AERONAUTICAL INFORMATION PUBLICATION
Belgium and Luxembourg

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AIRAC AMDT 008/2024

Publication date: 27 JUN 2024
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1. Amendment content:

Section	Subject	Change
ENR 2.1	FREQ Maastricht Ruhr Low and FREQ Maastricht Ruhr Middle	Updated
ENR 4.1	MAG VAR DIK and LUX	Updated
ENR 5.1	EBR19 - MARCHE-EN-FAMENNE	Updated
ENR 5.2	TRA NA - TRA NORTH ALPHA. Remark on vertical limits	Updated
ENR 6	Index Chart. Prohibited, Restricted and Danger Areas	Updated
ENR 6	Index Chart. Sectorisation in Brussels ACC and Maastricht UAC	Updated
AD 1.1	PAR Training	Updated
ELLX AD 2.19	MAG VAR DIK and LUX	Updated
ELLX AD 2.22	MAG VAR	Updated
ELLX AD 2.22	STAR BITBU2D, GTQ3S, GIVOR3S	Updated
ELLX AD 2.22	Transitions RWY 06. BETEX1D	New
ELLX AD 2.22	Transitions RWY 24. OXCAM3C	Removed
ELLX AD 2.22	Transitions RWY 24. BETEX1C	New
ELLX AD 2.22	SID GTQ1P	Updated
ELLX AD 2.24	ATC Surveillance Minimum Altitude Chart - ICAO	Updated
ELLX AD 2.24	Standard Arrival Chart - Instrument (STAR) - ICAO: Holding DIK DVOR/DME	Updated
ELLX AD 2.24	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV ALL RWY	Updated
ELLX AD 2.24	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION TO RWY 06	Updated
ELLX AD 2.24	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION TO RWY 24	Updated
ELLX AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 06	Updated
ELLX AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 24	Updated
ELLX AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RNAV RWY 06	Updated
ELLX AD 2.24	Instrument Approach Chart - ICAO: ILS or LOC y RWY 06	Updated
ELLX AD 2.24	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC y RWY 24	Updated
ELLX AD 2.24	Instrument Approach Chart - ICAO: VOR RWY 06 IAF DIK	Updated

Section	Subject	Change
ELLX AD 2.24	Instrument Approach Chart - ICAO: VOR RWY 24 IAF DIK	Updated
ELLX AD 2.24	Visual Approach Chart - ICAO	Updated
ELLX AD 2.24	Visual Approach Chart - ICAO. Appendix 1: Aerodrome Traffic Circuit	Updated
EBBE AD 2.18	ATS Communication Facilities. PAR service	Removed
EBBE AD 2.20	Local Traffic Regulations. General	Updated
EBBE AD 2.24	Aerodrome Chart	Updated
EBBE AD 2.24	Minimum Vectoring Altitude - MIPS: MVA CHART	Updated
EBBE AD 2.24	Approach Surveillance Radar - MIPS: ASR CHART	Updated
EBBE AD 2.24	Standard Arrival Chart - MIPS: HPMA STAR TACAN RWY 22R	Updated
EBBE AD 2.24	Instrument Approach Chart - MIPS: HPMA TACAN RWY 04L	Updated
EBBE AD 2.24	Instrument Approach Chart - MIPS: HPMA TACAN RWY 22R	Updated
EBBE AD 2.24	Instrument Approach Chart - MIPS: ILS x or LOC x RWY 22R	Updated
EBBE AD 2.24	Instrument Approach Chart - MIPS: ILS y or LOC y RWY 22R	Updated
EBBE AD 2.24	Instrument Approach Chart - MIPS: ILS z or LOC z RWY 22R	Updated
EBBE AD 2.24	Instrument Approach Chart - MIPS: ILS y or LOC y RWY 04L	Updated
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EBFS AD 2.24	Instrument Approach Chart - NATIONAL: AA RWY 08L	Updated
EBBL AD 2.24	National Corridor EBBL to TSA 24, 25 & 26: SINT-TRUIDEN CORRIDOR	Updated
EBBL AD 2.24	Instrument Approach Chart - MIPS: RNP RWY 23R (LNAV)	Updated

2. Hand corrections to the following pages:

NIL

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

NOTAM: E0009/24 and E0010/24

SUP: NIL

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

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GEN 0.2 Record of AIP Amendments

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ENR 0.4-2	04-FEB-2016
ENR 0.5-1	04-FEB-2016
ENR 0.5-2	04-FEB-2016
ENR 0.6-1	08-AUG-2024
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ENR 0.6-4	08-AUG-2024
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ENR 1.1-6	18-MAY-2023
ENR 1.1-7	18-MAY-2023
ENR 1.1-8	18-MAY-2023
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ENR 1.1-15	26-MAY-2016
ENR 1.1-16	26-MAY-2016
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ENR 1.1-18	18-AUG-2016
ENR 1.1-19	15-SEP-2016
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ENR 1.1-21	12-OCT-2017
ENR 1.1-22	12-OCT-2017
ENR 1.1-23	12-OCT-2017
ENR 1.1-24	12-OCT-2017
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ENR 1.1-26	26-JAN-2023
ENR 1.1-27	31-DEC-2020
ENR 1.1-28	31-DEC-2020
ENR 1.1-29	13-JUN-2024
ENR 1.1-30	13-JUN-2024
ENR 1.1-31	31-DEC-2020
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ENR 1.1-33	22-FEB-2024
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ENR 1.1-35	24-FEB-2022
ENR 1.1-36	24-FEB-2022
ENR 1.1-37	24-FEB-2022
ENR 1.1-38	24-FEB-2022
ENR 1.1-39	02-NOV-2023
ENR 1.1-40	02-NOV-2023
ENR 1.1-41	10-AUG-2023
ENR 1.1-42	10-AUG-2023
ENR 1.1-43	10-AUG-2023
ENR 1.1-44	10-AUG-2023
ENR 1.1-45	10-AUG-2023
ENR 1.1-46	10-AUG-2023
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ENR 1.2-2	05-OCT-2023
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ENR 1.3-3	22-FEB-2024
ENR 1.3-4	22-FEB-2024
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AD 2.EBLG-IAC.06a-1	30-NOV-2023
AD 2.EBLG-IAC.06a-2	30-NOV-2023
AD 2.EBLG-IAC.07-1	18-APR-2024
AD 2.EBLG-IAC.07-2	18-APR-2024
AD 2.EBLG-IAC.07a-1	30-NOV-2023
AD 2.EBLG-IAC.07a-2	30-NOV-2023
AD 2.EBLG-IAC.08-1	18-APR-2024
AD 2.EBLG-IAC.08-2	18-APR-2024
AD 2.EBLG-IAC.08a-1	30-NOV-2023
AD 2.EBLG-IAC.08a-2	30-NOV-2023
AD 2.EBLG-VAC.01-1	13-JUN-2024
AD 2.EBLG-VAC.01-2	13-JUN-2024
AD 2.ELLX-1	22-FEB-2024
AD 2.ELLX-2	22-FEB-2024
AD 2.ELLX-3	25-JAN-2024
AD 2.ELLX-4	25-JAN-2024
AD 2.ELLX-5	16-MAY-2024
AD 2.ELLX-6	16-MAY-2024
AD 2.ELLX-7	08-AUG-2024
AD 2.ELLX-8	08-AUG-2024
AD 2.ELLX-9	13-JUN-2024
AD 2.ELLX-10	13-JUN-2024
AD 2.ELLX-11	13-JUN-2024
AD 2.ELLX-12	13-JUN-2024
AD 2.ELLX-13	08-AUG-2024
AD 2.ELLX-14	08-AUG-2024
AD 2.ELLX-15	08-AUG-2024
AD 2.ELLX-16	08-AUG-2024
AD 2.ELLX-17	08-AUG-2024
AD 2.ELLX-18	08-AUG-2024
AD 2.ELLX-19	08-AUG-2024
AD 2.ELLX-20	08-AUG-2024
AD 2.ELLX-21	08-AUG-2024
AD 2.ELLX-22	08-AUG-2024
AD 2.ELLX-23	08-AUG-2024
AD 2.ELLX-24	08-AUG-2024
AD 2.ELLX-25	08-AUG-2024
AD 2.ELLX-26	08-AUG-2024
AD 2.ELLX-27	08-AUG-2024
AD 2.ELLX-28	08-AUG-2024
AD 2.ELLX-29	08-AUG-2024
AD 2.ELLX-30	08-AUG-2024
AD 2.ELLX-31	08-AUG-2024
AD 2.ELLX-32	08-AUG-2024
AD 2.ELLX-33	08-AUG-2024
AD 2.ELLX-34	08-AUG-2024
AD 2.ELLX-35	08-AUG-2024
AD 2.ELLX-36	08-AUG-2024
AD 2.ELLX-37	08-AUG-2024
AD 2.ELLX-38	08-AUG-2024
AD 2.ELLX-ADC.01-1	16-MAY-2024
AD 2.ELLX-ADC.01-2	16-MAY-2024
AD 2.ELLX-ADC.02-1	16-MAY-2024
AD 2.ELLX-ADC.02-2	16-MAY-2024
AD 2.ELLX-GMC.01-1	16-MAY-2024
AD 2.ELLX-GMC.01-2	16-MAY-2024
AD 2.ELLX-GMC.02-1	16-MAY-2024
AD 2.ELLX-GMC.02-2	16-MAY-2024
AD 2.ELLX-GMC.03-1	16-MAY-2024
AD 2.ELLX-GMC.03-2	16-MAY-2024
AD 2.ELLX-APDC.01-1	25-JAN-2024
AD 2.ELLX-APDC.01-2	25-JAN-2024
AD 2.ELLX-APDC.02-1	05-OCT-2023
AD 2.ELLX-APDC.02-2	05-OCT-2023
AD 2.ELLX-APDC.03-1	16-MAY-2024
AD 2.ELLX-APDC.03-2	16-MAY-2024
AD 2.ELLX-AOC.01-1	15-JUN-2023
AD 2.ELLX-AOC.01-2	15-JUN-2023
AD 2.ELLX-PATC.01-1	15-JUN-2023
AD 2.ELLX-PATC.01-2	15-JUN-2023
AD 2.ELLX-ATCSMAC.01-1	08-AUG-2024
AD 2.ELLX-ATCSMAC.01-2	08-AUG-2024
AD 2.ELLX-STAR.01-1	08-AUG-2024
AD 2.ELLX-STAR.01-2	08-AUG-2024
AD 2.ELLX-STAR.02-1	08-AUG-2024
AD 2.ELLX-STAR.02-2	08-AUG-2024
AD 2.ELLX-STAR.03-1	08-AUG-2024
AD 2.ELLX-STAR.03-2	08-AUG-2024
AD 2.ELLX-STAR.04-1	08-AUG-2024
AD 2.ELLX-STAR.04-2	08-AUG-2024
AD 2.ELLX-SID.01-1	08-AUG-2024
AD 2.ELLX-SID.01-2	08-AUG-2024
AD 2.ELLX-SID.02-1	08-AUG-2024
AD 2.ELLX-SID.02-2	08-AUG-2024
AD 2.ELLX-SID.03-1	08-AUG-2024
AD 2.ELLX-SID.03-2	08-AUG-2024
AD 2.ELLX-SID.04-1	18-APR-2024
AD 2.ELLX-SID.04-2	18-APR-2024
AD 2.ELLX-IAC.01a-1	18-APR-2024
AD 2.ELLX-IAC.01a-2	18-APR-2024
AD 2.ELLX-IAC.01b-1	08-AUG-2024
AD 2.ELLX-IAC.01b-2	08-AUG-2024
AD 2.ELLX-IAC.02a-1	18-APR-2024
AD 2.ELLX-IAC.02a-2	18-APR-2024
AD 2.ELLX-IAC.02b-1	08-AUG-2024
AD 2.ELLX-IAC.02b-2	08-AUG-2024
AD 2.ELLX-IAC.03-1	08-AUG-2024
AD 2.ELLX-IAC.03-2	08-AUG-2024
AD 2.ELLX-IAC.04-1	08-AUG-2024
AD 2.ELLX-IAC.04-2	08-AUG-2024
AD 2.ELLX-IAC.05-1	18-APR-2024
AD 2.ELLX-IAC.05-2	18-APR-2024
AD 2.ELLX-IAC.05a-1	23-FEB-2023
AD 2.ELLX-IAC.05a-2	23-FEB-2023
AD 2.ELLX-IAC.06-1	18-APR-2024
AD 2.ELLX-IAC.06-2	18-APR-2024
AD 2.ELLX-IAC.06a-1	23-FEB-2023
AD 2.ELLX-IAC.06a-2	23-FEB-2023
AD 2.ELLX-VAC.01-1	08-AUG-2024
AD 2.ELLX-VAC.01-2	08-AUG-2024
AD 2.ELLX-VAC.02-1	08-AUG-2024
AD 2.ELLX-VAC.02-2	08-AUG-2024
AD 2.EBOS-1	29-DEC-2022
AD 2.EBOS-2	29-DEC-2022
AD 2.EBOS-3	18-APR-2024
AD 2.EBOS-4	18-APR-2024
AD 2.EBOS-5	21-MAR-2024
AD 2.EBOS-6	21-MAR-2024
AD 2.EBOS-7	18-APR-2024
AD 2.EBOS-8	18-APR-2024

AD 2.EBOS-9	16-MAY-2024
AD 2.EBOS-10	16-MAY-2024
AD 2.EBOS-11	16-MAY-2024
AD 2.EBOS-12	16-MAY-2024
AD 2.EBOS-13	16-MAY-2024
AD 2.EBOS-14	16-MAY-2024
AD 2.EBOS-15	21-MAR-2024
AD 2.EBOS-16	21-MAR-2024
AD 2.EBOS-17	18-APR-2024
AD 2.EBOS-18	18-APR-2024
AD 2.EBOS-19	18-APR-2024
AD 2.EBOS-20	18-APR-2024
AD 2.EBOS-21	18-APR-2024
AD 2.EBOS-22	18-APR-2024
AD 2.EBOS-23	18-APR-2024
AD 2.EBOS-24	18-APR-2024
AD 2.EBOS-ADC.01-1	16-MAY-2024
AD 2.EBOS-ADC.01-2	16-MAY-2024
AD 2.EBOS-ADC.02-1	18-APR-2024
AD 2.EBOS-ADC.02-2	18-APR-2024
AD 2.EBOS-ADC.03-1	18-APR-2024
AD 2.EBOS-ADC.03-2	18-APR-2024
AD 2.EBOS-ADC.04-1	18-APR-2024
AD 2.EBOS-ADC.04-2	18-APR-2024
AD 2.EBOS-APDC.01-1	18-APR-2024
AD 2.EBOS-APDC.01-2	18-APR-2024
AD 2.EBOS-AOC.01-1	21-MAR-2024
AD 2.EBOS-AOC.01-2	21-MAR-2024
AD 2.EBOS-PATC.01-1	04-FEB-2016
AD 2.EBOS-PATC.01-2	04-FEB-2016
AD 2.EBOS-PATC.02-1	04-FEB-2016
AD 2.EBOS-PATC.02-2	04-FEB-2016
AD 2.EBOS-STAR.01-1	22-FEB-2024
AD 2.EBOS-STAR.01-2	22-FEB-2024
AD 2.EBOS-STAR.02-1	22-FEB-2024
AD 2.EBOS-STAR.02-2	22-FEB-2024
AD 2.EBOS-STAR.03-1	22-FEB-2024
AD 2.EBOS-STAR.03-2	22-FEB-2024
AD 2.EBOS-STAR.04-1	22-FEB-2024
AD 2.EBOS-STAR.04-2	22-FEB-2024
AD 2.EBOS-SID.01-1	21-MAR-2024
AD 2.EBOS-SID.01-2	21-MAR-2024
AD 2.EBOS-SID.02-1	21-MAR-2024
AD 2.EBOS-SID.02-2	21-MAR-2024
AD 2.EBOS-SID.03a-1	21-MAR-2024
AD 2.EBOS-SID.03a-2	21-MAR-2024
AD 2.EBOS-SID.03b-1	21-MAR-2024
AD 2.EBOS-SID.03b-2	21-MAR-2024
AD 2.EBOS-SID.04-1	21-MAR-2024
AD 2.EBOS-SID.04-2	21-MAR-2024
AD 2.EBOS-IAC.01-1	21-MAR-2024
AD 2.EBOS-IAC.01-2	21-MAR-2024
AD 2.EBOS-IAC.02-1	16-MAY-2024
AD 2.EBOS-IAC.02-2	16-MAY-2024
AD 2.EBOS-IAC.03-1	21-MAR-2024
AD 2.EBOS-IAC.03-2	21-MAR-2024
AD 2.EBOS-IAC.04-1	21-MAR-2024
AD 2.EBOS-IAC.04-2	21-MAR-2024
AD 2.EBOS-IAC.05-1	21-MAR-2024
AD 2.EBOS-IAC.05-2	21-MAR-2024
AD 2.EBOS-IAC.05a-1	23-APR-2020
AD 2.EBOS-IAC.05a-2	23-APR-2020
AD 2.EBOS-IAC.06-1	21-MAR-2024
AD 2.EBOS-IAC.06-2	21-MAR-2024
AD 2.EBOS-IAC.06a-1	23-APR-2020
AD 2.EBOS-IAC.06a-2	23-APR-2020
AD 2.EBOS-VAC.01-1	13-JUN-2024
AD 2.EBOS-VAC.01-2	13-JUN-2024
AD 2.MIL-EBBE-1	30-NOV-2023
AD 2.MIL-EBBE-2	30-NOV-2023
AD 2.MIL-EBBE-3	07-SEP-2023
AD 2.MIL-EBBE-4	07-SEP-2023
AD 2.MIL-EBBE-5	07-SEP-2023
AD 2.MIL-EBBE-6	07-SEP-2023
AD 2.MIL-EBBE-7	07-SEP-2023
AD 2.MIL-EBBE-8	07-SEP-2023
AD 2.MIL-EBBE-9	08-AUG-2024
AD 2.MIL-EBBE-10	08-AUG-2024
AD 2.MIL-EBBE-11	13-JUN-2024
AD 2.MIL-EBBE-12	13-JUN-2024
AD 2.MIL-EBBE-13	07-SEP-2023
AD 2.MIL-EBBE-14	07-SEP-2023
AD 2.MIL-EBBE-ADC.01-1	08-AUG-2024
AD 2.MIL-EBBE-ADC.01-2	08-AUG-2024
AD 2.MIL-EBBE-GMC.01-1	07-SEP-2023
AD 2.MIL-EBBE-GMC.01-2	07-SEP-2023
AD 2.MIL-EBBE-AOC.01-1	07-SEP-2023
AD 2.MIL-EBBE-AOC.01-2	07-SEP-2023
AD 2.MIL-EBBE-AOC.02-1	07-SEP-2023
AD 2.MIL-EBBE-AOC.02-2	07-SEP-2023
AD 2.MIL-EBBE-AOC.03-1	07-SEP-2023
AD 2.MIL-EBBE-AOC.03-2	07-SEP-2023
AD 2.MIL-EBBE-SID.01-1	13-JUN-2024
AD 2.MIL-EBBE-SID.01-2	13-JUN-2024
AD 2.MIL-EBBE-SID.02-1	13-JUN-2024
AD 2.MIL-EBBE-SID.02-2	13-JUN-2024
AD 2.MIL-EBBE-SID.03-1	22-FEB-2024
AD 2.MIL-EBBE-SID.03-2	22-FEB-2024
AD 2.MIL-EBBE-SID.04-1	13-JUN-2024
AD 2.MIL-EBBE-SID.04-2	13-JUN-2024
AD 2.MIL-EBBE-SID.05-1	22-FEB-2024
AD 2.MIL-EBBE-SID.05-2	22-FEB-2024
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AD 2.MIL-EBBE-SID.06-2	13-JUN-2024
AD 2.MIL-EBBE-SID.07-1	13-JUN-2024
AD 2.MIL-EBBE-SID.07-2	13-JUN-2024
AD 2.MIL-EBBE-MISC.01-1	08-AUG-2024
AD 2.MIL-EBBE-MISC.01-2	08-AUG-2024
AD 2.MIL-EBBE-MISC.02-1	08-AUG-2024
AD 2.MIL-EBBE-MISC.02-2	08-AUG-2024
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AD 2.MIL-EBBE-STAR.01-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.01-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.01-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.02-1	08-AUG-2024
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AD 2.MIL-EBBE-IAC.03-1	08-AUG-2024
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AD 2.MIL-EBBE-IAC.06-2	13-JUN-2024
AD 2.MIL-EBBE-IAC.07-1	08-AUG-2024
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AD 2.MIL-EBBE-IAC.08-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.08-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.09-1	13-JUN-2024
AD 2.MIL-EBBE-IAC.09-2	13-JUN-2024
AD 2.MIL-EBBE-IAC.10-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.10-2	08-AUG-2024
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AD 2.MIL-EBBE-IAC.11-2	08-AUG-2024
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AD 2.MIL-EBBE-IAC.13-2	08-AUG-2024
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AD 2.MIL-EBBE-IAC.15-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.15-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.16-1	13-JUN-2024
AD 2.MIL-EBBE-IAC.16-2	13-JUN-2024
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AD 2.MIL-EBBE-IAC.16a-2	05-OCT-2023
AD 2.MIL-EBBE-IAC.17-1	13-JUN-2024
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AD 2.MIL-EBBE-IAC.17a-1	07-SEP-2023
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AD 2.MIL-EBBE-IAC.18-2	13-JUN-2024
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AD 2.MIL-EBBE-IAC.18a-2	07-SEP-2023
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AD 2.MIL-EBBE-IAC.19a-2	05-OCT-2023
AD 2.MIL-EBBE-IAC.20-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.20-2	07-SEP-2023
AD 2.MIL-EBBE-IAC.21-1	07-SEP-2023
AD 2.MIL-EBBE-IAC.21-2	07-SEP-2023
AD 2.MIL-EBBE-VAC.01-1	07-SEP-2023
AD 2.MIL-EBBE-VAC.01-2	07-SEP-2023
AD 2.MIL-EBBE-VAC.02-1	07-SEP-2023
AD 2.MIL-EBBE-VAC.02-2	07-SEP-2023
AD 2.MIL-EBBE-VAC.03-1	07-SEP-2023
AD 2.MIL-EBBE-VAC.03-2	07-SEP-2023
AD 2.MIL-EBBE-VAC.04-1	07-SEP-2023
AD 2.MIL-EBBE-VAC.04-2	07-SEP-2023
AD 2.MIL-EBBX-1	24-FEB-2022
AD 2.MIL-EBBX-2	24-FEB-2022
AD 2.MIL-EBMB-1	06-OCT-2022
AD 2.MIL-EBMB-2	06-OCT-2022
AD 2.MIL-EBMB-3	24-FEB-2022
AD 2.MIL-EBMB-4	24-FEB-2022
AD 2.MIL-EBCV-1	30-NOV-2023
AD 2.MIL-EBCV-2	30-NOV-2023
AD 2.MIL-EBCV-3	25-JAN-2024
AD 2.MIL-EBCV-4	25-JAN-2024
AD 2.MIL-EBCV-5	23-MAR-2023
AD 2.MIL-EBCV-6	23-MAR-2023
AD 2.MIL-EBCV-7	11-JUL-2024
AD 2.MIL-EBCV-8	11-JUL-2024
AD 2.MIL-EBCV-GMC.01-1	21-MAR-2024
AD 2.MIL-EBCV-GMC.01-2	21-MAR-2024
AD 2.MIL-EBCV-IAC.01-1	30-NOV-2023
AD 2.MIL-EBCV-IAC.01-2	30-NOV-2023
AD 2.MIL-EBCV-IAC.02-1	13-JUN-2024
AD 2.MIL-EBCV-IAC.02-2	13-JUN-2024
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AD 2.MIL-EBCV-IAC.03-2	30-NOV-2023
AD 2.MIL-EBCV-IAC.04-1	13-JUN-2024
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AD 2.MIL-EBDT-2	18-APR-2024
AD 2.MIL-EBFS-1	24-FEB-2022
AD 2.MIL-EBFS-2	24-FEB-2022
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AD 2.MIL-EBFS-4	06-OCT-2022
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AD 2.MIL-EBFS-6	07-SEP-2023
AD 2.MIL-EBFS-7	07-SEP-2023
AD 2.MIL-EBFS-8	07-SEP-2023
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AD 2.MIL-EBFS-10	07-SEP-2023
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AD 2.MIL-EBFS-12	28-DEC-2023
AD 2.MIL-EBFS-13	13-JUN-2024
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AD 2.MIL-EBFS-ADC.01-1	07-SEP-2023
AD 2.MIL-EBFS-ADC.01-2	07-SEP-2023
AD 2.MIL-EBFS-GMC.01-1	07-SEP-2023
AD 2.MIL-EBFS-GMC.01-2	07-SEP-2023
AD 2.MIL-EBFS-AOC.01-1	06-OCT-2022
AD 2.MIL-EBFS-AOC.01-2	06-OCT-2022
AD 2.MIL-EBFS-AOC.02-1	06-OCT-2022
AD 2.MIL-EBFS-AOC.02-2	06-OCT-2022
AD 2.MIL-EBFS-AOC.03-1	06-OCT-2022
AD 2.MIL-EBFS-AOC.03-2	06-OCT-2022
AD 2.MIL-EBFS-SID.01-1	07-SEP-2023
AD 2.MIL-EBFS-SID.01-2	07-SEP-2023
AD 2.MIL-EBFS-SID.02-1	07-SEP-2023
AD 2.MIL-EBFS-SID.02-2	07-SEP-2023
AD 2.MIL-EBFS-SID.03-1	07-SEP-2023
AD 2.MIL-EBFS-SID.03-2	07-SEP-2023
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AD 2.MIL-EBFS-SID.04-2	07-SEP-2023
AD 2.MIL-EBFS-SID.05-1	07-SEP-2023
AD 2.MIL-EBFS-SID.05-2	07-SEP-2023
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AD 2.MIL-EBFS-MISC.01-2	26-JAN-2023
AD 2.MIL-EBFS-MISC.02-1	26-JAN-2023
AD 2.MIL-EBFS-MISC.02-2	26-JAN-2023
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AD 2.MIL-EBFS-IAC.02-1	13-JUN-2024
AD 2.MIL-EBFS-IAC.02-2	13-JUN-2024
AD 2.MIL-EBFS-IAC.03-1	25-JAN-2024
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AD 2.MIL-EBFS-IAC.04-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.04-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.05-1	13-JUN-2024
AD 2.MIL-EBFS-IAC.05-2	13-JUN-2024
AD 2.MIL-EBFS-IAC.06-1	13-JUN-2024
AD 2.MIL-EBFS-IAC.06-2	13-JUN-2024
AD 2.MIL-EBFS-IAC.07-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.07-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.08-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.08-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.09-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.09-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.10-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.10-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.11-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.11-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.12-1	07-SEP-2023
AD 2.MIL-EBFS-IAC.12-2	07-SEP-2023
AD 2.MIL-EBFS-IAC.13-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.13-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.14-1	02-NOV-2023
AD 2.MIL-EBFS-IAC.14-2	02-NOV-2023
AD 2.MIL-EBFS-IAC.15-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.15-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.16-1	02-NOV-2023
AD 2.MIL-EBFS-IAC.16-2	02-NOV-2023
AD 2.MIL-EBFS-IAC.17-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.17-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.18-1	02-NOV-2023
AD 2.MIL-EBFS-IAC.18-2	02-NOV-2023
AD 2.MIL-EBFS-IAC.19-1	13-JUN-2024
AD 2.MIL-EBFS-IAC.19-2	13-JUN-2024
AD 2.MIL-EBFS-IAC.20-1	13-JUN-2024
AD 2.MIL-EBFS-IAC.20-2	13-JUN-2024
AD 2.MIL-EBFS-IAC.21-1	13-JUN-2024
AD 2.MIL-EBFS-IAC.21-2	13-JUN-2024
AD 2.MIL-EBFS-IAC.22-1	08-AUG-2024
AD 2.MIL-EBFS-IAC.22-2	08-AUG-2024
AD 2.MIL-EBFS-IAC.23-1	13-JUN-2024
AD 2.MIL-EBFS-IAC.23-2	13-JUN-2024
AD 2.MIL-EBFS-IAC.24-1	13-JUN-2024
AD 2.MIL-EBFS-IAC.24-2	13-JUN-2024
AD 2.MIL-EBFS-IAC.25-1	13-JUN-2024
AD 2.MIL-EBFS-IAC.25-2	13-JUN-2024
AD 2.MIL-EBFS-IAC.26-1	13-JUN-2024
AD 2.MIL-EBFS-IAC.26-2	13-JUN-2024
AD 2.MIL-EBFS-VAC.01-1	13-JUN-2024
AD 2.MIL-EBFS-VAC.01-2	13-JUN-2024
AD 2.MIL-EBFS-VAC.02-1	13-JUN-2024
AD 2.MIL-EBFS-VAC.02-2	13-JUN-2024
AD 2.MIL-EBFS-VAC.03-1	13-JUN-2024
AD 2.MIL-EBFS-VAC.03-2	13-JUN-2024
AD 2.MIL-EBFS-VAC.04-1	13-JUN-2024
AD 2.MIL-EBFS-VAC.04-2	13-JUN-2024
AD 2.MIL-EBBL-1	24-FEB-2022
AD 2.MIL-EBBL-2	24-FEB-2022
AD 2.MIL-EBBL-3	18-APR-2024
AD 2.MIL-EBBL-4	18-APR-2024
AD 2.MIL-EBBL-5	18-APR-2024
AD 2.MIL-EBBL-6	18-APR-2024
AD 2.MIL-EBBL-7	18-APR-2024
AD 2.MIL-EBBL-8	18-APR-2024
AD 2.MIL-EBBL-9	18-APR-2024
AD 2.MIL-EBBL-10	18-APR-2024
AD 2.MIL-EBBL-11	13-JUN-2024
AD 2.MIL-EBBL-12	13-JUN-2024
AD 2.MIL-EBBL-ADC.01-1	18-APR-2024
AD 2.MIL-EBBL-ADC.01-2	18-APR-2024
AD 2.MIL-EBBL-GMC.01-1	13-JUN-2024
AD 2.MIL-EBBL-GMC.01-2	13-JUN-2024
AD 2.MIL-EBBL-AOC.01-1	07-SEP-2023
AD 2.MIL-EBBL-AOC.01-2	07-SEP-2023
AD 2.MIL-EBBL-AOC.02-1	07-SEP-2023
AD 2.MIL-EBBL-AOC.02-2	07-SEP-2023
AD 2.MIL-EBBL-AOC.03-1	07-SEP-2023
AD 2.MIL-EBBL-AOC.03-2	07-SEP-2023
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AD 2.MIL-EBBL-SID.01-2	13-JUN-2024
AD 2.MIL-EBBL-SID.02-1	13-JUN-2024
AD 2.MIL-EBBL-SID.02-2	13-JUN-2024
AD 2.MIL-EBBL-SID.03-1	13-JUN-2024
AD 2.MIL-EBBL-SID.03-2	13-JUN-2024
AD 2.MIL-EBBL-SID.04-1	13-JUN-2024
AD 2.MIL-EBBL-SID.04-2	13-JUN-2024
AD 2.MIL-EBBL-SID.05-1	13-JUN-2024
AD 2.MIL-EBBL-SID.05-2	13-JUN-2024
AD 2.MIL-EBBL-SID.06-1	13-JUN-2024
AD 2.MIL-EBBL-SID.06-2	13-JUN-2024
AD 2.MIL-EBBL-SID.07-1	13-JUN-2024
AD 2.MIL-EBBL-SID.07-2	13-JUN-2024
AD 2.MIL-EBBL-SID.08-1	08-AUG-2024
AD 2.MIL-EBBL-SID.08-2	08-AUG-2024
AD 2.MIL-EBBL-SID.09-1	13-JUN-2024
AD 2.MIL-EBBL-SID.09-2	13-JUN-2024
AD 2.MIL-EBBL-SID.10-1	13-JUN-2024
AD 2.MIL-EBBL-SID.10-2	13-JUN-2024
AD 2.MIL-EBBL-SID.11-1	13-JUN-2024
AD 2.MIL-EBBL-SID.11-2	13-JUN-2024
AD 2.MIL-EBBL-MISC.01-1	21-MAR-2024
AD 2.MIL-EBBL-MISC.01-2	21-MAR-2024
AD 2.MIL-EBBL-MISC.02-1	30-NOV-2023
AD 2.MIL-EBBL-MISC.02-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.01-1	13-JUN-2024
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AD 2.MIL-EBBL-IAC.02-1	13-JUN-2024
AD 2.MIL-EBBL-IAC.02-2	13-JUN-2024
AD 2.MIL-EBBL-IAC.03-1	13-JUN-2024
AD 2.MIL-EBBL-IAC.03-2	13-JUN-2024
AD 2.MIL-EBBL-IAC.04-1	13-JUN-2024
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AD 2.MIL-EBBL-IAC.06-1	13-JUN-2024
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AD 2.MIL-EBBL-IAC.07-1	13-JUN-2024
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AD 2.MIL-EBBL-IAC.08-1	13-JUN-2024
AD 2.MIL-EBBL-IAC.08-2	13-JUN-2024
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AD 2.MIL-EBBL-IAC.09-2	02-NOV-2023
AD 2.MIL-EBBL-IAC.10-1	13-JUN-2024
AD 2.MIL-EBBL-IAC.10-2	13-JUN-2024
AD 2.MIL-EBBL-IAC.11-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.11-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.12-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.12-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.13-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.13-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.14-1	13-JUN-2024
AD 2.MIL-EBBL-IAC.14-2	13-JUN-2024
AD 2.MIL-EBBL-IAC.15-1	08-AUG-2024
AD 2.MIL-EBBL-IAC.15-2	08-AUG-2024
AD 2.MIL-EBBL-IAC.16-1	13-JUN-2024
AD 2.MIL-EBBL-IAC.16-2	13-JUN-2024
AD 2.MIL-EBBL-IAC.17-1	30-NOV-2023
AD 2.MIL-EBBL-IAC.17-2	30-NOV-2023
AD 2.MIL-EBBL-IAC.18-1	13-JUN-2024
AD 2.MIL-EBBL-IAC.18-2	13-JUN-2024
AD 2.MIL-EBBL-IAC.19-1	11-JUL-2024
AD 2.MIL-EBBL-IAC.19-2	11-JUL-2024
AD 2.MIL-EBBL-VAC.01-1	13-JUN-2024
AD 2.MIL-EBBL-VAC.01-2	13-JUN-2024
AD 2.MIL-EBBL-VAC.02-1	13-JUN-2024
AD 2.MIL-EBBL-VAC.02-2	13-JUN-2024
AD 2.MIL-EBBL-VAC.03-1	13-JUN-2024
AD 2.MIL-EBBL-VAC.03-2	13-JUN-2024
AD 2.MIL-EBFN-1	07-SEP-2023
AD 2.MIL-EBFN-2	07-SEP-2023
AD 2.MIL-EBFN-3	24-FEB-2022
AD 2.MIL-EBFN-4	24-FEB-2022
AD 2.MIL-EBFN-5	19-MAY-2022
AD 2.MIL-EBFN-6	19-MAY-2022
AD 2.MIL-EBFN-7	24-MAR-2022
AD 2.MIL-EBFN-8	24-MAR-2022
AD 2.MIL-EBFN-9	24-FEB-2022
AD 2.MIL-EBFN-10	24-FEB-2022
AD 2.MIL-EBFN-ADC.01-1	07-SEP-2023
AD 2.MIL-EBFN-ADC.01-2	07-SEP-2023
AD 2.MIL-EBFN-GMC.01-1	07-SEP-2023
AD 2.MIL-EBFN-GMC.01-2	07-SEP-2023
AD 2.MIL-EBFN-AOC.01-1	07-SEP-2023
AD 2.MIL-EBFN-AOC.01-2	07-SEP-2023
AD 2.MIL-EBFN-AOC.02-1	07-SEP-2023
AD 2.MIL-EBFN-AOC.02-2	07-SEP-2023
AD 2.MIL-EBFN-SID.01-1	07-SEP-2023
AD 2.MIL-EBFN-SID.01-2	07-SEP-2023
AD 2.MIL-EBFN-SID.02-1	07-SEP-2023
AD 2.MIL-EBFN-SID.02-2	07-SEP-2023
AD 2.MIL-EBFN-MISC.01-1	07-SEP-2023
AD 2.MIL-EBFN-MISC.01-2	07-SEP-2023
AD 2.MIL-EBFN-MISC.02-1	06-OCT-2022
AD 2.MIL-EBFN-MISC.02-2	06-OCT-2022
AD 2.MIL-EBFN-IAC.01-1	13-JUN-2024
AD 2.MIL-EBFN-IAC.01-2	13-JUN-2024
AD 2.MIL-EBFN-IAC.02-1	05-OCT-2023
AD 2.MIL-EBFN-IAC.02-2	05-OCT-2023
AD 2.MIL-EBFN-IAC.03-1	05-OCT-2023
AD 2.MIL-EBFN-IAC.03-2	05-OCT-2023
AD 2.MIL-EBFN-VAC.01-1	13-JUN-2024
AD 2.MIL-EBFN-VAC.01-2	13-JUN-2024
AD 2.MIL-EBFN-VAC.02-1	13-JUN-2024
AD 2.MIL-EBFN-VAC.02-2	13-JUN-2024
AD 2.MIL-EBSU-1	01-DEC-2022
AD 2.MIL-EBSU-2	01-DEC-2022
AD 2.MIL-EBSU-AOC.01-1	20-MAY-2021
AD 2.MIL-EBSU-AOC.01-2	20-MAY-2021
AD 2.MIL-EBUL-1	18-MAY-2023
AD 2.MIL-EBUL-2	18-MAY-2023
AD 2.MIL-EBWE-1	24-FEB-2022
AD 2.MIL-EBWE-2	24-FEB-2022
AD 2.PVT-EBAM-1	24-FEB-2022
AD 2.PVT-EBAM-2	24-FEB-2022
AD 2.PVT-EBKH-1	25-JAN-2024
AD 2.PVT-EBKH-2	25-JAN-2024
AD 2.PVT-EBKH-3	25-JAN-2024
AD 2.PVT-EBKH-4	25-JAN-2024
AD 2.PVT-EBKH-ADC.01-1	21-MAR-2024
AD 2.PVT-EBKH-ADC.01-2	21-MAR-2024
AD 2.PVT-EBKH-VAC.01-1	21-MAR-2024
AD 2.PVT-EBKH-VAC.01-2	21-MAR-2024
AD 2.PVT-EBBT-1	24-FEB-2022
AD 2.PVT-EBBT-2	24-FEB-2022
AD 2.PVT-EBBT-3	04-FEB-2016
AD 2.PVT-EBBT-4	04-FEB-2016
AD 2.PVT-EBCF-1	07-SEP-2023
AD 2.PVT-EBCF-2	07-SEP-2023
AD 2.PVT-EBCF-3	07-SEP-2023
AD 2.PVT-EBCF-4	07-SEP-2023
AD 2.PVT-EBZW-1	24-FEB-2022
AD 2.PVT-EBZW-2	24-FEB-2022
AD 2.PVT-EBZW-3	31-JAN-2019
AD 2.PVT-EBZW-4	31-JAN-2019
AD 2.PVT-EBGG-1	21-APR-2022
AD 2.PVT-EBGG-2	21-APR-2022
AD 2.PVT-EBGG-3	04-FEB-2016
AD 2.PVT-EBGG-4	04-FEB-2016
AD 2.PVT-EBTN-1	24-FEB-2022
AD 2.PVT-EBTN-2	24-FEB-2022
AD 2.PVT-EBTN-3	05-OCT-2023
AD 2.PVT-EBTN-4	05-OCT-2023
AD 2.PVT-EBGB-1	24-FEB-2022
AD 2.PVT-EBGB-2	24-FEB-2022

