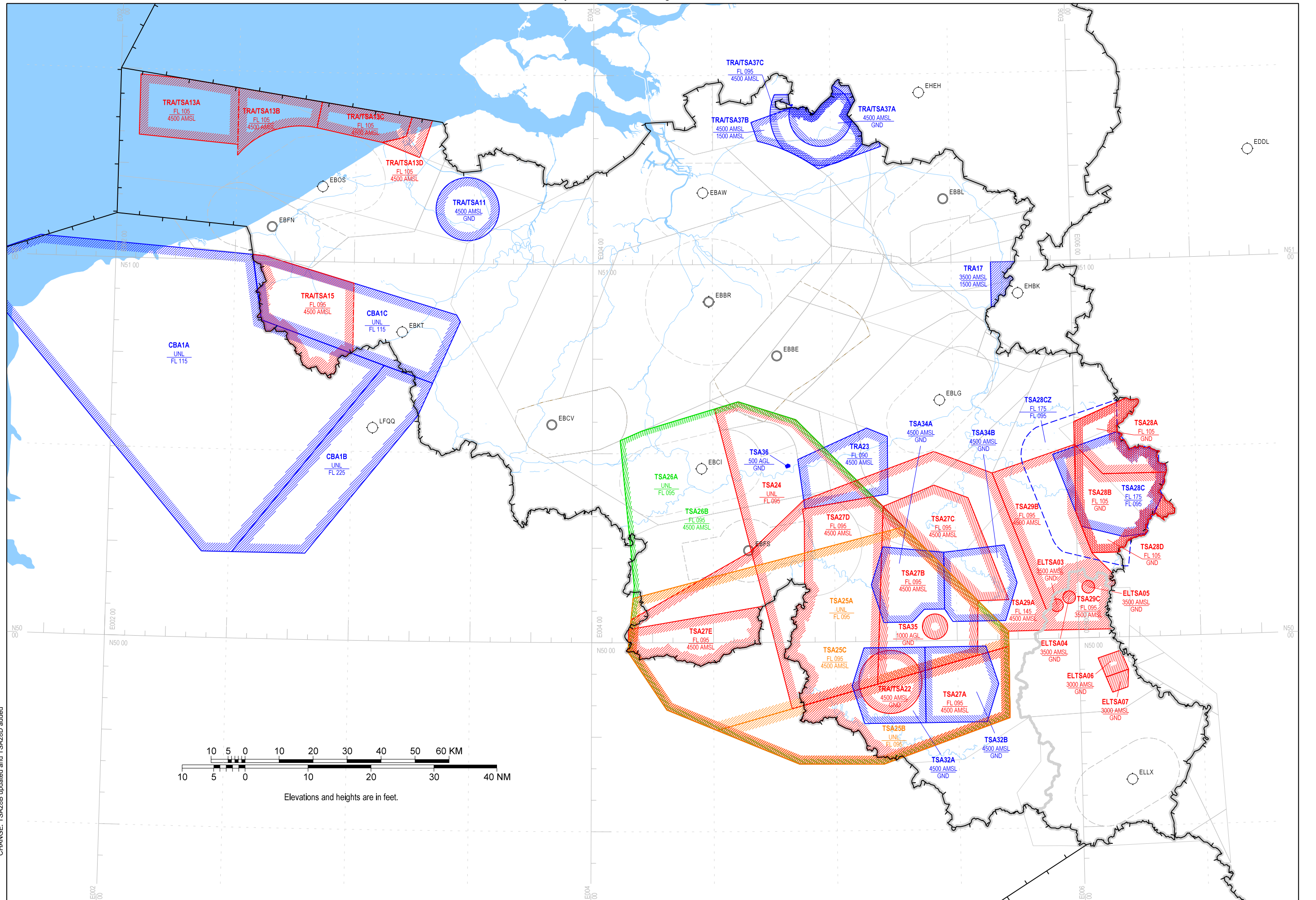
Note: A detailed description and geographical coordinates for the DARK FALCON routes can be found in ENR 3.3

CHANGE: Replacement of all waypoints into 5-letter code point

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Index Chart

Military Exercise and Training Areas: TRA and TSA



CHANGE: TSA28B updated and TSA28D added

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AD 0.6 Table of Contents to Part 3

AD 0 INTRODUCTION

AD 0.1 Preface

AD 0.2 Record of AIP Amendments

AD 0.3 Record of AIP Supplements

AD 0.4 Checklist of AIP Pages

AD 0.5 List of Hand Amendments to the AIP

AD 0.6 Table of Contents to Part 3

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 Aerodrome/Heliport Availability and Conditions of Use

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

AD 1.3 Index to Aerodromes and Heliports

AD 1.4 Grouping of Aerodromes / Heliports

AD 1.5 Status of Certification of Aerodromes

AD 2 PUBLIC AERODROMES

AD 2 MILITARY AERODROMES

AD 2 PRIVATE AERODROMES

AD 2 ULM AERODROMES

AD 2 PERSONAL AERODROMES

AD 3 MILITARY HELIPORTS

AD 3 HOSPITAL HELIPORTS

AD 3 PRIVATE HELIPORTS

AD 3 PERSONAL HELIPORTS

EBBR AD 2.11 Meteorological Information Provided

1	Associated MET Office	EBBR MET
2	Hours of service	H24
	MET Office outside hours	NIL
3	Office responsible for TAF preparation	EBBR
	Periods of validity	30HR
	Interval of issuance	6HR
4	Trend forecast	AVBL
	Interval of issuance	30MIN
5	Briefing / consultation provided	TEL
6	Flight documentation	Charts, abbreviated plain language text
	Languages used	En
7	Charts and other information available for briefing or consultation	Surface charts, altitude charts, prognostic altitude charts, prognostic chart of significant weather, tropopause and maximum wind chart
8	Supplementary equipment available for providing information	Weather radar and satellite imagery display, self-briefing terminal, FAX, real-time weather display
9	ATS units provided with information	Brussels TWR, Brussels APP and Brussels ACC
10	Additional information	<p>International aviation:</p> <p>TEL: +32 (0) 2 206 28 50</p> <p>FAX: +32 (0) 2 206 28 29</p> <p>VFR flights, gliding, ballooning:</p> <p>TEL: 0902 / 88 173 (CONSULTEL)</p> <p><i>Note: Communications automatically recorded on tape</i></p>

EBBR AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				RWY end COORD	
1	2	3	4	THR geoid undulation	5
01	014.43°	2987 x 50	120/F/A/W/T ASPH	505314.39N 0042929.68E	THR 174.8FT TDZ 174.8FT
				505446.54N 0043007.27E	
				149.2FT	
19	194.43°	2987 x 50	120/F/A/W/T ASPH	505439.64N 0043004.46E	THR 105.0FT TDZ 123.0FT
				505312.94N 0042929.09E	
				149.1FT	
07R	069.89°	3211 x 45	120/F/A/W/T ASPH	505321.89N 0042855.40E	THR 166.4FT
				505356.18N 0043123.84E	
				149.1FT	
25L	249.89°	3211 x 45	120/F/A/W/T ASPH	505356.18N 0043123.84E	THR 150.3FT TDZ 156.9FT
				505320.54N 0042849.54E	
				149.2FT	

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				RWY end COORD	
				THR geoid undulation	
1	2	3	4	5	6
07L	65.35°	3638 x 45	120/F/A/W/T ASPH	505400.54N 0042735.80E	THR 120.8FT
				505445.60N 0043011.75E	
				149.0FT	
25R	245.35°	3638 x 45	120/F/A/W/T ASPH	505441.57N 0042957.79E	THR 102.1FT TDZ 103.9FT
				505356.66N 0042722.38E	
				149.1FT	

RWY designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	Dimensions of RESA
7	8	9	10	11	12
01	-0.78%	NIL	NIL	3107 x 300	236 x 100
19	+0.78%	NIL	NIL	3107 x 300	158 x 100
07R	-0.15%	NIL	NIL	3331 x 300	153 x 90
25L	+0.15%	NIL	NIL	3331 x 300	107 x 90
07L	-0.21%	NIL	NIL	3758 x 300	175 x 90
25R	+0.21%	NIL	NIL	3758 x 300	516 x 90

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

- 2000FT QNH for RWY 01;
- 3000FT QNH for RWY 19.

After interception, the aircraft shall not descend below the GP.

3.2 Surveillance Radar Approach

Aircraft performing an SRA without ILS assistance, shall not descend below 2000FT QNH before 6NM from touchdown, nor fly thereafter below a descent path of 3°.

3.3 Visual Approach

Aircraft performing a visual approach without ILS or radar assistance, shall not descend below 1800FT QNH before intercepting the PAPI approach slope, nor fly below it thereafter.

3.4 Continuous Descent Operations (CDO)

When the traffic situation permits, ATC will facilitate continuous descent for all RWY.

Facilitation of CDO will be provided at ATC discretion only.

When vectoring for continuous descent, ATC will, as soon as practicable after first call on the APP frequency, provide distance from touchdown and an approval to descend at pilot's discretion. The phraseology "when ready, descend" shall be used.

CDO will not be facilitated in adverse weather conditions that may affect the approach (wind shear, thunderstorms, etc).

Subject to ATC instructions, inbound aircraft shall adopt a continuous descent profile - to the greatest possible extent compatible with safe operation of the aircraft - by employing minimum engine thrust, ideally in a low drag configuration, prior to the FAF/FAP.

Note: All noise abatement procedures for arrivals as well as the speed limitations in EBBR AD 2.22, § 2.1.3 remain applicable when performing CDO.

3.5 Speed Limitation

Aircraft being radar vectored shall reduce speed to 250KIAS when entering the radar vectoring area or when below FL 100.

3.6 Special Procedures for Arrivals between 2200 and 0459 (2100 and 0359)

Traffic leaving KERKY for approach to RWY 25L/R will not be cleared to descend below FL070 until crossing R-360 BUB or EGZOV unless for continuous descent operations (see § 3.4 above).

4 DEPARTURE PROCEDURES

4.1 General

The SID (see EBBR AD 2.22, § 3.2.1) constitute noise abatement procedures. It is therefore emphasized that pilots shall adhere to these routes as closely as performance permits. If unable to comply with these procedures, they shall advise ATC immediately.

4.2 Climb Gradient

In order to minimize noise nuisance, to clear obstacles in the departure area and for compliance with ATS airspace limits, aircraft shall maintain a net climb gradient of 7% MNM until passing 3200FT QNH. If unable to comply, pilots shall advise ATS accordingly when requesting start-up clearance.

4.3 Noise Abatement Take-off and Climb Procedures

The following operational noise abatement take-off procedures must be applied for outbound flights:

For turbo-jet aircraft:

- from take-off to 1700FT QNH:
 - take-off power;
 - take-off flaps;
 - climb to V2 + 10 to 20KT or as limited by body angle;
- at 1700FT QNH:
 - reduce thrust to not less than climb thrust;
- from 1700FT QNH to 3200FT QNH:
 - climb at V2 + 10 to 20KT;
- at 3200FT QNH:
 - accelerate smoothly to en-route climb speed with flaps retraction.

For propeller aircraft:

- from take-off to 1700FT QNH:
 - take-off power;
 - climb at maximum gradient compatible with safety;
 - speed not less than single engine climb speed, nor higher than best rate of climb speed;
- at 1700FT QNH:
 - reduce power to the maximum normal operating power (if this power has been used for showing compliance with the noise certification requirements) or to the maximum climb power;
- from 1700FT QNH to 3200FT QNH:
 - climb at the maximum gradients with reduced power, maintaining constant speed;
- at 3200FT QNH:
 - accelerate smoothly to en-route climb speed.

4.4 Speed Restrictions

Unless otherwise instructed by ATC for safety reasons, maximum speed below FL100 is 250KIAS or clean speed (V_{ZF}), whichever is higher.

4.5 Special Procedures for Aircraft with MTOW > 200T

When preferential runway system configuration RWY 25R/19 is in use for departures, the following aircraft shall use RWY 25R for departure, regardless of their destination.

ICAO aircraft type (see ICAO Doc 8643)						
A124	A332	A333	A342	A343	A345	A346
A351	A359	A388	AN22	B741	B742	B743
B744	B748	B74R	B74S	B764	B772	B773
B77L	B77W	B781	B788	B789	C5	C17
DC10	IL96	L101	MD11			

The table mentioned above is not limitative, the MTOW of the aircraft prevails.

4.6 Special Procedures for Departures between 2200 and 0459 (2100 and 0359)

All departures from RWY 25R shall start their take-off at the beginning of the runway and preferably an uninterrupted take-off from W41/W42 will be made.

EBBR AD 2.22 Flight Procedures

1 GENERAL

1.1 Aerodrome Minima

For specific landing minima, see charts:

- [AD 2.EBBR-IAC.01](#)
- [AD 2.EBBR-IAC.02](#)
- [AD 2.EBBR-IAC.08](#)
- [AD 2.EBBR-IAC.09](#)
- [AD 2.EBBR-IAC.10](#)

2 IFR FLIGHTS (INBOUND)

2.1 General

2.1.1 Aircraft Equipment

DME is compulsory for all inbound IFR traffic.

2.1.2 Radar Vectoring

Radar vectoring may be expected when crossing 30 DME BUB.

In case of radar vectoring, the intermediate approach procedure may be partially or completely omitted. The clearance limit assigned by Brussels ACC will then be replaced by a clearance to a final approach aid or radar vectors will be given to direct the aircraft to a position from where final approach can be started or a visual approach made.

2.1.3 Speed Limitations

In case of ILS approach following speed limits apply, unless otherwise instructed by ATC:

- 250KIAS below FL 100;
- 220KIAS or more from IAF until LOC interception;
- 160KIAS until OM (or 4NM from THR RWY 19)¹.

Aircraft unable to maintain these speeds shall advise Brussels ArrivalApproach on initial contact.

The speed limitations do not relieve pilots of their responsibility to observe any applicable noise abatement procedures (see [EBBR AD 2.21](#)).

- (1) Aircraft unable to maintain 160KIAS until OM (or 4NM from THR RWY 19) will not be accepted during periods 0700-0900 (0600-0800) and 1700-1930 (1600-1830) ATA.

2.2 Holding Patterns

The holding patterns shall be entered at 170KIAS MAX (aircraft CAT A/B) or 250KIAS MAX (aircraft CAT C/D).

ANTWERPEN

Fix	ANT DVOR/DME
Turn / inbound track (MAG)	Left / 117° (118.0° T)
Levels (MAX / MNM)	FL 140 / FL080
NAV Spec.	Conventional & RNAV1
Remarks	NIL

BRUNO

Fix	BUN DVOR/DME
Turn / inbound track (MAG)	Right / 115° (116.0° T)
Levels (MAX / MNM)	FL 140 / 3000FT QNH
NAV Spec.	RNAV1
Remarks	At ATC discretion only

FLORA

Fix	FLO DVOR/DME
Turn / inbound track (MAG)	Right / 308° (309.0° T)
Levels (MAX / MNM)	FL 140 / FL090 (FL060 when RWY 25R/L is used for landings)
NAV Spec.	RNAV1
Remarks	NIL

GOSLY

Fix	GSY DVOR/DME
Turn / inbound track (MAG)	Left / 358° (359.0° T)
Levels (MAX / MNM)	FL230 / FL 100
NAV Spec.	Conventional & RNAV1
Remarks	At ATC discretion only

KERKY

Fix	KERKY
Turn / inbound track (MAG)	Right / 100° (101.0° T)
Levels (MAX / MNM)	FL090 / 4000FT QNH
NAV Spec.	RNAV1
Remarks	NIL

RUDEL

Fix	RUDEL
Turn / inbound track (MAG)	Right / 165° (166.0° T)
Levels (MAX / MNM)	FL090 / 3000FT QNH
NAV Spec.	RNAV1
Remarks	At ATC discretion only

2.2.1 Waypoints

ID	LATITUDE	LONGITUDE
ANT	511125.7N	0042821.3E
BUN	510707.1N	0045031.6E
FLO	505236.0N	0050804.3E
GSY	502714.1N	0042629.0E
KERKY	505537.0N	0035933.4E
RUDEL	504101.4N	0041336.6E

2.2.2 Path Terminators

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

ANTWERPEN

ID	P/T	F/O	Course (°T)	Turn Dir.	ALT MNM	ALT MAX	Time	Speed limit (KTS)	NAV Spec	Remarks
ANT	HM	Y	118	L	FL 080	FL 140	1 MIN	-250	RNAV1	

BRUNO

ID	P/T	F/O	Course (°T)	Turn Dir.	ALT MNM	ALT MAX	Time	Speed limit (KTS)	NAV Spec	Remarks
BUN	HM	Y	116	R	3000 FT	FL 140	1 MIN	-250	RNAV1	ATC Discretion only

FLORA

ID	P/T	F/O	Course (°T)	Turn Dir.	ALT MNM	ALT MAX	Time	Speed limit (KTS)	NAV Spec	Remarks
FLO	HM	Y	309	R	FL 060	FL 140	1 MIN	-250	RNAV1	

GOSLY

ID	P/T	F/O	Course (°T)	Turn Dir.	ALT MNM	ALT MAX	Time	Speed limit (KTS)	NAV Spec	Remarks
GSY	HM	Y	359	L	FL 100	FL 230	1 MIN	-250	RNAV1	ATC Discretion only

KERKY

ID	P/T	F/O	Course (°T)	Turn Dir.	ALT MNM	ALT MAX	Time	Speed limit (KTS)	NAV Spec	Remarks
KERKY	HM	Y	101	R	4000 FT	FL 090	1 MIN	-250	RNAV1	

FT MIN ATC

RUDEL

ID	P/T	F/O	Course (°T)	Turn Dir.	ALT MNM	ALT MAX	Time	Speed limit (KTS)	NAV Spec	Remarks
RUDEL	HM	Y	166.0	R	3000 FT	FL 090	1 MIN	-250	RNAV1	ATC Discretion only

2.3 Approach Procedures

2.3.1 RNP RWY 01

2.3.1.1 Waypoints

	ID	LATITUDE	LONGITUDE
IAF/IF	BURUS	504251.5N	0042514.8E
FAF	BR01F	504751.1N	0042718.0E
MAPT	RW01	505314.39N	0042929.68E

2.3.1.2 Path Terminators

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

RNP RWY 01

#	ID	P/T	F/O	Course (°T) / Course °M	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)	TCH (FT)	NAV Spec	Remarks
1	BURUS	IF	N			+2000		-220			RNP APCH	IF
2	BR01F	TF	N	014.6 / 014		@2000	5.2				RNP APCH	FAF
3	RW01	TF	Y	014.4 / 013			5.6		3.00	52	RNP APCH	MAPT
4		CA		014.4 / 013		+1500					RNAV1	
5		VM		306.0 / 305	L	-4000					RNAV1	

ILS or LOC RWY 01

#	ID	P/T	F/O	Course (°T) / Course °M	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)	TCH (FT)	NAV Spec	Remarks
1	BURUS	IF	N			+2000					RNAV1	IF
2	FAF/FAP	ILS/LOC APCH										
3												
4		CA		014.4 / 013		+1500					RNAV1	
5		VM		306.0 / 305	L	-4000					RNAV1	

Note: The coding of the standard missed approach applies only for ILS, LOC, RNP to LNAV and LNAV/VNAV. After LPV final revert to conventional navigation.

