

AERONAUTICAL INFORMATION PUBLICATION

Belgium and Luxembourg

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Control Tower
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AIRAC AMDT
004/2024

Publication date: 07 MAR 2024
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1. Amendment content:

Section	Subject	Change
GEN 3.5	Meteorological Observations and Reports	Updated
ENR 5.5	USELDANGE GLIDER SECTOR SOUTH. Vertical Limits	Updated
ENR 6	Index Chart. Aerial Sporting and Recreational Activities	Updated
EBAW AD 2.22	Missed Approach	Updated
EBBR AD 2.22	Missed Approach	Updated
EBCI AD 2.22	Missed Approach	Updated
EBLG AD 2.22	Missed Approach	Updated
EBLG AD 2.24	Instrument Approach Charts - ICAO	Updated
ELLX AD 2.24	Instrument Approach Charts - ICAO	Updated
EBOS AD 2.22	Missed Approach	Updated
EBBL AD 2.8	Aprons, Taxiways and Check Locations/Positions Data	Updated
EBBL AD 2.12	Runway Physical Characteristics. Strength	Updated
EBBL AD 2.24	Aerodrome Chart	Updated
EBBL AD 2.24	Aerodrome Ground Movement Chart	Updated

2. Hand corrections to the following pages:

NIL

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

NOTAM: A5243/23

SUP: NIL

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

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ENR 1.10-13	18-MAY-2023	ENR 3.2-20	13-JUL-2023	ENR 5.2-13	10-AUG-2023
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ENR 1.10-15	18-MAY-2023	ENR 3.2-22	13-JUL-2023	ENR 5.2-15	21-MAR-2024
ENR 1.10-16	18-MAY-2023	ENR 3.2-23	22-FEB-2024	ENR 5.2-16	21-MAR-2024
ENR 1.10-17	21-MAR-2024	ENR 3.2-24	22-FEB-2024	ENR 5.2-17	21-MAR-2024
ENR 1.10-18	21-MAR-2024	ENR 3.2-25	13-JUL-2023	ENR 5.2-18	21-MAR-2024
ENR 1.10-19	18-MAY-2023	ENR 3.2-26	13-JUL-2023	ENR 5.2-19	10-AUG-2023
ENR 1.10-20	18-MAY-2023	ENR 3.2-27	13-JUL-2023	ENR 5.2-20	10-AUG-2023
ENR 1.10-21	18-MAY-2023	ENR 3.2-28	13-JUL-2023	ENR 5.2-21	10-AUG-2023
ENR 1.10-22	18-MAY-2023	ENR 3.2-29	13-JUL-2023	ENR 5.2-22	10-AUG-2023
ENR 1.11-1	21-APR-2022	ENR 3.2-30	13-JUL-2023	ENR 5.2-23	28-DEC-2023
ENR 1.11-2	21-APR-2022	ENR 3.2-31	13-JUL-2023	ENR 5.2-24	28-DEC-2023
ENR 1.12-1	15-SEP-2016	ENR 3.2-32	13-JUL-2023	ENR 5.2-25	28-DEC-2023
ENR 1.12-2	15-SEP-2016	ENR 3.2-33	13-JUL-2023	ENR 5.2-26	28-DEC-2023
ENR 1.12-3	03-DEC-2020	ENR 3.2-34	13-JUL-2023	ENR 5.2-27	28-DEC-2023
ENR 1.12-4	03-DEC-2020	ENR 3.3-1	06-OCT-2022	ENR 5.2-28	28-DEC-2023
ENR 1.13-1	12-OCT-2017	ENR 3.3-2	06-OCT-2022	ENR 5.2-29	15-JUN-2023
ENR 1.13-2	12-OCT-2017	ENR 3.3-3	06-OCT-2022	ENR 5.2-30	15-JUN-2023
ENR 1.14-1	21-MAR-2024	ENR 3.3-4	06-OCT-2022	ENR 5.3-1	21-APR-2022
ENR 1.14-2	21-MAR-2024	ENR 3.3-5	06-OCT-2022	ENR 5.3-2	21-APR-2022
ENR 1.14-3	21-MAR-2024	ENR 3.3-6	06-OCT-2022	ENR 5.4-1	21-MAR-2024
ENR 1.14-4	21-MAR-2024	ENR 3.3-7	06-OCT-2022	ENR 5.4-2	21-MAR-2024
ENR 1.14-5	21-MAR-2024	ENR 3.3-8	06-OCT-2022	ENR 5.4-3	22-FEB-2024
ENR 1.14-6	21-MAR-2024	ENR 3.3-9	06-OCT-2022	ENR 5.4-4	22-FEB-2024
ENR 1.14-7	21-MAR-2024	ENR 3.3-10	06-OCT-2022	ENR 5.5-1	16-JUN-2022
ENR 1.14-8	21-MAR-2024	ENR 3.3-11	06-OCT-2022	ENR 5.5-2	16-JUN-2022
ENR 1.14-9	21-MAR-2024	ENR 3.3-12	06-OCT-2022	ENR 5.5-3	06-OCT-2022
ENR 1.14-10	21-MAR-2024	ENR 3.3-13	06-OCT-2022	ENR 5.5-4	06-OCT-2022
ENR 1.14-11	21-MAR-2024	ENR 3.3-14	06-OCT-2022	ENR 5.5-5	14-JUL-2022
ENR 1.14-12	21-MAR-2024	ENR 3.4-1	06-OCT-2022	ENR 5.5-6	14-JUL-2022
ENR 2.1-1	28-DEC-2023	ENR 3.4-2	06-OCT-2022	ENR 5.5-7	18-APR-2024
ENR 2.1-2	28-DEC-2023	ENR 4.1-1	22-FEB-2024	ENR 5.5-8	18-APR-2024
ENR 2.1-3	06-OCT-2022	ENR 4.1-2	22-FEB-2024	ENR 5.5-9	14-JUL-2022
ENR 2.1-4	06-OCT-2022	ENR 4.2-1	04-FEB-2016	ENR 5.5-10	14-JUL-2022
ENR 2.1-5	21-APR-2022	ENR 4.2-2	04-FEB-2016	ENR 5.5-11	14-JUL-2022
ENR 2.1-6	21-APR-2022	ENR 4.3-1	26-MAR-2020	ENR 5.5-12	14-JUL-2022
ENR 2.1-7	21-APR-2022	ENR 4.3-2	26-MAR-2020	ENR 5.5-13	18-MAY-2023
ENR 2.1-8	21-APR-2022	ENR 4.4-1	22-FEB-2024	ENR 5.5-14	18-MAY-2023
ENR 2.1-9	21-APR-2022	ENR 4.4-2	22-FEB-2024	ENR 5.5-15	18-MAY-2023
ENR 2.1-10	21-APR-2022	ENR 4.4-3	22-FEB-2024	ENR 5.5-16	18-MAY-2023
ENR 2.1-11	30-NOV-2023	ENR 4.4-4	22-FEB-2024	ENR 5.5-17	25-JAN-2024
ENR 2.1-12	30-NOV-2023	ENR 4.4-5	21-MAR-2024	ENR 5.5-18	25-JAN-2024
ENR 2.1-13	30-NOV-2023	ENR 4.4-6	21-MAR-2024	ENR 5.6-1	21-MAR-2024
ENR 2.1-14	30-NOV-2023	ENR 4.4-7	21-MAR-2024	ENR 5.6-2	21-MAR-2024
ENR 2.1-15	21-APR-2022	ENR 4.4-8	21-MAR-2024	ENR 5.6-3	21-MAR-2024
ENR 2.1-16	21-APR-2022	ENR 4.5-1	12-SEP-2019	ENR 5.6-4	21-MAR-2024
ENR 2.1-17	07-SEP-2023	ENR 4.5-2	12-SEP-2019	ENR 5.6-5	21-MAR-2024
ENR 2.1-18	07-SEP-2023	ENR 5.1-1	25-JAN-2024	ENR 5.6-6	21-MAR-2024
ENR 2.2-1	21-APR-2022	ENR 5.1-2	25-JAN-2024	ENR 6-1	10-SEP-2020
ENR 2.2-2	21-APR-2022	ENR 5.1-3	21-MAR-2024	ENR 6-2	10-SEP-2020
ENR 2.2-3	21-APR-2022	ENR 5.1-4	21-MAR-2024	ENR 6.ENRC.01-1	25-JAN-2024

ENR 6.ENRC.01-2	25-JAN-2024	AD 1.1-3	17-AUG-2017	AD 2.EBAW-IAC.02a-2	23-APR-2020
ENR 6-ENRC.02-1	25-JAN-2024	AD 1.1-4	17-AUG-2017	AD 2.EBAW-IAC.03-1	21-MAR-2024
ENR 6-ENRC.02-2	25-JAN-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	25-JAN-2024	AD 1.2-2	02-NOV-2023	AD 2.EBAW-IAC.05-1	21-MAR-2024
ENR 6-ENRC.04-2	25-JAN-2024	AD 1.2-3	12-AUG-2021	AD 2.EBAW-IAC.05-2	21-MAR-2024
ENR 6-ENRC.05a-1	16-JUN-2022	AD 1.2-4	12-AUG-2021	AD 2.EBAW-IAC.05a-1	02-NOV-2023
ENR 6-ENRC.05a-2	16-JUN-2022	AD 1.2-5	06-OCT-2022	AD 2.EBAW-IAC.05a-2	02-NOV-2023
ENR 6-ENRC.05b-1	16-JUN-2022	AD 1.2-6	06-OCT-2022	AD 2.EBAW-VAC.01-1	21-MAR-2024
ENR 6-ENRC.05b-2	16-JUN-2022	AD 1.3-1	15-JUN-2023	AD 2.EBAW-VAC.01-2	21-MAR-2024
ENR 6-ENRC.05c-1	16-JUN-2022	AD 1.3-2	15-JUN-2023	AD 2.EBAW-VAC.02-1	21-MAR-2024
ENR 6-ENRC.05c-2	16-JUN-2022	AD 1.3-3	15-JUN-2023	AD 2.EBAW-VAC.02-2	21-MAR-2024
ENR 6-ENRC.05d-1	16-JUN-2022	AD 1.3-4	15-JUN-2023	AD 2.EBAW-VAC.03-1	24-MAR-2022
ENR 6-ENRC.05d-2	16-JUN-2022	AD 1.3-5	25-JAN-2024	AD 2.EBAW-VAC.03-2	24-MAR-2022
ENR 6-ENRC.05e-1	16-JUN-2022	AD 1.3-6	25-JAN-2024	AD 2.EBBR-1	30-NOV-2023
ENR 6-ENRC.05e-2	16-JUN-2022	AD 1.3-7	30-NOV-2023	AD 2.EBBR-2	30-NOV-2023
ENR 6-ENRC.05f-1	16-JUN-2022	AD 1.3-8	30-NOV-2023	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-INDEXT.01a-1	16-JUN-2022	AD 1.3-10	30-NOV-2023	AD 2.EBBR-5	22-FEB-2024
ENR 6-INDEXT.01a-2	16-JUN-2022	AD 1.3-11	30-NOV-2023	AD 2.EBBR-6	22-FEB-2024
ENR 6-INDEXT.01b-1	16-JUN-2022	AD 1.3-12	30-NOV-2023	AD 2.EBBR-7	22-FEB-2024
ENR 6-INDEXT.01b-2	16-JUN-2022	AD 1.4-1	21-MAY-2020	AD 2.EBBR-8	22-FEB-2024
ENR 6-INDEXT.01c-1	16-JUN-2022	AD 1.4-2	21-MAY-2020	AD 2.EBBR-9	22-FEB-2024
ENR 6-INDEXT.01c-2	16-JUN-2022	AD 1.5-1	30-NOV-2023	AD 2.EBBR-10	22-FEB-2024
ENR 6-INDEXT.01d-1	14-JUL-2022	AD 1.5-2	30-NOV-2023	AD 2.EBBR-11	22-FEB-2024
ENR 6-INDEXT.01d-2	14-JUL-2022	AD 2.EBAW-1	05-OCT-2023	AD 2.EBBR-12	22-FEB-2024
ENR 6-INDEXT.02-1	21-MAR-2024	AD 2.EBAW-2	05-OCT-2023	AD 2.EBBR-13	22-FEB-2024
ENR 6-INDEXT.02-2	21-MAR-2024	AD 2.EBAW-3	30-NOV-2023	AD 2.EBBR-14	22-FEB-2024
ENR 6-INDEXT.03a-1	15-JUN-2023	AD 2.EBAW-4	30-NOV-2023	AD 2.EBBR-15	22-FEB-2024
ENR 6-INDEXT.03a-2	15-JUN-2023	AD 2.EBAW-5	28-DEC-2023	AD 2.EBBR-16	22-FEB-2024
ENR 6-INDEXT.03b-1	16-JUN-2022	AD 2.EBAW-6	28-DEC-2023	AD 2.EBBR-17	22-FEB-2024
ENR 6-INDEXT.03b-2	16-JUN-2022	AD 2.EBAW-7	05-OCT-2023	AD 2.EBBR-18	22-FEB-2024
ENR 6-INDEXT.03c-1	16-JUN-2022	AD 2.EBAW-8	05-OCT-2023	AD 2.EBBR-19	22-FEB-2024
ENR 6-INDEXT.03c-2	16-JUN-2022	AD 2.EBAW-9	22-FEB-2024	AD 2.EBBR-20	22-FEB-2024
ENR 6-INDEXT.04a-1	18-APR-2024	AD 2.EBAW-10	22-FEB-2024	AD 2.EBBR-21	22-FEB-2024
ENR 6-INDEXT.04a-2	18-APR-2024	AD 2.EBAW-11	21-MAR-2024	AD 2.EBBR-22	22-FEB-2024
ENR 6-INDEXT.04b-1	16-JUN-2022	AD 2.EBAW-12	21-MAR-2024	AD 2.EBBR-23	21-MAR-2024
ENR 6-INDEXT.04b-2	16-JUN-2022	AD 2.EBAW-13	02-NOV-2023	AD 2.EBBR-24	21-MAR-2024
ENR 6-INDEXT.04c-1	16-JUN-2022	AD 2.EBAW-14	02-NOV-2023	AD 2.EBBR-25	22-FEB-2024
ENR 6-INDEXT.04c-2	16-JUN-2022	AD 2.EBAW-15	18-APR-2024	AD 2.EBBR-26	22-FEB-2024
ENR 6-INDEXT.04d-1	14-JUL-2022	AD 2.EBAW-16	18-APR-2024	AD 2.EBBR-27	22-FEB-2024
ENR 6-INDEXT.04d-2	14-JUL-2022	AD 2.EBAW-17	21-MAR-2024	AD 2.EBBR-28	22-FEB-2024
ENR 6-INDEXT.04e-1	16-JUN-2022	AD 2.EBAW-18	21-MAR-2024	AD 2.EBBR-29	22-FEB-2024
ENR 6-INDEXT.04e-2	16-JUN-2022	AD 2.EBAW-19	21-MAR-2024	AD 2.EBBR-30	22-FEB-2024
ENR 6-INDEXT.04f-1	23-MAR-2023	AD 2.EBAW-20	21-MAR-2024	AD 2.EBBR-31	22-FEB-2024
ENR 6-INDEXT.04f-2	23-MAR-2023	AD 2.EBAW-21	21-MAR-2024	AD 2.EBBR-32	22-FEB-2024
ENR 6-INDEXT.05-1	16-JUN-2022	AD 2.EBAW-22	21-MAR-2024	AD 2.EBBR-33	22-FEB-2024
ENR 6-INDEXT.05-2	16-JUN-2022	AD 2.EBAW-ADC.01-1	21-MAR-2024	AD 2.EBBR-34	22-FEB-2024
ENR 6-INDEXT.06-1	30-NOV-2023	AD 2.EBAW-ADC.01-2	21-MAR-2024	AD 2.EBBR-35	22-FEB-2024
ENR 6-INDEXT.06-2	30-NOV-2023	AD 2.EBAW-ADC.02-1	30-NOV-2023	AD 2.EBBR-36	22-FEB-2024
ENR 6-INDEXT.07-1	13-JUL-2023	AD 2.EBAW-ADC.02-2	30-NOV-2023	AD 2.EBBR-37	22-FEB-2024
ENR 6-INDEXT.07-2	13-JUL-2023	AD 2.EBAW-ADC.03-1	28-DEC-2023	AD 2.EBBR-38	22-FEB-2024
ENR 6-INDEXT.08-1	16-JUN-2022	AD 2.EBAW-ADC.03-2	28-DEC-2023	AD 2.EBBR-39	22-FEB-2024
ENR 6-INDEXT.08-2	16-JUN-2022	AD 2.EBAW-ADC.04-1	21-MAR-2024	AD 2.EBBR-40	22-FEB-2024
ENR 6-INDEXT.09-1	25-JAN-2024	AD 2.EBAW-ADC.04-2	21-MAR-2024	AD 2.EBBR-41	18-APR-2024
ENR 6-INDEXT.09-2	25-JAN-2024	AD 2.EBAW-AOC.01-1	21-MAR-2024	AD 2.EBBR-42	18-APR-2024
ENR 6-INDEXT.10-1	01-FEB-2018	AD 2.EBAW-AOC.01-2	21-MAR-2024	AD 2.EBBR-43	18-APR-2024
ENR 6-INDEXT.10-2	01-FEB-2018	AD 2.EBAW-ATCSMAC.01-1	28-JAN-2021	AD 2.EBBR-44	18-APR-2024

AD

AD 0.1-1	04-FEB-2016	AD 2.EBAW-STAR.01-1	22-FEB-2024	AD 2.EBBR-45	18-APR-2024
AD 0.1-2	04-FEB-2016	AD 2.EBAW-STAR.01-2	22-FEB-2024	AD 2.EBBR-46	18-APR-2024
AD 0.2-1	04-FEB-2016	AD 2.EBAW-STAR.02-1	22-FEB-2024	AD 2.EBBR-47	22-FEB-2024
AD 0.2-2	04-FEB-2016	AD 2.EBAW-STAR.02-2	22-FEB-2024	AD 2.EBBR-48	22-FEB-2024
AD 0.3-1	31-MAR-2016	AD 2.EBAW-SID.01-1	22-FEB-2024	AD 2.EBBR-49	22-FEB-2024
AD 0.3-2	31-MAR-2016	AD 2.EBAW-SID.01-2	22-FEB-2024	AD 2.EBBR-50	22-FEB-2024
AD 0.4-1	04-FEB-2016	AD 2.EBAW-SID.02-1	21-MAR-2024	AD 2.EBBR-51	22-FEB-2024
AD 0.4-2	04-FEB-2016	AD 2.EBAW-SID.02-2	21-MAR-2024	AD 2.EBBR-52	22-FEB-2024
AD 0.5-1	04-FEB-2016	AD 2.EBAW-SID.03a-1	21-MAR-2024	AD 2.EBBR-53	22-FEB-2024
AD 0.5-2	04-FEB-2016	AD 2.EBAW-SID.03a-2	21-MAR-2024	AD 2.EBBR-54	22-FEB-2024
AD 0.6-1	18-APR-2024	AD 2.EBAW-SID.03b-1	21-MAR-2024	AD 2.EBBR-55	22-FEB-2024
AD 0.6-2	18-APR-2024	AD 2.EBAW-SID.03b-2	21-MAR-2024	AD 2.EBBR-56	22-FEB-2024
AD 1.1-1	26-JAN-2023	AD 2.EBAW-IAC.01-1	21-MAR-2024	AD 2.EBBR-57	22-FEB-2024
AD 1.1-2	26-JAN-2023	AD 2.EBAW-IAC.01-2	21-MAR-2024	AD 2.EBBR-58	22-FEB-2024
		AD 2.EBAW-IAC.02-1	21-MAR-2024	AD 2.EBBR-59	22-FEB-2024
		AD 2.EBAW-IAC.02-2	21-MAR-2024	AD 2.EBBR-60	22-FEB-2024
		AD 2.EBAW-IAC.02a-1	23-APR-2020	AD 2.EBBR-61	22-FEB-2024
				AD 2.EBBR-62	22-FEB-2024

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

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

AD 2.PVT-EBZH-1	24-FEB-2022	AD 2.ULM-EBZU-2	24-MAR-2022	AD 3.PVT-EBOK-1	23-APR-2020
AD 2.PVT-EBZH-2	24-FEB-2022	AD 2.PERS-EBSM-1	16-JUL-2020	AD 3.PVT-EBOK-2	23-APR-2020
AD 2.PVT-EBZH-3	04-FEB-2016	AD 2.PERS-EBSM-2	16-JUL-2020	AD 3.PVT-EBDV-1	29-DEC-2022
AD 2.PVT-EBZH-4	04-FEB-2016	AD 3.MIL-EBCT-1	23-APR-2020	AD 3.PVT-EBDV-2	29-DEC-2022
AD 2.PVT-EBHN-1	24-FEB-2022	AD 3.MIL-EBCT-2	23-APR-2020	AD 3.PVT-EBEB-1	23-APR-2020
AD 2.PVT-EBHN-2	24-FEB-2022	AD 3.MIL-EBCT-VAC.01-1	23-APR-2020	AD 3.PVT-EBEB-2	23-APR-2020
AD 2.PVT-EBHN-3	04-FEB-2016	AD 3.MIL-EBCT-VAC.01-2	23-APR-2020	AD 3.PVT-EBFR-1	14-JUL-2022
AD 2.PVT-EBHN-4	04-FEB-2016	AD 3.MIL-EBCT-VAC.02-1	23-APR-2020	AD 3.PVT-EBFR-2	14-JUL-2022
AD 2.PVT-EBEH-1	24-FEB-2022	AD 3.MIL-EBCT-VAC.02-2	23-APR-2020	AD 3.PVT-EBAG-1	23-APR-2020
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GEN 3.5 Meteorological Services

1 CIVIL

1.1 Responsible Services

Skeyes and ANA are the meteorological service providers for international air navigation within the area indicated under § 1.2 below.

