

AERONAUTICAL INFORMATION PUBLICATION

Belgium and Luxembourg

AIM Belgium
Control Tower
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

AFS: EBVAYOYX
Email: aip.production@skeyes.be
URL: <https://ops.skeyes.be>

AMDT
012/2024

Publication date: 14 NOV 2024
Insertion Date: 28 NOV 2024

1. Amendment content:

Section	Subject	Change
GEN 1.7	Differences from ICAO Standards, Recommended Practices and Procedures	Updated
GEN 2.4	EBHH - HULSHOUT	New
GEN 3.2	Aeronautical Charts	Updated
ENR 1.1	Communication Failure in IMC	Updated
ENR 1.10	Item 8	Updated
ENR 5.1	EBR04 Remarks	Updated
ENR 5.2	Booking procedure	Updated
ENR 5.4	Air Navigation Obstacles	Updated
ENR 6	Index Chart. Aerodromes and Heliports	Updated
AD 1.3	EBHH - HULSHOUT	New
EBBR AD 2.12	Dimensions of RWY 07R/25L; Slopes of the all RWYs	Updated
EBBR AD 2.13	Declared Distances 07R/25L	Updated
EBBR AD 2.20	Runway Incursion Prevention	New
EBBR AD 2.24	Aerodrome Chart - ICAO	Updated
EBBR AD 2.24	Aerodrome Chart - ICAO. Appendix 1: Runway Marking Aids	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (a)	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (b)	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (c)	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (d)	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 2: Ground Movement Responsibilities	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 3: Low Visibility Procedures	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 5: A380 Ground Movements	Updated

Section	Subject	Change
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 6: B747-8/-8F Ground Movements	Updated
EBBR AD 2.24	Aircraft Parking Docking Chart - ICAO	Updated
EBBR AD 2.24	Aircraft Parking Docking Chart - ICAO: Apron 9	Updated
EBBR AD 2.24	Aircraft Parking Docking Chart - ICAO: General Aviation	Updated
EBBR AD 2.24	Standard Arrival Chart - Instrument (STAR) - ICAO	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: RNP RWY 25L	Updated
EBCI AD 2.3	Operational Hours	Updated
EBCI AD 2.15	WDI location and lighting	Updated
EBCI AD 2.20	Aircraft Stand Restrictions	Updated
EBCI AD 2.24	Aerodrome Chart - ICAO	Updated
EBCI AD 2.24	Aerodrome Ground Movement Chart - ICAO	Updated
EBCI AD 2.24	Aerodrome Obstacle Chart. Type A (Operating Limitations)	Updated
EBCI AD 2.24	Precision Approach Terrain Chart - ICAO: RWY 24	Updated
ELLX AD 2.18	Luxembourg Delivery - Hours of operation	Updated
EBOS AD 2.24	Visual Approach Chart - ICAO	Updated
AD 3.HOSP-ELEA	Heliport Chart - ICAO	Updated
AD 3.HOSP-ELLC	Heliport Chart - ICAO	Updated
AD 3.PERS-EBHH	HULSHOUT	New

2. Hand corrections to the following pages:

NIL

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

NOTAM: A3787/2024, A3810/24, A3814/2024, A3818/24, A4085/24 & C0625/24

SUP: NIL

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

Insert the following pages

AD 3.HOSP-ELLC-ADC.01 - 1/2
AD 3.PERS-EBHH - 1/2

28-NOV-2024
28-NOV-2024

Remove the following pages

AD 3.HOSP-ELLC-ADC.01 - 1/2

05-SEP-2024

GEN 0.2 Record of AIP Amendments

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

AIRAC AMENDMENT			
NR/Year	Publication date	Effective date	Inserted by
001/2022	16-Dec-2021	27-Jan-2022	

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

GEN 0.3 Record of AIP Supplements

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
001/2022	Restrictions related to Belarus	ENR	From 27 JAN 2022	
008/2022	EBBR - Unavailability of tracking / monitoring RPAS in CTR	AD	From 24 FEB 2022	
013/2022	EBZH - Obstacles and Restrictions	AD	From 24 FEB 2022	
014/2022	EBSP - Restrictions due to works	AD	From 24 FEB 2022	
016/2022	EBEB - EVERGEM / Belzele	AD	From 24 FEB 2022	
060/2022	Restrictions related to the Russian Invasion of Ukraine	GEN / ENR	From 08 SEP 2022	
007/2023	EBLG - Temporary Obstacle	AD	From 22 JAN 2023 till 31 DEC 2025	
014/2023	Temporary Obstacles in the vicinity of ELLX	AD	From 23 MAR 2023	
015/2023	Temporary Obstacles in the vicinity of ELLX	AD	From 23 MAR 2023	
019/2023	Military Invasion of Ukraine by Russian Federation	ENR	From 20 APR 2023	
022/2023	Wind Measurement Mast - Wardin	ENR	From 20 APR 2023 till 13 MAR 2025	
024/2023	Temporary Obstacles at EBGT	AD	From 18 MAY 2023 till 31 DEC 2024	
026/2023	EBOS - Instrument Approach Charts	AD	From 18 MAY 2023	
028/2023	EBLG - Temporary Obstacle	AD	From 18 MAY 2023	
033/2023	Wind Measurement Mast - Vaux-sur-Sûre	ENR	From 18 MAY 2023	
037/2023	Wind Measurement Mast - Bastogne	ENR	From 15 JUN 2023 till 06 MAR 2025	
043/2023	EBCI - Temporary Obstacles due to Construction Works - rue G. Lemaitre - Gosselies	AD	From 13 JUL 2023	
053/2023	EBLG - Renewal Concrete TWY A between S3 and S5	AD	From 07 SEP 2023	
058/2023	Obstacles due to Construction Works near EBBR - THE CUBE - MACHELEN	AD	From 05 OCT 2023 till 30 APR 2025	
066/2023	CBA 1T	ENR	From 30 NOV 2023 till 28 NOV 2024	
069/2023	AIP Publication Schedule 2024	GEN	From 30 NOV 2023 till 31 DEC 2024	
070/2023	EBEU - Restrictions due to Obstacle	AD	From 30 NOV 2023	
073/2023	EBLG - Increased OCA due to Obstacle	AD	From 28 DEC 2023	
002/2024	ELLX - Obstacle due to Construction Work	AD	From 25 JAN 2024	
006/2024	Obstacle due to Construction Works near EBBR - Airport Business Center - Leonardo da Vincilaan - Machelen	AD	From 22 FEB 2024 till 20 DEC 2025	
009/2024	EBAW - Temporary Obstacle	AD	From 21 MAR 2024 till 17 JUL 2025	
011/2024	ELLC - Construction Works near Helipad	AD	From 21 MAR 2024	
013/2024	EBAW - Temporary Obstacle	AD	From 01 APR 2024 till 01 DEC 2024	
017/2024	EBBR - Obstacle due to Construction Works near EBBR - Parking Tower - P30	AD	From 18 APR 2024 till 01 NOV 2025	
019/2024	Wind Measurement Mast - Sankt Vith	ENR	From 18 APR 2024	
023/2024	ELLK - Temporary Obstacles in the vicinity of Helipad	AD	From 16 MAY 2024	
026/2024	EBBR - Moving Obstacle	AD	From 13 JUN 2024 till 11 JUL 2025	
027/2024	Obstacle due to construction Works near EBBR - Auguste Renoir - Evere	AD	From 13 JUN 2024 till 31 DEC 2024	
029/2024	Additional Military Closing Days 2024	GEN	From 13 JUN 2024 till 31 DEC 2024	
035/2024	EBOS - IAP RNP RWY 08	AD	From 13 JUN 2024 till 29 NOV 2024	
038/2024	Wind Measurement Mast - Lierneux	ENR	From 11 JUL 2024 till 31 MAY 2025	
039/2024	Wind Measurement Mast - Boussu	ENR	From 11 JUL 2024	
040/2024	Wind Measurement Mast - Barry	ENR	From 11 JUL 2024 till 31 MAY2026	

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
041/2024	EBAW - Temporary Obstacle	AD	From 11 JUL 2024 till 17 JUL 2025	
042/2024	EBBE - Temporary Obstacle	AD	From 11 JUL 2024 till 31 JAN 2025	
043/2024	Obstacle due to Construction Works near EBBR - LCL Data Center - Kouterveldstraat Machelen	AD	From 08 AUG 2024 till 30 JUN 2025	
045/2024	Temporary Radio Controlled Model Aircraft	ENR	From 08 AUG 2024 till 22 DEC 2024	
047/2024	EBAW - RNAV1/RNP1 SID RWY 11	AD	From 05 SEP 2024 till 17 APR 2025	
049/2024	EBAW - Operational Hours	AD	From 03 OCT 2024 till 01 JUN 2025	
051/2024	Steenokkerzeel ATCC: Limited FIS	ENR	From 03 OCT 2024 till 27 NOV 2025	
052/2024	EBAW - Temporary Obstacle	AD	From 03 OCT 2024 till 13 AUG 2025	
053/2024	EBOS - Temporary Obstacle	AD	From 03 OCT 2024	
054/2024	EBLG - Taxi Regulations	AD	From 03 OCT 2024	
055/2024	EBLG - RWY22R ILS U/S	AD	From 03 OCT 2024 till 06 JAN 2025	
056/2024	EBFN - Temporary Obstacle	AD	From 31 OCT 2024 till 31 MAY 2025	
057/2024	Obstacle Lighting U/S on pylons at Jumet, Marquain and Mons	ENR	From 31 OCT 2024	
058/2024	EBBR - Terminal Capacity Restrictions	AD	From 27 OCT 2024 till 29 MAR 2025	
059/2024	EBBR - RNP APCH RWY25R and RWY25L - ISGS	AD	From 28 NOV 2024 till 31 MAR 2025	
060/2024	EBOS - Unavailability of OO and ONO	ENR/AD	From 28 NOV 2024 till 10 JUL 2025	
061/2024	EBKT - Temporary Obstacles	AD	From 28 NOV 2024 till 31 JAN 2026	
062/2024	AIP Publication Schedule 2025	GEN	From 28 NOV 2024 till 31 DEC 2025	
063/2024	EBCV - Limitations on Parking	AD	From 28 NOV 2024	
064/2024	ELLX - Obstacles due to Construction Work	AD	From 28 NOV 2024	
065/2024	ELLX - Luxembourg CTR Northern Part Closed to VFR Operations	AD	From 28 NOV 2024	
066/2024	CBA 1T	ENR	From 29 NOV 2024 till 16 APR 2025	
067/2024	EBCI - Obstacle	AD	From 28 NOV 2024	

GEN 0.4 Checklist of AIP Pages

GEN

GEN 0.1-1 06-OCT-2022
 GEN 0.1-2 06-OCT-2022
 GEN 0.2-1 28-NOV-2024
 GEN 0.2-2 28-NOV-2024
 GEN 0.3-1 28-NOV-2024
 GEN 0.3-2 28-NOV-2024
 GEN 0.4-1 28-NOV-2024
 GEN 0.4-2 28-NOV-2024
 GEN 0.4-3 28-NOV-2024
 GEN 0.4-4 28-NOV-2024
 GEN 0.4-5 28-NOV-2024
 GEN 0.4-6 28-NOV-2024
 GEN 0.4-7 28-NOV-2024
 GEN 0.4-8 28-NOV-2024
 GEN 0.4-9 28-NOV-2024
 GEN 0.4-10 28-NOV-2024
 GEN 0.5-1 04-FEB-2016
 GEN 0.5-2 04-FEB-2016
 GEN 0.6-1 28-NOV-2024
 GEN 0.6-2 28-NOV-2024
 GEN 0.6-3 28-NOV-2024
 GEN 0.6-4 28-NOV-2024
 GEN 1.1-1 21-APR-2022
 GEN 1.1-2 21-APR-2022
 GEN 1.1-3 10-AUG-2023
 GEN 1.1-4 10-AUG-2023
 GEN 1.1-5 05-OCT-2023
 GEN 1.1-6 05-OCT-2023
 GEN 1.2-1 16-MAY-2024
 GEN 1.2-2 16-MAY-2024
 GEN 1.2-3 18-APR-2024
 GEN 1.2-4 18-APR-2024
 GEN 1.3-1 04-FEB-2016
 GEN 1.3-2 04-FEB-2016
 GEN 1.4-1 04-FEB-2016
 GEN 1.4-2 04-FEB-2016
 GEN 1.5-1 18-APR-2024
 GEN 1.5-2 18-APR-2024
 GEN 1.6-1 31-DEC-2020
 GEN 1.6-2 31-DEC-2020
 GEN 1.6-3 18-MAY-2023
 GEN 1.6-4 18-MAY-2023
 GEN 1.6-5 31-DEC-2020
 GEN 1.6-6 31-DEC-2020
 GEN 1.7-1 28-NOV-2024
 GEN 1.7-2 28-NOV-2024
 GEN 1.7-3 28-NOV-2024
 GEN 1.7-4 28-NOV-2024
 GEN 1.7-5 28-NOV-2024
 GEN 1.7-6 28-NOV-2024
 GEN 1.7-7 28-NOV-2024
 GEN 1.7-8 28-NOV-2024
 GEN 1.7-9 28-NOV-2024
 GEN 1.7-10 28-NOV-2024
 GEN 1.7-11 28-NOV-2024
 GEN 1.7-12 28-NOV-2024
 GEN 2.1-1 30-NOV-2023
 GEN 2.1-2 30-NOV-2023
 GEN 2.2-1 28-NOV-2024
 GEN 2.2-2 28-NOV-2024
 GEN 2.2-3 28-NOV-2024
 GEN 2.2-4 28-NOV-2024
 GEN 2.2-5 28-NOV-2024
 GEN 2.2-6 28-NOV-2024
 GEN 2.2-7 28-NOV-2024
 GEN 2.2-8 28-NOV-2024
 GEN 2.2-9 28-NOV-2024
 GEN 2.2-10 28-NOV-2024
 GEN 2.2-11 28-NOV-2024
 GEN 2.2-12 28-NOV-2024

GEN 2.3-1 03-NOV-2022
 GEN 2.3-2 03-NOV-2022
 GEN 2.3-3 21-APR-2022
 GEN 2.3-4 21-APR-2022
 GEN 2.4-1 28-NOV-2024
 GEN 2.4-2 28-NOV-2024
 GEN 2.4-3 28-NOV-2024
 GEN 2.4-4 28-NOV-2024
 GEN 2.5-1 13-JUN-2024
 GEN 2.5-2 13-JUN-2024
 GEN 2.6-1 04-FEB-2016
 GEN 2.6-2 04-FEB-2016
 GEN 2.7-1 25-JAN-2024
 GEN 2.7-2 25-JAN-2024
 GEN 2.7-3 25-JAN-2024
 GEN 2.7-4 25-JAN-2024
 GEN 3.1-1 13-JUN-2024
 GEN 3.1-2 13-JUN-2024
 GEN 3.1-3 13-JUN-2024
 GEN 3.1-4 13-JUN-2024
 GEN 3.1-5 30-NOV-2023
 GEN 3.1-6 30-NOV-2023
 GEN 3.2-1 28-NOV-2024
 GEN 3.2-2 28-NOV-2024
 GEN 3.2-3 03-OCT-2024
 GEN 3.2-4 03-OCT-2024
 GEN 3.3-1 31-OCT-2024
 GEN 3.3-2 31-OCT-2024
 GEN 3.3-3 31-OCT-2024
 GEN 3.3-4 31-OCT-2024
 GEN 3.3-5 24-MAR-2022
 GEN 3.3-6 24-MAR-2022
 GEN 3.3-7 02-DEC-2021
 GEN 3.3-8 02-DEC-2021
 GEN 3.4-1 08-SEP-2022
 GEN 3.4-2 08-SEP-2022
 GEN 3.4-3 31-OCT-2024
 GEN 3.4-4 31-OCT-2024
 GEN 3.4-5 31-OCT-2024
 GEN 3.4-6 31-OCT-2024
 GEN 3.4-7 31-OCT-2024
 GEN 3.4-8 31-OCT-2024
 GEN 3.5-1 18-APR-2024
 GEN 3.5-2 18-APR-2024
 GEN 3.5-3 02-DEC-2021
 GEN 3.5-4 02-DEC-2021
 GEN 3.5-5 02-DEC-2021
 GEN 3.5-6 02-DEC-2021
 GEN 3.5-7 04-NOV-2021
 GEN 3.5-8 04-NOV-2021
 GEN 3.5-9 04-NOV-2021
 GEN 3.5-10 04-NOV-2021
 GEN 3.5-11 05-NOV-2020
 GEN 3.5-12 05-NOV-2020
 GEN 3.5-13 18-JUN-2020
 GEN 3.5-14 18-JUN-2020
 GEN 3.6-1 20-MAY-2021
 GEN 3.6-2 20-MAY-2021
 GEN 3.6-3 02-JAN-2020
 GEN 3.6-4 02-JAN-2020
 GEN 3.6-5 16-MAY-2024
 GEN 3.6-6 16-MAY-2024
 GEN 4.1-1 21-MAR-2024
 GEN 4.1-2 21-MAR-2024
 GEN 4.1-3 31-OCT-2024
 GEN 4.1-4 31-OCT-2024
 GEN 4.2-1 25-JAN-2024
 GEN 4.2-2 25-JAN-2024
 GEN 4.2-3 18-APR-2024
 GEN 4.2-4 18-APR-2024
 GEN 4.2-5 18-APR-2024
 GEN 4.2-6 18-APR-2024

ENR

ENR 0.1-1 04-FEB-2016
 ENR 0.1-2 04-FEB-2016
 ENR 0.2-1 04-FEB-2016
 ENR 0.2-2 04-FEB-2016
 ENR 0.3-1 04-FEB-2016
 ENR 0.3-2 04-FEB-2016
 ENR 0.4-1 04-FEB-2016
 ENR 0.4-2 04-FEB-2016
 ENR 0.5-1 04-FEB-2016
 ENR 0.5-2 04-FEB-2016
 ENR 0.6-1 28-NOV-2024
 ENR 0.6-2 28-NOV-2024
 ENR 0.6-3 28-NOV-2024
 ENR 0.6-4 28-NOV-2024
 ENR 1.1-1 26-JAN-2023
 ENR 1.1-2 26-JAN-2023
 ENR 1.1-3 18-MAY-2023
 ENR 1.1-4 18-MAY-2023
 ENR 1.1-5 18-MAY-2023
 ENR 1.1-6 18-MAY-2023
 ENR 1.1-7 18-MAY-2023
 ENR 1.1-8 18-MAY-2023
 ENR 1.1-9 15-SEP-2016
 ENR 1.1-10 15-SEP-2016
 ENR 1.1-11 26-MAY-2016
 ENR 1.1-12 26-MAY-2016
 ENR 1.1-13 26-MAY-2016
 ENR 1.1-14 26-MAY-2016
 ENR 1.1-15 26-MAY-2016
 ENR 1.1-16 26-MAY-2016
 ENR 1.1-17 18-AUG-2016
 ENR 1.1-18 18-AUG-2016
 ENR 1.1-19 15-SEP-2016
 ENR 1.1-20 15-SEP-2016
 ENR 1.1-21 12-OCT-2017
 ENR 1.1-22 12-OCT-2017
 ENR 1.1-23 28-NOV-2024
 ENR 1.1-24 28-NOV-2024
 ENR 1.1-25 26-JAN-2023
 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
 ENR 1.1-32 31-DEC-2020
 ENR 1.1-33 22-FEB-2024
 ENR 1.1-34 22-FEB-2024
 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
 ENR 1.2-1 05-OCT-2023
 ENR 1.2-2 05-OCT-2023
 ENR 1.2-3 21-MAR-2024
 ENR 1.2-4 21-MAR-2024
 ENR 1.3-1 22-FEB-2024
 ENR 1.3-2 22-FEB-2024
 ENR 1.3-3 22-FEB-2024
 ENR 1.3-4 22-FEB-2024
 ENR 1.4-1 14-JUL-2022
 ENR 1.4-2 14-JUL-2022