2.3.2 RNP RWY 19

2.3.2.1 Waypoints

	ID	LATITUDE	LONGITUDE
IAF/IF	VAMVO	510712.8N	0043513.4E
FAF	BR19F	510317.82N	0043336.47E
MAPT	RW19	505439.64N	0043004.46E

2.3.2.2 Path Terminators

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

RNP RWY 19

#	ID	P/T	F/O	Course (°T) / Course °M	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)	TCH (FT)	NAV Spec	Remarks
1	VAMVO	IF	N			+3000		-220			RNP APCH	IF
2	BR19F	TF	N	194.6 / 194		@3000	4.1				RNP APCH	FAF
3	RW19	TF	Y	194.5 / 194			8.9		3.00	53	RNP APCH	MAPT
4		CA		194.4 / 193		+1100					RNAV1	
5		VM		046.0 / 045	L	-3000					RNAV1	

ILS or LOC RWY 19

#	ID	P/T	F/O	Course (°T) / Course °M	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)	TCH (FT)	NAV Spec	Remarks
1	VAMVO	IF	N			+3000		-220			RNAV1	IF
2	FAF/FAP	ILS/LOC APCH										
3												
4		CA		194.4 / 193		+1100					RNAV1	
5		VM		046.0 / 045	L	-3000					RNAV1	

Note: The coding of the standard missed approach applies only for ILS, LOC, RNP to LNAV and LNAV/VNAV. After LPV final revert to conventional navigation.

2.3.3 RNP RWY 25L

2.3.3.1 Waypoints

	ID	LATITUDE	LONGITUDE
IAF/IF	GIKNU	505737.7N	0044724.2E
FAF	B25LF	505552.2N	0043947.1E
MAPT	RW25L	505356.18N	0043123.84E

2.3.3.2 Path Terminators

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

RNP RWY 25L

#	ID	P/T	F/O	Course (°T) / Course °M	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)	TCH (FT)	NAV Spec	Remarks
1	GIKNU	IF	N			+2000		-200			RNP APCH	IAF/IF
2	B25LF	TF	N	250.0 / 249		@2000	5.1				RNP APCH	FAF
3	RW25L	TF	Y	250.0 / 249			5.6		3.00	59	RNP APCH	MAPT
4		CA		250.0 / 249		+700					RNAV1	
5		VM		106.0 / 105	L	-4000		185			RNAV1	

ILS CAT II & III or LOC X RWY 25L

#	ID	P/T	F/O	Course (°T) / Course °M	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)	TCH (FT)	NAV Spec	Remarks
1	GIKNU	IF	N			+2000		-200			RNAV1	IAF/IF
2	FAF/FAP	ILS/LOC APCH										
3												
4		CA		250.0 / 249		+700					RNAV1	
5		VM		106.0 / 105	L	-4000		-185			RNAV1	

ILS CAT II & III or LOC W RWY 25L

#	ID	P/T	F/O	Course (°T) / Course °M	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)	TCH (FT)	NAV Spec	Remarks
1	GIKNU	IF	N			+3000		-200			RNAV1	IAF/IF
2	FAF/FAP	ILS/LOC APCH										
3												
4		CA		250.0 / 249		+700					RNAV1	
5		VM		106.0 / 105	L	-4000		-185			RNAV1	

Note: The coding of the standard missed approach applies only for ILS, LOC, RNP to LNAV and LNAV/VNAV. After LPV final revert to conventional navigation.

2.3.4 RNP RWY 25R

2.3.4.1 Waypoints

	ID	LATITUDE	LONGITUDE
IAF/IF	UVETI	505914.0N	0044541.9E
FAF	B25RF	505705.9N	0043818.2E
MAPT	RW25R	505441.57N	0042957.79E

2.3.4.2 Path Terminators

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

RNP RWY 25R

#	ID	P/T	F/O	Course (°T) / Course °M	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)	TCH (FT)	NAV Spec	Remarks
1	UVETI	IF	N			+2000		-200			RNP APCH	IAF/IF
2	B25RF	TF	N	245.5 / 244		@2000	5.1				RNP APCH	FAF
3	RW25R	TF	Y	245.5 / 244			5.8		3.00	54	RNP APCH	MAPT
4		CA		245.5 / 244		+700					RNAV1	
5		VM		016.0 / 015	R	-3000					RNAV1	

ILS CAT II & III or LOC RWY 25R

#	ID	P/T	F/O	Course (°T) / Course °M	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)	TCH (FT)	NAV Spec	Remarks
1	UVETI	IF	N			+2000		-200			RNAV1	IAF/IF
2	FAF/FAP	ILS/LOC APCH										
3												
4		CA		245.5 / 244		+700					RNAV1	
5		VM		016.0 / 015	R	-3000					RNAV1	

Note: The coding of the standard missed approach applies only for ILS, LOC, RNP to LNAV and LNAV/VNAV. After LPV final revert to conventional navigation.

2.3.5 Standard Instrument Arrivals

STAR have been established as shown on the STAR charts (see [EBBR AD 2.24](#)) 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.

Depending on traffic conditions (LVO in progress, etc.), ATC may clear traffic to hold at GSY DVOR/DME. At EAT, such traffic will be re-cleared for a standard approach or will be radar vectored for sequencing.

2.3.5.1 Route Description

Designator	Description	Remarks
BATTY6A	RNAV1: BATTY - FLO[F070+]	When RWY 25R/L is in use for landing, TFC shall endeavour to cross IAF FLO at FL 080 MAX.
LNO5A	RNAV1: LNO - FLO[F070+]	When RWY 25R/L is in use for landing, TFC shall endeavour to cross IAF FLO at FL 080 MAX.
ARVOL8A	RNAV1: ARVOL - AKOVI[F090+] - RODRI[F090+] - KERKY[F070+]	NIL
ARVOL8B	RNAV1: ARVOL - CIV - HUL - FLO[F070+]	ATC Discretion only
TULNI8A	RNAV1: TULNI - AKOVI[F90+; L] - RODRI - KERKY[F070+]	To be used only when MIL activities permit.
TULNI8B	RNAV1: TULNI - CIV[F090+; L] - HUL - FLO[F070+]	ATC Discretion only
KOK8A	RNAV1: KOK - KERKY[F070+]	NIL
WOODY8A	RNAV1: WOODY - BR202[L] - ANT[F070+]	NIL
WOODY4B	RNAV1: WOODY - NIK - KERKY[F080+]	ATC Discretion only
BEKEM8A	RNAV1: BEKEM - BR203[L] - ANT[F070+]	NIL
BEKEM4B	RNAV1: BEKEM - NIK[L] - KERKY[F080+]	ATC Discretion only

2.3.5.2 Waypoint Information

ID	Latitude	Longitude	Fly-over
AFI	505427.6N	0040820.3E	N
AKOVI	504450.0N	0034307.0E	N
ANT	511125.7N	0042821.3E	N
ARVOL	503245.0N	0032949.0E	N
BATTY	503857.0N	0055055.6E	N
BEKEM	512556.0N	0043448.7E	N
BUB	505408.4N	0043217.1E	N
BUN	510707.1N	0045031.6E	N
BR202	511544.3N	0041526.8E	N
BR203	511448.1N	0041815.6E	N
BURUS	504251.5N	0042514.8E	N
CIV	503426.3N	0034958.4E	N
DIK	495140.7N	0060747.1E	N
DIKBO	505849.2N	0045234.1E	N
EGZOV	510303.3N	0043217.1E	N
FLO	505236.0N	0050804.3E	N
GIKNU	505737.7N	0044724.2E	N
GSY	502714.1N	0042629.0E	N
HUL	504458.1N	0043829.9E	N
INRAB	510613.7N	0044114.6E	N
KERKY	505537.0N	0035933.4E	N
KOK	510540.9N	0023905.9E	N
LEBVU	505419.2N	0041934.0E	N
LNO	503509.3N	0054237.0E	N
MAKOB	503726.4N	0042548.9E	N
NAXOD	510101.4N	0045154.3E	N

NIK	510954.29N	0041102.2E	N
OKLUP	510525.3N	0044252.5E	N
REMBA	503944.0N	0045450.5E	N
RODRI	505236.0N	0035146.4E	N
RUDEL	504101.4N	0041336.6E	N
TULNI	503327.0N	0031656.0E	N
UMPES	510355.6N	0044548.3E	N
VAMVO	510712.8N	0043513.4E	N
WOODY	512420.4N	0042159.3E	N
ZAGRE	505638.0N	0045802.1E	N

2.3.5.3 Suggested Database Coding

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

BATTY6A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec
1	BATTY	IF	N						RNAV1
2	FLO	TF	N	296.9		FL 070+	30.5		RNAV1

LNO5A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec
1	LNO	IF	N						RNAV1
2	FLO	TF	N	308.7		FL 070+	28.0		RNAV1

ARVOL8A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec
1	ARVOL	IF	N						RNAV1
2	AKOVI	TF	N	034.9		FL 090+	14.8		RNAV1
3	RODRI	TF	N	035.2		FL 090+	9.5		RNAV1
4	KERKY	TF	N	058.4		FL 070+	5.8		RNAV1

ARVOL8B

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec
1	ARVOL	IF	N						RNAV1
2	CIV	TF	N	082.4			13.0		RNAV1
3	HUL	TF	N	070.8			32.6		RNAV1
4	FLO	TF	N	067.7		FL 070+	20.3		RNAV1

TULNI8A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec
1	TULNI	IF	N						RNAV1
2	AKOVI	TF	N	055.5	L	FL 090+	20.2		RNAV1
3	RODRI	TF	N	035.2			9.5		RNAV1
4	KERKY	TF	N	058.4		FL 070+	5.8		RNAV1

TULNI8B

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec
1	TULNI	IF	N						RNAV1
2	CIV	TF	N	087.3	L	FL 090+	21.1		RNAV1
3	HUL	TF	N	070.8			32.6		RNAV1
4	FLO	TF	N	067.7		FL 070+	20.3		RNAV1

KOK8A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec
1	KOK	IF	N						RNAV1
2	KERKY	TF	N	100.7		FL 070+	51.8		RNAV1

WOODY8A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec
1	WOODY	IF	N						RNAV1
2	BR202	TF	N	205.5	L		9.5		RNAV1
3	ANT	TF	N	117.9		FL 070+	9.2		RNAV1

WOODY4B

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec
1	WOODY	IF	N						RNAV1
2	NIK	TF	N	205.5			16.0		RNAV1
3	KERKY	TF	N	206.9		FL 080+	16.0		RNAV1

BEKEM8A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec
1	BEKEM	IF	N						RNAV1
2	BR203	TF	N	223.1	L		15.2		RNAV1
3	ANT	TF	N	118.0		FL 070+	7.2		RNAV1

BEKEM4B

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec
1	BEKEM	IF	N						RNAV1
2	NIK	TF	N	223.1	L		21.9		RNAV1
3	KERKY	TF	N	206.9		FL 080+	16.0		RNAV1

2.3.5.4 RNAV Transitions**2.3.5.4.1 RNAV Transitions RWY 01****ANT1E**

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	ANT	IF	N			+FL 080			RNAV1	
2	AFI	TF	N	216.8		+3000	21.2		RNAV1	
3	RUDEL	TF	N	166.0	L	+2200	13.9	-220	RNAV1	
4	BURUS	TF	N	076.0		+2000	7.6		RNAV1	IAF/IF

DIK1E - ATC Discretion only

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	DIK	IF	N						RNAV1	
2	GSY	TF	N	299.3			74.2		RNAV1	
3	MAKOB	TF	N	357.6			10.2		RNAV1	
4	BURUS	TF	N	356.2		+2000	5.4		RNAV1	IAF/IF

FLO1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	FLO	IF	N			+FL 090			RNAV1	
2	BUB	TF	N	274.1			22.7		RNAV1	
3	AFI	TF	N	274.1		+3000	15.2		RNAV1	
4	RUDEL	TF	N	166.0	L	+2200	13.9	-220	RNAV1	
5	BURUS	TF	N	076.0		+2000	7.6		RNAV1	IAF/IF

KERKY1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	KERKY	IF	N			+4000			RNAV1	
2	AFI	TF	N	101.7		+3000	5.7		RNAV1	
3	RUDEL	TF	N	166.0	L	+2200	13.9	-220	RNAV1	
4	BURUS	TF	N	076.0		+2000	7.6		RNAV1	IAF/IF

REMBA1E - ATC Discretion only

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	REMBA	IF	N			+FL 090			RNAV1	
2	MAKOB	TF	N	263.1	R		18.6		RNAV1	
3	BURUS	TF	N	356.2		+2000	5.4		RNAV1	IAF/IF

2.3.5.4.2 RNAV Transitions RWY 19**ANT1F**

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	ANT	IF	N			+FL 080			RNAV1	
2	LEBVU	TF	N	198.0			18.0		RNAV1	
3	BUB	TF	N	091.2	L		8.1		RNAV1	
4	UMPES	TF	N	041.0			13.0	-240	RNAV1	
5	INRAB	TF	N	308.7	L		3.7	-220	RNAV1	
6	VAMVO	TF	N	284.6		+3000	3.9	-220	RNAV1	IAF/IF

BUN1F - ATC Discretion only

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	BUN	IF	N			+3000			RNAV1	
2	VAMVO	TF	N	270.7		+3000	9.6	-220	RNAV1	IAF/IF

FLO1F

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	FLO	IF	N			+FL 090			RNAV1	
2	UMPES	TF	N	309.0			18.1	-240	RNAV1	
3	INRAB	TF	N	308.7	L		3.7	-220	RNAV1	
4	VAMVO	TF	N	284.6		+3000	3.9	-220	RNAV1	IAF/IF

KERKY1F

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	KERKY	IF	N			+4000			RNAV1	
2	AFI	TF	N	101.7			5.7		RNAV1	
3	LEBVU	TF	N	091.1			7.1		RNAV1	
4	BUB	TF	N	091.2	L		8.1		RNAV1	
5	UMPES	TF	N	041.0			13.0	-240	RNAV1	
6	INRAB	TF	N	308.7	L		3.7	-220	RNAV1	
7	VAMVO	TF	N	284.6		+3000	3.9	-220	RNAV1	IAF/IF

2.3.5.4.3 RNAV Transitions RWY 25L

Only the transition FLO1H or vectoring to DIKBO is allowed to ILS/LOC W RWY25L.

KERKY1H

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	KERKY	IF	N			+4000			RNAV1	
2	EGZOV	TF	N	070.0			22.0		RNAV1	
3	OKLUP	TF	N	070.4			7.1	-230	RNAV1	
4	BUN	TF	N	070.5		+3000	5.1	-230	RNAV1	
5	NAXOD	TF	N	171.9	R		6.2	-230	RNAV1	
6	GIKNU	TF	N	220.0		+2000	4.4	-200	RNAV1	IAF/IF

KERKY1J

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	KERKY	IF	N			+4000			RNAV1	
2	EGZOV	TF	N	070.0			22.0		RNAV1	
3	OKLUP	TF	N	070.4			7.1	-230	RNAV1	
4	GIKNU	TF	N	159.8		+2000	8.3	-200	RNAV1	IAF/IF

FLO1H

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	FLO	IF	N			+FL 060			RNAV1	
2	ZAGRE	TF	N	302.5		+4000	7.5		RNAV1	
3	DIKBO	TF	N	302.4		+3000	4.1	-220	RNAV1	
4	GIKNU	TF	N	250.0		+2000	3.5	-200	RNAV1	IAF/IF +3000 FT for transition to ILS/LOC W RWY25L

ANT1H

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	ANT	IF	N			+FL 080			RNAV1	
2	BUN	TF	N	107.0		+3000	14.6	-230	RNAV1	
3	NAXOD	TF	N	171.9			6.2	-230	RNAV1	
4	GIKNU	TF	N	220.0		+2000	4.4	-200	RNAV1	IAF/IF

2.3.5.4.4 RNAV Transitions RWY 25R

KERKY1R

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	KERKY	IF	N			+4000			RNAV1	
2	EGZOV	TF	N	070.0			22.0		RNAV1	
3	OKLUP	TF	N	070.4			7.1	-230	RNAV1	
4	BUN	TF	N	070.5		+3000	5.1	-230	RNAV1	
5	NAXOD	TF	N	171.9	R		6.2	-230	RNAV1	
6	UVETI	TF	N	245.5		+200	4.3	-200	RNAV1	IAF/IF

KERKY1S

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	KERKY	IF	N			+4000			RNAV1	
2	EGZOV	TF	N	070.0			22.0		RNAV1	
3	OKLUP	TF	N	070.4			7.1	-230	RNAV1	
4	UVETI	TF	N	163.9	R	+2000	6.4	-200	RNAV1	IAF/IF

FLO1R

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	FLO	IF	N			+FL 060			RNAV1	
2	ZAGRE	TF	N	302.5		+4000	7.5		RNAV1	
3	DIKBO	TF	N	302.4		+3000	4.1	-220	RNAV1	
4	UVETI	TF	N	275.5		+2000	4.4	-200	RNAV1	IAF/IF

ANT1R

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)	NAV Spec.	Remarks
1	ANT	IF	N			+FL 080			RNAV1	
2	BUN	TF	N	107.0		+3000	14.6	-230	RNAV1	
3	NAXOD	TF	N	171.9			6.2	-230	RNAV1	
4	UVETI	TF	N	245.5		+2000	4.3	-200	RNAV1	IAF/IF

2.3.6 Surveillance Radar Approach

SRA is available on all runways and will be terminated either:

- at a distance of 2NM (RWY 01, 19, 25L/R) or 3NM (RWY 07L/R) from threshold;
- before the aircraft enters an area of continuous radar clutter;
- when the aircraft reports that a visual approach can be made.

The aircraft will be informed at regular intervals of its position relative to the extended RCL and heading corrections will be given as necessary. The distance from THR will be passed on at each NM.

The levels through which the aircraft should be passing to maintain the glide path (3° or 5.2% on all runways) will also be passed on at each NM:

DIST to THR (NM)	Altitude (FT)					
	RWY 01	RWY 07L	RWY 07R	RWY 19	RWY 25L	RWY 25R
6	2000	2000	2000	2000	2000	2000
5	1800	1800	1800	1800	1800	1800
4	1500	1500	1500	1400	1500	1400
3	1200	1100	1200	1100	1200	1100
2	900	NIL	NIL	800	800	800

RWY	THR ELEV (FT)	INBD track (MAG)	DIST from FAF to THR (NM)	DIST from MAPT to THR (NM)	OCA (OCH) (FT)
01	175	013°	6	2	880 (700)
07L	121	064°	6	3	1030 (900)
07R	166	069°	6	3	1030 (860)
19	105	193°	6	2	800 (690)
25L	150	249°	6	2	800 (640)
25R	102	244°	6	2	800 (690)

2.3.7 Circling Approach

Circling approaches are prohibited.