AD 2.PVT-EBGB-3	19-JUL-2018
AD 2.PVT-EBGB-4	19-JUL-2018
AD 2.PVT-EBGB-VAC.01-1	21-MAR-2024
AD 2.PVT-EBGB-VAC.01-2	21-MAR-2024
AD 2.PVT-EBZH-1	24-FEB-2022
AD 2.PVT-EBZH-2	24-FEB-2022
AD 2.PVT-EBZH-3	04-FEB-2016
AD 2.PVT-EBZH-4	04-FEB-2016
AD 2.PVT-EBHN-1	18-APR-2024
AD 2.PVT-EBHN-2	18-APR-2024
AD 2.PVT-EBHN-3	04-FEB-2016
AD 2.PVT-EBHN-4	04-FEB-2016
AD 2.PVT-EBEH-1	24-FEB-2022
AD 2.PVT-EBEH-2	24-FEB-2022
AD 2.PVT-EBEH-3	31-JAN-2019
AD 2.PVT-EBEH-4	31-JAN-2019
AD 2.PVT-EBLE-1	11-JUL-2024
AD 2.PVT-EBLE-2	11-JUL-2024
AD 2.PVT-EBMO-1	25-JAN-2024
AD 2.PVT-EBMO-2	25-JAN-2024
AD 2.PVT-EBMO-3	24-FEB-2022
AD 2.PVT-EBMO-4	24-FEB-2022
AD 2.PVT-EBNM-1	22-FEB-2024
AD 2.PVT-EBNM-2	22-FEB-2024
AD 2.PVT-EBNM-3	24-FEB-2022
AD 2.PVT-EBNM-4	24-FEB-2022
AD 2.PVT-ELNT-1	16-MAY-2024
AD 2.PVT-ELNT-2	16-MAY-2024
AD 2.PVT-EBSG-1	03-NOV-2022
AD 2.PVT-EBSG-2	03-NOV-2022
AD 2.PVT-EBSG-3	03-NOV-2022
AD 2.PVT-EBSG-4	03-NOV-2022
AD 2.PVT-EBSH-1	24-FEB-2022
AD 2.PVT-EBSH-2	24-FEB-2022
AD 2.PVT-EBSH-3	24-FEB-2022
AD 2.PVT-EBSH-4	24-FEB-2022
AD 2.PVT-EBST-1	30-NOV-2023
AD 2.PVT-EBST-2	30-NOV-2023
AD 2.PVT-EBST-3	30-NOV-2023
AD 2.PVT-EBST-4	30-NOV-2023
AD 2.PVT-EBST-VAC.01-1	21-MAR-2024
AD 2.PVT-EBST-VAC.01-2	21-MAR-2024
AD 2.PVT-EBSP-1	13-JUN-2024
AD 2.PVT-EBSP-2	13-JUN-2024
AD 2.PVT-EBSP-3	13-JUN-2024
AD 2.PVT-EBSP-4	13-JUN-2024
AD 2.PVT-EBSP-VAC.01-1	13-JUN-2024
AD 2.PVT-EBSP-VAC.01-2	13-JUN-2024
AD 2.PVT-EBTY-1	24-FEB-2022
AD 2.PVT-EBTY-2	24-FEB-2022
AD 2.PVT-EBTY-3	02-JAN-2020
AD 2.PVT-EBTY-4	02-JAN-2020
AD 2.PVT-ELUS-1	18-APR-2024
AD 2.PVT-ELUS-2	18-APR-2024
AD 2.PVT-EBTX-1	24-FEB-2022
AD 2.PVT-EBTX-2	24-FEB-2022
AD 2.PVT-EBTX-3	20-MAY-2021
AD 2.PVT-EBTX-4	20-MAY-2021
AD 2.PVT-EBZR-1	30-NOV-2023
AD 2.PVT-EBZR-2	30-NOV-2023
AD 2.PVT-EBSL-1	18-APR-2024
AD 2.PVT-EBSL-2	18-APR-2024
AD 2.ULM-EBAR-1	20-APR-2023
AD 2.ULM-EBAR-2	20-APR-2023
AD 2.ULM-EBML-1	13-AUG-2020
AD 2.ULM-EBML-2	13-AUG-2020
AD 2.ULM-EBIS-1	23-APR-2020
AD 2.ULM-EBIS-2	23-APR-2020
AD 2.ULM-EBBN-1	23-APR-2020
AD 2.ULM-EBBN-2	23-APR-2020
AD 2.ULM-EBMG-1	23-APR-2020
AD 2.ULM-EBMG-2	23-APR-2020
AD 2.ULM-EBBY-1	11-JUL-2024
AD 2.ULM-EBBY-2	11-JUL-2024
AD 2.ULM-EBAV-1	05-OCT-2023
AD 2.ULM-EBAV-2	05-OCT-2023
AD 2.ULM-EBBZ-1	23-APR-2020
AD 2.ULM-EBBZ-2	23-APR-2020
AD 2.ULM-EBOR-1	25-FEB-2021
AD 2.ULM-EBOR-2	25-FEB-2021
AD 2.ULM-EBZU-1	16-MAY-2024
AD 2.ULM-EBZU-2	16-MAY-2024
AD 2.PERS-EBSM-1	16-JUL-2020
AD 2.PERS-EBSM-2	16-JUL-2020
AD 3.MIL-EBCT-1	23-APR-2020
AD 3.MIL-EBCT-2	23-APR-2020
AD 3.MIL-EBCT-VAC.01-1	23-APR-2020
AD 3.MIL-EBCT-VAC.01-2	23-APR-2020
AD 3.MIL-EBCT-VAC.02-1	23-APR-2020
AD 3.MIL-EBCT-VAC.02-2	23-APR-2020
AD 3.HOSP-EBAL-1	23-APR-2020
AD 3.HOSP-EBAL-2	23-APR-2020
AD 3.HOSP-EBMD-1	23-APR-2020
AD 3.HOSP-EBMD-2	23-APR-2020
AD 3.HOSP-EBSJ-1	23-APR-2020
AD 3.HOSP-EBSJ-2	23-APR-2020
AD 3.HOSP-EBSS-1	03-DEC-2020
AD 3.HOSP-EBSS-2	03-DEC-2020
AD 3.HOSP-EBUC-1	23-APR-2020
AD 3.HOSP-EBUC-2	23-APR-2020
AD 3.HOSP-EBEU-1	30-NOV-2023
AD 3.HOSP-EBEU-2	30-NOV-2023
AD 3.HOSP-EBEA-1	23-APR-2020
AD 3.HOSP-EBEA-2	23-APR-2020
AD 3.HOSP-ELEA-1	29-DEC-2022
AD 3.HOSP-ELEA-2	29-DEC-2022
AD 3.HOSP-ELEA-ADC.01-1	29-DEC-2022
AD 3.HOSP-ELEA-ADC.01-2	29-DEC-2022
AD 3.HOSP-ELET-1	29-DEC-2022
AD 3.HOSP-ELET-2	29-DEC-2022
AD 3.HOSP-EBGT-1	02-NOV-2023
AD 3.HOSP-EBGT-2	02-NOV-2023
AD 3.HOSP-EBYP-1	16-MAY-2024
AD 3.HOSP-EBYP-2	16-MAY-2024
AD 3.HOSP-EBKZ-1	23-APR-2020
AD 3.HOSP-EBKZ-2	23-APR-2020
AD 3.HOSP-EBKG-1	23-APR-2020
AD 3.HOSP-EBKG-2	23-APR-2020
AD 3.HOSP-EBGA-1	23-APR-2020
AD 3.HOSP-EBGA-2	23-APR-2020
AD 3.HOSP-EBLC-1	23-APR-2020
AD 3.HOSP-EBLC-2	23-APR-2020
AD 3.HOSP-EBCH-1	23-APR-2020
AD 3.HOSP-EBCH-2	23-APR-2020
AD 3.HOSP-EBLS-1	25-MAR-2021
AD 3.HOSP-EBLS-2	25-MAR-2021
AD 3.HOSP-EBLX-1	23-APR-2020
AD 3.HOSP-EBLX-2	23-APR-2020
AD 3.HOSP-EBMC-1	23-FEB-2023
AD 3.HOSP-EBMC-2	23-FEB-2023
AD 3.HOSP-EBGE-1	23-APR-2020
AD 3.HOSP-EBGE-2	23-APR-2020
AD 3.HOSP-ELLC-1	10-AUG-2023
AD 3.HOSP-ELLC-2	10-AUG-2023
AD 3.HOSP-ELLC-ADC.01-1	10-AUG-2023
AD 3.HOSP-ELLC-ADC.01-2	10-AUG-2023
AD 3.HOSP-ELLZ-1	29-DEC-2022
AD 3.HOSP-ELLZ-2	29-DEC-2022
AD 3.HOSP-ELLK-1	29-DEC-2022
AD 3.HOSP-ELLK-2	29-DEC-2022
AD 3.HOSP-EBMT-1	23-APR-2020
AD 3.HOSP-EBMT-2	23-APR-2020
AD 3.HOSP-EBNB-1	23-APR-2020
AD 3.HOSP-EBNB-2	23-APR-2020
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MAASTRICHT CTR (1)

Lateral limits	504935N 0053857E - 504851N 0053815E - 504724N 0054146E - along the Belgian-Dutch border - 504935N 0053857E.		
Vertical limits	3000FT AMSL / GND		
Airspace class	C		
Control units	Maastricht TWR (2)	**Call sign**	
		OPR HR	
		FREQ	
Remarks	*(1)* Part of Maastricht CTR within the Brussels FIR. For complete description of Maastricht CTR, see *AIP the Netherlands.* *(2)* For details, see *AIP the Netherlands*.		

3 FREQUENCIES OF ATS UNITS

Area Control and Flight Information Units

ATS unit	Call sign	OPR HR	Frequency (MHZ)	Remarks
Brussels ACC (East Low)	Brussels Control	H24	129.575	
			387.050	UHF
Brussels ACC (East Holding)	Brussels Control	H24	129.575	
Brussels ACC (East High)	Brussels Control	H24	128.450	
			387.050	UHF
Brussels ACC (Huldenberg)	Brussels Control	H24	128.200	
Brussels ACC (Luxembourg)	Brussels Control	H24	125.000	
Brussels ACC (North Low)	Brussels Control	H24	128.805	8.33KHZ CH
			387.050	UHF
Brussels ACC (North Holding)	Brussels Control	H24	126.980	8.33KHZ CH
Brussels ACC (West Low)	Brussels Control	H24	131.100	
			387.050	UHF
Brussels ACC (West Holding)	Brussels Control	H24	125.780	8.33KHZ CH
Brussels ACC (West High)	Brussels Control	H24	127.230	8.33KHZ CH
			387.050	UHF
Brussels FIC	Brussels Information	H24	126.900	
			259.275	UHF
Maastricht UAC (Koksy Low Sector)	Maastricht Radar	H24	132.205	8.33KHZ CH
			336.350	UHF
Maastricht UAC (Koksy High Sector, ABV FL 355)	Maastricht Radar	H24	132.755	8.33KHZ CH
			336.350	UHF
Maastricht UAC (Lux Low Sector)	Maastricht Radar	H24	133.355	8.33KHZ CH
			338.875	UHF
Maastricht UAC (Lux High Sector, ABV FL 355)	Maastricht Radar	H24	132.315	8.33 KHZ CH
			338.875	UHF
Maastricht UAC (Nicky Low Sector)	Maastricht Radar	0400-2359 (0300-2259) (1)	135.980	8.33KHZ CH
			336.350	UHF
Maastricht UAC (Nicky High Sector, ABV FL 355)	Maastricht Radar	H24	132.755	8.33KHZ CH
			336.350	UHF
Maastricht UAC (Olno Low Sector)	Maastricht Radar	H24	132.855	8.33KHZ CH
			338.875	UHF

Area Control and Flight Information Units

ATS unit	Call sign	OPR HR	Frequency (MHZ)	Remarks
Maastricht UAC (Olno High Sector, ABV FL 355)	Maastricht Radar	H24	125.980	8.33KHZ CH
			338.875	UHF
Maastricht UAC (Delta Low Sector)	Maastricht Radar	H24	135.960	8.33KHZ CH
			359.450	UHF
Maastricht UAC (Delta Middle Sector, FL 335 / FL 365)	Maastricht Radar	H24	135.510	8.33KHZ CH
			359.450	UHF
Maastricht UAC (Delta High Sector, ABV FL 365)	Maastricht Radar	H24	132.085	8.33KHZ CH
			359.450	UHF
Maastricht UAC (Ruhr Low Sector)	Maastricht Radar	H24	128.790	8.33KHZ CH
			342.650	UHF
Maastricht UAC (Ruhr Middle Sector, FL 355 / FL 375)	Maastricht Radar	H24	126.115	8.33KHZ CH
			342.650	UHF
Maastricht UAC (Ruhr High Sector, ABV FL 375)	Maastricht Radar	H24	122.835	8.33KHZ CH
			342.650	UHF
Steenokkerzeel ATCC *(2)*	Belga Information	HO	129.325 121.500	
			243.000 374.400	UHF
Steenokkerzeel ATCC *(3)*	Belga Radar	HO	129.325	Initial contact frequency (ICF)
			130.580	8.33KHZ CH Climb and let down EBBE (TRA23)
			374.400	Initial contact frequency (ICF) UHF
			282.075 378.425 344.800 284.850 306.600 342.825 362.625 343.175 258.600	UHF Sector FREQ, Stand-by FREQ

(1) Outside OPR HR: Koksy Sector (132.205MHZ)
(2) Flight information service / Radar information service
(3) Radar control

Note: For details on approach and aerodrome control units, see the AD 2.18 section of the relevant aerodrome.

ENR 4 RADIO NAVIGATION AIDS / SYSTEMS

ENR 4.1 Radio Navigation Aids - En-route

Name of station (MAG VAR/year)	ID	Frequency (CH)	Hours of operation	Coordinates	DME antenna ELEV	Remarks
1	2	3	4	5	6	7
Affligem DVOR/DME (1°E/2020)	AFI	114.900MHZ (CH 96X)	H24	505428N 0040820E	300FT AMSL	DOC: 40NM - FL250 Sector E: 90NM - FL250.
Antwerpen DVOR/DME (1°E/2020)	ANT	113.500MHZ (CH 82X)	H24	511126N 0042821E	100FT AMSL	DOC: 40NM - FL250
Beauvechain TACAN (2°E/2022)	BBE	(CH 107X)	H24	504525N 0044607E	300FT AMSL	DOC: 100NM - FL250 OPR: Belgian Air Component. Might present azimuth unlocks in sector 094-096, 104-110, 128-130, 169-171, 192-196 DEG. No OPR limitation. Pilots are requested to report any abnormality to ATC.
Kleine-Brogel TACAN (2°E/2019)	BBL	(CH 33X)	H24	511003N 0052751E	200FT AMSL	DOC: 40NM - FL250 OPR: Belgian Air Component.
Florennes TACAN (2°E/2020)	BFS	(CH 52X)	H24	501429N 0043912E	1000FT AMSL	DOC: 100NM - FL600 Sector SE: 200NM - FL600. OPR: Belgian Air Component. TACAN restricted due to azimuth unlocks may be observed in sector R341-R347
Brussels DVOR/DME (1°E/2020)	BUB	114.600MHZ (CH 93X)	H24	505408N 0043217E	200FT AMSL	DOC: 100NM - FL500 FRA (IDA)
Bruno DVOR/DME (1°E/2020)	BUN	110.600MHZ (CH 43X)	H24	510707N 0045032E	100FT AMSL	DOC: 40NM - FL250
Chièvres DVOR (1°E/2020)	CIV	113.200MHZ	H24	503426N 0034958E		DOC: 60NM - FL500 DVOR is located 808M from TACAN. Both aids can therefore not be considered as collocated. FRA (ID)
Chièvres TACAN (2°E/2022)	CIV	(CH 79X)	H24	503420N 0034918E	200FT AMSL	DOC: 60NM - FL500 TACAN unreliable: 056°-234° and 315°-326° beyond 30NM BLW 3000FT. OPR: USAF
Costa DVOR/DME (1°E/2020)	COA	110.050MHZ (CH 37Y)	H24	512053N 0032119E	0FT AMSL	DOC: 60NM - FL500
Diekirch DVOR/DME (3°E/2020)	DIK	114.400MHZ (CH 91X)	H24	495141N 0060747E	1100FT AMSL	DOC DVOR: 100NM - FL500 FRA (IDA)
Flora DVOR/DME (2°E/2020)	FLO	112.050MHZ (CH 57Y)	H24	505236N 0050804E	100FT AMSL	DOC: 50NM - FL250
Gosly DVOR/DME (1°E/2020)	GSY	115.700MHZ (CH 104X)	H24	502714N 0042629E	600FT AMSL	DOC: 30NM - FL260

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

EBR13 - REDU

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.8 NM radius, centred on 500004N 0050841E.	4500 FT AMSL / GND	Prohibited to MIL aircraft. Satellite ground station.	PERM

EBR16 - MOL

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 3 NM radius, centred on 511232N 0050456E.	4500 FT AMSL / GND	Entry prohibited to MIL aircraft. Nuclear installations in Mol, Dessel and Geel.	PERM

EBR17A - LOMBARDSIJDE SECTOR ALPHA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510907N 0024349E - 511015N 0023959E - an arc of circle, 2.5 NM radius, centred on 510919N 0024340E and traced clockwise to 511055N 0024645E - 511008N 0024631E - 510907N 0024349E.	2500 FT AMSL / SFC	Entry prohibited.*(1)* Gunnery and air exercises area.	HX*(2)*
(1) Except MIL aircraft transiting to/from Shooting Range Lombardsijde and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Lombardsijde, TEL + 32 (0) 2 442 37 26. *(2)* Announced by NOTAM.			

EBR17B - LOMBARDSIJDE SECTOR BRAVO *(1)*

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510907N 0024349E - 511139N 0023503E - an arc of circle, 7.5 NM radius, centred on 510839N 0024601E and traced clockwise to 511602N 0024819E - 511008N 0024631E - 510907N 0024349E.	FL240 / SFC *(2)*	Entry prohibited.*(3)* Gunnery and air exercises area.	HX*(4)*
(1) This area includes EBR17A. *(2)* Upper limit may be restricted to FL 065 (see NOTAM). *(3)* Except MIL aircraft transiting to/from Shooting Range Lombardsijde and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Lombardsijde, TEL + 32 (0) 2 442 37 26. *(4)* Announced by NOTAM.			

EBR17C - LOMBARDSIJDE SECTOR CHARLIE *(1)*

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510907N 0024349E - 511351N 0022721E - an arc of circle, 12.8 NM radius, centred on 510839N 0024601E and traced clockwise to 512114N 0024957E - 511008N 0024631E - 510907N 0024349E.	FL240 / SFC *(2)(3)*	Entry prohibited.*(4)* Gunnery and air exercises area.	HX*(5)*
(1) This area includes EBR17A and EBR17B. *(2)* Firing activity may take place higher than FL240 (see NOTAM). *(3)* Upper limit may be restricted to FL065 (see NOTAM). *(4)* Except MIL aircraft transiting to/from Shooting Range Lombardsijde and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Lombardsijde, TEL + 32 (0) 2 442 37 26. *(5)* Announced by NOTAM.			

EBR19 - MARCHE-EN-FAMENNE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
501820N 0052340E - 501642N 0052625E - 501506N 0052422E - 501358N 0052105E - 501418N 0052046E - 501717N 0052059E - 501820N 0052340E.	3250FT AMSL / GND	Entry prohibited.(1) Gunnery and air exercises area.	MON to FRI (HOL excl), 0730-2300 (0630-2200) (2)
(1) Except MIL aircraft transiting to/from Camp Marche and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Marche-en-Famenne, TEL +32 (0) 2 442 29 42. *(2)* Activation outside these hours announced by NOTAM.			

EBR20 - BRASSCHAAT

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511827N 0043155E - 511857N 0043055E - 511957N 0043155E - 512327N 0043655E - 512217N 0043855E - 511827N 0043155E.	FL140 / GND (1)	Entry prohibited. Gunnery and air exercises area. (2)	HX (3)
(1) Upper limit may be restricted to FL070 (see NOTAM). *(2)* Except MIL aircraft transiting to/from Shooting Range Brasschaat and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Brasschaat, TEL + 32 (0) 2 442 16 37 or + 32 (0) 477 40 42 03. *(3)* Announced by NOTAM.			

EBR22 - CASTEAU

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

EBR23 - DOEL

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

EBR24B - KOKSIJDE LET-DOWN

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

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

1 TEMPORARY RESERVED AREAS AND TEMPORARY SEGREGATED AREAS

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

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

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

1.1 Areas

TRA NA - TRA NORTH ALPHA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
512908N 0044913E - along the Belgian-Dutch border - 505000N 0053854E - 510057N 0051655E - 510251N 0045955E - 511835N 0043325E - 511807N 0043011E - 512136N 0043011E - 512908N 0044913E. *(1)*	FL195 / 4500FT AMSL *(2)*	Air exercises. Crossing clearance shall be requested in-flight from Steenokkerzeel ATCC.	HX *(3)*
(1) Brussels TMA Four excl. *(2)* Upper limit FL 095 in area 505000N 0053854E - 505513N 0052827E - 510023N 0054559E - along the Belgian-Dutch border - 505000N 0053854E excluding EBR05F when active. Lower limit FL145 in area 511835N 0043325E - 511938N 0044052E - 505408N 0043217E, along arc 26 DME BUB, 511332N 0045955E - 510251N 0045955E - 511835N 0043325E. *(3)* Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.			

TRA NB - TRA NORTH BRAVO

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511032N 0042037E - 512049N 0042812E - 512254N 0043326E - 512649N 0044320E - 512650N 0044925E - along the Belgian-Dutch border - 512651N 0050018E - 512651N 0050400E - 512603N 0050610E - 511857N 0052158E - 511654N 0052630E - along the Belgian-Dutch border - 510133N 0054629E - 505729N 0052350E - 505342N 0050316E - 505830N 0043650E - 511032N 0042037E.	UNL / FL195	Air exercises. Crossing clearance shall be requested in-flight from Steenokkerzeel ATCC. *(1)*	HX *(2)*
(1) Airspace within the Amsterdam FIR is delegated for ATC provision to Steenokkerzeel ATCC. *(2)* Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.			

TRA/TSA N1 - BRUSSELS AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
512254N 0043326E - 511835N 0043325E - 510251N 0045955E - 510057N 0051655E - 505729N 0052350E - 505342N 0050316E - 505830N 0043650E - 511032N 0042037E - 512049N 0042812E - 512254N 0043326E.	UNL / FL195	Aerobatic area. *(1)*	HX *(2)*
(1) Permeable for OAT traffic after coordination with the area's controlling agency and not permeable for GAT traffic. *(2)* Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.			

TRA/TSA N2 - BALEN AREA

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

TRA/TSA N3 - MEEUWEN AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511857N 0052158E - 511654N 0052630E - along the Belgian-Dutch border - 510133N 0054629E - 505729N 0052350E - 510057N 0051655E - 510251N 0045955E - 510634N 0045955E - 511551N 0051647E - 511857N 0052158E.	UNL / FL075 *(1)(2)*	Aerobatic area. *(3)*	HX *(4)*
(1) Lower limit FL110 during activation of EBR05A and FL250 during activation of EBR05E. *(2)* Lower FL is FL 095 in Dutch FIR. *(3)* Airspace within the Amsterdam FIR is delegated for ATC provision to Steenokkerzeel ATCC. Permeable for OAT traffic after coordination with the area's controlling agency and not permeable for GAT traffic. *(4)* Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.			

TRA SA - TRA SOUTH ALPHA

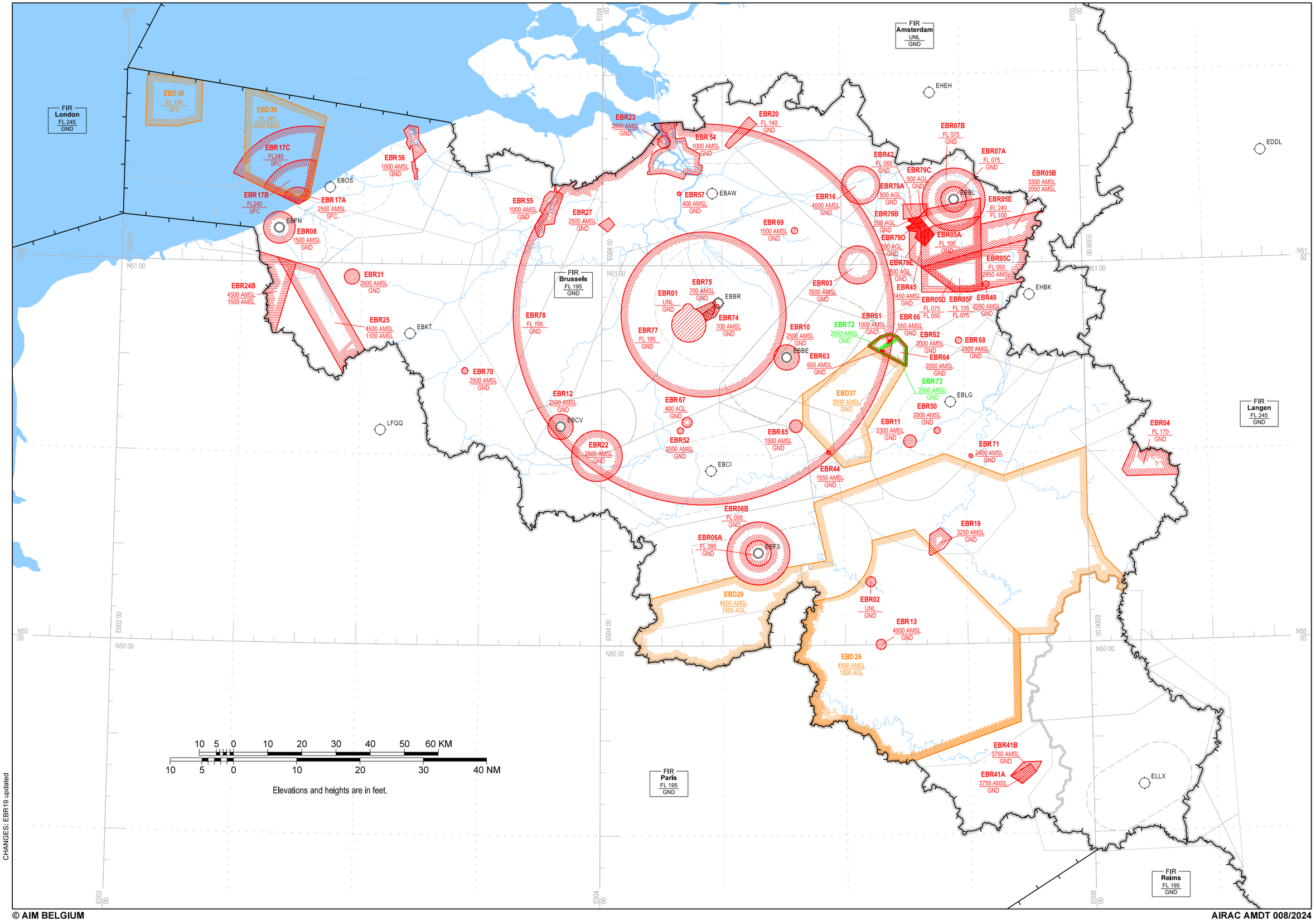
Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503019N 0035834E - 503039N 0040151E - 504048N 0043801E - 503001N 0052456E - 502627N 0053920E - 500426N 0055210E - along the Belgian-Luxembourg border - 494738N 0054729E - 494106N 0053116E - 494038N 0051741E - along the Belgian-French border - 502101N 0040008E - 503019N 0035834E.	FL195 / 4500FT AMSL *(1)*	Air exercises. Crossing clearance shall be requested in-flight from Steenokkerzeel ATCC.	HX *(2)*
(1) Lower limit FL100 above Brussels CTA South One and FL060 above Liège TMA One. Upper limit FL155 in area 494131N 0051633E - 494809N 0054507E - along the Belgian-Luxembourg border - 494738N 0054729E - 494106N 0053116E - 494038N 0051741E - along the Belgian-French border - 494131N 0051633E. *(2)* Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.			

TRA SB - TRA SOUTH BRAVO

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494735N 0054237E - 494137N 0051624E - 494030N 0051133E - 494040N 0045055E - 494920N 0041830E - 495835N 0040853E - 500853N 0041028E - 503205N 0040655E - 503335N 0041212E - 503813N 0043620E - 503519N 0045040E - 500118N 0054241E - 494735N 0054237E.	UNL / FL195	Air exercises. Crossing clearance shall be requested in-flight from Steenokkerzeel ATCC.	HX *(1)*
(1) Activation can be checked pre-flight with Steenokkerzeel ATCC (TEL +32 (0) 2 443 82 04) or Brussels FIC.			

Index Chart

Prohibited, Restricted and Danger Areas



CHANGES: EBR19 updated

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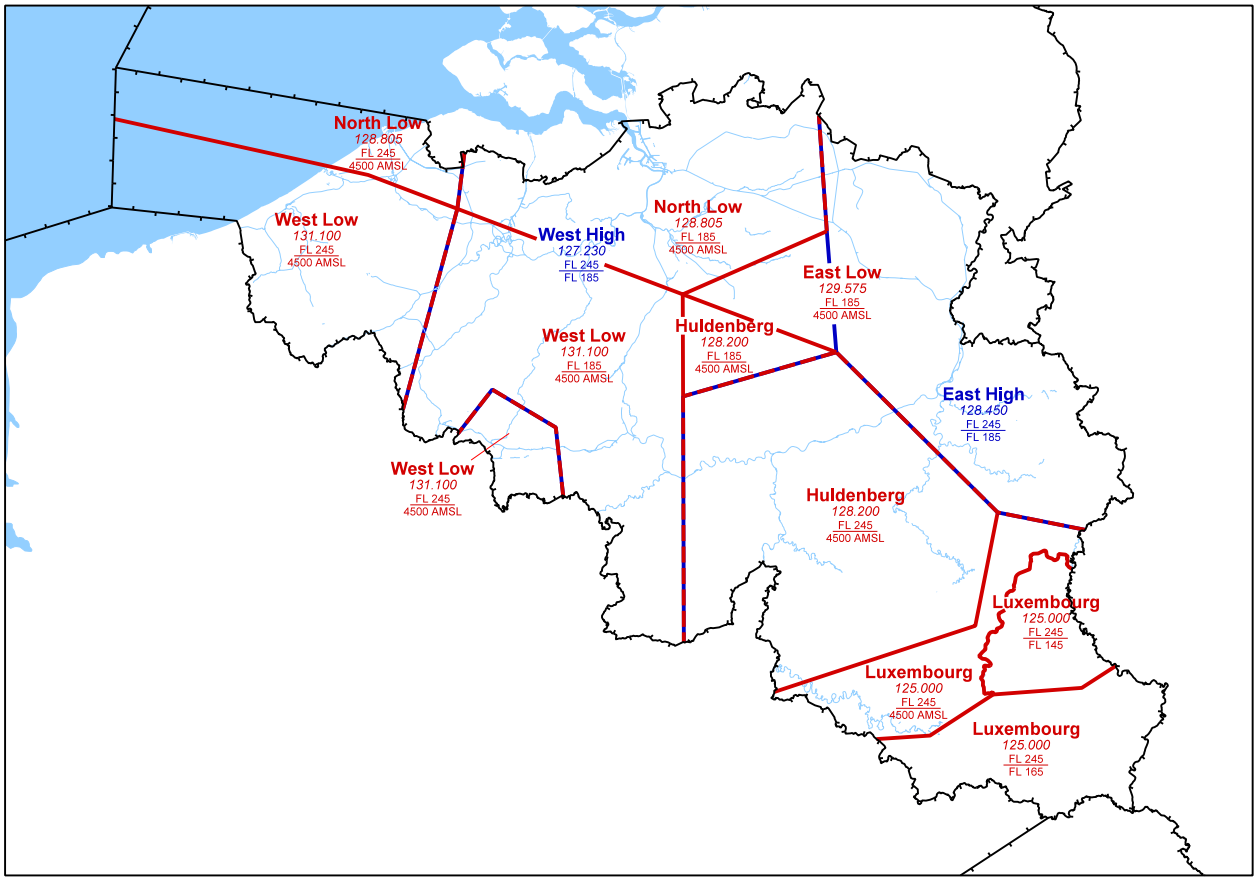
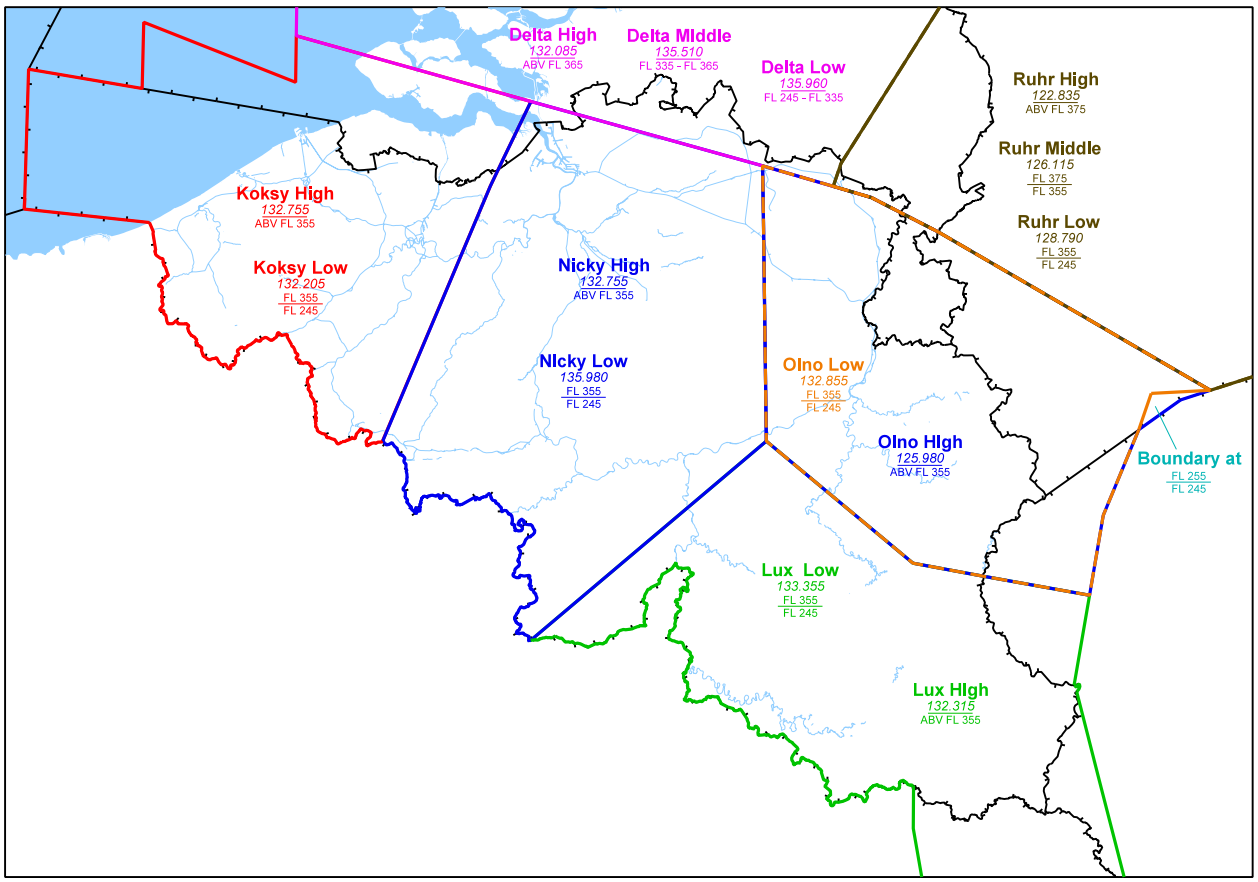
Index Chart

Sectorisation

BRUSSELS ACC



MAASTRICHT UAC



CHANGE: Maastricht UAC Ruhr Middle and LOW FREQ updated

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AD 0.6 Table of Contents to Part 3

AD 2 PUBLIC AERODROMES

AD 2 MILITARY AERODROMES

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AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 Aerodrome/Heliport Availability and Conditions of Use

1 CIVIL

1.1 General Conditions

Commercial flights are not permitted to take off from or land at any aerodrome/heliport not listed in this AIP, except in cases of emergency or when special permission has been obtained from the CAA. Such aerodromes/heliports are available only for private flights and are subject to permission for use by the owner.

In Luxembourg, unless authorised by the CAA, helicopters are not permitted to land or take-off outside approved airports and heliports. Hospital heliports may only be used by helicopters performing medical flights.

The SARPS of *ICAO Annex 14* are applied.

1.2 Civil Use of Military Air Bases

1.2.1 General

Landing of civil aircraft on military aerodromes, with exception of EBMB, is forbidden without the prior permission of the Belgian Air Component. This rule does not apply to aircraft in emergency.

Pilots in emergency may inquire on the emergency frequency (121.500 MHZ or 243.000 MHZ) or via a relevant ATS unit (Steenokkerzeel ATCC or a military APP unit) whether any ATS or other facilities are available at a military aerodrome and what kind of assistance can be given. In any case, the landing remains the full responsibility of the pilot.

At closed military aerodromes, runways are normally vacated and available. Nevertheless, it may occur that minor maintenance works on the runways are performed during these periods, constituting an additional danger for aircraft in emergency.

1.2.2 PAR Training

Civil pilots are allowed to perform PAR training at EBBL and EBFN under following conditions:

- prior permission shall be obtained by telephone from the local ATC unit before each flight. If the expected traffic situation is too heavy, flights may be restricted or refused;
- in VMC only;
- landing and touch-and-go are prohibited. Pilots shall not descend below decision altitude (DA).

1.2.3 Concessions to Civil Clubs

A concession has been given to civil clubs by the Belgian Air Component to use following military aerodromes and sites outside military operations: EBBX, EBCV, EBDT, EBFN, EBFS, EBLE, EBUL and EBWE (see AD 2).

During these periods, the use of the airfields is strictly subject to prior permission from the concession holder. At other times, approval from the Belgian Air Component remains compulsory.

Note: The activation of military reserve aerodromes to support exercises will be announced by NOTAM at least 2 working days in advance.

1.3 Low Visibility Procedures

An aircraft operator that wishes to perform low visibility procedures (e.g. take-off with RVR below 400 M, CAT II/III landing) on Belgian aerodromes shall be holder of an adequate authorisation, granted by his National Aviation Authority.

The holder of such an authorisation may perform low visibility operations on Belgian aerodromes, in accordance with the limitation of his authorisation and taking into account the status of the concerned runway, together with any permanent or temporary limitation associated with the runway. In particular:

- no low visibility operation may be performed while minima are below those published in the AIP;
- any operator wishing to benefit from the above possibility must be able to show the relevant authorisation granted by his National Aviation Authority to the Airport Authority concerned. It is recommended to send a copy of this authorisation in advance directly to the Airport Authority (this will not be done by the Belgian CAA).

1.4 Other Information

1.4.1 Operations at Aerodromes where the Meteorological Conditions are Below the Aerodrome Minima

1.4.1.1 VFR Flights

Take-off and landing may be prohibited for reason of low ceiling and/or bad visibility.

1.4.1.2 IFR Flights

A controlled aerodrome will not be closed to IFR traffic for reason of low ceiling and/or bad visibility.

A pilot on IFR flight plan shall not take off when the reported RVR or visibility, as appropriate, is below the minimum value published in the AIP. ATC will issue the official weather report (see note 1 below). Neither taxi instructions nor take-off clearance will be issued. Following phraseology will be used: *"RVR or visibility (as appropriate) ... meters. This is below published minima for take-off on runway ... (runway designation). ... (call sign) taxi instructions and take-off clearance not issued".*

ATC will ensure that any information essential for the pilot's decision to continue or discontinue an approach is brought to his attention without delay, such as:

- application of special safeguards and procedures, when necessary;
- any known unserviceability of aids or facilities;
- official weather report including any significant changes transmitted to each aircraft;
- RVR information including any significant changes transmitted to each aircraft.

When on an aerodrome in Belgium the reported RVR and/or visibility, as appropriate, are below the published aerodrome minima, ATC will inform the pilot accordingly and request him to state his intentions using the following phraseology: *"Reported RVR and/or visibility is .... This is below published minima. Advise your intentions".*

Unless a holding for weather improvement or a diversion is requested or holding for implementation of special safeguards and procedures is imposed, ATC will issue approach instructions and landing clearance and, if necessary, will assist the pilot during his manoeuvre.