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

AD 2.EBBR-53	28-NOV-2024	AD 2.EBBR-STAR.03-2	03-OCT-2024	AD 2.EBCI-21	28-NOV-2024
AD 2.EBBR-54	28-NOV-2024	AD 2.EBBR-STAR.04-1	05-SEP-2024	AD 2.EBCI-22	28-NOV-2024
AD 2.EBBR-55	22-FEB-2024	AD 2.EBBR-STAR.04-2	05-SEP-2024	AD 2.EBCI-23	28-NOV-2024
AD 2.EBBR-56	22-FEB-2024	AD 2.EBBR-STAR.05-1	05-SEP-2024	AD 2.EBCI-24	28-NOV-2024
AD 2.EBBR-57	22-FEB-2024	AD 2.EBBR-STAR.05-2	05-SEP-2024	AD 2.EBCI-25	28-NOV-2024
AD 2.EBBR-58	22-FEB-2024	AD 2.EBBR-SID.01-1	28-NOV-2024	AD 2.EBCI-26	28-NOV-2024
AD 2.EBBR-59	11-JUL-2024	AD 2.EBBR-SID.01-2	28-NOV-2024	AD 2.EBCI-27	28-NOV-2024
AD 2.EBBR-60	11-JUL-2024	AD 2.EBBR-SID.02-1	11-JUL-2024	AD 2.EBCI-28	28-NOV-2024
AD 2.EBBR-61	11-JUL-2024	AD 2.EBBR-SID.02-2	11-JUL-2024	AD 2.EBCI-29	28-NOV-2024
AD 2.EBBR-62	11-JUL-2024	AD 2.EBBR-SID.03-1	11-JUL-2024	AD 2.EBCI-30	28-NOV-2024
AD 2.EBBR-63	11-JUL-2024	AD 2.EBBR-SID.03-2	11-JUL-2024	AD 2.EBCI-31	28-NOV-2024
AD 2.EBBR-64	11-JUL-2024	AD 2.EBBR-SID.04-1	28-NOV-2024	AD 2.EBCI-32	28-NOV-2024
AD 2.EBBR-65	11-JUL-2024	AD 2.EBBR-SID.04-2	28-NOV-2024	AD 2.EBCI-ADC.01-1	28-NOV-2024
AD 2.EBBR-66	11-JUL-2024	AD 2.EBBR-SID.05-1	28-NOV-2024	AD 2.EBCI-ADC.01-2	28-NOV-2024
AD 2.EBBR-67	11-JUL-2024	AD 2.EBBR-SID.05-2	28-NOV-2024	AD 2.EBCI-ADC.02-1	25-JAN-2024
AD 2.EBBR-68	11-JUL-2024	AD 2.EBBR-SID.06-1	28-NOV-2024	AD 2.EBCI-ADC.02-2	25-JAN-2024
AD 2.EBBR-69	28-NOV-2024	AD 2.EBBR-SID.06-2	28-NOV-2024	AD 2.EBCI-GMC.01-1	28-NOV-2024
AD 2.EBBR-70	28-NOV-2024	AD 2.EBBR-SID.07-1	28-NOV-2024	AD 2.EBCI-GMC.01-2	28-NOV-2024
AD 2.EBBR-71	03-OCT-2024	AD 2.EBBR-SID.07-2	28-NOV-2024	AD 2.EBCI-GMC.02-1	05-SEP-2024
AD 2.EBBR-72	03-OCT-2024	AD 2.EBBR-SID.08-1	28-NOV-2024	AD 2.EBCI-GMC.02-2	05-SEP-2024
AD 2.EBBR-73	03-OCT-2024	AD 2.EBBR-SID.08-2	28-NOV-2024	AD 2.EBCI-GMC.03-1	05-SEP-2024
AD 2.EBBR-74	03-OCT-2024	AD 2.EBBR-SID.09-1	28-NOV-2024	AD 2.EBCI-GMC.03-2	05-SEP-2024
AD 2.EBBR-75	03-OCT-2024	AD 2.EBBR-SID.09-2	28-NOV-2024	AD 2.EBCI-GMC.04-1	05-SEP-2024
AD 2.EBBR-76	03-OCT-2024	AD 2.EBBR-IAC.01-1	03-OCT-2024	AD 2.EBCI-GMC.04-2	05-SEP-2024
AD 2.EBBR-ADC.01-1	28-NOV-2024	AD 2.EBBR-IAC.01-2	03-OCT-2024	AD 2.EBCI-AOC.01-1	28-NOV-2024
AD 2.EBBR-ADC.01-2	28-NOV-2024	AD 2.EBBR-IAC.03-1	28-NOV-2024	AD 2.EBCI-AOC.01-2	28-NOV-2024
AD 2.EBBR-ADC.02-1	28-NOV-2024	AD 2.EBBR-IAC.03-2	28-NOV-2024	AD 2.EBCI-PATC.01-1	28-NOV-2024
AD 2.EBBR-ADC.02-2	28-NOV-2024	AD 2.EBBR-IAC.04-1	28-NOV-2024	AD 2.EBCI-PATC.01-2	28-NOV-2024
AD 2.EBBR-ADC.03-1	03-NOV-2022	AD 2.EBBR-IAC.04-2	28-NOV-2024	AD 2.EBCI-STAR.01-1	22-FEB-2024
AD 2.EBBR-ADC.03-2	03-NOV-2022	AD 2.EBBR-IAC.05-1	28-NOV-2024	AD 2.EBCI-STAR.01-2	22-FEB-2024
AD 2.EBBR-GMC.01-1	03-OCT-2024	AD 2.EBBR-IAC.05-2	28-NOV-2024	AD 2.EBCI-STAR.02-1	22-FEB-2024
AD 2.EBBR-GMC.01-2	03-OCT-2024	AD 2.EBBR-IAC.07a-1	05-SEP-2024	AD 2.EBCI-STAR.02-2	22-FEB-2024
AD 2.EBBR-GMC.02a-1	28-NOV-2024	AD 2.EBBR-IAC.07a-2	05-SEP-2024	AD 2.EBCI-SID.01-1	11-JUL-2024
AD 2.EBBR-GMC.02a-2	28-NOV-2024	AD 2.EBBR-IAC.08-1	21-MAR-2024	AD 2.EBCI-SID.01-2	11-JUL-2024
AD 2.EBBR-GMC.02b-1	28-NOV-2024	AD 2.EBBR-IAC.08-2	21-MAR-2024	AD 2.EBCI-SID.02-1	11-JUL-2024
AD 2.EBBR-GMC.02b-2	28-NOV-2024	AD 2.EBBR-IAC.09-1	31-OCT-2024	AD 2.EBCI-SID.02-2	11-JUL-2024
AD 2.EBBR-GMC.02c-1	28-NOV-2024	AD 2.EBBR-IAC.09-2	31-OCT-2024	AD 2.EBCI-SID.03-1	11-JUL-2024
AD 2.EBBR-GMC.02c-2	28-NOV-2024	AD 2.EBBR-IAC.10-1	21-MAR-2024	AD 2.EBCI-SID.03-2	11-JUL-2024
AD 2.EBBR-GMC.02d-1	28-NOV-2024	AD 2.EBBR-IAC.10-2	21-MAR-2024	AD 2.EBCI-SID.04-1	11-JUL-2024
AD 2.EBBR-GMC.02d-2	28-NOV-2024	AD 2.EBBR-IAC.11-1	05-SEP-2024	AD 2.EBCI-SID.04-2	11-JUL-2024
AD 2.EBBR-GMC.03-1	28-NOV-2024	AD 2.EBBR-IAC.11-2	05-SEP-2024	AD 2.EBCI-IAC.01-1	13-JUN-2024
AD 2.EBBR-GMC.03-2	28-NOV-2024	AD 2.EBBR-IAC.11a-1	05-OCT-2023	AD 2.EBCI-IAC.01-2	13-JUN-2024
AD 2.EBBR-GMC.04-1	28-NOV-2024	AD 2.EBBR-IAC.11a-2	05-OCT-2023	AD 2.EBCI-IAC.02-1	21-MAR-2024
AD 2.EBBR-GMC.04-2	28-NOV-2024	AD 2.EBBR-IAC.12-1	28-NOV-2024	AD 2.EBCI-IAC.02-2	21-MAR-2024
AD 2.EBBR-GMC.05-1	03-OCT-2024	AD 2.EBBR-IAC.12-2	28-NOV-2024	AD 2.EBCI-IAC.03-1	21-MAR-2024
AD 2.EBBR-GMC.05-2	03-OCT-2024	AD 2.EBBR-IAC.12a-1	05-SEP-2024	AD 2.EBCI-IAC.03-2	21-MAR-2024
AD 2.EBBR-GMC.06a-1	28-NOV-2024	AD 2.EBBR-IAC.12a-2	05-SEP-2024	AD 2.EBCI-IAC.04-1	21-MAR-2024
AD 2.EBBR-GMC.06a-2	28-NOV-2024	AD 2.EBBR-IAC.13-1	05-SEP-2024	AD 2.EBCI-IAC.04-2	21-MAR-2024
AD 2.EBBR-GMC.06b-1	28-NOV-2024	AD 2.EBBR-IAC.13-2	05-SEP-2024	AD 2.EBCI-IAC.04a-1	23-APR-2020
AD 2.EBBR-GMC.06b-2	28-NOV-2024	AD 2.EBBR-IAC.13a-1	05-OCT-2023	AD 2.EBCI-IAC.04a-2	23-APR-2020
AD 2.EBBR-GMC.07-1	03-OCT-2024	AD 2.EBBR-IAC.13a-2	05-OCT-2023	AD 2.EBCI-IAC.05-1	21-MAR-2024
AD 2.EBBR-GMC.07-2	03-OCT-2024	AD 2.EBBR-IAC.14-1	05-SEP-2024	AD 2.EBCI-IAC.05-2	21-MAR-2024
AD 2.EBBR-APDC.01-1	28-NOV-2024	AD 2.EBBR-IAC.14-2	05-SEP-2024	AD 2.EBCI-IAC.05a-1	23-APR-2020
AD 2.EBBR-APDC.01-2	28-NOV-2024	AD 2.EBBR-IAC.14a-1	05-OCT-2023	AD 2.EBCI-IAC.05a-2	23-APR-2020
AD 2.EBBR-APDC.02-1	28-NOV-2024	AD 2.EBBR-IAC.14a-2	05-OCT-2023	AD 2.EBCI-VAC.01-1	13-JUN-2024
AD 2.EBBR-APDC.02-2	28-NOV-2024	AD 2.EBBR-VAC.01-1	21-MAR-2024	AD 2.EBCI-VAC.01-2	13-JUN-2024
AD 2.EBBR-APDC.03-1	28-NOV-2024	AD 2.EBBR-VAC.01-2	21-MAR-2024	AD 2.EBKT-1	18-APR-2024
AD 2.EBBR-APDC.03-2	28-NOV-2024	AD 2.EBCI-1	28-NOV-2024	AD 2.EBKT-2	18-APR-2024
AD 2.EBBR-APDC.04-1	08-AUG-2024	AD 2.EBCI-2	28-NOV-2024	AD 2.EBKT-3	03-OCT-2024
AD 2.EBBR-APDC.04-2	08-AUG-2024	AD 2.EBCI-3	28-NOV-2024	AD 2.EBKT-4	03-OCT-2024
AD 2.EBBR-AOC.01-1	21-MAR-2024	AD 2.EBCI-4	28-NOV-2024	AD 2.EBKT-5	03-OCT-2024
AD 2.EBBR-AOC.01-2	21-MAR-2024	AD 2.EBCI-5	28-DEC-2023	AD 2.EBKT-6	03-OCT-2024
AD 2.EBBR-AOC.02-1	21-MAR-2024	AD 2.EBCI-6	28-DEC-2023	AD 2.EBKT-7	03-OCT-2024
AD 2.EBBR-AOC.02-2	21-MAR-2024	AD 2.EBCI-7	11-JUL-2024	AD 2.EBKT-8	03-OCT-2024
AD 2.EBBR-AOC.03-1	21-MAR-2024	AD 2.EBCI-8	11-JUL-2024	AD 2.EBKT-9	03-OCT-2024
AD 2.EBBR-AOC.03-2	21-MAR-2024	AD 2.EBCI-9	28-NOV-2024	AD 2.EBKT-10	03-OCT-2024
AD 2.EBBR-PATC.01-1	04-FEB-2016	AD 2.EBCI-10	28-NOV-2024	AD 2.EBKT-11	03-OCT-2024
AD 2.EBBR-PATC.01-2	04-FEB-2016	AD 2.EBCI-11	28-NOV-2024	AD 2.EBKT-12	03-OCT-2024
AD 2.EBBR-PATC.02-1	04-FEB-2016	AD 2.EBCI-12	28-NOV-2024	AD 2.EBKT-13	03-OCT-2024
AD 2.EBBR-PATC.02-2	04-FEB-2016	AD 2.EBCI-13	28-NOV-2024	AD 2.EBKT-14	03-OCT-2024
AD 2.EBBR-ATCSMAC.01-1	21-MAR-2024	AD 2.EBCI-14	28-NOV-2024	AD 2.EBKT-15	18-APR-2024
AD 2.EBBR-ATCSMAC.01-2	21-MAR-2024	AD 2.EBCI-15	28-NOV-2024	AD 2.EBKT-16	18-APR-2024
AD 2.EBBR-STAR.01-1	28-NOV-2024	AD 2.EBCI-16	28-NOV-2024	AD 2.EBKT-17	18-APR-2024
AD 2.EBBR-STAR.01-2	28-NOV-2024	AD 2.EBCI-17	28-NOV-2024	AD 2.EBKT-18	18-APR-2024
AD 2.EBBR-STAR.02-1	03-OCT-2024	AD 2.EBCI-18	28-NOV-2024	AD 2.EBKT-19	21-MAR-2024
AD 2.EBBR-STAR.02-2	03-OCT-2024	AD 2.EBCI-19	28-NOV-2024	AD 2.EBKT-20	21-MAR-2024
AD 2.EBBR-STAR.03-1	03-OCT-2024	AD 2.EBCI-20	28-NOV-2024	AD 2.EBKT-ADC.01-1	21-MAR-2024