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

- *Annex 3. Meteorological Service for International Air Navigation*
- *Doc 7030. Regional Supplementary Procedures*
- *Doc 7754. Air Navigation Plan. European Region*

Differences to these provisions are detailed in section GEN 1.7.

1.1.1 Skeyes

Post: skeyes
MET Department
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

TEL: +32 (0) 2 206 28 02

FAX: +32 (0) 2 206 28 09

Email: meteo@skeyes.be

URL: ops.skeyes.be

1.1.2 ANA

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

TEL: +352 47 98 27 01 1

FAX: +352 47 98 27 09 0

Email: info@meteo.public.lu

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

URL: www.meteolux.lu (MET site)

AFS: ELLXYMYX

1.2 Area of Responsibility

Skeyes is responsible for the provision of meteorological services within the Brussels FIR/UIR, with the exception of the airspace within which meteorological services are provided by ANA.

ANA is responsible for the provision of meteorological services within the territory of Luxembourg.

1.3 Meteorological Observations and Reports

Name of station Location indicator	Type and frequency of observation/ automatic observing system	Types of MET reports & Supplementary Information included	Observation system & Sites	Hours of operation	Climato- logical infor- mation
1	2	3	4	5	6
ANTWERPEN/ Deurne EBAW	Half hourly plus special observations	METAR MET REPORT SPECIAL MET REPORT (AUTO METAR AUTO MET REPORT AUTO SPECIAL MET REPORT) ⁽¹⁾ TREND ⁽²⁾	Windvector-sensor: THR 29 and THR 11. Ceilometer: THR 29. RVR measurement: forward scattermeters TDZ RWY 29 and TDZ RWY 11. Temperature: observation site.	During AD OPR HR: MAN reports issued from EBAW or EBBR (see <u>EBAW AD 2.11</u>). Outside AD OPR HR: AUTO reports	AVBL ⁽³⁾
BRUSSELS/ Brussels-National EBBR	Half hourly plus special observations	METAR MET REP SPECIAL MET REP TREND	Windvector-sensor: see <u>AD 2.EBBR-ADC.01</u> . Ceilometer: MM RWY 25L, MM RWY 01, THR RWY 07L and THR RWY 25R. RVR measurement: forward scattermeters TDZ, MID and END of RWY 25R/07L, 25L/07R and 01/19. Temperature: observation site. Radar: airport centre (see <u>AD 2.EBBR- ADC.01</u>).	H24	AVBL ⁽³⁾
CHARLEROI/ Brussels-South EBCI	Half hourly plus special observations	METAR MET REP SPECIAL MET REP TREND	Windvector-sensor: THR 25 and THR 07. Ceilometer: MM RWY 25 and THR RWY 07. RVR measurement: forward scattermeter TDZ, MID and END of RWY 25. Temperature: observation site.	H24	AVBL ⁽³⁾
KORTRIJK/ Wevelgem EBKT	Half hourly plus special observations	METAR	Windvector-sensor: observation site. Ceilometer: observation site. Temperature: observation site. RVR measurement: NIL.	AD OPR HR	Not AVBL
LIÈGE/Liège EBLG	Half hourly plus special observations	METAR MET REP SPECIAL MET REP TREND	Windvector-sensor: THR RWY 22L and THR RWY 04R. Ceilometer: MM RWY 22L and TDZ of RWY 04R. RVR measurement: forward scattermeters TDZ, MID and END of RWY 22L and TDZ of RWY 22R. Temperature: observation site.	H24	AVBL ⁽³⁾
LUXEMBOURG/ Luxembourg ELLX	Half hourly plus special observations	METAR MET REP SPECIAL MET REP TREND	Windvector-sensor: THR 06, THR 24 and in the middle of RWY 24. Ceilometer: RWYs 06 and 24. RVR measurement: points A, B and C of RWY 24. Temperature: observation site.	H24	AVBL ⁽⁴⁾
OOSTENDE- BRUGGE/ Oostende EBOS	Half hourly plus special observations	METAR MET REP SPECIAL MET REP TREND	Windvector-sensor: THR RWY 26 and THR RWY 08. Ceilometer: MM RWY 26 and THR RWY 08. RVR measurement: forward scattermeters TDZ, MID and END of RWY 26. Temperature: observation site.	H24	AVBL ⁽³⁾
SAINT-HUBERT/ Saint-Hubert EBSH	Half hourly	AUTO METAR ⁽¹⁾	Windvector-sensor: THR NW. Ceilometer: observation site. Temperature: observation site. RVR measurement: NIL.	H24 (Unmanned station)	AVBL ⁽³⁾
SPA/La Sauvinière EBSP	Half hourly	AUTO METAR ⁽¹⁾	Windvector-sensor: 180M right side axis RWY 05. Ceilometer: observation site. Temperature: observation site. RVR measurement: NIL.	H24 (Unmanned station)	AVBL ⁽³⁾

Note 1: When automated meteorological reports are provided, cumulonimbus clouds (CB), towering cumulus clouds (TCU) and thunderstorm (TS) are not included due to technical reasons.

Note 2: When automated meteorological reports are provided, no TREND forecast is included in the report.

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SEPT MEUSES

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

SPA

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

TOURNAI - MAUBRAY

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

USELDANGE GLIDER SECTOR NORTH ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494738N 0054729E - along the Belgian-Luxembourg border - 500748N 0060816E - along the German-Luxembourg border - 495656N 0061151E - 495422N 0055755E - 494804N 0060000E - 494738N 0054729E ⁽²⁾ .	FL 065 / 3500FT AMSL	Glider activity. ⁽³⁾	HX ⁽⁴⁾⁽⁵⁾
<p>(1) Non-public glider sector. Use of the sector is subject to prior permission of the operator of ELUS. All other VFR traffic shall contact Luxembourg APP on CH 120.885.</p> <p>(2) Noertrange Area excl.</p> <p>(3) No traffic information on individual glider flights will be issued by ATC.</p> <p>(4) HJ only. On request of the "Cercle Luxembourgeois de Vol à Voile". Activation can be checked with Luxembourg APP on CH 120.885.</p> <p>(5) Any conflicting areas announced by NOTAM are excluded for glider use during activation.</p>			

USELDANGE GLIDER SECTOR SOUTH ⁽¹⁾

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

VERVIERS - THEUX

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

WEELDE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
512620N 0045943E - an arc of circle, 3NM radius, centred on 512339N 0045733E and traced clockwise to 512455N 0045311E - along the Belgian-Dutch border - 512620N 0045943E.	3500FT AMSL / GND	Glider activity. Glider towing. Glider winching up to 3000FT AMSL	HJ. In VMC only ^{(1) (2)}

(1) See [AD 2.MIL-EBWE](#).

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

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

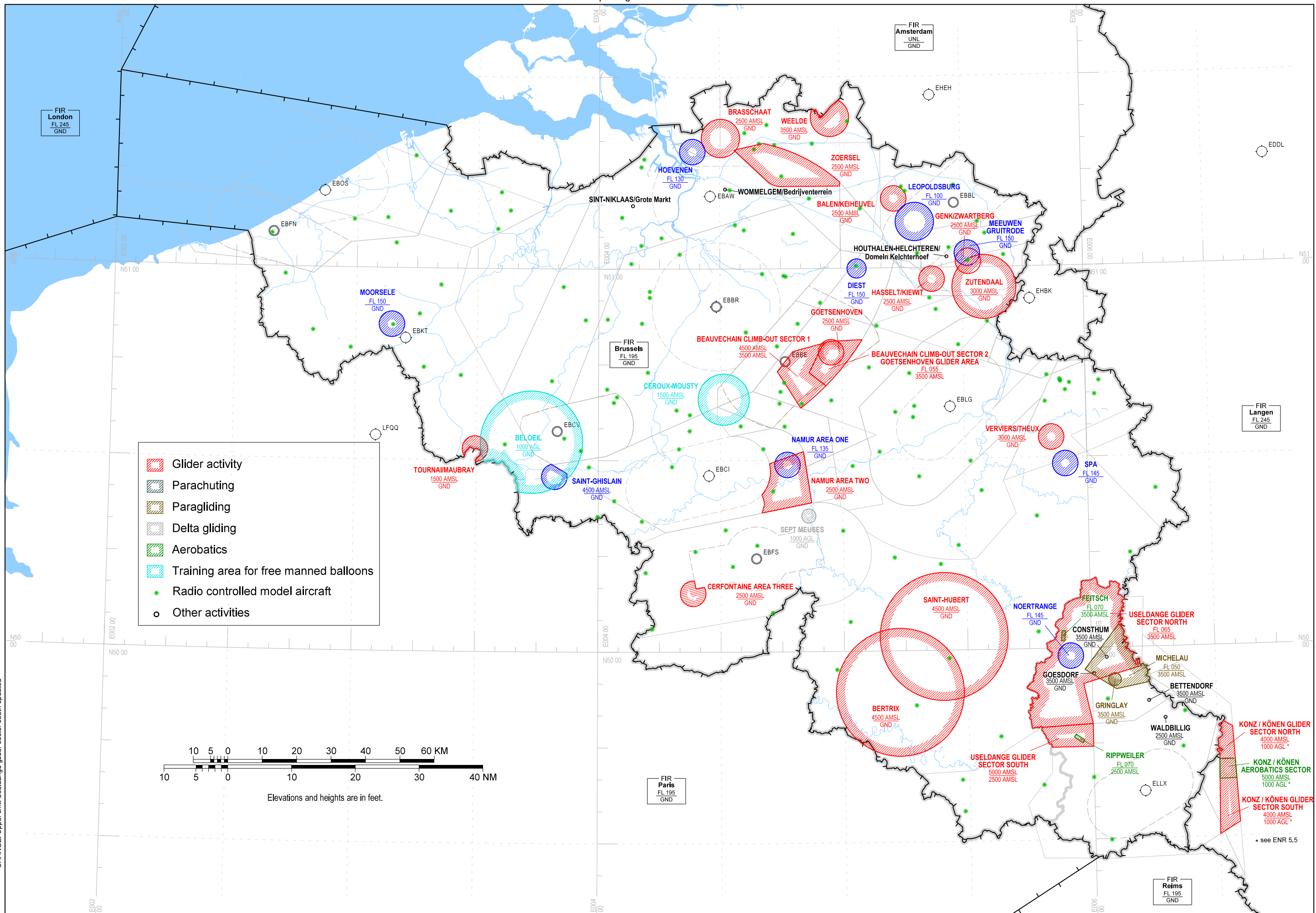
ZOERSEL

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

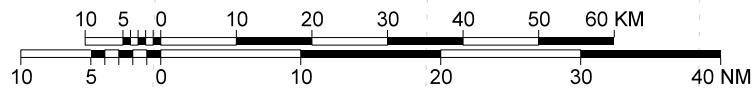
ZUTENDAAL

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

Index Chart Aerial Sporting and Recreational Activities



- Glider activity
- Parachuting
- Paragliding
- Delta gliding
- Aerobatics
- Training area for free manned balloons
- Radio controlled model aircraft
- Other activities



Elevations and heights are in feet.

CHANGE: Upper limit Useldange glider sector south updated

* see ENR 5.5

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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

KOK5A

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

WOODY4A

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

2.2.5 Missed Approach

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

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

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

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

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

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

3.2 Departure Procedures**3.2.1 Standard Instrument Departures**

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

Note: ATC may deviate from these routes.

3.2.1.1 Route Description**RWY 11**

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

RWY 29

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

3.2.1.2 Waypoint Information

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

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

2.3.6 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 to 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 $TSAT \pm 5MIN$ (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 FL60 or above (FL070 when QNH is 995 HPA or below).	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.

LNO 5B

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	LNO	IF	N			FL 080+		
2	LOLGI	TF	N	282.5	L	FL 080+	21.8	
3	GSY	TF	N	245.6		FL 060+	30.0	

2.3.4 Visual Approaches

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

2.3.5 Missed Approach

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

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

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

Note: ATC may deviate from these routes.

3.1.1.1 Route Description

RWY 06

Designator	Route	Remarks
SOPOK7X	Intercept R-051 GSY. At 18.5 DME GSY RT to intercept R-286 SPI INBD BULUX. SOPOK next. RNAV1: [A1100+] - CI105 - CI103[R] - BULUX[R] - SOPOK	ATC climb requirements: see below (§ 3.1.2). BULUX-SOPOK is a RNAV segment.
RITAX7X	Intercept R-051 GSY. At 18.5 DME GSY RT to intercept R-286 SPI INBD. RT to intercept R-314 DIK INBD to RITAX. RNAV1: [A1100+] - CI105 - CI101[F100+; R] - RITAX	ATC climb requirements: see below (§ 3.1.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternate route: SOPOK 7X - SOPOK - RITAX). Intercept R-314 DIK at FL100 or above. If unable to meet this requirement, advise ATC immediately.
CIV 5X	Intercept R-051 GSY. At 7 DME GSY LT DCT to CIV. RNAV1: [A1100+] - CI105[L] - CIV	NIL
LNO7X	Intercept R-051 GSY. At 22 DME GSY RT to intercept R-282 LNO INBD to LNO. RNAV1: [A1100+] - CI105 - CI102[R] - LNO	NIL
SPI7X	Intercept R-051 GSY. At 18.5 DME GSY RT to intercept R-286 SPI INBD to SPI. RNAV1: [A1100+] - CI105 - CI103[R] - SPI	NIL

RWY 24

Designator	Route	Remarks
SOPOK4U	Intercept R-245 GSY. At 6 DME GSY LT to intercept R-256 SPI INBD to ASPIX. SOPOK next. RNAV1: [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - ASPIX[R] - SOPOK	PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI. ASPIX-SOPOK is a RNAV segment.
SOPOK8Y	Intercept R-245 GSY. At 6 DME GSY RT HDG 335° to intercept R-208 BUB INBD. RT to intercept R-244 FLO INBD. RT to intercept R-286 SPI INBD to BULUX. SOPOK next. RNAV1: [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - BULUX[R] - SOPOK	ATC climb requirements: see below (§ 3.1.2). BULUX-SOPOK is a RNAV segment.
RITAX4U	Intercept R-245 GSY. At 6 DME GSY LT to intercept R-256 SPI INBD. RT to intercept R-314 DIK to RITAX. RNAV1: [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - CI007[R] - RITAX	PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI.
RITAX8Y	Intercept R-245 GSY. At 6 DME GSY RT HDG 335° to intercept R-208 BUB INBD. RT to intercept R-244 FLO INBD. RT to intercept R-286 SPI INBD. RT to intercept R-314 DIK INBD to RITAX. RNAV1: [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - CI011[R] - RITAX	ATC climb requirements: see below (§ 3.1.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternate route: SOPOK 8Y - SOPOK - RITAX).
MEDIL4Y	Intercept R-245 GSY. At 8.2 DME GSY RT to intercept R-261 SPI INBD to MEDIL. RNAV1: [A1100+] - CI001[A5000+; R] - MEDIL	At ATC discretion only. PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery.

2.3.9 Missed Approach

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

2.4 After Landing

After landing, pilots shall monitor TWR FREQ 118.130 (8.33 KHZ CH) until reaching their parking position. If requested by ATC, they will change to GND FREQ 121.915 (8.33 KHZ CH).

Preferential exit taxiway for RWY 22L is TWY S2 and TWY S4 for RWY 04R. If pilots want to exit the runway via another taxiway, they shall inform ATC about their intentions as soon as applicable and ATC clearances will be issued accordingly.

Pilots shall follow the marshaller instructions to their parking position. In case of doubt regarding their parking position, confirmation can be obtained from ATC on the appropriate frequency.

3 IFR FLIGHTS (OUTBOUND)

3.1 Starting procedures

3.1.1 General

Pilots shall make sure that they received the appropriate slot-time, if any.

10MIN before the EOBT, pilots shall request start-up clearance from Liège GND on FREQ 121.915 (8.33 KHZ CH).

ATC clearance will only be provided by Liège GND on push-back and taxi request.

3.1.2 Exchange of Data with Network Manager Operations Center (NMOC) - Advanced ATC TWR

EBLG exchanges information for departure flights by applying the Advanced ATC TWR procedures.

Message exchange from the local system to the ATM network complies with the European standard for A-CDM airports, using the following message types:

- A-DPI: ATC departure planning information message, for all instrumental departure flights
- C-DPI: Cancel DPI, cancellation of departure planning information, when required

When push-back approval has been given and the aircraft starts to exit the stand, the TTOT is calculated and transmitted to NMOC via an A-DPI message. The use of the variable taxiing time increases the precision of the TTOT.

After reception of the A-DPI, DLA or CHG messages that change the flight plan data shall not be accepted. If regulated, the CTOT assigned before receiving the A-DPI shall be maintained.

If an aircraft has to abort taxiing for technical reasons, the TWR will send a C-DPI message to the NMOC. The result of the C-DPI is that the flight shall be suspended by informing the operator via an FLS (flight suspension message) with the comment "suspended by departure airport". The flight plan can be activated again by updating the EOBT with a DLA or CHG message.

3.2 Departure procedures

3.2.1 Standard Instrument Departures

SID have been established as shown on the SID charts (see [EBLG AD 2.24](#)) and as listed below. ATC will either issue a SID or specify otherwise the departure route to be flown. Pilots unable to comply shall inform ATC when requesting start-up clearance.

3.2.1.1 Route Description

RWY 04L/R

DESIGNATOR	ROUTE	RMK
LNO2R	RNAV1: [A1100+] - LG011 - LG012[L] - LG013[K220-] - LG008[K220-; L] - LG009[K220; L] - LG010[L] - LNO	PDG 7% (430FT/NM) until passing FL060 due to airspace structure. If unable to comply, advise EBLG DELIVERY prior to start-up.
CIV6R	RNAV1: [A1100+] - LG011 - LG012[L] - LG013[K220-] - LG008 - BUB[L] - CIV	PDG 7% (430FT/NM) until passing FL060 due to airspace structure. If unable to comply, advise EBLG DELIVERY prior to start-up.
BUB1R	RNAV1: [A1100+] - LG011 - LG012[L] - LG013[K220-] - LG008 - BUB	PDG 7% (430FT/NM) until passing FL060 due to airspace structure. If unable to comply, advise EBLG DELIVERY prior to start-up.

RWY 22L/R

DESIGNATOR	ROUTE	RMK
LNO7E	RNAV1: [A1100+] - LG001[R] - LG002 - LG003[K220-; R] - LG006[K220-; R] - LNO	Will be allocated when the airspace S of Liège TMA is not AVBL for CIV OPS PDG 7% (430FT/NM) until passing FL060 due to airspace structure. If unable to comply, advise EBLG DELIVERY prior to start-up.
LNO9S	RNAV1: [A1100+] - LG001[R] - LG002 - LG003[K220-; L] - LG004[K220-; L] - LG005[L] - LNO	PDG 7% (430FT/NM) until passing FL060 due to airspace structure. If unable to comply, advise EBLG DELIVERY prior to start-up.
CIV5S	RNAV1: [A1100+] - LG001[R] - LG002 - LG003[R] - BUB[L] - CIV	PDG 7% (430FT/NM) until passing FL060 due to airspace structure. If unable to comply, advise EBLG DELIVERY prior to start-up.
BUB9S	RNAV1: [A1100+] - LG001[R] - LG002 - LG003[R] - BUB	PDG 7% (430FT/NM) until passing FL060 due to airspace structure. If unable to comply, advise EBLG DELIVERY prior to start-up.