Note 1: Reports of routine and special observations including RVR reading and/or visibility, as appropriate, made at aerodromes by an official weather officer (or by the airport authority, if no such officer is available), constitute the official weather report.

Note 2: The clearance issued does not relieve a pilot of any responsibility in case of violation of applicable rules and regulations.

Note 3: A pilot on an instrument approach procedure shall not descend below his DH / MDH, if he has not established the required visual reference to continue the approach-to-land.

Note 4: Possible adverse consequences for aircraft and its occupants as well as for persons and property on the surface, resulting from a landing attempted and made under conditions below the published minima, can not be ascribed to ATC assistance. ATC clearances are solely based on known traffic conditions.

Note 5: A pilot in emergency will be allowed to land regardless the conditions of the aerodrome and aerodrome facilities.

2 MILITARY

2.1 COMOPSAIR Black Code and Weather Colour State Code

2.1.1 COMOPSAIR Black Code

'Black' means that a runway or an aerodrome is not usable for other reasons than cloud and/or visibility. In particular circumstances (ice or snow) the runway might be closed for some type of aircraft only (i.e. jet aircraft) and remains open for other type (i.e. helicopter).

When a black code is applicable to a runway it is the SOF responsibility to determine if it is limiting or not the operations according aircraft type. All concerned parties shall be informed of all specifications associated with the black code by phone (i.e. black 2 for RWY 26R, black 2 for F16,...).

ELLX AD 2.18 ATS Communication Facilities

Service designation	Call sign	Channel/ Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Luxembourg Approach	120.885	H24	Primary 8.33 KHZ CH DOC: 80NM - FL200
		362.300 MHZ	H24	NIL
		121.500MHZ	H24	Emergency
		120.165	H24	Spare 8.33 KHZ CH DOC: 25NM - FL100
		119.950MHZ	H24	Spare DOC: 25NM - FL100
	Luxembourg Director	118.905	HX	Control service on final approach with radar. 8.33 KHZ CH On ATC instructions only. Only state CS on initial contact. DOC: 40NM - FL200
TWR	Luxembourg Tower	118.105	H24	Primary 8.33 KHZ CH DOC: 25NM - FL040
		362.300 MHZ	H24	NIL
		121.500MHZ	H24	Emergency
		120.165	H24	Spare 8.33 KHZ CH DOC: 25NM - FL100
		119.950MHZ	H24	Spare DOC: 25NM - FL100
	Luxembourg Delivery	121.855	HS	Clearance delivery. 8.33 KHZ CH Operational hours: 0500-2200 (0400-2100) DOC: 5NM - GND See ELLX AD 2.22, § 3.1
ATIS	Luxembourg ATIS	134.755	H24	8.33 KHZ CH DOC: 40NM - FL150 See ELLX AD 2.23
VDF	Luxembourg Homer	118.105 120.885	H24	8.33 KHZ CH
		121.500MHZ	H24	NIL

ELLX AD 2.19 Radio Navigation and Landing Aids

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
DVOR/DME (3° E/2020)	DIK	114.400MHZ (CH 91X)	H24	495140.7N 0060747.1E	1100FT	349° GEO / 14.58NM from ARP DOC DVOR: 100NM - FL500
DVOR/DME (3° E/2020)	LUX	112.250MHZ CH 59Y	H24	493822.3N 0061450.2E	1200FT	060° GEO / 1.93NM from ARP DOC: 60NM - FL250

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
ILS 06 (CAT I)						
LOC	ILE	109.900MHZ	H24	493818.6N 0061438.4E		060° GEO / 2.55NM from THR 06 DOC: 25NM - FL060
GP		333.800MHZ	H24	493703.4N 0061128.1E		Slope 3° RDH 57FT DOC: 25NM - FL060
DME	ILE	CH 36X	H24	493703.4N 0061128.1E	1200 FT	Type N Collocated with GP 0 at 230M from THR 06 DOC: 25NM - FL100
ILS 24 (CAT III)						
LOC	ILW	110.700MHZ	H24	493658.7N 0061103.6E		240° GEO / 2.31NM from THR 24 DOC: 25NM - FL060
GP		330.200MHZ	H24	493758.5N 0061359.1E		Slope 3° RDH 50FT DOC: 25NM - FL060
DME	ILW	CH 44X	H24	493758.5N 0061359.1E	1300 FT	Type N Collocated with GP 0 at 300M from THR 24 (ABM antenna) DOC: 25NM - FL100

ELLX AD 2.20 Local Aerodrome Regulations

1 GENERAL

1.1 Ground Surveillance - Use of Mode A, C and S Transponders

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

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

- from the request for push-back or start-up, whichever is earlier;
- after landing, continuously until the aircraft is fully parked on stand. When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

Whenever possible, the aircraft identification (i.e. call sign used in flight) shall be entered as from the request for push-back or start-up, whichever is earlier (through the FMS or the transponder control panel). Pilots shall use the ICAO format for aircraft identification, as entered in item 7 of the flight plan form (e.g. “LGL123”).

To ensure that the performance of systems based on SSR frequencies (incl. airborne ACAS units and SSR radars) is not compromised, ACAS shall not be selected before receiving clearance to line up. It should be deselected after vacating the runway.

Aircraft without assigned Mode A code or taxiing without flight plan, shall select Mode A code 2000.

1.2 Aircraft Code F

Aircraft code F other than B747-8F are subject to a special permission. Requests for special permission have to be sent minimum 72 hours in advance to dutymanager.ops@lux-airport.lu.

At holding points RWY 24 on TWY A1 and TWY A2, no simultaneous holding positions will be allowed for B747 type aircraft.

1.3 Adverse Weather

During adverse weather situations such as lightning activity above or in the proximity of the aerodrome and high winds exceeding 40 KT expect suspension of ground handling activities. Arriving aircraft are to follow the Follow Me guidance for parking of aircraft, no marshalling on stand.

1.4 Wildlife strikes

Pilots are requested to report wildlife strikes as well as observed wildlife risks in flight immediately to ATC.

4 DEPARTURE PROCEDURES

4.1 General

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

4.2 Noise Abatement Take-off and Climb Procedures

Climb until 4000 FT shall be performed with most noise abatement efficient aircraft setting if available, or at maximum climb gradient compatible with safety.

ELLX AD 2.22 Flight Procedures

1 GENERAL

1.1 Aerodrome Minima

Except in case of emergency, no pilot shall land or take off when RVR is below 125 M.

Specific minima apply for following procedures:

- ILS/DME CAT I RWY 06: 600 M RVR;
- ILS/DME CAT I RWY 24: 550 M RVR;
- ILS/DME CAT II RWY 24: 300 M RVR;
- ILS/DME CAT IIIA RWY 24: 200 M RVR;
- ILS/DME CAT IIIB RWY 24: 125 M RVR;

- LOC/DME RWY 06 (CAT A/B/C): 800 M RVR or VIS;
- LOC/DME RWY 06 (CAT D): 1200 M RVR or VIS;
- LOC/DME RWY 24 (CAT A/B/C): 800 M RVR or VIS;
- LOC/DME RWY 24 (CAT D): 1200 M RVR or VIS;

- VOR/DME RWY 06 (CAT A/B/C): 1200 M RVR or VIS;
- VOR/DME RWY 06 (CAT D): 1600 M RVR or VIS;
- VOR/DME RWY 24 (CAT A/B/C): 1200 M RVR or VIS;
- VOR/DME RWY 24 (CAT D): 1600 M RVR or VIS.

2 IFR FLIGHTS (INBOUND)

2.1 General

ILS is the default approach procedure. Pilots planning for any other type of procedure must ask for explicit ATC clearance.

2.1.1 Aircraft Equipment

DME is compulsory for all inbound IFR traffic.

2.1.2 Radar Vectoring

Radar vectoring may be expected.

Aircraft receiving radar vectors to intercept an instrument approach to Luxembourg Airport may be assigned levels by ATC below the minimum sector altitude/terminal arrival level. Levels assigned will assure that the aircraft remains at least 1000 FT above the highest obstacle located within 3 NM or 5 NM of the aircraft, as appropriate (in accordance with *ICAO Doc 8168 PANS-OPS, Volume II, Section 2, § 6.2.3*). Refer to AD 2.ELLX-ATCSMAC.01.

2.1.3 Speed Limitations

Aircraft being radar vectored shall reduce speed to 250 KIAS MAX when crossing 25 DME LUX or when below FL 100.

Unless instructed otherwise, the speed on final approach shall not exceed 180 KIAS at the FAF/FAP.

Pilots are requested to comply as promptly as feasible within operational constraints with any speed adjustments requested by ATC. Aircraft unable to comply with the requested speed shall inform ATC and indicate the speed that will be used.

2.2 Conventional Navigation

2.2.1 Holding Patterns

DIEKIRCH

Fix	DIK DVOR/DME
Turn / inbound track (MAG)	Right / 120°
Levels (**MAX** / **MNM**)	FL100 / 4000FT QNH
Remarks	Holding pattern shall be flown at 220KIAS MAX

HOLDING 24

Fix	R-057/5.0 DME LUX
Turn / inbound track (MAG)	Right / 237°
Levels (**MAX** / **MNM**)	4000FT QNH / 3000FT QNH
Remarks	Holding/racetrack pattern shall be flown at 200 KIAS MAX Limit of the outbound track is 9 DME LUX

HOLDING 06

Fix	R-237/9.0 DME LUX
Turn / inbound track (MAG)	Left / 057°
Levels (**MAX** / **MNM**)	FL070 / 3000FT QNH
Remarks	Holding/racetrack pattern shall be flown at 220KIAS MAX Limit of the outbound track is 14 DME LUX

2.2.2 Standard Instrument Arrivals

STAR have been established as shown on the STAR charts (see ELLX AD 2.24) and as listed below. ATC may deviate from these routes and pilots may expect radar vectors for separation reasons or in order to expedite traffic flow.

HOLDING DIK DVOR/DME

Designator	Route	Track (MAG)	Distance (NM)	MNM IFR level	Remarks
	REMBA				Holding entry: direct
		132°	49.1	FL100	
	RITAX				
REMBA5K		133°	3.0	FL100	
	TMA BDRY				
		133°	15.0	4000FT QNH	
	DIK DVOR				
	LNO DVOR				Holding entry: direct
		156°	27.5	FL070	
LNO7K	TMA BDRY				
		156°	18.9	4000FT QNH	
	DIK DVOR				
	BETEX				Holding entry: offset
BETEX4K		280°	11.8	4000FT QNH	
	DIK DVOR				
	EXCOS				Holding entry: parallel
		292°	9.6	4000FT QNH	
EXCOS2K	LUX DVOR				
		338°	14.1	4000FT QNH	
	DIK DVOR				

HOLDING DIK DVOR/DME

Designator	Route	Track (MAG)	Distance (NM)	MNM IFR level	Remarks
AKELU5K	AKELU				Holding entry: parallel
		334°	2.0	FL080	
	27NM north of GTQ VOR				
		334°	3.6	FL060	
	TMA BDRY				
		334°	6.0	4000FT QNH	
	MOSET				
		333°	20.7	4000FT QNH	
	DIK DVOR				
MMD6K	MMD VOR				Holding entry: parallel
		068°	26.2	FL080	
	TMA BDRY				
		068°	4.8	4000FT QNH	
	PETAN				
		025°	21.0	4000FT QNH	
	DIK DVOR				

2.3 Performance Based Navigation

2.3.1 Holding Patterns

2.3.1.1 Waypoints

ID	Latitude	Longitude	Remarks
DIK	495140.7N	0060747.1E	
EXCOS	493419.7N	0062813.8E	
LX06F	493415.3N	0060344.6E	
LX24F	494049.8N	0062125.9E	

2.3.1.2 Path Terminators

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

DIEKIRCH

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST	Speed limit (KT)	NAV Spec	Remarks
1	DIK	HM	Y	120 (123.0)	R	FL 140/4000	1 MIN	-230	RNAV1	GNSS only

EXCOS

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST	Speed limit (KT)	NAV Spec	Remarks
1	EXCOS	HM	Y	042 (045.0)	L	FL 090 / FL 060	1 MIN	-230	RNAV1	GNSS only Direct entry only Not AVBL for RCF

LX06F

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST	Speed limit (KT)	NAV Spec	Remarks
1	LX06F	HM	Y	057 (060.1)	L	FL 070 / 3000	1 MIN	-220	RNAV1	GNSS only Direct entry only

LX24F

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST	Speed limit (KT)	NAV Spec	Remarks
1	LX24F	HM	Y	237 (240.3)	R	4000 / 3000	1 MIN	-200	RNAV1	GNSS only Direct entry only

2.3.2 Standard Instrument Arrivals

2.3.2.1 Waypoints

ID	Latitude	Longitude	Remarks
BETEX	494857.0N	0062531.0E	
BITBU	495858.6N	0063341.9E	
BREDI	493120.0N	0061730.0E	
DIK	495140.7N	0060747.1E	
EXCOS	493419.7N	0062813.8E	
GIVOR	483930.6N	0062329.1E	
GTQ	485911.2N	0064258.4E	
IRTON	493300.0N	0053300.0E	
LNO	503509.3N	0054237.0E	
LX770	490407.2N	0064106.5E	
LX771	491350.2N	0063725.1E	
LX772	492540.2N	0062915.7E	
LX776	490224.4N	0063244.5E	
LX873	500911.5N	0055744.6E	
LX875	490315.5N	0063820.8E	
LX887	490204.7N	0062546.7E	
LX889	500229.0N	0055141.5E	
LX896	492307.1N	0062009.0E	
LX898	492908.5N	0062651.3E	
LX899	491315.0N	0062655.2E	
MMD	492328.5N	0050727.9E	
OXCAM	494954.5N	0063017.6E	
PONIG	494536.0N	0063410.0E	
REMBA	503944.0N	0045450.5E	
RITAX	500440.0N	0054825.0E	
SORAL	490649.6N	0062615.6E	
VAVOT	492913.0N	0053400.0E	

2.3.2.2 Path Terminators

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

REMBA3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	REMBA	IF							RNAV1	GNSS only
2	RITAX	TF		132 (135.3)		+FL 100	49.1		RNAV1	
3	LX889	TF		133 (136.0)		+FL 100	3.0		RNAV1	Equivalent to 'TMA BDRY'
4	DIK	TF		133 (136.0)		+4000	15.0	-250	RNAV1	

LNO3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	LNO	IF							RNAV1	GNSS only
2	LX873	TF		156 (159.5)		+FL 070	27.7		RNAV1	Equivalent to 'TMA BDRY'
3	DIK	TF		157 (159.6)		+4000	18.7	-250	RNAV1	

BITBU3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	BITBU	IF							RNAV1	GNSS only
2	BETEX	TF		205 (207.8)		+FL 070	11.3	-250	RNAV1	

MMD2W

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	MMD	IF							RNAV1	GNSS only Only at ATC discretion
2	IRTON	TF		057 (060.1)		+FL 080	19.2	-250	RNAV1	

MMD2V

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	MMD	IF							RNAV1	GNSS only
2	VAVOT	TF		068 (071.5)		+FL 080	18.2	-250	RNAV1	

GTQ4S

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	GTQ	IF							RNAV1	GNSS only
2	LX770	TF		343 (346.1)		+FL 160	5.1		RNAV1	
3	LX771	TF		343 (346.0)		+FL 150	10.0		RNAV1	
4	LX772	TF		333 (335.8)		+FL 080	13.0		RNAV1	
5	LX898	TF		333 (335.7)		-FL 090 / +FL 060	3.8		RNAV1	
6	EXCOS	TF		007 (009.8)		-FL 090 / +FL 060	5.3	-250	RNAV1	

GIVOR4S

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	GIVOR	IF							RNAV1	GNSS only
2	LX776	TF		012 (014.9)		+FL 160	23.7		RNAV1	
3	LX771	TF		012 (015.0)		+FL 150	11.8		RNAV1	
4	LX772	TF		333 (335.8)		+FL 080	13.0		RNAV1	
5	LX898	TF		333 (335.7)		-FL 090 / +FL 060	3.8		RNAV1	
6	EXCOS	TF		007 (009.8)		-FL 090 / +FL 060	5.3	-250	RNAV1	

GIVOR1B

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	GIVOR	IF							RNAV1	GNSS only
2	LX887	TF		001 (003.8)		+FL 160	22.6		RNAV1	
3	SORAL	TF		001 (003.8)			4.8		RNAV1	
4	LX899	TF		001 (003.9)		+FL 150	6.4		RNAV1	
5	LX896	TF		333 (335.9)		+FL 080	10.8		RNAV1	
6	BREDI	TF		345 (348.1)		+FL 060	8.4	-250	RNAV1	

GTQ1B

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	GTQ	IF							RNAV1	GNSS only
2	LX875	TF		320 (323.3)		+FL 160	5.1		RNAV1	
3	LX899	TF		320 (323.2)		+FL 150	12.5		RNAV1	
4	LX896	TF		333 (335.9)		+FL 080	10.8		RNAV1	
5	BREDI	TF		345 (348.1)		+FL 060	8.4	-250	RNAV1	

2.3.3 Transitions (RWY 06)

2.3.3.1 Waypoints

ID	Latitude	Longitude	Remarks
AKELU	492201.0N	0062750.0E	
BETEX	494857.0N	0062531.0E	
BREDI	493120.0N	0061730.0E	
DIK	495140.7N	0060747.1E	
EFFAP	494529.9N	0054210.0E	
EXCOS	493419.7N	0062813.8E	
IRTON	493300.0N	0053300.0E	
LX062	492747.8N	0060153.5E	
LX063	493622.3N	0055352.9E	
LX066	493449.9N	0054417.4E	
LX067	493006.5N	0054623.4E	
LX069	493039.0N	0055404.8E	
LX06F	493415.3N	0060344.6E	
LX06I	493208.4N	0055804.5E	
LX777	493958.9N	0054915.6E	
LX861	494812.7N	0060437.2E	
LX862	495831.8N	0054936.7E	
LX863	494746.7N	0055141.5E	
LX871	492433.7N	0062501.1E	
RITAX	500440.0N	0054825.0E	
VAVOT	492913.0N	0053400.0E	

2.3.3.2 Path Terminators

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

DIK3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	DIK	IF						-250	RNAV1	GNSS only
2	LX861	TF		208 (210.6)		+4000	4.0		RNAV1	
3	LX063	TF		208 (210.5)			13.7	-220	RNAV1	
4	LX06I	TF		144 (147.2)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX06F.										

IRTON4D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	IRTON	IF						-250	RNAV1	GNSS only
2	LX066	TF		073 (075.9)		+FL 070	7.6		RNAV1	
3	LX06I	TF		104 (106.6)		+3000	9.4	-220	RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX06F.										

VAVOT3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	VAVOT	IF						-250	RNAV1	GNSS only
2	LX067	TF		081 (083.6)		+FL 080	8.1		RNAV1	
3	LX069	TF		081 (083.8)			5.0		RNAV1	
4	LX06I	TF		057 (060.1)		+3000	3.0	-220	RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX06F.										

RITAX3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	RITAX	IF							RNAV1	GNSS only
2	LX862	TF		170 (172.8)		+FL 100	6.2	-250	RNAV1	
3	LX863	TF		170 (172.9)		+4000	10.8		RNAV1	
4	LX063	TF		170 (172.9)			11.5	-220	RNAV1	
5	LX06I	TF		144 (147.2)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX06F.										

EFFAP1D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	EFFAP	IF						-250	RNAV1	GNSS only
2	LX777	TF		137 (140.1)		+FL 070	7.2		RNAV1	+FL 060 when QNH ≥ 1013
3	LX063	TF		137 (140.2)		+3000	4.7	-220	RNAV1	
4	LX06I	TF		144 (147.2)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX06F.										

EXCOS3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	EXCOS	IF						-250	RNAV1	GNSS only
2	LX062	TF		246 (249.3)		+4700	18.4	-220	RNAV1	
3	LX06I	TF		327 (330.2)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX06F.										

AKELU3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	AKELU	IF						-250	RNAV1	GNSS only
2	LX871	TF		321 (324.2)		+FL 080	3.1		RNAV1	
3	BREDI	TF		321 (324.2)		+FL 060	8.4		RNAV1	
4	LX062	TF		248 (250.9)		+4700	10.8	-220	RNAV1	
5	LX06I	TF		327 (330.2)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX06F.										

BREDI2D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	BREDI	IF				+FL 060		-250	RNAV1	GNSS only
2	LX062	TF		248 (250.9)		+4700	10.8	-220	RNAV1	
3	LX06I	TF		327 (330.2)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX06F.										

BETEX1D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	BETEX	IF				+FL 070		-250	RNAV1	GNSS only
2	LX063	TF		236 (238.7)			24.1	-220	RNAV1	
3	LX06I	TF		144 (147.2)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX06F.										

2.3.4 Transitions (RWY 24)

2.3.4.1 Waypoints

ID	Latitude	Longitude	Remarks
BETEX	494857.0N	0062531.0E	
BREDI	493120.0N	0061730.0E	
DIK	495140.7N	0060747.1E	
EXCOS	493419.7N	0062813.8E	
IRTON	493300.0N	0053300.0E	
LX062	492747.8N	0060153.5E	
LX066	493449.9N	0054417.4E	
LX242	494716.6N	0062317.8E	
LX243	493836.0N	0063056.0E	
LX24F	494049.8N	0062125.9E	
LX24I	494256.2N	0062706.8E	
LX864	494956.2N	0061356.8E	
LX869	492833.7N	0054707.8E	
PONIG	494536.0N	0063410.0E	
VAVOT	492913.0N	0053400.0E	

2.3.4.2 Path Terminators

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

DIK3C

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	DIK	IF						-250	RNAV1	GNSS only
2	LX864	TF		111 (113.6)		+4000	4.4		RNAV1	
3	LX242	TF		111 (113.7)			6.6	-220	RNAV1	
4	LX24I	TF		147 (150.3)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX24F.										

ILS LOC VOR RNP APCH

PONIG4C

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	PONIG	IF				+5000		-220	RNAV1	GNSS only
2	LX24I	TF		237 (239.8)		+3000	5.3		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX24F.										

EXCOS3C

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	EXCOS	IF						-250	RNAV1	GNSS only
2	LX243	TF		019 (022.3)		+4000	4.6	-220	RNAV1	
3	LX24I	TF		327 (330.3)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX24F.										

IRTON4N

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	IRTON	IF						-250	RNAV1	GNSS only
2	LX066	TF		073 (075.9)		+FL 070	7.6		RNAV1	
3	LX242	TF		061 (063.6)			28.2	-220	RNAV1	
4	LX24I	TF		147 (150.3)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX24F.										

VAVOT3S

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	VAVOT	IF						-250	RNAV1	GNSS only
2	LX869	TF		091 (094.3)		+FL 080	8.6		RNAV1	
3	LX062	TF		091 (094.5)			9.7		RNAV1	
4	BREDI	TF		068 (070.7)		+FL 060	10.8		RNAV1	
5	LX243	TF		047 (050.2)		+4000	11.4	-220	RNAV1	
6	LX24I	TF		327 (330.3)		+3000	5.0		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX24F.										

BETEX1C

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	BETEX	IF				+FL 070		-220	RNAV1	GNSS only Caution descent rate
2	LX24I	TF		167 (170.2)		+3000	6.1		RNAV1	
Expect ILS, LOC, VOR or RNP APCH at LX24F.										

2.3.5 Approaches (RWY 06)

2.3.5.1 Waypoints

ID	Latitude	Longitude	Remarks
LX872	494919.3N	0061223.0E	
LX062	492747.8N	0060153.5E	IAF
LX063	493622.3N	0055352.9E	IAF
LX069	493039.0N	0055404.8E	IAF
LX06I	493208.4N	0055804.5E	IF
LX06F	493415.3N	0060344.6E	FAF
RW06	493703.08N	0061115.05E	MAPt
LX24F	494049.8N	0062125.9E	MATF
DIK	495140.7N	0060747.1E	MAHF

2.3.5.2 Path Terminators

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

RNP RWY06 via LX063

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX063	IF	N					-220		RNP APCH	IAF
2	LX06I	TF	N	144 (147.2)		+3000	5.0			RNP APCH	IF
3	LX06F	TF	N	057 (060.1)	L	@3000	4.3			RNP APCH	FAF
4	RW06	TF	Y	057 (060.1)			5.6		-3.00/57	RNP APCH	MAPt
5	LX24F	DF	Y			@3000				RNP APCH	MATF
6	LX872	DF	N		L	@4000				RNP APCH	
7	DIK	TF	N	305 (308.4)		@4000	3.8	-250		RNP APCH	MAHF

RNP RWY06 via LX069

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX069	IF	N					-220		RNP APCH	IAF
2	LX06I	TF	N	057 (060.1)		+3000	3.0			RNP APCH	IF
3	LX06F	TF	N	057 (060.1)		@3000	4.3			RNP APCH	FAF
4	RW06	TF	Y	057 (060.1)			5.6		-3.00/57	RNP APCH	MAPt
5	LX24F	DF	Y			@3000				RNP APCH	MATF
6	LX872	DF	N		L	@4000				RNP APCH	
7	DIK	TF	N	305 (308.4)		@4000	3.8	-250		RNP APCH	MAHF

RNP RWY06 via LX062

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX062	IF	N			+4700		-220		RNP APCH	IAF
2	LX06I	TF	N	327 (330.2)		+3000	5.0			RNP APCH	IF
3	LX06F	TF	N	057 (060.1)	R	@3000	4.3			RNP APCH	FAF
4	RW06	TF	Y	057 (060.1)			5.6		-3.00/57	RNP APCH	MAPt
5	LX24F	DF	Y			@3000				RNP APCH	MATF
6	LX872	DF	N		L	@4000				RNP APCH	
7	DIK	TF	N	305 (308.4)		@4000	3.8	-250		RNP APCH	MAHF

ILS Z RWY06 via LX062

#	ID	P/T	F/O	Course °M (°T)	Recom. NAVAID	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX062	IF	N				+4700		-220		RNAV1	IAF GNSS only
2	LX06I	TF (*)	N	327 (330.2)			+3000	5.0			RNAV1	IF (*) Or CI ILE
3		CONV ILS										
4												
5	LX24F	DF	Y				@3000				RNAV1	MATF
6	LX872	DF	N			L	@4000				RNAV1	
7	DIK	TF	N	305 (308.4)			@4000	3.8	-250		RNAV1	MAHF

ILS Z RWY06 via LX063

#	ID	P/T	F/O	Course °M (°T)	Recom. NAVAID	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX063	IF	N						-220		RNAV1	IAF GNSS only
2	LX06I	TF (*)	N	144 (147.2)			+3000	5.0			RNAV1	IF (*) Or CI ILE
3		CONV ILS										
4												
5	LX24F	DF	Y				@3000				RNAV1	MATF
6	LX872	DF	N			L	@4000				RNAV1	
7	DIK	TF	N	305 (308.4)			@4000	3.8	-250		RNAV1	MAHF

2.3.6 Approaches (RWY 24)

2.3.6.1 Waypoints

ID	Latitude	Longitude	Remarks
LX878	494814.5N	0060534.8E	
LX242	494716.6N	0062317.8E	IAF
LX243	493836.0N	0063056.0E	IAF
PONIG	494536.0N	0063410.0E	IAF
LX24I	494256.2N	0062706.8E	IF
LX24F	494049.8N	0062125.9E	FAF
RW24	493807.42N	0061408.17E	MAPt
LX891	493404.1N	0060314.7E	MATF
DIK	495140.7N	0060747.1E	MAHF

2.3.6.2 Path Terminators

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

RNP RWY24 via LX242

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX242	IF	N					-220		RNP APCH	IAF
2	LX24I	TF	N	147 (150.3)		+3000	5.0			RNP APCH	IF
3	LX24F	TF	N	237 (240.3)	R	@3000	4.2			RNP APCH	FAF
4	RW24	TF	Y	237 (240.3)			5.5		-3.00/50	RNP APCH	MAPt
5	LX891	DF	Y			@3000				RNP APCH	MATF
6	LX878	DF	N		R	@4000				RNP APCH	
7	DIK	TF	N	020 (022.5)		@4000	3.7	-250		RNP APCH	MAHF

RNP RWY24 via PONIG

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	PONIG	IF	N			+5000		-220		RNP APCH	IAF
2	LX24I	TF	N	237 (239.8)		+3000	5.3			RNP APCH	IF
3	LX24F	TF	N	237 (240.3)		@3000	4.2			RNP APCH	FAF
4	RW24	TF	Y	237 (240.3)			5.5		-3.00/50	RNP APCH	MAPt
5	LX891	DF	Y			@3000				RNP APCH	MATF
6	LX878	DF	N		R	@4000				RNP APCH	
7	DIK	TF	N	020 (022.5)		@4000	3.7	-250		RNP APCH	MAHF

RNP RWY24 via LX243

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX243	IF	N			+4000		-220		RNP APCH	IAF
2	LX24I	TF	N	327 (330.3)		+3000	5.0			RNP APCH	IF
3	LX24F	TF	N	237 (240.3)	L	@3000	4.2			RNP APCH	FAF
4	RW24	TF	Y	237 (240.3)			5.5		-3.00/50	RNP APCH	MAPt
5	LX891	DF	Y			@3000				RNP APCH	MATF
6	LX878	DF	N		R	@4000				RNP APCH	
7	DIK	TF	N	020 (022.5)		@4000	3.7	-250		RNP APCH	MAHF

ILS Z RWY24 via LX242

#	ID	P/T	F/O	Course °M (°T)	Recom. NAVAID	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX242	IF	N						-220		RNAV1	IAF GNSS only
2	LX24I	TF (*)	N	147 (150.3)			+3000	5.0			RNAV1	IF (*) Or CI ILW
3		CONV ILS										
4												
5	LX891	DF	Y				@3000				RNAV1	MATF
6	LX878	DF	N			R	@4000				RNAV1	
7	DIK	TF	N	020 (022.5)			@4000	3.7	-250		RNAV1	MAHF

ILS Z RWY24 via LX243

#	ID	P/T	F/O	Course °M (°T)	Recom. NAVAID	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX243	IF	N				+4000		-220		RNAV1	IAF GNSS only
2	LX24I	TF (*)	N	327 (330.3)			+3000	5.0			RNAV1	IF (*) Or CI ILW
3		CONV ILS										
4												
5	LX891	DF	Y				@3000				RNAV1	MATF
6	LX878	DF	N			R	@4000				RNAV1	
7	DIK	TF	N	020 (022.5)			@4000	3.7	-250		RNAV1	MAHF

2.4 Circling Approach

Circling approaches are prohibited.

3 IFR FLIGHTS (OUTBOUND)

3.1 Starting Procedures

All outbound flights shall check their EOBT and update via handling or ARO if necessary. If CTOT cannot be met request delay via handling or ARO.

- All outbound flights contact Luxembourg Delivery. Start-up shall be requested from Luxembourg Delivery EOBT-15 MIN or CTOT-30 MIN earliest if attributed and ready to push-back and/or taxi accordingly. Pilots shall request departure clearance to Luxembourg Delivery after start-up has been granted by Luxembourg Delivery.
- If Luxembourg Delivery closed by ATIS, start-up shall be requested from Luxembourg TWR EOBT-15 MIN or CTOT-30 MIN earliest if attributed and ready to push-back and/or taxi immediately. Pilots shall request their departure clearance after start-up has been granted by TWR.

ATC start-up and/or push-back clearances are based on the assumption that an average of 15 MIN is required for start-up, push-back, taxi and take-off manoeuvres.

Pilots shall report their parking stand with the request for start-up clearance. Start-up and/or push-back shall be performed without delay after reception of the respective clearance. An ATC departure clearance shall only be requested after start-up and/or push-back has been granted by ATC.

If a time check is required and other sources such as GPS UTC time are not available, pilots can request a time check on the ATC frequency.

3.2 Departure Procedures

3.2.1 Standard Instrument Departures

SID have been established as shown on the SID charts (see ELLX AD 2.24) and as listed below. Pilots unable to comply shall inform ATC when requesting start-up clearance. ATC may deviate from these routes and pilots may expect radar vectors for separation reasons or in order to expedite traffic flow.

After take-off, aircraft shall immediately contact Luxembourg APP on CH 120.885.

The initial turns are based upon 250 KIAS, a bank angle of 25° and a temperature of ISA+15°C. PBN SID Navigation Specification is “RNAV1 - GNSS only”.

Although initial departure legs might be coded as to maintain a course to an AT or Above altitude ‘CA’, ATC expects flights to turn at the specified minimum altitude and not later.

RWY 06 - Conventional

Designator	Route	Remarks
DIK5T	Intercept R-057 LUX. At 6 DME LUX, LT to intercept R-119 DIK to DIK.	NIL
ASMOX4T	Intercept R-057 LUX. At 6 DME LUX, LT to intercept R-119 DIK INBD. RT to intercept R-001 LUX to ASMOX.	Cross ASMOX FL 080 MNM
EXCOS4T	Intercept R-057 LUX. At 2 700 FT, RT to intercept R-112 LUX to EXCOS. No turn before DER.	Cross EXCOS FL 060 MNM Always AVBL for traffic DEST EDDR, EDRZ and ETAR Additionally AVBL FRI, 1700 (1600) to MON, 0700 (0600) to join Q760 and Z729
GTQ4T	Intercept R-057 LUX. At 2 700 FT, RT to intercept R-334 GTQ INBD to LX890, GTQ next. No turn before DER.	Cross 27 DME GTQ FL 080 MNM Flights filing FL 130 or above, cross 25 DME GTQ FL 130 MNM. If unable to comply or if filing lower, advise ATC.
MMD2T	Intercept R-057 LUX. At 6 DME LUX, LT to intercept R-017 LUX to LUX. RT to intercept R-263 LUX to TILVI, MMD next.	Cross 19 DME LUX FL 080 MNM
RAPOR8T	Intercept R-057 LUX. At 6 DME LUX, LT to intercept R-017 LUX to LUX. RT to intercept R-263 LUX to TILVI, RAPOR next.	Cross 19 DME LUX FL 080 MNM

RWY 06 - PBN

Designator NAV Spec	Route	Remarks
LNO1P [RNAV1]	Climb on course 057° MAG; At 1 700 FT direct to LX24F, turn left; Direct to DIK; To GESLO; To LX873 at or above FL 080; To LNO.	If unable RNAV, advise ATC.
ARCKY1P [RNAV1]	Climb on course 057° MAG; At 1 700 FT direct to LX24F, turn left; Direct to DIK; To GESLO; To LX866 at or above FL 110; To ARCKY at or above FL 180.	If unable RNAV, advise ATC. Cross ARCKY FL 180 MNM. If unable to comply, advise ATC. Expect LNO1P.
RAPOR1P [RNAV1]	Climb on course 057° MAG; At 1 700 FT direct to LX24F, turn left; Direct to LX101 at 250 KT MAX; To LX063; To LX894 at or above FL 080; To TILVI; To TALUD; To RAPOR.	If unable RNAV, advise ATC.
MMD1P [RNAV1]	Climb on course 057° MAG; At 1 700 FT direct to LX24F, turn left; Direct to LX101 at 250 KT MAX; To LX063; To LX894 at or above FL 080; To TILVI; To GEBKI; To MMD.	If unable RNAV, advise ATC.
ASMOX1P [RNAV1]	Climb on course 057° MAG; At 1 700 FT direct to LX24F, turn left; Direct to ASMOX at or above FL 080.	If unable RNAV, advise ATC.
EXCOS1P [RNAV1]	Climb on course 057° MAG; At 2 700 FT turn right; Direct to EXCOS at or above FL 060.	If unable RNAV, advise ATC. No turn before DER.
GTQ2P [RNAV1]	Climb on course 057° MAG; At 2 700 FT turn right; Direct to LX775 at or above 4 000 FT and at or below FL 090; To LX898 at or above FL 060; To LX772 at or above FL 080; To LX773 at or above FL 130; To LX771; To GTQ.	If unable RNAV, advise ATC. No turn before DER. Cross LX773 FL 130 MNM. If unable to comply or if filling lower, advise ATC.

RWY 24 - Conventional

Designator	Route	Remarks
DIK5X	Intercept R-237 LUX. At 8 DME LUX, RT to intercept R-198 DIK to DIK.	NIL
ASMOX4Z	Intercept R-237 LUX. At 8 DME LUX, RT to intercept R-198 DIK to DIK. RT to intercept R-063 DIK to ASMOX.	Cross ASMOX FL 080 MNM
EXCOS4X	Intercept R-237 LUX. At 5.4 DME LUX, LT to intercept R-076 MMD to EXCOS.	Climb gradient: 5.2% MNM until 4 000FT AMSL due to NAVAID performance. Maximum speed 220 KIAS until interception R-076 MMD to EXCOS Cross EXCOS FL 060 MNM Always AVBL for traffic DEST EDDR, EDRZ and ETAR Additionally AVBL FRI, 1700 (1600) to MON, 0700 (0600) to join Q760 and Z729 For NON-RNAV equipped aircraft
GTQ4X	Intercept R-237 LUX. At 5.4 DME LUX, LT to intercept R-076 MMD INBD EXCOS. RT to intercept R-334 GTQ to GTQ.	Climb gradient: 5.2% MNM until 4 000FT AMSL due to NAVAID performance. Maximum speed 220 KIAS until interception R-334 GTQ to GTQ Cross 27 DME GTQ FL 080 MNM Flights filing FL 130 or above, cross 25 DME GTQ FL 130 MNM. If unable to comply, advise ATC. For NON-RNAV equipped aircraft
MMD2X	Intercept R-237 LUX. At 8 DME LUX, RT to intercept R-263 LUX to TILVI, MMD next.	Cross 19 DME LUX FL 080 MNM
RAPOR8X	Intercept R-237 LUX. At 8 DME LUX, RT to intercept R-263 LUX to TILVI, RAPOR next.	Cross 19 DME LUX FL 080 MNM

RWY 24 - PBN

Designator NAV Spec	Route	Remarks
LNO1R [RNAV1]	Climb on course 237° MAG; At 1 700 FT direct to LX06F, turn right; Direct to GESLO; To LX873 at or above FL 080; To LNO.	If unable RNAV, advise ATC.
ARCKY1R [RNAV1]	Climb on course 237° MAG; At 1 700 FT direct to LX06F, turn right; Direct to GESLO; To LX866 at or above FL 110; To ARCKY at or above FL 180.	If unable RNAV, advise ATC. Cross ARCKY FL 180 MNM. If unable to comply, advise ATC. Expect LNO1R.
RAPOR1R [RNAV1]	Climb on course 237° MAG; At 1 700 FT direct to LX06F, turn right; Direct to LX063; To LX894 at or above FL 080; To TILVI; To TALUD; To RAPOR.	If unable RNAV, advise ATC.

RWY 24 - PBN

Designator NAV Spec	Route	Remarks
MMD1R [RNAV1]	Climb on course 237° MAG; At 1 700 FT direct to LX06F, turn right; Direct to LX063; To LX894 at or above FL 080; To TILVI; To GEBKI; To MMD.	If unable RNAV, advise ATC.
ASMOX1R [RNAV1]	Climb on course 237° MAG; At 1 700 FT direct to LX06F, turn right; Direct to ASMOX at or above FL 080.	If unable RNAV, advise ATC.
EXCOS2R [RNAV1]	Climb to LX892 on course 237° MAG, turn left; Direct to LX893; To EXCOS at or above FL 060.	If unable RNAV, advise ATC. Always AVBL for traffic DEST EDDR, EDRZ and ETAR. Additionally AVBL FRI, 1700 (1600) to MON, 0700 (0600) to join Q760 and Z729.
GTQ2R [RNAV1]	Climb to LX892 on course 237° MAG, turn left; Direct to LX893, turn right; To SUTAL at or above FL 060; To LX883 at or above FL 080; To AKELU at or above FL 130; To GTQ.	If unable RNAV, advise ATC. Cross AKELU FL 130 MNM. If unable to comply or if filing lower, advise ATC.
GTQ1Q [RNAV1]	Climb to LX892 on course 237° MAG, turn left; Direct to LX895 at or above 4500 FT, turn right; To LX896 at or above FL 080; To LX880 at or above FL 130; To LX899; To GTQ.	If unable RNAV, advise ATC. Cross LX880 FL 130 MNM. If unable to comply or if filing lower, advise ATC.