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

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

AD 2.PVT-EBAM-1	24-FEB-2022	AD 2.PVT-EBSP-2	13-JUN-2024	AD 3.HOSP-EBLC-1	23-APR-2020
AD 2.PVT-EBAM-2	24-FEB-2022	AD 2.PVT-EBSP-3	13-JUN-2024	AD 3.HOSP-EBLC-2	23-APR-2020
AD 2.PVT-EBKH-1	25-JAN-2024	AD 2.PVT-EBSP-4	13-JUN-2024	AD 3.HOSP-EBCH-1	23-APR-2020
AD 2.PVT-EBKH-2	25-JAN-2024	AD 2.PVT-EBSP-VAC.01-1	13-JUN-2024	AD 3.HOSP-EBCH-2	23-APR-2020
AD 2.PVT-EBKH-3	25-JAN-2024	AD 2.PVT-EBSP-VAC.01-2	13-JUN-2024	AD 3.HOSP-EBLS-1	25-MAR-2021
AD 2.PVT-EBKH-4	25-JAN-2024	AD 2.PVT-EBTY-1	24-FEB-2022	AD 3.HOSP-EBLS-2	25-MAR-2021
AD 2.PVT-EBKH-ADC.01-1	21-MAR-2024	AD 2.PVT-EBTY-2	24-FEB-2022	AD 3.HOSP-EBLX-1	23-APR-2020
AD 2.PVT-EBKH-ADC.01-2	21-MAR-2024	AD 2.PVT-EBTY-3	02-JAN-2020	AD 3.HOSP-EBLX-2	23-APR-2020
AD 2.PVT-EBKH-VAC.01-1	21-MAR-2024	AD 2.PVT-EBTY-4	02-JAN-2020	AD 3.HOSP-EBMC-1	23-FEB-2023
AD 2.PVT-EBKH-VAC.01-2	21-MAR-2024	AD 2.PVT-ELUS-1	18-APR-2024	AD 3.HOSP-EBMC-2	23-FEB-2023
AD 2.PVT-EBBT-1	24-FEB-2022	AD 2.PVT-ELUS-2	18-APR-2024	AD 3.HOSP-EBGE-1	23-APR-2020
AD 2.PVT-EBBT-2	24-FEB-2022	AD 2.PVT-EBTX-1	24-FEB-2022	AD 3.HOSP-EBGE-2	23-APR-2020
AD 2.PVT-EBBT-3	04-FEB-2016	AD 2.PVT-EBTX-2	24-FEB-2022	AD 3.HOSP-ELLC-1	10-AUG-2023
AD 2.PVT-EBBT-4	04-FEB-2016	AD 2.PVT-EBTX-3	20-MAY-2021	AD 3.HOSP-ELLC-2	10-AUG-2023
AD 2.PVT-EBCF-1	07-SEP-2023	AD 2.PVT-EBTX-4	20-MAY-2021	AD 3.HOSP-ELLC-ADC.01-1	28-NOV-2024
AD 2.PVT-EBCF-2	07-SEP-2023	AD 2.PVT-EBZR-1	30-NOV-2023	AD 3.HOSP-ELLC-ADC.01-2	28-NOV-2024
AD 2.PVT-EBCF-3	07-SEP-2023	AD 2.PVT-EBZR-2	30-NOV-2023	AD 3.HOSP-ELLZ-1	29-DEC-2022
AD 2.PVT-EBCF-4	07-SEP-2023	AD 2.PVT-EBZL-1	18-APR-2024	AD 3.HOSP-ELLZ-2	29-DEC-2022
AD 2.PVT-EBZW-1	24-FEB-2022	AD 2.PVT-EBZL-2	18-APR-2024	AD 3.HOSP-ELLK-1	29-DEC-2022
AD 2.PVT-EBZW-2	24-FEB-2022	AD 2.ULM-EBAR-1	20-APR-2023	AD 3.HOSP-ELLK-2	29-DEC-2022
AD 2.PVT-EBZW-3	31-JAN-2019	AD 2.ULM-EBAR-2	20-APR-2023	AD 3.HOSP-EBMT-1	23-APR-2020
AD 2.PVT-EBZW-4	31-JAN-2019	AD 2.ULM-EBML-1	13-AUG-2020	AD 3.HOSP-EBMT-2	23-APR-2020
AD 2.PVT-EBGG-1	21-APR-2022	AD 2.ULM-EBML-2	13-AUG-2020	AD 3.HOSP-EBNB-1	23-APR-2020
AD 2.PVT-EBGG-2	21-APR-2022	AD 2.ULM-EBIS-1	23-APR-2020	AD 3.HOSP-EBNB-2	23-APR-2020
AD 2.PVT-EBGG-3	04-FEB-2016	AD 2.ULM-EBIS-2	23-APR-2020	AD 3.HOSP-EBNG-1	25-MAR-2021
AD 2.PVT-EBGG-4	04-FEB-2016	AD 2.ULM-EBBN-1	23-APR-2020	AD 3.HOSP-EBNG-2	25-MAR-2021
AD 2.PVT-EBTN-1	24-FEB-2022	AD 2.ULM-EBBN-2	23-APR-2020	AD 3.HOSP-EBAD-1	23-APR-2020
AD 2.PVT-EBTN-2	24-FEB-2022	AD 2.ULM-EBMG-1	23-APR-2020	AD 3.HOSP-EBAD-2	23-APR-2020
AD 2.PVT-EBTN-3	05-OCT-2023	AD 2.ULM-EBMG-2	23-APR-2020	AD 3.HOSP-EBVS-1	23-APR-2020
AD 2.PVT-EBTN-4	05-OCT-2023	AD 2.ULM-EBBY-1	11-JUL-2024	AD 3.HOSP-EBVS-2	23-APR-2020
AD 2.PVT-EBGB-1	24-FEB-2022	AD 2.ULM-EBBY-2	11-JUL-2024	AD 3.PVT-EBDR-1	23-MAR-2023
AD 2.PVT-EBGB-2	24-FEB-2022	AD 2.ULM-EBAV-1	05-OCT-2023	AD 3.PVT-EBDR-2	23-MAR-2023
AD 2.PVT-EBGB-3	19-JUL-2018	AD 2.ULM-EBAV-2	05-OCT-2023	AD 3.PVT-EBJS-1	23-APR-2020
AD 2.PVT-EBGB-4	19-JUL-2018	AD 2.ULM-EBBZ-1	23-APR-2020	AD 3.PVT-EBJS-2	23-APR-2020
AD 2.PVT-EBGB-VAC.01-1	21-MAR-2024	AD 2.ULM-EBBZ-2	23-APR-2020	AD 3.PVT-EBBM-1	23-APR-2020
AD 2.PVT-EBGB-VAC.01-2	21-MAR-2024	AD 2.ULM-EBOR-1	25-FEB-2021	AD 3.PVT-EBBM-2	23-APR-2020
AD 2.PVT-EBZH-1	24-FEB-2022	AD 2.ULM-EBOR-2	25-FEB-2021	AD 3.PVT-EBBV-1	23-APR-2020
AD 2.PVT-EBZH-2	24-FEB-2022	AD 2.ULM-EBZU-1	16-MAY-2024	AD 3.PVT-EBBV-2	23-APR-2020
AD 2.PVT-EBZH-3	04-FEB-2016	AD 2.ULM-EBZU-2	16-MAY-2024	AD 3.PVT-EBOK-1	23-APR-2020
AD 2.PVT-EBZH-4	04-FEB-2016	AD 2.PERS-EBSM-1	16-JUL-2020	AD 3.PVT-EBOK-2	23-APR-2020
AD 2.PVT-EBHN-1	18-APR-2024	AD 2.PERS-EBSM-2	16-JUL-2020	AD 3.PVT-EBDV-1	29-DEC-2022
AD 2.PVT-EBHN-2	18-APR-2024	AD 3.MIL-EBCT-1	23-APR-2020	AD 3.PVT-EBDV-2	29-DEC-2022
AD 2.PVT-EBHN-3	04-FEB-2016	AD 3.MIL-EBCT-2	23-APR-2020	AD 3.PVT-EBEB-1	23-APR-2020
AD 2.PVT-EBHN-4	04-FEB-2016	AD 3.MIL-EBCT-VAC.01-1	23-APR-2020	AD 3.PVT-EBEB-2	23-APR-2020
AD 2.PVT-EBEH-1	24-FEB-2022	AD 3.MIL-EBCT-VAC.01-2	23-APR-2020	AD 3.PVT-EBFR-1	14-JUL-2022
AD 2.PVT-EBEH-2	24-FEB-2022	AD 3.MIL-EBCT-VAC.02-1	23-APR-2020	AD 3.PVT-EBFR-2	14-JUL-2022
AD 2.PVT-EBEH-3	31-JAN-2019	AD 3.MIL-EBCT-VAC.02-2	23-APR-2020	AD 3.PVT-EBAG-1	23-APR-2020
AD 2.PVT-EBEH-4	31-JAN-2019	AD 3.HOSP-EBAL-1	23-APR-2020	AD 3.PVT-EBAG-2	23-APR-2020
AD 2.PVT-EBLE-1	11-JUL-2024	AD 3.HOSP-EBAL-2	23-APR-2020	AD 3.PVT-EBHM-1	23-APR-2020
AD 2.PVT-EBLE-2	11-JUL-2024	AD 3.HOSP-EBMD-1	23-APR-2020	AD 3.PVT-EBHM-2	23-APR-2020
AD 2.PVT-EBMO-1	05-SEP-2024	AD 3.HOSP-EBMD-2	23-APR-2020	AD 3.PVT-EBHO-1	03-DEC-2020
AD 2.PVT-EBMO-2	05-SEP-2024	AD 3.HOSP-EBSJ-1	23-APR-2020	AD 3.PVT-EBHO-2	03-DEC-2020
AD 2.PVT-EBMO-3	05-SEP-2024	AD 3.HOSP-EBSJ-2	23-APR-2020	AD 3.PVT-EBHT-1	23-APR-2020
AD 2.PVT-EBMO-4	05-SEP-2024	AD 3.HOSP-EBSS-1	03-DEC-2020	AD 3.PVT-EBHT-2	23-APR-2020
AD 2.PVT-EBMO-VAC.01-1	05-SEP-2024	AD 3.HOSP-EBSS-2	03-DEC-2020	AD 3.PVT-EBHF-1	05-OCT-2023
AD 2.PVT-EBMO-VAC.01-2	05-SEP-2024	AD 3.HOSP-EBUC-1	23-APR-2020	AD 3.PVT-EBHF-2	05-OCT-2023
AD 2.PVT-EBNM-1	22-FEB-2024	AD 3.HOSP-EBUC-2	23-APR-2020	AD 3.PVT-EBKD-1	24-FEB-2022
AD 2.PVT-EBNM-2	22-FEB-2024	AD 3.HOSP-EBEU-1	30-NOV-2023	AD 3.PVT-EBKD-2	24-FEB-2022
AD 2.PVT-EBNM-3	24-FEB-2022	AD 3.HOSP-EBEU-2	30-NOV-2023	AD 3.PVT-EBFI-1	04-NOV-2021
AD 2.PVT-EBNM-4	24-FEB-2022	AD 3.HOSP-EBEA-1	31-OCT-2024	AD 3.PVT-EBFI-2	04-NOV-2021
AD 2.PVT-ELNT-1	16-MAY-2024	AD 3.HOSP-EBEA-2	31-OCT-2024	AD 3.PVT-EBKW-1	23-APR-2020
AD 2.PVT-ELNT-2	16-MAY-2024	AD 3.HOSP-ELEA-1	29-DEC-2022	AD 3.PVT-EBKW-2	23-APR-2020
AD 2.PVT-EBSG-1	03-NOV-2022	AD 3.HOSP-ELEA-2	29-DEC-2022	AD 3.PVT-EBSA-1	13-JUN-2024
AD 2.PVT-EBSG-2	03-NOV-2022	AD 3.HOSP-ELEA-ADC.01-1	28-NOV-2024	AD 3.PVT-EBSA-2	13-JUN-2024
AD 2.PVT-EBSG-3	03-NOV-2022	AD 3.HOSP-ELEA-ADC.01-2	28-NOV-2024	AD 3.PVT-EBBG-1	03-OCT-2024
AD 2.PVT-EBSG-4	03-NOV-2022	AD 3.HOSP-ELET-1	29-DEC-2022	AD 3.PVT-EBBG-2	03-OCT-2024
AD 2.PVT-EBSH-1	24-FEB-2022	AD 3.HOSP-ELET-2	29-DEC-2022	AD 3.PVT-EBHC-1	08-AUG-2024
AD 2.PVT-EBSH-2	24-FEB-2022	AD 3.HOSP-EBGT-1	02-NOV-2023	AD 3.PVT-EBHC-2	08-AUG-2024
AD 2.PVT-EBSH-3	24-FEB-2022	AD 3.HOSP-EBGT-2	02-NOV-2023	AD 3.PVT-EBKR-1	21-APR-2022
AD 2.PVT-EBSH-4	24-FEB-2022	AD 3.HOSP-EBYP-1	16-MAY-2024	AD 3.PVT-EBKR-2	21-APR-2022
AD 2.PVT-EBST-1	30-NOV-2023	AD 3.HOSP-EBYP-2	16-MAY-2024	AD 3.PVT-EBMS-1	13-AUG-2020
AD 2.PVT-EBST-2	30-NOV-2023	AD 3.HOSP-EBKZ-1	23-APR-2020	AD 3.PVT-EBMS-2	13-AUG-2020
AD 2.PVT-EBST-3	30-NOV-2023	AD 3.HOSP-EBKZ-2	23-APR-2020	AD 3.PVT-EBLT-1	23-APR-2020
AD 2.PVT-EBST-4	30-NOV-2023	AD 3.HOSP-EBKG-1	23-APR-2020	AD 3.PVT-EBLT-2	23-APR-2020
AD 2.PVT-EBST-VAC.01-1	21-MAR-2024	AD 3.HOSP-EBKG-2	23-APR-2020	AD 3.PVT-EBRE-1	25-JAN-2024
AD 2.PVT-EBST-VAC.01-2	21-MAR-2024	AD 3.HOSP-EBGA-1	23-APR-2020	AD 3.PVT-EBRE-2	25-JAN-2024
AD 2.PVT-EBSP-1	13-JUN-2024	AD 3.HOSP-EBGA-2	23-APR-2020	AD 3.PVT-EBLO-1	23-APR-2020

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

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 0.6 Table of Contents to Part 1

GEN 0 INTRODUCTION

GEN 0.1 Preface

1 NAME OF THE PUBLISHING AUTHORITY	GEN 0.1-1
2 APPLICABLE ICAO DOCUMENTS	GEN 0.1-1
3 AIP STRUCTURE AND ESTABLISHED REGULAR AMENDMENT INTERVAL	GEN 0.1-1
4 SERVICES TO CONTACT IN CASE OF DETECTED AIP ERRORS OR OMISSIONS	GEN 0.1-2

GEN 0.2 Record of AIP Amendments

GEN 0.3 Record of AIP Supplements

GEN 0.4 Checklist of AIP Pages

GEN 0.5 List of Hand Amendments to the AIP

GEN 0.6 Table of Contents to Part 1

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 Designated Authorities

1 AVIATION AUTHORITY	GEN 1.1-1
2 METEOROLOGY	GEN 1.1-1
3 CUSTOMS	GEN 1.1-2
4 IMMIGRATION	GEN 1.1-3
5 HEALTH	GEN 1.1-3
6 EN-ROUTE CHARGES	GEN 1.1-3
7 AERODROME CHARGES	GEN 1.1-4
8 AGRICULTURAL QUARANTINE	GEN 1.1-4
9 AIRCRAFT ACCIDENTS INVESTIGATION	GEN 1.1-5

GEN 1.2 Entry, Transit and Departure of Aircraft

1 IN BELGIUM	GEN 1.2-1
2 IN LUXEMBOURG	GEN 1.2-4

GEN 1.3 Entry, Transit and Departure of Passengers and Crew

GEN 1.4 Entry, Transit and Departure of Cargo

GEN 1.5 Aircraft Instruments, Equipment and Flight Documents

1 NAVIGATION EQUIPMENT	GEN 1.5-1
2 8.33KHZ CHANNEL SPACING CAPABLE RADIO EQUIPMENT	GEN 1.5-1
3 EUR RVSM IN BRUSSELS UIR	GEN 1.5-1
4 SSR TRANSPONDER	GEN 1.5-2
5 ACAS Resolution advisory (RA) (SERA.11014)	GEN 1.5-3

GEN 1.6 Summary of National Regulations and International Agreements / Conventions

1 IN BELGIUM	GEN 1.6-1
2 IN LUXEMBOURG	GEN 1.6-4
3 EUROPEAN REGULATIONS	GEN 1.6-5

GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures

GEN 2 TABLES AND CODES

GEN 2.1 Measuring System, Aircraft Markings, Holidays

1	UNITS OF MEASUREMENT.....	GEN 2.1-1
2	TEMPORAL REFERENCE SYSTEM.....	GEN 2.1-1
3	HORIZONTAL REFERENCE SYSTEM.....	GEN 2.1-1
4	VERTICAL REFERENCE DATUM.....	GEN 2.1-2
5	AIRCRAFT NATIONALITY AND REGISTRATION MARKS.....	GEN 2.1-2
6	PUBLIC HOLIDAYS.....	GEN 2.1-2

GEN 2.2 Abbreviations Used in AIS Publications

GEN 2.3 Chart Symbols

GEN 2.4 Location Indicators

GEN 2.5 List of Radio Navigation Aids

GEN 2.6 Conversion of units of measurement

GEN 2.7 Sunrise / Sunset

1	BELGIUM.....	GEN 2.7-1
2	LUXEMBOURG.....	GEN 2.7-2

GEN 3 SERVICES

GEN 3.1 Aeronautical Information Services

1	RESPONSIBLE SERVICES.....	GEN 3.1-1
2	AREA OF RESPONSIBILITY.....	GEN 3.1-2
3	AERONAUTICAL PUBLICATIONS.....	GEN 3.1-2
4	AIRAC SYSTEM.....	GEN 3.1-3
5	PRE-FLIGHT INFORMATION SERVICE AT AERODROMES / HELIPORTS.....	GEN 3.1-4
6	ELECTRONIC TERRAIN AND OBSTACLE DATA.....	GEN 3.1-6
7	EAD.....	GEN 3.1-6

GEN 3.2 Aeronautical Charts

1	RESPONSIBLE SERVICE.....	GEN 3.2-1
2	MAINTENANCE OF CHARTS.....	GEN 3.2-1
3	PURCHASE ARRANGEMENTS.....	GEN 3.2-1
4	AERONAUTICAL CHART SERIES AVAILABLE.....	GEN 3.2-1
5	LIST OF AERONAUTICAL CHARTS AVAILABLE.....	GEN 3.2-2
6	INDEX TO THE WORLD AERONAUTICAL CHART (WAC) - ICAO 1:1 000 000.....	GEN 3.2-3
7	TOPOGRAPHICAL CHARTS.....	GEN 3.2-3
8	CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP.....	GEN 3.2-4
9	MILITARY USE OF NAVIGATIONAL CHARTS.....	GEN 3.2-4

GEN 3.3 Air Traffic Services

1	RESPONSIBLE SERVICES.....	GEN 3.3-1
2	AREA OF RESPONSIBILITY.....	GEN 3.3-2
3	TYPES OF SERVICES.....	GEN 3.3-2
4	CO-ORDINATION BETWEEN THE OPERATOR AND ATS.....	GEN 3.3-4
5	MINIMUM FLIGHT ALTITUDE.....	GEN 3.3-4
6	ATS UNITS ADDRESS LIST.....	GEN 3.3-5
7	STEENOKKERZEEL ATCC OPERATIONAL HOURS.....	GEN 3.3-7
8	CRC BEAUVECHAIN OPERATIONAL HOURS.....	GEN 3.3-7

GEN 3.4 Communication Services

1	RESPONSIBLE SERVICES.....	GEN 3.4-1
2	AREA OF RESPONSIBILITY.....	GEN 3.4-2
3	TYPE OF SERVICES.....	GEN 3.4-2
4	REQUIREMENTS AND CONDITIONS.....	GEN 3.4-6
5	MISCELLANEOUS.....	GEN 3.4-6

GEN 3.5 Meteorological Services

1 CIVIL.....	GEN 3.5-1
2 MILITARY	GEN 3.5-7

GEN 3.6 Search and Rescue

1 RESPONSIBLE SERVICE	GEN 3.6-1
2 AREA OF RESPONSIBILITY	GEN 3.6-1
3 TYPES OF SERVICE	GEN 3.6-3
4 SAR AGREEMENTS	GEN 3.6-3
5 CONDITIONS OF AVAILABILITY	GEN 3.6-3
6 PROCEDURES AND SIGNALS USED	GEN 3.6-3
7 SAR REGION CHART.....	GEN 3.6-4

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES**GEN 4.1 Aerodrome/Heliport Charges**

1 EBAW	GEN 4.1-1
2 EBBR.....	GEN 4.1-2
3 EBCI	GEN 4.1-2
4 EBLG	GEN 4.1-4
5 EBKT	GEN 4.1-4
6 ELLX.....	GEN 4.1-4
7 EBOS.....	GEN 4.1-4

GEN 4.2 Air Navigation Services Charges

1 SKEYES	GEN 4.2-1
2 ANA	GEN 4.2-3
3 ROUTE CHARGES	GEN 4.2-4

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures

1 Differences from ICAO

Number	Annex	Edition	Differences																
1	Personnel Licensing	14 (including up to amendment 178)	NIL																
2	Rules of the Air	10 (including up to amendment 46)	<p>Chapter 3, § 3.2.2 (Belgium and Luxembourg) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.</p> <p>Chapter 3, § 3.2.2.4 (Belgium and Luxembourg) Sailplanes overtaking: a sailplane overtaking another sailplane may alter its course to the right or to the left.</p> <p>Chapter 3, § 3.2.3.2 (b) (Belgium and Luxembourg) Unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable.</p> <p>Chapter 3, § 3.2.5 (c) and (d) (Belgium and Luxembourg) (c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC; (d) except for balloons, land and take off into the wind unless safety, the runway configuration or air traffic considerations determine that a different direction is preferable.</p> <p>Chapter 3, § 3.3.1.2 (Belgium and Luxembourg) VFR flights across international borders operating in class G airspace and originating from within the Schengen area do not need a flight plan as far as the Brussels FIR is concerned. A pilot is required to file a flight plan when planning any flight at night if leaving the vicinity of an aerodrome.</p> <p>Chapter 3, § 3.8 and Appendix 2 (Belgium and Luxembourg) The words "in distress" are not included in EU law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive, as well as those found in Attachment A, are not contained in EU law.</p> <p>Chapter 4, § 4.3 (Luxembourg only) VFR flights at night may be authorised under the following conditions:</p> <ol style="list-style-type: none"> 1. They are operated exclusively in controlled airspace except for flights who have been granted exemptions for special operations; 2. A complete flight plan shall be filed; 3. Except when necessary for take-off or landing, or except when specifically authorised by the CAA, VFR flights at night shall be operated at a level which is at least 1 000 FT above the highest obstacle located within 8 KM of the estimated position of the aircraft; 4. Visibility and distance from cloud minima in visual meteorological conditions at night are the following: <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Altitude band</th> <th>Airspace class</th> <th>Flight visibility</th> <th>Distance from cloud</th> </tr> </thead> <tbody> <tr> <td>At and above FL 100</td> <td>C D</td> <td>8 KM</td> <td>1500 M horizontally 1000 FT vertically</td> </tr> <tr> <td>Below FL 100 and above 3000 FT AMSL, or above 1000 FT above terrain, whichever is the higher</td> <td>C D</td> <td>5 KM</td> <td>1500 M horizontally 1000 FT vertically</td> </tr> <tr> <td>At and below 3000FT AMSL, or 1000FT above terrain, whichever is the higher</td> <td>C D</td> <td>5 KM</td> <td>1500 M horizontally 1000 FT vertically</td> </tr> </tbody> </table>	Altitude band	Airspace class	Flight visibility	Distance from cloud	At and above FL 100	C D	8 KM	1500 M horizontally 1000 FT vertically	Below FL 100 and above 3000 FT AMSL, or above 1000 FT above terrain, whichever is the higher	C D	5 KM	1500 M horizontally 1000 FT vertically	At and below 3000FT AMSL, or 1000FT above terrain, whichever is the higher	C D	5 KM	1500 M horizontally 1000 FT vertically
Altitude band	Airspace class	Flight visibility	Distance from cloud																
At and above FL 100	C D	8 KM	1500 M horizontally 1000 FT vertically																
Below FL 100 and above 3000 FT AMSL, or above 1000 FT above terrain, whichever is the higher	C D	5 KM	1500 M horizontally 1000 FT vertically																
At and below 3000FT AMSL, or 1000FT above terrain, whichever is the higher	C D	5 KM	1500 M horizontally 1000 FT vertically																