3.2.1.2 Waypoint Information

RWY 04L/R

ID	Latitude	Longitude	Fly-over
LG008	504909.0N	0050844.6E	N
LG009	504146.6N	0050945.6E	N
LG010	503230.9N	0053318.5E	N
LG011	504129.0N	0053147.5E	N
LG012	504444.5N	0053659.1E	N
LG013	504643.1N	0052550.3E	N
BUB	505408.4N	0043217.1E	N
CIV	503426.3N	0034958.4E	N
LNO	503509.3N	0054237.0E	N

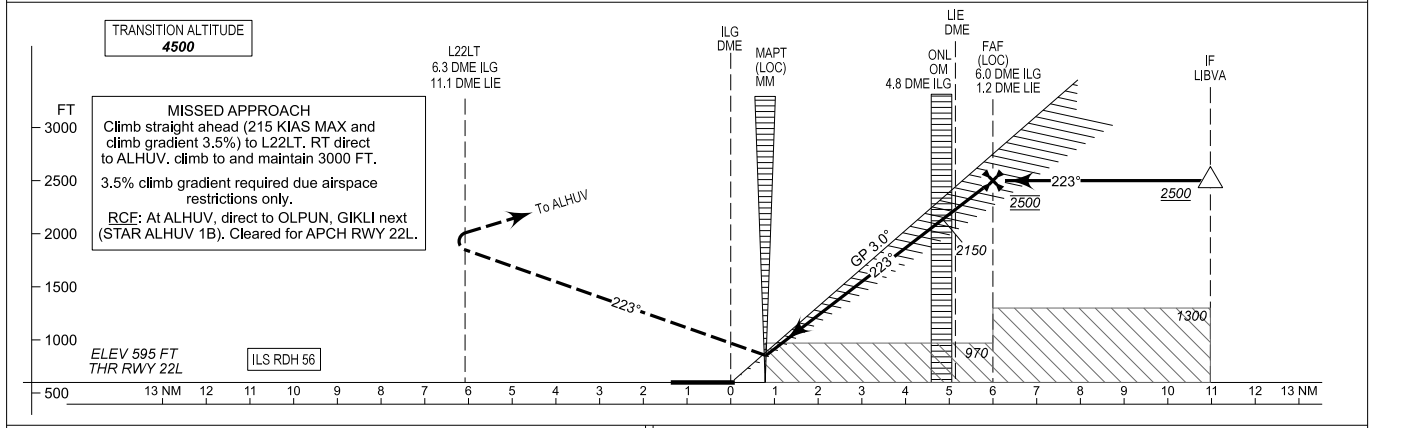
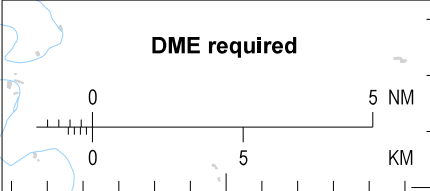
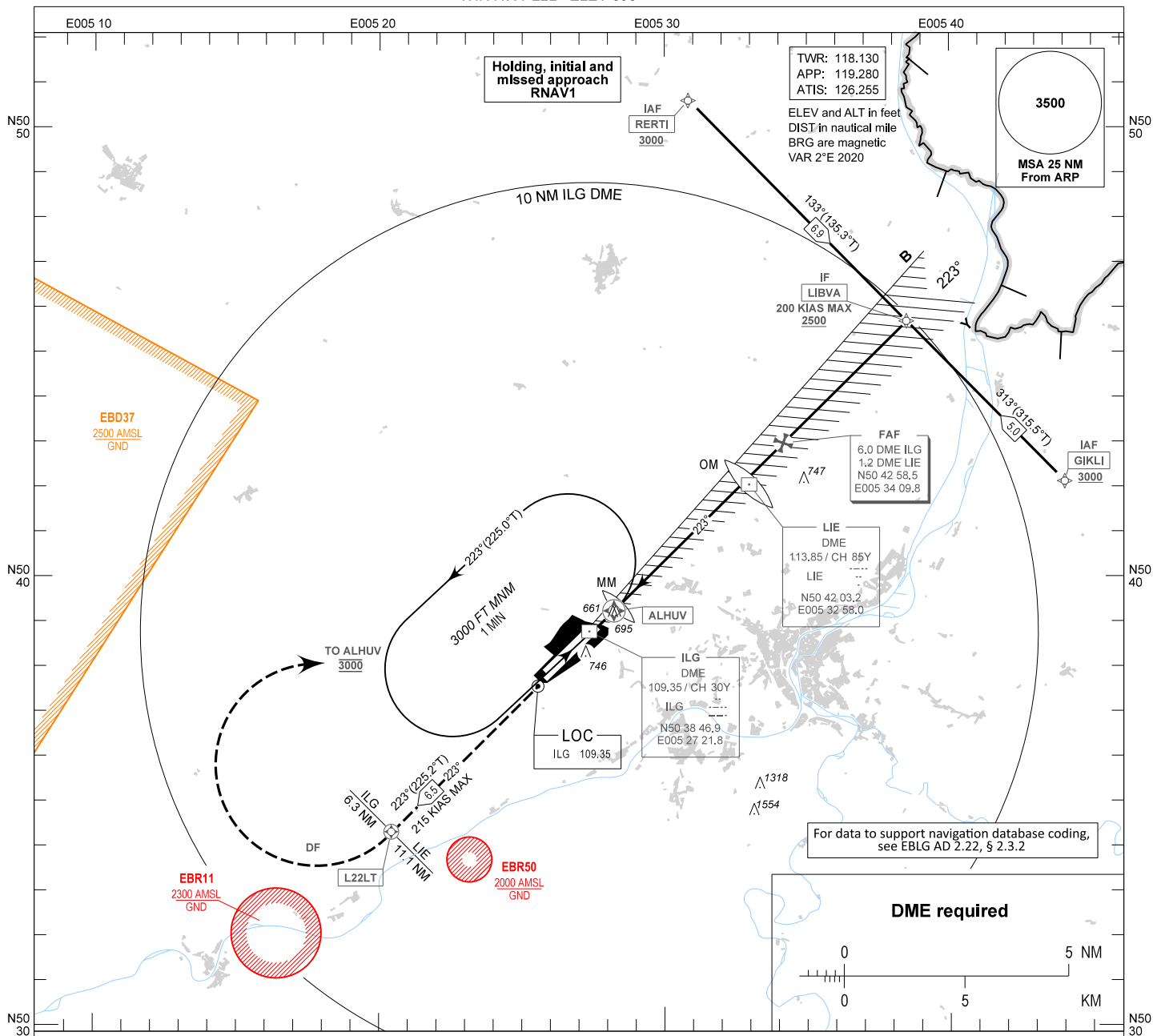
RWY 22L/R

ID	Latitude	Longitude	Fly-over
LG001	503506.7N	0052139.4E	N
LG002	503812.8N	0051227.8E	N
LG003	504044.7N	0050535.8E	N
LG004	503617.9N	0045932.2E	N
LG005	502743.5N	0051519.1E	N
LG006	504619.4N	0051023.9E	N
BUB	505408.4N	0043217.1E	N
CIV	503426.3N	0034958.4E	N
LNO	503509.3N	0054237.0E	N

INSTRUMENT APPROACH CHART - ICAO

AD ELEV 651
OCH RELATED TO
THR RWY 22L - ELEV 595

LIÈGE / Liège (EBLG)
ILS CAT II & III or LOC RWY 22L



CHANGE: RCF updated	OCA (OCH)				
	CAT of ACFT	A	B	C	D
	ILS CAT I	795 (200)	795 (200)	795 (200)	795 (200)
	ILS CAT II	650 (55)	661 (66)	674 (79)	686 (91)
	LOC	970 (370)	970 (370)	970 (370)	970 (370)
AD OPR MMN: 125 M RVR					

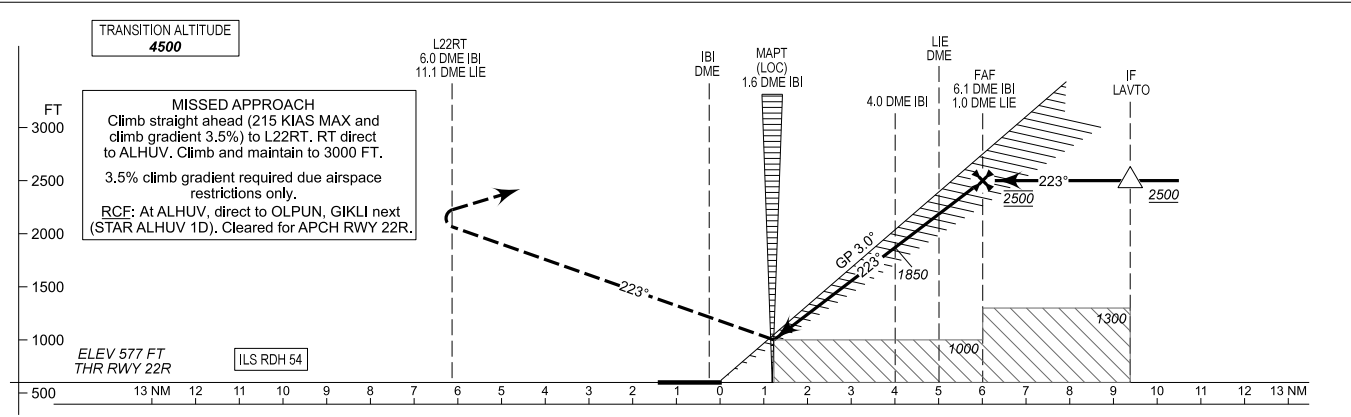
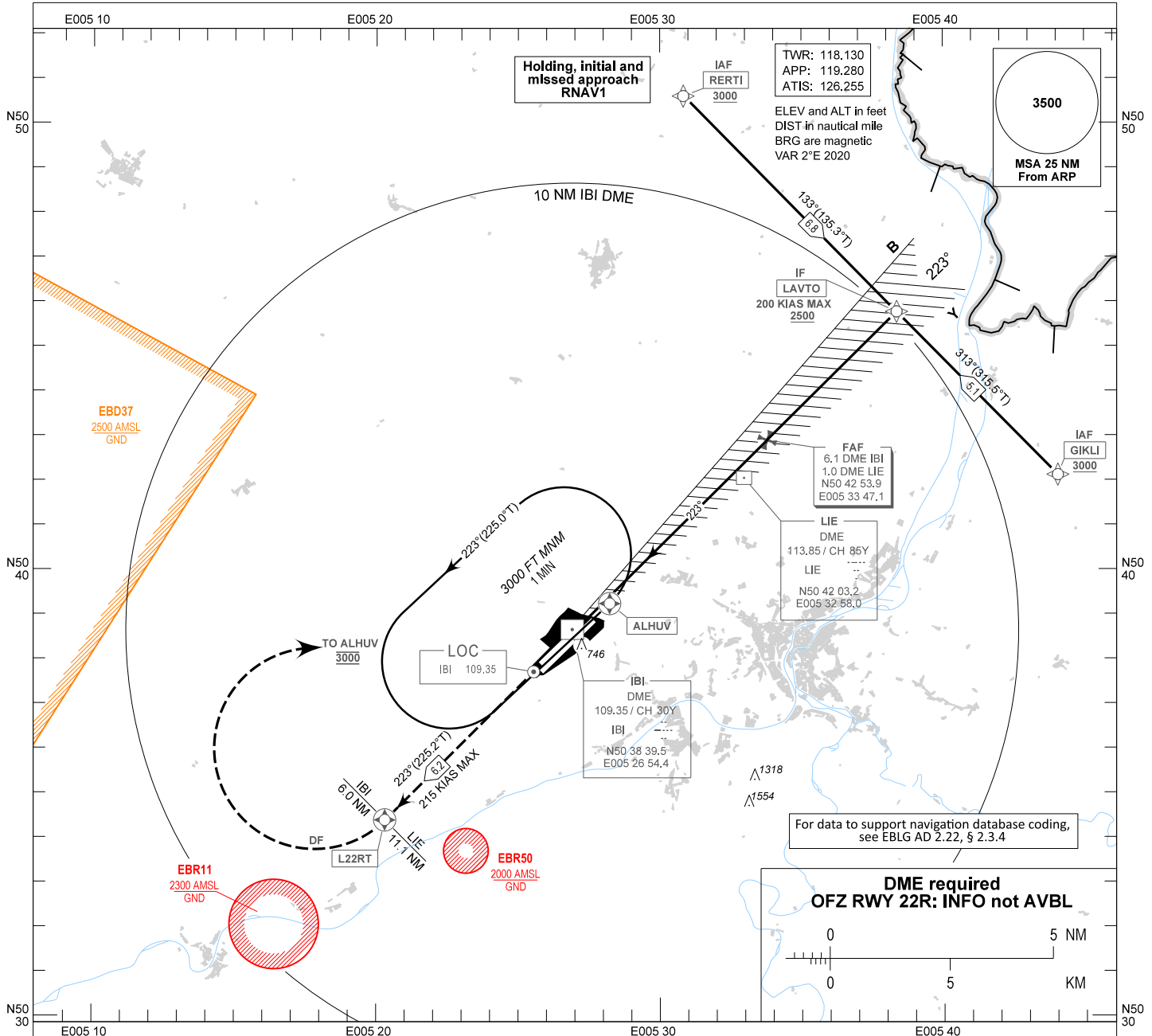
FAF to MAPT - 5.2 NM						
Speed (GS)	KT	70	90	120	150	180
Rate of descent	FT/MIN	375	480	640	800	960
PROCEDURE ALTITUDES						
DME ILG		6.0	5.9	4.9	3.9	2.9
DIST THR		5.8	5.7	4.7	3.7	2.7
Altitude		2500	2460	2150	1830	1510

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**INSTRUMENT APPROACH
CHART - ICAO**

AD ELEV 651
OCH RELATED TO
THR RWY 22R - ELEV 577

LIÈGE / Liège (EBLG)
ILS or LOC RWY 22R



CHANGE: RCF updated

OCA (OCH)				
CAT of ACFT	A	B	C	D
ILS CAT I	777 (200)	777 (200)	777 (200)	777 (200)
LOC	1000 (420)	1000 (420)	1000 (420)	1000 (420)

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

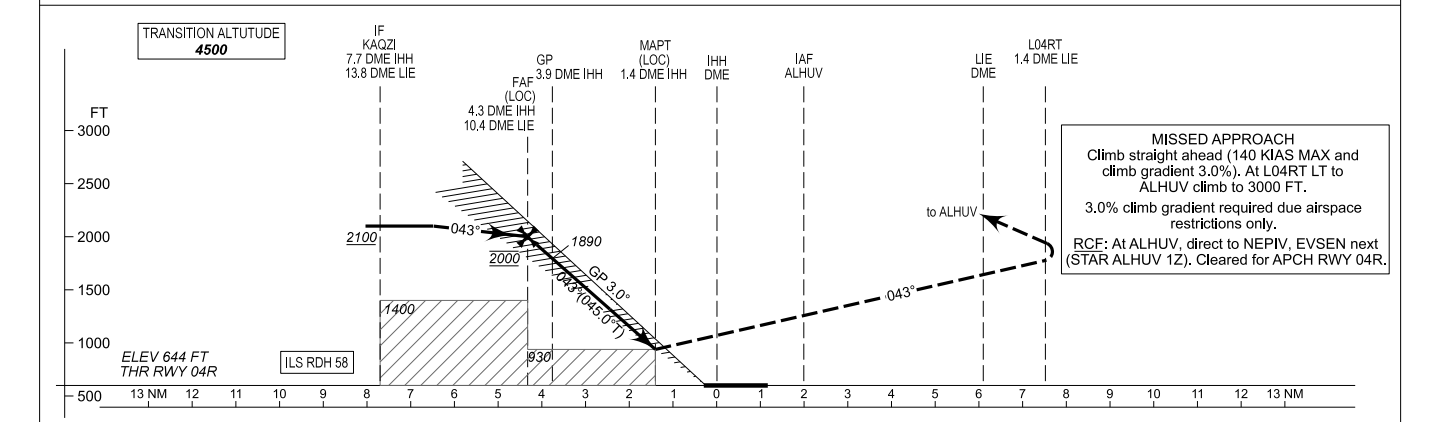
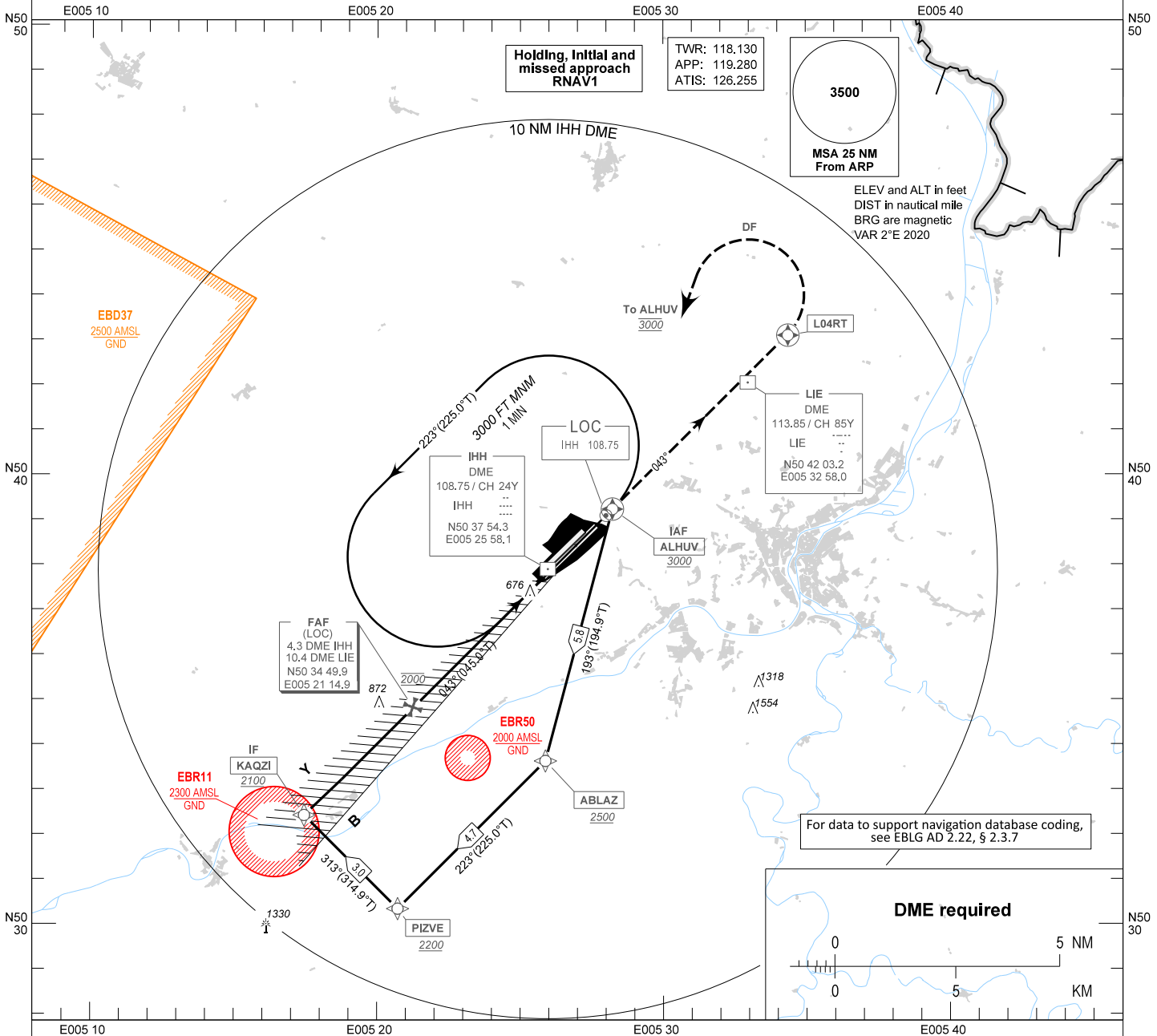
PROCEDURE ALTITUDES					
DME IBI	6.0	5.0	4.0	3.0	2.0
Altitude	2470	2150	1840	1520	1200

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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 651
OCH RELATED TO
THR RWY 04R - ELEV 644

LIÈGE / Liège (EBLG)
ILS CAT II & III or LOC RWY 04R
CAT A-B



OCA (OCH)	A		B		FAF to MAPT - 2.9 NM		
	Speed (GS)	KT	70	90	120		
CAT of ACFT							
ILS CAT I	844 (200)	844 (200)					
ILS CAT II	695 (51)	705 (61)					
LOC	930 (280)	930 (280)					
AD OPR MNM: 125 M RVR							
			PROCEDURE ALTITUDES				
DME IHH			4.0	3.0	2.0	1.4	
Altitude			1910	1590	1270	1080	

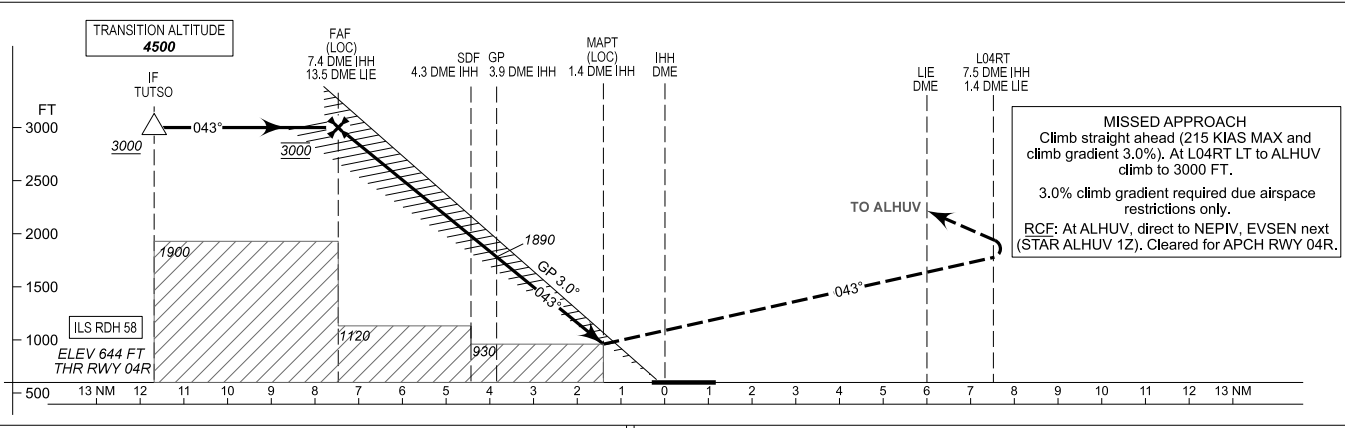
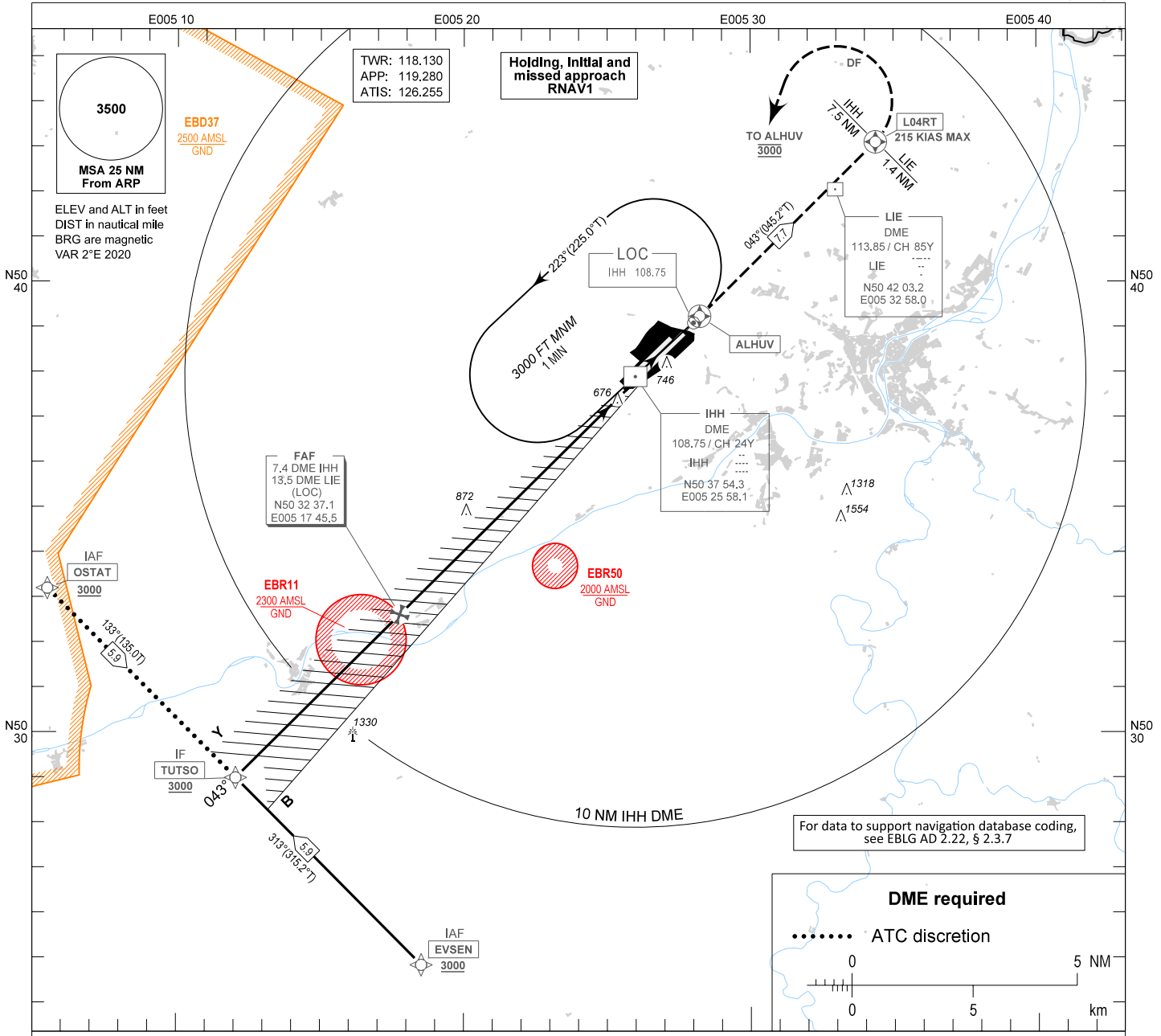
CHANGE: RCF updated