2.3.8 Simultaneous Dependent Instrument Approaches on RWY 25L and 25R (SIMDEP)

Simultaneous dependent instrument approaches may be performed on RWY 25L and 25R in all meteorological conditions, provided that radio, radar and ILS equipment (both airborne and on the ground) are fully serviceable.

ATC will provide following separations:

- a minimum 1000FT vertical separation between aircraft during turn-on to the LOC course until interception;
- a minimum staggered radar separation of 2NM between aircraft established on the adjacent LOC. Minimum ICAO standard separations will continue to be applied between aircraft on the same LOC course.

The ATIS broadcast will include the following message: "Vectoring for simultaneous dependent ILS approach." When receiving this information, pilots shall advise ATC of the unavailability of any equipment needed to perform the approach.

Each pilot will be informed by Brussels APP of the assigned runway and shall acknowledge receipt of the message. The assigned runway will be repeated by ATC with the instruction for ILS interception.

Depending on traffic conditions, aircraft may be vectored to one of both LOC courses for a straight-in approach. If, for any reason, a vectored aircraft does not receive LOC interception instructions, the pilot will perform interception of the LOC serving the assigned runway by himself. In any case, pilots shall execute a precise interception, without overshooting the LOC axis. If overshoot occurs, ATC will instruct to return to the LOC course immediately.

Any undue track variation in relation to the LOC axis or any equipment malfunctioning shall be reported to ATC immediately, together with any decision to perform a missed approach. ATC will radar monitor the missed approach and transmit instructions to start a new approach.

2.3.9 Simultaneous Independent Instrument Approaches on RWY 25L and 25R (SIMINDEP)

Simultaneous independent instrument approaches without radar separation between aircraft on the adjacent runway centre lines may be performed on RWY 25L and 25R in all meteorological conditions, provided that following conditions are met:

- no adverse weather, such as wind shear, severe turbulence, thunderstorms,... is reported which might increase ILS LOC course deviations;
- radio, radar and ILS equipment (LOC, GP, DME and markers) are fully serviceable, both airborne and on ground.

ATC will provide following separations:

- a radar separation of at least 3NM and/or 1000FT vertical separation during turn-on to the LOC course until both aircraft are stabilized on the LOC course;
- 1000FT minimum vertical separation between aircraft established on adjacent LOC until **14NM** from touchdown;
- minimum ICAO standard separations will continue to be applied between aircraft on the same LOC course.

Note 1: No Transgression Zone (NTZ): A corridor of airspace of defined dimensions located centrally between the two extended runway centre lines where a penetration by an aircraft requires a controller intervention to manoeuvre any threatened aircraft on the adjacent approach.

Note 2: An aircraft established on ILS LOC course is separated from another aircraft established on an adjacent parallel ILS LOC course, provided neither aircraft penetrates the NTZ as depicted on the radar display.

Following procedures apply:

- a. the ATIS broadcast will include the following message: "Vectoring for simultaneous independent ILS approach in progress - ILS 25R 108.9; ILS 25L 110.35." When informed by ATIS that SIMINDEP are in progress, pilots will advise ATC of any unavailability of required equipment;
- b. each pilot will be informed by Brussels APP of the assigned runway for landing and shall acknowledge receipt of the message. The assigned runway (25L or 25R) will be repeated by the controller with the instruction for ILS interception;
- c. pilots experiencing radio-communication failure before runway assignment shall execute an ILS approach on RWY 25L;
- d. if - for any reason - an aircraft being radar vectored does not receive LOC interception instructions, the pilot shall intercept the ILS/LOC course serving the **assigned** runway by himself;
- e. pilots shall execute precise LOC interception (not overshooting the LOC axis);
- f. if an aircraft is observed to overshoot the assigned LOC course during its turn to final on the assigned runway, the pilot will be instructed to return to the LOC course immediately;
- g. when an aircraft is observed penetrating the NTZ, the aircraft on the adjacent LOC course will be immediately cleared by the appropriate controller to climb and turn away (45° MAX) from penetrating aircraft;
- h. any undue track variation in relation to the LOC axis or any equipment malfunction shall be reported immediately to ATC, together with any decision to perform a missed approach. ATC will exercise radar monitoring of the missed approach and will transmit instructions to start a new approach.

2.4 Missed Approach

Unless instructed otherwise by Brussels TWR or Brussels APP, the missed approach procedures as published on the instrument approach charts (see [EBBR 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

3.1.1 Airport Collaborative Decision Making (A-CDM)

CDM is part of the European programme "Single European Sky" to optimize airspace and airport operations. Major European airports started implementing local CDM-programmes (A-CDM) which will become a harmonized procedure in Europe.

A-CDM is about partnership at airports between Airport Operations, Air Traffic Control, Aircraft Operators, Slot Coordinator and Ground Handlers. Emphasis is put on:

- linking the inbound, turn-round and outbound processes;
- the sharing of the right information at the right time to the right people best placed to act upon it; and
- the improved flight operational data exchange between airports and the ATFM-Network.

3.1.1.1 CDM-Procedures

3.1.1.1.1 Flight Plan Check

The ATC FPL-originator needs to check if the flight has a valid airport slot and that the scheduled departure time of the related ATC flight plan is in line with the Airport Slot. If they do not correspond, the contact address will be informed together with the request to coordinate the times. The CDM-process may be blocked if the flight is not coordinated according the rules and the flight plan may be rejected (no TSAT) if the air carrier intends to take off without having an airport slot allocated by the Brussels Slot Coordinator (*EC-Regulation N°793/2004 amending Council Regulation 95/93 on common rules for the allocation of slots at Community Airports, §14.1*).

Filing and updating a flight plan is and remains the responsibility of the Aircraft Operator. He may delegate these tasks to his accredited Handling Agent.

3.1.1.1.2 TOBT-TSAT Procedure

INFO from airline / handler	TOBT	Target off block time: confirmation of estimated ready time
INFO from ATC	TSAT	Target start-up approval time, based on TOBT or EOBT (if TOBT not AVBL): sequenced off block time

TOBT represents the time that an Aircraft Operator or Handling Agent estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push-back vehicle available, ready to start-up immediately and push-back within 5MIN after reception of start-up clearance from Tower.

TSAT is issued by ATC and represents the time at which an aircraft can expect start-up taking into account the ATFM restrictions and local constraints. ATC sequences the departures based on TOBT.

TSAT will be calculated from TOBT-25MIN onwards. Changes to the TOBT do not affect the TSAT in general, as long as the newly calculated TOBT is not later than TSAT. However it is of the utmost importance that a TOBT reflects the potential readiness of the aircraft since it is the basis for the determination of TSAT.

3.1.1.1.3 *Actions by Cockpit Crew*

Pilots at a stand with a Docking Guidance System display (e.g. Pier A&B, P60): TOBT is displayed from EOBT-20MIN onwards and TSAT appears at TOBT-5MIN.

Pilots at a stand with no Docking Guidance System display (e.g. on remote stands): TOBT can be obtained from the Redcap/Loadmaster and the TSAT becomes available at Brussels Delivery on *FREQ 121.955 (8.33 KHZ CH)* from approximately TOBT-10MIN onwards.

Start-up shall be requested from Brussels Delivery on *FREQ 121.955 (8.33 KHZ CH)* or via Digital Data Link (see below, § 3.1.2) in accordance with the related *TSAT±5MIN* (TSAT takes the ATFM-slot into consideration, if any). Early requests without flight plan update are only allowed as of EOBT minus 15MIN. The start-up request shall only be made when the aircraft is "ready" (see TOBT-definition) and when push-back (if required) becomes available. Pilots must check the push-back availability before requesting start-up.

If the flight is not ready at *TSAT+5MIN*, ATS will issue a new TSAT only after receipt of an updated EOBT (or TOBT). The IATA-delay code becomes "code 61".

Aircraft requiring full runway length shall include this in their start-up request. Pilots are reminded that noise abatement procedures affecting some runway distances remain to be adhered to (see EBBR AD 2.21, § 4.5).

The request for push-back and/or taxi shall be done on the GND frequency within 5MIN after reception of start-up clearance. TWR shall be advised if the latter is not possible and delay is expected. Otherwise, the TOBT will be deleted and must be entered again. If pilot does not call at *TSAT+5MIN*, ATC will issue a new TSAT only after receipt of an updated EOBT(or TOBT).

The push-back sequence of the handling agent is based on TSAT, not on TOBT. The push-back vehicle will become available at *TSAT-5MIN*.

3.1.1.1.4 *Actions by Airline Representative or Handling Agent*

The first TOBT is triggered automatically at EOBT-2H and copies the value of EOBT.

Until the Target Start-Up Approval Time (TSAT) has been issued, the TOBT can be corrected as often as desired.

If the TOBT cannot be adhered to, it must be corrected by the TOBT responsible person.

As the TOBT is triggering additional processes at the airport, TOBT adaptations shall be done as soon as possible. If a flight is to be withdrawn from the TOBT and/or TSAT calculation, the TOBT shall be cancelled. To set this process in motion again, the TOBT shall be filed anew. It is still mandatory to send a delay message to the IFPS if the EOBT deviates by 15MIN or more.

Note: Restricted flights should not update their EOBT/TOBT in function of the related CTOT.

Aircraft Operators shall communicate known or expected delays to their Handling Agent and the Airport Partners well in advance.

In case of changing the aircraft and filing a change message (CHG-type / registration), the original TOBT will be retained.

3.1.1.1.5 *Actions by ATC*

The TOBT received by Brussels Delivery is processed and results in a TSAT, which can never be earlier than TOBT. Start-up approval will only be granted from *TSAT-5MIN* till *TSAT+5MIN*.

3.1.1.2 **CDM alerts**

An alert mechanism monitors expected upcoming events to trigger data updates and consistency. These alert messages will be sent via the A-CDM Information Sharing Platform and are classified into 3 classes, sorted in decreasing priority:

- Primary Alert;
- Secondary Alert; and
- Advisory Alert

React onto the alerts as required.

3.1.1.3 **Coordination with Eurocontrol NM**

A permanent and fully automatic data exchange with the Eurocontrol NM (Network Management) is established. This data transfer enables highly accurate early predictions of landing and departure times. Furthermore, this allows for more accurate and efficient calculation of the CTOT due to the use of local target take-off times.

The following system-to-system messages are used:

- Flight Update Message (FUM);
- Early Departure Planning Information Message (E-DPI);
- Target Departure Planning Information Message (T-DPI);
 - T-DPI-t is based on the TOBT and related updates;
 - T-DPI-s is based on TSAT and related updates;

- ATC Departure Planning Information Message (A-DPI);
- Cancel DPI (C-DPI).

The first DPI (E-DPI) is based on the Estimated Off-Block Time (=STD) and confirms the validity of the Airport Slot against a flight plan. The target DPIs are triggered by TOBT/TSAT and provide Target Take-Off Times, used to re-assess the impact on the Network. The final DPI is sent at Actual Off-Block Time and freezes the ATFM-slot.

The basic Eurocontrol NM procedures continue to apply. The Eurocontrol NM will generally take these local target take-off times into consideration and will try to adjust the CTOT accordingly, if possible.

3.1.1.4 **De-icing and A-CDM**

EBBR has implemented the de-icing milestones in its A-CDM program, indicating start/end times and duration of de-icing. This means that for both on-stand and remote de-icing the de-icing operations are always excluded out of TOBT.

On-stand de-icing

Whenever a flight has been flagged for on-stand de-icing, the TSAT will be based on the Estimated End of De-icing Time (EEZT) instead of the TOBT.

The EEZT is a calculated element, derived from the ground handler's estimation of the start of de-icing (ECZT) + the expected duration of the de-icing job (EDIT). An update of the EEZT is provided when the de-icing job actually starts (ACZT).

Remote de-icing

Whenever a flight has been flagged for remote de-icing, the TSAT will be based on the ground handler's estimation of the start of the de-icing (ECZT) at the platform, taking into account the taxi time to the platform + a standard queueing time.

Pre de-icing

Flights that are flagged for pre de-icing are exempted from having to share the de-icing milestones.

Cancellation of de-icing

De-icing can be cancelled at any time after having been flagged for either on-stand or remote de-icing. When de-icing is requested again after cancellation, the process as described above has to be initiated again.

3.1.2 **Data Link Clearance Delivery Service (DCL)**

3.1.2.1 **General**

A DCL through Digital Data Link is implemented at Brussels TWR. The system, implemented through ACARS, uses the SITA network, which complies with the requirements and recommendations of *EUROCAE Document ED-85*.

To use DCL via Data Link, the user should have certified on-board equipment according to the recommendations of *Document ED-85* and comply with the entire operational procedure that overcomes the risk identified by *Document ED-85*.

In order to be authorized to use Brussels DCL, operators shall apply to the national authority responsible for their own operational oversight (or to the state of registry when appropriate) to obtain technical and operational approval to receive departure clearance over ACARS. When obtained, copy of such authorization shall be sent to skeyes:

Post: skeyes
DGS&O
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

The document shall indicate the type and registration of each authorized aircraft, as well as the ICAO and IATA aircraft operating agency designator of the operator.

3.1.2.2 **Operational Use**

DCL via Data Link can only be used by aircraft using SID whose specifications include level requirements.

The service does not provide clearance revision. Any clearance modification will be made via the Brussels Delivery voice frequency.

After reception of the departure clearance, the pilot shall send to the ground system an acknowledge message including the entire content of the clearance before contacting GND. In case a departure clearance is not received, the pilot shall contact Brussels Delivery by voice.

TSAT will be communicated from TOBT-10MIN onwards. Syntax: "Standby till TSAT hh:mm".

Note: TSAT on DGS has precedence over TSAT via Data Link (TSAT can only be sent once via DCL thus late TSAT-changes should be monitored via DGS).

The aircrew, before taking off, shall check the consistency of the SID delivered in the DCL message with the departure runway and the flight plan information. Voice procedures shall be used in case of inconsistency.

Departure clearance delivered by voice shall always supersede any DCL clearance. Pilots are reminded to keep a continuous listening watch on 121.955 (8.33 **KHZ CH**).

3.2 Departure Procedures

3.2.1 Standard Instrument Departures

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

After take-off, aircraft shall remain on TWR frequency.

Note: ATC may deviate from these routes.

3.2.1.1 Route Description

RWY 01

Designator	Route		Remarks
	Lateral	Vertical	
LNO7F	At 700FT QNH TR 028. 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 (FL070 when QNH is 995 HPA or below).	For TFC requesting a cruising or initial FL below FL195.
SPI7F	At 700FT QNH TR 028. 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 (FL070 when QNH is 995 HPA or below).	NIL
SOPOK7F	At 700FT QNH TR 028. 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 (FL070 when QNH is 995 HPA or below). Cross SOPOK at FL240 or above.	ATC climb requirements: see § 3.2.2 below.
PITES7F	At 700FT QNH TR 028. 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 (FL070 when QNH is 995 HPA or below).	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 028. 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 (FL070 when QNH is 995 HPA or below).	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 028. 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 008. At 1800FT QNH DCT to DENUT.		RNAV5 above MSA.
HELEN8F	At 700FT QNH TR 008. At 1800FT QNH DCT to HELEN.		RNAV5 above MSA.
NIK5F	At 700FT QNH TR 008. 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.

Together with start-up clearance, pilots will receive instructions regarding the transponder setting, the outbound routes to be expected and the ATS unit(s) to be contacted with the associated frequency.

Departing 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.

5.4.2 Routes

RWY 19 AND 25L/R IN USE

Departures to the North	After take-off, right turn to PU and proceed via AM. Traffic shall remain RIGHT of motorway E19 and leave Brussels CTR according to ATC instructions.
Departures to the South	After take-off, left turn to NO and proceed via ZB to LO or WA. Traffic shall remain RIGHT of motorways R0/E411 and leave Brussels CTR according to ATC instructions.

RWY 01 AND 07L/R IN USE

Departures to the West	After take-off, left turn to CA and proceed via AT, GB and TE. Traffic shall remain RIGHT of motorway E40 and leave Brussels CTR according to ATC instructions.
Departures to the East	After take-off, right turn to NO or abeam and proceed via BE and HO. Traffic shall remain RIGHT of motorway E40 and leave Brussels CTR according to ATC instructions.

6 HELICOPTER FLIGHTS

All helicopters to and from EBBR are subject to PPR. Prior permission must be obtained before the departure of the helicopter. In flight requests are not allowed. PPR requests shall be addressed to Brussels Airport Company Airside Inspection:

TEL: + 32 (0) 2 753 69 00

FAX: + 32 (0) 2 753 69 09

Email: inspect@brusselsairport.be

Upon requesting permission to land at or take off from EBBR, notwithstanding any other required information, the pilot will clearly indicate:

- the flight rules under which the flight will be performed: IFR or VFR;
- the MOPSC;
- the time of the day on which the flight will be performed (day or night flight);
- the performance class under which the helicopter will be operated.

Restrictions of use applying to the FATO:

- The FATO is limited to:
 - helicopters able to climb according their associated performance class and obstacle surface clearance;
 - VFR traffic only;
 - HJ;
 - performance class 2 (slope category "C") and performance class 3 (slope category "B") operations only;
 - helicopters that have an MOPSC \leq 19;
- All helicopters shall take off or land on the designated runway in use in the following conditions:
 - HN;
 - operating under IFR;
 - operating under performance class 1 (slope category "A");
 - if the MOPSC $>$ 19.

7 RADIO COMMUNICATION FAILURE

If an aircraft does not succeed in landing within the 30MIN normally allowed for approach and landing, it shall leave Brussels CTR and TMA on R-289 BUB at 2200FT QNH or below, and land at the first suitable aerodrome where the weather conditions allow a visual approach and landing.

Due to traffic complexity, Radio Communication Failure (RCF) missed approach procedures are runway specific. They come as an extension of the standard publication. GNSS guidance is required for the latter part due to the planned withdrawal of several VOR stations.

See also [ENR 1.1. § 1.10.5](#).

EBBR AD 2.23 Additional Information

1 ATIS

ATIS messages serving inbound and outbound traffic are broadcast H24 (see [EBBR AD 2.18](#)).