Number	Annex	Edition	Differences
			<p>However:</p> <ol style="list-style-type: none"> 1. the ceiling shall not be less than 1 500 FT 2. in airspace classes C and D, at and below 3 000 FT AMSL or 1 000 FT above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface
			<p>Chapter 4, § 4.6 (Belgium and Luxembourg)</p> <p>Except when necessary for take-off or landing, or except by permission from the CAA, a VFR flight shall not be flown:</p> <ol style="list-style-type: none"> a. over the congested areas of cities, towns or settlements, or over an open-air assembly of persons at a height less than 300 M (1000FT) above the highest obstacle within a radius of 600M from the aircraft; b. elsewhere than as specified in (a), at a height less than 150M (500FT) above the ground or water, or 150 M (500FT) above the highest obstacle within a radius of 150M (500FT) from the aircraft.
3	Meteorological Service for International Air Navigation	20 (including up to amendment 80)	NIL
4	Aeronautical Charts	11 (including up to amendment 61)	NIL
5	Units of Measurement to be Used in Air and Ground Operations	5 (including up to amendment 17)	NIL
6	Operation of Aircraft		
	Part I: International Commercial Air Transport - Aeroplanes	12 (including up to amendment 48)	NIL
	Part II: International General Aviation - Aeroplanes	11 (including up to amendment 40)	NIL
	Part III: International Operations - Helicopters	11 (including up to amendment 24)	NIL
7	Aircraft Nationality and Registration Marks	6 (including up to amendment 7)	NIL
8	Airworthiness of Aircraft	13 (including up to amendment 109)	NIL
9	Facilitation	16 (including up to amendment 29)	NIL

Number	Annex	Edition	Differences
10	Aeronautical Telecommunications		
	Volume I: Radio Navigation Aids	8 (including up to amendment 93)	NIL
	Volume II: Communication Procedures including those with PANS status	7 (including up to amendment 92)	<p>Chapter 5 § 5.2.1.4.1 (Belgium and Luxembourg)</p> <p>(a) Transmission of numbers</p> <p>(1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately.</p> <p>(i) Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds.</p> <p>(ii) The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1 000 hPa which shall be transmitted as "ONE THOUSAND".</p> <p>(iii) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word "THOUSAND".</p> <p>(2) All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word "HUNDRED" or "THOUSAND", as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word "THOUSAND", followed by the number of hundreds, followed by the word "HUNDRED".</p> <p>(3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately.</p> <p>(4) When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as "TEN O'CLOCK" or "ELEVEN O'CLOCK".</p> <p>(5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word "DECIMAL".</p> <p>(6) All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used.</p> <p>Chapter 5 § 5.2.1.7.3.2.3 (additional provision) (Belgium and Luxembourg)</p> <p>For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted.</p>
	Volume III: Communications Systems <ul style="list-style-type: none"> • Part I: Digital Data Communication Systems • Part II: Voice Communication Systems 	2 (including up to amendment 91)	NIL
	Volume IV: Surveillance and Collision Avoidance Systems	5 (including up to amendment 91)	NIL
Volume V: Aeronautical Radio Frequency Spectrum Utilization	3 (including up to amendment 89)	NIL	

Number	Annex	Edition	Differences
11	Air Traffic Services	15 (including up to amendment 52)	<p>Chapter 2, § 2.6 and Appendix 4 (Belgium only) Pilots shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel in class G RMZ. The Director General of the CAA may exempt aircraft types, which for technical or safety reasons exceed the 250KT speed limit.</p> <p>Chapter 2, 2.6.1 (Luxembourg only) The CAA may exempt aircraft types, which for technical or safety reasons exceed the 250 KT speed limit.</p> <p>Chapter 2, 2.6.3 (Luxembourg only) The CAA may exempt aircraft types, which for technical or safety reasons exceed the 250 KT speed limit.</p> <p>Chapter 2, 2.13.5 (Luxembourg only) Annex 11 Appendix 3, 2.1.1. (e) requires that the word "visual" is used in the plain language designator when the route has been established for VFR, whereas the EU rule extends it to IFR in VMC as well. (same difference is replicated in paragraph 5.3 Annex 11 Appendix 3). Annex 11 Appendix 3 paragraph 6 (MLS/RNAV) is not transposed. Annex 11 Appendix 3 paragraph 7:7.2 is not transposed. Annex 11 Appendix 3 paragraph 8 is not transposed.</p> <p>Chapter 2, 2.15.3 (Luxembourg only) Annex 11 Appendix 2, paragraph 1.1 the terms "preferably VHF or higher frequency aids" are not transposed. Paragraph 4.2, 5.7 and 5.8 are not transposed.</p> <p>Chapter 2, 2.19.1 (Luxembourg only) The EU regulation refers to "air operations" instead of "activities", therefore restricting the scope of the requirement. The EU regulation does not specify with whom the co-ordination should be affected by omitting to specify the "appropriate air traffic services authorities".</p> <p>Chapter 2, 2.19.4 (Luxembourg only) Art. 3c of Regulation (EU) 2017/373: Art. 3c(2) refers to Art. 3c(1), which is the transposition of paragraph 2.19.1 of Annex 11, therefore the same difference applies.</p> <p>Chapter 2, § 2.26.5 (Belgium and Luxembourg) Time checks shall be given at least to the nearest minute.</p> <p>Chapter 3 and Appendix 4 (Belgium only) When requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the appropriate ATS unit in airspace classes D and E, a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below FL 100 during climb or descent, during day under VMC.</p> <p>Chapter 3, 3.3.4 (Luxembourg only) When requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the CAA, a flight, in airspace classes D and E, may be cleared subject to maintaining own separation in respect of a specific portion of the flight below 3 050 M (10 000 FT) during climb or descent, during day in VMC.</p> <p>Chapter 3, § 3.7.3.1 (Belgium and Luxembourg) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: <ul style="list-style-type: none"> a. ATC route clearances; b. clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and c. runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and d. transition levels, whether issued by the controller or contained in ATIS broadcasts. </p> <p>Chapter 3, § 3.7.3.1.1 (Belgium and Luxembourg) Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.</p>

Number	Annex	Edition	Differences
			<p>Chapter 3 (additional provision) (Belgium and Luxembourg)</p> <p>Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance.</p> <p>Except when permitted by the CAA for helicopters in special cases such as, but not limited to, medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied:</p> <ol style="list-style-type: none"> a. such flights may be conducted during day only, unless otherwise permitted by the CAA; b. by the pilot: <ol style="list-style-type: none"> 1. clear of cloud and with the surface in sight; 2. the flight visibility is not less the 1500M or, for helicopters, not less than 800M; 3. fly at a speed of 140KT IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision, and c. an air traffic control unit will not issue a Special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima: <ol style="list-style-type: none"> 1. the ground visibility is less than 1500 M or, for helicopters, less than 800 M; 2. the ceiling is less than 180M (600FT). <p>Chapter 4, 4.3.7 (Luxembourg only) The braking action will not be provided through ATIS.</p> <p>Chapter 4, 4.3.8 (Luxembourg only) The braking action will not be provided through ATIS.</p> <p>Chapter 4, 4.3.9 (Luxembourg only) The braking action will not be provided through ATIS.</p> <p>Chapter 6, 6.1.2.1 (Luxembourg only) The EU Regulation allows flexibility in the available radio coverage subject to approval by the competent authority.</p>
12	Search and Rescue	8 (including up to amendment 18)	NIL
13	Aircraft Accident Investigation	12 (including up to amendment 18)	NIL
14	Aerodromes		
	Volume I: Aerodrome Design and Operations	9 (including up to amendment 17)	<p>Note: Differences below are only applicable to the aerodromes certified according to the European regulation. The aerodromes are listed in <u>AD 1.5 Status of Certification of Aerodromes</u>.</p> <p>Chapter 1, §1.4.1 (Belgium only)</p> <p>European regulation applies only to aerodromes open to public use, which serve commercial air transport, having a paved instrument runway of 800 M or more. These aerodromes are certified under European regulation, with a possible exemption for aerodromes below 10 000 commercial passengers per year and 850 freight movements per year.</p> <p>Aerodromes not covered by European regulations are certified when they accommodate more than 10 000 commercial passengers over 3 consecutive years.</p> <p>All aerodromes out of the scope of European Union regulation are subject to runway homologation by the Competent Authority.</p> <p>See <u>AD 1.5 Status of Certification of Aerodromes</u>.</p> <p>Chapter 3, §3.8.1 (Belgium only) The provision of radio altimeter operating area is optional for CAT I runways.</p> <p>Chapter 3, §3.9.12 (Belgium only) Regulation requires a suitable strength for taxiways and not the strength of the runway they serve.</p>

Number	Annex	Edition	Differences
			<p>Chapter 3, §3.13.6 (Belgium only) The regulation offers the possibility to reduce the clearance distance for height limited objects if the stand is restricted for aircraft with specific characteristics.</p> <p>Chapter 4, §4.2.16 (Belgium only) For code letter F aerodromes, the width of the inner approach surface and the length of the inner edge of the balked landing surface are increased to 140M, irrespective of the type of avionics.</p> <p>Chapter 5, §5.2.10.5, §5.2.10.6, §5.2.10.7 (Belgium only) Only pattern A2 and B2 are used.</p> <p>Chapter 5, §5.2.13.1 (Belgium only) Markings may not be provided where appropriate procedures are in place.</p> <p>Chapter 5, §5.3.5.36 (Belgium only) The regulation does not foresee that the approach slope should be appropriate for the aeroplanes.</p>
			<p>Chapter 5, §5.3.5.44 (Belgium only) The regulation foresees one more case where an object or an extension to an existing object may penetrate the obstacle protection surface, that is, when after a safety assessment, it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of helicopters.</p> <p>Chapter 5, §5.3.20.1 (Belgium only) Stop bars are provided when the runway is intended to be used with an RVR less than 550M.</p> <p>Chapter 5, §5.3.22.1 (Belgium only) The regulation describes only the purpose of the de-icing/anti-icing facility exit lights and does not require the provision of the lights.</p> <p>Chapter 5, §5.3.24.1 (Belgium only) The provision of floodlighting on de-icing/anti-icing facilities is not mandatory.</p> <p>Chapter 5, §5.3.28.1 (Belgium only) Road-holding position lights are provided when the runway is to be used with RVR below 550M.</p> <p>Chapter 5, §5.4.3.5 (Belgium only) Intersection take-off signs are mandatory.</p> <p>Chapter 8, §8.1.10 (Belgium only) Essential security lighting and essential equipment and facilities for the aerodrome responding emergency services, are not covered by the regulation.</p> <p>Chapter 9, §9.1.7 (Belgium only) The regulation allows the possibility for a mobile command post not to be available.</p> <p>Chapter 9, §9.1.11 (Belgium only) The regulation allows the possibility for communication systems not to be provided.</p> <p>Chapter 9, §9.1.13 (Belgium only) The regulation does not foresee the possibility of “modular tests in the first year and a full emergency exercise at intervals not exceeding 3 years”.</p> <p>Chapter 9, §9.2.4 (Belgium only) The regulation uses the principles contained in 9.2.5 and 9.2.6 for establishing the level of protection for an aerodrome; however the regulation allows the reduction of the required level of protection based on the number of movements of the largest aeroplane at the aerodrome.</p> <p>Chapter 9, §9.2.16 (Belgium only) The regulation does not require supplementary water supplies to be available.</p> <p>Chapter 9, §9.2.29 (Belgium only) The regulation does not include a certain response times to any other part of the movement area. The response times are calculated and included in the aerodrome emergency plan.</p> <p>Chapter 9, §9.2.31 (Belgium only) The regulation foresees the arrival of vehicles, other from the first responding vehicle, by taking into account the time that the first vehicle should respond plus one minute.</p>

Number	Annex	Edition	Differences
			<p>Chapter 9, §9.2.32 (Belgium only) The regulation foresees the arrival of vehicles, other from the first responding vehicle, by taking into account the time that the first vehicle should respond plus one minute.</p> <p>Chapter 9, §9.9.4 (Belgium only) In addition to the cases foreseen in the relevant specification, the regulation allows the presence of equipment/installations also after a safety assessment regarding safety and regularity.</p> <p>Chapter 10, §10.5.8 (Belgium only) The regulation applies for taxiway operations under 550M RVR.</p> <p>Chapter 10, §10.5.9 (Belgium only) The regulation applies for taxiway operations under 550M RVR.</p>
	Volume II: Heliports	5 (including up to amendment 9)	NIL
15	Aeronautical Information Services	16 (including up to amendment 42)	<p>Chapter 6, 6.3.2.3 (Luxembourg only) Not all the additional cases introduced with amendments 40 and 41 of Annex 15, for NOTAM origination are covered.</p> <p>Chapter 6, 6.3.2.4 (Belgium and Luxembourg) A NOTAM is also required to be originated and issued in case of unavailability of a runway due to runway marking works or, if the equipment used for those works can be removed, a time lag required for making the runway available.</p>
16	Environmental Protection		
	Volume I: Aircraft Noise	8 (including up to amendment 14)	NIL
	Volume II: Aircraft Engine Emissions	5 (including up to amendment 11)	NIL
	Volume III: Aeroplane CO ₂ Emissions	1 (including up to amendment 2)	NIL
	Volume IV: Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)	2 (including up to amendment 1)	NIL
17	Aviation Security	12 (including up to amendment 18)	NIL
18	The Safe Transport of Dangerous Goods by Air	4 (including up to amendment 12)	NIL
19	Safety Management	2 (including up to amendment 1)	NIL

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

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

Number	Document	Edition	Differences
4444	Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)		<p>Chapter 12, § 12.3.1.2, level changes, reports and rates In the Brussels FIR, above FL 245, the words “TO” and “FOR” shall not be used in connection with assignment/reporting of levels.</p> <p>Chapter 12, § 12.3.1.2, items (z) to (kk) In Belgium, following additional phraseologies are used:</p> <ul style="list-style-type: none"> • clearance to cancel level restriction(s) of the vertical profile of a SID during climb: “CLIMB TO (level) [LEVEL RESTRICTION(S) (SID designator) CANCELLED (or) LEVEL RESTRICTION(S) (SID designator) AT (point) CANCELLED]”; • clearance to cancel level restriction(s) of the vertical profile of a STAR during descent: “DESCEND TO (level) [LEVEL RESTRICTION(S) (STAR designator) CANCELLED (or) LEVEL RESTRICTION(S) (STAR designator) AT (point) CANCELLED]”. <p>In Belgium, the phraseologies for the following circumstances are not used:</p> <ul style="list-style-type: none"> • clearance to climb on a SID which has published level and/or speed restrictions, where the pilot is to climb to the cleared level and comply with published level restrictions, follow the lateral profile of the SID; and comply with published speed restrictions or ATC issued speed control instructions as applicable; • clearance to cancel level restriction(s) of the vertical profile of a SID during climb; • clearance to cancel specific level restriction(s) of the vertical profile of a SID during climb; • clearance to cancel speed restrictions of a SID during climb; • clearance to cancel specific speed restrictions of a SID during climb; • clearance to climb and to cancel speed and level restrictions of a SID; • clearance to descend on a STAR which has published level and/or speed restrictions, where the pilot is to descend to the cleared level and comply with published level restrictions, follow the lateral profile of the STAR and comply with published speed restrictions or ATC issued speed control instructions; • clearance to cancel level restrictions of a STAR during descent; • clearance to cancel specific level restrictions of a STAR during descent; • clearance to cancel speed restrictions of a STAR during descent; • clearance to cancel specific speed restrictions of a STAR during descent; • clearance to descend and to cancel speed and level restrictions of a STAR. <p>Chapter 12, § 12.3.2.2, item (b) (3) In Belgium, the phraseology “FLIGHT PLANNED ROUTE” is used.</p> <p>Chapter 12, § 12.3.3.1, item (f) In Belgium, the phraseology “CLEARED VIA (designation)” is used.</p> <p>Chapter 12, § 12.3.3.1, item (g) and (h) In Belgium, the phraseology for clearance to proceed direct with advance notice of a future instruction to rejoin the SID is not used.</p> <p>Chapter 12, § 12.3.3.2, item (a) In Belgium, the phraseology “CLEARED (or PROCEED) VIA (designation)” is used.</p> <p>Chapter 12, § 12.3.3.2, item (b) In Belgium, the phraseology “CLEARED TO (clearance limit) VIA (designation)” is used.</p> <p>Chapter 12, § 12.3.3.2, item (c) In Belgium, the phraseology “CLEARED (or PROCEED) VIA (details of the route to be followed)” is used.</p> <p>Chapter 12, § 12.3.3.2, item (d) and (e) In Belgium, the phraseology for clearance to proceed direct with advance notice of a future instruction to rejoin the STAR is not used.</p> <p>Chapter 12, § 12.4.1.6, item (k) In Belgium, the phraseology “RESUME PUBLISHED SPEED” is not used.</p>

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

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

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

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

Data Item	AIP Ref.	AIP Section	Reason	Notes/Remarks
ATS Airspace - lateral limits	Lateral limits	ENR 2.1 § 2.3	Not updated within the last 5 years	LUXEMBOURG TMA ONE A, LUXEMBOURG TMA ONE B, LUXEMBOURG TMA FIVE
Special activity airspace - lateral limits	Lateral limits	ENR 5.2 § 1.1	Not updated within the last 5 years	ELTSA03 - HOFFELT, ELTSA04 - WEILER, ELTSA05 - WEISWAMPACH, ELTSA06 - DIEKIRCH NORTH, ELTSA07 - DIEKIRCH SOUTH
Obstacles - Horizontal position	Obstacle position	ENR 5.4 § 2	Not updated within the last 5 years	EL0001 - EL0084
Obstacles - Elevation	ELEV / HGT (FT)	ENR 5.4 § 2	Not updated within the last 5 years	EL0001 - EL0084
Obstacles - Height	ELEV / HGT (FT)	ENR 5.4 § 2	Not updated within the last 5 years	EL0001 - EL0084
Aerodrome/Heliport - Field elevation	3. Elevation	ELLX AD 2.2	Not updated within the last 5 years	
	2. Elevation (FT)	ELLC AD 3.2, ELLZ AD 3.2, ELET AD 3.2, ELEA AD 3.2, ELLK AD 3.2		
Aerodrome/Heliport - Reference point	1. ARP coordinates	ELLX AD 2.2	Not updated within the last 5 years	
	1. Coordinates	ELLC AD 3.2, ELLZ AD 3.2, ELET AD 3.2, ELEA AD 3.2, ELLK AD 3.2		
Taxiway - Width	2. Taxiway width	ELLX AD 2.8	Not updated within the last 5 years	
	WIDTH (M)	ELLX AD 2.24 - GMC.02		
Runway - Nominal length	Dimensions of RWY (M)	ELLX AD 2.12	Not updated within the last 5 years	
Runway Direction - True bearing	True BRG	ELLX AD 2.12	Not updated within the last 5 years	RWY 06 and 24
Runway Direction - Touchdown zone - Elevation	THR ELEV and highest ELEV of TDZ of precision APCH RWY	ELLX AD 2.12	Not updated within the last 5 years	RWY 24
Runway Direction - Declared distances	TORA (M), TODA (M), ASDA (M), LDA (M)	ELLX AD 2.13	Not updated within the last 5 years	RWY 06 and 24
FATO - Threshold - Elevation	2. Elevation (FT)	ELEA AD 3.2	Not updated within the last 5 years	
FATO - Threshold - Position	COORDINATES	ELEA AD 3.23	Not updated within the last 5 years	
FATO - Length	3. Dimensions (M)	ELEA AD 3.2, ELEA AD 3.23	Not updated within the last 5 years	

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

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 2.4 Location Indicators

The locations marked with an asterisk (*) cannot be used in the address component of AFS messages.