3.2.2 Climb Requirements

All traffic shall initially climb to 4000FT QNH with climb gradient 3.3% MNM, unless instructed otherwise by ATC.

3.2.3 Waypoints

ID	Latitude	Longitude	Remarks
AKELU	492201.0N	0062750.0E	
ARCKY	501757.0N	0060756.0E	
ASMOX	495410.4N	0061634.2E	
DIK	495140.7N	0060747.1E	
EXCOS	493419.7N	0062813.8E	
GEBKI	493246.4N	0052704.5E	
GESLO	500445.0N	0060018.0E	
GTQ	485911.2N	0064258.4E	
LNO	503509.3N	0054237.0E	
LX063	493622.3N	0055352.9E	
LX06F	493415.3N	0060344.6E	
LX101	494344.7N	0061210.7E	
LX24F	494049.8N	0062125.9E	
LX771	491350.2N	0063725.1E	
LX772	492540.2N	0062915.7E	
LX773	492256.3N	0063109.0E	
LX775	493329.3N	0062350.0E	
LX866	500924.8N	0060259.3E	
LX873	500911.5N	0055744.6E	
LX880	492023.0N	0062201.8E	
LX883	492448.1N	0062549.1E	
LX890	492937.8N	0062245.9E	
LX892	493542.1N	0060737.3E	
LX893	493315.4N	0061954.1E	
LX894	493626.3N	0054456.1E	
LX895	492948.0N	0061532.2E	
LX896	492307.1N	0062009.0E	
LX898	492908.5N	0062651.3E	
LX899	491315.0N	0062655.2E	
MMD	492328.5N	0050727.9E	
RAPOR	493529.0N	0051247.0E	
SUTAL	492800.0N	0062330.0E	
TALUD	493604.0N	0052514.0E	
TILVI	493630.0N	0053503.0E	

3.2.4 Path Terminators RWY 06

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

ARCKY1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+ 1 700			RNAV1	GNSS only
2	LX24F	DF	Y						RNAV1	
3	DIK	DF	N		L				RNAV1	
4	GESLO	TF	N	337 (339.8)			13.9		RNAV1	
5	LX866	TF	N	017 (020.3)		+FL 110	5.0		RNAV1	
6	ARCKY	TF	N	017 (020.4)		+FL 180	9.1		RNAV1	

LNO1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+1 700			RNAV1	GNSS only
2	LX24F	DF	Y						RNAV1	
3	DIK	DF	N		L				RNAV1	
4	GESLO	TF	N	337 (339.8)			13.9		RNAV1	
5	LX873	TF	N	337 (339.7)		+FL 080	4.7		RNAV1	
6	LNO	TF	N	337 (339.7)			27.7		RNAV1	

ASMOX1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+1 700			RNAV1	GNSS only
2	LX24F	DF	Y						RNAV1	
3	ASMOX	DF	N		L	+FL 080			RNAV1	

RAPOR1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+1 700			RNAV1	GNSS only
2	LX24F	DF	Y						RNAV1	
3	LX101	DF	N		L			-250	RNAV1	
4	LX063	TF	N	235 (238.3)			14.0		RNAV1	
5	LX894	TF	N	268 (270.7)		+FL 080	5.8		RNAV1	
6	TILVI	TF	N	268 (270.6)			6.4		RNAV1	
7	TALUD	TF	N	263 (266.2)			6.4		RNAV1	
8	RAPOR	TF	N	263 (266.0)			8.1		RNAV1	

MMD1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+1 700			RNAV1	GNSS only
2	LX24F	DF	Y						RNAV1	
3	LX101	DF	N		L			-250	RNAV1	
4	LX063	TF	N	235 (238.3)			14.0		RNAV1	
5	LX894	TF	N	268 (270.7)		+FL 080	5.8		RNAV1	
6	TILVI	TF	N	268 (270.6)			6.4		RNAV1	
7	GEBKI	TF	N	231 (234.3)			6.4		RNAV1	
8	MMD	TF	N	231 (234.1)			15.8		RNAV1	

EXCOS1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+2 700			RNAV1	GNSS only
2	EXCOS	DF	N		R	+FL 060			RNAV1	

GTQ2P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+ 2 700			RNAV1	GNSS only
2	LX775	DF	N		R	-FL 090 / +4 000			RNAV1	

GTQ2P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
3	LX898	TF	N	153 (155.6)		+FL 060	4.8		RNAV1	
4	LX772	TF	N	153 (155.7)		+FL 080	3.8		RNAV1	
5	LX773	TF	N	153 (155.7)		+FL 130	3.0		RNAV1	
6	LX771	TF	N	153 (155.7)			10.0		RNAV1	
7	GTQ	TF	N	163 (166.0)			15.1		RNAV1	

3.2.5 Path Terminators RWY 24

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

ARCKY1R

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		237 (240.2)		+1 700			RNAV1	GNSS only
2	LX06F	DF	Y						RNAV1	
3	GESLO	DF	N		R				RNAV1	
4	LX866	TF	N	017 (020.3)		+FL 110	5.0		RNAV1	
5	ARCKY	TF	N	017 (020.4)		+FL 180	9.1		RNAV1	

LNO1R

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		237 (240.2)		+1 700			RNAV1	GNSS only
2	LX06F	DF	Y						RNAV1	
3	GESLO	DF	N		R				RNAV1	
4	LX873	TF	N	337 (339.7)		+FL 080	4.7		RNAV1	
5	LNO	TF	N	337 (339.7)			27.7		RNAV1	

ASMOX1R

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		237 (240.2)		+1 700			RNAV1	GNSS only
2	LX06F	DF	Y						RNAV1	
3	ASMOX	DF	N		R	+FL 080			RNAV1	

RAPOR1R

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		237 (240.2)		+1 700			RNAV1	GNSS only
2	LX06F	DF	Y						RNAV1	
3	LX063	DF	N		R				RNAV1	
4	LX894	TF	N	268 (270.7)		+FL 080	5.8		RNAV1	
5	TILVI	TF	N	268 (270.6)			6.4		RNAV1	
6	TALUD	TF	N	263 (266.2)			6.4		RNAV1	
7	RAPOR	TF	N	263 (266.0)			8.1		RNAV1	

MMD1R

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		237 (240.2)		+1 700			RNAV1	GNSS only
2	LX06F	DF	Y						RNAV1	
3	LX063	DF	N		R				RNAV1	
4	LX894	TF	N	268 (270.7)		+FL 080	5.8		RNAV1	
5	TILVI	TF	N	268 (270.6)			6.4		RNAV1	
6	GEBKI	TF	N	231 (234.3)			6.4		RNAV1	
7	MMD	TF	N	231 (234.1)			15.8		RNAV1	

EXCOS2R

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	LX892	CF	Y	237 (240.2)					RNAV1	GNSS only
2	LX893	DF	N		L				RNAV1	
3	EXCOS	TF	N	076 (078.8)		+FL 060	5.5		RNAV1	

GTQ2R

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	LX892	CF	Y	237 (240.2)					RNAV1	GNSS only
2	LX893	DF	N		L				RNAV1	
3	SUTAL	TF	N	153 (156.0)	R	+FL 060	5.8		RNAV1	
4	LX883	TF	N	152 (154.7)		+FL 080	3.5		RNAV1	
5	AKELU	TF	N	152 (154.7)		+FL 130	3.1		RNAV1	
6	GTQ	TF	N	153 (156.4)			24.9		RNAV1	

GTQ1Q

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	LX892	CF	Y	237 (240.2)					RNAV1	GNSS only
2	LX895	DF	N		L	+4 500			RNAV1	
3	LX896	TF	N	153 (155.7)		+FL 080	7.3		RNAV1	
4	LX880	TF	N	153 (155.8)		+FL 130	3.0		RNAV1	
5	LX899	TF	N	153 (155.8)			7.8		RNAV1	
6	GTQ	TF	N	140 (143.0)			17.6		RNAV1	

4 LOW VISIBILITY PROCEDURES

4.1 Facilities and Equipment Available

4.1.1 Runways

RWY 06 is equipped with ILS and approved for CAT I operations.

RWY 24 is equipped with ILS and approved for CAT II and III operations.

Guided take-off is only available for RWY 24, if requested upon start-up.

Aerodrome operating minima can be found under § 1.1.

4.1.2 Taxiways

Information on airport ground lighting can be found on charts AD2.ELLX-ADC.02 and AD2.ELLX-GMC.02.

During LVP, arriving aircraft shall respect the following restrictions when vacating RWY 06:

- TWY A1, A2, C or D1: preferably to be used when vacating RWY 06;
- TWY A1, A2: if planned to use, advise ATC as soon as possible;
- TWY G, F, E and D2: only usable on ATC instructions;
- TWY B4 or I: not usable.

During LVP, arriving aircraft shall respect the following restrictions when vacating RWY 24:

- TWY D2, E or F: preferably to be used when vacating RWY 24;
- TWY B4, G or H: if planned to use, advise ATC as soon as possible;
- TWY C, D1, H or I: only usable on ATC instructions;
- TWY A1 or A2: not usable.

ATC may use ground surveillance information to assist in monitoring aircraft and vehicles on the manoeuvring area. Any ground surveillance derived information is however to be considered as advice only.

4.1.3 Communications

Pilots will be informed by ATIS or ATC when LVP are in progress. The ATIS message will contain the phrase “LOW VISIBILITY PROCEDURES IN OPERATION. DEPARTING AIRCRAFT, USE CAT TWO THREE HOLDING POINTS. ARRIVING AIRCRAFT, LATEST RVR WILL BE GIVEN ON THE ATC FREQUENCY. CHECK YOUR MINIMA”.

In addition to the current readings for the landing runway and information on significant changes in surface wind, ATC will provide details of any unavailability of equipment relevant to LVP (NOTAM will be issued if the unavailability is expected to last more than 1HR).

Pilots will be informed by ATC when LVP are terminated.

Pilots shall report when runway and taxiway are vacated and when approaching any CAT II/III holding points.

Pilots should be ready for departure at the CAT II/III holding point.

4.2 Criteria for Initiation and Termination of LVP

The preparation phase will start when visibility is at or below 1500M and/or ceiling is at or below 300FT, and further weather deterioration is expected. The notification phase will start when RVR is at or below 800M and/or ceiling/vertical visibility is at or below 200FT.

LVP will be terminated when RVR increases above 800M and ceiling/vertical visibility is higher than 200FT, and a further improvement of the weather conditions is expected.

Note: The ILS sensitive area shall remain clear of vehicles until the visibility exceeds 1500M and the ceiling is higher than 300FT.

4.3 Other Information

Pilots wishing to practice a CAT II/III approach shall inform Luxembourg APP using the phraseology “REQUEST PRACTICE CAT II/III APPROACH.” They should be aware that protection of the ILS sensitive area is not guaranteed and no special ATC procedures will be applied.

During low visibility operations and provided adjacent airspace is available, arriving aircraft are typically vectored to intercept ILS at 10NM final. Due to airspace limitations arriving aircraft may be vectored to be established at 8NM final latest. Aircraft requiring a longer than 8NM line-up shall inform ATC as soon as practicable to allow time for the necessary coordination with adjacent sectors.

The spacing between inbound flights established on the ILS is typically 10NM, but may vary depending on actual weather conditions and runway contamination.

During low visibility operations, all guided take-offs shall be requested upon start-up, otherwise there is no ILS protection for departures.

During low visibility operations, the aerodrome capacity is reduced. Major delay should be expected.

5 VFR FLIGHTS

5.1 General

A flight plan is compulsory for all VFR flights to and from ELLX (see ENR 1.10, § 1.1).

The published inbound and outbound routes indicate the optimum routing with regard to safety and noise abatement. The indicated routes are compulsory and shall be followed as accurately as possible, unless otherwise instructed by ATC or necessary for the safety of the aircraft or flight. 2 000FT AMSL are to be maintained as far as cloud separation permits.

Centreline crossing closer than 11NM from ARP should be done at 2000FT MAX. Aircraft unable to comply shall contact Luxembourg APP on CH 120.885.

VFR pilots should expect delay during ATC peak hours which are defined as follows: MON to SUN 0830-1100 (0730-1000), 1600-1900 (1500-1800) and 2000-2100 (1900-2000).

5.2 Visual Reporting Points

VFR traffic shall only use following compulsory reporting points:

Name	Associated landmark	Relative position	Position
ALPHA	Church of Keispelt	R-292 LUX / 7.7 DME	494138N 0060407E
MERSA	Red bridge over railway at Mersch	R-318 LUX / 8.5 DME	494459N 0060639E
BRAVO	Road crossing Waldhof	R-297 LUX / 2.4 DME	493933N 0061139E
CARLI	Castle of Fischbach	R-337 LUX / 6.9 DME	494451N 0061112E
OSCAR	Bridge of Wormeldange	R-105 LUX / 6.4 DME	493626N 0062414E
REMIK	Bridge of Remich	R-137 LUX / 7.5 DME	493236N 0062214E
SIERA	Railway crossing at Moutfort	R-173 LUX / 2.8 DME	493534N 0061507E
TANGO	Water tower at Frisange	R-194 LUX / 7.8 DME	493053N 0061123E

5.3 Inbound Traffic

Inbound flights shall proceed via the arrival routes depicted on chart AD 2.ELLX-VAC.01.

The VFR holding patterns and aerodrome traffic circuits are depicted on chart AD 2.ELLX-VAC.02 and take into consideration preferred operational routes and avoidance of noise nuisance to neighbouring communities.

If PAPI required for approach, advise ATC.

5.4 Outbound Traffic

Outbound flights shall contact Luxembourg Delivery with relevant flight plan information (e.g. exit point, touch and go) except HEMS and police flights by local operators.

Outbound flights shall proceed via the departure routes depicted on chart AD 2.ELLX-VAC.01 and

- if RWY 06 is in use, via CARLI or OSCAR;
- if RWY 24 is in use, via ALPHA or TANGO.

5.5 8.33 KHZ Channel Spacing

Luxembourg CTR has been designated as controlled airspace (airspace class D).

Voice communications with ATC within this airspace are performed in a 8.33 KHZ channel.

Airspace users planning to enter or operate within this airspace shall ensure that proper radio communications equipment is available on board their aircraft.

Operators equipped only with 25 KHZ channel spacing radios capability shall not use these radios in trying to communicate on a 8.33 KHZ spaced channel due to potential interferences.

25 KHZ voice channel spaced frequencies published as “contingency” shall only be used in these remote situations (e.g. airspace infringement by flights not planned to operate within the Luxembourg CTR) and only when directed by ATC.

Non-adherence to the procedures related to communication requirements mentioned above may result in the flight being refused to enter the CTR or being instructed to leave the CTR.

6 RADIO COMMUNICATION FAILURE

6.1 General

DIK is the only holding available in case of RCF.

Aircraft equipped with an on-board telephone/mobile phone, dial +352 47 98 24 01 0 or +352 47 98 24 01 1 and mention last RTF channel used.

6.2 IFR

6.2.1 Conventional Navigation

- Set transponder on code 7600;
- Proceed to DIK at last assigned and acknowledged flight level or, if assigned a level below 4 000 FT whilst receiving radar vectors to intercept an instrument approach, climb immediately to 4 000 FT;
- At last received and acknowledged EAT or, in the absence of an EAT, at FPL ETA, descend to 4 000 FT QNH in the DIK holding pattern;
- Descend to initial approach altitude to carry out a standard instrument approach according to IAC.

6.2.2 Performance Based Navigation

6.2.2.1 Standard Instrument Arrivals

- Set transponder code 7600;
- Follow STAR to end waypoint;
- Proceed to DIK at last assigned and acknowledged flight level;
- Continue with a published approach.

6.2.2.2 Transitions

- Set transponder code 7600;
- Follow Transition to FAF/FAP;
- Adhere to published profile and speed;
- Continue with a published approach.

6.2.2.3 Holding Patterns

- Commence descent from the last NAVAID or fix at or as close as possible to the last expected approach time that has been received and acknowledged;
- If no expected approach time has been received and acknowledged, the estimated time of arrival as indicated in the FPL shall be used;
- Continue with a published approach;
- Land, if possible, within 30 MIN after the ETA or the last acknowledged expected approach time, whichever is earlier.

6.3 VFR

- Set transponder on code 7600;
- Without clearance do not enter Luxembourg CTR and land on alternate aerodrome;
- If already cleared to join aerodrome circuit: hold on downwind and look out for light signals from TWR.

ELLX AD 2.23 Additional Information

1 ATIS

ATIS messages serving both inbound and outbound traffic are broadcast H24 (see ELLX AD 2.18) and available via phone under: +352 47 98 27 30 0.

The messages contain following elements in the order as listed:

Item	Remarks
Name of aerodrome	
Arrival and departure indicator with alphabetical designator	
Time of observation	Expressed in HR and MIN UTC.
Type of approach(es) to be expected	
Runway-in-use	
-	Significant runway surface conditions are reported at end of message, see below.
Holding delay	If appropriate.
Transition level	
ATC operational information	
Operational status LVP	Low visibility operations are announced when RVR is at or below 800 M or ceiling or vertical visibility is at or below 200 FT.
Surface wind direction (in degrees magnetic) and speed (average and gusts when appropriate)	Expressions “variable” and “calm” are used when appropriate.
Visibility, and when applicable, RVR with the indication of the runway and the section of the runway to which the information refers	The expression CAVOK is used when VIS is 10 KM MNM, no clouds exist below 5000 FT and no CB are present and no precipitation or thunderstorms exist.
Present weather	
Clouds (amount expressed by SCT, BKN and OVC, height in feet. Types CB and TCU only are specified)	

Item	Remarks
Air temperature and dew point temperature	
QNH	In HPA.
Information on recent weather of operational significance	Reported over the ATC frequencies.
Wind shear	
Trend forecast	
Significant runway surface conditions (RWYCC for all three parts of the runway, for each of the three parts of the runway the coverage, the depth of loose contaminant in MM as applicable and the condition description)	Runway condition information is always provided starting from THR RWY06. Runway condition for a dry runway (RWYCC 6/6/6) will not be included in ATIS messages.

2 Wildlife Inspections

Wildlife inspections are active MON-SUN: 0430-2100 (0330-2000) and use various equipment, including remote control gas cannons, flare shell crackers, alternating wildlife dispersal guns and amplified cries of distress.

ELLX AD 2.24 Charts Related to ELLX

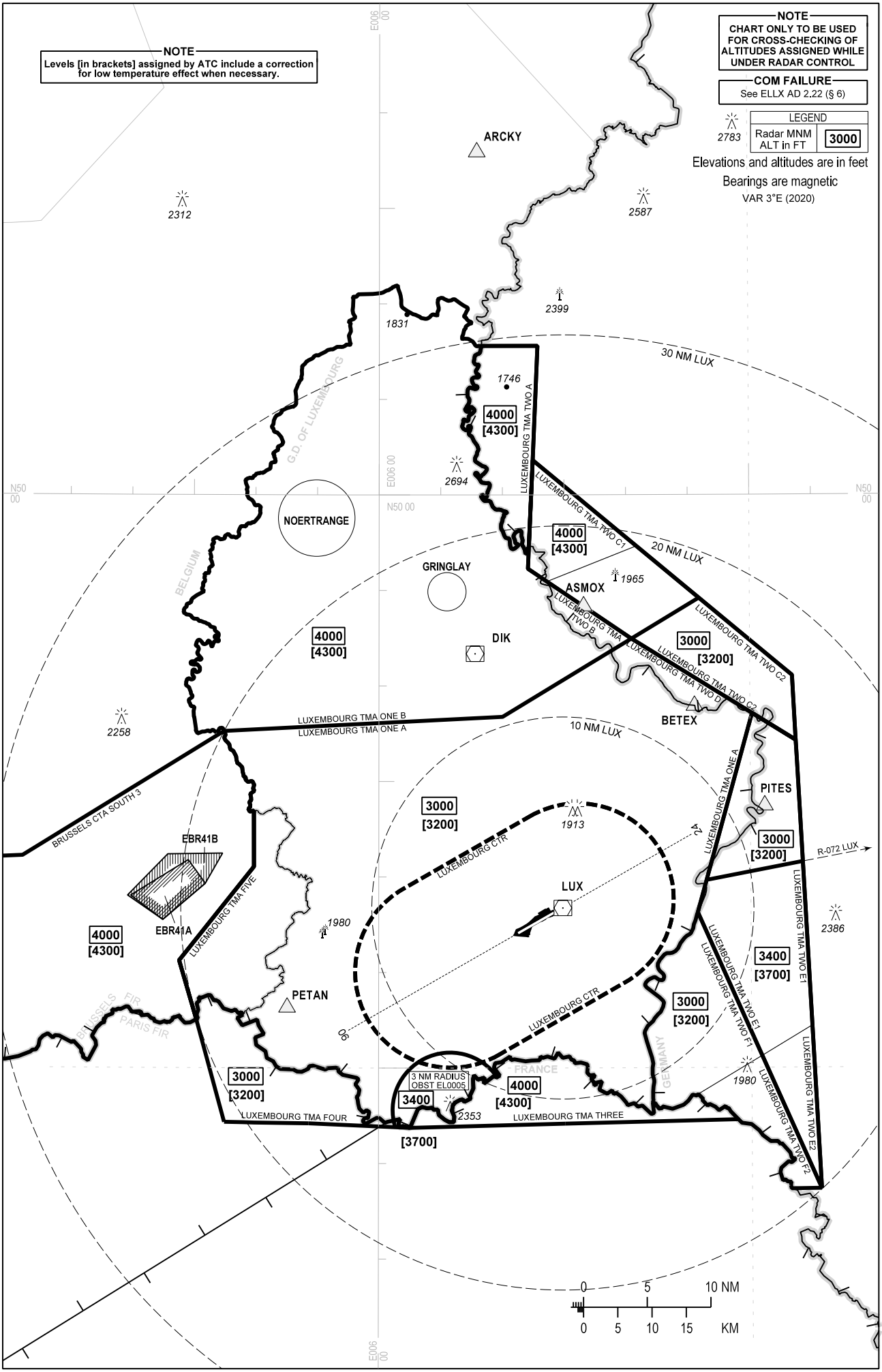
AD 2.ELLX-ADC.01	Aerodrome Chart - ICAO
AD 2.ELLX-ADC.02	Aerodrome Chart - ICAO. Appendix 1: Runway Markings and Lighting Aids
AD 2.ELLX-GMC.01	Aerodrome Ground Movement Chart - ICAO
AD 2.ELLX-GMC.02	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways and Aprons
AD 2.ELLX-GMC.03	Aerodrome Ground Movement Chart - ICAO. Appendix 2: Hot Spots
AD 2.ELLX-APDC.01	Aircraft Parking Docking Chart - ICAO
AD 2.ELLX-APDC.02	Aircraft Parking Docking Chart - ICAO: Apron P5
AD 2.ELLX-APDC.03	Aircraft Parking Docking Chart - ICAO: Apron P8 & P9
AD 2.ELLX-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations): RWY 06/24
AD 2.ELLX-PATC.01	Precision Approach Terrain Chart - ICAO: RWY 24
AD 2.ELLX-ATCSMAC.01	ATC Surveillance Minimum Altitude Chart - ICAO
AD 2.ELLX-STAR.01	Standard Arrival Chart - Instrument (STAR) - ICAO: Conventional
AD 2.ELLX-STAR.02	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV
AD 2.ELLX-STAR.03	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION TO RWY 06
AD 2.ELLX-STAR.04	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION TO RWY 24
AD 2.ELLX-SID.01	Standard Departure Chart - Instrument (SID) - ICAO: RWY 06
AD 2.ELLX-SID.02	Standard Departure Chart - Instrument (SID) - ICAO: RWY 24
AD 2.ELLX-SID.03	Standard Departure Chart - Instrument (SID) - ICAO: RNAV RWY 06
AD 2.ELLX-SID.04	Standard Departure Chart - Instrument (SID) - ICAO: RNAV RWY 24
AD 2.ELLX-IAC.01a	Instrument Approach Chart - ICAO: ILS or LOC z RWY 06
AD 2.ELLX-IAC.01b	Instrument Approach Chart - ICAO: ILS or LOC y RWY 06
AD 2.ELLX-IAC.02a	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC z RWY 24
AD 2.ELLX-IAC.02b	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC y RWY 24
AD 2.ELLX-IAC.03	Instrument Approach Chart - ICAO: VOR RWY 06
AD 2.ELLX-IAC.04	Instrument Approach Chart - ICAO: VOR RWY 24
AD 2.ELLX-IAC.05	Instrument Approach Chart - ICAO: RNP RWY 06
AD 2.ELLX-IAC.05a	Instrument Approach Chart - ICAO: RNP RWY 06. Appendix: FAS Datablock
AD 2.ELLX-IAC.06	Instrument Approach Chart - ICAO: RNP RWY 24
AD 2.ELLX-IAC.06a	Instrument Approach Chart - ICAO: RNP RWY 24. Appendix: FAS Datablock
AD 2.ELLX-VAC.01	Visual Approach Chart - ICAO
AD 2.ELLX-VAC.02	Visual Approach Chart - ICAO. Appendix 1: Aerodrome Traffic Circuit

ATC Surveillance Minimum Altitude Chart - ICAO

AD ELEV 1234 FT
TA 5000 FT

LUXEMBOURG APP: 120.885
LUXEMBOURG TWR: 118.105

LUXEMBOURG / Luxembourg (ELLX)



CHANGE: MAG VAR updated

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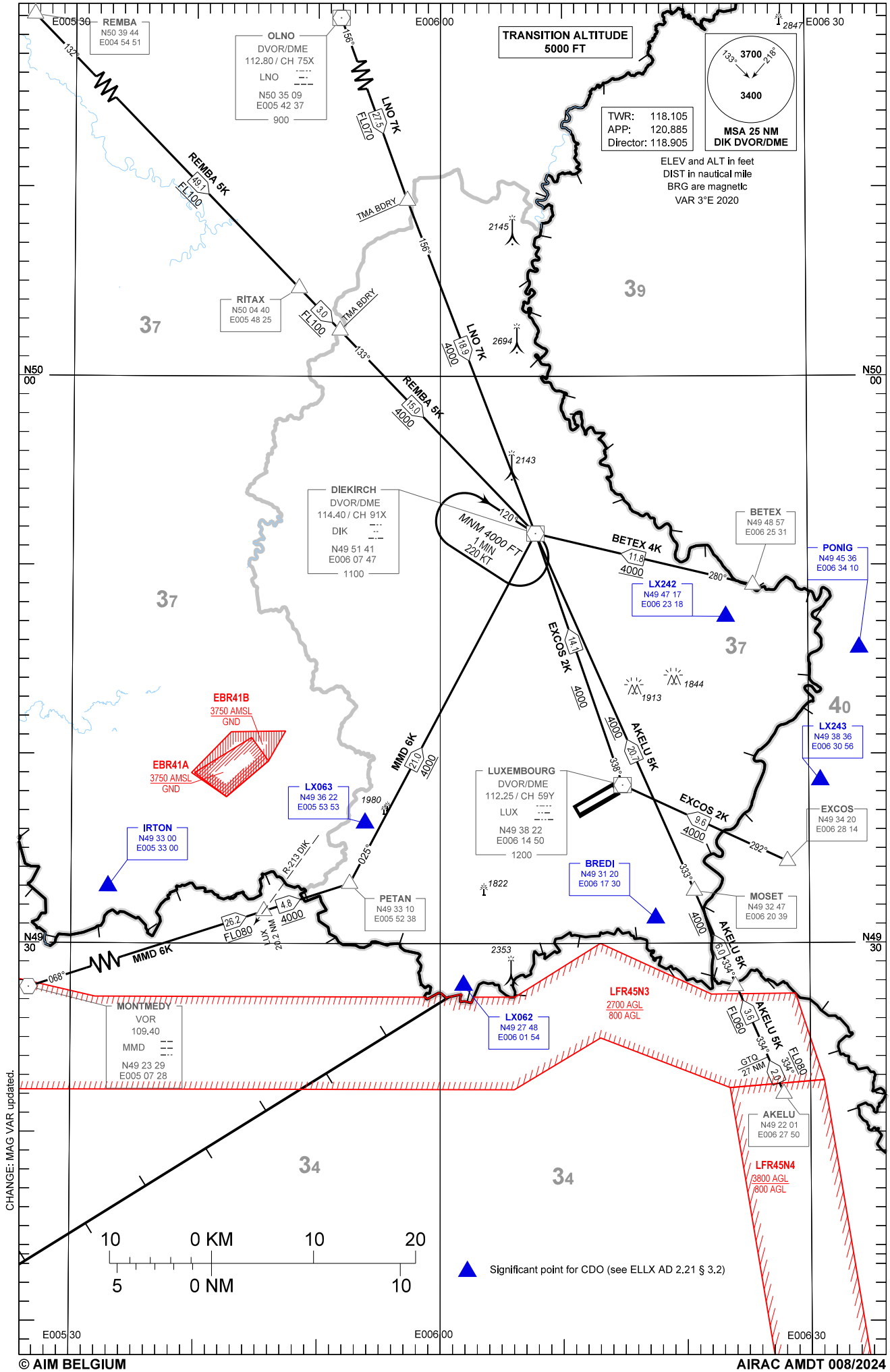
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

LNO 7K AKELU 5K BETEX 4K
REMBA 5K MMD 6K EXCOS 2K

LUXEMBOURG / Luxembourg (ELLX)

Conventional



CHANGE: MAG VAR updated.

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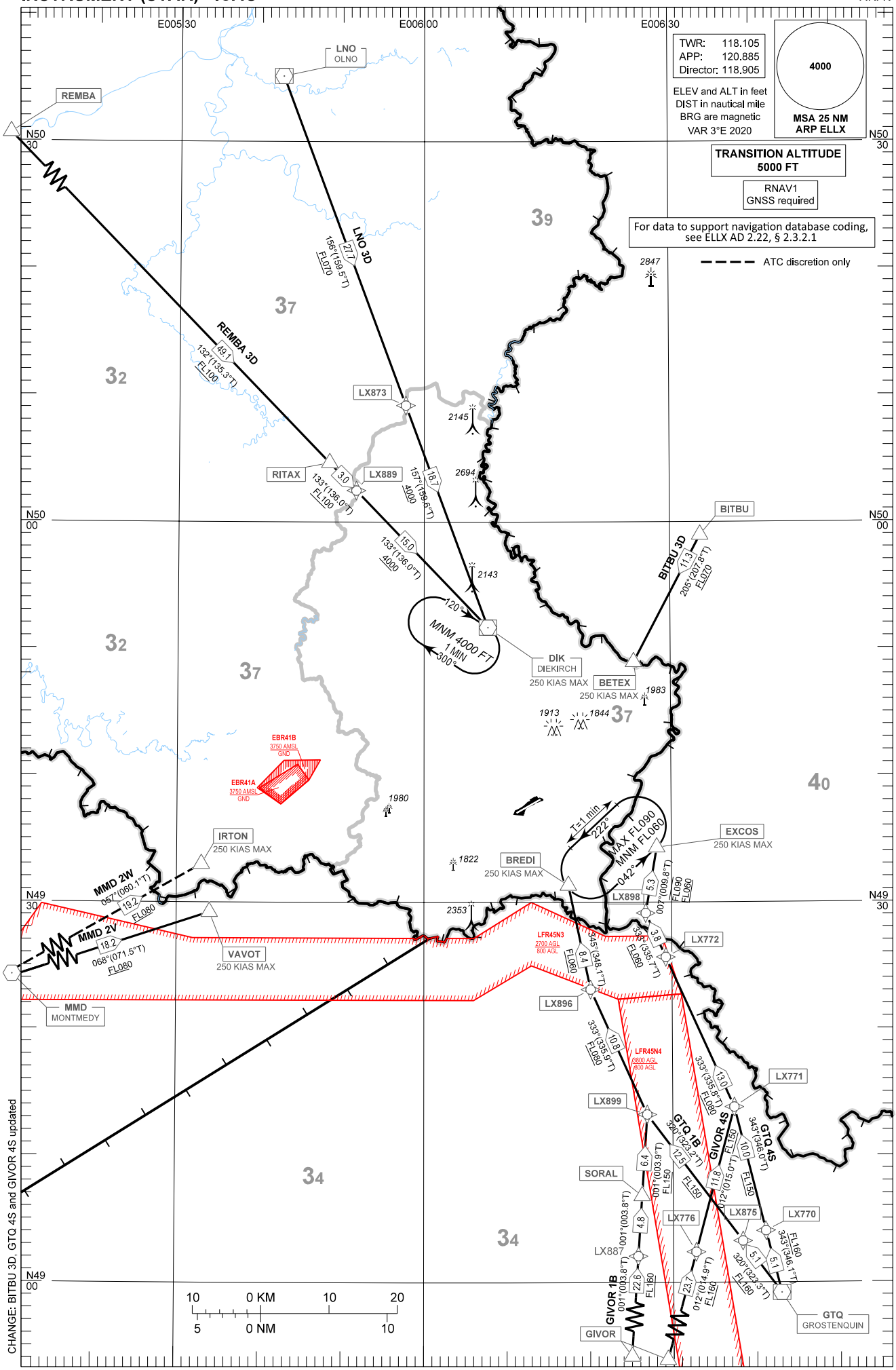
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

BITBU 3D GTQ 1B-4S GIVOR 1B-4S
MMD 2V-2W REMBA 3D LNO 3D

LUXEMBOURG / Luxembourg (ELLX)

RNAV



CHANGE: BITBU 3D, GTQ 4S and GIVOR 4S updated

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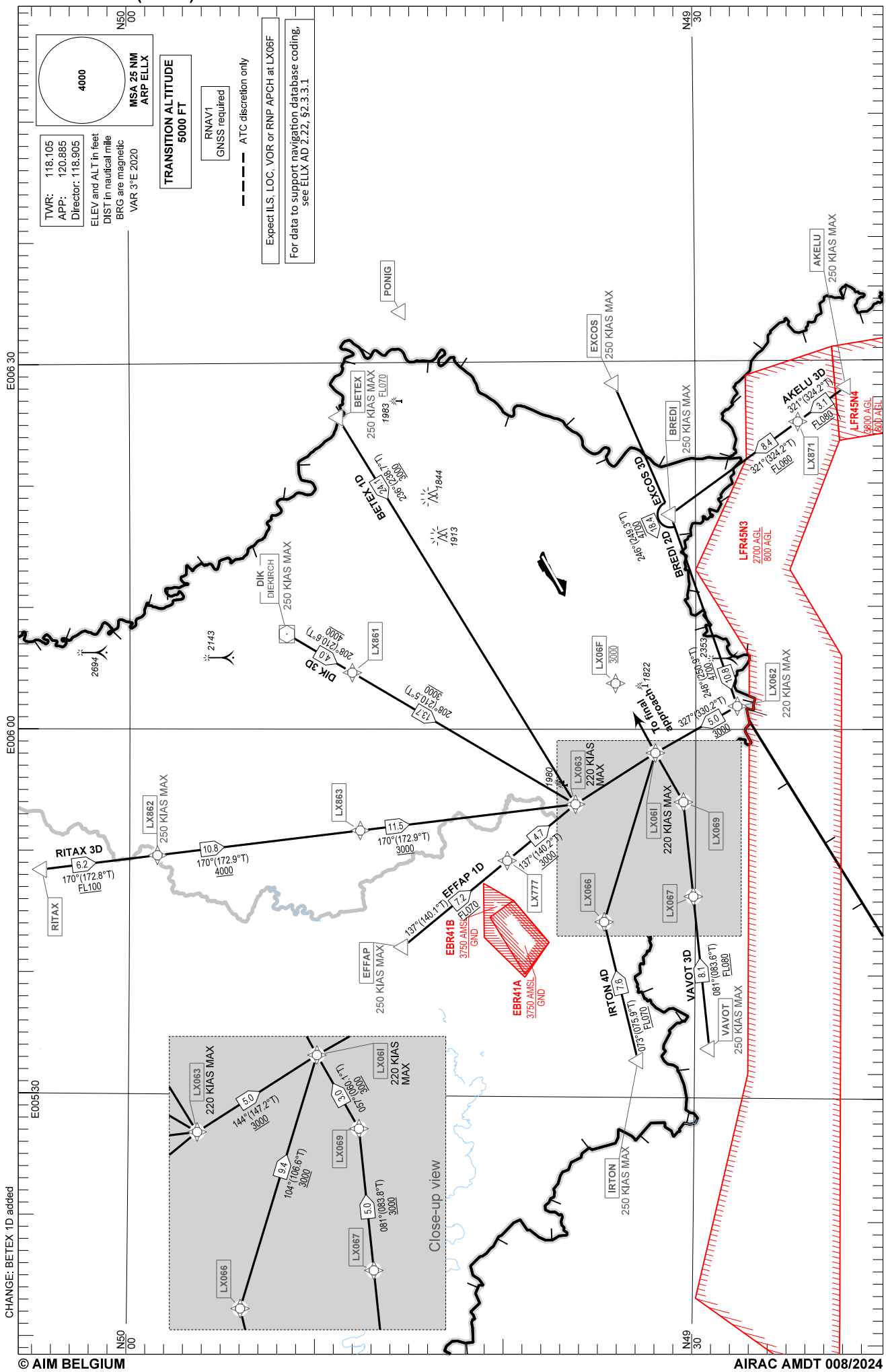
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DIK 3D BETEX 1D EXCOS 3D BREDI 2D AKELU 3D
VAVOT 3D IRTON 4D EFFAP 1D RITAX 3D

LUXEMBOURG / Luxembourg (ELLX)

RNAV TRANSITION TO RWY 06



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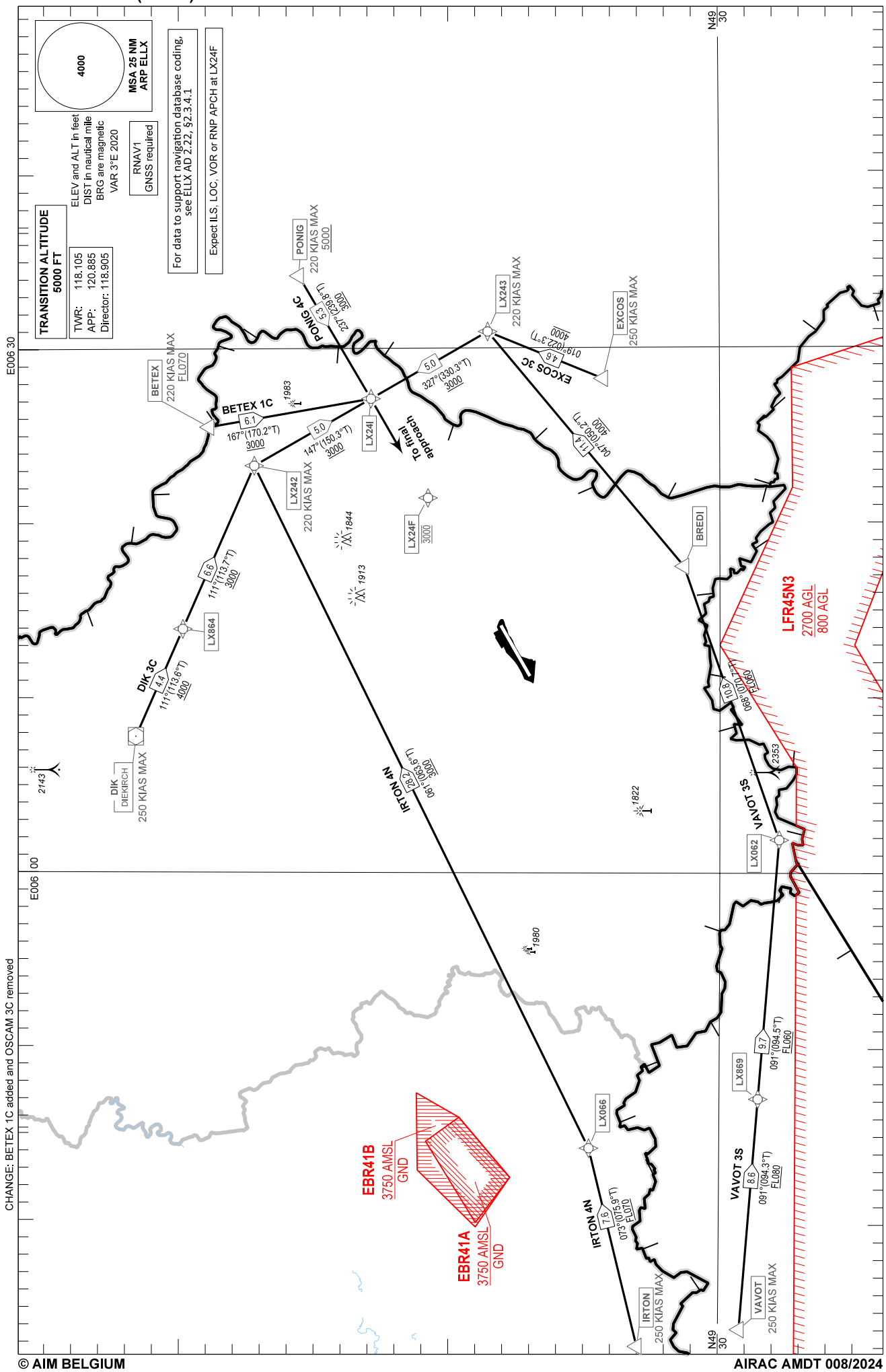
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