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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 651
OCH RELATED TO
THR RWY 04R - ELEV 644

LIÈGE / Liège (EBLG)
ILS CAT II & III or LOC RWY 04R
CAT C-D



CAT of ACFT	OCA (OCH)			FAF to MAPT - 6.0 NM							
	C	D	DL	Speed (GS)	KT	70	90	120	150	180	
ILS CAT I	844 (200)	844 (200)		Rate of descent	FT/MIN	375	480	640	800	960	
ILS CAT II	718 (74)	731 (87)	735 (91)	PROCEDURE ALTITUDES							
LOC only	930 (280)	930 (280)		DME IHH	7.0	6.0	5.0	4.0	3.0	2.0	1.4
LOC only without SDF	1120 (470)	1120 (470)		Altitude	2860	2540	2230	1910	1590	1270	1080
AD OPR MNM: 125 M RVR											

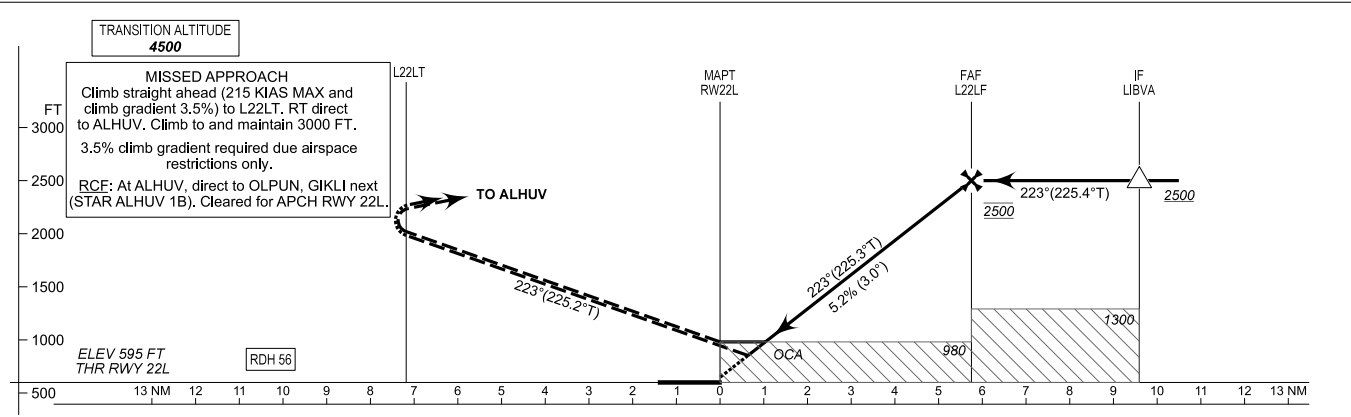
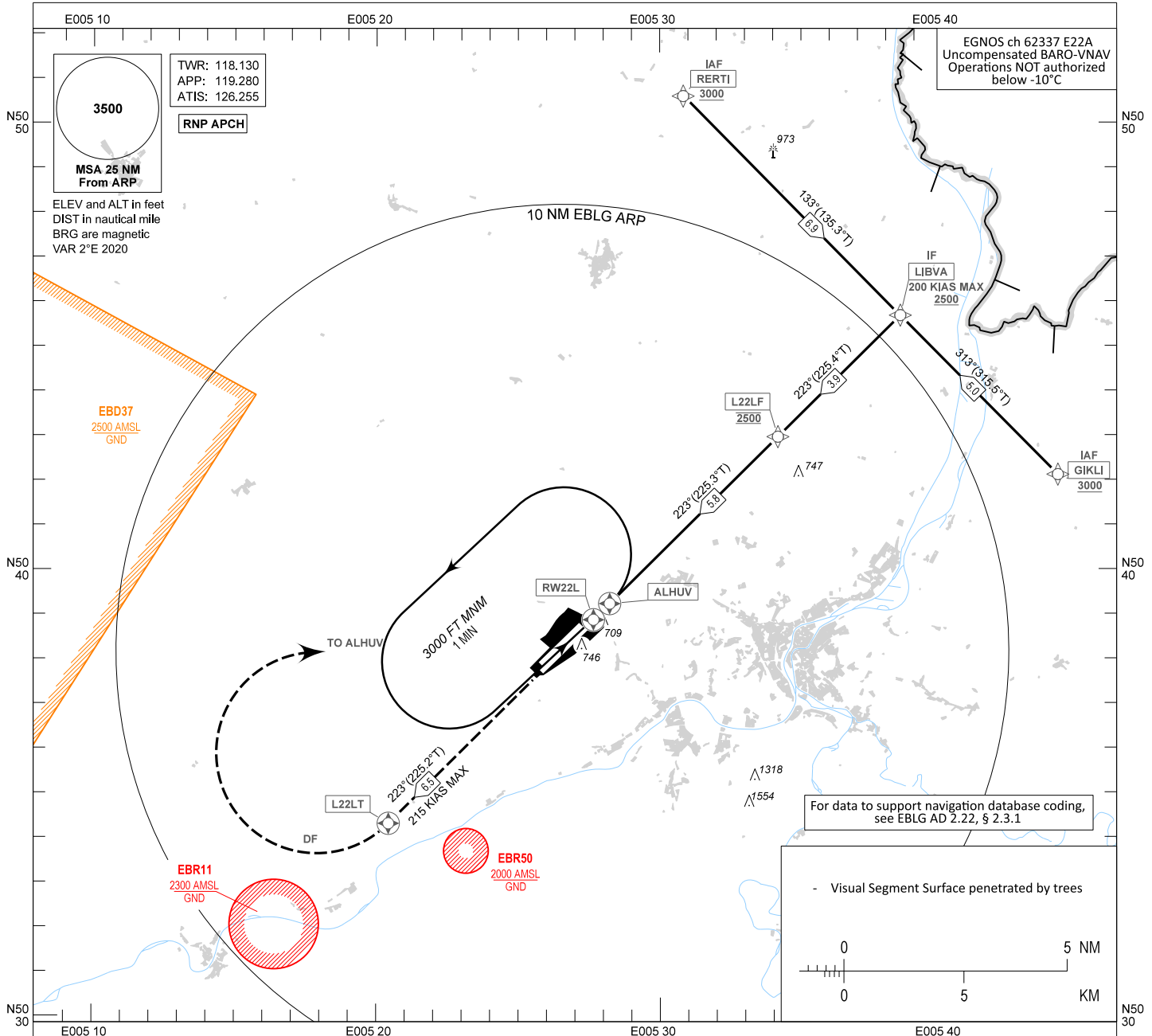
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**INSTRUMENT APPROACH
CHART - ICAO**

AD ELEV 651
OCH RELATED TO
THR RWY 22L - ELEV 595

LIÈGE / Liège (EBLG)

RNP RWY 22L



CHANGE: RCF updated

CAT of ACFT	OCA (OCH)			
	A	B	C	D
LNAV	980 (377)	980 (377)	980 (377)	980 (377)
LNAV/VNAV	857 (262)	867 (272)	877 (282)	906 (311)
LPV	795 (200)	795 (200)	795 (200)	795 (200)

Speed (GS)	KT	FAF to MAPT - 6.0 NM				
		70	90	120	150	180
Rate of descent	FT/MIN	375	480	640	800	960
PROCEDURE ALTITUDES						
DIST THR		5.0	4.0	3.0	2.0	
Altitude		2240	1920	1600	1290	

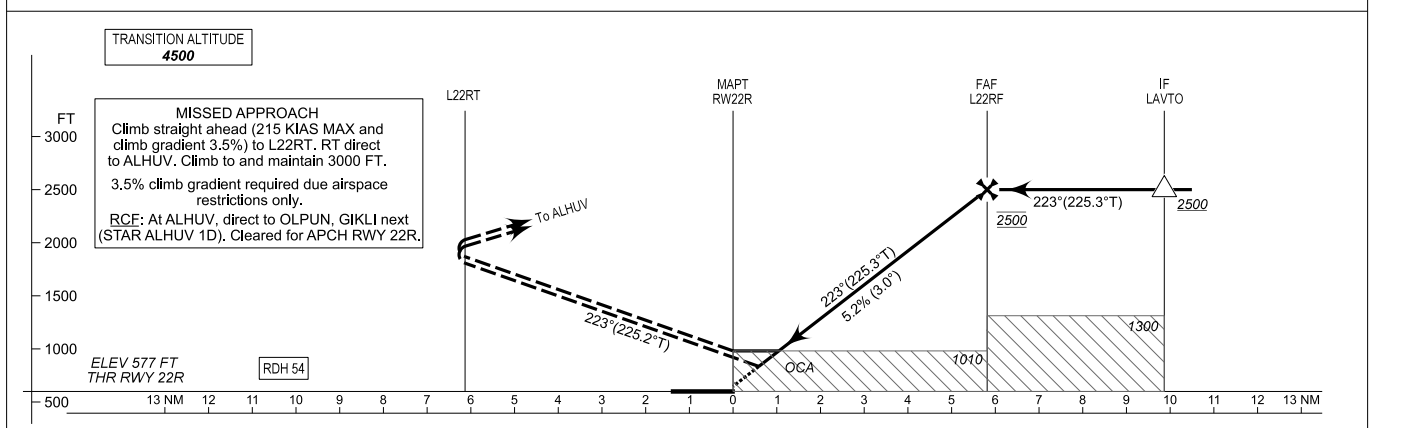
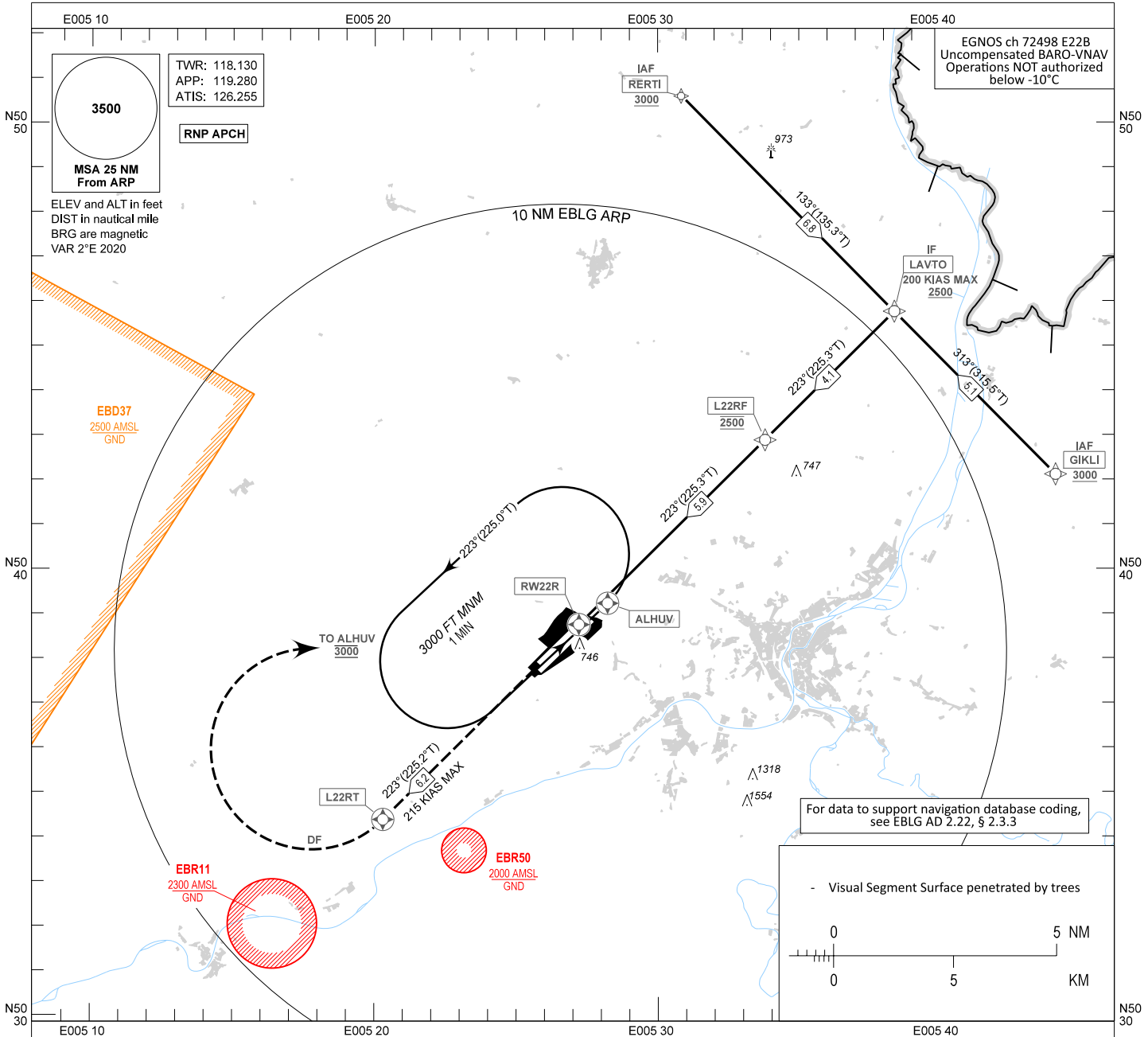
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 651
OCH RELATED TO
THR RWY 22R - ELEV 577

LIÈGE / Liège (EBLG)

RNP RWY 22R



CAT of ACFT	OCA (OCH)				FAF to MAPT - 6.0 NM						
	A	B	C	D	Speed (GS)	KT	70	90	120	150	180
LNAV	980 (403)	1000 (423)	1000 (423)	1000 (423)	Rate of descent	FT/MIN	375	480	640	800	960
LNAV/VNAV	877 (300)	887 (310)	896 (319)	906 (329)	PROCEDURE ALTITUDES DIST THR 5.0 4.0 3.0 2.0 Altitude 2220 1900 1590 1270						
LPV	827 (250)	827 (250)	841 (264)	850 (273)							

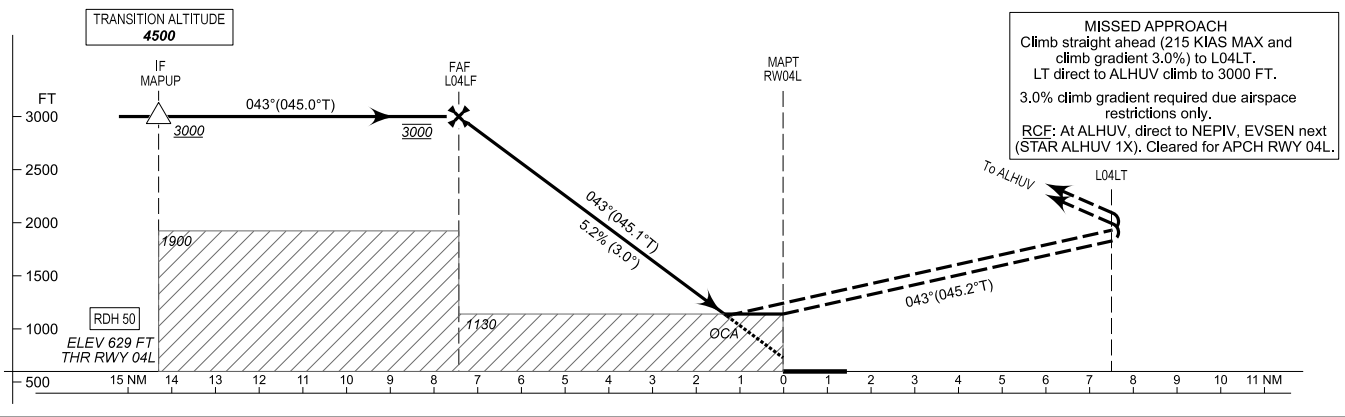
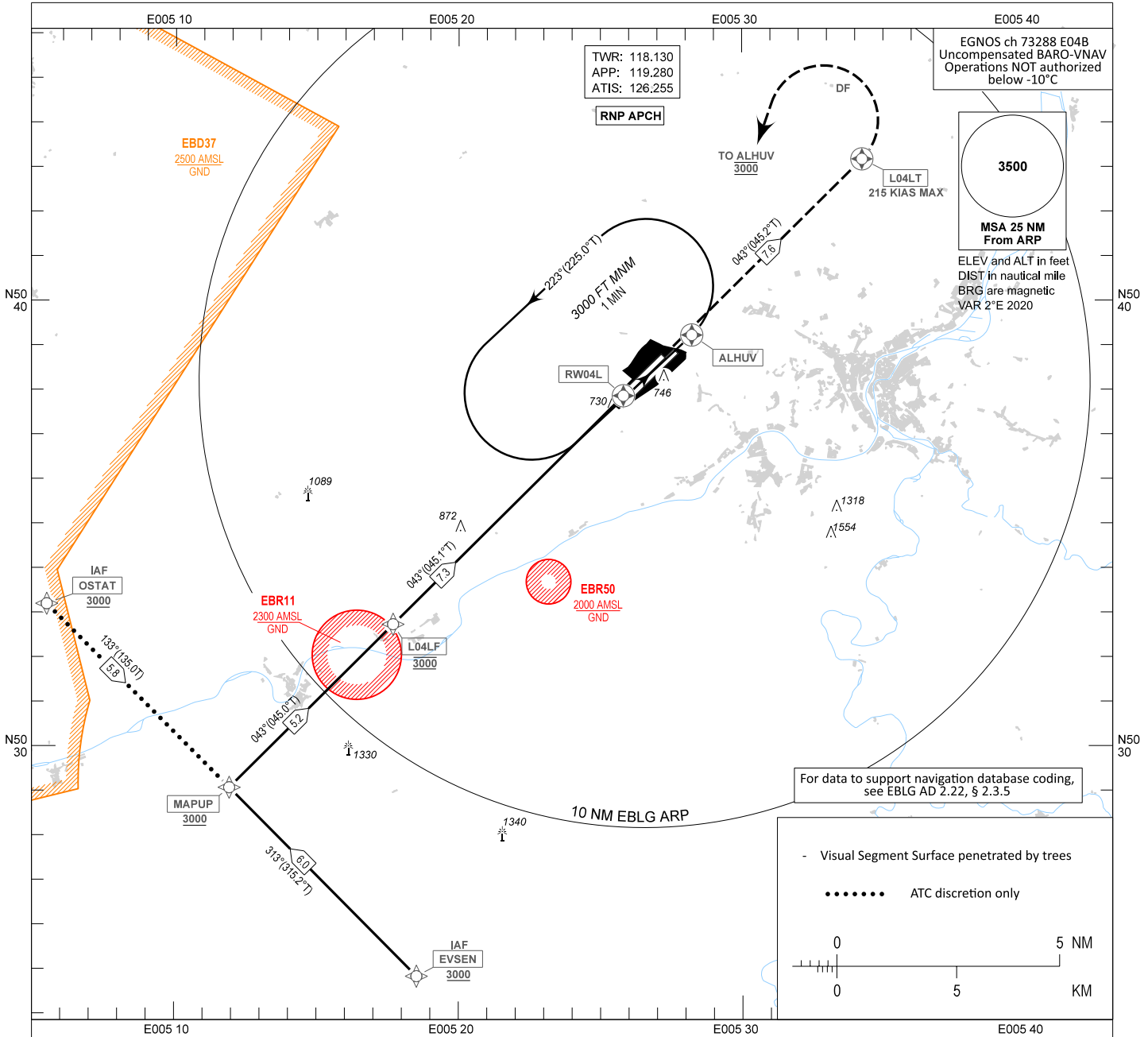
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**INSTRUMENT APPROACH
CHART - ICAO**

AD ELEV 651
OCH RELATED TO
THR RWY 04L - ELEV 629

LIÈGE / Liège (EBLG)