DECODE	
Identifier	Name
*EBAD	ROESELARE / AZ Delta
*EBAF	AFFLIGEM
*EBAG	GRACE-HOLLOGNE / Agusta Aerospace Services
*EBAL	AALST / Onze-Lieve-Vrouwziekenhuis
*EBAM	AMOUGIES
*EBAR	ARLON / Sterpenich
*EBAS	SCHILDE / 's Gravenwezel
*EBAV	HANNUT / Avernois-le-Bauduin
EBAW	ANTWERPEN / Deurne
EBBB	BRUSSELS (COM Centre)
EBBE	BEAUVECHAIN (MIL)
*EBBG	KORTRIJK / Bellegem
EBBL	KLEINE-BROGEL (MIL)
*EBBM	BRAKEL / Michelbeke
*EBBN	BÜLLINGEN
EBBR	BRUSSELS / Brussels-National
*EBBS	BRUSSELS Civilair
*EBBT	BRASSCHAAT
EBBU	BRUSSELS (ACC/FIC)
*EBBV	BRECHT / Vochten
*EBBX	BERTRIX / Jehonville (MIL)
*EBBY	GENAPPE / Baisy-Thy
*EBBZ	PONT-À-CELLES / Buzet
*EBCF	CERFONTAINE
*EBCH	LIEGE / Clinique Montlegia CHC
EBCI	CHARLEROI / Brussels South
*EBCT	CASTEAU / SHAPE (MIL)
*EBCV	CHIÈVRES (MIL)
*EBDR	ANTWERPEN / Commandant Fourcault
*EBDT	DIEST / Schaffen (MIL)
*EBDV	DIKSMUIDE / Leke
*EBDY	NIVELLES / Dynali
*EBDZ	DEINZE / De Grootte
*EBEA	EEKLO / AZ Alma
*EBEB	EVERGEM / Belzele
*EBEH	HYDROBASE DE L'EAU D'HEURE
*EBEM	SINT-JORIS-WINGE
*EBEN	RANST / Engels
*EBEU	EDEGEM / UZA
*EBFI	KNOKKE / Fort Isabella
EBFN	KOKSIJDE (MIL)
*EBFR	FRANCORCHAMPS

DECODE	
Identifier	Name
EBFS	FLORENNES (MIL)
*EBGA	LEUVEN / UZ Gasthuisberg
*EBGB	GRIMBERGEN / Lint
*EBGE	LOVERVAL / Gerpinnes
*EBGG	GERAARDSBERGEN / Overboelare
*EBGJ	ENGIS
EBGL	GLONS (MIL)
*EBGT	GENT / UZ Gent
*EBGU	NEVELE
*EBHC	KRUISEM / Hof Van Cleve
*EBHF	KALLO / De Perel
*EBHH	HULSHOUT
*EBHM	HASSELT / Maasland
*EBHN	HOEVENEN
*EBHO	HOLSBEEK
*EBHT	HOUTHALEN
*EBIS	ATH / Isières
*EBJS	ATH / Ghislenghien
*EBKD	HOLSBEEK / Kortrijk-Dutsel
*EBKG	KORTRIJK / AZ Groeninge
*EBKH	BALEN / Keiheuvel
*EBKR	KRUISEM / Sons
EBKT	KORTRIJK / Wevelgem
*EBKW	KNOKKE-HEIST / Westkapelle
*EBKZ	KNOKKE / AZ Zeno
EBLB	ELSENBORN (MIL)
*EBLC	LIÈGE / Citadelle
*EBLD	RANST / De Vijver
*EBLE	LEOPOLDSBURG / Beverlo
EBLG	LIÈGE / Liège
*EBLH	LOTENHULLE
*EBLJ	LOKEREN / Janssens
*EBLM	MEULEBEKE
*EBLO	LOCHRISTI
*EBLR	WAASMUNSTER / Raemdonck
*EBLS	LIÈGE / Sart Tilman
*EBLT	LINT
*EBLU	LUMMEN
*EBLV	KORTEMARK
*EBLX	LIERNEUX / Centre Hospitalier Spécial l'Accueil
*EBLY	RANST / Lymar
EBMB	BRUSSELS / Melsbroek (MIL)
*EBMC	LODELINSART / Marie-Curie
*EBMD	ANTWERPEN / AZ Middelheim

DECODE	
Identifier	Name
*EBME	MEERBEEK
*EBMG	DOISCHE / Matagne-la-Petite
*EBMH	MALDEGEM / Huysman
EBMI	STEENOKKERZEEL (ATCC) (MIL)
*EBMK	MAARKEDAL / Nukerke
*EBML	ASSESE / Maillen
*EBMM	MAASMECHELEN
*EBMN	MEETKERKE / Nachtegalee
*EBMO	MOORSELE
*EBMS	LIERNEUX / Bra
*EBMT	MONTIGNY-LE-TILLEUL
*EBNB	NAMUR / Bouge
*EBNG	NAMUR / CHU UCL Godinne
*EBNH	OOSTENDE
*EBNK	NOKERE / Suys
*EBNM	NAMUR / Suarlée
*EBNP	PELT / Tilburgs
*EBNR	ROESELARE / Nuytten
*EBOB	OD-HEVERLEE / Blanden
*EBOK	BRUSSELS / Groot-Bijgaarden
*EBOO	OOSTDIJCKBANK
*EBOR	VRESSE-SUR-SEMOIS / Orchimont
EBOS	OOSTENDE-BRUGGE / Oostende
*EBPC	TESSENDERLO
*EBPL	GESVES
*EBPP	DEINZE / Piens
*EBPW	PECQ / Warcoing
*EBRD	ROOSDAAL
*EBRE	LO-RENINGE
*EBRL	KAMPENHOUT
*EBRO	RANST / Van Den Bosch
*EBRR	ROESELARE / Rumbeke
*EBRU	BEKKEVOORT
*EBSA	KONINGSHOOIKT
*EBSB	SPIERE-HELKIJN
*EBSF	SPA / Francorchamps
*EBSG	SAINT-GHISLAIN
*EBSH	SAINT-HUBERT / Saint-Hubert
*EBSJ	BRUGGE / AZ Sint-Jan
*EBSL	ZUTENDAAL
*EBSM	VERREBROEK
EBSP	SPA / La Sauvenière
*EBSS	BRUGGE / Sint-Lucas
*EBST	SINT-TRUIDEN / Brustem
*EBSU	SAINT-HUBERT (MIL)
*EBSV	OTTERGEM / Erpe-Mere
*EBSW	SINT-PIETERS-LEEUV
EBSZ	SEMMERZAKE (MIL)

DECODE	
Identifier	Name
*EBTK	TIELEN / Kasterlee
*EBTN	GOETSENHOVEN
*EBTX	VERVIERS / Theux
*EBTY	TOURNAI / Maubray
*EBUC	BRUSSELS / UCL
*EBUL	URSEL (MIL)
*EBUM	BRUSSELS (IRM/KMI)
EBUR	BRUSSELS (UIR)
EBVA	SKEYES
*EBVE	VEURNE
*EBVN	VLIMMEREN
*EBVS	VEURNE / Sint-Augustinus
*EBVU	ROTSelaar
*EBWA	WAASMUNSTER
*EBWE	WEELDE (MIL)
*EBWH	WINGENE / Hemelrijk
*EBWI	WINGENE
*EBWK	WERVIK
*EBWM	BEAUVECHAIN (MET) (MIL)
*EBWS	WINGENE / Scherrens
*EBWV	ICHTEGEM
*EBWZ	WINGENE / Zwevezele
*EBYC	GREMBERGEN / Dendermonde
*EBYP	IEPER / Jan Yperman
*EBZA	ZEDELGEM/Aartrijke
*EBZE	ZELE
*EBZH	HASSELT / Kiewit
*EBZM	ZOMERGEM
*EBZO	ZONNEBEKE / Zandvoorde
*EBZR	ZOERSEL / Oostmalle
*EBZU	ZUIENKERKE
*EBZW	GENK / Zwartberg
*ELEA	ESCH-SUR-ALZETTE / Centre Hospitalier Emile Mayrisch
*ELET	ETTELBRUCK / Centre Hospitalier du Nord CHdN
*ELLC	LUXEMBOURG / Centre Hospitalier de Luxembourg (CHL)
*ELLK	LUXEMBOURG / Hôpital Kirchberg
ELLX	LUXEMBOURG / Luxembourg
*ELLZ	LUXEMBOURG / ZITHAKLINIK S.A. Hôpitaux Robert Schuman
*ELNT	NOERTRANGE
*ELUS	USELDANGE

ENCODE	
Name	Identifier
AALST / Onze-Lieve-Vrouwziekenhuis	*EBAL
AFFLIGEM	*EBAF

ENCODE	
Name	Identifier
AMOUGIES	*EBAM
ANTWERPEN / AZ Middelheim	*EBMD
ANTWERPEN / Commandant Fourcault	*EBDR
ANTWERPEN / Deurne	EBAW
ARLON / Sterpenich	*EBAR
ASSESE / Maillen	*EBML
ATH / Ghislenghien	*EBSJ
ATH / Isières	*EBIS
BALEN / Keiheuvel	*EBKH
BEAUVECHAIN (MIL)	EBBE
BEAUVECHAIN (MET) (MIL)	*EBWM
BEKKEVOORT	*EBRU
BERTRIX / Jehonville (MIL)	*EBBX
BRAKEL / Michelbeke	*EBBM
BRASSCHAAT	*EBBT
BRECHT / Vochten	*EBBV
BRUGGE / AZ Sint-Jan	*EBSJ
BRUGGE / Sint-Lucas	*EBSS
BRUSSELS (ACC/FIC)	EBBU
BRUSSELS (COM Centre)	EBBB
BRUSSELS (IRM/KMI)	*EBUM
BRUSSELS (UIR)	EBUR
BRUSSELS / Brussels-National	EBBR
BRUSSELS / Groot-Bijgaarden	*EBOK
BRUSSELS / Melsbroek (MIL)	EBMB
BRUSSELS / UCL	*EBUC
BRUSSELS Civilair	*EBBS
BÜLLINGEN	*EBBN
CERFONTAINE	*EBCF
CHARLEROI / Brussels South	EBCI
CHIÈVRES (MIL)	*EBCV
DEINZE / De Grootte	*EBDZ
DEINZE / Piens	*EBPP
DIEST / Schaffen (MIL)	*EBDT
DIKSMUIDE / Leke	*EBDV
DOISCHE / Matagne-la-Petite	*EBMG
EDEGEM / UZA	*EBEU
EEKLO / AZ Alma	*EBEA
ESCH-SUR-ALZETTE / Centre Hospitalier Emile Mayrisch	*ELEA
ETTELBRUCK / Centre Hospitalier du Nord CHdN	*ELET
ELSENBORN (MIL)	*EBLB
ENGIS	*EBGJ
EVERGEM / Belzele	*EBEB
FLORENNES (MIL)	EBFS

ENCODE	
Name	Identifier
FRANCORCHAMPS	*EBFR
GENAPPE / Baisy-Thy	*EBBY
GENK / Zwartberg	*EBZW
GENT / UZ Gent	*EBGT
GERAARDSBERGEN / Overboelare	*EBGG
GESVES	*EBPL
GLONS (MIL)	EBGL
GOETSENHOVEN	*EBTN
GRACE-HOLLOGNE / Agusta Aerospace Services	*EBAG
GREMBERGEN / Dendermonde	*EBYC
GRIMBERGEN / Lint	*EBGB
HANNUT / Avernas-le-Bauduin	*EBAV
HASSELT / Kiewit	*EBZH
HASSELT / Maasland	*EBHM
HOEVENEN	*EBHN
HOLSBEEK	*EBHO
HOLSBEEK / Kortrijk-Dutsele	*EBKD
HOUTHALEN	*EBHT
HULSHOUT	*EBHH
HYDROBASE DE L'EAU D'HEURE	*EBEH
ICHTEGEM	*EBWV
IEPER / Jan Yperman	*EBYP
KALLO / De Perel	*EBHF
KAMPENHOUT	*EBRL
KLEINE-BROGEL (MIL)	EBBL
KNOKKE / AZ Zeno	*EBKZ
KNOKKE / Fort Isabella	*EBFI
KNOKKE-HEIST / Westkapelle	*EBKW
KOKSIJDE (MIL)	EBFN
KONINGSHOOIKT	*EBSA
KORTEMARK	*EBLV
KORTRIJK / AZ Groeninge	*EBKG
KORTRIJK / Bellegem	*EBBG
KORTRIJK / Wevelgem	EBKT
KRUISEM / Hof Van Cleve	*EBHC
KRUISEM / Sons	*EBKR
LEOPOLDSBURG / Beverlo	*EBLE
LEUVEN / UZ Gasthuisberg	*EBGA
LIÈGE / Citadelle	*EBLC
LIEGE / Clinique Montlegia CHC	*EBCH
LIÈGE / Liège	EBLG
LIÈGE / Sart Tilman	*EBLS
LIERNEUX / Bra	*EBMS
LIERNEUX / Centre Hospitalier Spécial l'Accueil	*EBLX

ENCODE	
Name	Identifier
LINT	*EBLT
LO-RENINGE	*EBRE
LOCHRISTI	*EBLO
LODELINSART / Marie-Curie	*EBMC
LOKEREN / Janssens	*EBLJ
LOTENHULLE	*EBLH
LOVERVAL / Gerpennes	*EBGE
LUMMEN	*EBLU
LUXEMBOURG / Centre Hospitalier de Luxembourg (CHL)	*ELLC
LUXEMBOURG / ZITHAKLINIK S.A. Hôpitaux Robert Schuman	*ELLZ
LUXEMBOURG / Hôpital Kirchberg	*ELLK
LUXEMBOURG / Luxembourg	ELLX
MAARKEDAL / Nukerke	*EBMK
MAASMECHELEN	*EBMM
MALDEGEM / Huysman	*EBMH
MEERBEEK	*EBME
MEETKERKE / Nachtegaele	*EBMN
MEULEBEKE	*EBLM
MONTIGNY-LE-TILLEUL	*EBMT
MOORSELE	*EBMO
NAMUR / Bouge	*EBNB
NAMUR / CHU UCL Godinne	*EBNG
NAMUR / Suarlée	*EBNM
NEVELE	*EBGU
NIVELLES / Dynali	*EBDY
NOERTRANGE	*ELNT
NOKERE / Suys	*EBNK
OOSTDIJCKBANK	*EBOO
OOSTENDE	*EBNH
OOSTENDE-BRUGGE / Oostende	EBOS
OTTERGEM / Erpe-Mere	*EBSV
OUD-HERVERLEE/ Blanden	*EBOB
PECQ / Warcoing	*EBPW
PELT / Tilburgs	*EBNP
PONT-À-CELLES / Buzet	*EBBZ
RANST / De Vijver	*EBLD
RANST / Engels	*EBEN
RANST / Lymar	*EBLY
RANST / Van Den Bosch	*EBRO
ROESLARE / AZ Delta	*EBAD
ROESLARE / Nuytten	*EBNR
ROESLARE / Rumbekke	*EBRR
ROOSDAAL	*EBRD

ENCODE	
Name	Identifier
ROTSELAAR	*EBVU
SAINT-GHISLAIN	*EBSG
SAINT-HUBERT (MIL)	*EBSU
SAINT-HUBERT / Saint-Hubert	*EBSH
SCHILDE / 's Gravenwezel	*EBAS
SEMMERZAKE (MIL)	EBSZ
CASTEAU / SHAPE (MIL)	*EBCT
SINT-JORIS-WINGE	*EBEM
SINT-PIETERS-LEEUEW	*EBSW
SINT-TRUIDEN / Brustem	*EBST
SKEYES	EBVA
SPA / Francorchamps	EBSF
SPA / La Sauvenière	EBSP
SPIERE-HELKIJN	*EBSB
STEENOKKERZEEL (ATCC) (MIL)	EBMI
TESSENDERLO	*EBPC
TIELEN / Kasterlee	*EBTK
TOURNAI / Maubray	*EBTY
URSEL (MIL)	*EBUL
USELDANGE	*ELUS
VERREBROEK	*EBSM
VERVIERS / Theux	*EBTX
VEURNE	*EBVE
VEURNE / Sint-Augustinus	*EBVS
VLIMMEREN	*EBVN
VRESSE-SUR-SEMOIS / Orchimont	*EBOR
WAASMUNSTER	*EBWA
WAASMUNSTER / Raemdonck	*EBLR
WEELDE (MIL)	*EBWE
WEELDE (MIL)	*EBWE
WERVIK	*EBWK
WINGENE	*EBWI
WINGENE / Hemelrijk	*EBWH
WINGENE / Zwevezele	*EBWZ
ZEDELGEM/Aartrijke	*EBZA
ZELE	*EBZE
ZOERSEL / Oostmalle	*EBZR
ZOMERGEM	*EBZM
ZONNEBEKE / Zandvoorde	*EBZO
ZUIENKERKE	*EBZU
ZUTENDAAL	*EBSL

GEN 3.2 Aeronautical Charts

1 RESPONSIBLE SERVICE

The aeronautical charts are produced by AIM Belgium (see [GEN 3.1. AIP Office](#)).

The civil charts are prepared in accordance with the provisions contained in *ICAO Annex 4*. The military aeronautical charts are prepared in accordance with the provisions contained in *ICAO Annex 4* or in accordance with the provisions of CENOR.

2 MAINTENANCE OF CHARTS

The aeronautical charts are kept up to date by AIP amendments. The BAF FLIP charts are kept up to date by replacement. If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

3 PURCHASE ARRANGEMENTS

The civil charts and selected military charts are included in the AIP.

Military users can obtain the BAF FLIP Charts as listed in [§ 5.2](#) and Brussels FIR/UIR structure on request via the Belgian military aeronautical distribution service (ATCC-ATC-FLAIM-DISTR1@mil.be).

4 AERONAUTICAL CHART SERIES AVAILABLE

Aerodrome Chart - ICAO:

This chart contains detailed aerodrome data to provide flight crews with information that will facilitate the ground movement of aircraft from the aircraft stand to the runway and from the runway to the aircraft stand. It also provides essential operational information concerning the aerodrome.

Aerodrome Ground Movement Chart - ICAO:

This chart is produced for those aerodromes where, due to congestion of information, details necessary for the ground movement of aircraft along the taxiways to and from the aircraft stands and for the parking or docking of aircraft cannot be shown with sufficient clarity on the Aerodrome Chart - ICAO.

Aircraft Parking/Docking Chart - ICAO:

This chart is produced for those aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking or docking of aircraft cannot be shown with sufficient clarity on the Aerodrome Chart - ICAO or on the Aerodrome Ground Movement Chart - ICAO.

Aerodrome Obstacle Chart - ICAO - Type A (operating limitations):

This chart contains detailed information on obstacles in the take-off flight path areas of aerodromes. It is shown in plan and profile view. This obstacle information provides the data necessary to enable an operator to comply with the operating limitations as contained in *ICAO Annex 6*.

Aerodrome Obstacle Chart - ICAO - Type B:

This chart provides information to satisfy the following functions:

- The determination of minimum safe altitudes/heights, including those for circling procedures;
- The determination of procedures for use in the event of an emergency during take-off or landing;
- The application of obstacle clearing and marking criteria;
- The provision of source material for aeronautical charts.

Precision Approach Terrain Chart - ICAO:

This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters. It is produced for all precision approach runways CAT II and III.

En-route Chart - ICAO:

This chart is produced for the Brussels FIR/UIR. It provides the flight crew with information that will facilitate navigation along ATS routes in compliance with ATS procedures.

ATC Surveillance Minimum Altitude Chart - ICAO:

This chart provides information which will enable flight crews to monitor and cross-check altitudes assigned by a controller using an ATS surveillance system.

Standard Departure Chart - Instrument (SID) - ICAO:

This chart is produced whenever a SID has been established and provides the flight crew with information that will enable them to comply with the designated SID from the take-off phase to the en-route phase.

Standard Arrival Chart - Instrument (STAR) - ICAO:

This chart is produced whenever a STAR has been established and provides the flight crew with information that will enable them to comply with the designated STAR from the en-route phase to the approach phase.

Instrument Approach Chart - ICAO:

This chart is produced for all aerodromes used for civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart - ICAO is provided for each approach procedure. It provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing, including the missed approach procedure and, where applicable, associated holding patterns.

Visual Approach Chart - ICAO:

This chart provides the flight crew with information that will enable them to transit from the en-route/descent phase to the approach phase and to perform an approach by means of visual reference to the runway of intended landing.