BETEX 1C PONIG 4C EXCOS 3C
VAVOT 3S IRTON 4N DIK 3C

LUXEMBOURG / Luxembourg (ELLX)

RNAV TRANSITION TO RWY 24



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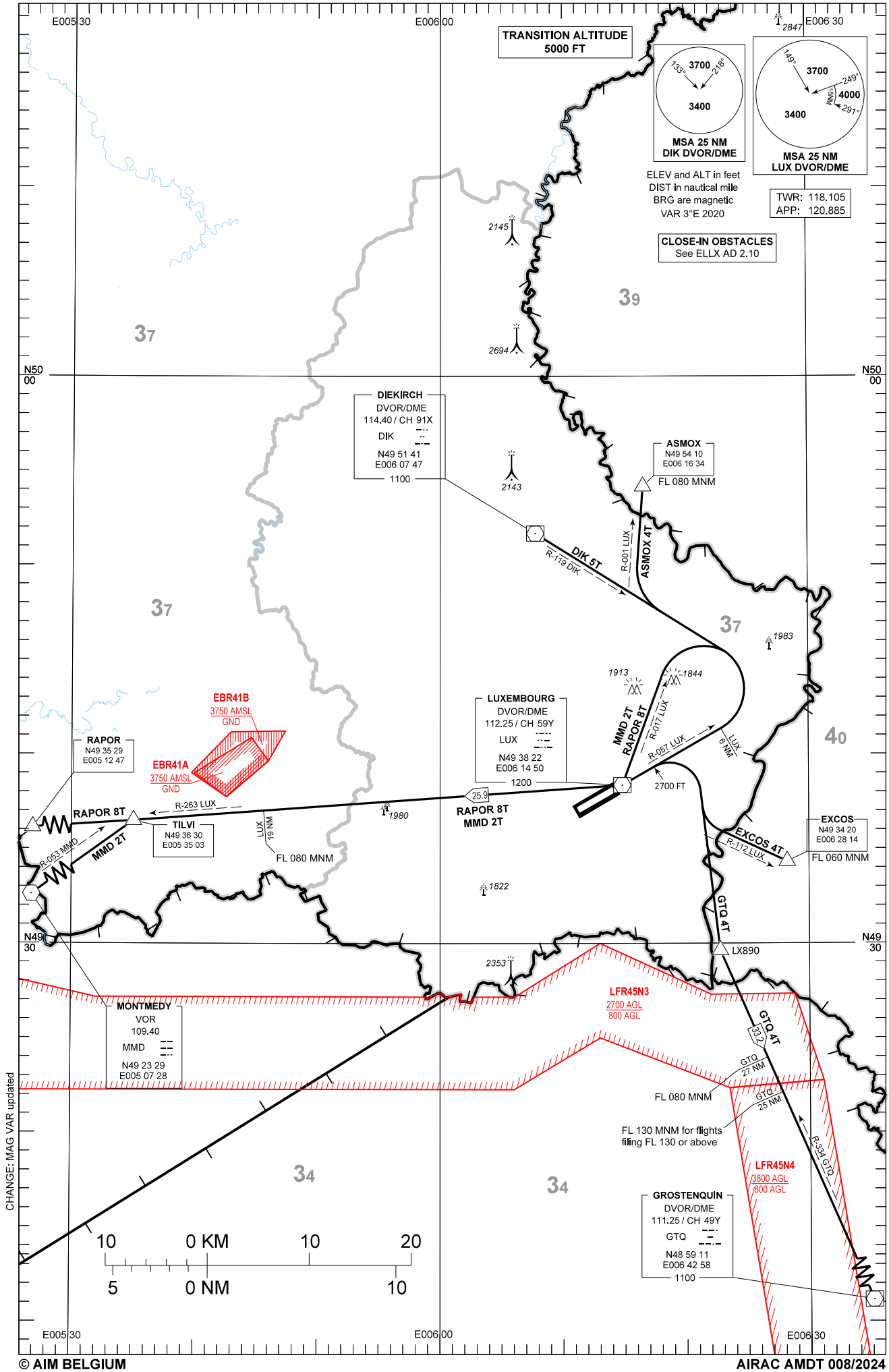
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DIK 5T ASMOX 4T GTQ 4T
MMD 2T RAPOR 8T EXCOS 4T

LUXEMBOURG / Luxembourg (ELLX)

RWY 06



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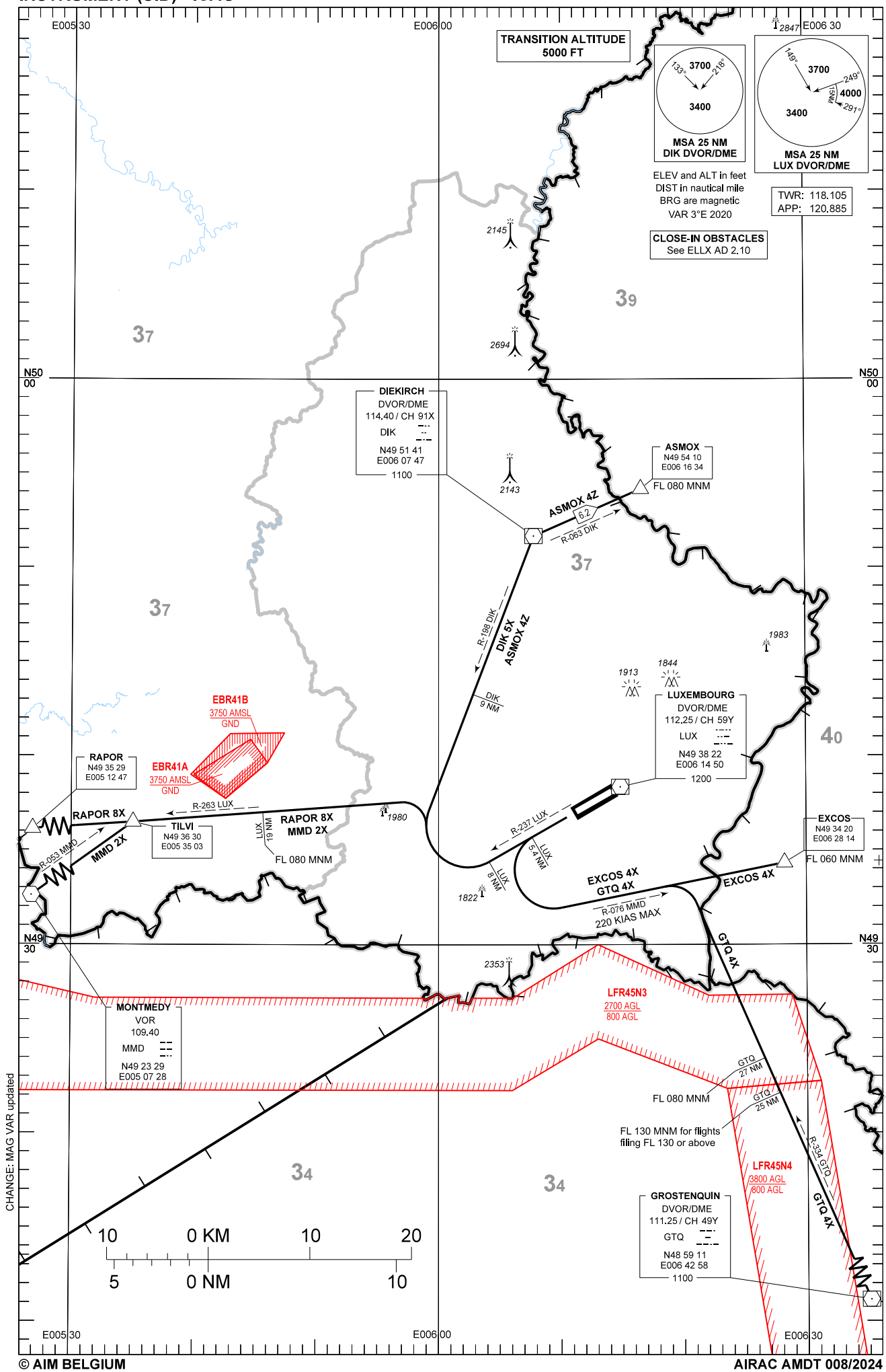
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DIK 5X ASMOX 4Z GTQ 4X
MMD 2X RAPOR 8X EXCOS 4X

LUXEMBOURG / Luxembourg (ELLX)

RWY 24



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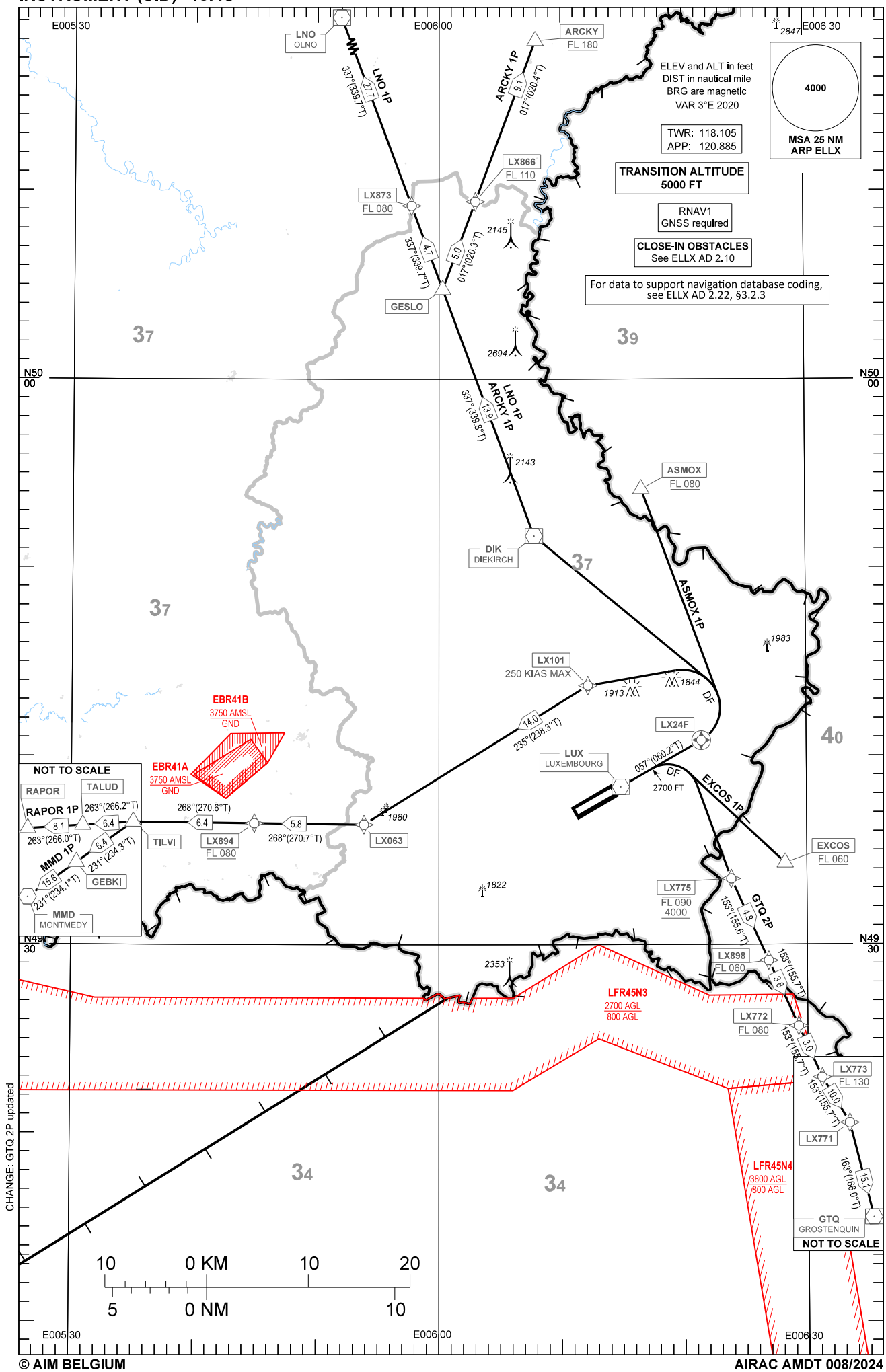
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

ARCKY 1P ASMOX 1P EXCOS 1P
GTQ 2P MMD 1P RAPOR 1P LNO 1P

LUXEMBOURG / Luxembourg (ELLX)

RNAV RWY 06



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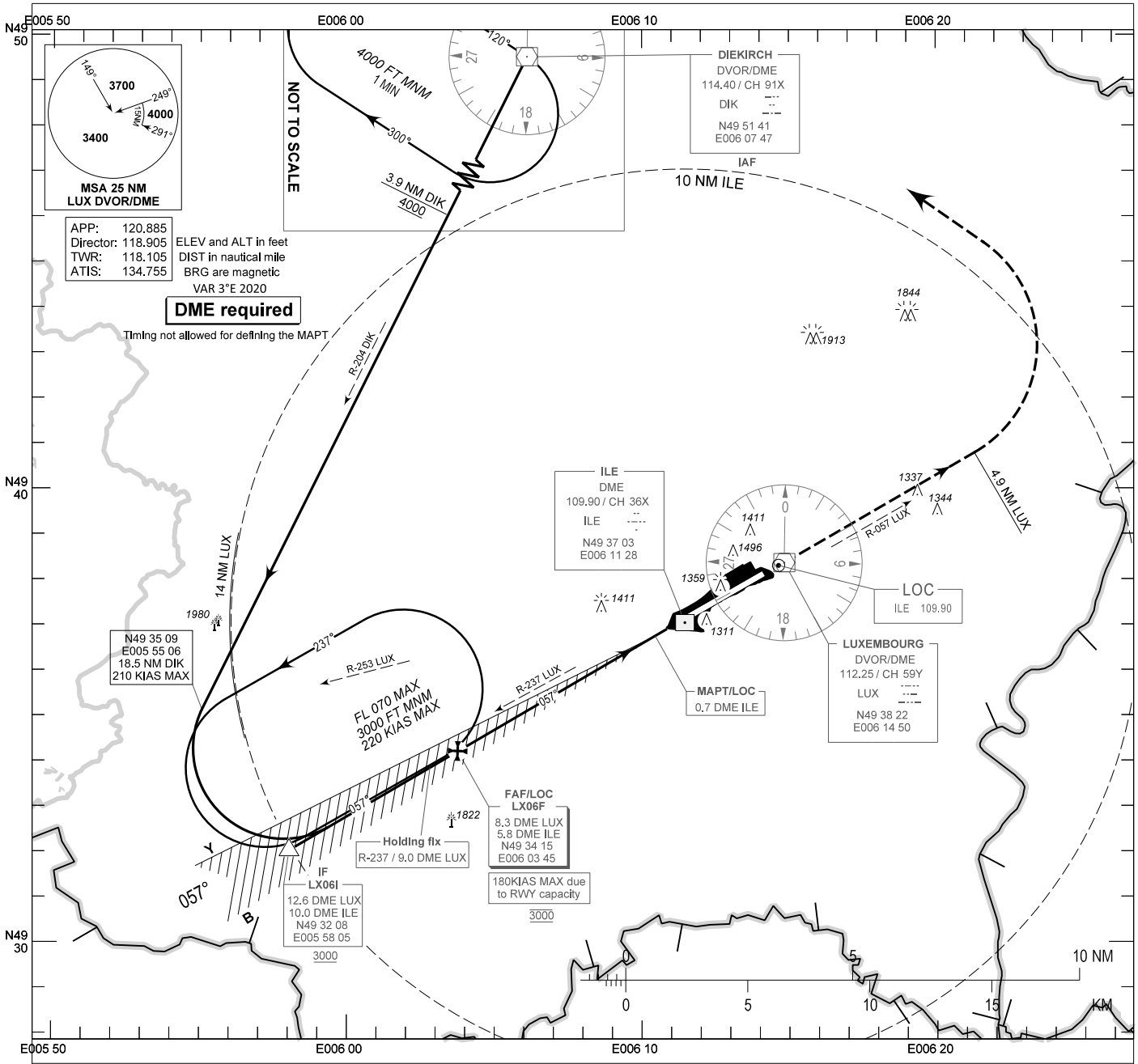
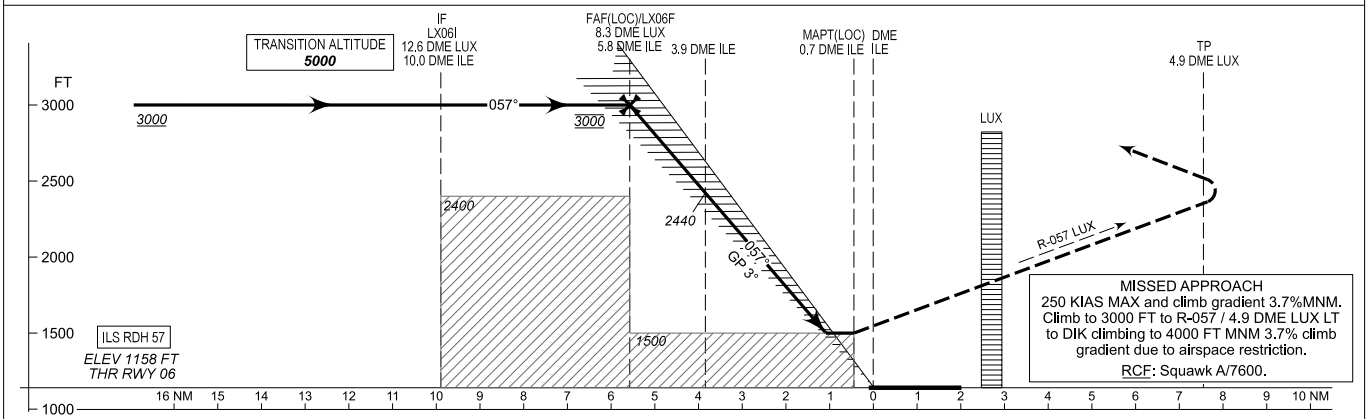
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 06 *ELEV 1158*

LUXEMBOURG / Luxembourg (ELLX)

ILS or LOC y RWY 06





CHANGE: MAG VAR updated

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

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

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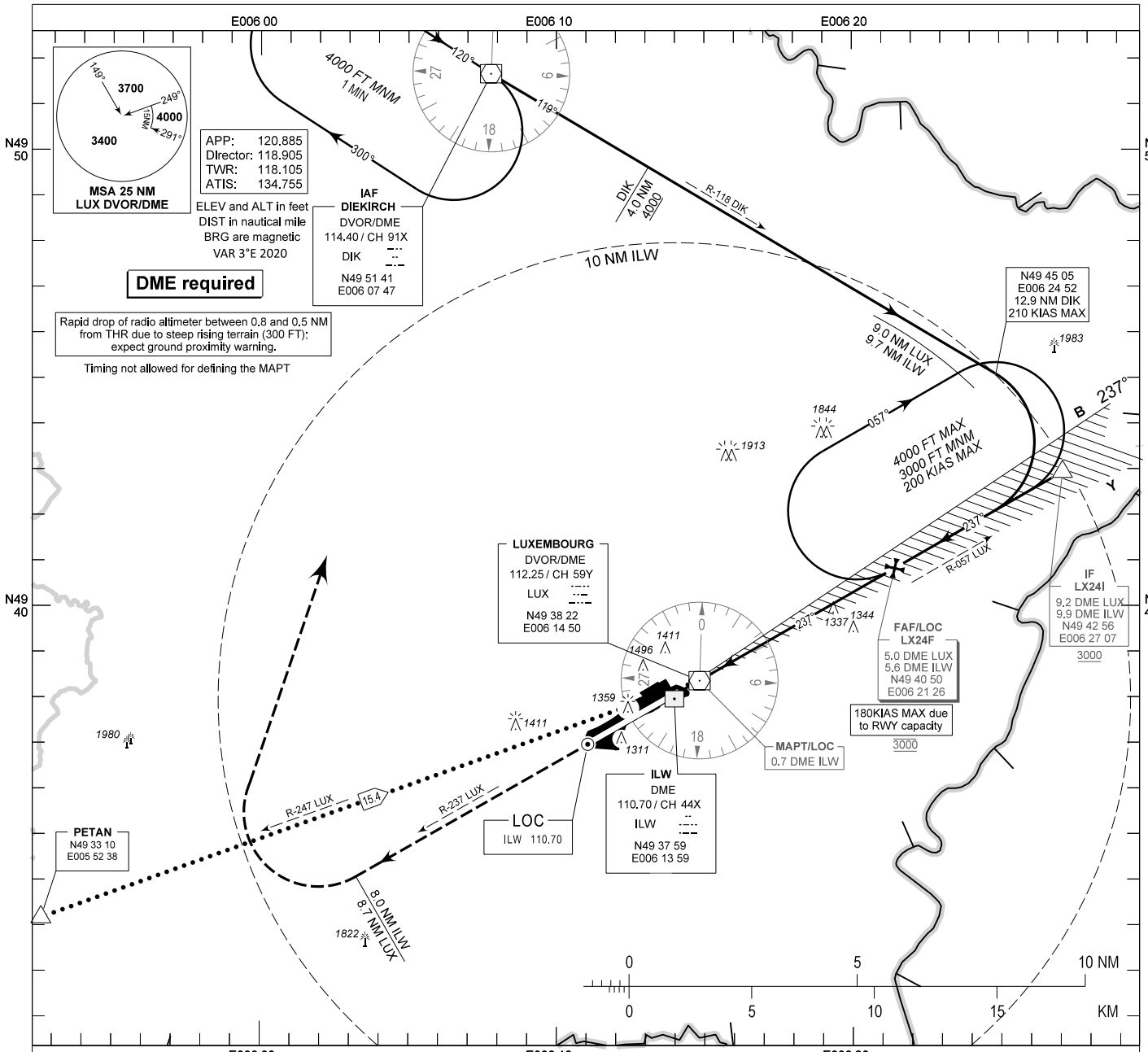
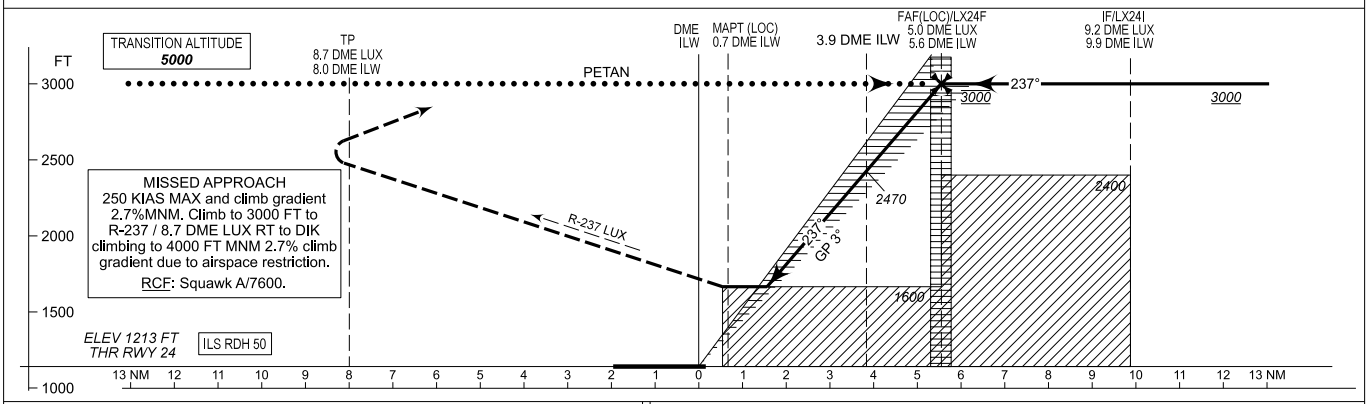
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 24 *ELEV 1213*

LUXEMBOURG / Luxembourg (ELLX)

ILS CAT II & III or LOC y RWY 24





CHANGE: MAG VAR updated

OCA (OCH)					
CAT of ACFT	A	B	C	D	DL
ILS CAT I	1413 (200)	1413 (200)	1413 (200)	1414 (201)	1417 (204)
ILS CAT II	1304 (91)	1307 (94)	1315 (102)	1330 (117)	1334 (121)
LOC	1600 (390)	1600 (390)	1600 (390)	1600 (390)	-
MINIMA (RVR/VIS)					
ILS CAT 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

FAF to MAPT - 4.9 NM							
Speed (GS)	KT	70	90	120	150	180	
Rate of descent	FT/MIN	375	480	640	800	960	
PROCEDURE ALTITUDES							
DIST ILW	5.0	4.0	3.0	2.0			
Altitude	2810	2490	2170	1850			

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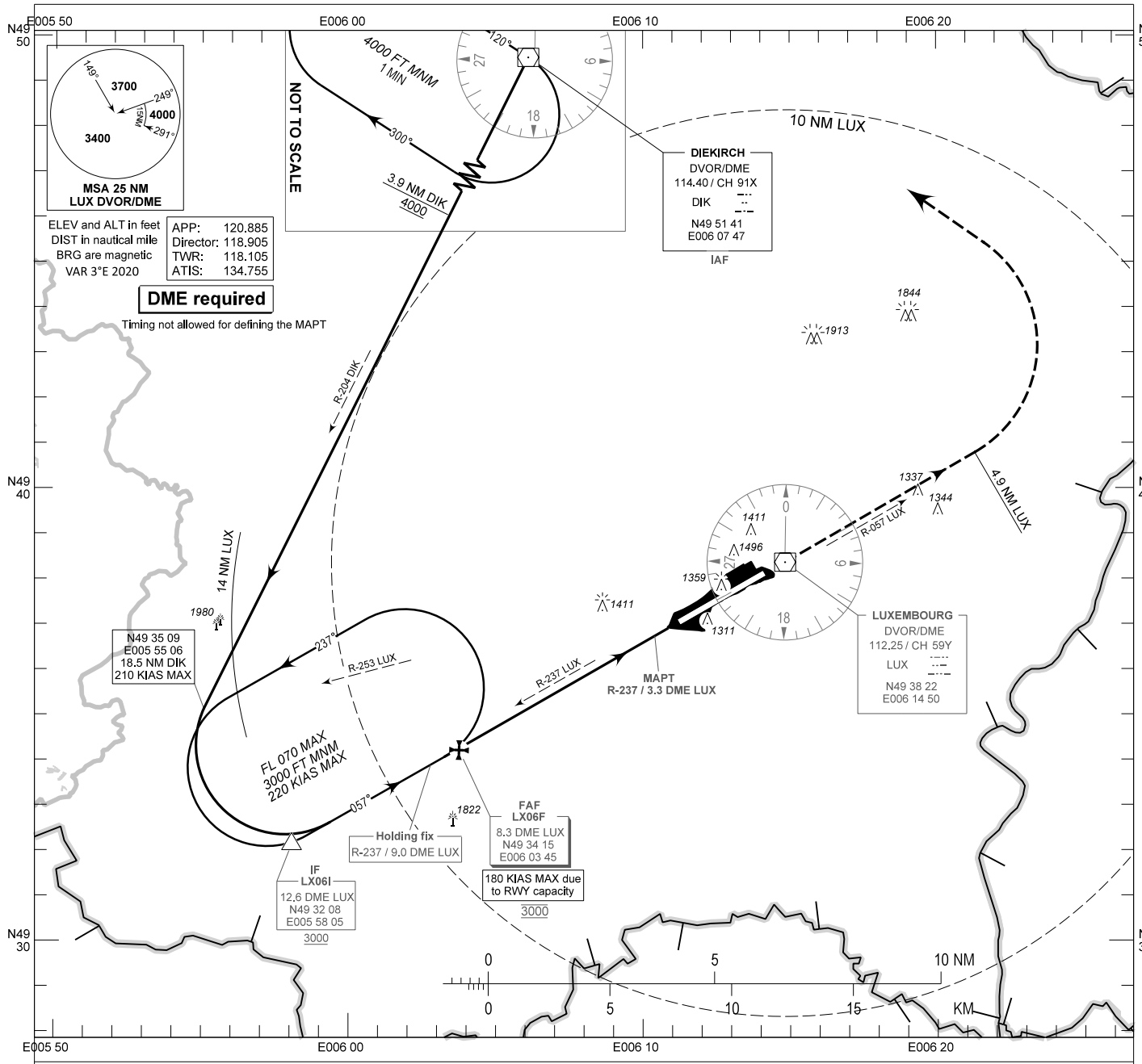
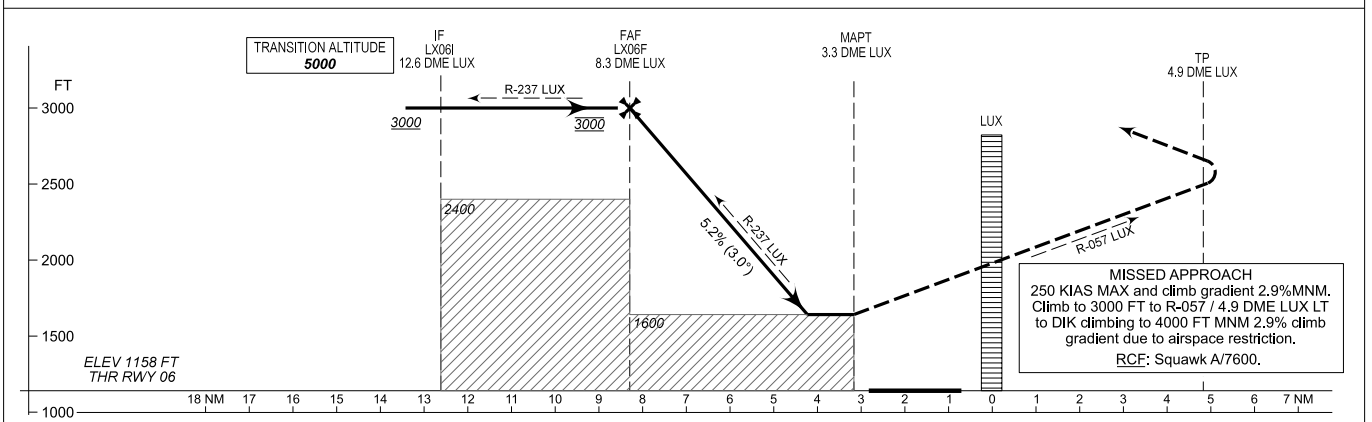
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 06 *ELEV 1158*

LUXEMBOURG / Luxembourg (ELLX)

VOR RWY 06





CHANGE: MAG VAR updated

OCA (OCH)				
CAT of ACFT	A	B	C	D
VOR	1600 (440)	1600 (440)	1600 (440)	1600 (440)
MINIMA (RVR/VIS)				
	1200 M	1200 M	1200 M	1600 M

FAF to MAPT - 5.0 NM							
Speed (GS)	KT	70	90	120	150	180	
Rate of descent	FT/MIN	375	480	640	800	960	
PROCEDURE ALTITUDES							
DIST LUX	8.0	7.0	6.0	5.0	4.0		
Altitude	2910	2590	2270	1950	1630		

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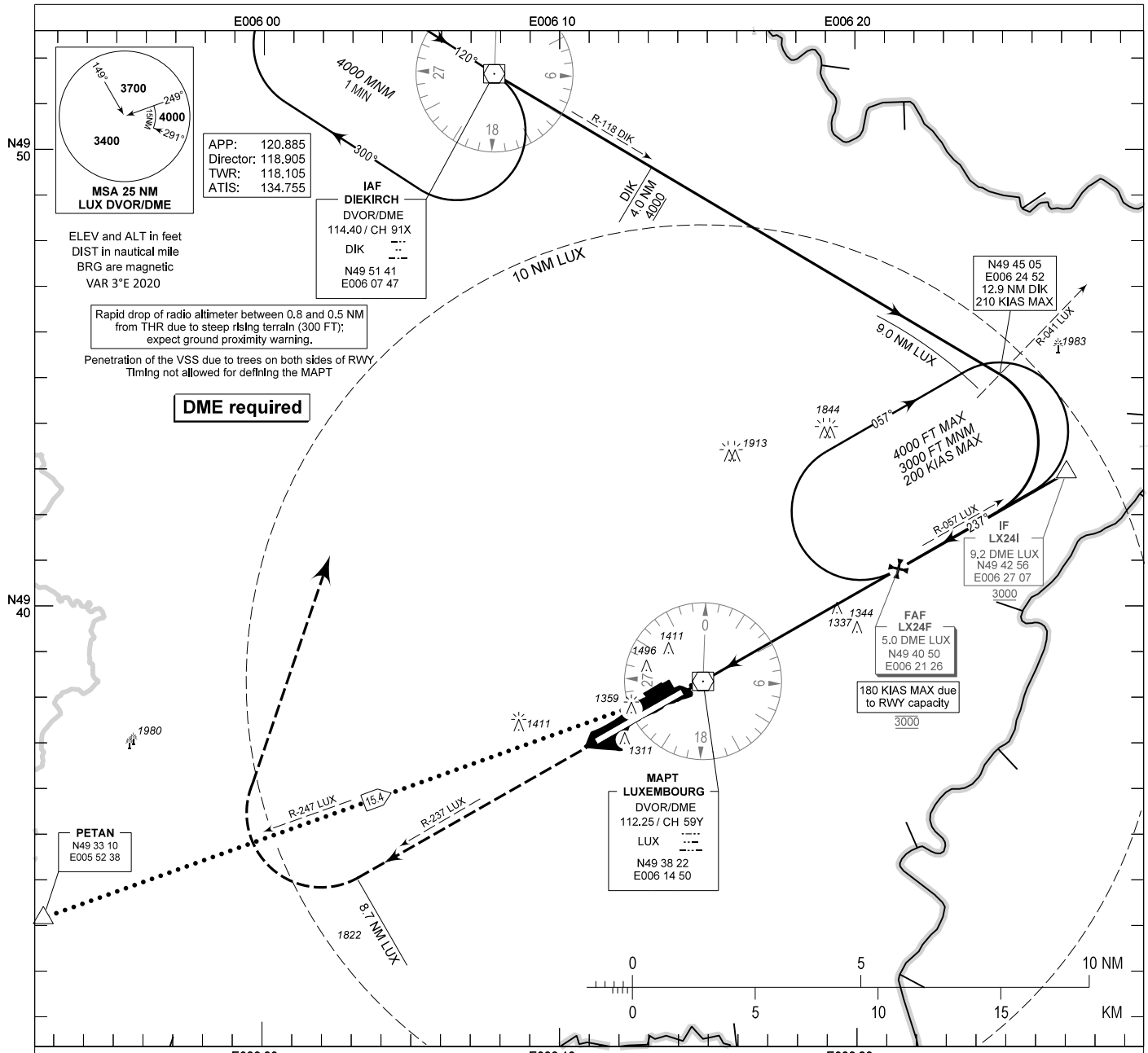
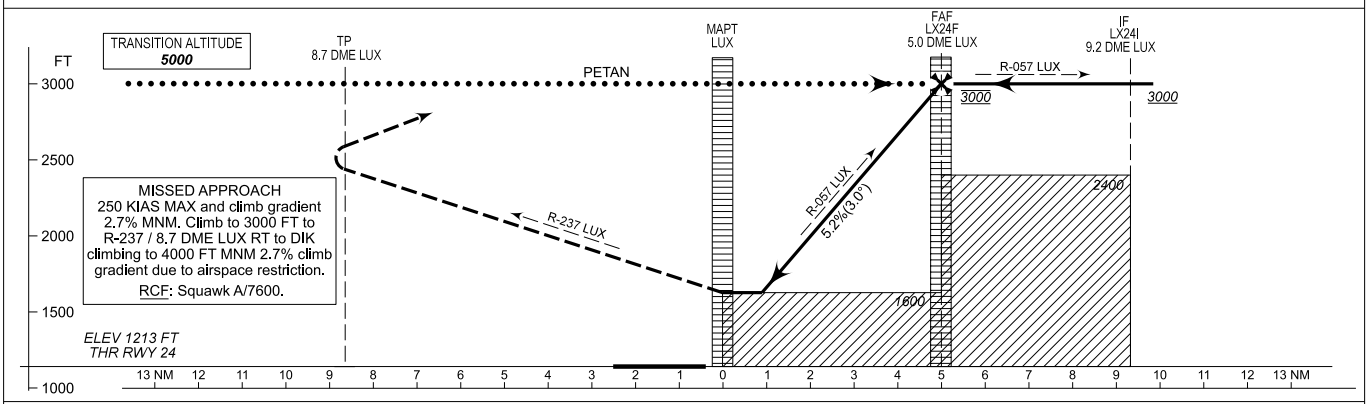
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 24 ELEV 1213

LUXEMBOURG / Luxembourg (ELLX)

VOR RWY 24





CHANGE: MAG VAR updated

OCA (OCH)				
CAT of ACFT	A	B	C	D
VOR	1600 (390)	1600 (390)	1600 (390)	1600 (390)
MINIMA (RVR/VIS)				
	1200 M	1200 M	1200 M	1600 M

FAF to MAPT - 4.9 NM							
Speed (GS)	KT	70	90	120	150	180	
Rate of descent	FT/MIN	375	480	640	800	960	
PROCEDURE ALTITUDES							
DIST LUX	5.0	4.0	3.0	2.0	1.0		
Altitude	3000	2700	2390	2070	1750		

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Visual Approach Chart - ICAO

AD ELEV 1234 ft
Heights related to AD ELEV

APP 120.885
TWR 118.105
ATIS 134.755

LUXEMBOURG / Luxembourg (ELLX)

Name	Associated landmark	Relative position	Position
ALPHA	Church of Keispelt	R-292 LUX / 7.7 DME	494138N 0060407E
MERSA	Red bridge over railway at Mersch	R-318 LUX / 8.5 DME	494459N 0060639E
BRAVO	Road crossing Waldhof	R-297 LUX / 2.4 DME	493933N 0061139E
CARLI	Castle of Fischbach	R-337 LUX / 6.9 DME	494451N 0061112E
OSCAR	Bridge of Wormeldange	R-105 LUX / 6.4 DME	493626N 0062414E
REMIK	Bridge of Remich	R-137 LUX / 7.5 DME	493236N 0062214E
SIERA	Railway crossing at Moutfort	R-173 LUX / 2.8 DME	493534N 0061507E
TANGO	Water tower at Frisange	R-194 LUX / 7.8 DME	493053N 0061123E

VAR 3°E (2020)

CONTOUR INTERVALS (FT above AD): 600, 400, 200, -600

LUXEMBOURG TMA TWO A — FL 145 / 2500 AGL — Class C above FL 95
LUXEMBOURG TMA TWO C1 — FL 95 / 5500 AMSL
LUXEMBOURG TMA TWO B — FL 145 / 1000 AGL — Class C above FL 95, Class E below 5500 AMSL
LUXEMBOURG TMA TWO C2 — FL 95 / 5500 AMSL
LUXEMBOURG TMA ONE B — FL 145 / 3500 AMSL — Class C above FL 95
LUXEMBOURG TMA TWO D — FL 165 / 1000 AGL — Class C above FL 95, Class E below 5500 AMSL
LUXEMBOURG TMA ONE A — FL 165 / 2500 AMSL — Class C above FL 95
LUXEMBOURG TMA FIVE — FL 165 / 2500 AMSL — Class C above FL 95
LUXEMBOURG TMA FOUR — FL 165 / 2500 AMSL
LUXEMBOURG TMA THREE — FL 165 / 2500 AMSL
LUXEMBOURG TMA TWO F1 — FL 165 / 1000 AGL — Class C above FL 95, Class E below 3500 AMSL
LUXEMBOURG CTR — 2500 AMSL / GND