RNP RWY 04L



CHANGE: RCF updated

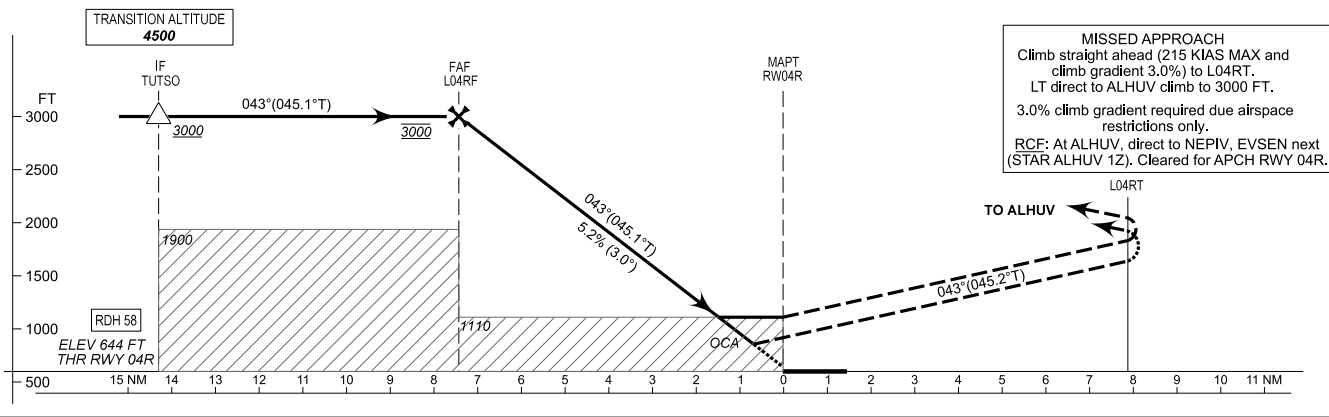
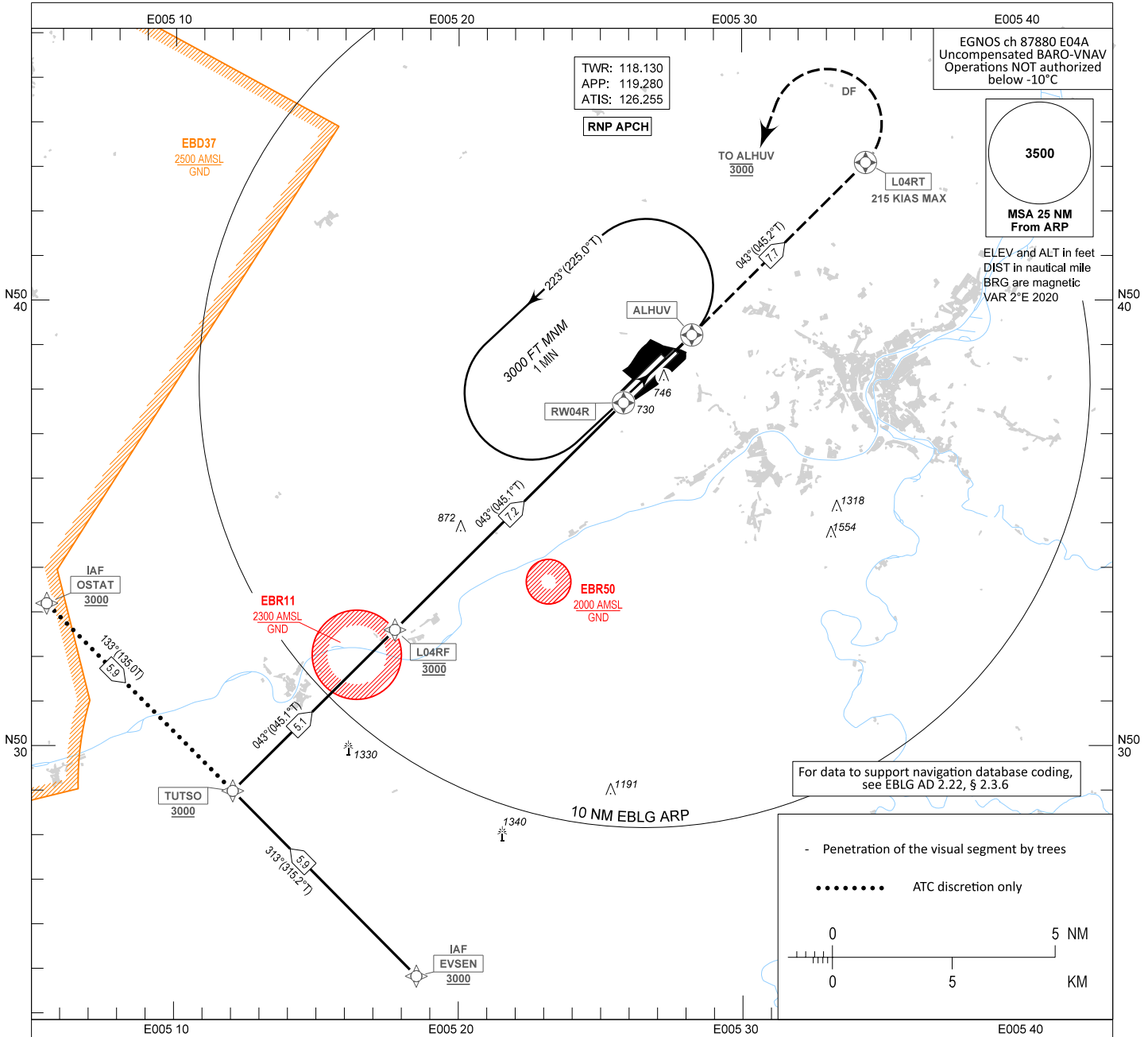
CAT of ACFT	OCA (OCH)				FAF to MAPT - 7.4 NM						
	A	B	C	D	Speed (GS)	KT	70	90	120	150	180
LNAV	1130 (500)	1130 (500)	1130 (500)	1130 (500)	Rate of descent	FT/MIN	375	480	640	800	960
LNAV/VNAV	1129 (500)	1129 (500)	1129 (500)	1129 (500)	PROCEDURE ALTITUDES						
LPV	1129 (500)	1129 (500)	1129 (500)	1129 (500)	DIST THR	7.0	6.0	5.0	4.0	3.0	2.0
					Altitude	2910	2590	2280	1960	1640	1320

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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 651
OCH RELATED TO
THR RWY 04R - ELEV 644

LIÈGE / Liège (EBLG)
RNP RWY 04R



CHANGE: RCF updated

CAT of ACFT	OCA (OCH)			
	A	B	C	D
LNAV	1110 (460)	1110 (460)	1110 (460)	1110 (460)
LNAV/VNAV	894 (250)	894 (250)	898 (254)	907 (263)
LPV	844 (200)	844 (200)	844 (200)	844 (200)

		FAF to MAPT - 7.4 NM				
Speed (GS)	KT	70	90	120	150	180
Rate of descent	FT/MIN	375	480	640	800	960

PROCEDURE ALTITUDES						
DIST THR	7.0	6.0	5.0	4.0	3.0	2.0
Altitude	2930	2610	2290	1970	1650	1330

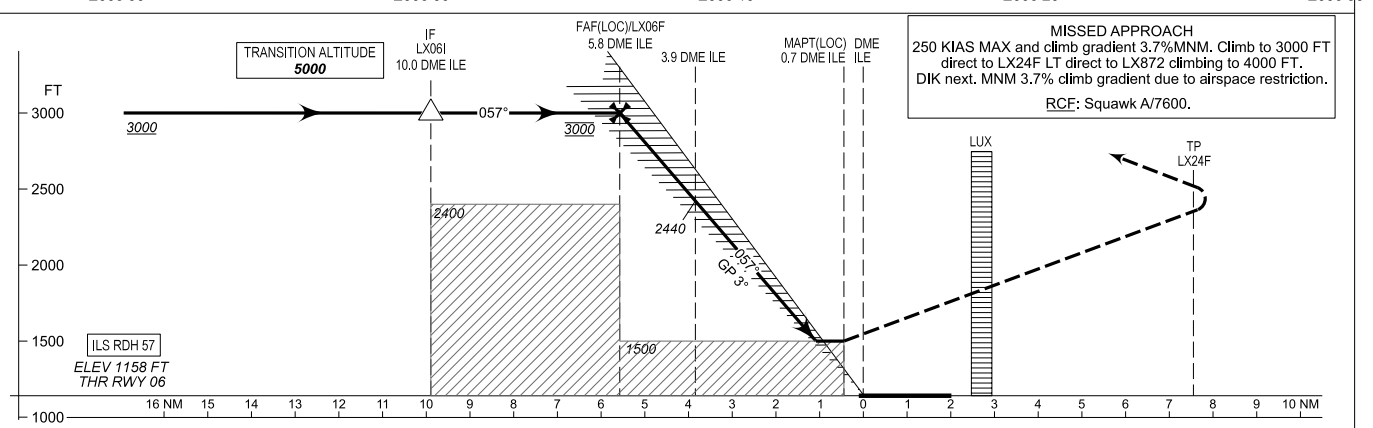
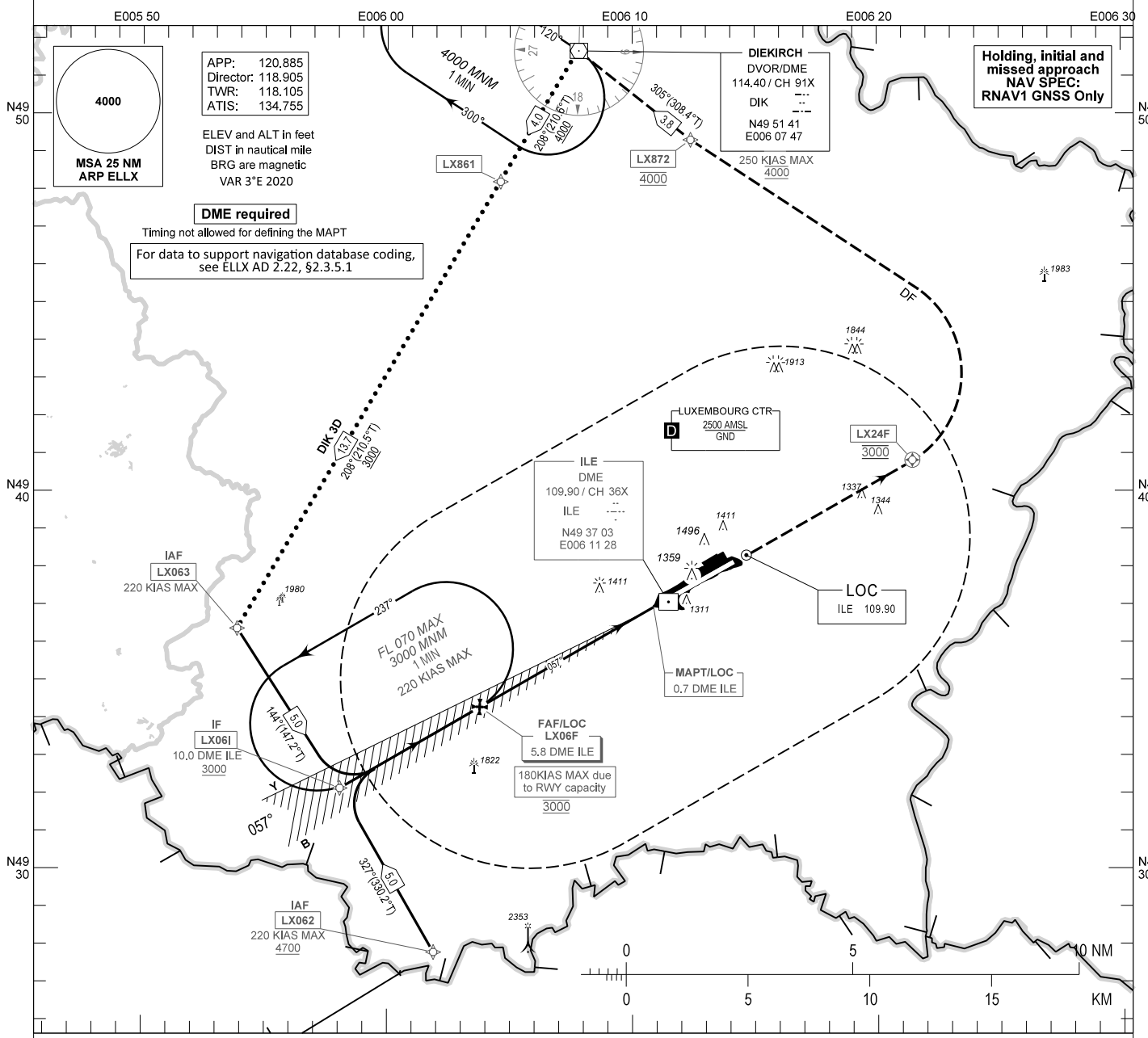
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 06 ELEV 1158

LUXEMBOURG / Luxembourg (ELLX)

ILS or LOC z RWY 06



CHANGE: RCF missed approach

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

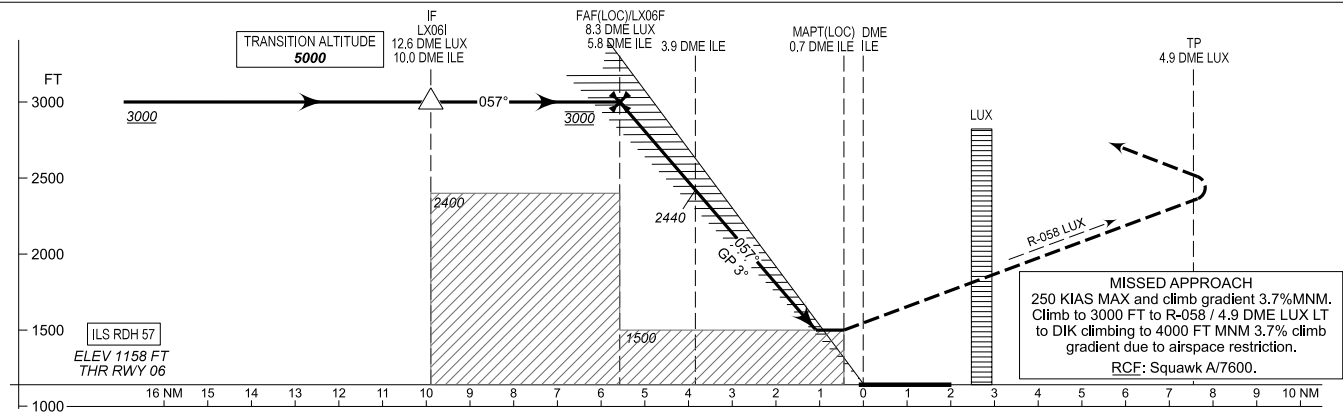
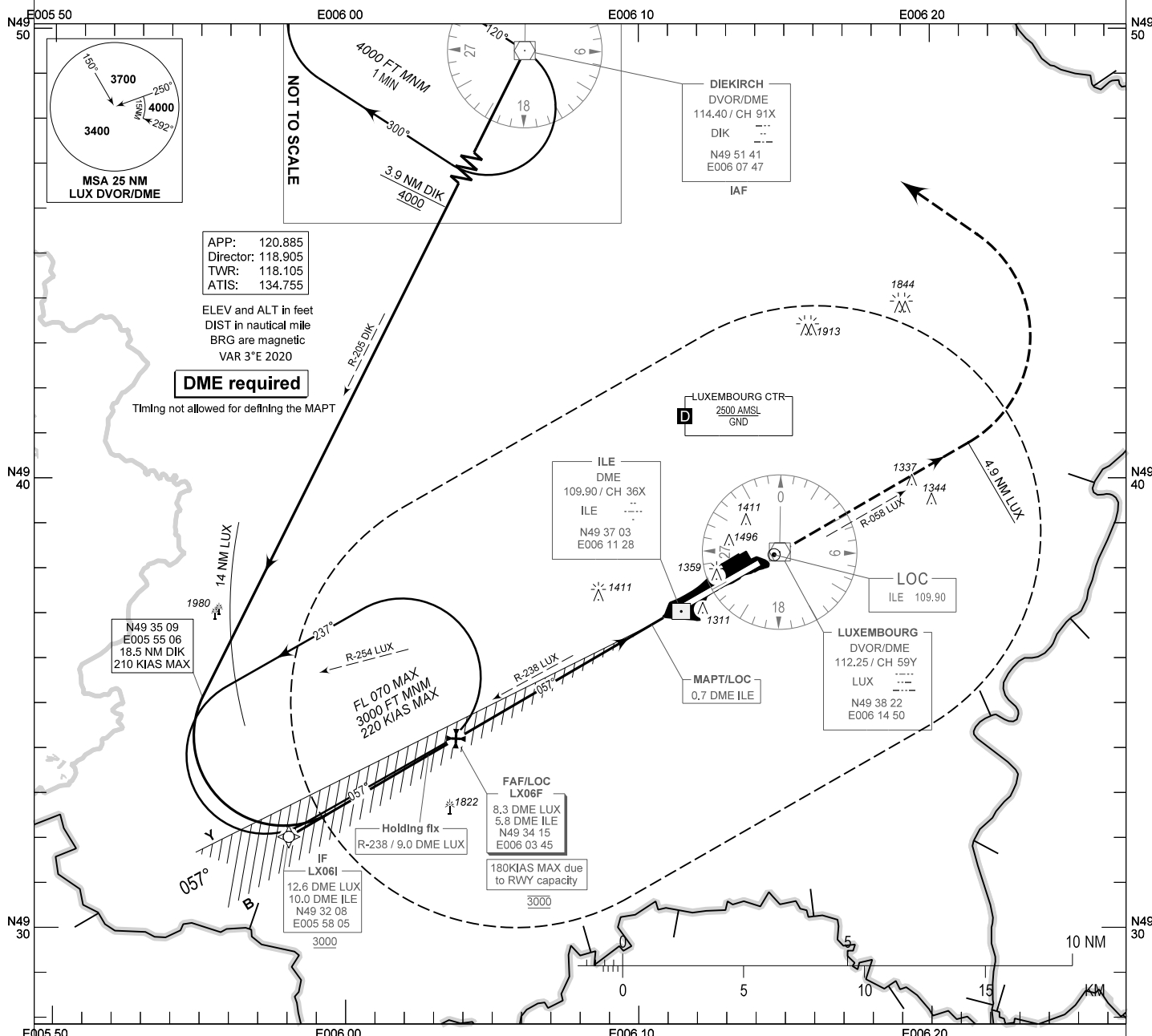
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 06 ELEV 1158

LUXEMBOURG / Luxembourg (ELLX)

ILS or LOC y RWY 06



CHANGE: RCF missed approach

OCA (OCH)				
CAT of ACFT	A	B	C	D
ILS CAT I	1358 (200)	1358 (200)	1358 (200)	1358 (200)
LOC	1500 (340)	1500 (340)	1500 (340)	1500 (340)
MINIMA (RVR/VIS)				
ILS	600 M RVR	600 M RVR	600 M RVR	600 M RVR
LOC	800 M	800 M	800 M	1200 M

FAF to MAPT - 5.0 NM						
Speed (GS)	KT	70	90	120	150	180
Rate of descent	FT/MIN	375	480	640	800	960
PROCEDURE ALTITUDES						
DIST ILE		5.0	4.0	3.0	2.0	
Altitude		2760	2450	2130	1810	

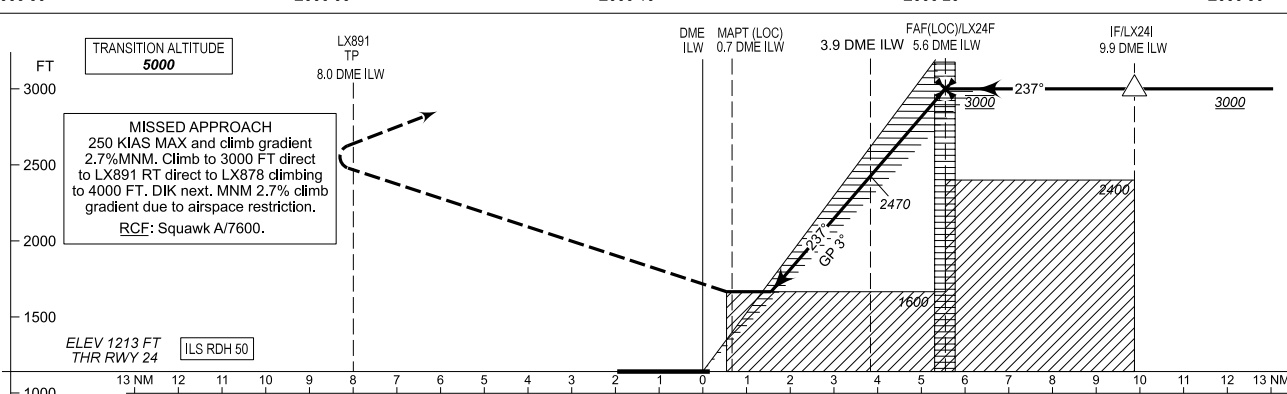
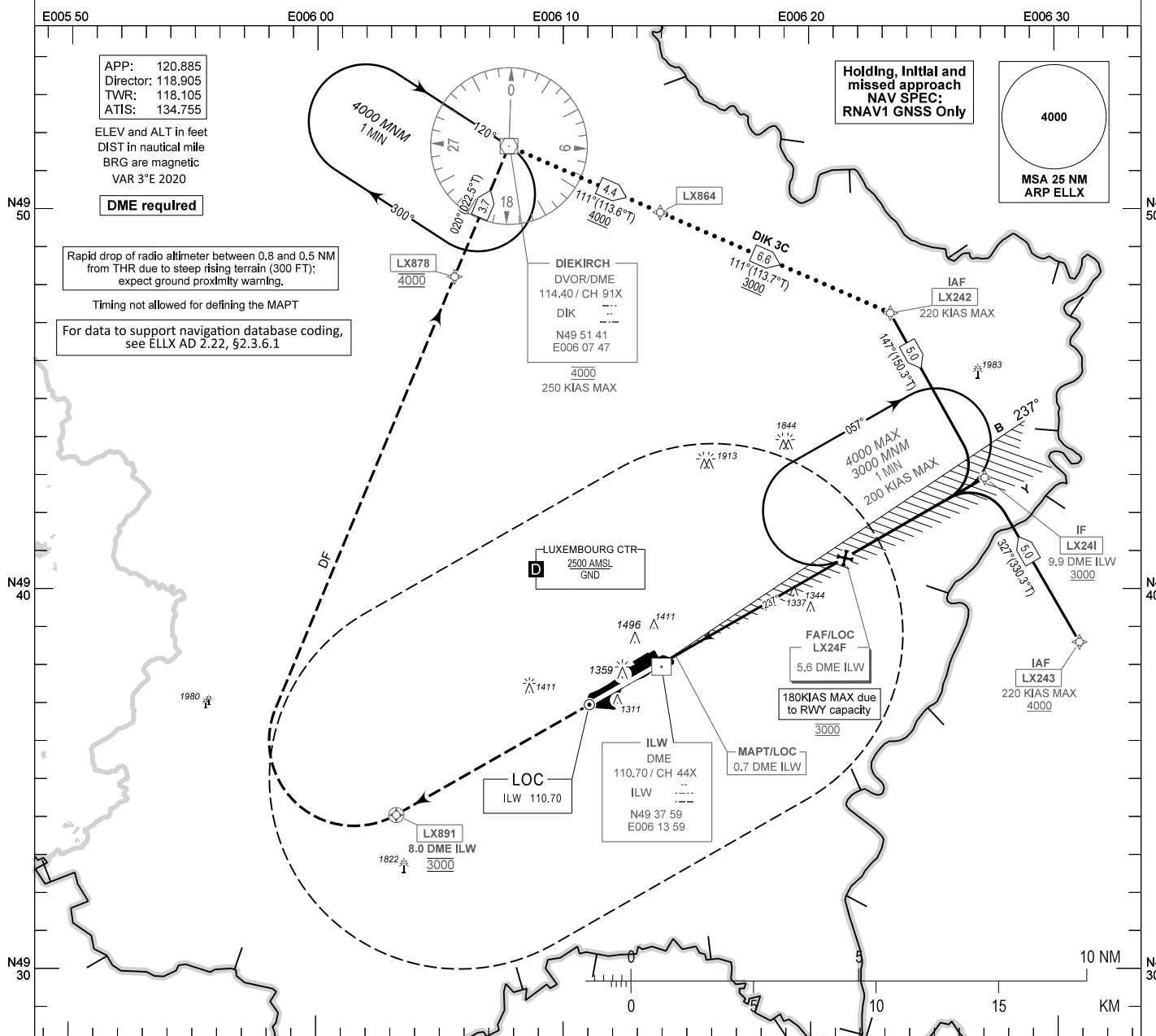
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 24 ELEV 1213