5 LIST OF AERONAUTICAL CHARTS AVAILABLE

5.1 Aeronautical Charts Contained in the AIP

5.1.1 Aerodrome Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.2 Aerodrome Ground Movement Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.3 Aircraft Parking/Docking Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.4 Aerodrome Obstacle Charts (- ICAO) - Type A

See section AD 2.24 of relevant aerodromes/heliports.

5.1.5 Aerodrome Obstacle Charts - ICAO - Type B

See section AD 2.24 of relevant aerodromes/heliports.

5.1.6 ATC Surveillance Minimum Altitude Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.7 En-route Charts (- ICAO)

See [ENR 6](#).

5.1.8 En-route Index Charts

See [ENR 6](#).

5.1.9 Precision Approach Terrain Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.10 Standard Departure Charts - Instrument (SID) - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.11 Standard Arrival Charts - Instrument (STAR) - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.12 Instrument Approach Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.13 Visual Approach Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.2 BAF FLIP Charts

The Belgian Air Force Flight Information Publication booklet contains the military visual and instrument approach and departure procedures (BAF FLIP). This booklet is available for Belgian military users as listed in [§ 3](#).

ENR 0.6 Table of Contents to Part 2

ENR 0 INTRODUCTION

ENR 0.1 Preface

ENR 0.2 Record of AIP Amendments

ENR 0.3 Record of AIP Supplements

ENR 0.4 Checklist of AIP Pages

ENR 0.5 List of Hand Amendments to the AIP

ENR 0.6 Table of Contents to Part 2

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 General Rules

1	CIVIL.....	ENR 1.1-1
2	MILITARY.....	ENR 1.1-26

ENR 1.2 Visual Flight Rules

1	CIVIL.....	ENR 1.2-1
2	MILITARY.....	ENR 1.2-3

ENR 1.3 Instrument Flight Rules

1	CIVIL.....	ENR 1.3-1
2	MILITARY.....	ENR 1.3-4

ENR 1.4 ATS Airspace Classification and Description

1	AIRSPACE BELOW FL660.....	ENR 1.4-1
2	AIRSPACE ABOVE FL660.....	ENR 1.4-2

ENR 1.5 Holding, Approach and Departure Procedures

1	CIVIL.....	ENR 1.5-1
2	MILITARY.....	ENR 1.5-2

ENR 1.6 ATS Surveillance Services and Procedures

1	CIVIL.....	ENR 1.6-1
2	MILITARY.....	ENR 1.6-3

ENR 1.7 Altimeter Setting Procedures

1	GENERAL.....	ENR 1.7-1
2	PROCEDURES.....	ENR 1.7-1
3	TABLE OF CRUISING LEVELS.....	ENR 1.7-2

ENR 1.8 Regional Supplementary Procedures

ENR 1.9 Air Traffic Flow Management and Airspace Management

1	ATFM Structure.....	ENR 1.9-1
2	ATFM Messages and Procedures.....	ENR 1.9-1
3	Airspace Management.....	ENR 1.9-3

ENR 1.10 Flight Planning

1	CIVIL.....	ENR 1.10-1
2	MILITARY.....	ENR 1.10-12
3	ICAO FLIGHT PLAN FORM.....	ENR 1.10-21

ENR 1.11 Addressing of Flight Plan Messages

1 CIVIL	ENR 1.11-1
2 MILITARY	ENR 1.11-2

ENR 1.12 Interception of Civil Aircraft

1 INTERCEPTION PROCEDURES (SERA.11015)	ENR 1.12-1
2 SIGNALS FOR USE IN THE EVENT OF INTERCEPTION	ENR 1.12-3
3 MILITARY PROCEDURES	ENR 1.12-3

ENR 1.13 Unlawful Interference

1 SERA.11005	ENR 1.13-1
--------------------	------------

ENR 1.14 Air Traffic Incidents

1 DEFINITIONS	ENR 1.14-1
2 SEVERITY CLASSIFICATIONS OF ACCIDENTS (MIL)	ENR 1.14-2
3 SEVERITY DEFINITIONS OF AIR TRAFFIC INCIDENTS	ENR 1.14-2
4 USE OF THE AIR TRAFFIC INCIDENT REPORT FORM A/B	ENR 1.14-3
5 REPORTING PROCEDURES	ENR 1.14-10
6 PURPOSE OF REPORTING AND HANDLING OF THE FORMS	ENR 1.14-12

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA and CTA

1 UPPER AIRSPACE	ENR 2.1-1
2 LOWER AIRSPACE	ENR 2.1-2
3 FREQUENCIES OF ATS UNITS	ENR 2.1-17

ENR 2.2 Other Regulated Airspace

1 ATS AIRSPACE	ENR 2.2-1
2 TRANSPONDER MANDATORY ZONES	ENR 2.2-7
3 RADIO MANDATORY ZONES	ENR 2.2-7

ENR 3 ATS ROUTES

ENR 3.1 Conventional Navigation Routes

ENR 3.2 Area Navigation Routes

1 REMARKS ON RNAV ROUTES	ENR 3.2-1
2 RNAV Routes	ENR 3.2-2

ENR 3.3 Other Routes

1 DIRECT ROUTES	ENR 3.3-1
2 MILITARY ROUTES	ENR 3.3-1

ENR 3.4 En-route Holding

ENR 4 RADIO NAVIGATION AIDS / SYSTEMS

ENR 4.1 Radio Navigation Aids - En-route

ENR 4.2 Special Navigation Systems

ENR 4.3 Global Navigation Satellite System (GNSS)

ENR 4.4 Name-code Designators for Significant Points

ENR 4.5 Aeronautical Ground Lights - En-route

ENR 5 NAVIGATION WARNINGS

ENR 5.1 Prohibited, Restricted and Danger Areas

1	PROHIBITED AREAS	ENR 5.1-1
2	RESTRICTED AREAS	ENR 5.1-1
3	DANGER AREAS	ENR 5.1-15
4	UAS Geographical Zones	ENR 5.1-16
5	RESERVATION SPECIFICATIONS (MILITARY ONLY)	ENR 5.1-16

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

1	TEMPORARY RESERVED AREAS AND TEMPORARY SEGREGATED AREAS	ENR 5.2-1
2	HELICOPTER TRAINING AREAS	ENR 5.2-23
3	LOW FLYING AREAS	ENR 5.2-29
4	AIR DEFENCE IDENTIFICATION ZONE	ENR 5.2-31

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

1	OTHER ACTIVITIES OF A DANGEROUS NATURE	ENR 5.3-1
2	OTHER POTENTIAL HAZARDS	ENR 5.3-1

ENR 5.4 Air Navigation Obstacles

1	IN BELGIUM	ENR 5.4-1
2	IN LUXEMBOURG	ENR 5.4-2

ENR 5.5 Aerial Sporting and Recreational Activities

1	GENERAL	ENR 5.5-1
2	LOW FLYING AREAS GOLF	ENR 5.5-10
3	MILITARY LOW FLYING AREAS GOLF	ENR 5.5-13
4	RADIO CONTROLLED MODEL AIRCRAFT	ENR 5.5-15
5	OTHER ACTIVITIES	ENR 5.5-18

ENR 5.6 Bird Migration and Areas with Sensitive Fauna

1	BIRD MIGRATION	ENR 5.6-1
2	CONCENTRATIONS	ENR 5.6-1
3	AREAS WITH SENSITIVE FAUNA	ENR 5.6-2
4	MILITARY BIRD MIGRATION OBSERVATION SYSTEM	ENR 5.6-2

ENR 6 EN-ROUTE CHARTS

THIS PAGE INTENTIONALLY LEFT BLANK

- land at the nearest suitable aerodrome;
- report its arrival by the most expeditious means to the appropriate ATS unit.

1.10.5.3 Communication Failure in IMC

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

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

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

1.11 Minimum fuel and fuel emergency (SERA.11012)

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

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

1.12 Degraded aircraft performance (SERA.11013)

1.12.1 General

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

1.12.2 Degradation or failure of the RNAV system

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

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

- The pilot shall inform ATC as soon as possible of any circumstances where the vertical navigation performance requirements for RVSM airspace cannot be maintained. In such cases, the pilot shall obtain a revised ATC clearance prior to initiating any deviation from the cleared route and/or flight level, whenever possible. When a revised ATC clearance cannot be obtained prior to such a deviation, the pilot shall obtain a revised clearance as soon as possible thereafter.
- During operations in or vertical transit through reduced vertical separation minimum (RVSM) airspace with aircraft not approved for RVSM operations, pilots shall report non-approved status as follows:
 - at initial call on any channel within RVSM airspace;

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

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

In the event of an ACAS RA, pilots shall:

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

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

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

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

1.14 Special aircraft observations (SERA.12005)

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

1. moderate or severe turbulence; or
2. moderate or severe icing; or
3. severe mountain wave; or
4. thunderstorms, without hail, that are obscured, embedded, widespread or in squall lines; or
5. thunderstorms, with hail, that are obscured, embedded, widespread or in squall lines; or
6. heavy dust storm or heavy sandstorm; or
7. volcanic ash cloud; or
8. pre-eruption volcanic activity or a volcanic eruption.

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

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

1.3.4.2 **Flight Plans Submitted by FAX, TEL or in Person**

Regardless the flight rules, flight plans can be submitted by FAX, TEL or in person at the ARO of EBBR and ELLX. ELLX ARO also accepts flight plans via email. Such flight plans cannot be submitted directly with IFPS. At EBBR ARO, acceptance of flight plans by TEL is subject to workload permitting.

Note: All flight plan forms sent by FAX should be filled out in capital letters using a black ballpoint.

It is the aircraft operator's responsibility to ensure himself of the correct reception of his FAX flight plan at the appropriate ARO.

Operators of IFR/GAT flights filing their flight plan by FAX, TEL or in person shall indicate a (mobile) telephone number in item 19 under "N/(remarks)" on which they can be contacted in case the originally filed IFR or mixed rules flight plan would be changed by the IFPS (especially when in item 18 "RMK/IFPSRA" has been included) or if there are problems with the flight plan that prevent the processing.

Operators of IFR/GAT flights filing their flight plan by FAX, TEL or in person shall in any case contact the appropriate ARO, (preferably 15 MIN after filing) to obtain confirmation on the acceptance of their flight plan by the IFPS (ACK message received at the ARO).

EBBR ARO can be contacted at:

TEL: +32 (0) 2 206 25 40 or 41

FAX: +32 (0) 2 206 25 39

ELLX ARO can be contacted at:

TEL: +352 47 98 23 01 0

FAX: +352 47 98 23 09 0

Email: aro@airport.etat.lu

1.3.4.3 **Flight Plans Submitted via Dedicated Workstations or via the Internet**

Flight plans can be submitted to Brussels ARO via dedicated workstations or via the Internet. Dedicated workstations for filing of flight plans are installed at EBAW, EBCI, EBLG and EBOS.

Aircraft Operators intending to use the Internet for the submission of their flight plan, shall exclusively use the electronic flight plan form made available on the operational website of skeyes.

URL: ops.skeyes.be

It is the aircraft operator's responsibility to ensure himself of the correct reception of his internet flight plan at the Brussels ARO.

Operators of IFR/GAT flights filing their flight plan via either a dedicated workstation or via the Internet shall in any case contact Brussels ARO (preferably 15MIN after filing) to obtain confirmation on the acceptance of their flight plan by the IFPS (ACK message received at the ARO).

Operators of IFR/GAT flights filing their flight plan either via a dedicated workstation or via the Internet shall leave a (mobile) telephone number at the ARO, where they can be contacted in case the originally filed flight plan would be changed by the IFPS (especially when in Item 18 "RMK/IFPSRA" has been included).

1.3.4.4 **Submission Time**

Flight plans for flights planned to operate across international borders or to be provided with ATC or air traffic advisory service shall be submitted at least 1 HR before the EOBT. See [ENR 1.9](#) for ATFM purposes.

A flight plan shall not be submitted more than 120HR (5 days) prior to the EOBT.

In the event of a delay of 15MIN in excess of the EOBT for a controlled flight or a delay of 60MIN for a non-controlled flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted and the old one should be cancelled.

In Luxembourg, flight plans for local and domestic flights shall be submitted at least 30 MIN before the EOBT.

1.3.5 **Procedures for Submitting Flight Plans during Flight (AFIL)**

A flight plan submitted during flight should normally be transmitted to the ATS unit in charge of the FIR or control area in which the aircraft is flying in, or through which the aircraft wishes to fly.

In case of an AFIL, the ATS unit receiving the flight plan will be responsible for addressing the flight plan message in accordance with the procedures described above.

An AFIL for a flight to be provided with ATC service shall be submitted at a time that will ensure its receipt by the appropriate ATS unit at least 10MIN before the aircraft is estimated to reach:

- the intended point of entry into a control area;
- the point of crossing an airway.

Note: If the flight plan is submitted for the purpose of obtaining ATC service, the aircraft is required to wait for an ATC clearance prior to proceed under the conditions requiring compliance with ATC procedures.

1.4 Completion of a Full Flight Plan (SERA.4010)

1.4.1 General

A form based of the model shown in § 3 below shall be used for the purpose of completing flight plans. If the flight plan is transmitted by FAX, a special model shall be used. This model can be obtained from EBBR or ELLX ARO.

Whatever the purpose for which it is submitted, a flight plan shall contain information, as applicable, on the items listed up to § 1.4.9 below, regarding the whole route or the portion thereof for which the flight plan is submitted. It shall contain in addition, as applicable, information as listed in § 1.4.10 below, when submitted to facilitate the provision of alerting and SAR services or prior to departure for an IFR flight.

When filling in a flight plan, pilots shall:

- Adhere closely to the prescribed formats and manner of specifying data;
- Commence inserting data in the first space provided. Where excess space is available, leave unused spaces blank;
- Insert all clock times in 4 figures UTC;
- Insert all estimated elapsed times in 4 figures (HR and MIN);
- Complete items 7 to 18 as indicated hereunder;
- Complete also item 19 as indicated hereunder, when so required by the appropriate ATS authority or when otherwise deemed necessary.

Note 1: Item numbers on the form are not consecutive, as they respond to Field Type numbers in ATS messages.

Note 2: The fields preceding item 3 are to be completed by ATS and COM services, unless the responsibility for originating flight plan messages has been delegated

1.4.2 Item 7: Aircraft Identification (MAX 7 characters)

Insert one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols:

- a. the ICAO designator for the aircraft operating agency followed by the flight identification (e.g. "BEL511", "NGA213"), when in RTF the call sign of the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. "BEELINE 511", "NIGERIA 213",...). In this case, the registration marking of the aircraft shall be specified in Item 18, preceded by "REG/";
- b. the nationality or common mark and the registration mark of the aircraft (e.g. "EIAKO", "4XBCD", "OOSDE", "N2567GA"), when:
 - in RTF the call sign to be used by the aircraft will consist of this identification alone (e.g. "OOSDE"), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. "BEELINE OOSDE"). in this case the name of the operator shall be specified in item 18, preceded by "OPR/";
 - the aircraft is not equipped with radio.

Note: Provisions for the use of RTF call signs are contained in chapter 5 of ICAO Annex 10, Volume II. ICAO designators for aircraft operating agencies are contained in ICAO Doc 8585.

1.4.3 Item 8: Flight Rules and Type of Flight (1 or 2 characters)

1.4.3.1 Flight Rules

Insert one of the following letters to denote the category of flight rules with which the pilot intends to comply:

I	if it is intended that the entire flight will be operated under IFR
V	if it is intended that the entire flight will be operated under VFR
Y	if the flight initially will be operated under IFR, followed by one or more subsequent changes of flight rules
Z	if the flight initially will be operated under VFR followed by one or more subsequent changes of flight rules

Note: Specify the point(s) where a change of flight rules is planned in item 15.

1.4.3.2 Type of Flight

Insert one of the following letters to denote the type of flight:

S	scheduled air service
N	non-scheduled air transport operation
G	general aviation
M	military
X	other than any of the categories defined above (see note 2)

Note 1: If "X" is used, the status of the flight shall be indicated in item 18, preceded by the indicator "STS/", or when necessary to denote other reasons for specific handling by ATS, the reason shall be indicated, preceded by the indicator "RMK/".

ENR 5 NAVIGATION WARNINGS

ENR 5.1 Prohibited, Restricted and Danger Areas

1 PROHIBITED AREAS

NIL

2 RESTRICTED AREAS

EBR01 - BRUSSELS CITY

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

EBR02 - ROYAL ESTATE OF CIERGNON

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

EBR03 - DIEST

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

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

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

(3) Additional activation possible (see NOTAM).

EBR04 - ELSENBORN 01 ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503117N 0061200E - along the Belgian-German border - 502557N 0062234E - 502557N 0060956E - 502657N 0060841E - 503117N 0061200E.	FL 170 / GND ⁽²⁾⁽³⁾	Gunnery area, destruction centre of explosives, air exercises and UAS area. Entry prohibited to all aircraft. ⁽⁴⁾	HX ⁽⁵⁾⁽⁶⁾
<p>(1) This airspace can be activated simultaneously with <u>TSA28A</u>, therefore UAS operators shall contact Shooting Range Safety Office Elsenborn, TEL + 32 (0) 2 442 76 70 or + 32 (0) 2 442 76 73 or <u>FREQ 138.975MHZ</u> to coordinate UAS operations with gunnery/destruction activities.</p> <p>(2) Upper limit may be restricted to FL 105 (see NOTAM).</p> <p>(3) Highest usable altitude for UAS is 4 500 FT AMSL.</p> <p>(4) Except MIL aircraft transiting to/from Camp Elsenborn and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Elsenborn, TEL +32 (0) 2 442 76 70 or TEL + 32 (0) 2 442 76 73. During CAS Air exercises, MIL aircraft shall obtain an additional entry clearance from the ALO "RINGO Range" on <u>FREQ 241.700MHZ</u> (back up <u>377.725MHZ</u>).</p> <p>(5) Activation announced by NOTAM.</p> <p>(6) Activation can be checked with Steenokkerzeel ATCC or Brussels ACC Supervisor. This area is contiguous to EDR117 (see <i>AIP Germany</i>). Activation of EDR117 will be announced by NOTAM and can be checked with Steenokkerzeel ATCC or Brussels ACC Supervisor.</p>			

EBR05A - HELCHTEREN

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

EBR05B - HELCHTEREN RUN-IN ⁽¹⁾

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

EBR05C - HELCHTEREN DOWNWIND⁽¹⁾

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

EBR05D - HELCHTEREN LOFT

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

EBR05E - HELCHTEREN MEDIUM LEVEL

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

EBR05F - HELCHTEREN STRAFING

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

EBR06A - FLORENNES

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

EBR06B - FLORENNES

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

EBR07A - KLEINE-BROGEL

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

EBR07B - KLEINE-BROGEL

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

EBR08 - KOKSIJDE

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

EBR10 - BEAUVECHAIN

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

EBR11 - TIHANGE

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

EBR12 - CHIEVRES

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

EBR13 - REDU

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.8NM radius, centred on 500004N 0050841E.	4500FT 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, 3NM radius, centred on 511232N 0050456E.	4500FT 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, 2.5NM radius, centred on 510919N 0024340E and traced clockwise to 511055N 0024645E - 511008N 0024631E - 510907N 0024349E.	2500FT 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, 7.5NM 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 <u>EBR17A</u> .			
(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, 12.8NM 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⁾
<p>(1) This area includes EBR17A and EBR17B.</p> <p>(2) Firing activity may take place higher than FL240 (see NOTAM).</p> <p>(3) Upper limit may be restricted to FL065 (see NOTAM).</p> <p>(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.</p> <p>(5) Announced by NOTAM.</p>			

EBR17D - LOMBARDSIJDE SECTOR DELTA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510907N 0024349E - 511015N 0023959E then a clockwise arc radius 2.5 NM centered on 510919N 0024340E - 511055N 0024645E - 511008N 0024631E - 510907N 0024349E.	500 FT AMSL / SFC ⁽¹⁾	BVLOS military UAS training zone. Entry prohibited to non-participating aircraft. ⁽²⁾	HX ⁽³⁾
<p>(1) UAS maximum operating altitude is 300 FT AMSL.</p> <p>(2) 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.</p> <p>(3) Announced by NOTAM. Status of the area can be checked with Oostende ATC. This airspace could be activated simultaneously with EBR17A.</p>			

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, UAS and air exercises area.	MON to FRI (HOL excl), 0730-2200 (0630-2100) ⁽²⁾
<p>(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) 473 79 17 05 (Prio 1) or Planning TEL +32 (0) 2 442 29 42 or campmarche-trg-securite@mil.be.</p> <p>(2) Activation outside these hours announced by NOTAM.</p>			

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.	FL 140 / GND ⁽¹⁾	Entry prohibited. Gunnery and air exercises area. ⁽²⁾	HX ⁽³⁾
<p>(1) Upper limit may be restricted to FL070 (see NOTAM).</p> <p>(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.</p> <p>(3) Announced by NOTAM.</p>			

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.			