DIEKIRCH DVOR/DME 114.40 / CH 91X DIK
LUXEMBOURG DVOR/DME 112.25 / CH 59Y LUX
VDF LUXEMBOURG HOMER 118.105 121.500 120.885

GRINGLAY 3500 AMSL / GND
USELDANGE GLIDER SECTOR NORTH — FL 65 / 3500 AMSL
USELDANGE GLIDER SECTOR SOUTH — FL 55 / 2500 AMSL
RIPPWEILER — FL 70 / 2500 AMSL

MERSA
CARLI
ALPHA
BRAVO
OSCAR
SIERA
REMIK
TANGO

146° - 6.3 NM - 2000 AMSL
346° - 7.1 NM - 2000 AMSL
312° - 6.5 NM - 2000 AMSL
098° - 7.2 NM - 2000 AMSL
297° - 5.5 NM - 2000 AMSL
177° - 6.1 NM - 2000 AMSL

PAPI 3° MEHT 65 on all RWY

ELET ELUS EBAR ELEA ELLK ELLC ELLZ

Diekirch
Luxembourg

Elevations, altitudes and heights are in feet
Airspace data provided up to 4500 AMSL
OUBD VFR route
INBD VFR route
radio controlled model ACFT

0 5 10 NM
0 5 10 15 KM

CHANGE: MAG VAR updated

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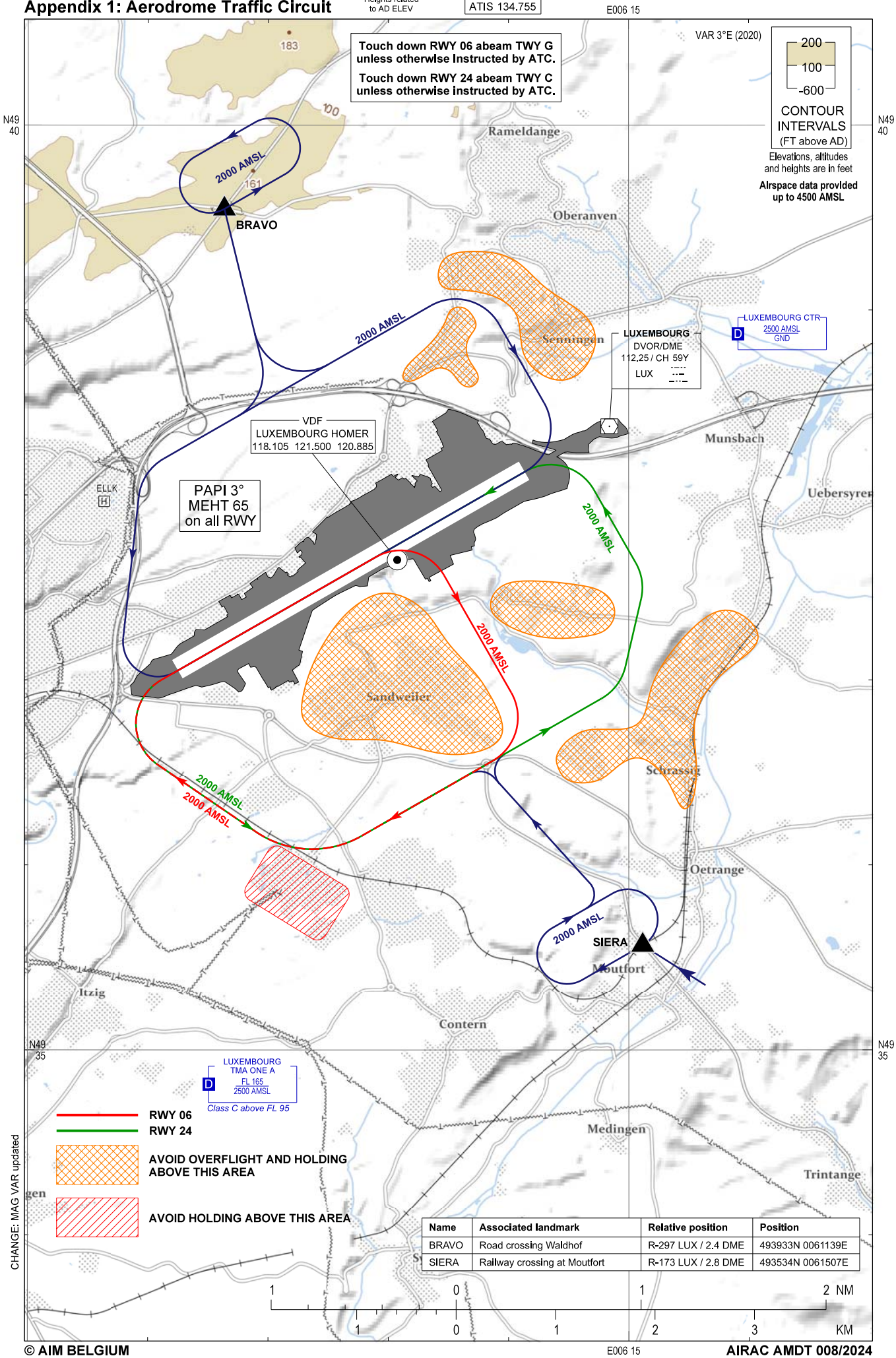
Visual Approach Chart - ICAO
Appendix 1: Aerodrome Traffic Circuit

AD ELEV 1234 ft
Heights related to AD ELEV

APP 120.885
TWR 118.105
ATIS 134.755

LUXEMBOURG / Luxembourg (ELLX)



Name	Associated landmark	Relative position	Position
BRAVO	Road crossing Waldhof	R-297 LUX / 2.4 DME	493933N 0061139E
SIERA	Railway crossing at Moutfort	R-173 LUX / 2.8 DME	493534N 0061507E

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3	**TLOF and FATO area dimensions**	45 M x 30 M
	Surface	CONC
	Strength	INFO not AVBL
	Marking	Standard helipad markings
4	**True BRG of FATO**	NIL
5	**Declared distance available**	NIL
6	**APCH and FATO lighting**	No
7	**Remarks**	NIL

EBBE AD 2.17 ATS Airspace

1	**Designation**	Beauvechain CTR *(1)*
	Lateral limits	504151N 0043016E - 505718N 0045201E - 505356N 0050240E - an arc of circle, 7.7 NM radius, centred at 504654N 0045728E and traced clockwise to 504836N 0050925E - 504157N 0045525E - 503941N 0044955E - 503502N 0044248E - an arc of circle, 10.6 NM radius, centred at 504528N 0044601E and traced clockwise to 504151N 0043016E.
2	**Vertical limits**	2500 FT AMSL
3	**Airspace classification**	D
4	**ATS unit call sign**	Beauvechain Tower *(2)*
	Language(s)	En
5	**Transition altitude**	4500 FT AMSL
6	**Hours of activation**	As ATS operational hours. See AD-2.3
7	**Remarks**	*(1)* Outside EBBE OPR HR, airspace is not active. As EBBE may be re-activated at any time, civil pilots are advised to avoid crossing whenever possible. Activation can be checked with Steenokkerzeel ATCC or Brussels FIC. *(2)* For crossing clearance only, contact Beauvechain APP.

EBBE AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Beauvechain Tower	130.730 *(1)* 362.025 MHZ	HO	Primary frequency
		122.100 MHZ *(2)* 257.800 MHZ	HO	Secondary frequency
		121.500 MHZ 243.000 MHZ	HO	Emergency frequency
	Beauvechain Ground	121.855 *(1)* 359.825 MHZ	HO	Primary frequency
		122.100 MHZ *(2)*	HO	Secondary frequency
APP	Beauvechain Approach	122.830 *(1)* 282.100 MHZ	HO	Primary frequency
		122.500 MHZ *(2)* 362.300 MHZ	HO	Secondary frequency
		121.500 MHZ 243.000 MHZ	HO	Emergency frequency

(1) 8.33 KHZ CH.

(2) If no UHF, nor VHF 8.33 KHZ, contact this FREQ.

EBBE 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°E/2022)	BBE	CH107X	H24	504524.7N 0044607.5E	300 FT	Coverage: 100NM/FL250
ILS 04L (CAT I)						
LOC	I-BEV	111.350 MHZ	H24	504608.2N 0044652.5E	312 FT	
GP		332.150 MHZ	H24	504504.2N 0044539.2E	342 FT	Slope 3°, RDH 50FT TACAN required for ILS approach
ILS 22R (CAT I)						
LOC	I-BBE	111.350MHZ	H24	504447.6N 0044510.3E	358 FT	
GP		332.150 MHZ	H24	504548.9N 0044635.9E	320 FT	Slope 3°, RDH 50FT TACAN required for ILS approach

EBBE AD 2.20 Local Traffic Regulations

1 GENERAL

- Military use only;
- PPR 24 HR minimum;
- Due to student flights, pilots are urged to use extreme caution when flying in the vicinity of EBBE;
- An agreement for flying ACT outside MIL OPS HR has been given to a CIV club and to the Belgian Cadets. Para-gliding, delta plane, ultra-light glider and ULM activities may take place from the RWY 22R/04L and 22L/04R; and within a radius of 5 NM up to 2500 ft AMSL. Only members of the club are allowed to take off and land in EBBE. No foreign aircraft are allowed to land;

2 TAXI REGULATIONS

•Holding positions S1 and S7 towards RWY 22R/04L are situated at 150M from the RWY centreline due to the ILS critical area, indicated by (illuminated) ICAO panels;

•Holding positions (except S1 and S7) are situated at 90M from the main and secondary RWY centrelines, indicated by (illuminated) ICAO panels;

•TWY S5 closed for F-16 traffic;

•Some visiting transport ACFT shall not taxi via TWY N1, N2, C1 and S8 due to insufficient TWY clearance. ACFT will be guided by Follow-me or other vehicle or detailed taxi instructions will be given by ATC.

3 APRON REGULATIONS

C3, C7 and B28 platforms are not accessible for visiting ACFT due to danger for FOD. In doubt ask ATC.

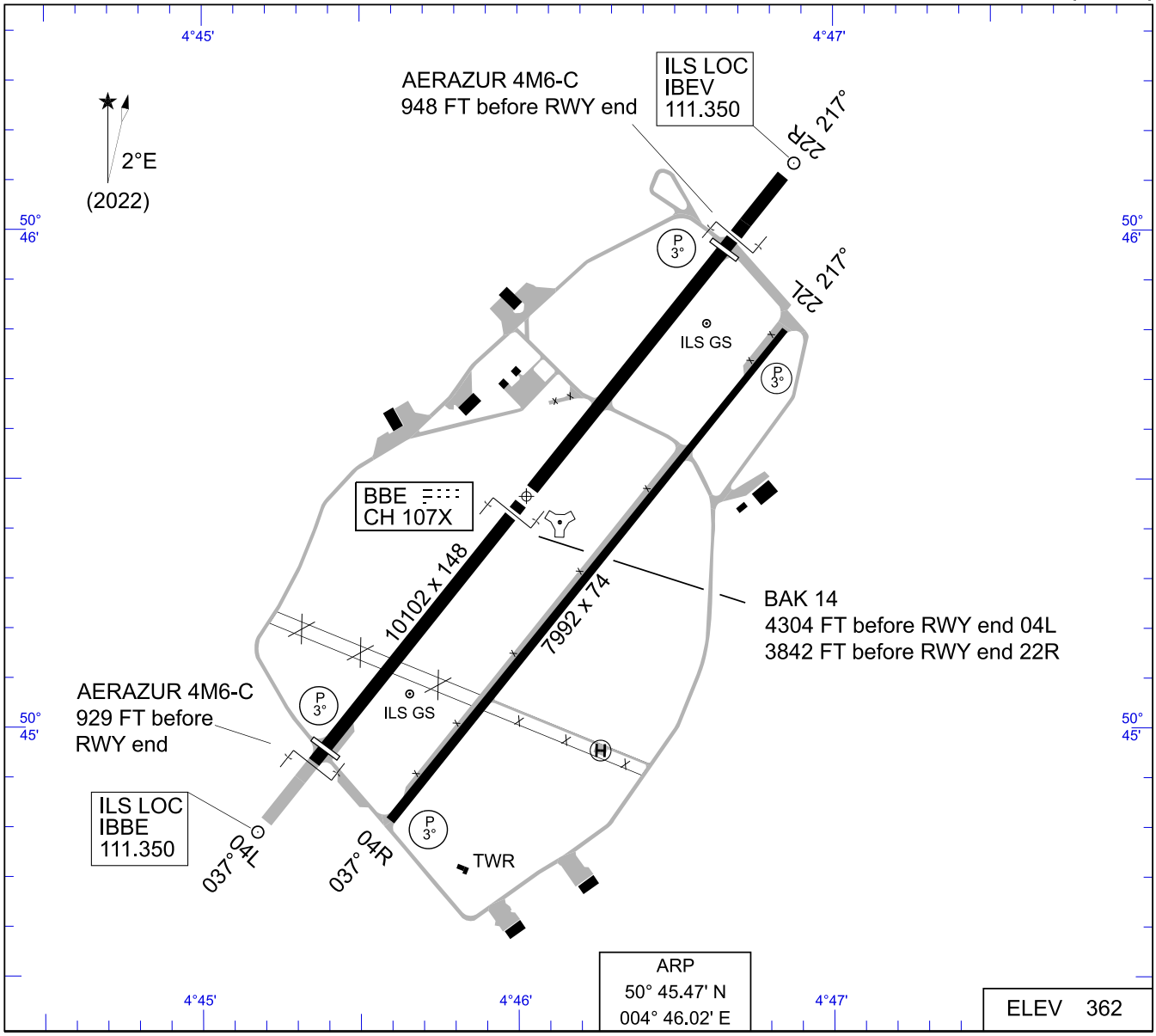
4 RUNWAY REGULATIONS

NIL

5 SPECIFIC TRAFFIC REGULATIONS

NIL

AERODROME CHART — BEAUVECHAIN (EBBE)



RWY	PCN	TORA	ASDA	TODA	LDA		PAPI	THR	TDZE	THR PSN
04L	93 F/C/W/T	8996	9904	9986	7959		3°	349	350	50° 44.96' N - 004° 45.39' E
22R	93 F/C/W/T	9055	9904	10019	7988		3°	315	331	50° 45.96' N - 004° 46.65' E
04R	24 F/B/W/T	7992	7992	7992	7792		3°	362	362	50° 44.83' N - 004° 45,61' E
22L	24 F/B/W/T	7992	7992	7992	7795		3°	316	333	50° 45.80' N - 004° 46.84' E

BEAUVECHAIN APP	282.100	362.300	122.830	122.500	BEAUVECHAIN TWR	362.025	257.800	130.730	122.100
BEAUVECHAIN GND	121.855	359.825	122.100						

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

CHANGE: Removal of PAR

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 - THS

AERODROME CHART — BEAUVECHAIN (EBBE)

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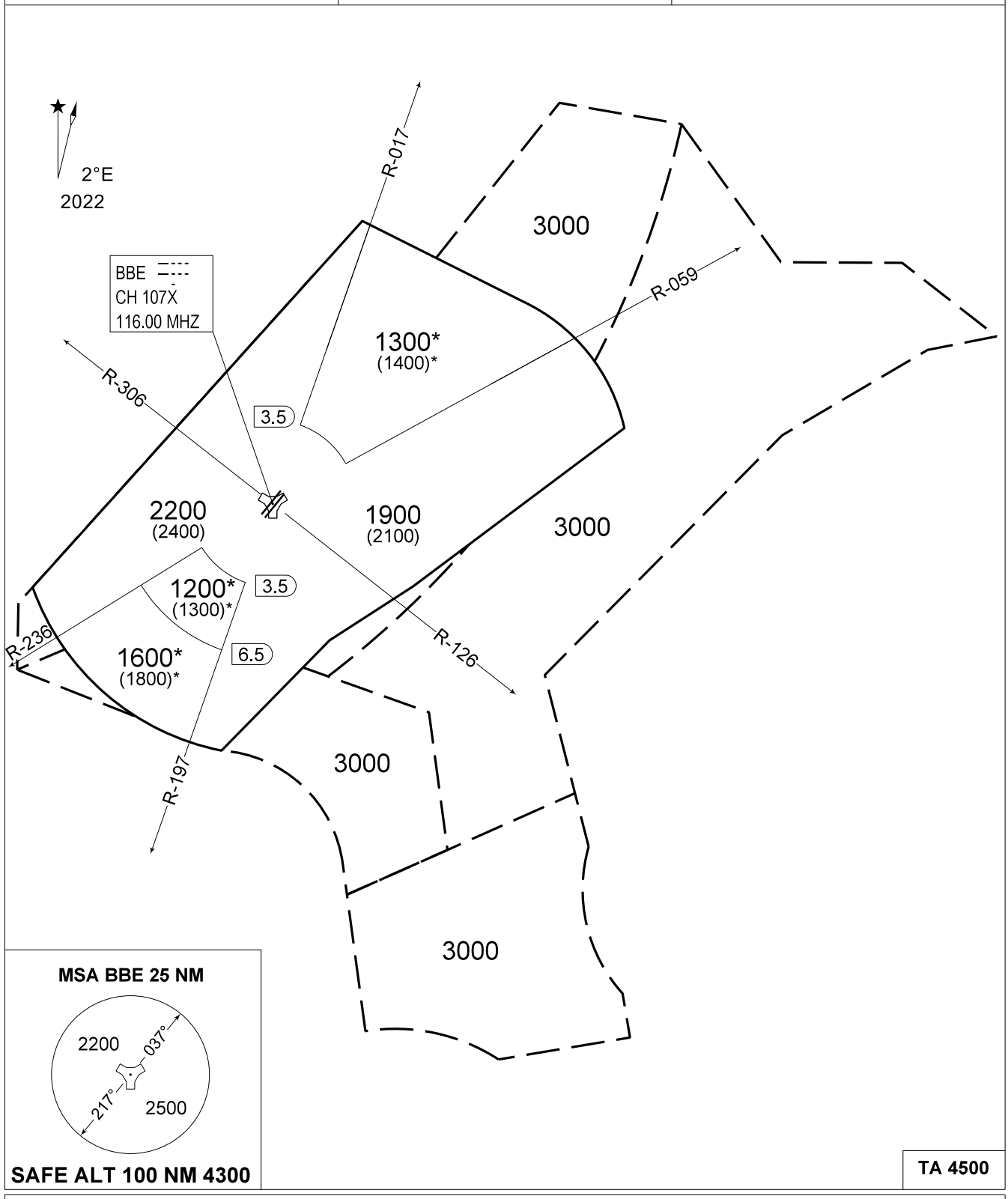
MIPS
MINIMUM VECTORING ALTITUDE

AD ELEV 362

MVA CHART
BEAUVECHAIN (EBBE)

BELGA RADAR	BEAUVECHAIN APP	BEAUVECHAIN TWR
374.400 129.325	282.100 122.830	362.025 130.730



ALTITUDE WITH ASTERISK TO BE USED ONLY UNDER THE FOLLOWING CONDITIONS:
- THE AIRCRAFT IS VECTORED FOR A STRAIGHT-IN APPROACH ON THE CORRESPONDING RWY
- THE TRACK OF THE AIRCRAFT IS WITHIN 45° OF THE RWY AXIS
- THE AIRCRAFT SHALL STRICTLY BE INSIDE THE SECTOR BEFORE DESCENDING

THE ALTITUDE BETWEEN BRACKETS IS TO BE USED FOR THE CORRESPONDING SECTOR WHEN AIR TEMPERATURE AT AIRFIELD ALTITUDE IS LOWER THAN 0°

CHANGES: Removal of PAR

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 - THS

MVA CHART

50°45.47' N
004°46.02' E

BEAUVECHAIN (EBBE)

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MIPS
APPROACH SURVEILLANCE RADAR AD ELEV 362 **ASR CHART**
BEAUVECHAIN (EBBE)

BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR	
374.400	129.325	282.100	122.830	362.025	130.730

NOTE:

a) Radar service is terminated at 1.5 NM final

ASR 04L 5.24% - 3°	Minima	A - B - C - D	**820** - 1.6 471 (500 - 1.6 / 2.5)			
	Distance to THR (NM)	3	2.8	2.5	2	1.5
	Altitude (FT)	1300	1300	1200	1040	880
ASR 04R 5.24% - 3°	Minima	A - B	**820** - 1.5 458 (500 - 1.5 / 2.4)			
		C	**820** - 2.1 458 (500 - 2.1 / 2.4)			
	Distance to THR (NM)	3	2.7	2.5	2	1.5
	Altitude (FT)	1300	1280	1210	1050	890
ASR 22R 5.24% - 3°	Minima	A - B - C - D	**760** - 1.4 445 (500 - 1.4 / 2.3)			
	Distance to THR (NM)	3.2	3	2.5	2	1.5
	Altitude (FT)	1300	1300	1170	1010	850
ASR 22L 5.24% - 3°	Minima	A - B	**760** - 1.5 444 (500 - 1.5 / 2.3)			
		C	**760** - 2.1 444 (500 - 2.1 / 2.3)			
	Distance to THR (NM)	3	2.7	2.5	2	1.5
	Altitude (FT)	1300	1230	1170	1010	850

MISSED APPROACH INSTRUCTIONS:

Climb on RWY track to 1000 FT AMSL. Expect further instructions to climb to 2500 FT AMSL at 2 DME passed BBE TAC.

CHANGES: Removal of PAR

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 - THS

ASR CHART 50°45.47' N 004°46.02' E **BEAUVECHAIN (EBBE)**

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MIPS
STANDARD ARRIVAL CHART

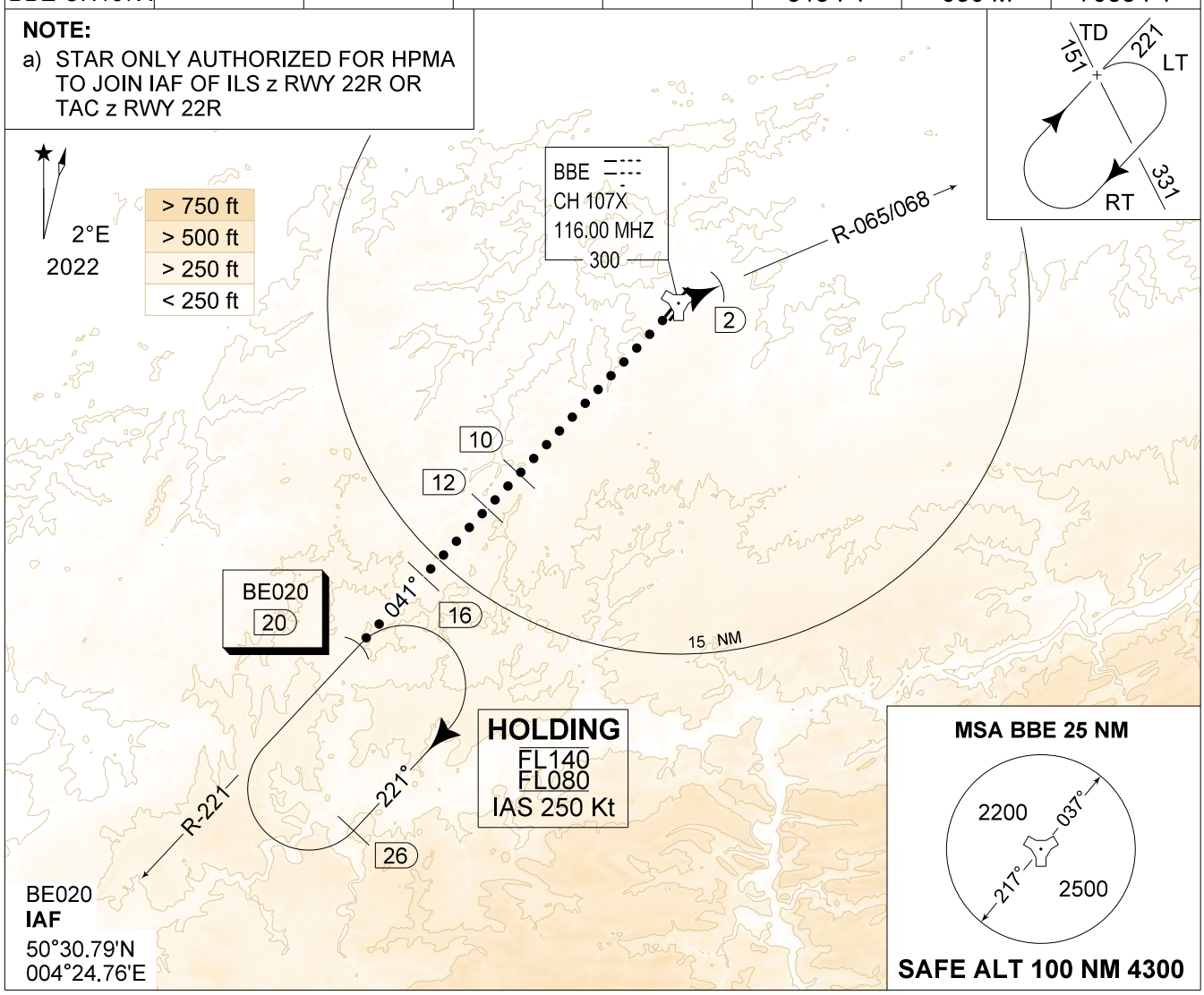
AD ELEV 362

HPMA STAR TACAN RWY 22R
BEAUVECHAIN (EBBE)

BELGA RADAR	BEAUVECHAIN APP	BEAUVECHAIN TWR
374.400 129.325	282.100 122.830	362.025 130.730

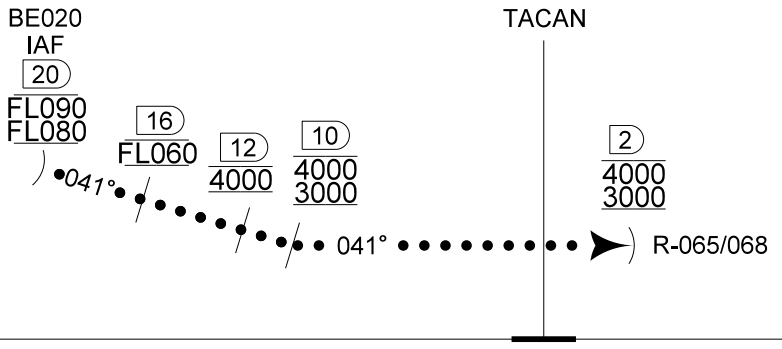
TACAN	-	-	-	-	THR	ALS	LDA
BBE CH107X	-	-	-	-	315 FT	930 M	7988 FT

NOTE:
a) STAR ONLY AUTHORIZED FOR HPMA TO JOIN IAF OF ILS z RWY 22R OR TAC z RWY 22R



TA 4500

STAR DESCRIPTION
Proceed to BE020 for holding.
When cleared by ATC, proceed inbound BBE following profile view.
When OVH, turn right to intercept R-065 to join TAC z RWY 22R
or
R-068 to join ILS z RWY 22R



CAT I

CHANGE: Removal of PAR	CATEGORY	HPMA
MIPS	S-ILS 22R	SEE APPROACH CHART
MIPS	S-LOC 22R S- TAC 22R	SEE APPROACH CHART
MIPS		

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 - THS

HPMA STAR TACAN RWY 22R
50°45.47' N
004°46.02' E
BEAUVECHAIN (EBBE)

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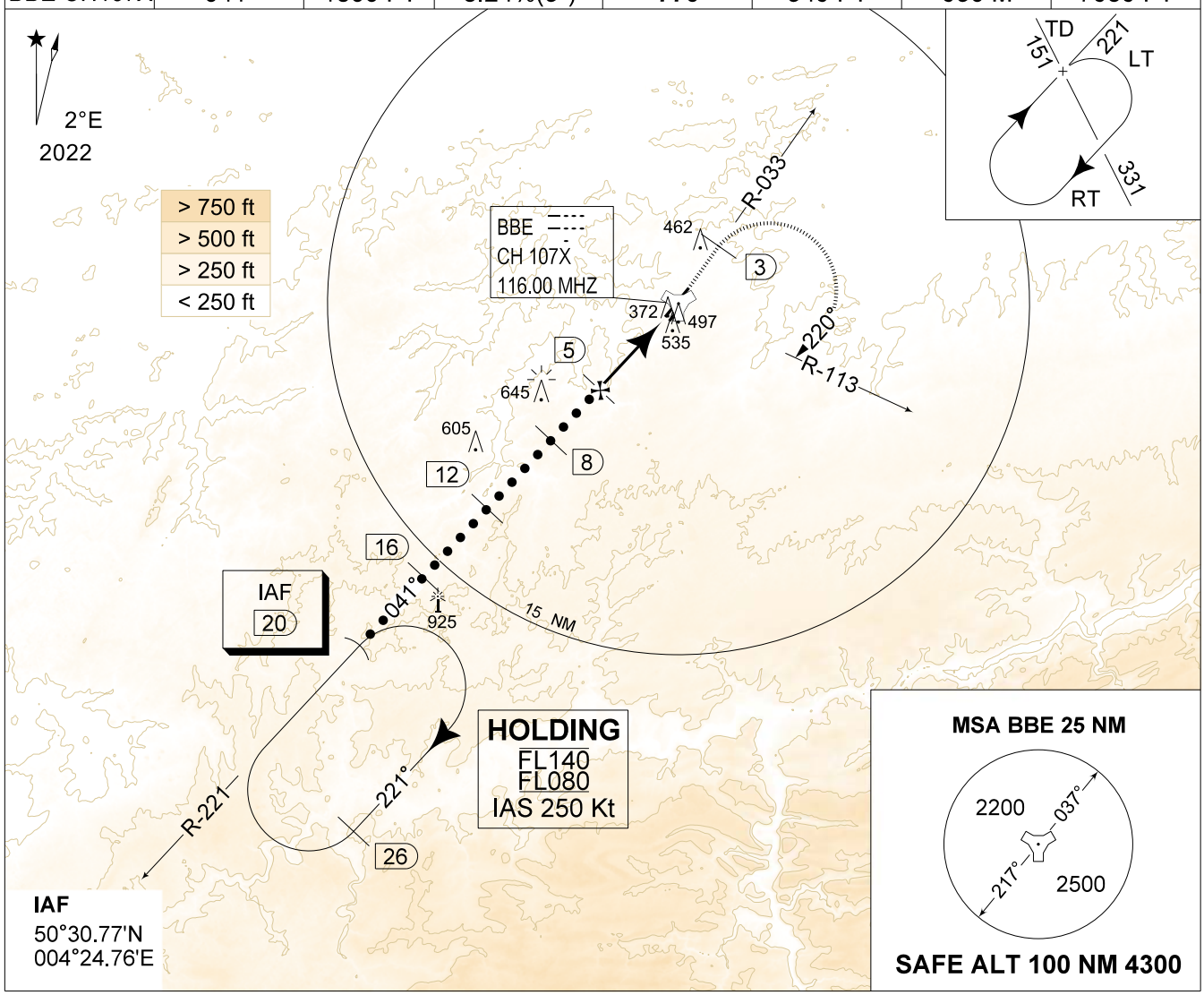
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 362

HPMA TACAN RWY 04L
BEAUVECHAIN (EBBE)

BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855

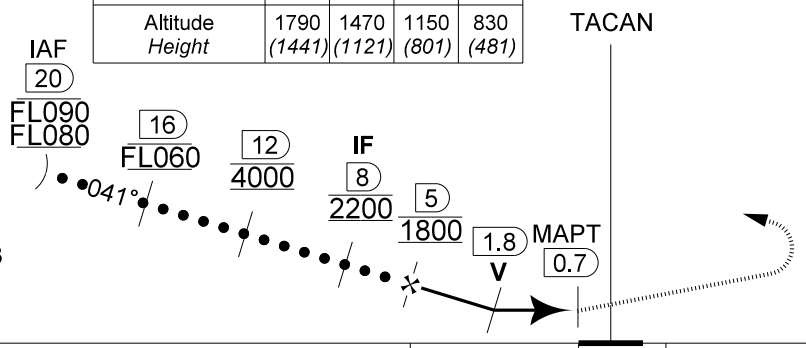
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBE CH107X	041°	1800 FT	5.24%(3°)	**770**	349 FT	930 M	7959 FT



DME BBE	5	4	3	2
Altitude *Height*	1790 *(1441)*	1470 *(1121)*	1150 *(801)*	830 *(481)*

TA 4500

MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-033. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn right track 220° at MAX 300 KIAS to intercept R-113 towards IAF TACAN z RWY 04L.



CATEGORY	HPMA
S-TAC 04L	**770** - 1.3 421 (500 - 1.3 / 2.2)

MIPS

CHANGE: Removal of PAR

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 -THS

HPMA TACAN RWY 04L

50°45.47' N
004°46.02' E

BEAUVECHAIN (EBBE)

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 362

HPMA TACAN RWY 22R
BEAUVECHAIN (EBBE)

BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855

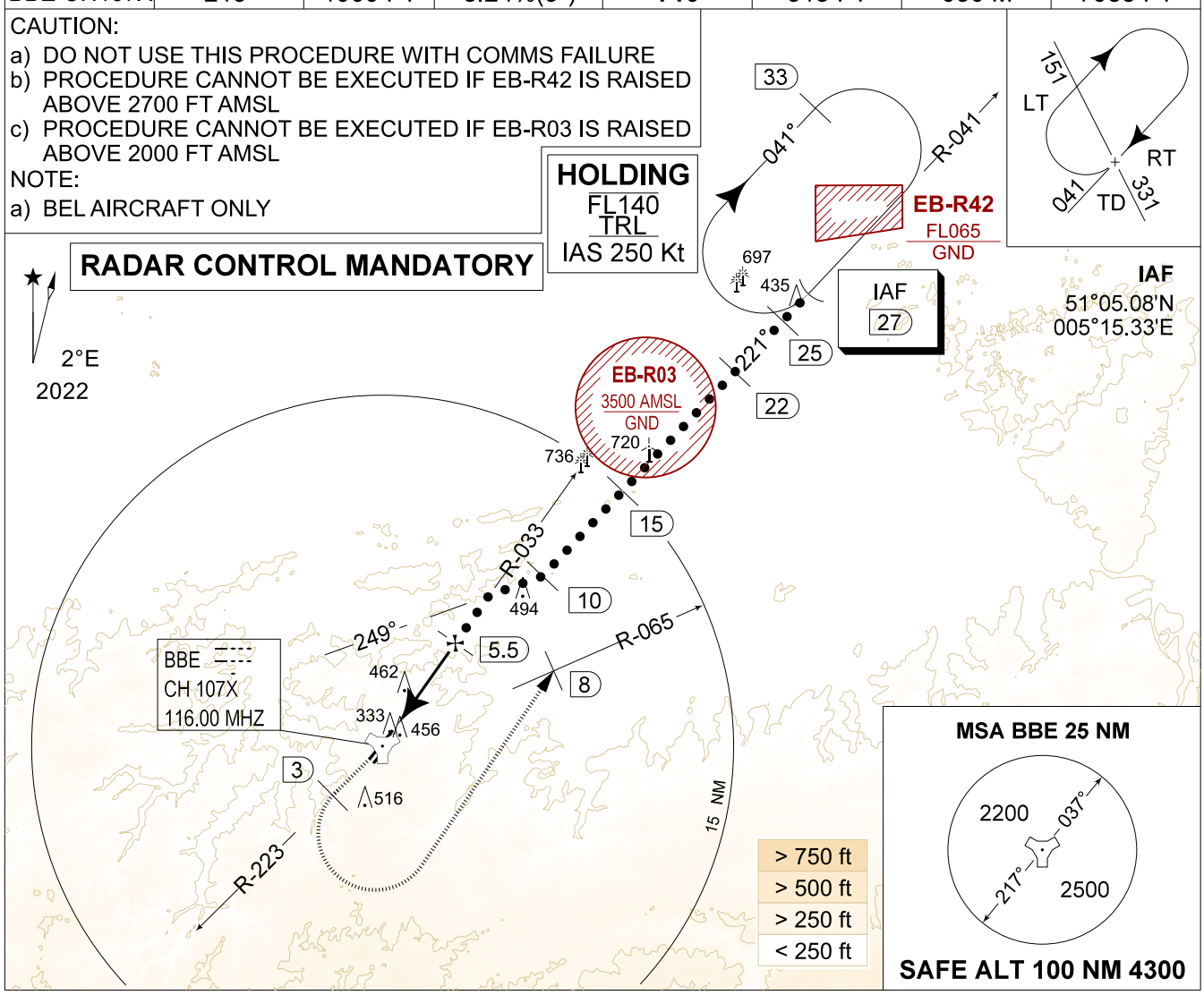
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBE CH107X	213°	1900 FT	5.24%(3°)	**710**	315 FT	930 M	7988 FT

CAUTION:
a) DO NOT USE THIS PROCEDURE WITH COMMS FAILURE
b) PROCEDURE CANNOT BE EXECUTED IF EB-R42 IS RAISED ABOVE 2700 FT AMSL
c) PROCEDURE CANNOT BE EXECUTED IF EB-R03 IS RAISED ABOVE 2000 FT AMSL

NOTE:
a) BEL AIRCRAFT ONLY

HOLDING
FL140
TRL
IAS 250 Kt

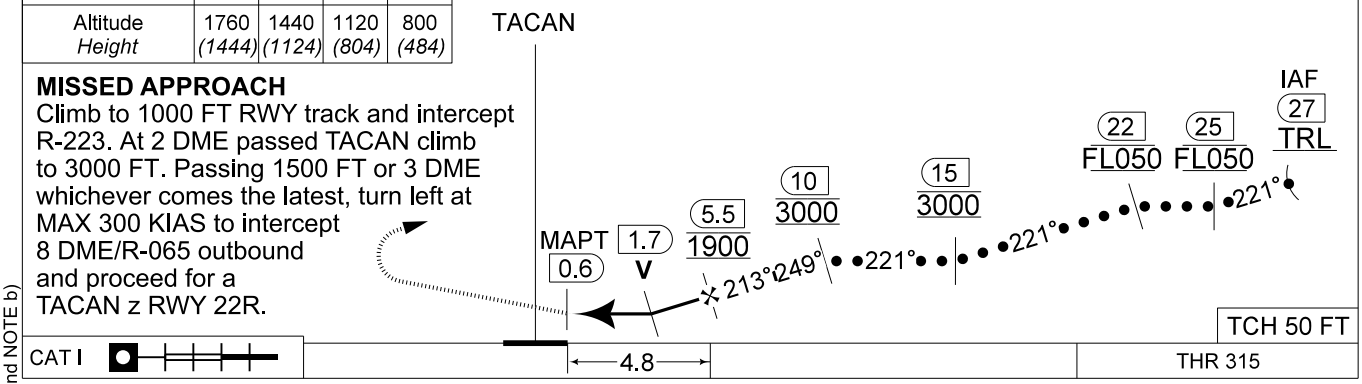
RADAR CONTROL MANDATORY



DME BBE	5	4	3	2
Altitude *Height*	1760 *(1444)*	1440 *(1124)*	1120 *(804)*	800 *(484)*

TA 4500

MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-223. At 2 DME passed TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn left at MAX 300 KIAS to intercept 8 DME/R-065 outbound and proceed for a TACAN z RWY 22R.