LUXEMBOURG / Luxembourg (ELLX)

ILS CAT II & III or LOC z RWY 24



CHANGE: RCF missed approach

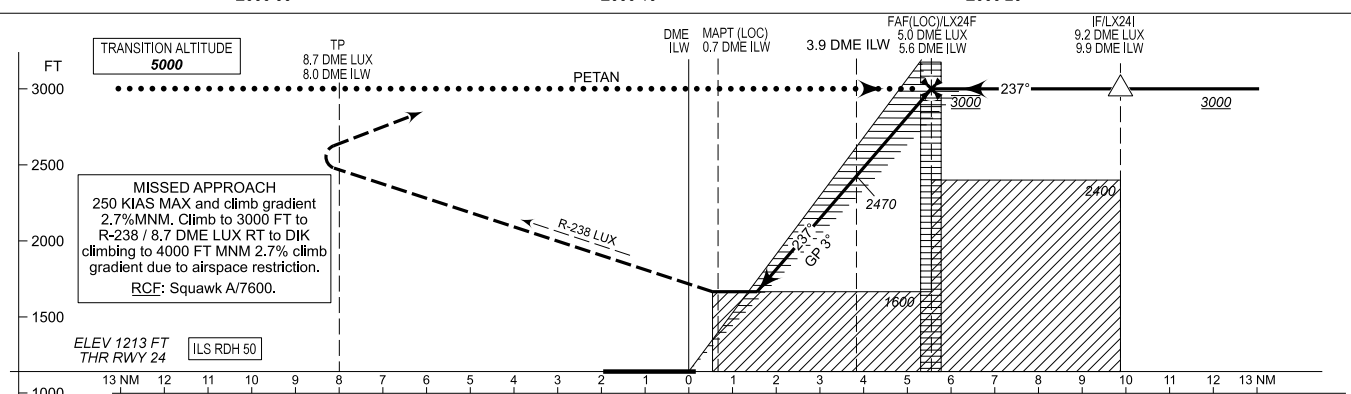
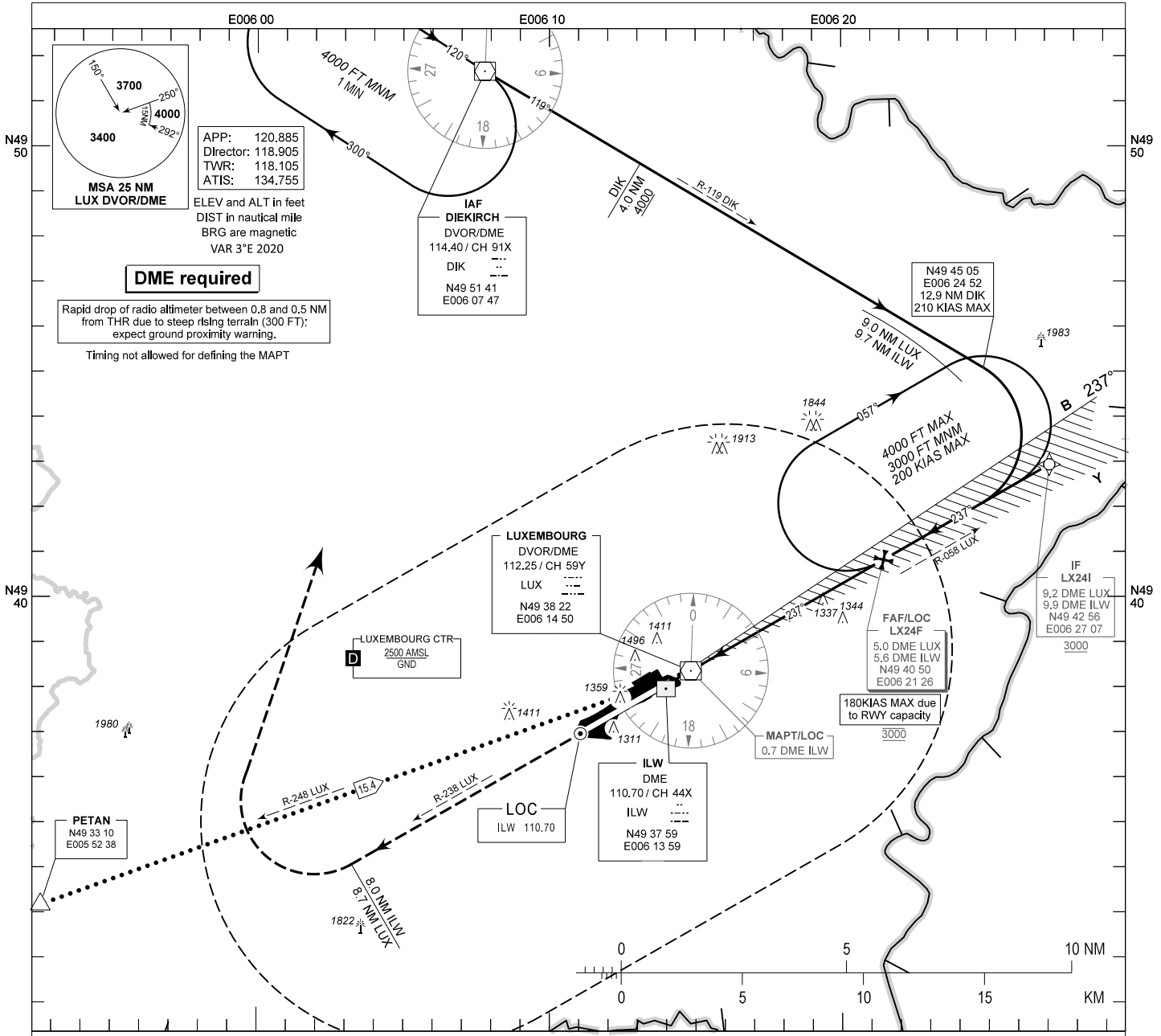
OCA (OCH)						FAF to MAPT - 4.9 NM						
CAT of ACFT	A	B	C	D	DL	Speed (GS)	KT	70	90	120	150	180
ILS CAT I	1413 (200)	1413 (200)	1413 (200)	1414 (201)	1417 (204)	Rate of descent	FT/MIN	375	480	640	800	960
ILS CAT II	1304 (91)	1307 (94)	1315 (102)	1330 (117)	1334 (121)	PROCEDURE ALTITUDES						
LOC	1600 (390)	1600 (390)	1600 (390)	1600 (390)	-	DIST ILW	5.0	4.0	3.0	2.0		
MINIMA (RVR/VIS)						Altitude	2810	2490	2170	1850		
ILS CAT I	550 M RVR	550 M RVR	550 M RVR	550 M RVR	550 M RVR							
ILS CAT II	300 M RVR	300 M RVR	300 M RVR	300 M RVR	300 M RVR							
ILS CAT IIIA	200 M RVR	200 M RVR	200 M RVR	200 M RVR	200 M RVR							
ILS CAT IIIB	125 M RVR	125 M RVR	125 M RVR	125 M RVR	125 M RVR							
LOC	800 M	800 M	800 M	1200 M	1200 M							

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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 24 ELEV 1213

LUXEMBOURG / Luxembourg (ELLX)
ILS CAT II & III or LOC y RWY 24



CHANGE: RCF missed approach

OCA (OCH)						FAF to MAPT - 4.9 NM						
CAT of ACFT	A	B	C	D	DL	Speed (GS)	KT	70	90	120	150	180
ILS CAT I	1413 (200)	1413 (200)	1413 (200)	1414 (201)	1417 (204)	Rate of descent	FT/MIN	375	480	640	800	960
ILS CAT II	1304 (91)	1307 (94)	1315 (102)	1330 (117)	1334 (121)	PROCEDURE ALTITUDES						
LOC	1600 (390)	1600 (390)	1600 (390)	1600 (390)	-							DIST ILW
MINIMA (RVR/VIS)						Altitude	2810	2490	2170	1850		
ILS CAT I	550 M RVR	550 M RVR	550 M RVR	550 M RVR	550 M RVR							
ILS CAT II	300 M RVR	300 M RVR	300 M RVR	300 M RVR	300 M RVR							
ILS CAT IIIA	200 M RVR	200 M RVR	200 M RVR	200 M RVR	200 M RVR							
ILS CAT IIIB	125 M RVR	125 M RVR	125 M RVR	125 M RVR	125 M RVR							
LOC	800 M	800 M	800 M	1200 M	1200 M							

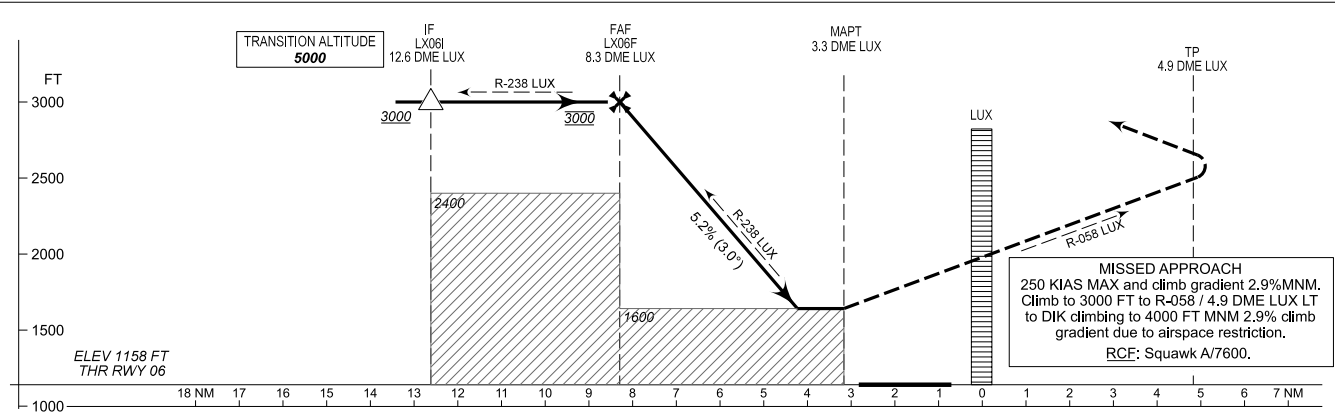
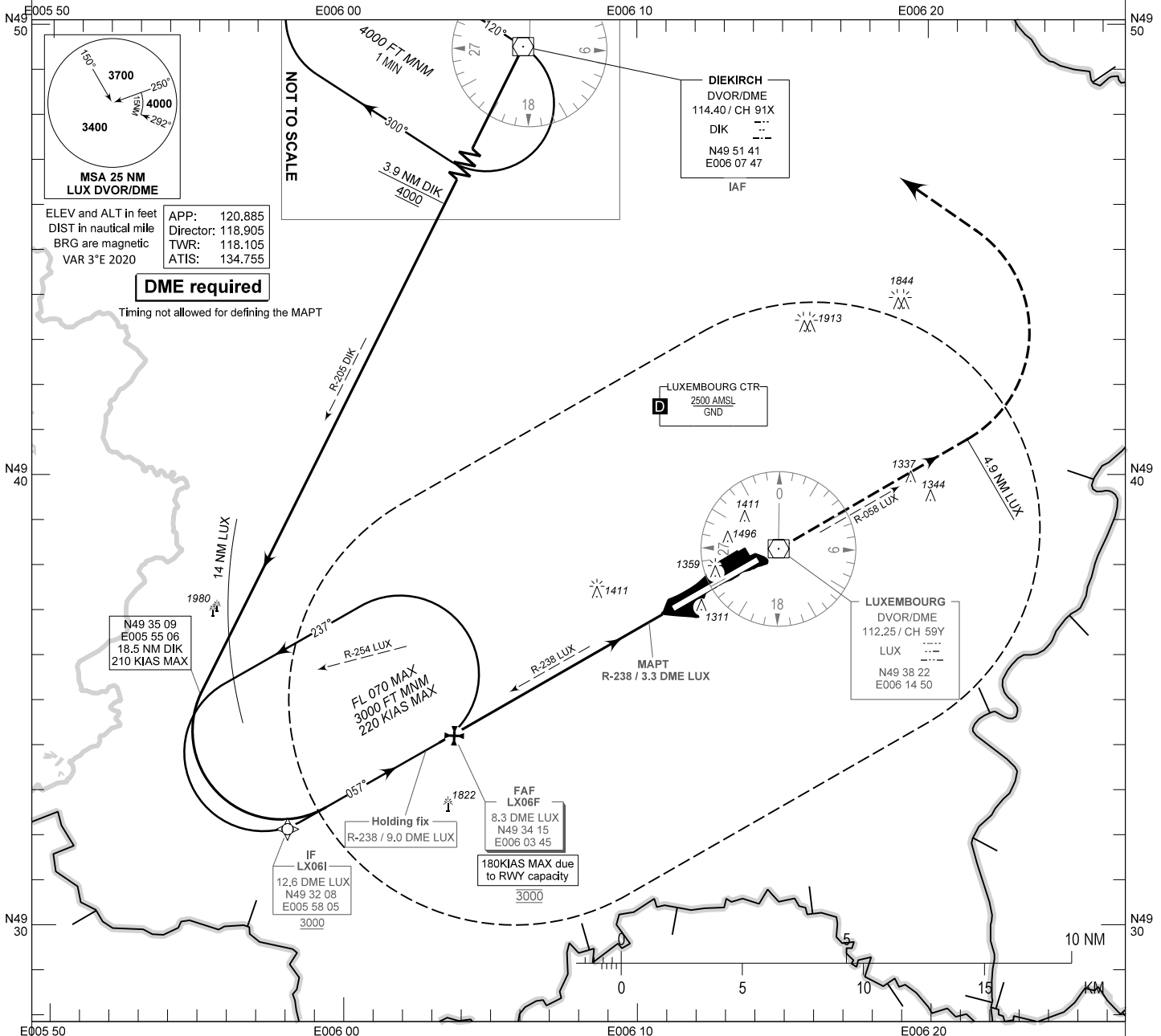
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 06 ELEV 1158

LUXEMBOURG / Luxembourg (ELLX)

VOR RWY 06 IAF DIK



CHANGE: RCF missed approach

OCA (OCH)					FAF to MAPT - 5.0 NM						
CAT of ACFT	A	B	C	D	Speed (GS)	KT	70	90	120	150	180
VOR	1600 (440)	1600 (440)	1600 (440)	1600 (440)	Rate of descent	FT/MIN	375	480	640	800	960
MINIMA (RVR/VIS)					PROCEDURE ALTITUDES						
	1200 M	1200 M	1200 M	1600 M	DIST LUX	8.0	7.0	6.0	5.0	4.0	
					Altitude	2910	2590	2270	1950	1630	

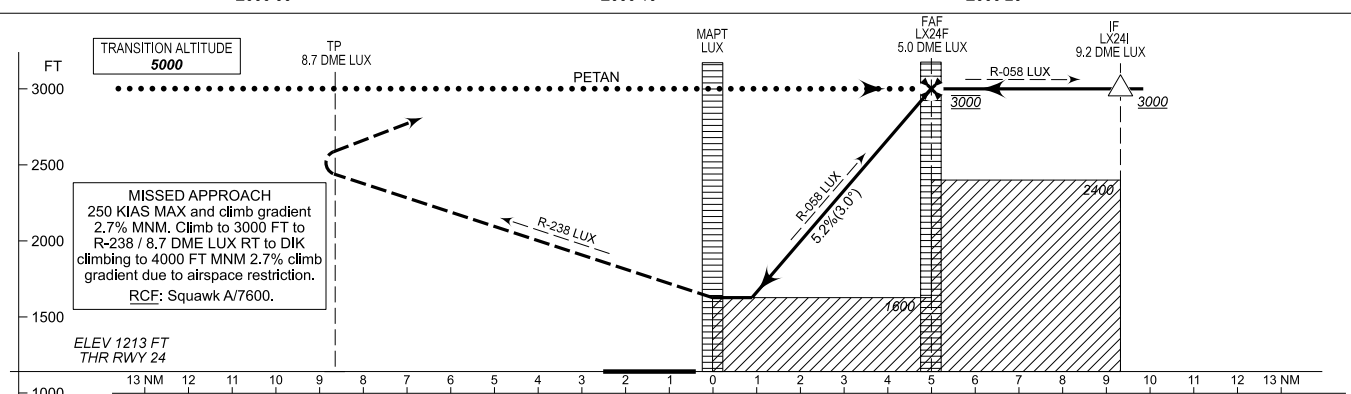
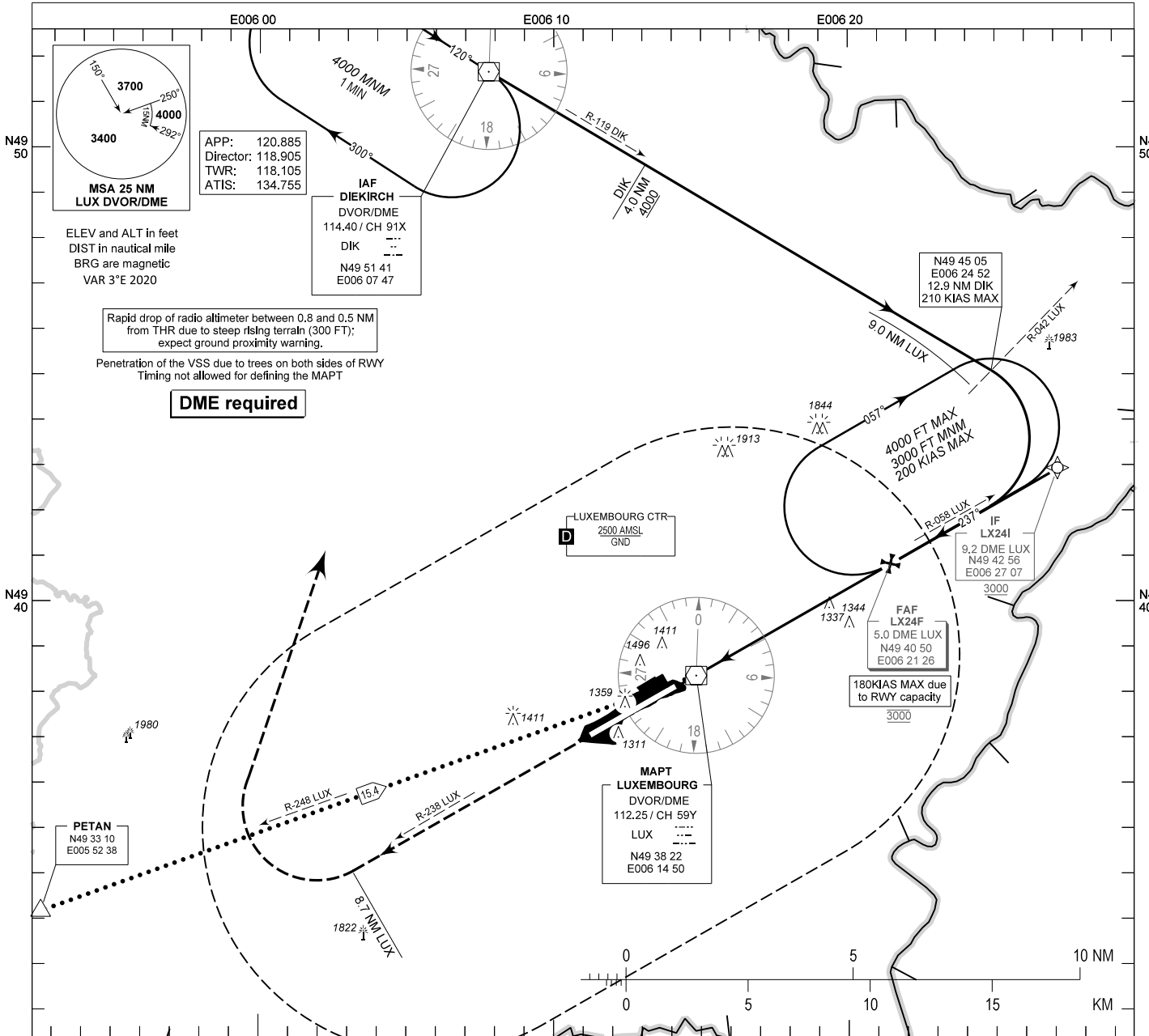
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 24 ELEV 1213