EBR25 - KOKSIJDE CLIMB-OUT

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

EBR27 - LOKEREN

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

EBR31 - WESTROZEBEKE-HOUTHULST

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

EBR41A - LAGLAND-ARLON

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

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

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

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

EBR41B - LAGLAND-ARLON

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

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

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

EBR42 - BEVERLO 01

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

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

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

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

EBR44 - MARCHOVELLETTE

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

EBR45 - BEVERLO 02

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.5NM radius, centred on 510438N 0052046E.	1450FT AMSL / GND	Entry prohibited. Demolition of explosives.	HX ⁽¹⁾
(1) Announced by NOTAM.			

EBR49 - ZUTENDAAL

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle radius 0.5 NM centered on 505646N 0053603E.	2000FT AMSL / GND	Entry prohibited. ⁽¹⁾ Fulminate and cartridge manufacturer and shooting range.	PERM
(1) Except State aircraft in real-life operations and glider aircraft from and to EBSL.			

EBR50 - CLERMONT-LEZ-HUY

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.5NM radius, centred on 503342N 0052310E.	2000FT AMSL / GND	Entry prohibited, unless instructed by ATC. ⁽¹⁾ Powder mill.	PERM
(1) Except State aircraft in real-life operations.			

EBR52 - PETIT-RŒULX

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.5NM radius, centred on 503357N 0041935E.	2000FT AMSL / GND	Entry prohibited. ⁽¹⁾ Fulminate manufacturer and shooting range.	PERM
(1) Except State aircraft in real-life operations.			

EBR54 - ANTWERP HARBOUR

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
512238N 0041815E - 512229N 0041435E - 512108N 0041512E - 512057N 0041603E - 511900N 0041706E - 511813N 0041354E - 511737N 0041234E - 511554N 0041141E - 511452N 0041153E - 511450N 0041122E - 511422N 0041124E - 511433N 0041457E - 511428N 0041612E - 511336N 0042025E - 511433N 0042110E - 511418N 0042354E - 511431N 0042443E - 511456N 0042501E - 511537N 0042509E - 511552N 0042503E - 511552N 0042419E - 511634N 0042419E - 511716N 0042433E - 511738N 0042425E - 511842N 0042124E - 512011N 0042046E - 512000N 0041828E - 512238N 0041815E.	1000FT AMSL / GND	Unless instructed by ATC, prohibited for all aircraft, except: <ul style="list-style-type: none"> inspection flights, landing and take-off of helicopters, environmental control missions carried out on behalf of government agencies, (aircraft to/from EBHN and EBHF), with prior approval of Port Authority⁽¹⁾⁽²⁾; State aircraft missions, SAR, medical flights, evacuations and fire-fighting intervention, prior notification to Port Authority⁽¹⁾ as soon as practically possible. 	PERM

(1) Contact Port Authority Antwerp: TEL +32 (0) 3 229 67 33 or email geozone.antwerpen@portofantwerpbruges.com.

(2) See webpage: www.portofantwerpbruges.com/helikopters.

EBR55 - GHENT HARBOUR

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510422N 0034403E - 510433N 0034502E - 510511N 0034530E - 510623N 0034543E - 510633N 0034801E - 510730N 0034813E - 511054N 0035008E - 511113N 0034959E - 511133N 0034913E - 511132N 0034830E - 511248N 0034821E - 511238N 0034804E - 511133N 0034755E - 511141N 0034702E - 511137N 0034646E - 511050N 0034529E - 511014N 0034517E - 510838N 0034420E - 510820N 0034450E - 510757N 0034513E - 510726N 0034428E - 510616N 0034309E - 510544N 0034314E - 510422N 0034403E.	1000FT AMSL / GND	Prohibited for all aircraft, except: <ul style="list-style-type: none"> inspection flights, landing and take-off of helicopters, environmental control missions carried out on behalf of government agencies, with prior approval of Port Authority⁽¹⁾; State aircraft missions, SAR, medical flights, evacuations and fire-fighting intervention, prior notification to Port Authority⁽¹⁾ as soon as practically possible. 	PERM
(1) Contact Port Authority Ghent: TEL +32 (0) 9 251 56 39 or email geozone@northseaport.com .			

EBR56 - ZEEBRUGGE HARBOUR

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511939N 0031105E - 512103N 0030959E - 512153N 0031118E - 512136N 0031339E - 511934N 0031347E - 511752N 0031540E - 511623N 0031250E - 511458N 0031312E - 511502N 0031338E - 511440N 0031340E - 511438N 0031325E - 511332N 0031340E - 511320N 0031325E - 511325N 0031254E - 511415N 0031243E - 511446N 0031222E - 511607N 0031203E - 511612N 0031241E - 511827N 0031207E - 511842N 0031144E - 511800N 0031136E - 511902N 0031037E - 511938N 0031052E - 511939N 0031105E.	1000FT AMSL / GND	Prohibited for all aircraft, except: <ul style="list-style-type: none"> inspection flights, landing and take-off of helicopters, environmental control missions carried out on behalf of government agencies, with prior approval of Port Authority⁽¹⁾⁽²⁾; State aircraft missions, SAR, medical flights, evacuations and fire-fighting intervention, prior notification to Port Authority⁽¹⁾ as soon as practically possible. 	PERM
(1) Contact Port Authority Zeebrugge: TEL +32 (0) 50 54 68 67 or email HKD.zeebrugge@portofantwerpbruges.com .			
(2) See webpage: www.portofantwerpbruges.com/helikopters .			

EBR57 - EEPOEL

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.3NM radius, centred on 511121N 0041919E.	400FT AMSL / GND	Entry prohibited. Destruction centre of explosives.	MON to FRI (HOL excl), 0700-1600 (0600-1500)

EBR61 - SINT-TRUIDEN 1

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504752N 0051121E - 504739N 0051136E - 504731N 0051133E - 504732N 0051113E - 504743N 0051114E - 504752N 0051121E.	1000FT AMSL / GND	RPAS testing and training zone. Prohibited to non-participating aircraft.	HJ ⁽¹⁾
(1) ACT can be checked with EBST local authorities (see EBST AD 2.2).			

EBR62 - SINT-TRUIDEN 2

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504745N 0051214E - 504722N 0051116E - 504743N 0051113E - 504800N 0051125E - 504803N 0051154E - 504745N 0051214E.	2000FT AMSL / GND	RPAS testing and training zone. Prohibited to non-participating aircraft.	activation announced by NOTAM ⁽¹⁾
(1) ACT can be checked with EBST local authorities (see EBST AD 2.2).			

EBR63 - SINT-TRUIDEN 3

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504635N 0050920E - 504632N 0050957E - 504621N 0051026E - 504558N 0050956E - 504617N 0050855E - 504635N 0050920E.	650FT AMSL / GND	RPAS testing and training zone. Prohibited to non-participating aircraft.	activation announced by NOTAM ⁽¹⁾
(1) ACT can be checked with EBST local authorities (see EBST AD 2.2).			

EBR64 - SINT-TRUIDEN 4

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504836N 0050925E - 504902N 0051151E - 504835N 0051338E - 504657N 0051555E - 504355N 0051545E - 504709N 0050621E - 504836N 0050925E.	2000FT AMSL / GND	RPAS testing and training zone. Prohibited to non-participating aircraft, except when approved by duty aerodrome commander of EBST.	activation announced by NOTAM ⁽¹⁾
(1) ACT can be checked with EBST local authorities (see EBST AD 2.2).			

EBR65 - LIERNU

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 1 NM radius, centred on 503436N 0044811E.	1500FT AMSL / GND	RPAS testing and training zone. Prohibited to non-participating aircraft.	HX ⁽¹⁾
(1) Activation announced by NOTAM. May be activated from MON to FRI (HOL excl) between 0800-2300 (0700-2200).			

EBR66 - SINT-TRUIDEN 5

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504745N 0051214E - 504802N 0051119E - 504816N 0051207E - 504752N 0051233E - 504745N 0051214E.	550FT AMSL / GND	RPAS testing and training zone. Prohibited to non-participating aircraft.	activation announced by NOTAM ⁽¹⁾
(1) ACT can be checked with EBST local authorities (see EBST AD 2.2).			

EBR67 - NIVELLES

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.75 NM radius, centred on 503517N 0042115E.	400 FT AGL / GND	RPAS testing and training zone. Prohibited to non-participating aircraft. ⁽¹⁾	HX ⁽²⁾
(1) Non-participating aircraft requiring access can request PPR with Nivelles RPAS Test Center on TEL +32 (0) 67 88 36 36.			
(2) Activation announced by NOTAM.			

EBR68 - TONGEREN

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.5 NM radius, centred on 504752N 0052849E.	2500 FT AMSL / GND	Radio controlled model aircraft training zone. Prohibited to non-participating aircraft.	SAT, SUN and HOL SR-SS ⁽¹⁾⁽²⁾
(1) In VMC only. (2) Activation announced by NOTAM.			

EBR69 - WIEKEVORST

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.5 NM radius, centred on 510527N 0044812E.	1500 FT AMSL / GND	Radio controlled model aircraft training zone. Prohibited to non-participating aircraft.	SAT, SUN and HOL SR-SS ⁽¹⁾⁽²⁾
(1) In VMC only. (2) Activation announced by NOTAM.			

EBR70 - POTTES

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.5 NM radius, centred on 504316N 0032601E.	2500 FT AMSL / GND	Radio controlled model aircraft training zone. Prohibited to non-participating aircraft.	SAT, SUN and HOL SR-SS ⁽¹⁾⁽²⁾⁽³⁾
(1) Outside activation <u>HTA10D</u> only. (2) In VMC only. (3) Activation announced by NOTAM.			

EBR71 - ANTHISNES

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.33 NM radius, centred on 502937N 0053124E.	2400 FT AMSL / GND	Radio controlled model aircraft training zone. Prohibited to non-participating aircraft.	SAT, SUN and HOL SR-SS ⁽¹⁾⁽²⁾
(1) In VMC only. (2) Activation announced by NOTAM.			

EBR72 - SINT-TRUIDEN 6 (NORTH)

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504836N 0050925E - 504902N 0051151E - 504835N 0051338E - 504822N 0051356E - 504622N 0050838E - 504709N 0050621E - 504836N 0050925E.	2000 FT AMSL / GND	RPAS testing and training zone. Prohibited to non-participating aircraft.	activation announced by NOTAM ⁽¹⁾
(1) Activation can be checked with EBST local authorities (see <u>EBST AD 2.2</u>).			

EBR73 - SINT-TRUIDEN 7 (SOUTH)

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504355N 0051545E - 504622N 0050838E - 504822N 0051356E - 504657N 0051555E - 504355N 0051545E.	2000 FT AMSL / GND	RPAS testing and training zone. Prohibited to non-participating aircraft. Zone allowed for manned traffic when RPAS ACT in EBR72 after coordination with and approved by the Duty Aerodrome Commander (DAC) of EBST. Solo training flights prohibited. Permanent 2-way radio contact with EBST mandatory.	activation announced by NOTAM ⁽¹⁾
(1) Activation can be checked with EBST local authorities (see EBST AD 2.2).			

EBR74 - SUMMIT1

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
505356N 0042900E - 505314N 0042930E - 505154N 0042817E - 505115N 0042552E then a counter-clockwise arc radius 2.7 NM centered on 505039N 0042142E - 505219N 0042506E - 505339N 0042750E - 505356N 0042900E	700 FT AMSL / GND	Federal Police helicopter activity during international summits. Only Federal Police helicopters and MIL helicopters stationed at EBMB during QRH mission allowed. ⁽¹⁾	HX ⁽²⁾
(1) Ground taxi at EBBR inside the EBR74 allowed.			
(2) Activation can be checked with Brussels TWR.			

EBR75 - SUMMIT2

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
505427N 0042814E - 505413N 0042824E - 505252N 0042807E - 505136N 0042708E - 505115N 0042552E then a counter-clockwise arc radius 2.7 NM centered on 505039N 0042142E - 505307N 0042326E - 505427N 0042814E	700 FT AMSL / GND	Federal Police helicopter activity during international summits. Only Federal Police helicopters and MIL helicopters stationed at EBMB during QRH mission allowed. ⁽¹⁾	HX ⁽²⁾
(1) Ground taxi at EBBR inside the EBR75 allowed.			
(2) Activation can be checked with Brussels TWR.			

EBR77 - TEMPORARY VFR PROHIBITED ZONE ⁽¹⁾⁽²⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle radius 13 NM centered on 505218N 0042524E.	FL 195 / GND	International summits.	HX ⁽³⁾
(1) VFR flights prohibited, excl. SAR, State, medical, humanitarian, NATO flights and flights with a specific approval from the Crisis Cell of the Federal Public Service Interior. Those flights shall contact the appropriate ATS unit before entering.			
(2) Companies flying on State flight status shall contact CRC Beauvechain 30 MIN before departure on + 32 (0) 2 443 86 51 (or 650 or 653) and the Crisis Cell on + 32 (0) 506 47 11 and add STS/STATE in their flight plan. Those flights shall contact the appropriate ATS unit before entering.			
(3) Activated by NOTAM after coordination between Crisis Cell, skeyes and Defence.			

EBR78 - TEMPORARY VFR RESTRICTED ZONE (1)(2)(3)(4)

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511245N 0035029E along border BELGIUM_NETHERLANDS - 512220N 0042538E then a clockwise arc radius 30 NM centered on 505218N 0042524E - 511245N 0035029E.	FL 195 / GND	International summits.	HX ⁽⁵⁾
<p>(1) VFR flights intending to enter this TRA shall submit a flight plan to Brussels ARO (EBBRZPX) at least 60 MIN before departure. This flight plan shall additionally be send to Steenokkerzeel ATCC via AFTN (EDYYBAFA and EBMIZGZF). Add RMK/RSQ64XX to item 18 of the flight plan.</p> <p>(2) All flights shall be transponder mode A/C (designated SSR code given by Air Navigation Service Provider), mode S optional use.</p> <p>(3) All flights in airspace class G shall establish and maintain 2-way radio communication with BELGA Information on FREQ 129.325 MHZ. Flights must follow ATC instructions received from BELGA Information.</p> <p>(4) CIV aerobatic flights, CIV UAS, crop dusters, gliders, ULM, motorized delta planes, paramotors, banner towing, CIV paradrops and manned free balloons prohibited.</p> <p>(5) Activated by NOTAM after coordination between Crisis Cell, skeyes and Defence.</p>			

EBR79A - BEVERLO UAS 90

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510711N 0051719E - 510724N 0051930E - 510634N 0052038E - 510620N 0051803E - 510630N 0051728E - 510711N 0051719E.	500 FT AGL / GND ⁽¹⁾	BVLOS military UAS training zone. Entry prohibited to non-participating aircraft. ⁽²⁾⁽³⁾	HX ⁽⁴⁾
<p>(1) UAS maximum operating height is 300 FT AGL.</p> <p>(2) Except MIL aircraft transiting to/from Camp Beverlo, after coordination with Beverlo Planning Office, TEL +32 (0) 2 442 44 96 (during working hours) or +32 (0) 499 57 20 81 (outside working hours) and notification to EBBL TWR +32 (0) 443 31 35.</p> <p>(3) Implies the closure of EBLE AD.</p> <p>(4) Activation announced by NOTAM.</p>			

EBR79B - BEVERLO UAS 91

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510707N 0051635E - 510711N 0051719E - 510630N 0051728E - 510642N 0051640E - 510707N 0051635E.	500 FT AGL / GND ⁽¹⁾	BVLOS military UAS training zone. Entry prohibited to non-participating aircraft. ⁽²⁾⁽³⁾	HX ⁽⁴⁾
<p>(1) UAS maximum operating height is 300 FT AGL.</p> <p>(2) Except MIL aircraft transiting to/from Camp Beverlo, after coordination with Beverlo Planning Office, TEL +32 (0) 2 442 44 96 (during working hours) or +32 (0) 499 57 20 81 (outside working hours) and notification to EBBL TWR +32 (0) 443 31 35.</p> <p>(3) Implies the closure of EBLE AD.</p> <p>(4) Activation announced by NOTAM.</p>			

EBR79C - BEVERLO UAS 20

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510634N 0052038E - 510620N 0051803E - 510546N 0051933E - 510613N 0052106E - 510634N 0052038E.	500 FT AGL / GND ⁽¹⁾	BVLOS military UAS training zone. Entry prohibited to non-participating aircraft. ⁽²⁾	HX ⁽³⁾
<p>(1) UAS maximum operating height is 300 FT AGL.</p> <p>(2) Except MIL aircraft transiting to/from Camp Beverlo, after coordination with Beverlo Planning Office, TEL +32 (0) 2 442 44 96 (during working hours) or +32 (0) 499 57 20 81 (outside working hours) and notification to EBBL TWR +32 (0) 443 31 35.</p> <p>(3) Activation announced by NOTAM.</p>			

EBR79D - BEVERLO UAS 30

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510620N 0051803E - 510551N 0051612E - 510517N 0051645E - 510501N 0051859E - 510546N 0051933E - 510620N 0051803E.	500 FT AGL / GND ⁽¹⁾	BVLOS military UAS training zone. Entry prohibited to non-participating aircraft. ⁽²⁾	HX ⁽³⁾
<p>(1) UAS maximum operating height is 300 FT AGL.</p> <p>(2) Except MIL aircraft transiting to/from Camp Beverlo, after coordination with Beverlo Planning Office, TEL +32 (0) 2 442 44 96 (during working hours) or +32 (0) 499 57 20 81 (outside working hours) and notification to EBBL TWR +32 (0) 443 31 35.</p> <p>(3) Activation announced by NOTAM.</p>			

EBR79E - BEVERLO UAS 40

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510546N 0051933E - 510613N 0052105E - 510436N 0052315E - 510247N 0052052E - 510410N 0051819E - 510501N 0051859E - 510546N 0051933E.	500 FT AGL / GND ⁽¹⁾	BVLOS military UAS training zone. Entry prohibited to non-participating aircraft. ⁽²⁾	HX ⁽³⁾
<p>(1) UAS maximum operating height is 300 FT AGL.</p> <p>(2) Except MIL aircraft transiting to/from Camp Beverlo, after coordination with Beverlo Planning Office, TEL +32 (0) 2 442 44 96 (during working hours) or +32 (0) 499 57 20 81 (outside working hours) and notification to EBBL TWR +32 (0) 443 31 35.</p> <p>(3) Activation announced by NOTAM.</p>			

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

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

EBD29 - ARDENNES 07

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

EBD37 - TRAINING SECTOR

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

EBD38 - NORTH SEA

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

EBD39 - KOKSIJDE AREA⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
512719N 0023000E - 512704N 0023246E - 512258N 0025030E - 511010N 0024630E - 510955N 0024539E - 511042N 0024029E - 511050N 0023815E - 511307N 0023000E - 512719N 0023000E.	FL 245 / 2500FT AMSL ⁽²⁾	Marshalling area for air exercises and UAS flights (NATO Class III).	HX ⁽³⁾
<p>(1) Flights in this danger area are subject to ATS provided by Steenokkerzeel ATCC.</p> <p>(2) First usable level is 3000FT AMSL.</p> <p>(3) Announced by NOTAM. May be active MON to FRI (HOL excl). Only active during exercises flown from DOB (Deployed Operating Base) Koksijde.</p>			

4 UAS GEOGRAPHICAL ZONES

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

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

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

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

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

5 RESERVATION SPECIFICATIONS (MILITARY ONLY)

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

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

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

THIS PAGE INTENTIONALLY LEFT BLANK

1.2 Permeability of Areas

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

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

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

1.3 Booking procedure

1.3.1 ARES

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

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

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

1.3.2 Airspace Reservation

1.3.2.1 General

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

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

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

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

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

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

1.3.2.2 Tactical Air Ops

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

1.3.2.2.1 Booking Procedures Applicable to:

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

- TSA26A/B

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

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

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

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

TSA24 may not be used in conjunction with TSA25.