The messages contain following elements in the order as listed:

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

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

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

EBBR AD 2.24 Charts Related to EBBR

AD 2.EBBR-ADC.01	Aerodrome Chart - ICAO
AD 2.EBBR-ADC.02	Aerodrome Chart - ICAO. Appendix 1: Runway Marking Aids
AD 2.EBBR-ADC.03	Aerodrome Chart - ICAO. Appendix 2: Runway Lighting Aids
AD 2.EBBR-GMC.01	Aerodrome Ground Movement Chart - ICAO
AD 2.EBBR-GMC.02a	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (a)
AD 2.EBBR-GMC.02b	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (b)
AD 2.EBBR-GMC.02c	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (c)
AD 2.EBBR-GMC.02d	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (d)
AD 2.EBBR-GMC.03	Aerodrome Ground Movement Chart - ICAO. Appendix 2: Ground Movement Responsibilities
AD 2.EBBR-GMC.04	Aerodrome Ground Movement Chart - ICAO. Appendix 3: Low Visibility Procedures
AD 2.EBBR-GMC.05	Aerodrome Ground Movement Chart - ICAO. Appendix 4: Hot Spots
AD 2.EBBR-GMC.06a	Aerodrome Ground Movement Chart - ICAO. Appendix 5: A380 Ground Movements
AD 2.EBBR-GMC.06b	Aerodrome Ground Movement Chart - ICAO. Appendix 6: B747-8/-8F Ground Movements
AD 2.EBBR-GMC.07	Aerodrome Ground Movement Chart - ICAO. Appendix 7: De-icing
AD 2.EBBR-APDC.01	Aircraft Parking Docking Chart - ICAO
AD 2.EBBR-APDC.02	Aircraft Parking Docking Chart - ICAO: Apron 9
AD 2.EBBR-APDC.03	Aircraft Parking Docking Chart - ICAO: General Aviation
AD 2.EBBR-APDC.04	Aircraft Parking Docking Chart - ICAO: Mil Apron
AD 2.EBBR-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations): RWY 01/19
AD 2.EBBR-AOC.02	Aerodrome Obstacle Chart. Type A (Operating Limitations): RWY 07L/25R
AD 2.EBBR-AOC.03	Aerodrome Obstacle Chart. Type A (Operating Limitations): RWY 07R/25L
AD 2.EBBR-PATC.01	Precision Approach Terrain Chart - ICAO: RWY 25L
AD 2.EBBR-PATC.02	Precision Approach Terrain Chart - ICAO: RWY 25R
AD 2.EBBR-ATCSMAC.01	ATC Surveillance Minimum Altitude Chart - ICAO
AD 2.EBBR-STAR.01	Standard Arrival Chart - Instrument (STAR) - ICAO
AD 2.EBBR-STAR.02	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION (E) TO RWY 01
AD 2.EBBR-STAR.03	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION (F) TO RWY 19
AD 2.EBBR-STAR.04	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION (H-J) TO RWY 25L
AD 2.EBBR-STAR.05	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION (R-S) TO RWY 25R
AD 2.EBBR-SID.01	Standard Departure Chart - Instrument (SID) - ICAO: RWY 01
AD 2.EBBR-SID.02	Standard Departure Chart - Instrument (SID) - ICAO: RWY 07L
AD 2.EBBR-SID.03	Standard Departure Chart - Instrument (SID) - ICAO: RWY 07R
AD 2.EBBR-SID.04	Standard Departure Chart - Instrument (SID) - ICAO: RWY 19
AD 2.EBBR-SID.05	Standard Departure Chart - Instrument (SID) - ICAO: RWY 25L (E Departures)
AD 2.EBBR-SID.06	Standard Departure Chart - Instrument (SID) - ICAO: RWY 25L (P Departures)
AD 2.EBBR-SID.07	Standard Departure Chart - Instrument (SID) - ICAO: RWY 25R (G Departures)
AD 2.EBBR-SID.08	Standard Departure Chart - Instrument (SID) - ICAO: RWY 25R (K Departures)
AD 2.EBBR-SID.09	Standard Departure Chart - Instrument (SID) - ICAO: RWY 25R (M Departures)
AD 2.EBBR-IAC.01	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC RWY 25R
AD 2.EBBR-IAC.03	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC X RWY 25L
AD 2.EBBR-IAC.04	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC W RWY 25L
AD 2.EBBR-IAC.05	Instrument Approach Chart - ICAO: VOR RWY 25L
AD 2.EBBR-IAC.07a	Instrument Approach Chart - ICAO: ILS or LOC RWY 01
AD 2.EBBR-IAC.07b	Instrument Approach Chart - ICAO: ILS or LOC RWY 01. Appendix: Alternate Routes RWY 01
AD 2.EBBR-IAC.08	Instrument Approach Chart - ICAO: VOR RWY 07R
AD 2.EBBR-IAC.09	Instrument Approach Chart - ICAO: ILS or LOC RWY 19
AD 2.EBBR-IAC.10	Instrument Approach Chart - ICAO: VOR RWY 07L
AD 2.EBBR-IAC.11	Instrument Approach Chart - ICAO: RNP RWY 01

AD 2.EBBR-IAC.11a	Instrument Approach Chart - ICAO: RNP RWY 01. Appendix: FAS Datablock
AD 2.EBBR-IAC.12	Instrument Approach Chart - ICAO: RNP RWY 25L
AD 2.EBBR-IAC.12a	Instrument Approach Chart - ICAO: RNP RWY 25L. Appendix: FAS Datablock
AD 2.EBBR-IAC.13	Instrument Approach Chart - ICAO: RNP RWY 25R
AD 2.EBBR-IAC.13a	Instrument Approach Chart - ICAO: RNP RWY 25R. Appendix: FAS Datablock
AD 2.EBBR-IAC.14	Instrument Approach Chart - ICAO: RNP RWY 19
AD 2.EBBR-IAC.14a	Instrument Approach Chart - ICAO: RNP RWY 19. Appendix: FAS Datablock
AD 2.EBBR-VAC.01	Visual Approach Chart - ICAO

AERODROME CHART - ICAO

ARP: 505405N
0042904E

ELEV: 175 FT

GND 121.880 118.055 TWR 118.605 120.780 ATIS DEP 121.755 CLR 121.955

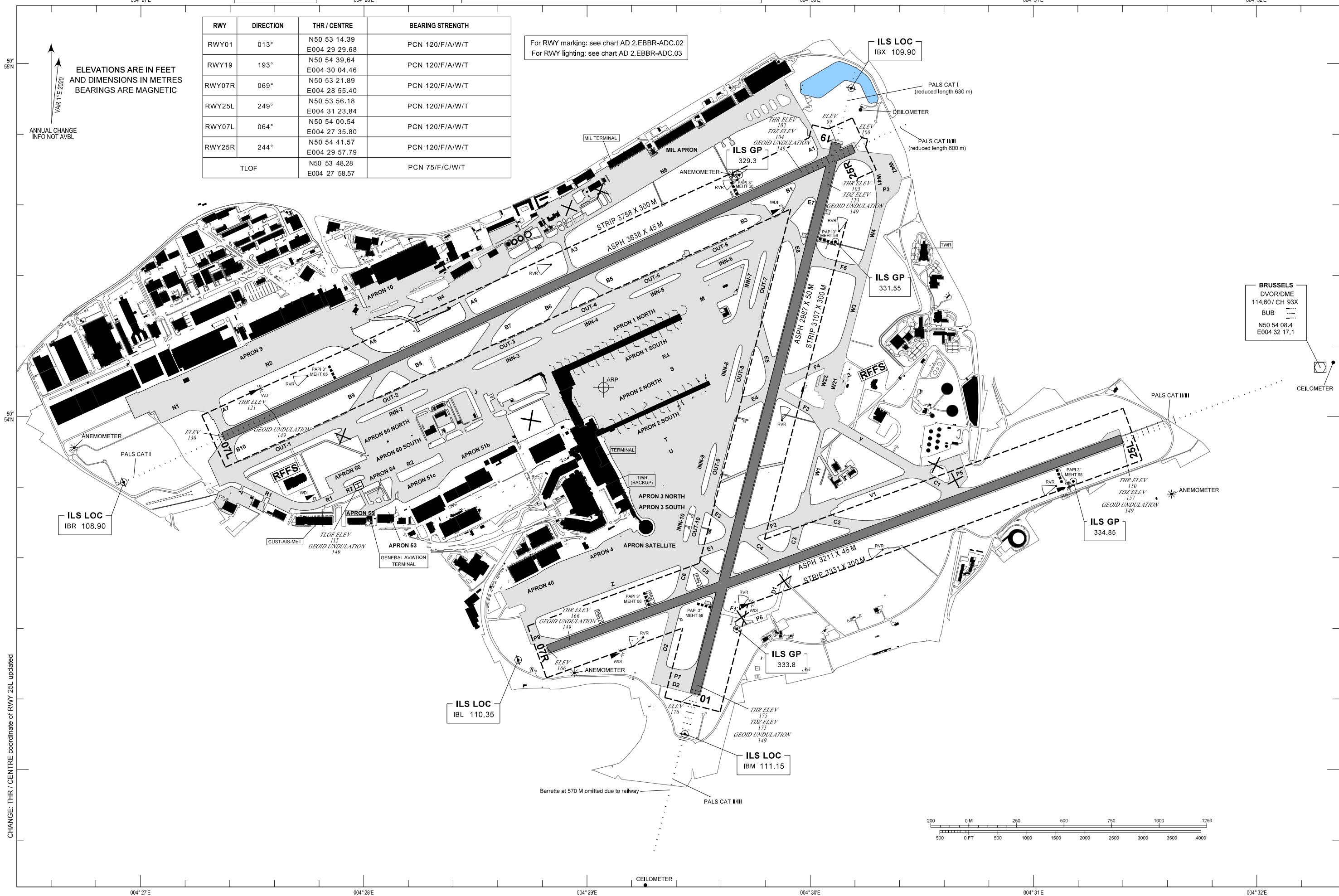
BRUSSELS / Brussels-National (EBBR)

RWY	DIRECTION	THR / CENTRE	BEARING STRENGTH
RWY01	013°	N50 53 14.39 E004 29 29.68	PCN 120/F/A/W/T
RWY19	193°	N50 54 39.64 E004 30 04.46	PCN 120/F/A/W/T
RWY07R	069°	N50 53 21.89 E004 28 55.40	PCN 120/F/A/W/T
RWY25L	249°	N50 53 56.18 E004 31 23.84	PCN 120/F/A/W/T
RWY07L	064°	N50 54 00.54 E004 27 35.80	PCN 120/F/A/W/T
RWY25R	244°	N50 54 41.57 E004 29 57.79	PCN 120/F/A/W/T
TLOF		N50 53 48.28 E004 27 58.57	PCN 75/F/C/W/T

For RWY marking: see chart AD 2.EBBR-ADC.02
For RWY lighting: see chart AD 2.EBBR-ADC.03

ELEVATIONS ARE IN FEET
AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

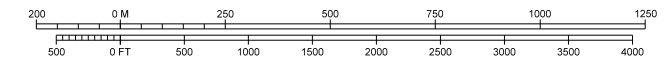
ANNUAL CHANGE
INFO NOT AVBL



BRUSSELS
DVOR/DME
114.60 / CH 93X
BUB
N50 54 08.4
E004 32 17.1

CHANGE: THR / CENTRE coordinate of RWY 25L updated

Barrette at 570 M omitted due to railway

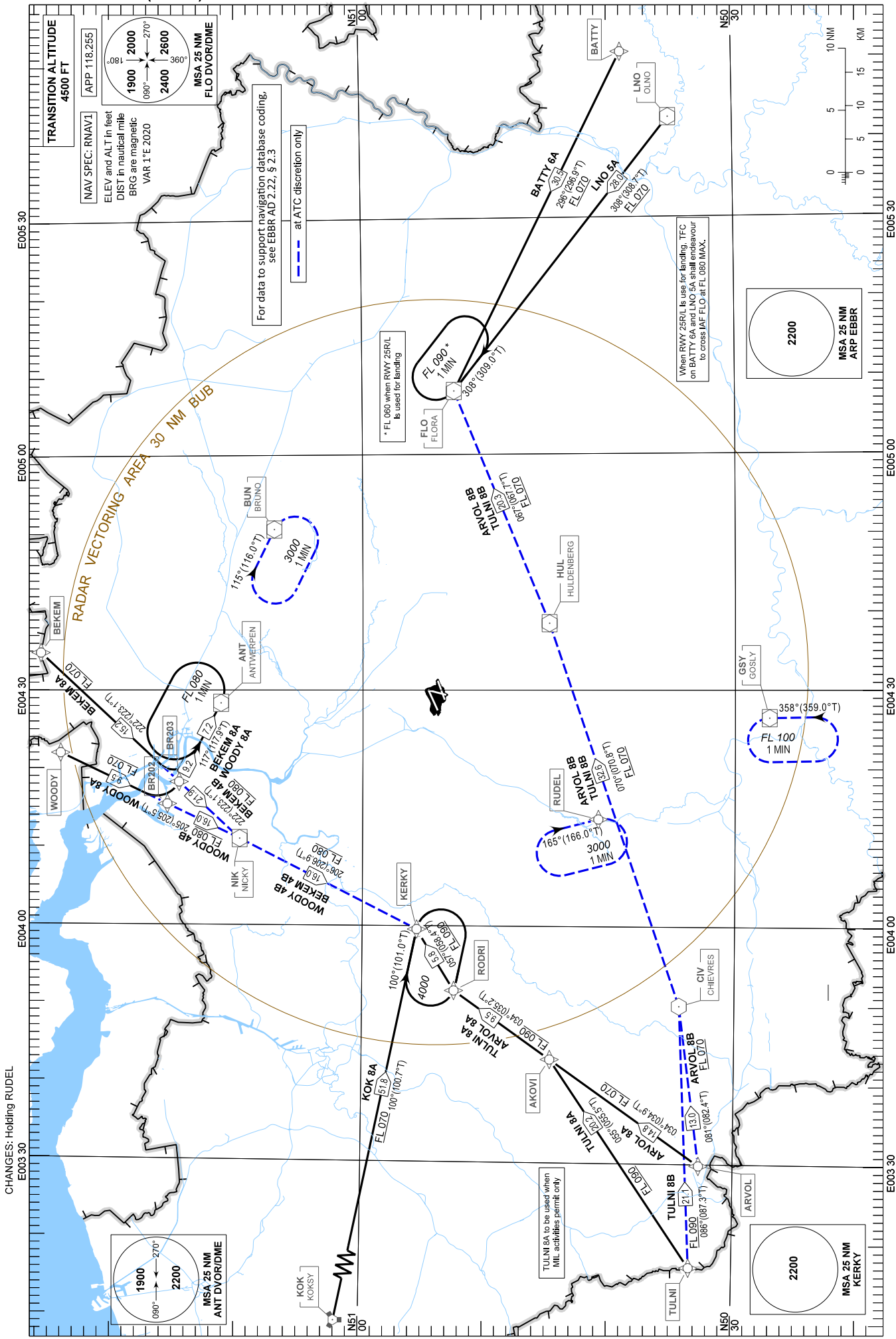


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STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

ARVOL 8A-8B BEKEM 8A-4B
BATTY 6A KOK 8A LNO 5A
TULNI 8A-8B WOODY 8A-4B

BRUSSELS / Brussels-National (EBBR)



TRANSITION ALTITUDE
4500 FT

NAV SPEC: RNAV1
APP 118.255

ELEV and ALT in feet
DIST in nautical mile
BRG are magnetic
VAR 1°E 2020

1900 2000 2600

090° 270° 360°

MSA 25 NM
FLO DVOR/DME

For data to support navigation database coding, see EBBR AD 2.22, § 2.3

at ATC discretion only

When RWY 28RL is used for landing, TFC on BATTY 6A and LNO 5A shall endeavour to cross IAF-FLO at FL 080 MAX.

* FL 080 when RWY 25RLL is used for landing

2200

MSA 25 NM
ARP EBBR

1900 2200

090° 270°

MSA 25 NM
ANT'DVOR/DIME

TULNI 8A to be used when MIL activities permit only

2200

MSA 25 NM
KERRY

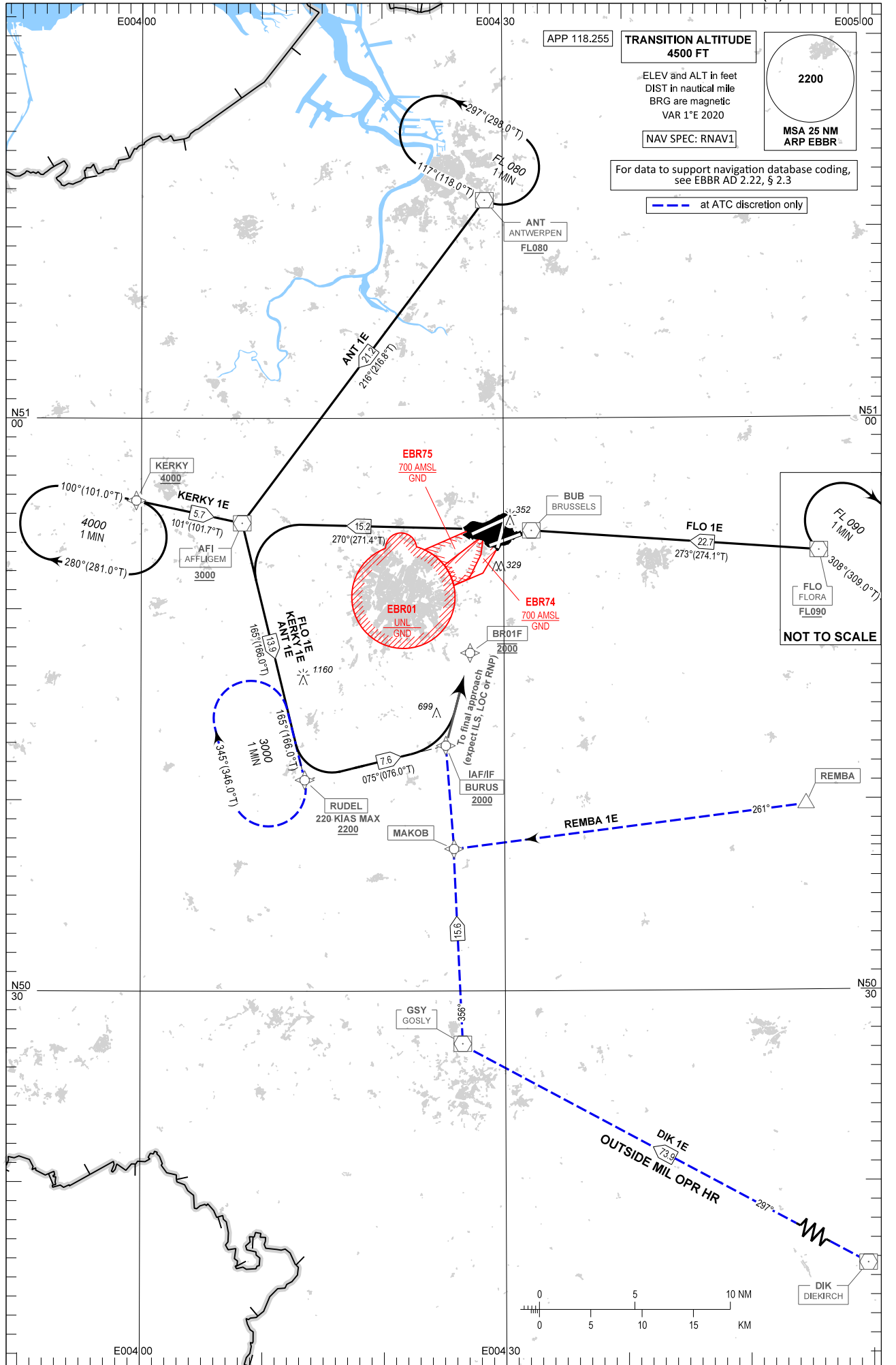
CHANGES: Holding RUDEL E003 30

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**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