LUXEMBOURG / Luxembourg (ELLX)

VOR RWY 24 IAF DIK



OCA (OCH)					FAF to MAPT - 4.9 NM								
CAT of ACFT	A	B	C	D	Speed (GS)	KT	70	90	120	150	180		
VOR	1600 (390)	1600 (390)	1600 (390)	1600 (390)	Rate of descent	FT/MIN	375	480	640	800	960		
MINIMA (RVR/VIS)					PROCEDURE ALTITUDES								
	1200 M	1200 M	1200 M	1600 M	DIST LUX	5.0	4.0	3.0	2.0	1.0			
					Altitude	3000	2700	2390	2070	1750			

CHANGE: RCF missed approach

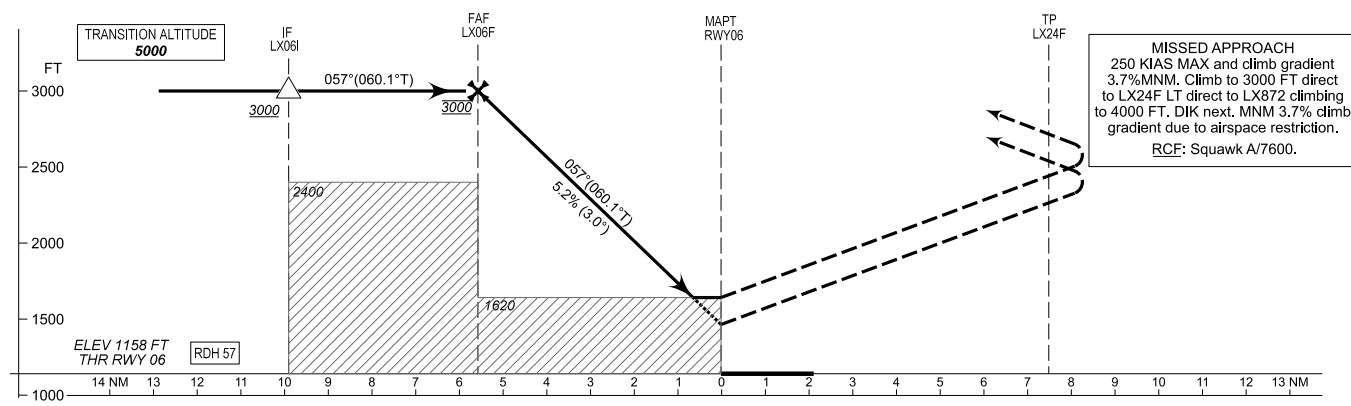
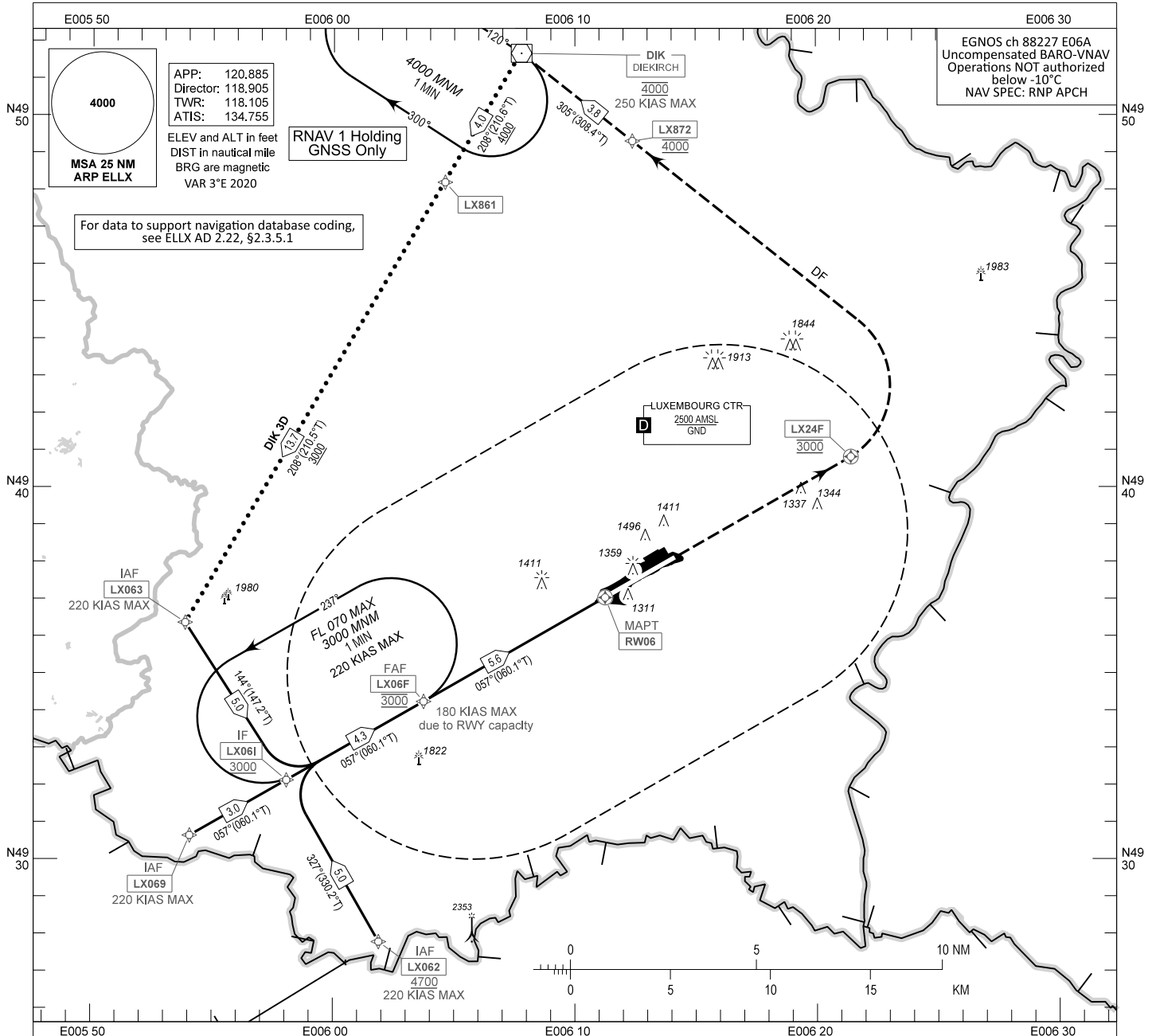
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**INSTRUMENT APPROACH
CHART - ICAO**

AD ELEV 1234
OCH RELATED TO
THR 06 ELEV 1158

LUXEMBOURG / Luxembourg (ELLX)

RNP RWY 06



MISSED APPROACH
250 KIAS MAX and climb gradient 3.7% MNM. Climb to 3000 FT direct to LX24F LT direct to LX872 climbing to 4000 FT. DIK next. MNM 3.7% climb gradient due to airspace restriction.
RCE: Squawk A/7600.

CHANGE: RCF missed approach

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

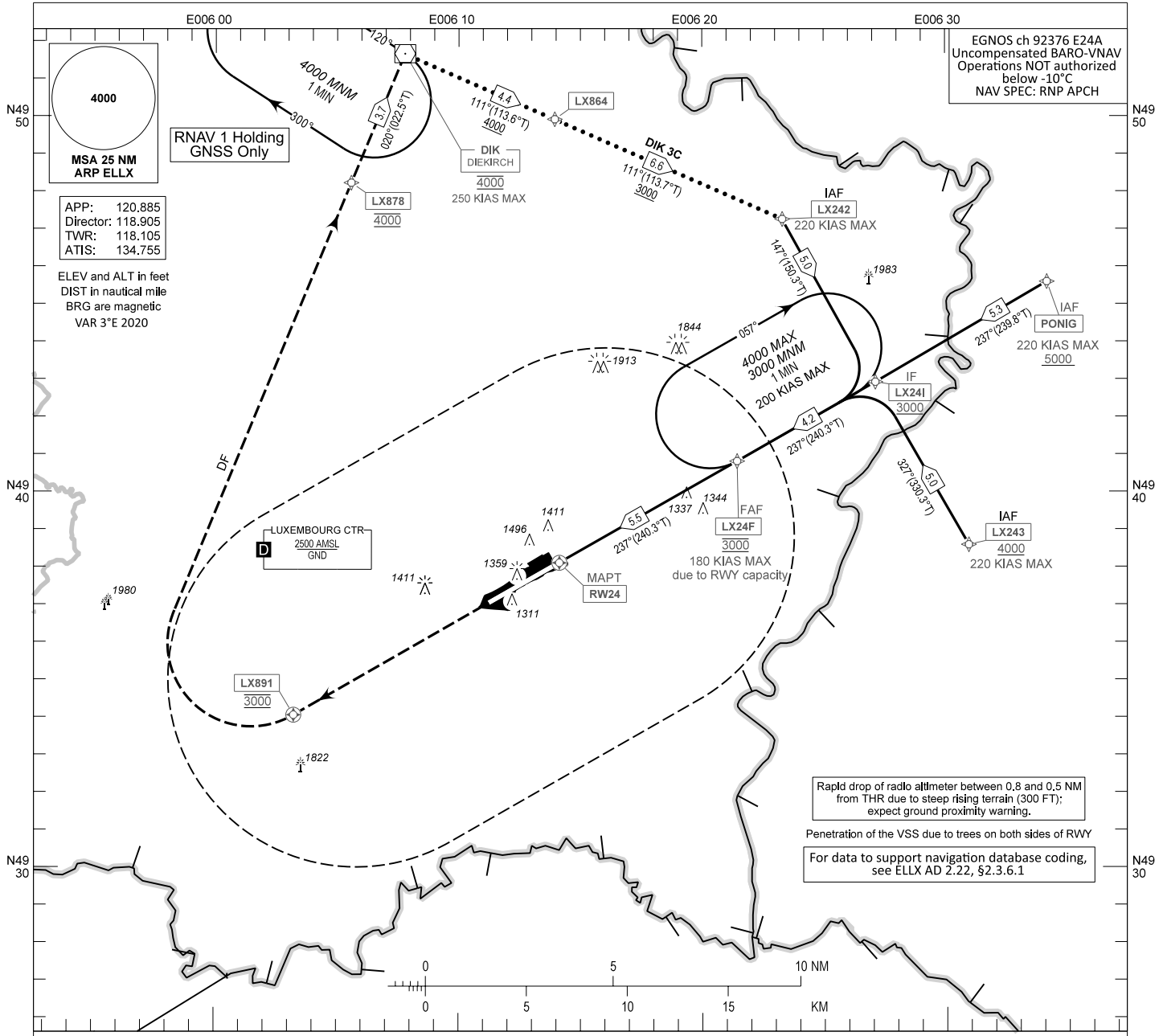
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 24 ELEV 1213

LUXEMBOURG / Luxembourg (ELLX)

RNP RWY 24

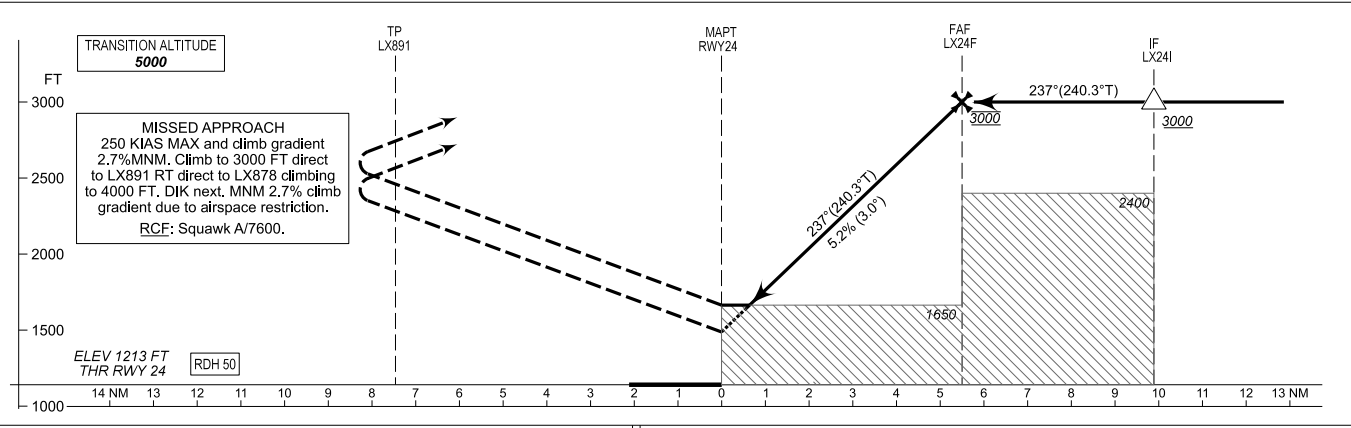


EGNOS ch 92376 E24A
Uncompensated BARO-VNAV
Operations NOT authorized
below -10°C
NAV SPEC: RNP APCH

APP: 120.885
Director: 118.905
TWR: 118.105
ATIS: 134.755

ELEV and ALT in feet
DIST in nautical mile
BRG are magnetic
VAR 3°E 2020

Rapid drop of radio altimeter between 0.8 and 0.5 NM from THR due to steep rising terrain (300 FT); expect ground proximity warning.
Penetration of the VSS due to trees on both sides of RWY
For data to support navigation database coding, see ELLX AD 2.22, §2.3.6.1



CHANGE: RCF missed approach

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

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2.2.4 RNP RWY 08**2.2.4.1 Waypoint Information**

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

2.2.4.2 Path Terminators

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

RNP RWY 08

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

2.2.5 RNP RWY 26**2.2.5.1 Waypoint Information**

ID	Latitude	Longitude
NOYON	511443.0N	0031037.6E
OS26F	511333.4N	0030256.3E
RW26	511208.57N	0025329.17E

2.2.5.2 Path Terminators

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

RNP RWY 26

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

2.3 Missed Approach

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

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

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

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

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

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

Note: ATC may deviate from these routes.

3.1.1.1 Route description

RWY 08

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

RWY 26

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

3.1.1.2 Waypoint Information

ID	Latitude	Longitude
ONO	511313.1N	0030041.8E
COA	512052.8N	0032119.2E
FERDI	505445.5N	0033813.1E
KOK	510540.9N	0023905.9E
KONAN	510751.0N	0020000.0E

ID	Latitude	Longitude
MAK	505752.1N	0032947.1E
NIK	510954.3N	0041102.2E
SASKI	513253.1N	0023000.0E
OS501	511557.6N	0024949.3E
OS502	510658.4N	0025316.6E
OS507	511750.3N	0025340.1E
OS508	511421.9N	0023949.7E
OS509	511524.8N	0023551.9E

3.1.1.3 Path Terminators

3.1.1.3.1 RWY 08

COA6S

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

KOK5S

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

KONAN4S

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

MAK6S

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

FERDI4S

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

NIK4S

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

SASKI6S

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

3.1.1.3.2 RWY 26

COA7M

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

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

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

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

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

EBBL AD 2.9 Surface Movement Guidance and Control System and Markings

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

EBBL AD 2.10 Aerodrome Obstacles

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

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

EBBL AD 2.11 Meteorological Information Provided

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

EBBL AD 2.12 Runway Physical Characteristics

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

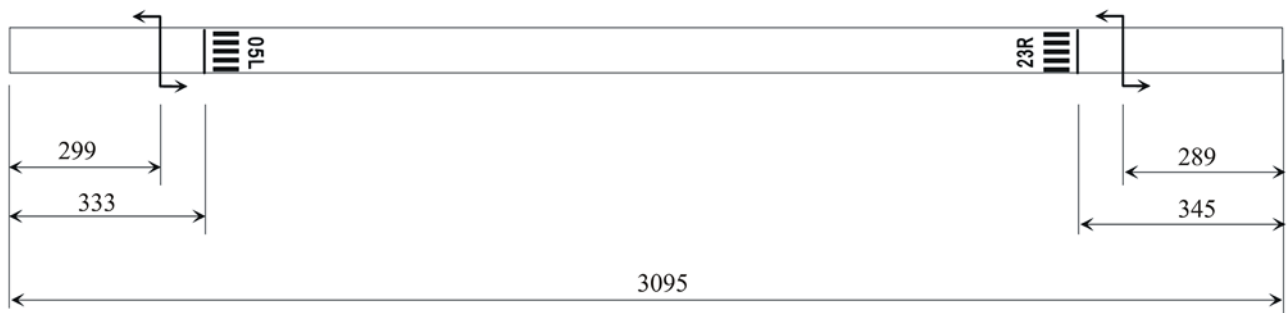
RWY designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	Dimensions of RESA
7	8	9	10	11	12
05L	Long: 0.5 % Trans: 1.0 %				NIL
23R	Long: 0.5 % Trans: 1.0 %				NIL
05R					NIL
23L					NIL

RWY designator	Location and description of arresting system	OFZ	RMK
13	14	15	16
05L	See below		
23R	See below		
05R	See below		
23L	See below		

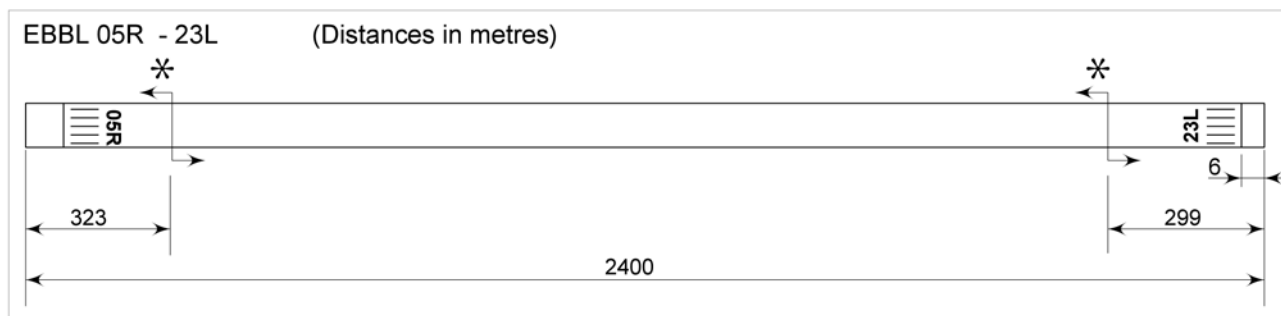
Aircraft Arresting Systems

1	Type	Cable for bi-directional engagement with tailhook.
2	Nomenclature	AERAZUR 4M6-C
3	Energy-absorbing capacity	180MJ / 135 x 10 ⁶ FT x lb
4	Nominal stop distance	285M (935FT)
5	Hook-load	50000lbs (160kn - 33 000lbs)
6	Cable diameter	1"
7	Location on RWY	See diagram below
8	Remarks	NIL

EBBL 05L/23R (Distances in metres)



1	Type	PORTARREST, mobile arresting cable for bi-directional engagement with tailhook.
2	Nomenclature	500 S6
3	Energy-absorbing capacity	70 x 10 ⁶ FT x lb
4	Nominal stop distance	290M (950FT)
5	Hook-load	40 000lbs
6	Cable diameter	1"
7	Location on RWY	Indicated on the diagram below with an asterisk (*)
8	Remarks	The portable aircraft arresting system (PORTARREST) for tailhook equipped aircraft can be installed for planned OPS on the secondary RWY (05R/23L).