CATEGORY	HPMA
S-TAC 22R	**710** - 1.1 395 (400 - 1.1 / 2.1)

MIPS

CHANGE: Removal of PAR and NOTE b)

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 -THS

HPMA TACAN RWY 22R
50°45.47' N
004°46.02' E
BEAUVECHAIN (EBBE)

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 362

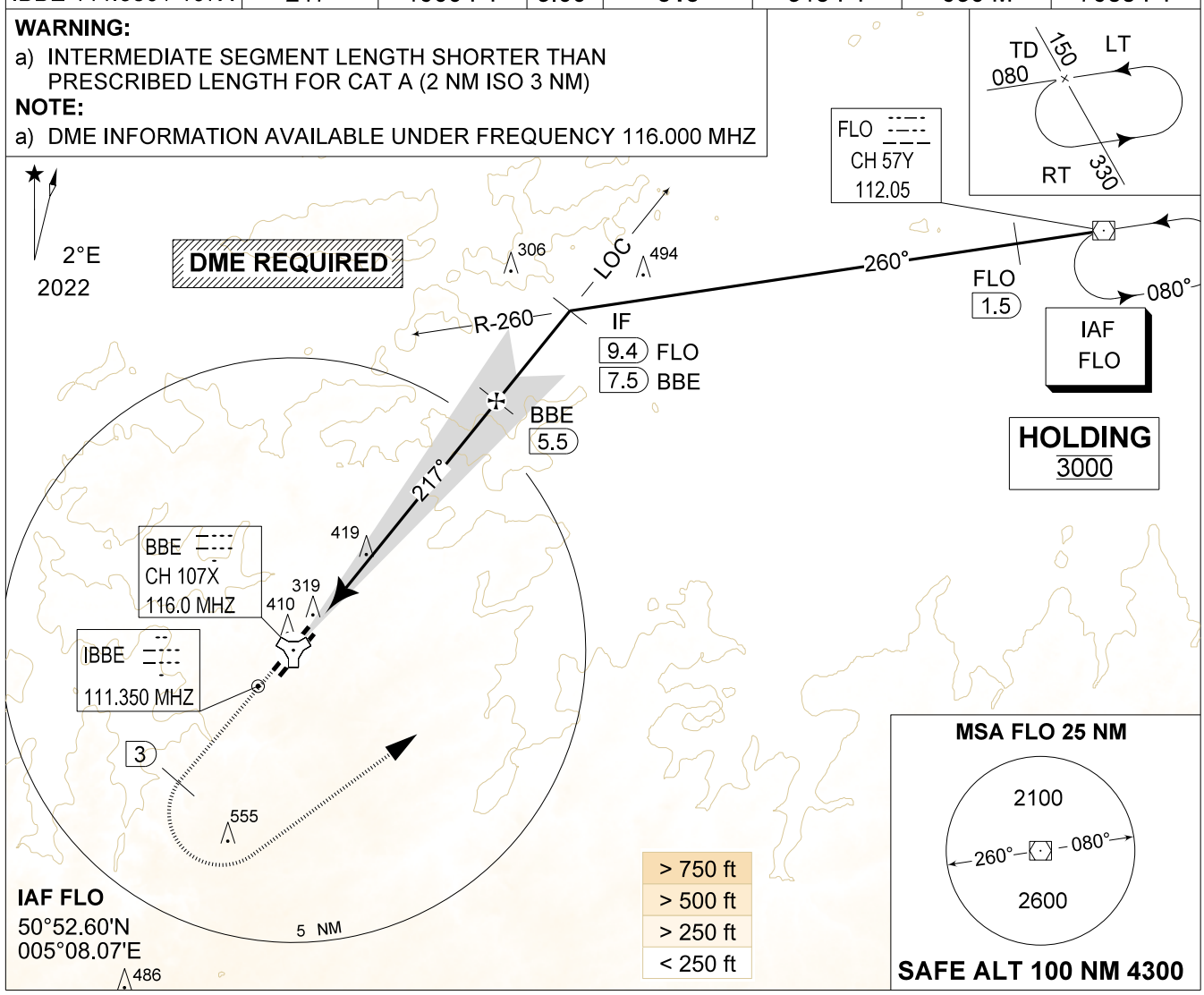
ILS x or LOC x RWY 22R
BEAUVECHAIN (EBBE)

BELGA RADAR	BEAUVECHAIN APP	BEAUVECHAIN TWR	BEAUVECHAIN GND
374.400 129.325	282.100 122.830	362.025 130.730	359.825 121.855

LOC / DME	APP COURSE	GS INTCPT ALT	GS	DA	THR	ALS	LDA
IBBE 111.350 / 107X	217°	1900 FT	3.00°	**515**	315 FT	930 M	7988 FT

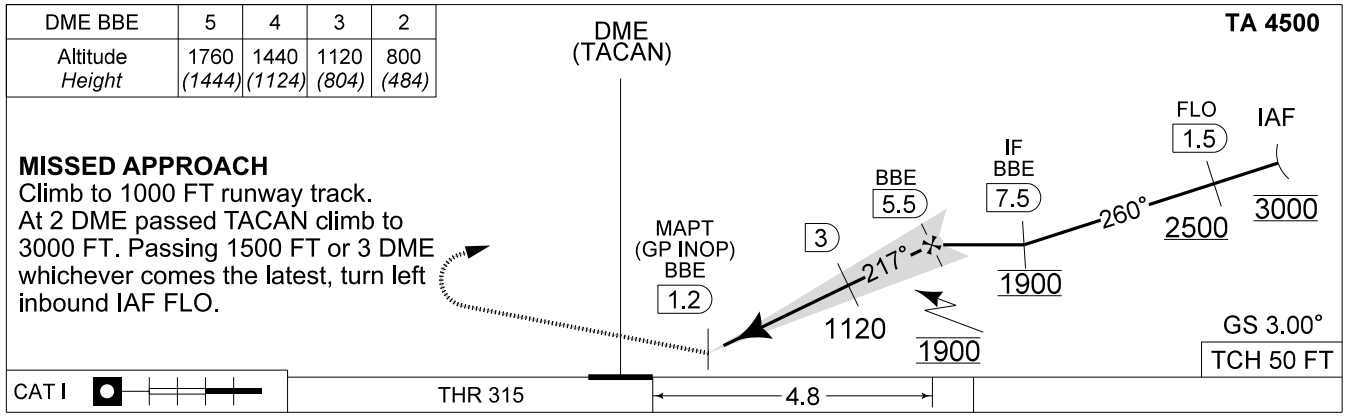
WARNING:
a) INTERMEDIATE SEGMENT LENGTH SHORTER THAN PRESCRIBED LENGTH FOR CAT A (2 NM ISO 3 NM)

NOTE:
a) DME INFORMATION AVAILABLE UNDER FREQUENCY 116.000 MHZ



DME BBE	5	4	3	2
Altitude *Height*	1760 *(1444)*	1440 *(1124)*	1120 *(804)*	800 *(484)*

TA 4500



MISSED APPROACH
Climb to 1000 FT runway track.
At 2 DME passed TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn left inbound IAF FLO.

MIPS	CATEGORY	A	H
	S-ILS 22R	**515** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°	
	S-LOC 22R	**720** - 1.2 405 (450 - 1.2 / 2.1)	

CHANGE: Removal of VAR

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 -THS

ILS x or LOC x RWY 22R
50°45.47' N
004°46.02' E
BEAUVECHAIN (EBBE)

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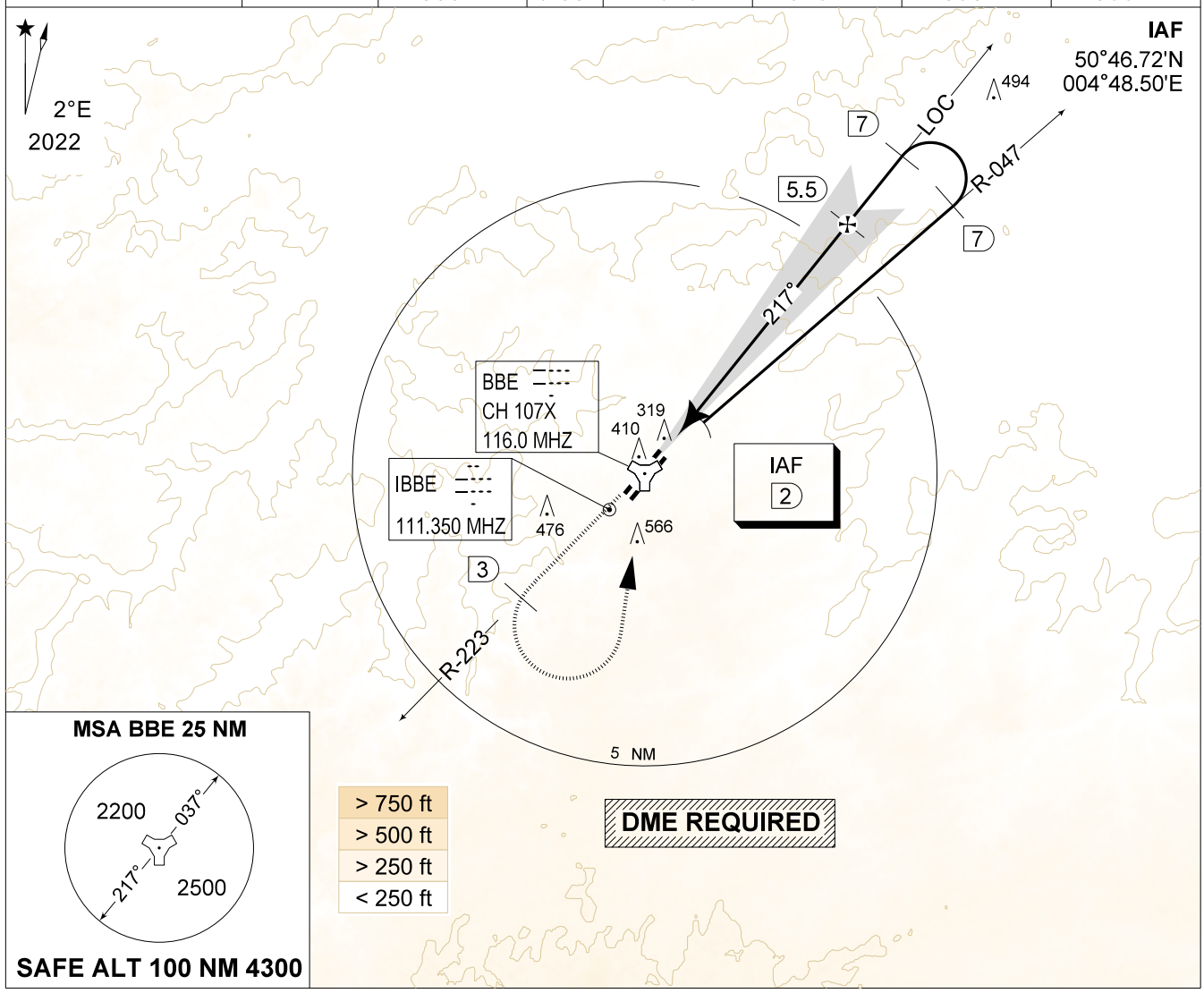
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 362

ILS y or LOC y RWY 22R
BEAUVECHAIN (EBBE)

BELGA RADAR	BEAUVECHAIN APP	BEAUVECHAIN TWR	BEAUVECHAIN GND
374.400 129.325	282.100 122.830	362.025 130.730	359.825 121.855

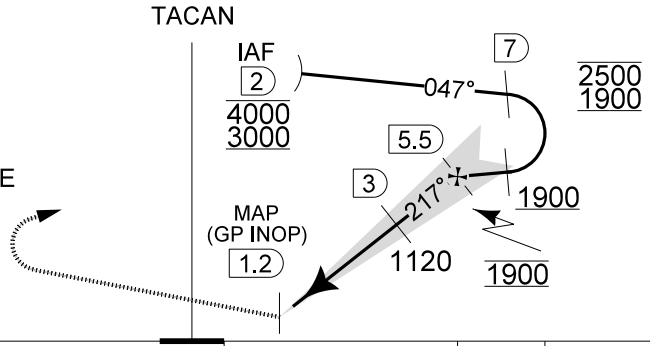
LOC / DME	APP COURSE	GS INTCPT ALT	GS	DA	THR	ALS	LDA
IBBE 111.350 / 107X	217°	1900 FT	3.00°	**515**	315 FT	930 M	7988 FT



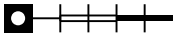
DME BBE	5	4	3	2
Altitude *Height*	1760 *(1444)*	1440 *(1124)*	1120 *(804)*	800 *(484)*

TA 4500

MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-223. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn left inbound IAF.



CAT I



THR 315 — 4.8

CATEGORY	A
S-ILS 22R	**515** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-LOC 22R	**720** - 1.2 405 (500 - 1.2 / 2.1)

MIPS

CHANGE: Removal of PAR

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 -THS

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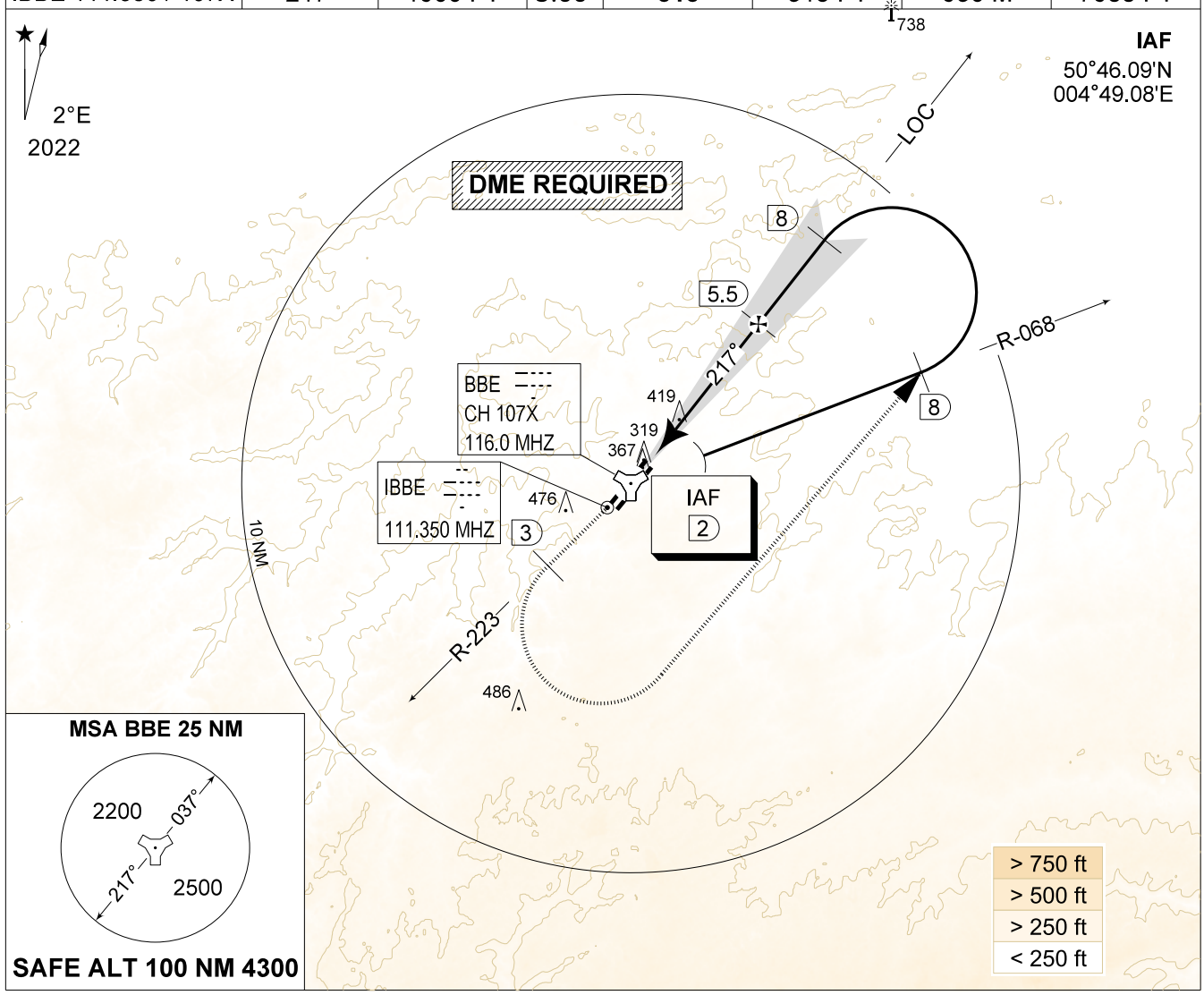
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 362

ILS z or LOC z RWY 22R
BEAUVECHAIN (EBBE)

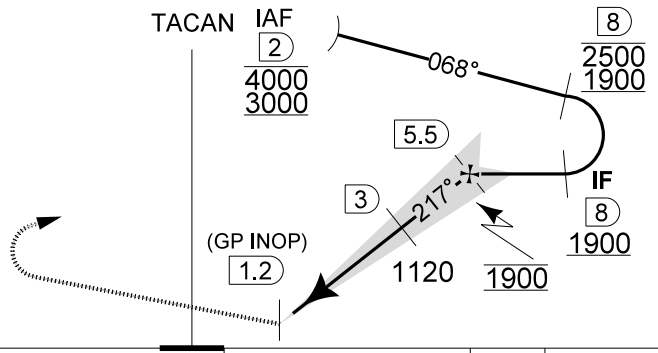
BELGA RADAR	BEAUVECHAIN APP	BEAUVECHAIN TWR	BEAUVECHAIN GND
374.400 129.325	282.100 122.830	362.025 130.730	359.825 121.855

LOC / DME	APP COURSE	GS INTCPT ALT	GS	DA	THR	ALS	LDA
IBBE 111.350 / 107X	217°	1900 FT	3.00°	**515**	315 FT	930 M	7988 FT



DME BBE	5	4	3	2
Altitude *Height*	1760 *(1444)*	1440 *(1124)*	1120 *(804)*	800 *(484)*

TA 4500



MISSED APPROACH
Climb to 1000 FT runway track and intercept R-223. At 2 DME passed TACAN climb to 3000 FT. Passing 3 DME, turn left at MAX 220 KIAS (300 KIAS for HPMA) to intercept 8 DME/R-068 outbound and proceed for a ILS z or LOC z RWY 22R.

CHANGE: Removal of PAR

MIPS	CATEGORY	C	D	HPMA
	S-ILS 22R	**515** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°		
	S-LOC 22R	**720** - 1.2 405 (500 - 1.2 / 2.1)		

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 -THS

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 362

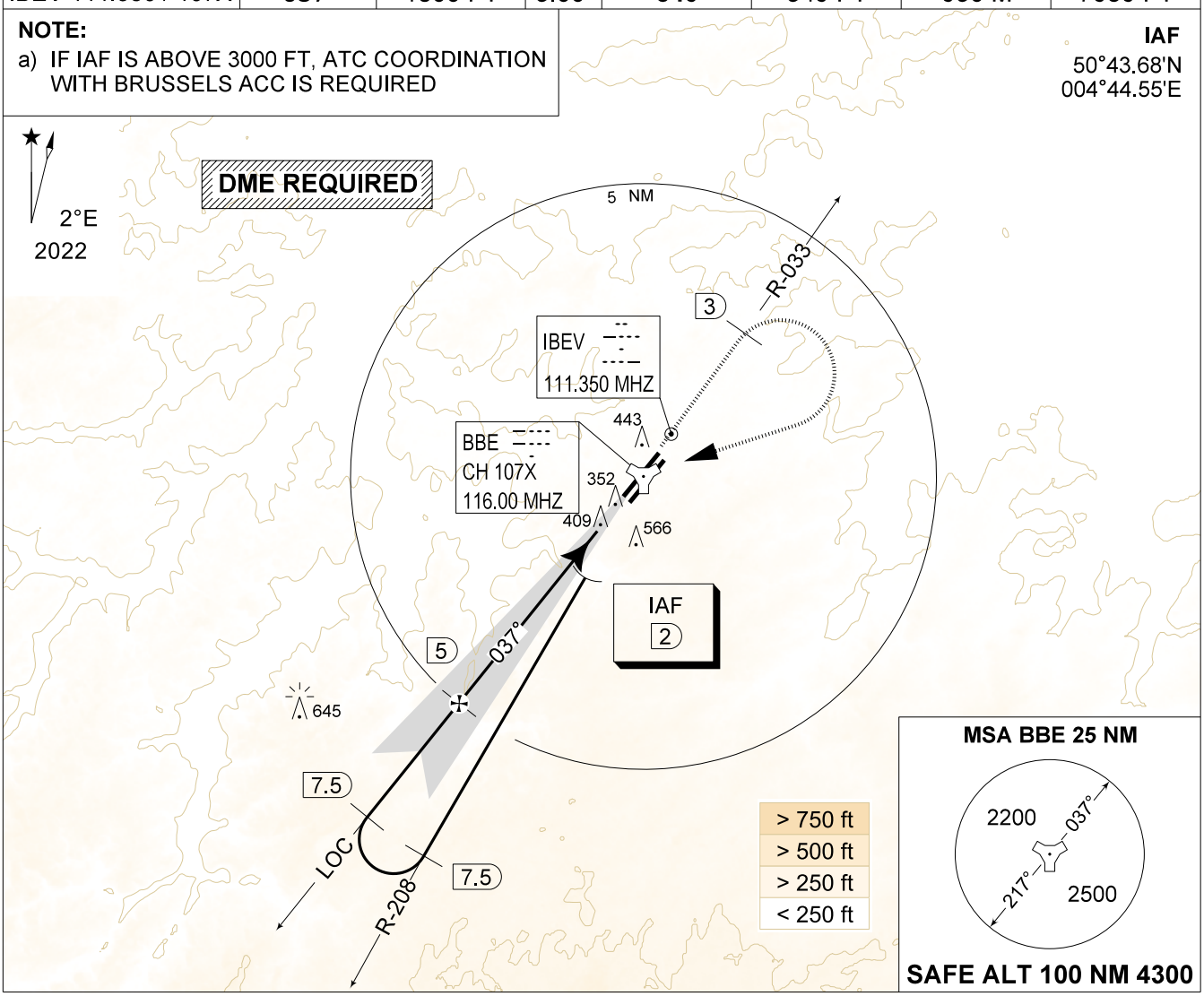
ILS y or LOC y RWY 04L
BEAUVECHAIN (EBBE)

BELGA RADAR	BEAUVECHAIN APP	BEAUVECHAIN TWR	BEAUVECHAIN GND
374.400 129.325	282.100 122.830	362.025 130.730	359.825 121.855

LOC / DME	APP COURSE	GS INTCPT ALT	GS	DA	THR	ALS	LDA
IBEV 111.350 / 107X	037°	1800 FT	3.00°	**549**	349 FT	930 M	7959 FT

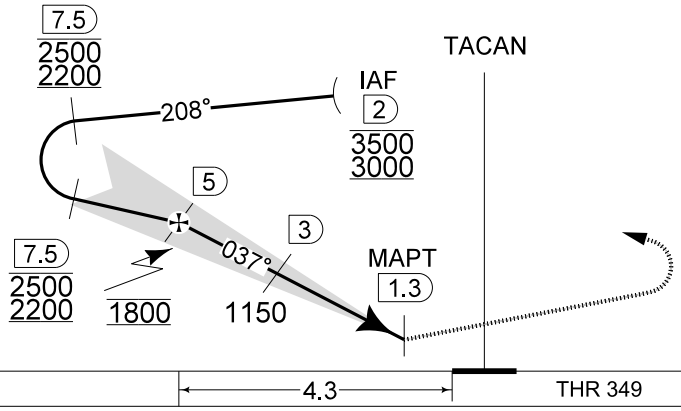
NOTE:
a) IF IAF IS ABOVE 3000 FT, ATC COORDINATION WITH BRUSSELS ACC IS REQUIRED

IAF
50°43.68'N
004°44.55'E



DME BBE	5	4	3	2
Altitude *Height*	1790 *(1441)*	1470 *(1121)*	1150 *(801)*	830 *(481)*

TA 4500



MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-033. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn right inbound BBE TACAN and proceed back to IAF ILS y RWY 04L.

MIPS	CATEGORY	A
	S-ILS 04L	**549** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
	S-LOC 04L	**750** - 1.2 401 (500 - 1.2 / 2.1)

CHANGE: Removal of PAR

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 -THS

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MIPS
INSTRUMENT APPROACH CHART

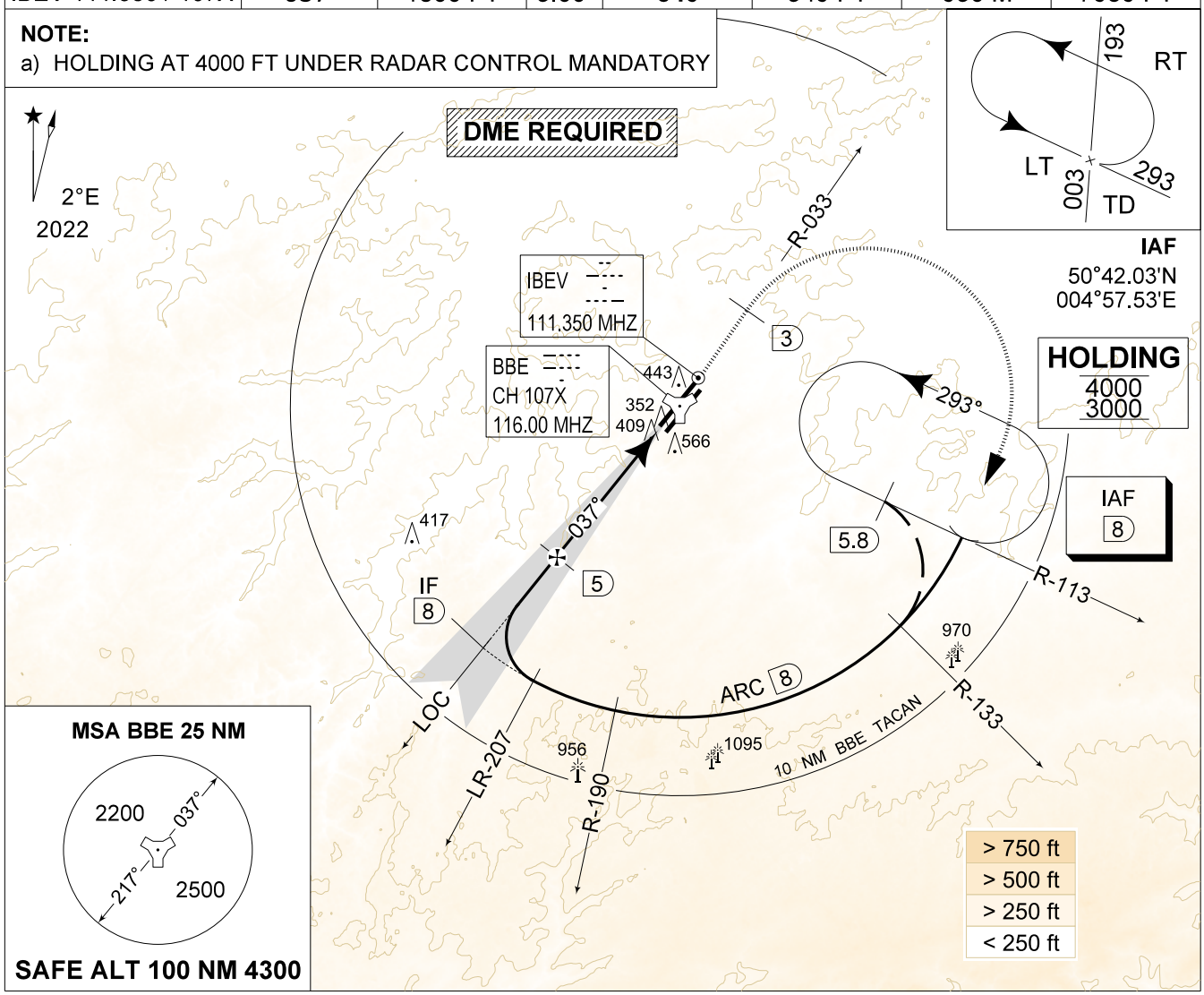
AD ELEV 362

ILS z or LOC z RWY 04L
BEAUVECHAIN (EBBE)

BELGA RADAR	BEAUVECHAIN APP	BEAUVECHAIN TWR	BEAUVECHAIN GND
374.400 129.325	282.100 122.830	362.025 130.730	359.825 121.855

LOC / DME	APP COURSE	GS INTCPT ALT	GS	DA	THR	ALS	LDA
IBEV 111.350 / 107X	037°	1800 FT	3.00°	**549**	349 FT	930 M	7959 FT

NOTE:
a) HOLDING AT 4000 FT UNDER RADAR CONTROL MANDATORY

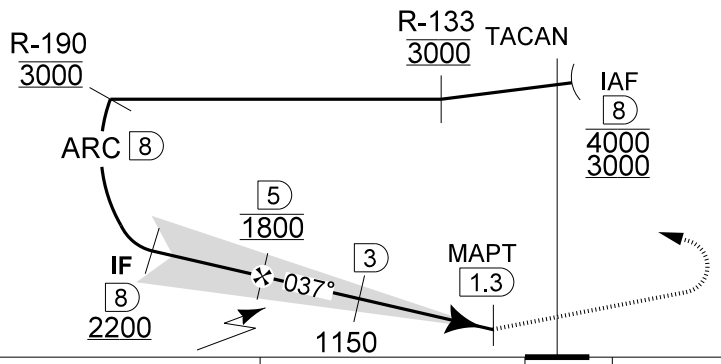


MSA BBE 25 NM

SAFE ALT 100 NM 4300

DME BBE	5	4	3	2
Altitude *Height*	1790 *(1441)*	1470 *(1121)*	1150 *(801)*	830 *(481)*

TA 4500



MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-033. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn right at MAX 250 KIAS to intercept R-113 towards IAF ILS z RWY 04L.

CHANGE: Removal of PAR

	CATEGORY	A	B	C	D	HPMA
MIPS	S-ILS 04L	**549** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°				
	S-LOC 04L	**750** - 1.2 401 (500 - 1.2 / 2.1)				

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 -THS

ILS z or LOC z RWY 04L
50°45.47' N
004°46.02' E
BEAUVECHAIN (EBBE)

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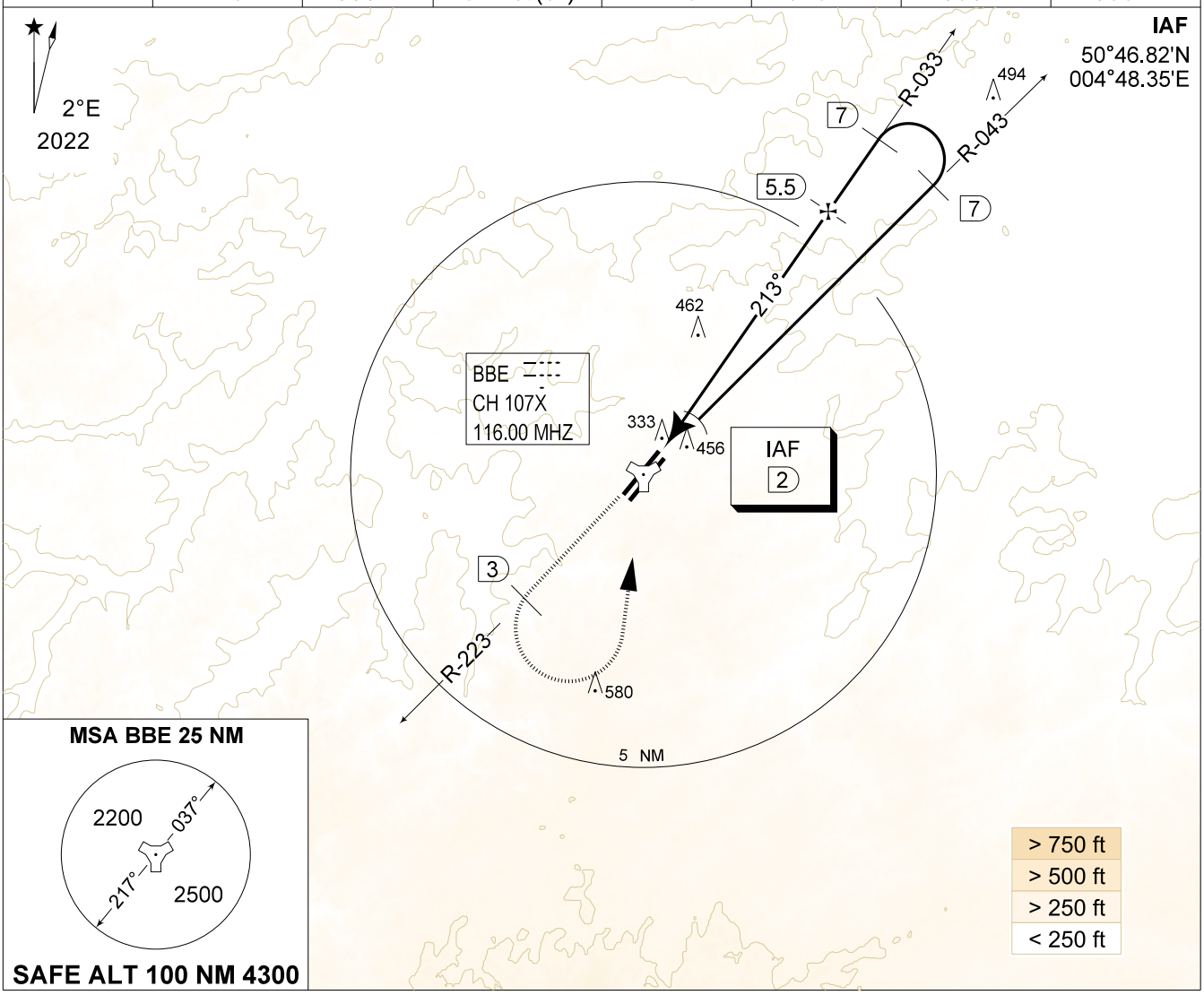
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 362

TACAN y RWY 22R
BEAUVECHAIN (EBBE)

BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855

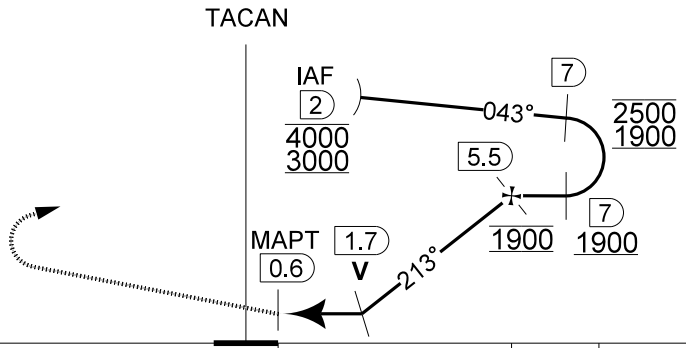
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBE CH107X	213°	1900 FT	5.24%(3°)	**710**	315 FT	930 M	7988 FT



DME BBE	5	4	3	2
Altitude *Height*	1760 *(1444)*	1440 *(1124)*	1120 *(804)*	800 *(484)*

TA 4500

MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-223. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn left inbound IAF.



TCH 50 FT

CAT I

THR 315 — 4.8

CATEGORY	A
S-TAC 22R	**710** - 1.1 395 (400 - 1.1 / 2.1)

MIPS

CHANGE: Removal of PAR

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 -THS

TACAN y RWY 22R

50°45.47' N
004°46.02' E

BEAUVECHAIN (EBBE)

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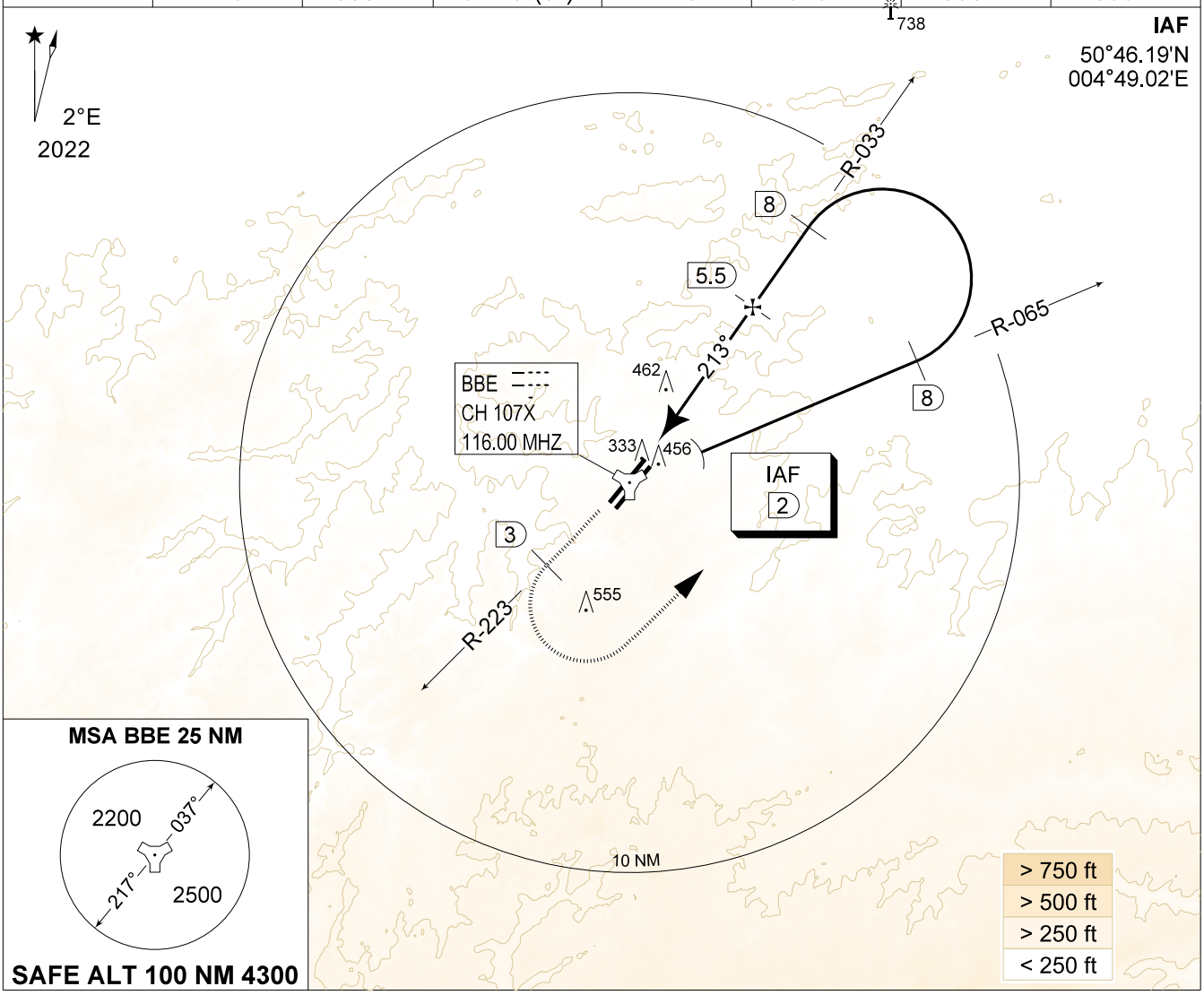
MIPS
INSTRUCTION APPROACH CHART

AD ELEV 362

TACAN z RWY 22R
BEAUVECHAIN (EBBE)

BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBE CH107X	213°	1900 FT	5.24%(3°)	710	315 FT	930 M	7988 FT

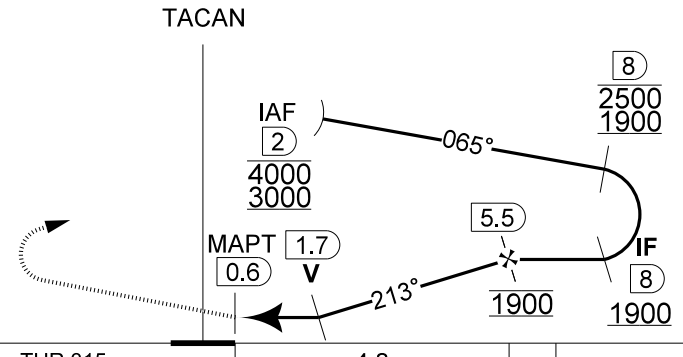


MSA BBE 25 NM

SAFE ALT 100 NM 4300

DME BBE	5	4	3	2
Altitude *Height*	1760 *(1444)*	1440 *(1124)*	1120 *(804)*	800 *(484)*

TA 4500



MISSED APPROACH
Climb to 1000 FT runway track and intercept R-223. At 2 DME past TACAN climb to 3000 FT. Passing 3 DME , turn left at MAX 220 KIAS (300 KIAS for HPMA) to intercept 8 DME/R-065 outbound and proceed for a TACAN z / ILS z RWY 22R.