ANT 1E FLO 1E REMBA 1E
DIK 1E KERKY 1E

**BRUSSELS / Brussels-National (EBBR)
RNAV TRANSITION (E) TO RWY 01**



APP 118.255

**TRANSITION ALTITUDE
4500 FT**

ELEV and ALT in feet
DIST in nautical mile
BRG are magnetic
VAR 1°E 2020

NAV SPEC: RNAV1

For data to support navigation database coding,
see EBBR AD 2.22, § 2.3

at ATC discretion only

2200

MSA 25 NM
ARP EBBR

FL 090
1 MIN

FL 090
1 MIN

308° (309.0°T)

FLO FLORA
FL090

NOT TO SCALE

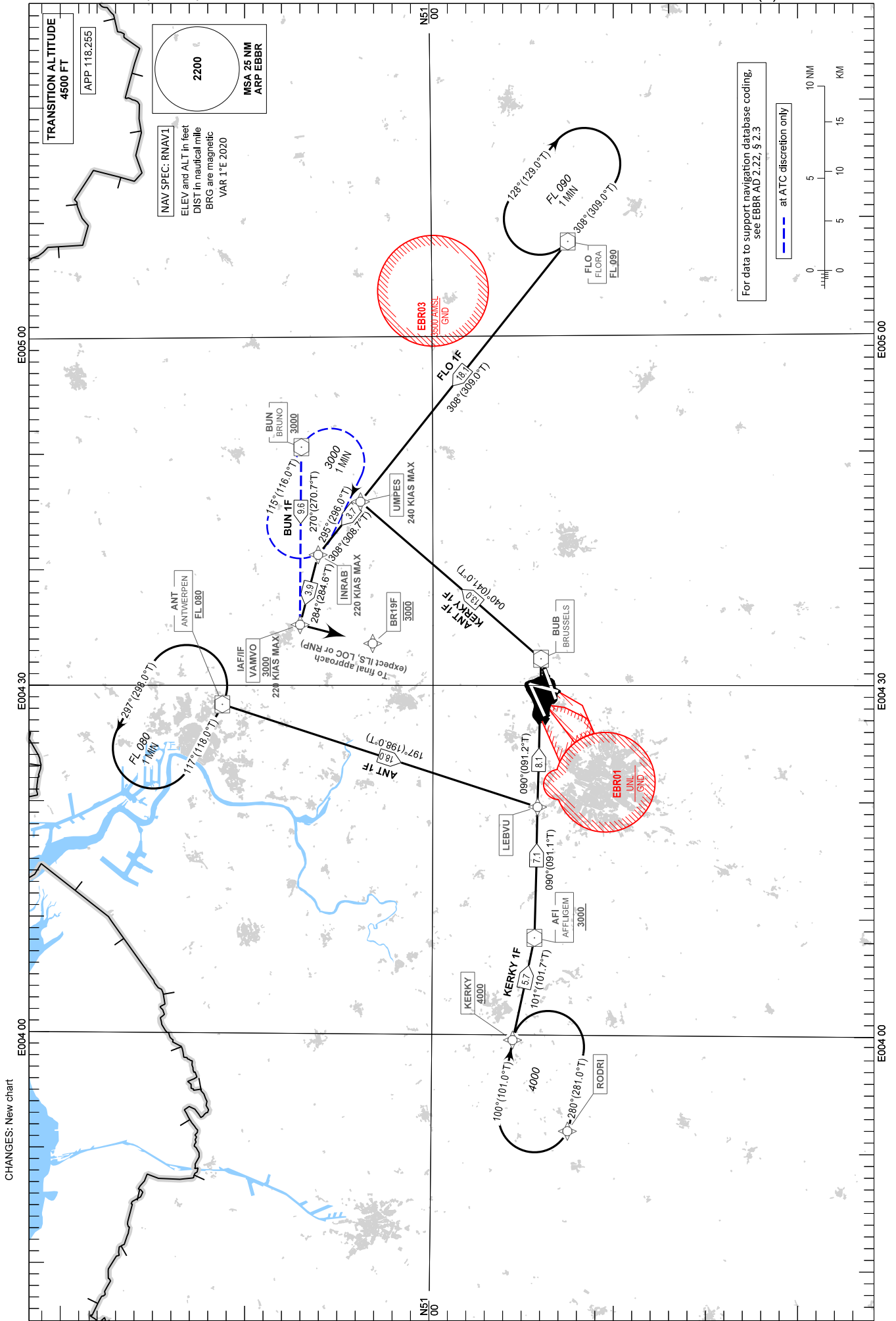
CHANGES: New chart

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STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

ANT 1F BUN 1F FLO 1F KERKY 1F

BRUSSELS / Brussels-National (EBBR) RNAV TRANSITION (F) TO RWY 19

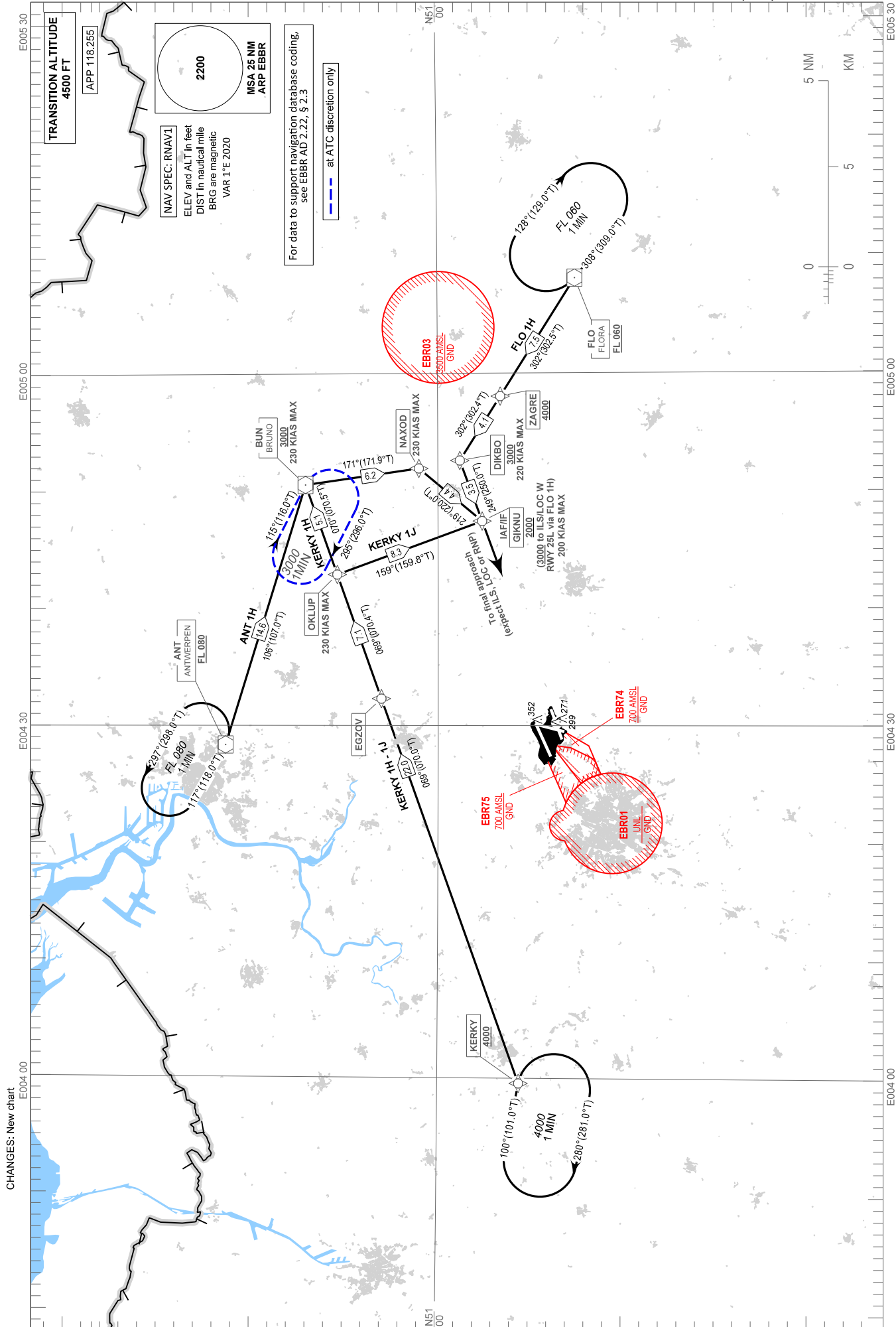


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STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

ANT 1H FLO 1H KERKY 1H-1J

BRUSSELS / Brussels-National (EBBR) RNAV TRANSITION (H-J) TO RWY 25L



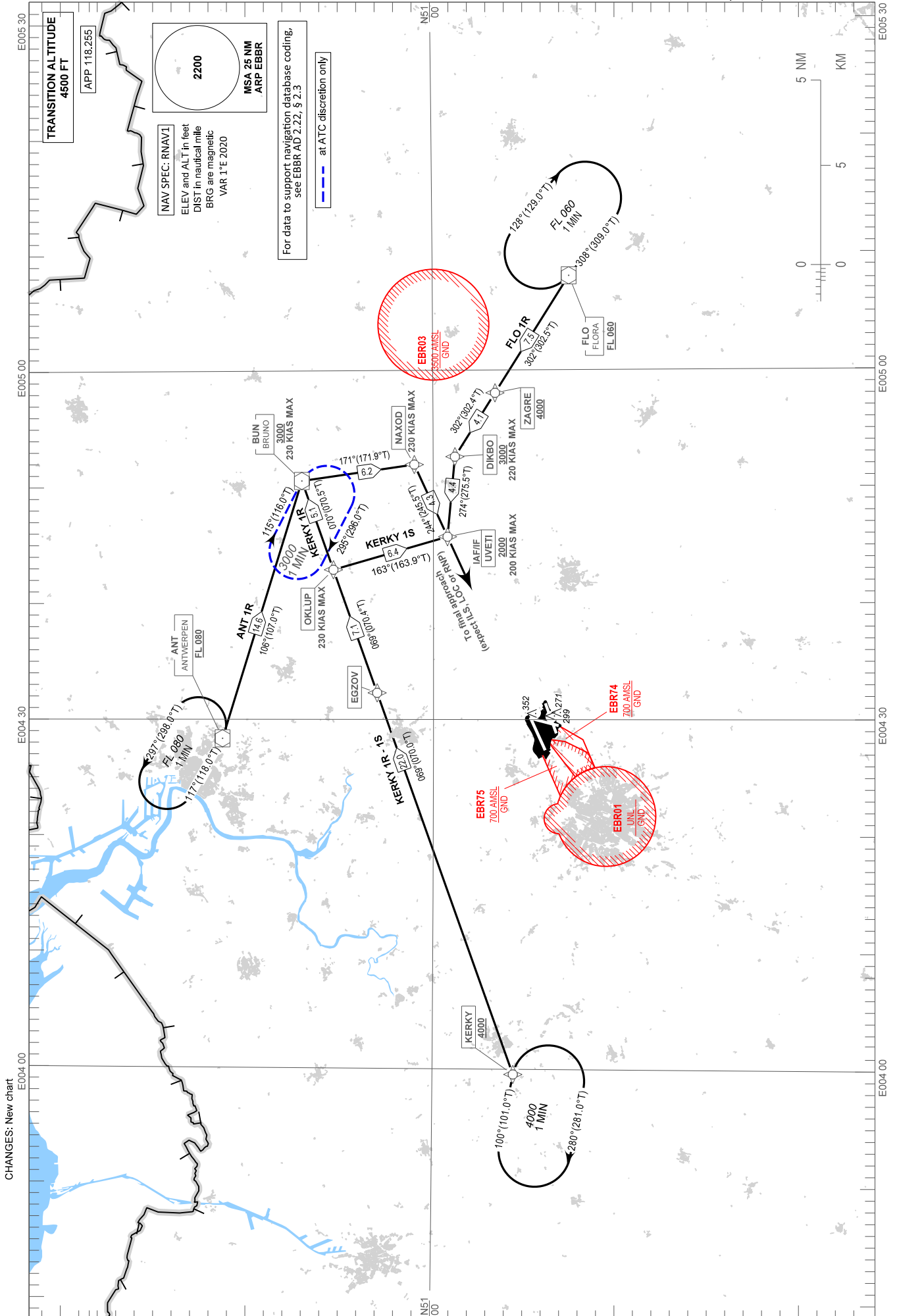
CHANGES: New chart

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STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

ANT 1R FLO 1R KERKY 1R-1S

BRUSSELS / Brussels-National (EBBR)
RNAV TRANSITION (R-S) TO RWY 25R



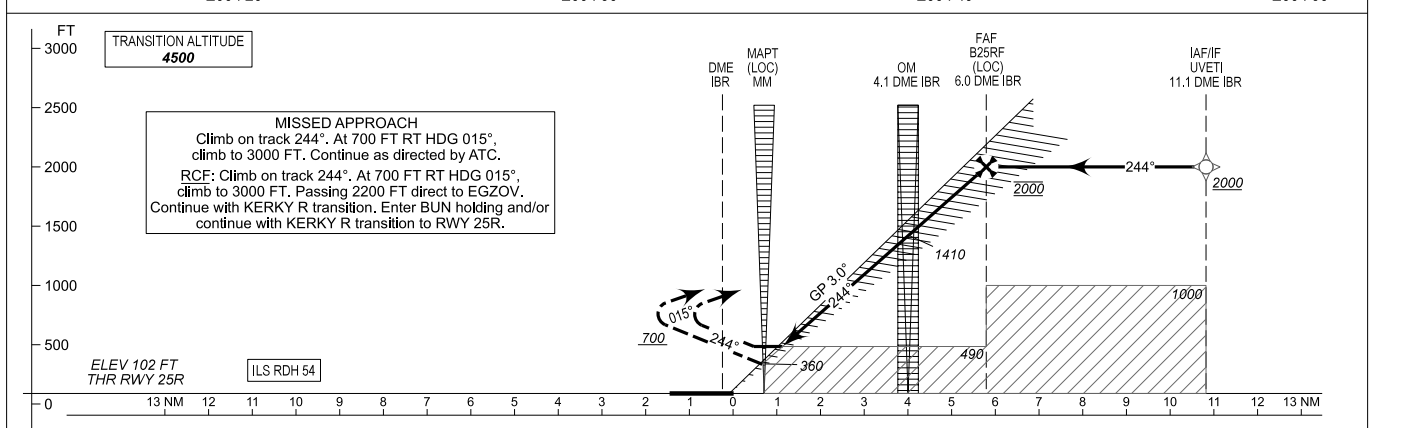
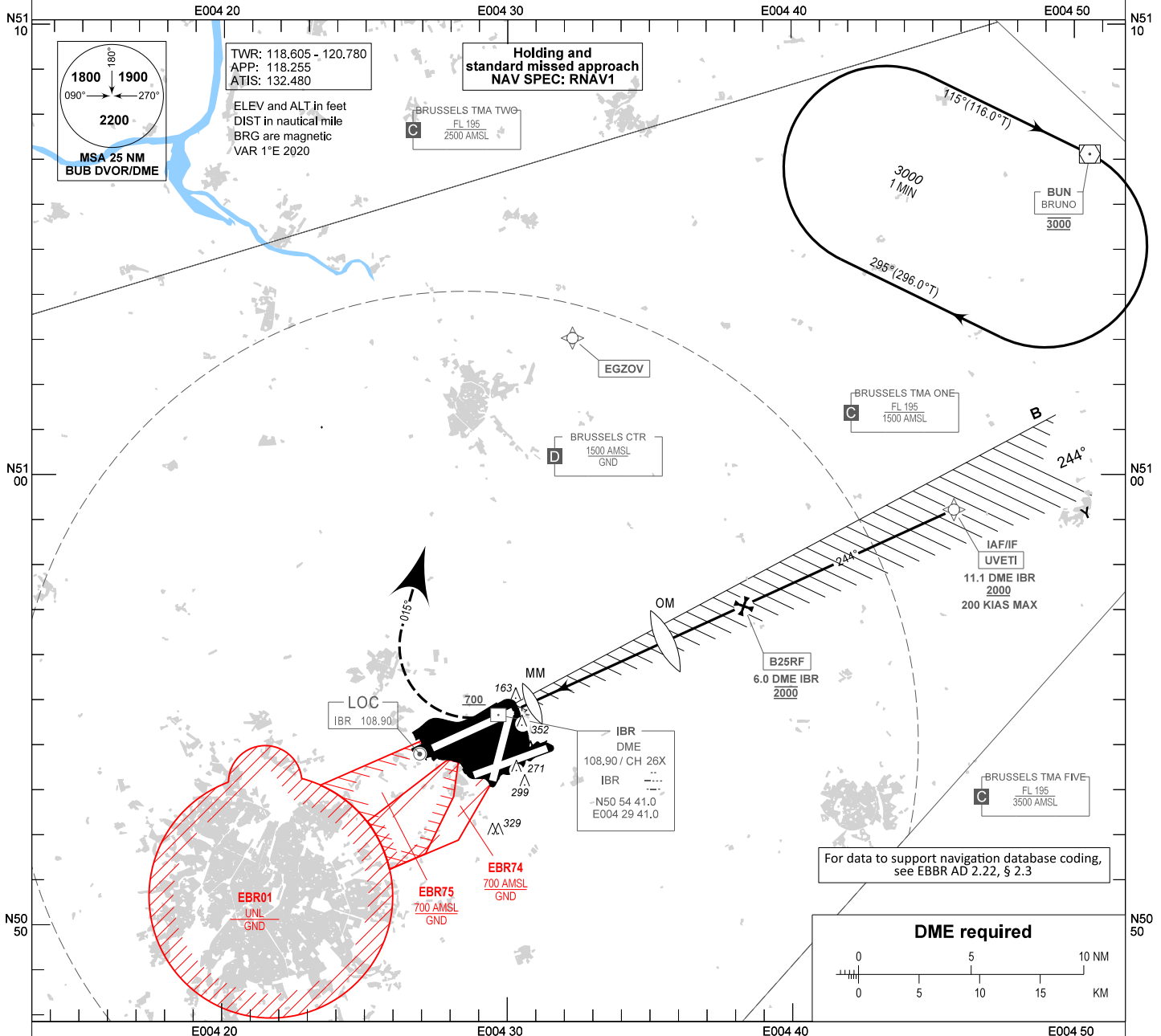
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 175
OCH RELATED TO
THR 25R ELEV 102

BRUSSELS / Brussels-National (EBBR)

ILS CAT II & III or LOC RWY 25R



CAT of ACFT	OCA (OCH)					FAF to MAPT - 5.2 NM						
	A	B	C	D	DL	Speed (GS)	KT	70	90	120	150	180
ILS CAT I	302 (200)	302 (200)	302 (200)	302 (200)		Rate of descent	FT/MIN	375	480	640	800	960
ILS CAT II	171 (69)	175 (73)	185 (83)	199 (97)	207 (105)	PROCEDURE ALTITUDES						
LOC	490 (380)	490 (380)	490 (380)	490 (380)		DME IBR	Altitude	5.0	4.0	3.0	2.0	
RVR ILS CAT I	800 M	800 M	800 M	800 M				1700	1380	1060	740	