EBBL AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
05L	2506	2746	2746	2470	NIL
23R	2506	2769	2769	2452	NIL
05R	2100	2394	2394	2100	NIL
23L	2076	2394	2394	2076	NIL

EBBL AD 2.14 Approach and Runway Lighting

RWY 05L			
Approach lighting system	Type: ALS with sequenced flashing lights Length: 931 M Intensity: LIH	VASIS	Type: PAPI (both sides / 3°) MEHT:
Runway threshold lights	Colour: green Wing bars: NIL	Touchdown zone lights	NIL
Runway end lights	Colour: red Wing bars: NIL	Stopway lights	
Runway centre line lights	Length: Spacing: Intensity:		
Runway edge lights	Length: Spacing: 30M Intensity: LIH directional & omnidirectional		
Remarks			

RWY 23R			
Approach lighting system	Type: ALS with sequenced flashing lights Length: 931 M Intensity: LIH	VASIS	Type: PAPI (both sides / 3°) MEHT:
Runway threshold lights	Colour: green Wing bars: NIL	Touchdown zone lights	NIL
Runway end lights	Colour: red Wing bars: NIL	Stopway lights	

RWY 23R	
Runway centre line lights	Length: Spacing: Intensity:
Runway edge lights	Length: Spacing: 30M Intensity: LIH directional & omnidirectional
Remarks	

RWY 05R			
Approach lighting system	Type: NIL Length: Intensity:	VASIS	Type: MEHT:
Runway threshold lights	Colour: NIL Wing bars: NIL	Touchdown zone lights	
Runway end lights	Colour: NIL Wing bars: NIL	Stopway lights	
Runway centre line lights	Length: Spacing: Intensity:		
Runway edge lights	Length: Spacing: Intensity: LIH omnidirectional		
Remarks	NIL		

RWY 23L			
Approach lighting system	Type: NIL Length: Intensity:	VASIS	Type: MEHT:
Runway threshold lights	Colour: NIL Wing bars: NIL	Touchdown zone lights	
Runway end lights	Colour: NIL Wing bars: NIL	Stopway lights	
Runway centre line lights	Length: Spacing: Intensity:		
Runway edge lights	Length: Spacing: Intensity: LIH omnidirectional		
Remarks	NIL		

EBBL AD 2.15 Other Lighting and Secondary Power Supply

1	ABN / IBN location, characteristics and hours of operation	
2	LDI location and lighting	
	WDI location and lighting	

3	Taxiway edge lighting	Omnidirectional lighting
	Taxiway centre line lighting	
4	Secondary power supply	NIL
	Switch-over time	
5	Remarks	NIL

EBBL AD 2.16 Helicopter Landing Area

1	Coordinates TLOF or THR of FATO	510934.4N 0052727.0E APRX 110 M W of THR 05R, see AD 2.24 ADC.01 or AD 2.24 GMC.01 or BEMIL FLIP VFR and IFR
	Geoid undulation	INFO not AVBL
2	TLOF and/or FATO elevation	58 M/190 FT
3	TLOF and FATO area dimensions	INFO not AVBL
	Surface	GRASS
	Strength	INFO not AVBL
	Marking	No markings
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APCH and FATO lighting	No
7	Remarks	NIL

EBBL AD 2.17 ATS Airspace

1	Designation	Kleine-Brogel CTR One ⁽¹⁾⁽²⁾
	Lateral limits	511052N 0054231E - along the Belgian-Dutch border - 511743N 0053057E - 510810N 0051238E - an arc of circle, 5 NM radius, centred on 510445N 0051827E and traced counterclockwise to 510120N 0052414E - 511052N 0054231E ⁽³⁾
2	Vertical limits	2500FT AMSL
3	Airspace classification	D
4	ATS unit call sign	Kleine-Brogel Tower
	Language(s)	En
5	Transition altitude	4500FT AMSL
6	Hours of activation	As ATS operational hours. See AD-2.3
7	Remarks	<p>(1) For details on Kleine-Brogel CTR Two, see ENR 2.2.</p> <p>(2) Outside EBBL OPR HR, airspace is not active. As EBBL may be re-activated at any time, pilots are advised to avoid crossing whenever possible. Aircraft shall maintain a listening watch with Kleine-Brogel TWR when EBR07B is activated. Upon activation of Kleine-Brogel CTR ONE, aircraft shall comply promptly with instructions from Kleine-Brogel TWR. Activation can be checked with Steenokkerzeel ATCC or Brussels FIC.</p> <p>(3) EBR05A is excluded when activated (activity of EBR05A can be verified with EBBL ATC or Steenokkerzeel ATCC).</p>

EBBL AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Kleine-Brogel Tower	134.105 ⁽¹⁾ 248.075 MHZ	HO	Primary frequency
		122.100 MHZ ⁽²⁾ 257.800 MHZ	HO	Secondary frequency
		121.500 MHZ 243.000 MHZ	HO	Emergency frequency
	Kleine-Brogel Ground	362.775 MHZ	HO	Primary frequency
		122.100 MHZ ⁽²⁾	HO	Secondary frequency
APP	Kleine-Brogel Approach	134.480 ⁽¹⁾ 337.600 MHZ	HO	Primary frequency
		122.500 MHZ ⁽²⁾ 362.300 MHZ	HO	Secondary frequency
		121.500 MHZ 243.000 MHZ	HO	Emergency frequency
	Kleine-Brogel PAR	123.300 MHZ 141.550 MHZ 282.200 MHZ 388.950 MHZ	HO	Primary frequency
	(1) 8.33 KHZ CH. (2) If no UHF, nor VHF 8.33 KHZ, contact this FREQ.			

EBBL AD 2.19 Radio Navigation and Landing Aids

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
TACAN (2°/2019)	BBL	CH33X	H24	511003.1N 0052750.7E	200 FT	Coverage: 40NM/FL250
ILS 23R (CAT I)						
LOC	I-BBL	109.950MHZ	H24 ⁽¹⁾	510932.5N 0052707.5E	200 FT	⁽¹⁾ Switched off when RWY 05L/R in use
GP		333.650MHZ	H24 ⁽¹⁾	511022.5N 0052852.2E	200 FT	Slope 3.00°, RDH 52 FT TACAN required for ILS approach ⁽¹⁾ Switched off when RWY 05L/R in use
ILS 05L (CAT I)						
LOC	I-KNB	109.950MHZ	H24 ⁽¹⁾	511040.0N 0052915.7E	200 FT	⁽¹⁾ Switched off when RWY 23L/R in use
GP		333.650MHZ	H24 ⁽¹⁾	510946.1N 0052743.0E	200 FT	Slope 3.00°, RDH 54 FT TACAN required for ILS approach ⁽¹⁾ Switched off when RWY 23L/R in use

EBBL AD 2.20 Local Traffic Regulations

1 FLYING RESTRICTIONS

- Military use only;
- PPR 24 HR minimum.

2 OPERATIONS ON SECONDARY RWY (05R/23L)

- Close-in obstacles on short final of the secondary RWY shall be avoided visually. Only aircrew familiar with EBBL AOC are allowed to operate on that RWY;
- Only low intensity omni-directional white lights along RWY, no approach lighting AVBL;
- Significant obstacle: trees at 30M along SE side of the RWY.

3 TAKE-OFF AND LANDING

- Pilots shall avoid overflying EBR42 and the cities of Peer and Leopoldsburg;
- The overflight of Nederweert (511500N 0054500E) and Weert (511500N 0054200E) shall be avoided below 3000FT AGL.

EBBL AD 2.21 Noise Abatement Procedures

1 GENERAL

- Only one approach, practice PAR / ILS or TACAN is permitted;
- PPR for training at EBBL by AWACS, KDC-10 or equivalent heavy aircraft due to noise complaints and training is limited to one session every month with a maximum of five approaches;
- Low approach followed by a close pattern is restricted to the case of a missed approach and low fuel reserve.

EBBL AD 2.22 Flight Procedures

The information concerning IFR and VFR procedures is contained in EBBL AD 2.24 and the BEMIL FLIPs IFR & VFR.

Radar hand-over procedures to ensure uninterrupted radio communication with Kleine Brogel Approach, facilitating effective ATC monitoring and adherence to EBR42 airspace restrictions:

- SID:
 - RWY 05L/R: passing FL 065.
 - RWY 23L/R: passing FL 065 or BBL R-261, whichever comes first.
- TACAN / ILS IAP RWY 05L/R: prior the ARC 9 DME.

EBBL AD 2.23 Additional Information

EBBL TACAN RWY 23 limited OPS.

EBBL AD 2.24 Charts Related to EBBL

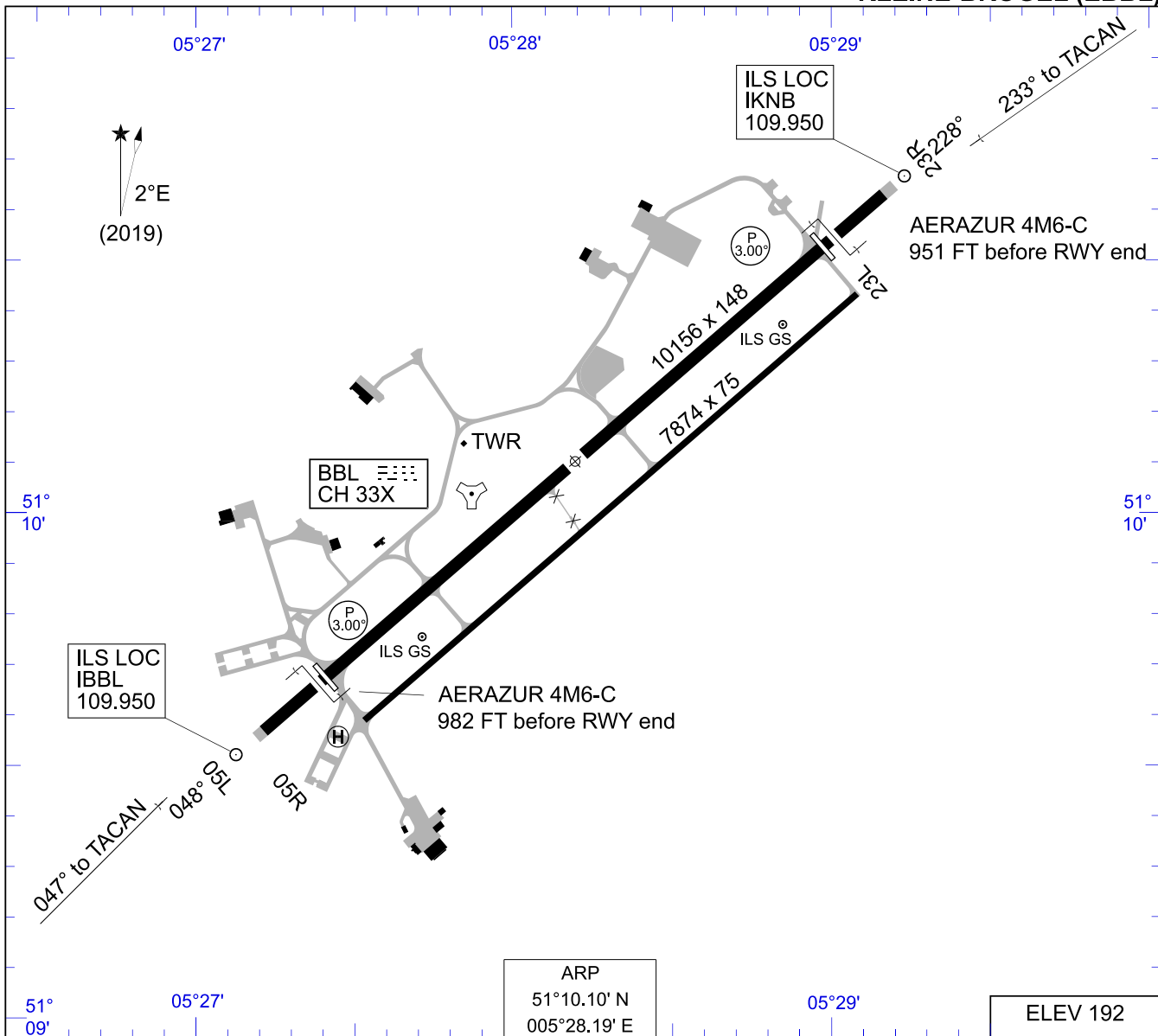
AD 2.MIL-EBBL-ADC.01	Aerodrome Chart
AD 2.MIL-EBBL-GMC.01	Aerodrome Ground Movement Chart
AD 2.MIL-EBBL-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations) RWY 05L/23R
AD 2.MIL-EBBL-AOC.02	Aerodrome Obstacle Chart. Type A (Operating Limitations) RWY 05R/23L
AD 2.MIL-EBBL-AOC.03	Aerodrome Obstacle Chart. Type B
AD 2.MIL-EBBL-SID.01	Instrument Departure Chart - MIPS: HPMA BL 05A - 05B
AD 2.MIL-EBBL-SID.02	Instrument Departure Chart - MIPS: BL 05A - 05B
AD 2.MIL-EBBL-SID.03	Instrument Departure Chart - MIPS: HPMA BL 23A - 23B
AD 2.MIL-EBBL-SID.04	National Corridor EBBL to TSA 24, 25 & 26: REMBA CORRIDOR SB or NB
AD 2.MIL-EBBL-SID.05	Instrument Departure Chart - MIPS: HPMA BL 05C - 23C
AD 2.MIL-EBBL-SID.06	National Corridor TRA South to EBBL: LIEGE CORRIDOR SB or NB
AD 2.MIL-EBBL-SID.07	Instrument Departure Chart - MIPS: BL 05D - 23D

AD 2.MIL-EBBL-SID.08	National Corridor EBBL to TSA 24, 25 & 26: SINT-TRUIDEN CORRIDOR
AD 2.MIL-EBBL-SID.09	Instrument Departure Chart - MIPS: HPMA BL 05E - 23E
AD 2.MIL-EBBL-SID.10	Instrument Departure Chart - MIPS: BL 23F
AD 2.MIL-EBBL-SID.11	Instrument Departure Chart - MIPS: PAMPA
AD 2.MIL-EBBL-MISC.01	Minimum Vectoring Altitude - MIPS: MVA CHART
AD 2.MIL-EBBL-MISC.02	Approach Surveillance Radar - MIPS: ASR CHART
AD 2.MIL-EBBL-IAC.01	Instrument Approach Chart - MIPS: HPMA-ILS or HPMA-LOC RWY 23R
AD 2.MIL-EBBL-IAC.02	Instrument Approach Chart - MIPS: HPMA-ILS or HPMA-LOC RWY 05L
AD 2.MIL-EBBL-IAC.03	Instrument Approach Chart - MIPS: HPMA-TACAN RWY 23R
AD 2.MIL-EBBL-IAC.04	Instrument Approach Chart - MIPS: HPMA-TACAN RWY 05L
AD 2.MIL-EBBL-IAC.05	Instrument Approach Chart - MIPS: HPMA-TACAN RWY 23L
AD 2.MIL-EBBL-IAC.06	Instrument Approach Chart - MIPS: HPMA-TACAN RWY 05R
AD 2.MIL-EBBL-IAC.07	Instrument Approach Chart - MIPS: ILS or LOC RWY 23R
AD 2.MIL-EBBL-IAC.08	Instrument Approach Chart - MIPS: ILS or LOC RWY 05L
AD 2.MIL-EBBL-IAC.09	Instrument Approach Chart - MIPS: TACAN RWY 23R
AD 2.MIL-EBBL-IAC.10	Instrument Approach Chart - MIPS: TACAN RWY 05L
AD 2.MIL-EBBL-IAC.11	Instrument Approach Chart - MIPS: TACAN RWY 23L
AD 2.MIL-EBBL-IAC.12	Instrument Approach Chart - MIPS: TACAN RWY 05R
AD 2.MIL-EBBL-IAC.13	Instrument Approach Chart - MIPS: QRA HPMA-ILS or QRA HPMA-LOC RWY 23R
AD 2.MIL-EBBL-IAC.14	Instrument Approach Chart - MIPS: QRA HPMA-ILS or QRA HPMA-LOC RWY 05L
AD 2.MIL-EBBL-IAC.15	Instrument Approach Chart - MIPS: QRA HPMA-TACAN RWY 05L
AD 2.MIL-EBBL-IAC.16	Instrument Approach Chart - MIPS: RNP RWY 23R (LNAV)
AD 2.MIL-EBBL-IAC.17	Instrument Approach Chart - MIPS: RNP RWY 05L (LNAV)
AD 2.MIL-EBBL-IAC.18	Instrument Approach Chart - MIPS: RNP (LNAV) ARINC CODING
AD 2.MIL-EBBL-VAC.01	Visual Departure Chart: DEP - RWY 05L
AD 2.MIL-EBBL-VAC.02	Visual Departure Chart: DEP - RWY 23R
AD 2.MIL-EBBL-VAC.03	Visual Approach Chart: APP RWY 05L - 23R

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AERODROME CHART

KLEINE-BROGEL (EBBL)



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR	TDZE	THR PSN
05L	114 F/A/X/T	8222	9009	9009	8104	3.00°	185	185	51°09.70' N - 005°27.41' E
23R	114 F/A/X/T	8222	9085	9085	8045	3.00°	161	171	51°10.53' N - 005°29.00' E
05R	76 F/A/X/T	6890	7854	7854	6890	-	190	190	51°09.61' N - 005°27.53' E
23L	76 F/A/X/T	6811	7854	7854	6811	-	161	162	51°10.43' N - 005°29.11' E

KLEINE-BROGEL APP	337.600	362.300	134.480	122.500	KLEINE-BROGEL TWR	248.075	257.800	134.105	121.500
KLEINE-BROGEL PAR	388.950	282.200	141.550	123.300	KLEINE-BROGEL GND	362.775	122.100		

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	MIPS	05L	3.00°	54	87	901	ABCD	MIPS	442 - 0.8 257 (300 - 0.8 / 1.2)
		23R	3.00°	54	87	1091	HPMA		385 - 0.8 200 (200 - 0.8 / 0.9)
		05R	3.00°	50	-	915	ABCD		429 - 0.8 268 (300 - 0.8 / 1.3)
		23L	3.00°	33	-	633	HPMA		366 - 0.8 205 (300 - 0.8 / 0.9)
									399 - 1.0 209 (300 - 1.0 / 1.0)
									388 - 1.2 227 (300 - 1.2 / 1.2)

CHANGE: RWY bearing strength

BEL DEFENCE, AIR COMPONENT 18-APR-2024 - THS

AERODROME CHART

KLEINE-BROGEL (EBBL)

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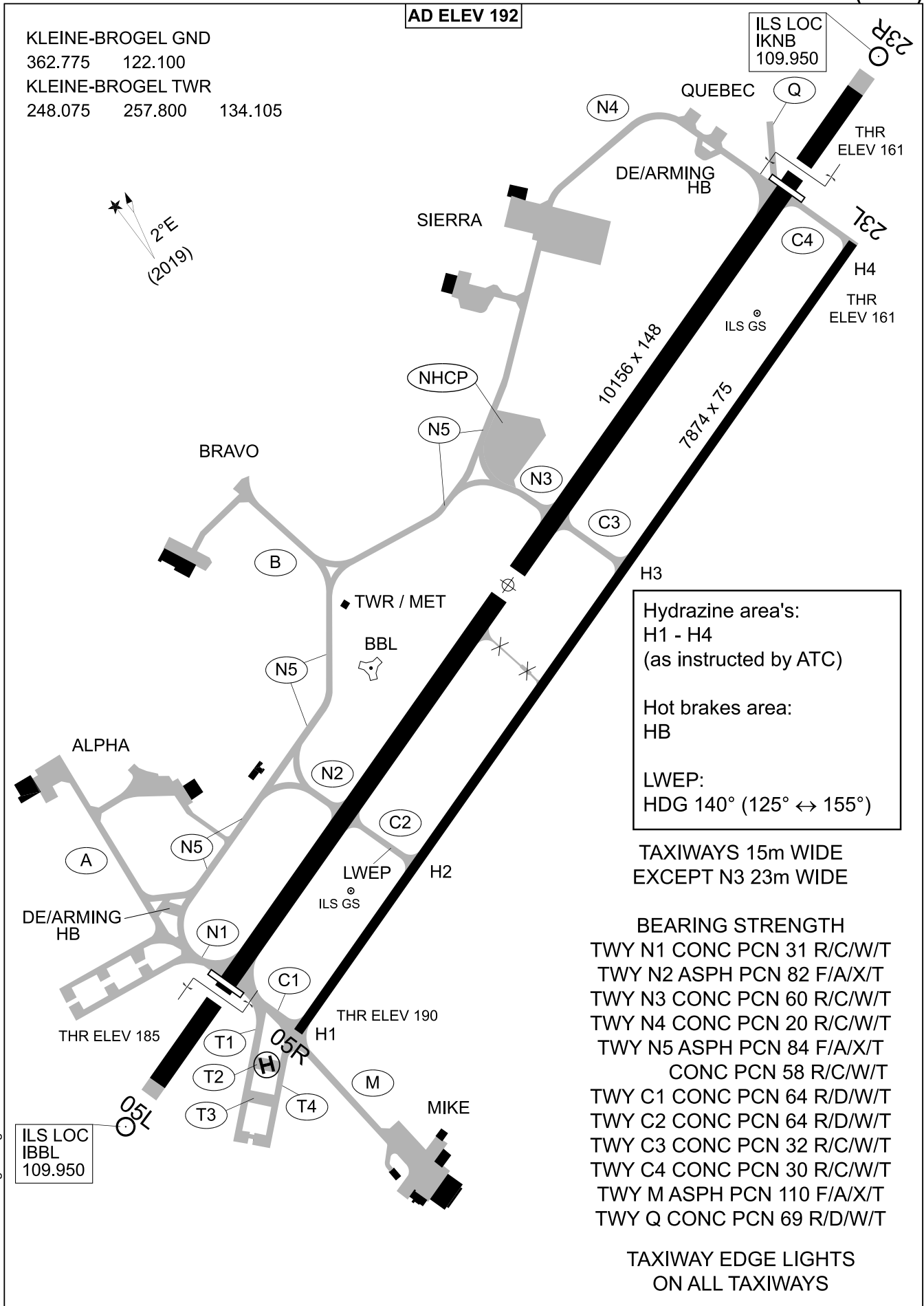
AERODROME GROUND MOVEMENT CHART

KLEINE-BROGEL (EBBL)

KLEINE-BROGEL GND
362.775 122.100
KLEINE-BROGEL TWR
248.075 257.800 134.105

AD ELEV 192

ILS LOC
IKNB
109.950



Hydrazine area's:
H1 - H4
(as instructed by ATC)

Hot brakes area:
HB

LWEP:
HDG 140° (125° ↔ 155°)

TAXIWAYS 15m WIDE
EXCEPT N3 23m WIDE

BEARING STRENGTH

TWY N1	CONC	PCN 31	R/C/W/T
TWY N2	ASPH	PCN 82	F/A/X/T
TWY N3	CONC	PCN 60	R/C/W/T
TWY N4	CONC	PCN 20	R/C/W/T
TWY N5	ASPH	PCN 84	F/A/X/T
	CONC	PCN 58	R/C/W/T
TWY C1	CONC	PCN 64	R/D/W/T
TWY C2	CONC	PCN 64	R/D/W/T
TWY C3	CONC	PCN 32	R/C/W/T
TWY C4	CONC	PCN 30	R/C/W/T
TWY M	ASPH	PCN 110	F/A/X/T
TWY Q	CONC	PCN 69	R/D/W/T

TAXIWAY EDGE LIGHTS
ON ALL TAXIWAYS

CHANGE: TWY bearing strength

AERODROME GROUND MOVEMENT CHART

KLEINE-BROGEL (EBBL)

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