CATEGORY	C	D	HPMA
S-TAC 22R	**710** - 1.1 395 (400 - 1.1 / 2.1)		

MIPS

CHANGE: Removal of PAR

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 -THS

TACAN z RWY 22R

50°45.47' N
004°46.02' E

BEAUVECHAIN (EBBE)

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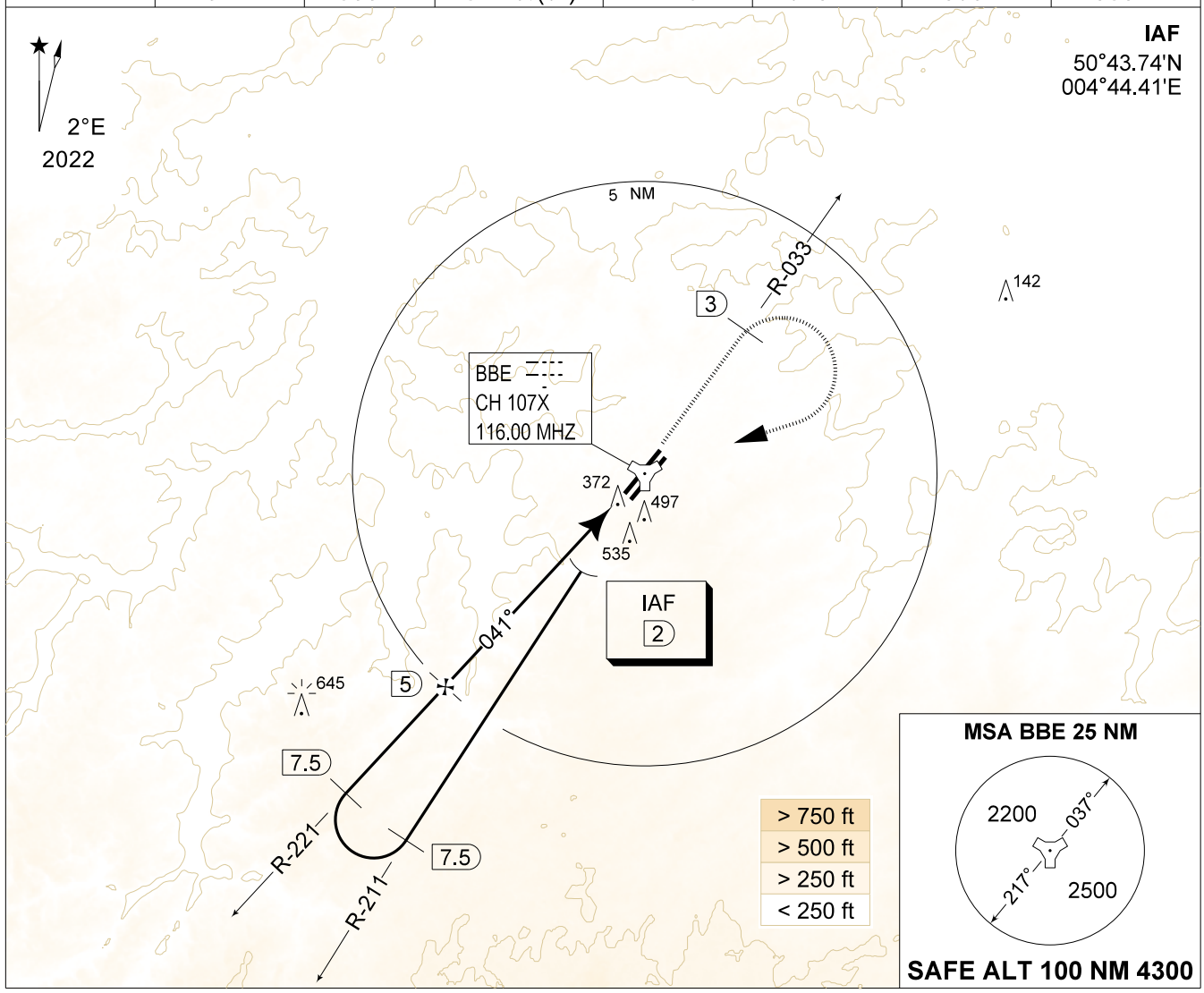
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 362

TACAN y RWY 04L
BEAUVECHAIN (EBBE)

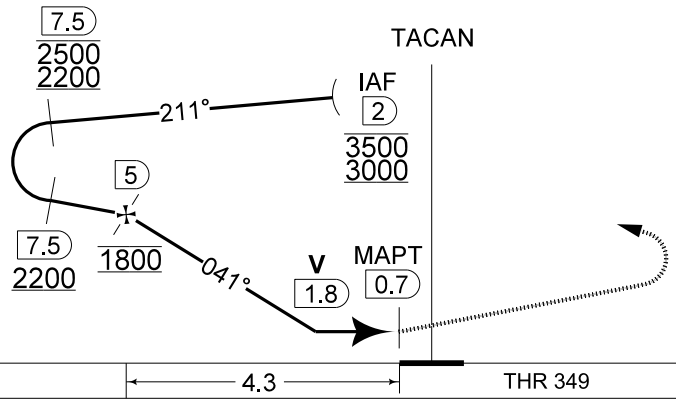
BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBE CH107X	041°	1800 FT	5.24%(3°)	**770**	349 FT	930 M	7959 FT



DME BBE	5	4	3	2
Altitude *Height*	1790 *(1441)*	1470 *(1121)*	1150 *(801)*	830 *(481)*

MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-033. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn right inbound BBE TACAN and proceed back to IAF TACAN y RWY 04L.



CATEGORY	A
S-TAC 04L	**770** - 1.3 421 (500 - 1.3 / 2.2)

MIPS

CHANGE: Removal of PAR

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 -THS

TACAN y RWY 04L

50°45.47' N
004°46.02' E

BEAUVECHAIN (EBBE)

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MIPS
INSTRUMENT APPROACH CHART

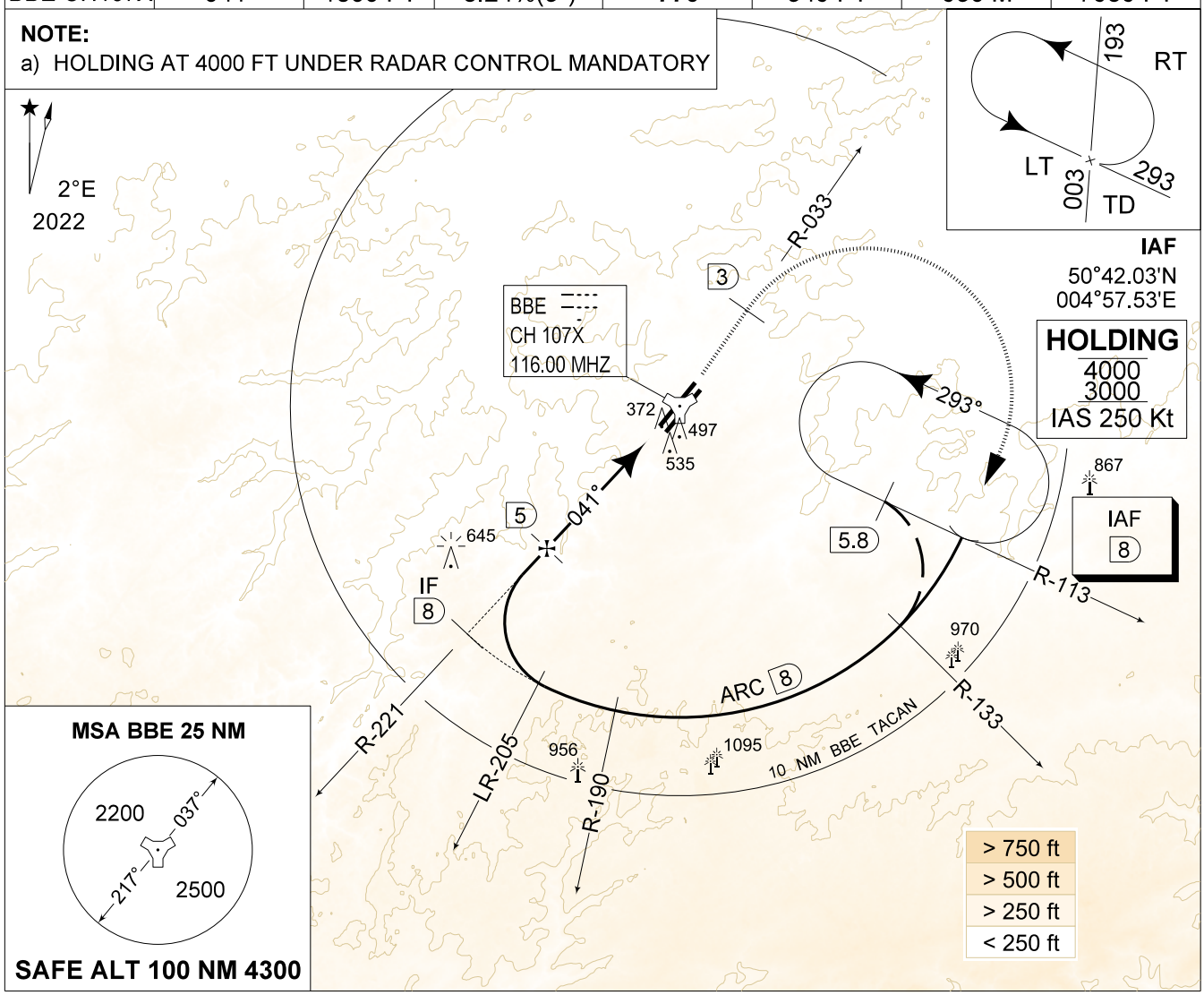
AD ELEV 362

TACAN z RWY 04L
BEAUVECHAIN (EBBE)

BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855

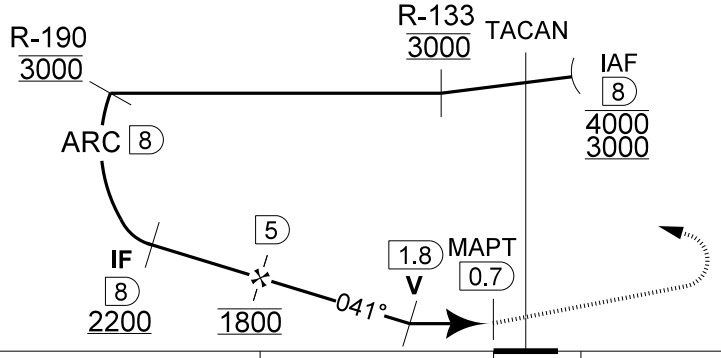
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBE CH107X	041°	1800 FT	5.24%(3°)	**770**	349 FT	930 M	7959 FT

NOTE:
a) HOLDING AT 4000 FT UNDER RADAR CONTROL MANDATORY



DME BBE	5	4	3	2
Altitude *Height*	1790 *(1441)*	1470 *(1121)*	1150 *(801)*	830 *(481)*

TA 4500



MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-033. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn right at MAX 250 KIAS (MAX 300 KIAS for HPMA) to intercept R-113 towards IAF.

CATEGORY	A	B	C	D	HPMA
MIPS S-TAC 04L	**770** - 1.3 421 (500 - 1.3 / 2.2)				

CHANGE: Removal of PAR

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 -THS

TACAN z RWY 04L

50°45.47' N
004°46.02' E

BEAUVECHAIN (EBBE)

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 362

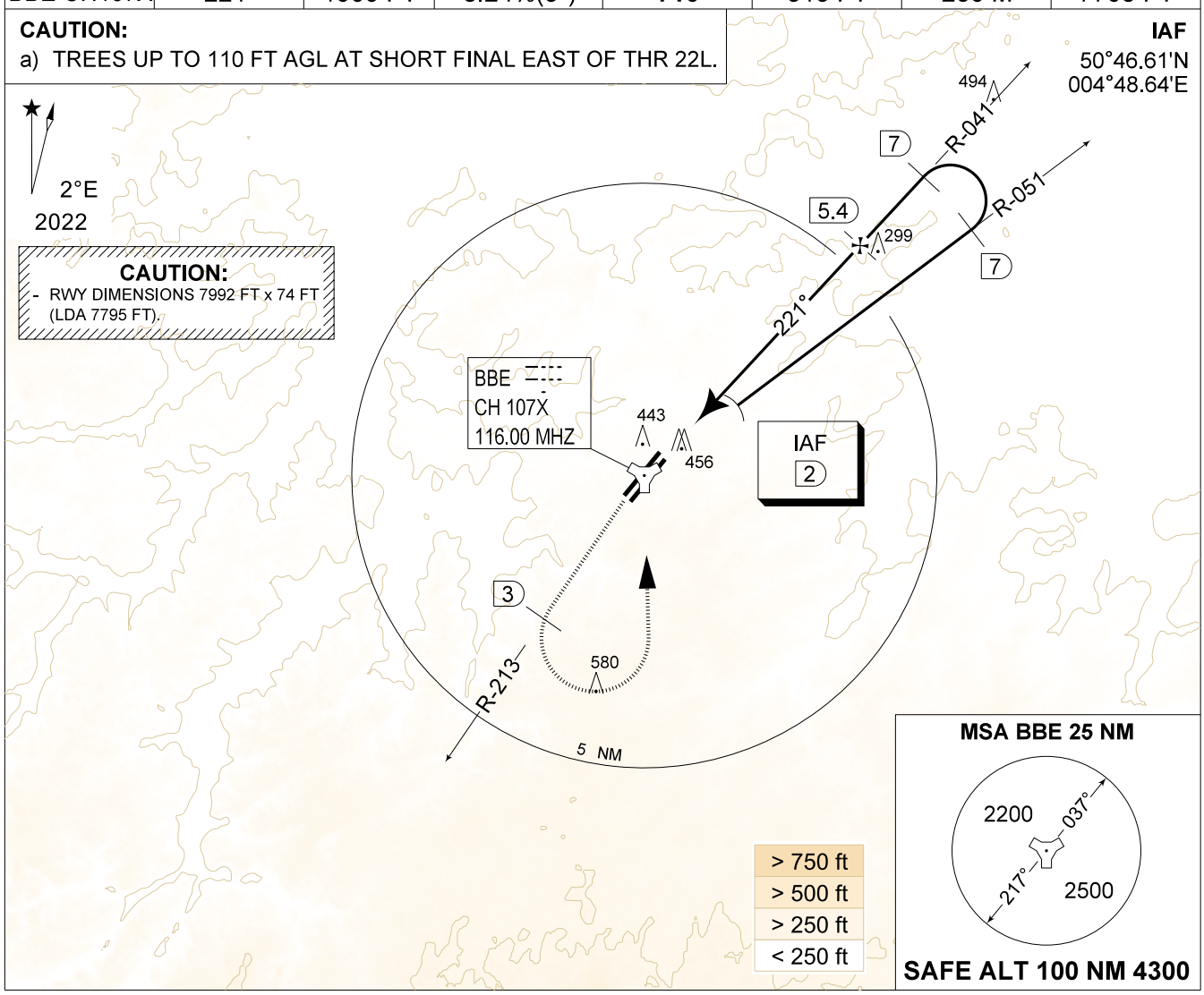
TACAN RWY 22L
BEAUVECHAIN (EBBE)

BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBE CH107X	221°	1900 FT	5.24%(3°)	**710**	316 FT	260 M	7795 FT

CAUTION:
a) TREES UP TO 110 FT AGL AT SHORT FINAL EAST OF THR 22L.

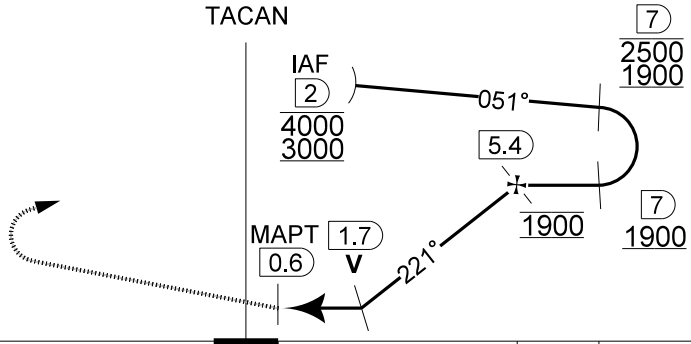
IAF
50°46.61'N
004°48.64'E



DME BBE	5	4	3	2
Altitude *Height*	1780 *(1463)*	1460 *(1143)*	1140 *(823)*	820 *(503)*

TA 4500

MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-213. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn left inbound BBE TACAN and proceed back to IAF TACAN RWY 22L.



CATEGORY	A
S-TAC 22L	**710** - 1.5 394 (400 - 1.5 / 2.1)

MIPS

CHANGE: Removal of PAR

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 -THS

TACAN RWY 22L

50°45.47' N
004°46.02' E

BEAUVECHAIN (EBBE)

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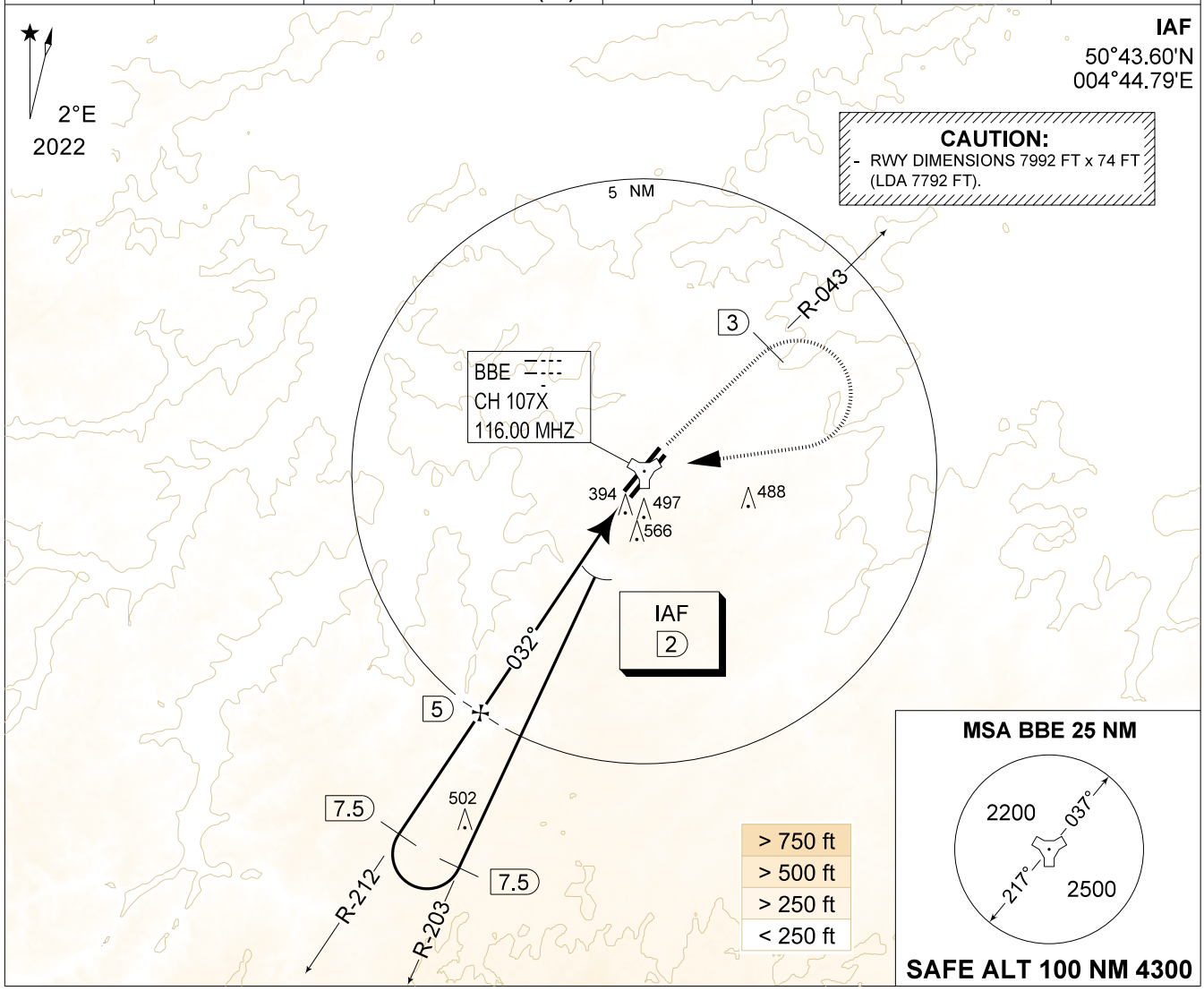
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 362

TACAN RWY 04R
BEAUVECHAIN (EBBE)

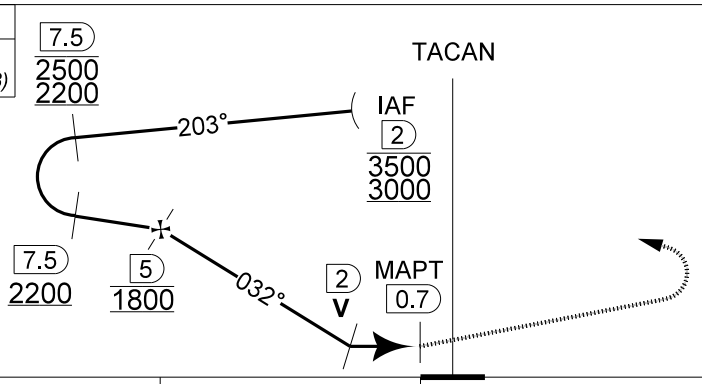
BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBE CH107X	032°	1800 FT	5.24%(3°)	**820**	362 FT	260 M	7792 FT



DME BBE	5	4	3	2
Altitude *Height*	1800 *(1438)*	1480 *(1118)*	1160 *(798)*	840 *(478)*

TA 4500



MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-043. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn right inbound BBE TACAN and proceed back to IAF.

CATEGORY	A
S-TAC 04R	**820** - 1.5 458 (500 - 1.5 / 2.4)

MIPS

CHANGE: Removal of PAR

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 -THS

TACAN RWY 04R
50°45.47' N
004°46.02' E
BEAUVECHAIN (EBBE)

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NATIONAL INSTRUMENT APPROACH CHART

AD ELEV 927

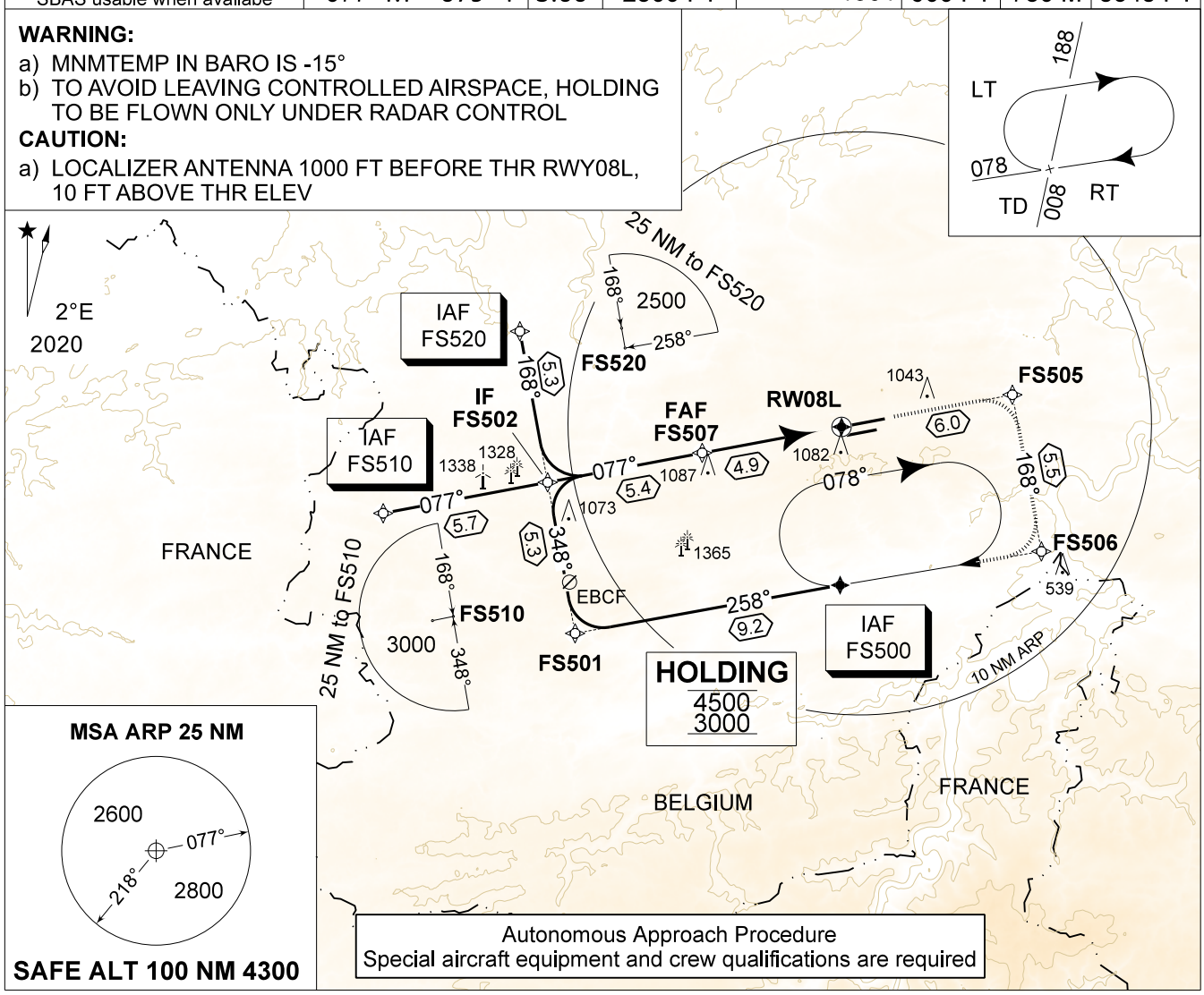
AA RWY 08L FLORENNES (EBFS)

BELGA RADAR	FLORENNES APP	FLORENNES TWR	FLORENNES GND
374.400 129.325	372.275 124.380	234.800 125.880	356.925 122.100

APCH in EGNOS service Volume for APV SBAS usable when availabe	APP COURSE	GS	FAF ALT	DA GEO / DA BARO	THR	ALS	LDA
	077° M 079° T	3.00°	2500 FT	1320 / 1301	900 FT	750 M	8648 FT

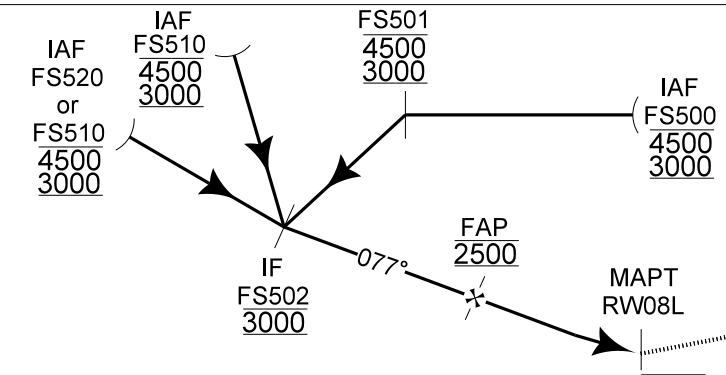
WARNING:
a) MNMTEMP IN BARO IS -15°
b) TO AVOID LEAVING CONTROLLED AIRSPACE, HOLDING TO BE FLOWN ONLY UNDER RADAR CONTROL

CAUTION:
a) LOCALIZER ANTENNA 1000 FT BEFORE THR RWY08L, 10 FT ABOVE THR ELEV



THR 08L	4	3	2
Altitude *Height*	2230 *(1330)*	1910 *(1010)*	1600 *(700)*

MISSED APPROACH
MAX 190 KIAS
Climb inbound FS505 then FS506 to reach IAF FS500 at 3000 FT.



CATEGORY	C
AA (GEO) 08L (DA)	**1320** - 1.4 420 (500 - 1.4 / 2.2) GS 3.00°
AA (BARO) 08L (DA)	**1301** - 1.3 401 (500 - 1.3 / 2.1) GS 3.00°

Data ALS RWY 08L	
ANCHOR POINT:	N 50°14.480' / E 004°37.775' / 954 FT
ALS Code:	**6 3 7 K Z A**
Final Course (true):	079°T
Vertical Path Angle:	3°
FAP Altitude:	2500 FT
Distance IF - FAP:	5.4 NM
Anchor Point:	54 FT ABOVE THR 08L

NATIONAL

CHANGES: Id MAPT corrected

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 - THS

AA RWY 08L

50°14.60' N
004°38.74' E

FLORENNES (EBFS)

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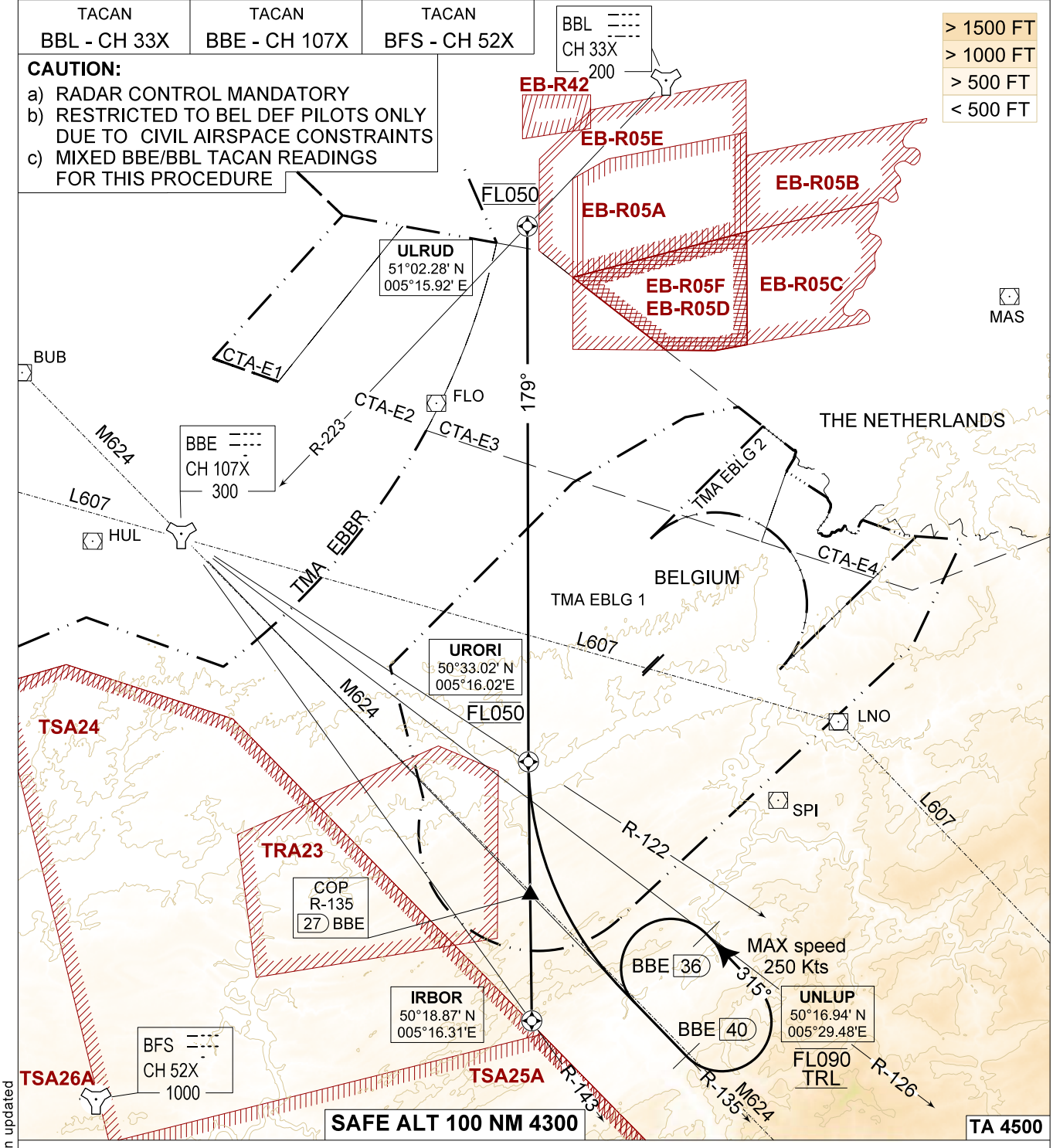
NATIONAL
CORRIDOR EBBL to TSA 24, 25 & 26

SINT-TRUIDEN CORRIDOR
KLEINE-BROGEL (EBBL)

LIÈGE APP	KLEINE-BROGEL TWR		KLEINE-BROGEL APP		BELGA RADAR	
119.280	248.075	134.105	337.600	134.480	374.400	129.325

TACAN	TACAN	TACAN
BBL - CH 33X	BBE - CH 107X	BFS - CH 52X

CAUTION:
a) RADAR CONTROL MANDATORY
b) RESTRICTED TO BEL DEF PILOTS ONLY DUE TO CIVIL AIRSPACE CONSTRAINTS
c) MIXED BBE/BBL TACAN READINGS FOR THIS PROCEDURE



SINT-TRUIDEN CORRIDOR

- Contact LIÈGE APP before entering corridor, if no contact can be established with LIÈGE APP, BELGA RADAR shall be contacted on BELGA.
- On track 179° pass ULRUD (10.8 DME / R-223 BBL) at FL050 and maintain level.
- If required proceed to UNLUP when passing URORI (23 DME / R-122 BBE) and contact BELGA RADAR.
- Passing COP (27 DME / R-135 BBE) at FL050, contact BELGA RADAR as directed and proceed inbound entry point IRBOR (33 DME / R-143 BBE).
- Contact EFFLUX as directed.

CHANGE: R-223 BBL of the description updated

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 - THS

SINT-TRUIDEN CORRIDOR

51°10.10' N
005°28.19' E

KLEINE-BROGEL (EBBL)

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MIPS
INSTRUMENT APPROACH CHART

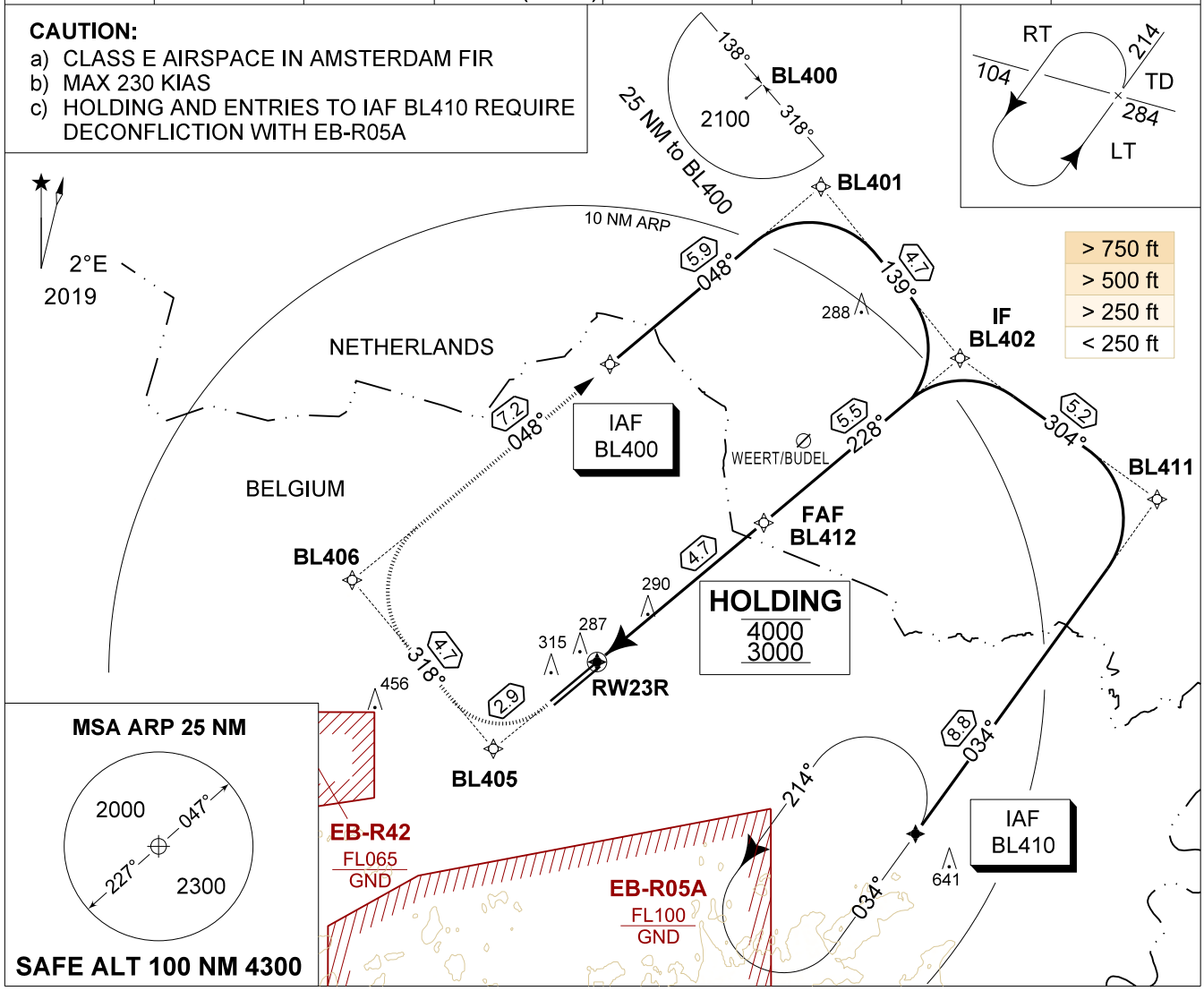
AD ELEV 192

RNP RWY 23R (LNAV)
KLEINE-BROGEL (EBBL)

BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100

-	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
-	228°	1700 FT	5.24% (3.00°)	**540**	161 FT	930 M	8045 FT

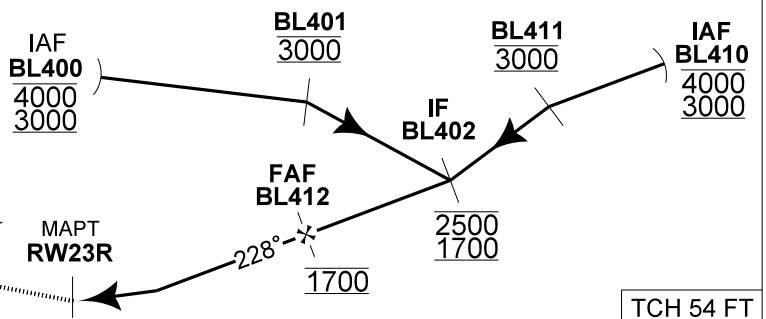
CAUTION:
a) CLASS E AIRSPACE IN AMSTERDAM FIR
b) MAX 230 KIAS
c) HOLDING AND ENTRIES TO IAF BL410 REQUIRE DECONFLICTION WITH EB-R05A



THR 23R	5	4	3	2
Altitude *Height*	1700 *(1539)*	1490 *(1329)*	1180 *(1019)*	860 *(699)*

TA 4500

MISSED APPROACH
MAX SPEED 165 KIAS.
Climb inbound BL405 then BL406 to reach IAF BL400 at 3000 FT.



TCH 54 FT

CAT I — THR 161 — 4.7

MIPS	CATEGORY	A - B - C - D
	LNAV 23R (MDA)	**540** - 1.0 379 (400 - 1.0 / 1.9)
	S-PAR 23R	**429** - 0.8 268 (300 - 0.8 / 1.3) GS 3.00°
	CIRCLING	**900** - 3.6 708 (800 - 3.6)

CHANGE: ALT of holding

BEL DEFENCE, AIR COMPONENT 08-AUG-2024 - THS

RNP RWY 23R (LNAV)
51°10.10' N
005°28.19' E
KLEINE-BROGEL (EBBL)

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