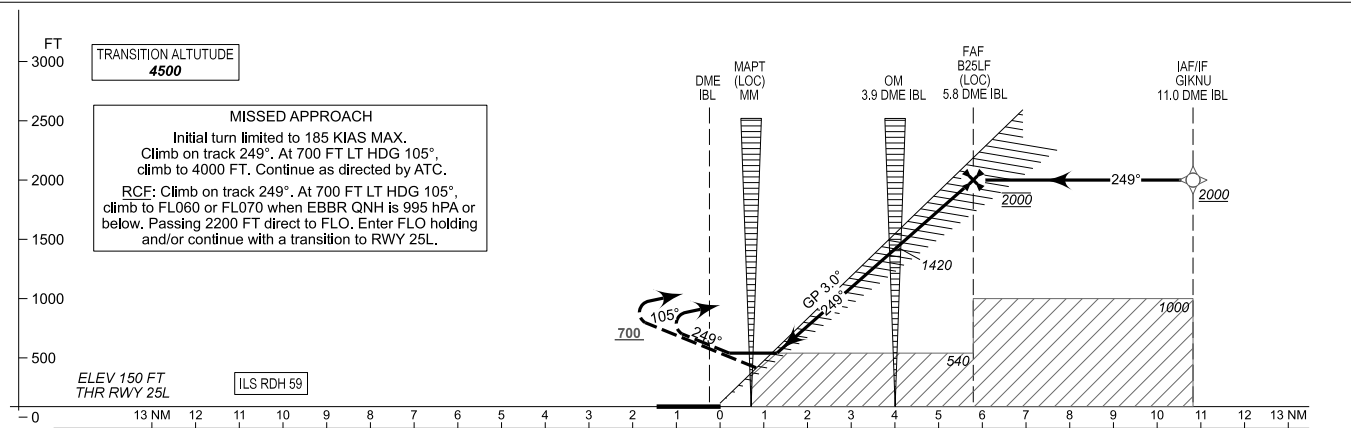
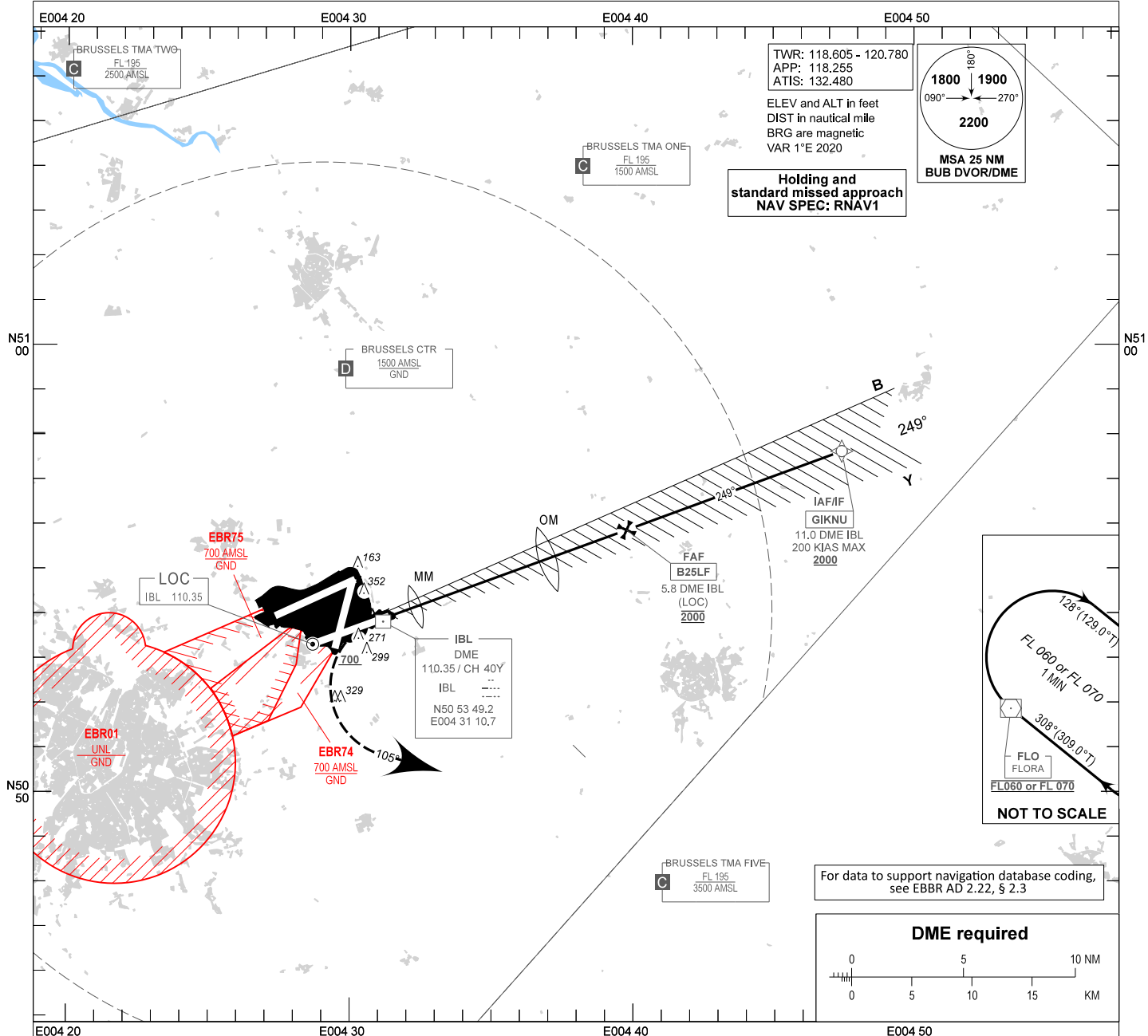
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 175
OCH RELATED TO
THR 25L ELEV 150

BRUSSELS / Brussels-National (EBBR)

ILS CAT II & III or LOC X RWY 25L



CHANGES: New chart

CAT of ACFT	OCA (OCH)					FAF to MAPT - 5.0 NM						
	A	B	C	D	DL	Speed (GS)	KT	70	90	120	150	180
ILS CAT I	350 (200)	350 (200)	350 (200)	350 (200)		Rate of descent	FT/MIN	375	480	640	800	960
ILS CAT II	200 (50)	212 (62)	226 (76)	246 (96)	251 (101)	PROCEDURE ALTITUDES						
LOC	540 (390)	540 (390)	540 (390)	540 (390)		DME IBL		5.0	4.0	3.0	2.0	
						Altitude		1740	1420	1110	790	

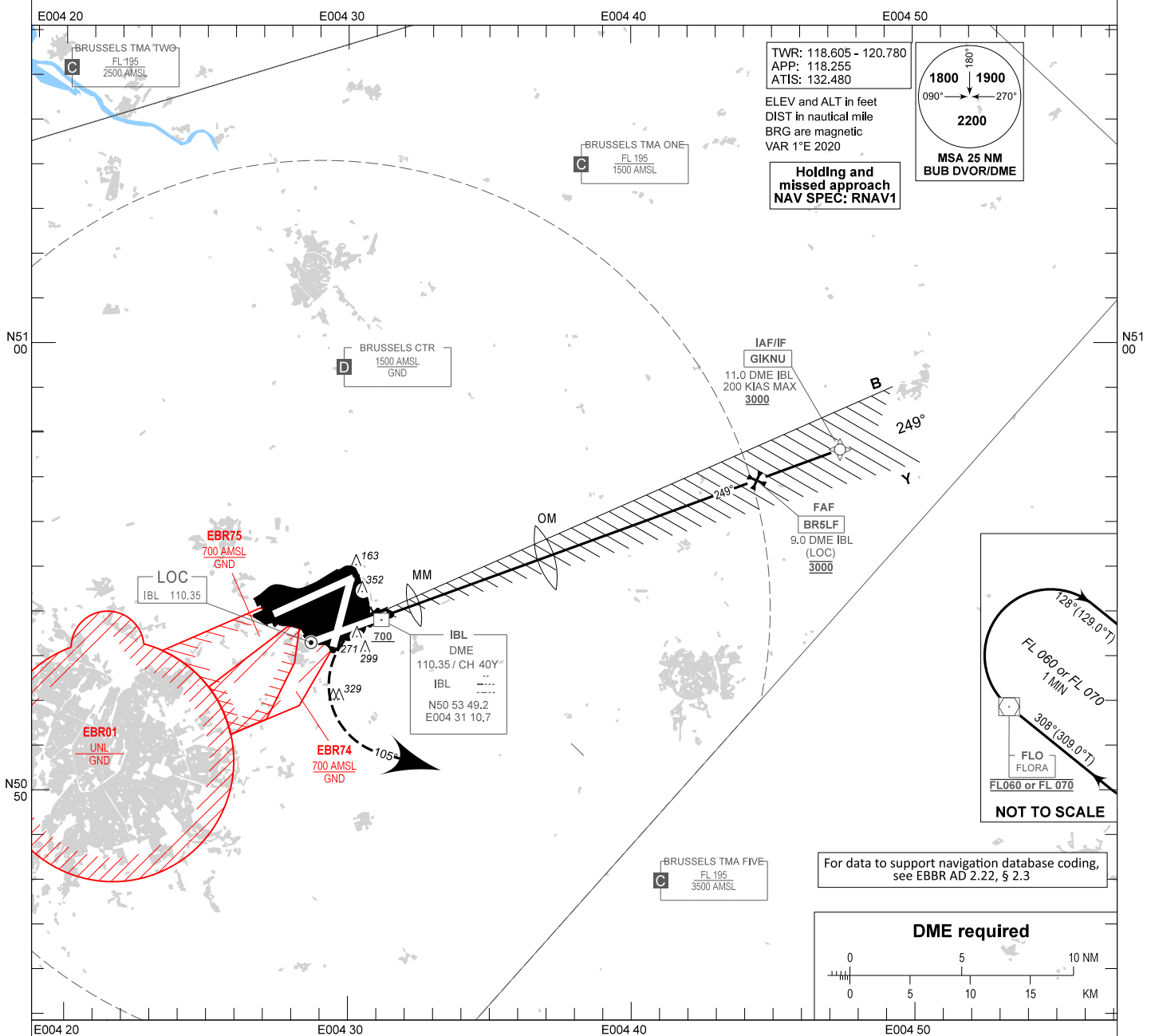
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INSTRUMENT APPROACH CHART - ICAO

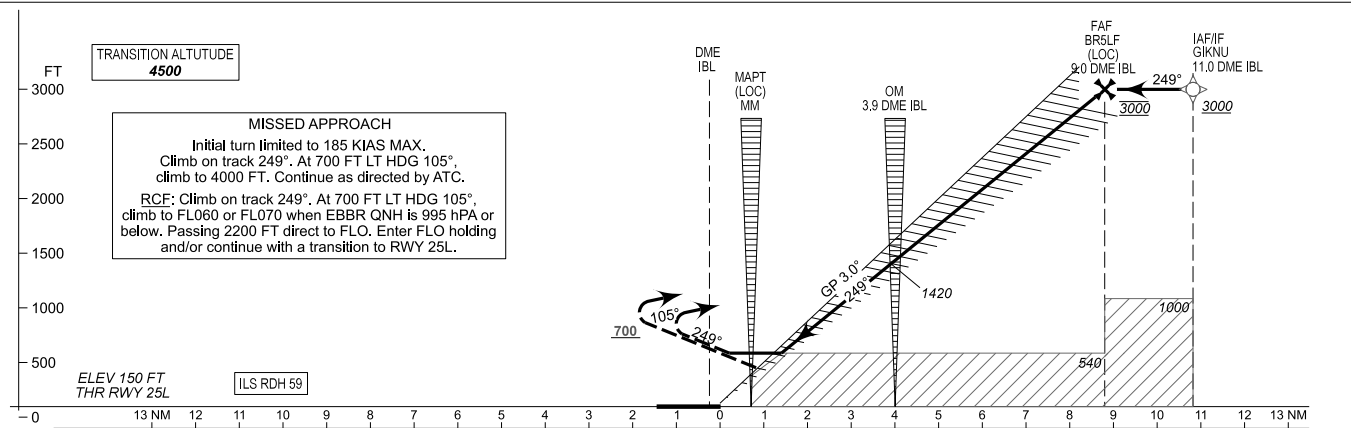
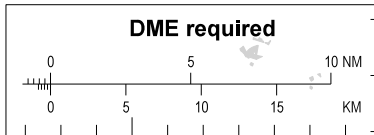
AD ELEV 175
OCH RELATED TO
THR 25L ELEV 150

BRUSSELS / Brussels-National (EBBR)

ILS CAT II & III or LOC W RWY 25L



For data to support navigation database coding, see EBBR AD 2.22, § 2.3



TRANSITION ALTITUDE
4500

MISSED APPROACH
Initial turn limited to 185 KIAS MAX.
Climb on track 249°. At 700 FT LT HDG 105°, climb to 4000 FT. Continue as directed by ATC.
RCE: Climb on track 249°. At 700 FT LT HDG 105° climb to FL060 or FL070 when EBBR QNH is 995 hPa or below. Passing 2200 FT direct to FLO. Enter FLO holding and/or continue with a transition to RWY 25L.

ELEV 150 FT THR RWY 25L
ILS RDH 59

CHANGES: New chart

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

FAF to MAPT - 8.2 NM							
Speed (GS)	KT	70	90	120	150	180	
Rate of descent	FT/MIN	375	480	640	800	960	
PROCEDURE ALTITUDES							
DME IBL	8.0	7.0	6.0	5.0	4.0	3.0	2.0
Altitude	2700	2380	2060	1740	1420	1110	790

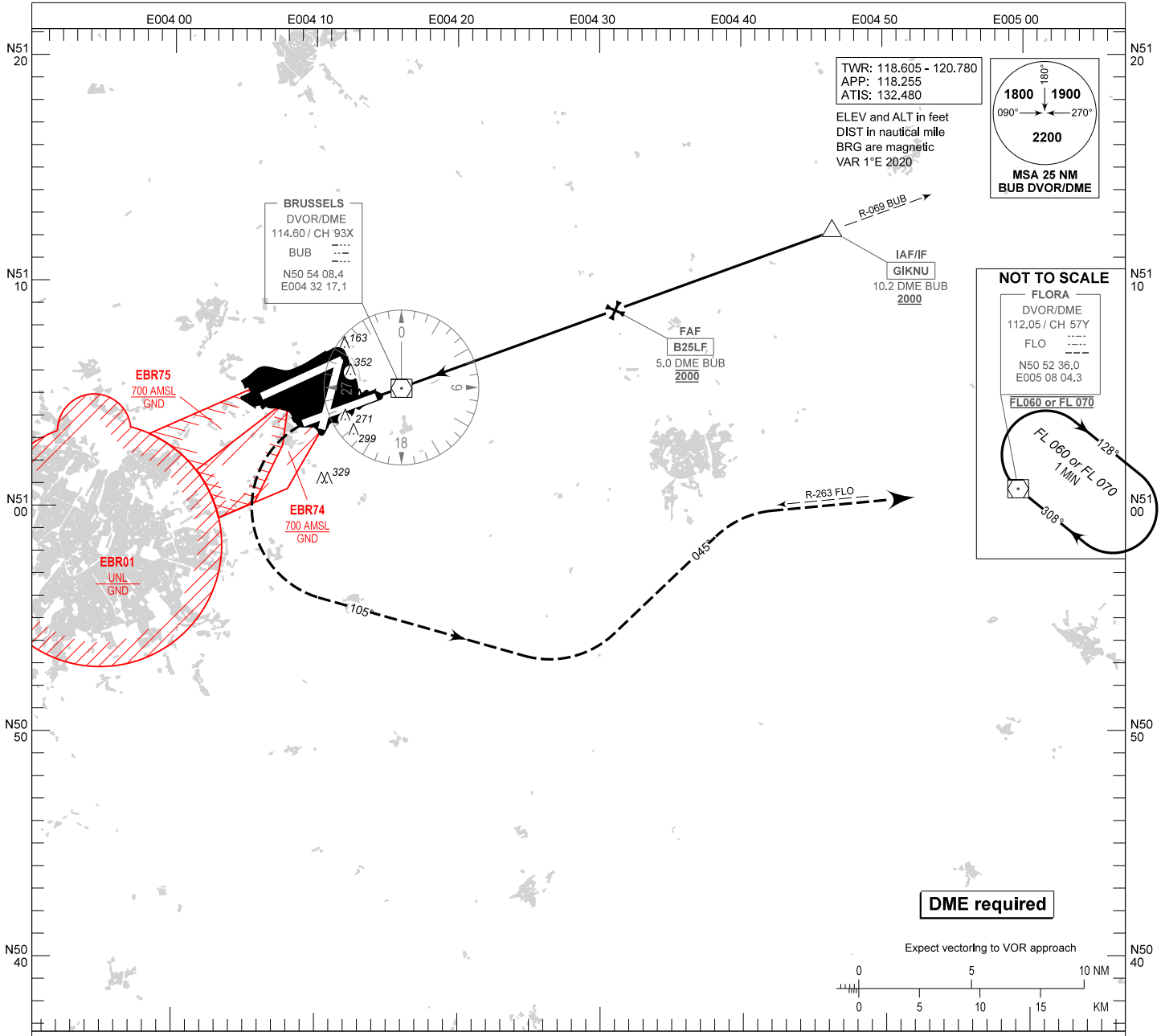
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**INSTRUMENT APPROACH
CHART - ICAO**

AD ELEV 175
OCH RELATED TO
THR 25L ELEV 150

BRUSSELS / Brussels-National (EBBR)

VOR RWY 25L



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

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

CHANGES: New chart

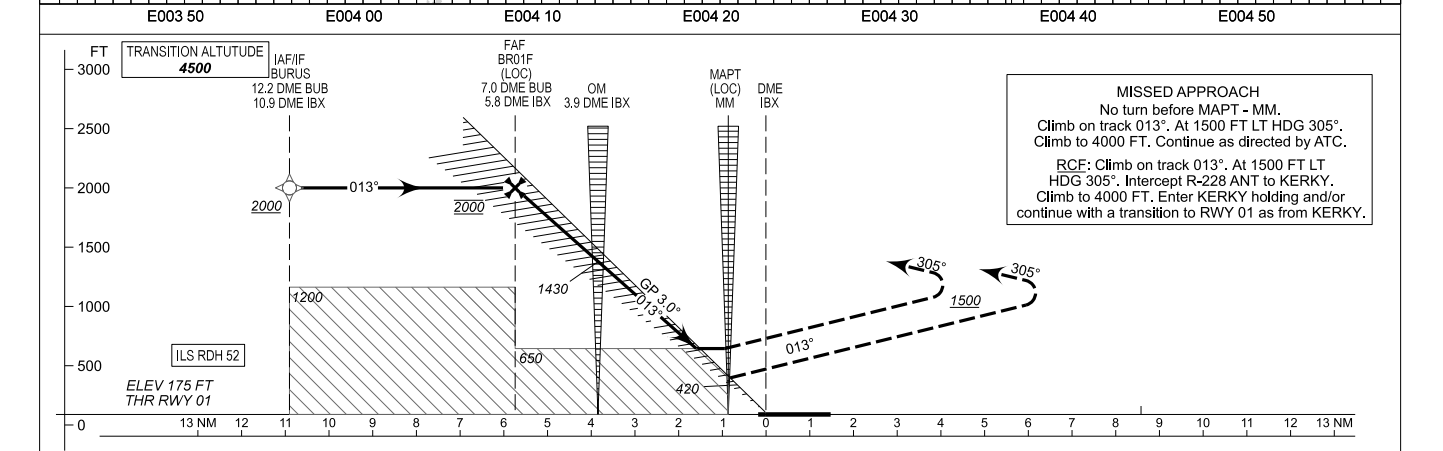
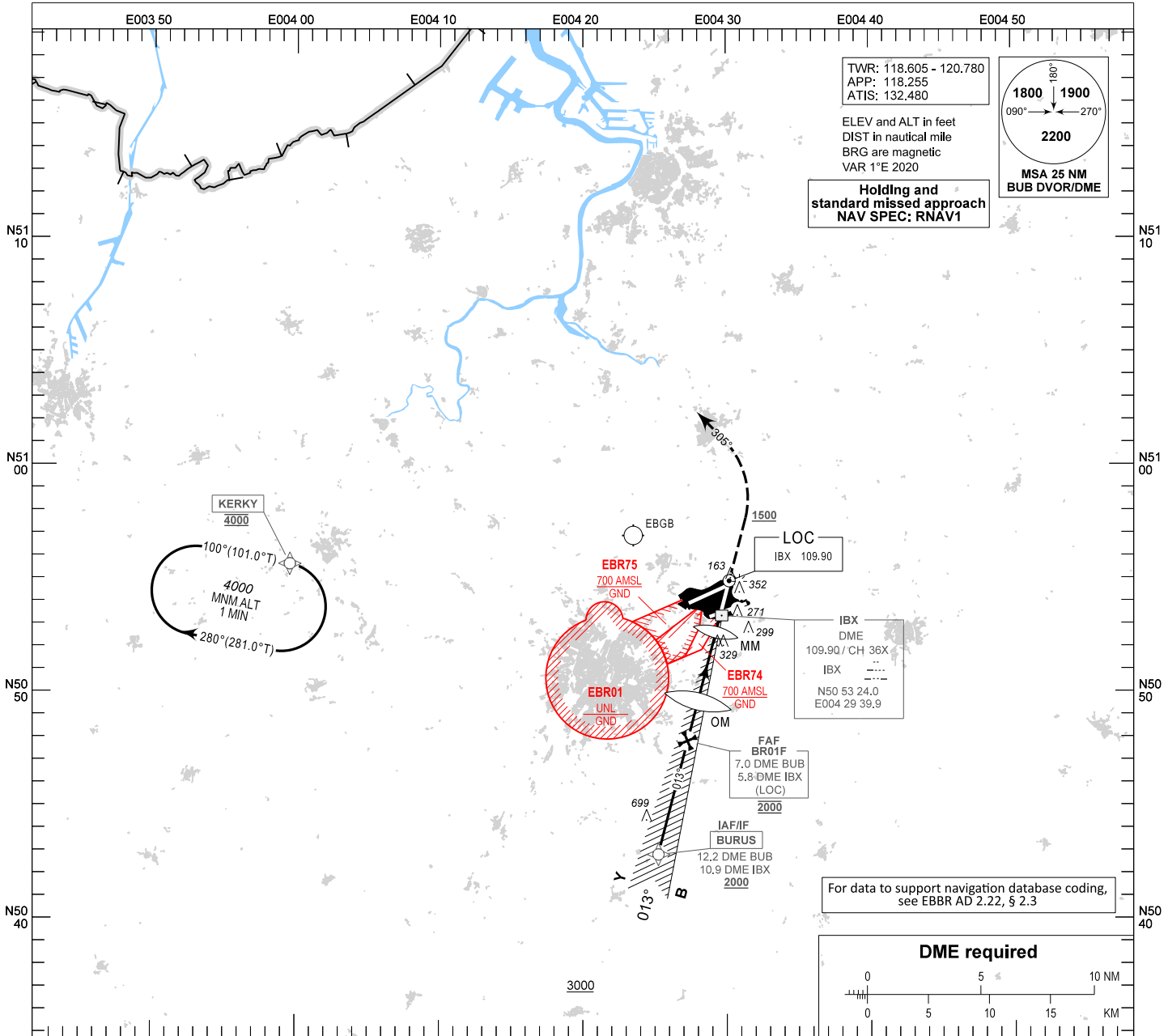
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 175
OCH RELATED TO
THR 01 ELEV 175

BRUSSELS / Brussels-National (EBBR)

ILS or LOC RWY 01



CAT of ACFT	OCA (OCH)				FAF to MAPT - 5.0 NM						
	A	B	C	D	Speed (GS)	KT	70	90	120	150	180
ILS CAT I	375 (200)	375 (200)	375 (200)	375 (200)	Rate of descent	FT/MIN	375	480	640	800	960
LOC	650 (470)	650 (470)	650 (470)	650 (470)	PROCEDURE ALTITUDES (HEIGHTS)						
					DME IBX	5.0	4.0	3.0	2.0		
					Altitude	1770	1450	1130	810		

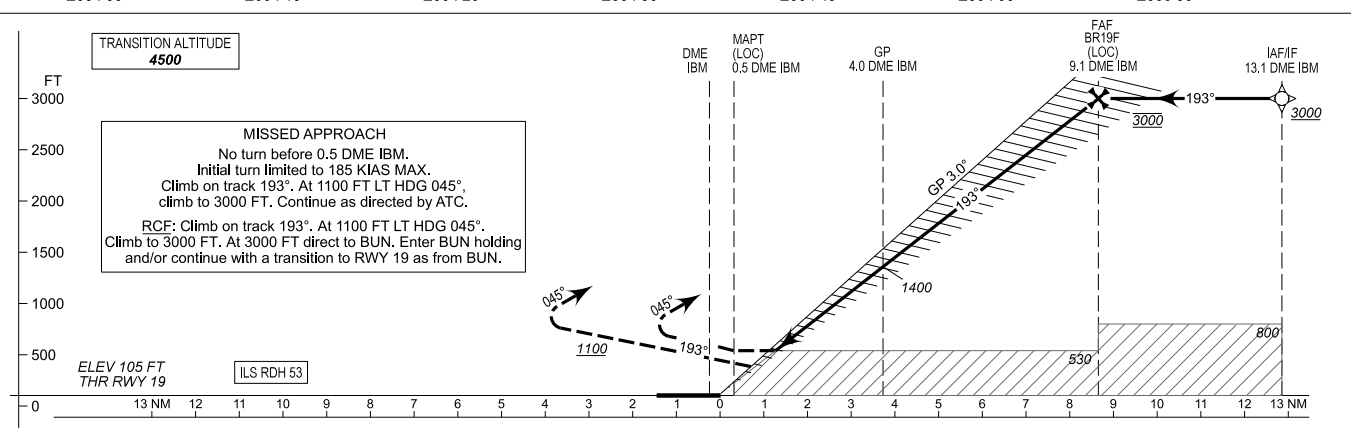
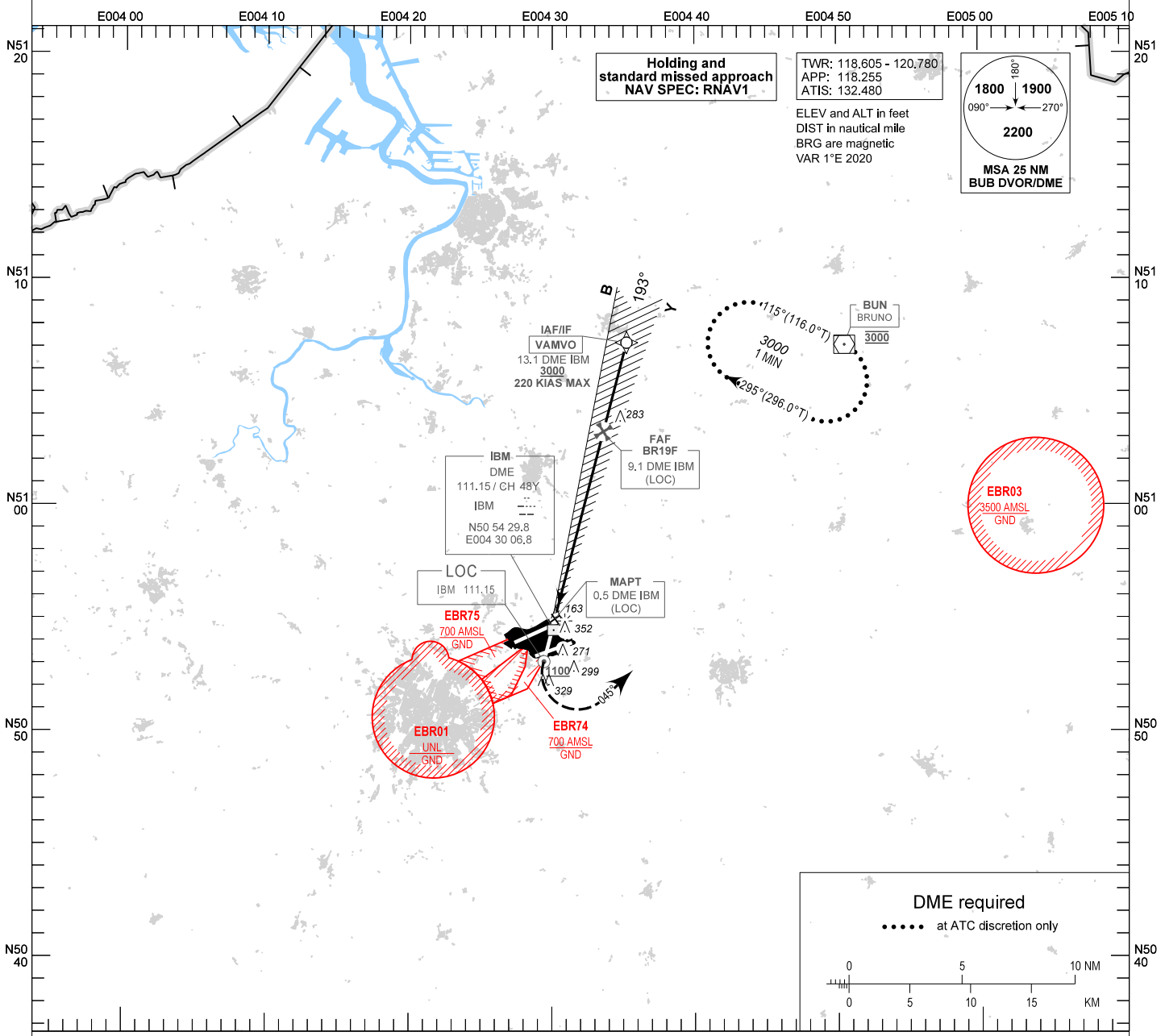
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 175
OCH RELATED TO
THR 19 ELEV 105

BRUSSELS / Brussels-National (EBBR)

ILS or LOC RWY 19



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

Speed (GS)	FAF to MAPT - 8.6 NM						
	KT	70	90	120	150	180	
Rate of descent	FT/MIN	375	480	640	800	960	
PROCEDURE ALTITUDES (HEIGHTS)							
DME IBM	8.0	7.0	6.0	5.0	4.0	3.0	2.0
Altitude	2660	2340	2020	1700	1390	1070	750

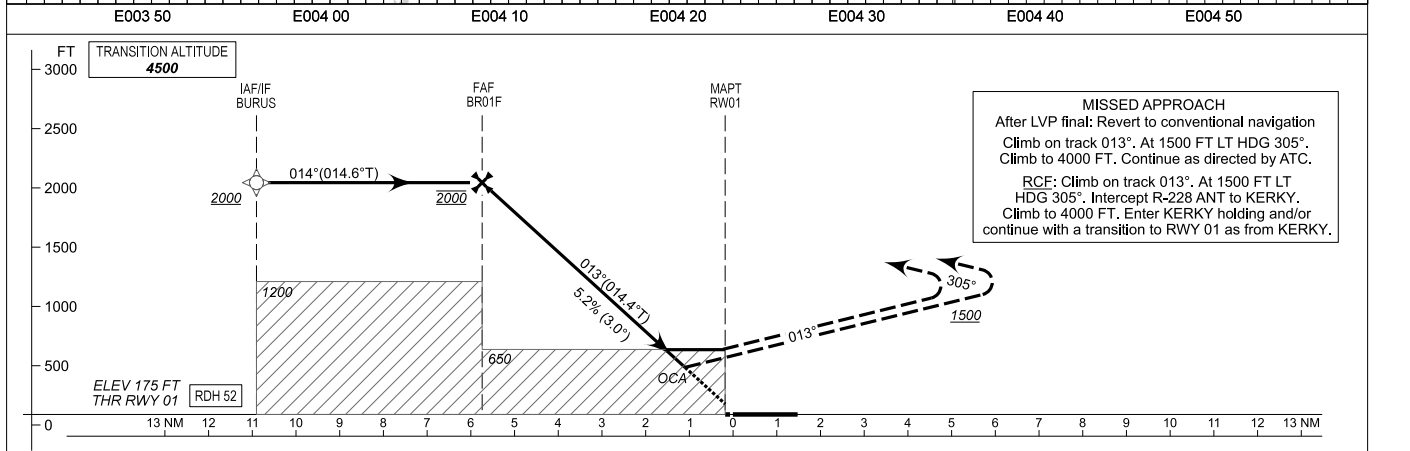
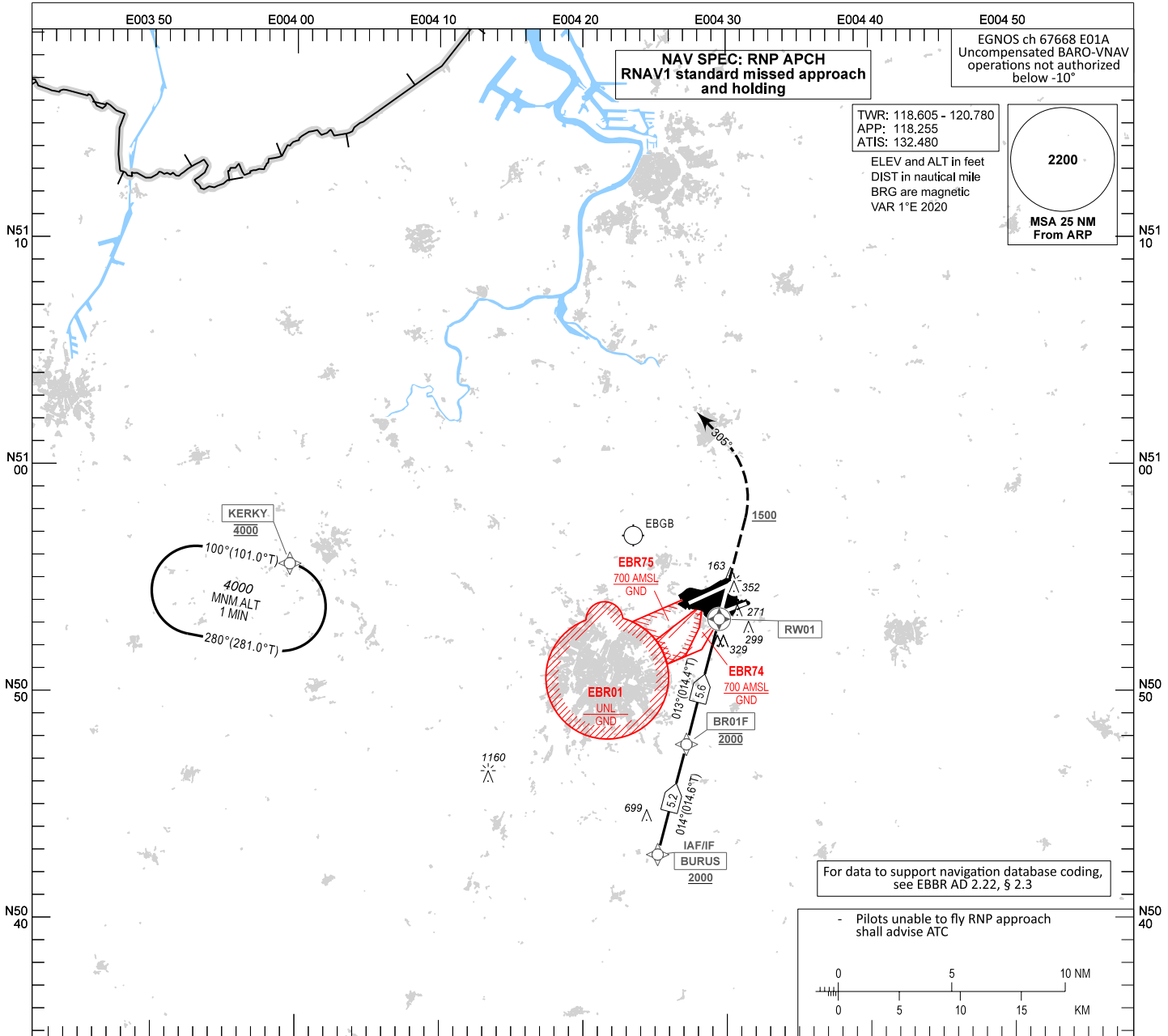
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 175
OCH RELATED TO
THR 01 ELEV 175

BRUSSELS / Brussels-National (EBBR)

RNP RWY 01



CAT of ACFT	OCA (OCH)				FAF to MAPT - 5.6 NM						
	A	B	C	D	Speed (GS)	KT	70	90	120	150	180
LNAV	650 (470)	650 (470)	650 (470)	650 (470)	Rate of descent	FT/MIN	375	480	640	800	960
LNAV/VNAV	477 (302)	487 (312)	497 (322)	507 (332)	PROCEDURE ALTITUDES (HEIGHTS)						
LPV	375 (200)	375 (200)	375 (200)	375 (200)	DIST THR	5.0	4.0	3.0	2.0		
					Altitude	1820	1500	1180	870		

CHANGES: New chart

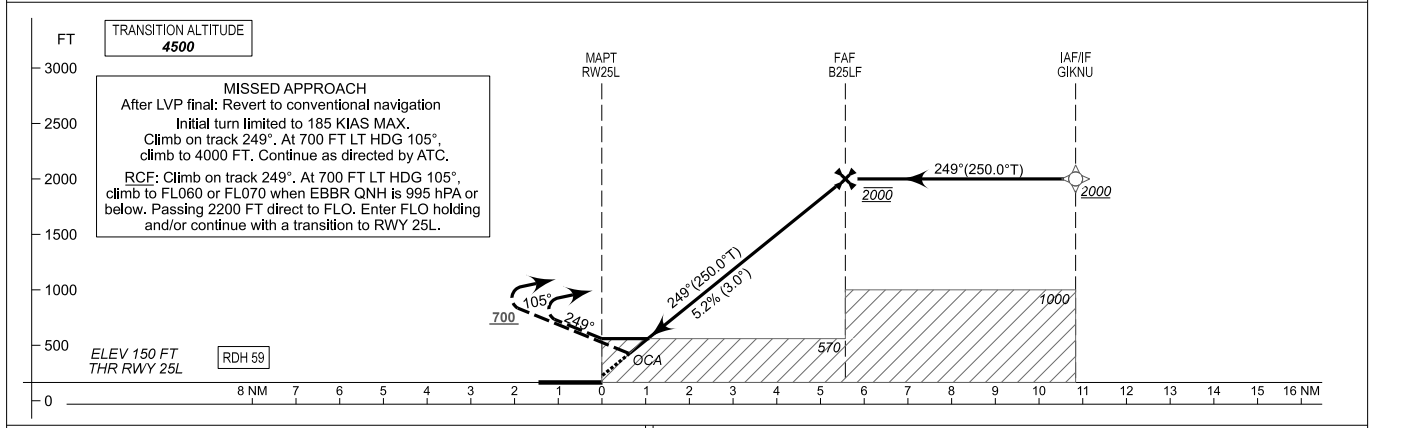
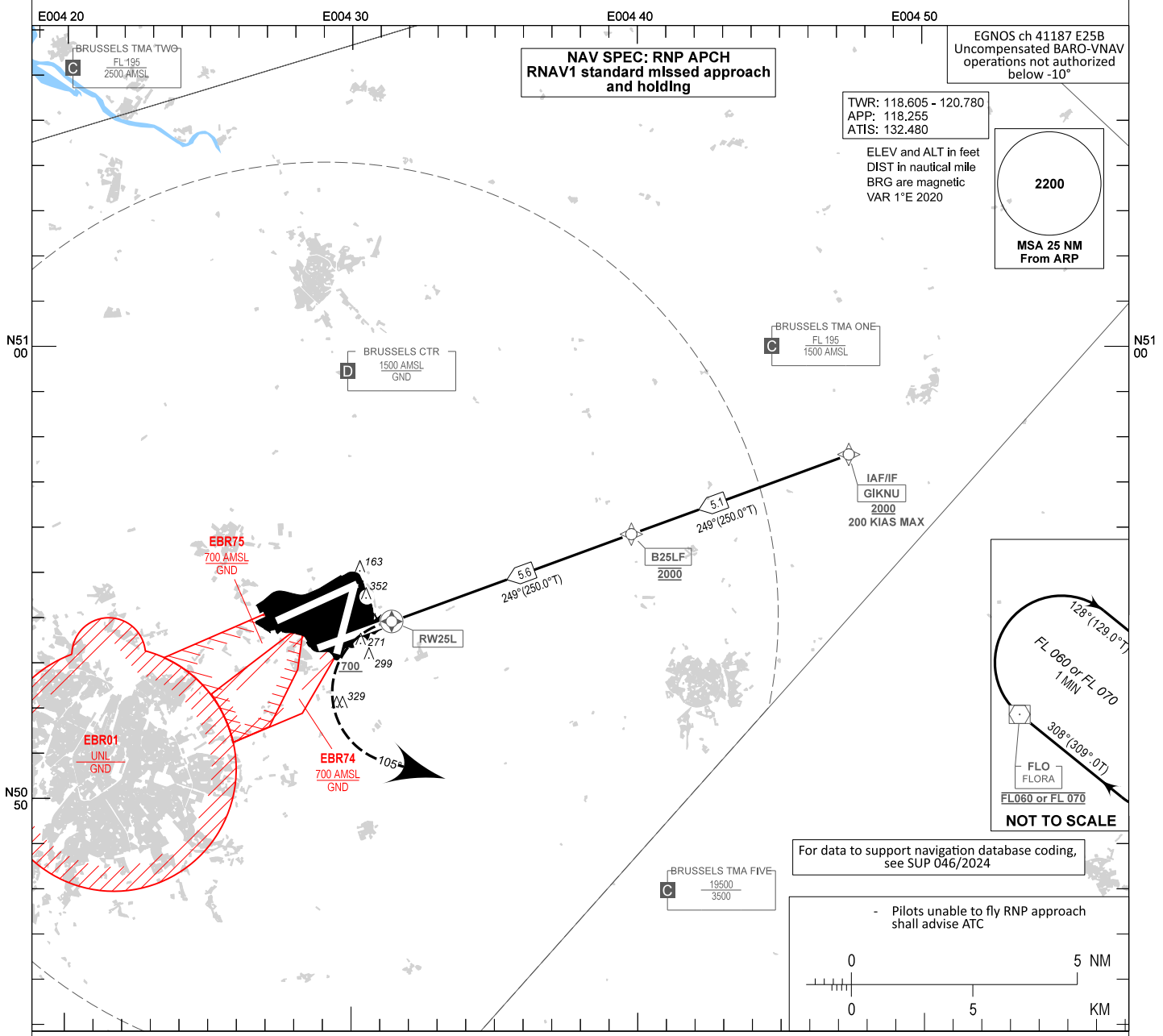
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 175
OCH RELATED TO
THR 25L ELEV 150

BRUSSELS / Brussels-National (EBBR)

RNP RWY 25L



CAT of ACFT	OCA (OCH)				FAF to MAPT - 5.6 NM						
	A	B	C	D	Speed (GS)	KT	70	90	120	150	180
LNAV	570 (420)	570 (420)	570 (420)	570 (420)	Rate of descent	FT/MIN	375	480	640	800	960
LNAV/VNAV	457 (306)	465 (314)	473 (322)	480 (330)	PROCEDURE ALTITUDES						
LPV	350 (200)	350 (200)	350 (200)	350 (200)	DIST THR	5.0	4.0	3.0	2.0		
					Altitude	1800	1480	1160	840		

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Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EBBR
Runway	25
Runway Letter	3 (Left)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E25B
LTP/FTP Latitude	505356.1835N
LTP/FTP Longitude	0043123.8380E
LTP/FTP Ellipsoidal Height (metres)	91.3
FPAP Latitude	505320.5390N
Delta FPAP Latitude (seconds)	-35.6445
FPAP Longitude	0042849.5415E
Delta FPAP Longitude (seconds)	-154.2965
Threshold Crossing Height	59.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 12 02 02 05 D9 00 00 02 35 32 05 AF EC D7 15 7C F1 F0 01 91 17 87 E9 FE 8F 4A FB 4E 02 2C 01 64 00 C8 AF 08 02 64 F4
Calculated CRC Value	080264F4

Required Additional Data

ICAO Code	EB
LTP/FTP Orthometric Height (metres)	45.8

EUROCONTROL FAS DB tool Version 3.2.1

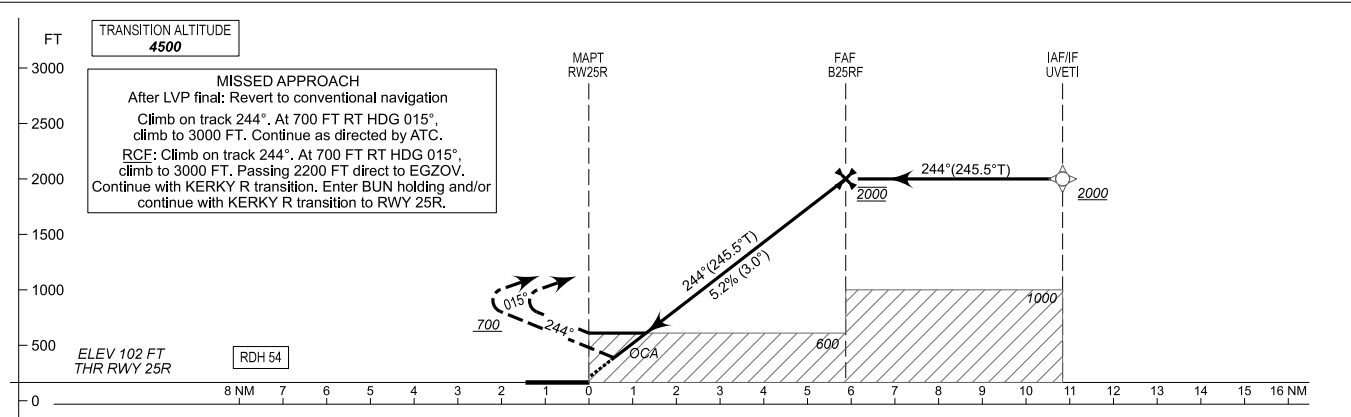
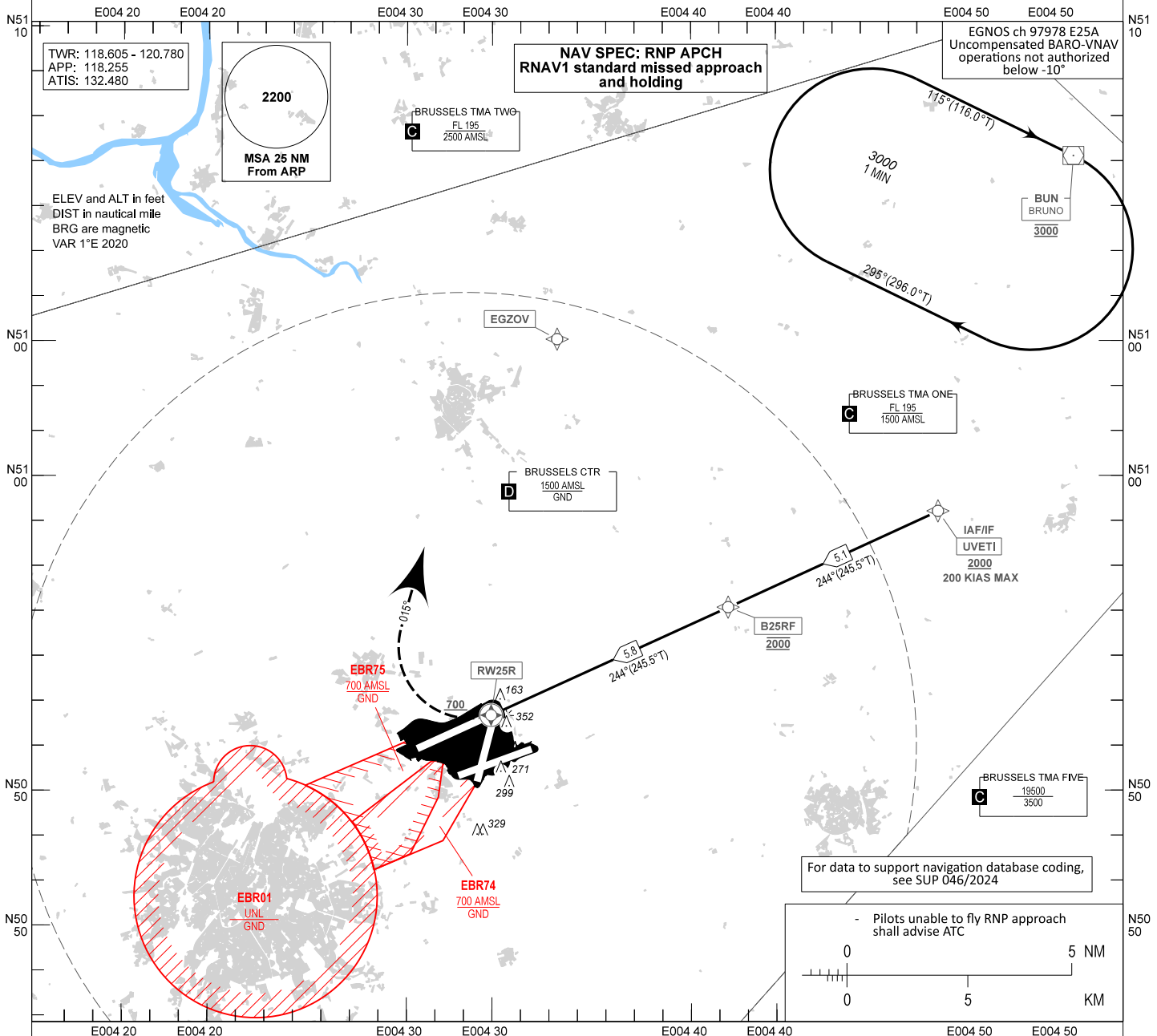
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 175
OCH RELATED TO
THR 25R ELEV 102

BRUSSELS / Brussels-National (EBBR)

RNP RWY 25R



CAT of ACFT	OCA (OCH)				FAF to MAPT - 5.8 NM						
	A	B	C	D	Speed (GS)	KT	70	90	120	150	180
LNAV	600 (500)	600 (500)	600 (500)	600 (500)	Rate of descent	FT/MIN	375	480	640	800	960
LNAV/VNAV	483 (381)	493 (391)	503 (400)	512 (410)	PROCEDURE ALTITUDES						
LPV	302 (200)	302 (200)	302 (200)	302 (200)	DIST THR	5.0	4.0	3.0	2.0		
					Altitude	1750	1430	1110	790		

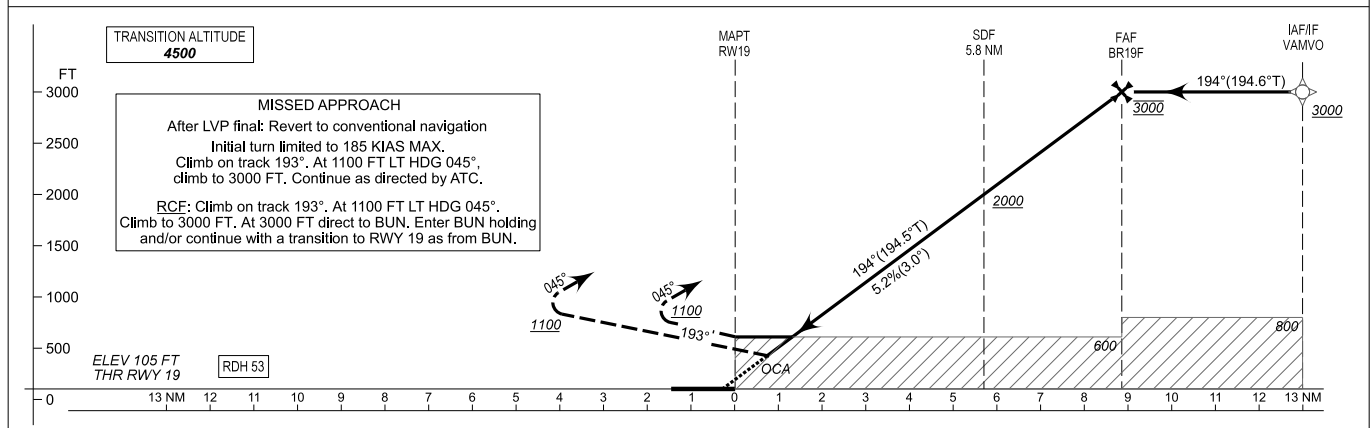
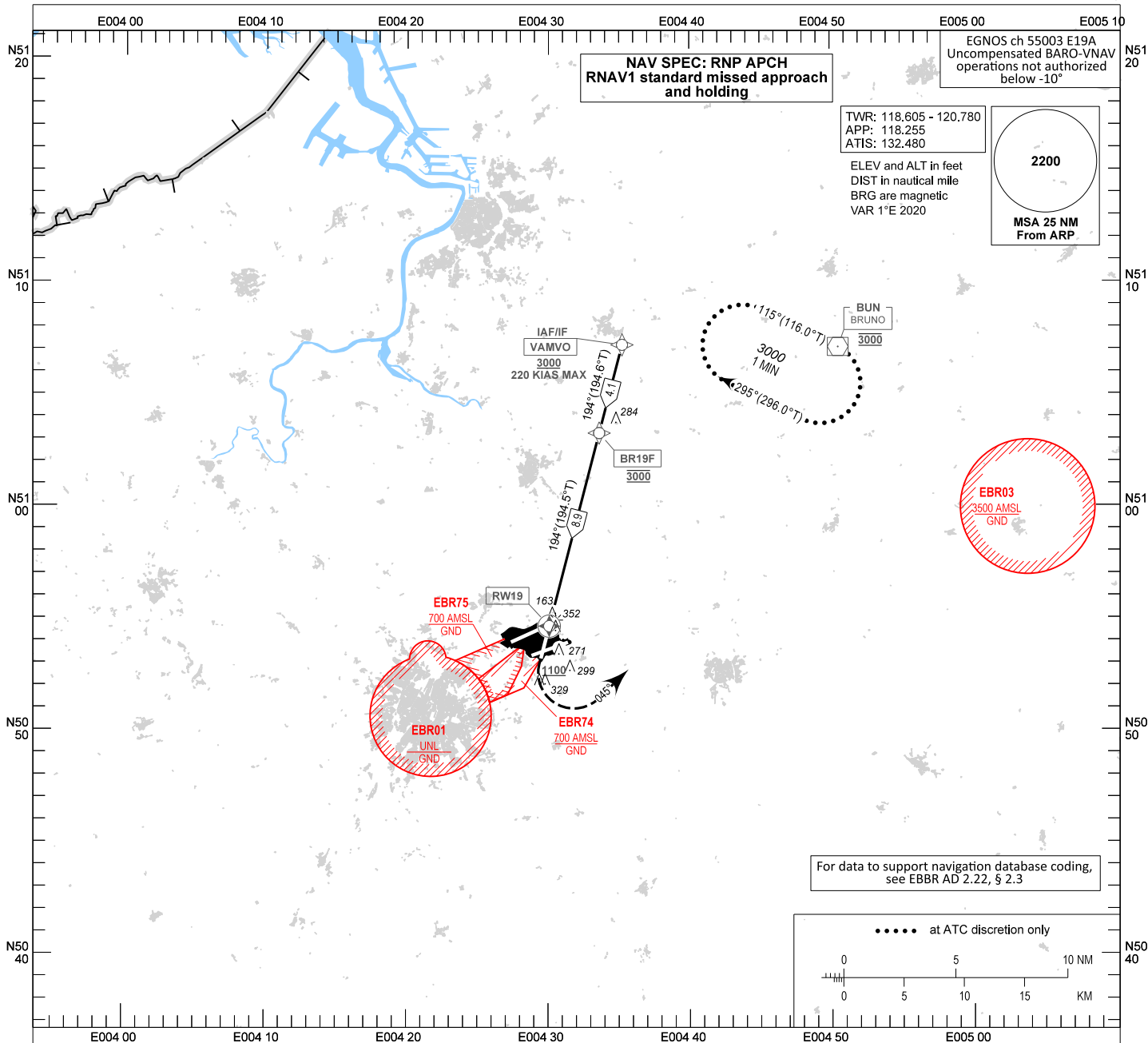
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 175
OCH RELATED TO
THR 19 ELEV 105

BRUSSELS / Brussels-National (EBBR)

RNP RWY 19



CAT of ACFT	OCA (OCH)					FAF to MAPT - 8.9 NM								
	A	B	C	D	DL	Speed (GS)	KT	70	90	120	150	180		
LNAV	600 (500)	600 (500)	600 (500)	600 (500)		Rate of descent	FT/MIN	375	480	640	800	960		
LNAV/VNAV	483 (378)	493 (388)	503 (398)	512 (407)		PROCEDURE ALTITUDES (HEIGHTS)								
LPV	305 (200)	305 (200)	305 (200)	305 (200)	323 (218)	DIST THR	8.0	7.0	6.0	SDF 5.8	5.0	4.0	3.0	2.0
						Altitude	2710	2390	2070	2000	1750	1430	1110	800

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