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

TSA25C can only be booked together with TSA25A/B.

TSA26B can only be booked together with TSA26A.

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

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

1.3.2.3 **Other than Tactical Air Ops**

1.3.2.3.1 *Booking Procedures Applicable to:*

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

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

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

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

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

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

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

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

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

1.3.2.3.2 *Booking Procedures Applicable to:*

- TRA W

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

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

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

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

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

- TRA WD

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

1.3.2.3.3 *Booking Procedure Applicable to EBR05*

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

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

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

1.3.2.4 **Large Scale Exercises**

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

TEL: +32 (0) 2 441 66 42

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

1.3.3 **Reservation specifications**

1.3.3.1 **TRA/TSA**

TRA/TSA S4: Not available during GOSLY holding.

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

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

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

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

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

1.3.4 **Airspace Regulations**

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

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

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

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

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

1.3.5 **Confirmation and cancellation**

1.3.5.1 **Tactical Air Ops**

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

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

1.3.5.2 Other than Tactical Air Ops except EBR05

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

1.3.5.3 EBR05

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

1.3.5.4 Changes to Reservations

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

1.3.6 Contact Information

1.3.6.1 CRC Beauvechain Current Operations Weapons Office

Contact info for booking

TEL: +32 (0) 2 443 86 34

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

1.3.6.2 Master Controller Assistant

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

TEL: +32 (0) 2 443 86 51

1.3.6.3 Steenokkerzeel ATCC Supervisor

TEL: +32 (0) 2 443 82 04

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

1.3.6.4 COMOPSAIR Air Operations Support Current Ops Officer

TEL: +32 (0) 2 441 66 42

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

1.3.6.5 10 W Tac Current Ops

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

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

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

1.3.6.6 10 W Tac - Pampa Range Range Officer

TEL: +32 (0) 2 443 32 72

TEL: 9-6321-33272 (MIL)

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

1.3.6.7 2 W Tac Current Ops

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

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

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

1.3.7 Priority Guidelines

See table 1.3.7.1 for general guidelines on airspace allocation.

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

ENR 5.4 Air Navigation Obstacles

1 IN BELGIUM

1.1 Area 1 Obstacles

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

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

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

URL: https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Product/Obstacles/ObstacleDataArea1Belgium28NOV2024additionalinfo.xlsx

1.2 Dynamic Obstacle Lighting

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

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

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

2 IN LUXEMBOURG

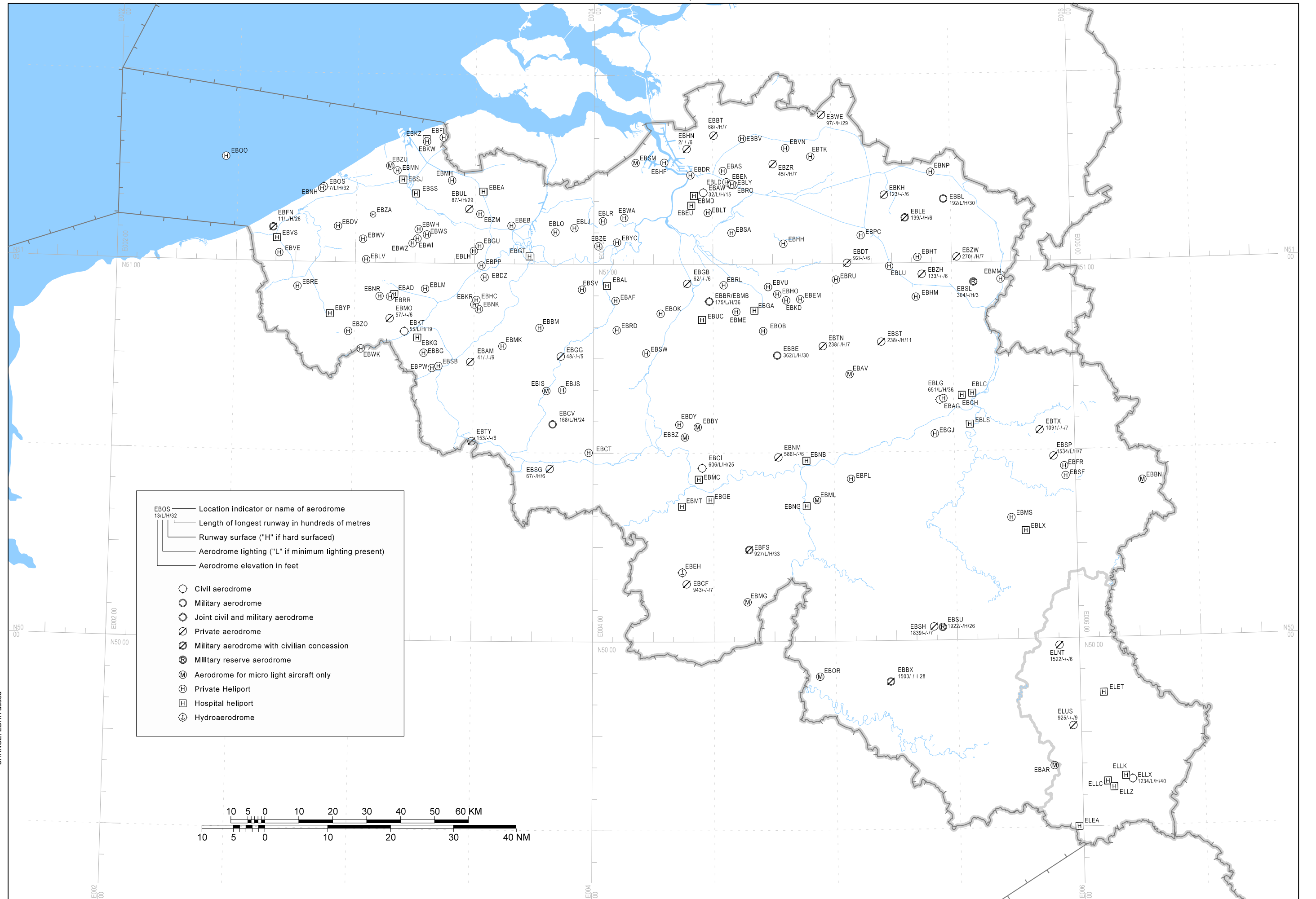
No Area 1 electronic obstacle sets are currently available in Luxembourg. The list below contains all obstacles with a height exceeding 100 M that are known to ANA AIM.

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

Designation	Municipality	Obstacle type	Obstacle position	ELEV / HGT (FT)	Marked	Remarks
EL0038	Bourscheid	Wind turbine	495346N 0060721E	1926 / 614	Yes	
EL0039	Bourscheid	Wind turbine	495432N 0060551E	2143 / 614	Yes	
EL0040	Bourscheid	Wind turbine	495542N 0060500E	2040 / 516	Yes	
EL0051	Mompach	Wind turbine	494554N 0062932E	1654 / 498	Yes	
EL0052	Mompach	Wind turbine	494550N 0062950E	1644 / 498	Yes	
EL0053	Mompach	Wind turbine	494528N 0062923E	1646 / 498	Yes	
EL0054	Mompach	Wind turbine	494507N 0062924E	1615 / 498	Yes	
EL0059	Wiltz	Wind turbine	495652N 0055458E	2273 / 642	Yes	
EL0060	Wiltz	Wind turbine	495651N 0055618E	2177 / 642	Yes	
EL0061	Goesdorf	Wind turbine	495643N 0055952E	2079 / 642	Yes	
EL0062	Goesdorf	Wind turbine	495550N 0055717E	2230 / 642	Yes	
EL0063	Putscheid	Wind turbine	495626N 0060704E	2199 / 614	Yes	
EL0064	Parc Hosingen	Wind turbine	495749N 0060441E	2240 / 642	Yes	
EL0065	Putscheid	Wind turbine	495818N 0060638E	2274 / 614	Yes	
EL0066	Parc Hosingen	Wind turbine	495946N 0060412E	2279 / 642	Yes	
EL0067	Parc Hosingen	Wind turbine	500058N 0060413E	2282 / 642	Yes	
EL0068	Parc Hosingen	Wind turbine	500155N 0060522E	2332 / 642	Yes	
EL0069	Clervaux	Wind turbine	500237N 0060243E	2263 / 642	Yes	
EL0070	Clervaux	Wind turbine	500308N 0060610E	2207 / 665	Yes	
EL0071	Weiswampach	Wind turbine	500603N 0060232E	2245 / 598	Yes	
EL0072	Clervaux	Wind turbine	500452N 0060452E	2350 / 614	Yes	
EL0073	Clervaux	Wind turbine	500603N 0060428E	2330 / 614	Yes	
EL0074	Luxembourg	Building	493718N 0060836E	1401 / 348	Yes	
EL0075	Luxembourg	Building	493719N 0060838E	1411 / 348	Yes	
EL0076	Wincrange	Wind turbine	500638N 0055738E	2304 / 663	Yes	
EL0077	Wincrange	Wind turbine	500650N 0055730E	2320 / 663	Yes	
EL0078	Wincrange	Wind turbine	500703N 0055710E	2343 / 663	Yes	
EL0079	Wincrange	Wind turbine	500715N 0055701E	2353 / 663	Yes	
EL0080	Wincrange	Wind turbine	500717N 0055636E	2343 / 663	Yes	
EL0081	Wincrange	Wind turbine	500724N 0055620E	2330 / 663	Yes	
EL0082	Wincrange	Wind turbine	500728N 0055602E	2307 / 663	Yes	
EL0083	Feulen	Wind turbine	495242N 0060125E	2218 / 653	Yes	
EL0084	Luxembourg	Building	493720N 0060840E	1440 / 362	Yes	
EL0085	Wincrange	Wind turbine	500423N 0055618E	2150 / 560	Yes	
EL0086	Mompach	Wind turbine	494533N 0062651E	1983 / 679	Yes	
EL0087	Garnich	Wind turbine	493656N 0055535E	1980 / 677	Yes	
EL0088	Garnich	Wind turbine	493650N 0055443E	1927 / 677	Yes	
EL0089	Esch-sur-Sûre	Wind turbine	495340N 0055920E	2396 / 752	Yes	
EL0090	Clervaux	Wind turbine	500650N 0060606E	2365 / 752	Yes	
EL0091	Clervaux	Wind turbine	500636N 0060436E	2395 / 752	Yes	
EL0092	Esch-sur-Sûre	Wind turbine	495401N 0060043E	2392 / 752	Yes	
EL0093	Bourscheid	Wind turbine	495333N 0060100E	2398 / 752	Yes	
EL0094	Bourscheid	Wind turbine	495308N 0060113E	2364 / 752	Yes	
EL0095	Tandel	Wind turbine	495523N 0060910E	2241 / 752	Yes	
EL0096	Mondercange	Wind turbine	493232N 0060331E	1822 / 752	Yes	
EL0097	Roeser	Wind turbine	493055N 0060752E	1604 / 679	Yes	
EL0098	Vallée de l'Ernz	Wind turbine	494959N 0061507E	2011 / 677	Yes	
EL0099	Vallée de l'Ernz	Wind turbine	494946N 0061413E	1990 / 677	Yes	
EL0100	Vallée de l'Ernz	Wind turbine	494943N 0061513E	1983 / 677	Yes	
EL0101	Dalheim	Wind turbine	493148N 0061710E	1608 / 679	Yes	
EL0102	Dalheim	Wind turbine	493157N 0061548E	1727 / 679	Yes	
EL0103	Dalheim	Wind turbine	493251N 0061408E	1683 / 679	Yes	
EL0104	Dalheim	Wind turbine	493323N 0061403E	1728 / 679	Yes	

Designation	Municipality	Obstacle type	Obstacle position	ELEV / HGT (FT)	Marked	Remarks
EL0105	Dalheim	Wind turbine	493320N 0061448E	1764 / 679	Yes	
EL0106	Ettelbruck	Wind turbine	494944N 0060247E	1933 / 751	Yes	
EL0107	Wincrange	Wind turbine	500024N 0055141E	2273 / 655	Yes	
EL0108	Wincrange	Wind turbine	500019N 0055203E	2265 / 655	Yes	
EL0109	Wincrange	Wind turbine	500009N 0055117E	2217 / 655	Yes	
EL0110	Wincrange	Wind turbine	500006N 0055150E	2236 / 655	Yes	

Index Chart Aerodromes and Heliports



Legend:

- EBOS 13/L/H/32 — Location indicator or name of aerodrome
- Length of longest runway in hundreds of metres
- Runway surface ("H" if hard surfaced)
- Aerodrome lighting ("L" if minimum lighting present)
- Aerodrome elevation in feet

- Civil aerodrome
- Military aerodrome
- ◐ Joint civil and military aerodrome
- ◑ Private aerodrome
- ◒ Military aerodrome with civilian concession
- Ⓜ Military reserve aerodrome
- Ⓜ Aerodrome for micro light aircraft only
- Ⓜ Private Heliport
- Ⓜ Hospital heliport
- Ⓜ Hydroaerodrome

CHANGE: EBHH added

THIS PAGE INTENTIONALLY LEFT BLANK

AD 0.6 Table of Contents to Part 3

AD 0 INTRODUCTION

AD 0.1 Preface

AD 0.2 Record of AIP Amendments

AD 0.3 Record of AIP Supplements

AD 0.4 Checklist of AIP Pages

AD 0.5 List of Hand Amendments to the AIP

AD 0.6 Table of Contents to Part 3

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 Aerodrome/Heliport Availability and Conditions of Use

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

AD 1.3 Index to Aerodromes and Heliports

AD 1.4 Grouping of Aerodromes / Heliports

AD 1.5 Status of Certification of Aerodromes

AD 2 PUBLIC AERODROMES

AD 2 MILITARY AERODROMES

AD 2 PRIVATE AERODROMES

AD 2 ULM AERODROMES

AD 2 PERSONAL AERODROMES

AD 3 MILITARY HELIPORTS

AD 3 HOSPITAL HELIPORTS

AD 3 PRIVATE HELIPORTS

AD 3 PERSONAL HELIPORTS

Aerodrome / heliport name location indicator	Type of traffic permitted to use the aerodrome / heliport			Reference to aerodrome section and remarks
	INTL - NTL	IFR - VFR	S: Scheduled	
			NS: Non-scheduled	
			P: Private	
1	2	3	4	5
KORTRIJK / Bellegem EBBG*	NTL	VFR	P	AD 3.PVT-EBBG
KRUISEM / Hof Van Cleve EBHC*	NTL	VFR	P	AD 3.PVT-EBHC
KRUISEM / Sons EBKR*	NTL	VFR	P	AD 3.PVT-EBKR
LIERNEUX / Bra EBMS*	NTL	VFR	P	AD 3.PVT-EBMS
LINT EBLT*	NTL	VFR	P	AD 3.PVT-EBLT
LO-RENINGE EBRE*	NTL	VFR	P	AD 3.PVT-EBRE
LOCHRISTI EBLO*	NTL	VFR	P	AD 3.PVT-EBLO
LUMMEN EBLU*	NTL	VFR	P	AD 3.PVT-EBLU
MAARKEDAL / Nukerke EBMK*	NTL	VFR	P	AD 3.PVT-EBMK
MAASMECHELEN EBMM*	NTL	VFR	P	AD 3.PVT-EBMM
MALDEGEM / Huysman EBMH*	NTL	VFR	P	AD 3.PVT-EBMH
MEERBEEK EBME*	NTL	VFR	P	AD 3.PVT-EBME
MEETKERKE / Nachtegaele EBMN*	NTL	VFR	P	AD 3.PVT-EBMN
MEULEBEKE EBLM*	NTL	VFR	P	AD 3.PVT-EBLM
NEVELE EBGU*	NTL	VFR	P	AD 3.PVT-EBGU
NIVELLES / Dynali EBDY*	NTL	VFR	P	AD 3.PVT-EBDY
NOKERE / Suys EBNK*	NTL	VFR	P	AD 3.PVT-EBNK
OOSTDIJCKBANK EBOO*	NTL	VFR	P	AD 3.PVT-EBOO
OOSTENDE EBNH*	NTL	VFR	P	AD 3.PVT-EBNH
OUD-HEVERLEE / Blanden EBOB*	NTL	VFR	P	AD 3.PVT-EBOB
PECQ / Warcoing EBPW*	NTL	VFR	P	AD 3.PVT-EBPW
PELT / Tilburgs EBNP*	NTL	VFR	P	AD 3.PVT-EBNP
RANST / Engels EBEN*	NTL	VFR	P	AD 3.PVT-EBEN
RANST / Lymar EBLY*	NTL	VFR	P	AD 3.PVT-EBLY
RANST / Van Den Bosch EBRO*	NTL	VFR	P	AD 3.PVT-EBRO
ROESELARE / Nuytten EBNR*	NTL	VFR	P	AD 3.PVT-EBNR
ROESELARE / Rumbekke EBRR*	NTL	VFR	P	AD 3.PVT-EBRR
ROOSDAAL EBRD*	NTL	VFR	P	AD 3.PVT-EBRD

Aerodrome / heliport name location indicator	Type of traffic permitted to use the aerodrome / heliport			Reference to aerodrome section and remarks
	INTL - NTL	IFR - VFR	S: Scheduled	
			NS: Non-scheduled	
			P: Private	
1	2	3	4	5
SCHILDE / 's Gravenwezel EBAS*	NTL	VFR	P	AD 3.PVT-EBAS
SINT-PIETERS-LEEUEW EBSW*	NTL	VFR	P	AD 3.PVT-EBSW
SPA / Francorchamps EBSF*	NTL	VFR	P	AD 3.PVT-EBSF
SPIERE-HELKIJN EBSB*	NTL	VFR	P	AD 3.PVT-EBSB
TESSENDERLO EBPC*	NTL	VFR	P	AD 3.PVT-EBPC
TIELEN / Kasterlee EBTK*	NTL	VFR	P	AD 3.PVT-EBTK
VEURNE EBVE*	NTL	VFR	P	AD 3.PVT-EBVE
VLIMMEREN EBVN*	NTL	VFR	P	AD 3.PVT-EBVN
WAASMUNSTER EBWA*	NTL	VFR	P	AD 3.PVT-EBWA
WERVIK EBWK*	NTL	VFR	P	AD 3.PVT-EBWK
WINGENE EBWI*	NTL	VFR	P	AD 3.PVT-EBWI
WINGENE / Hemelrijk EBWH*	NTL	VFR	P	AD 3.PVT-EBWH
WINGENE / Scherrens EBWS*	NTL	VFR	P	AD 3.PVT-EBWS
WINGENE / Zwevezele EBWZ*	NTL	VFR	P	AD 3.PVT-EBWZ
ZEDELGEM / Aartrijke EBZA*	NTL	VFR	P	AD 3.PVT-EBZA
ZELE EBZE*	NTL	VFR	P	AD 3.PVT-EBZE
ZOMERGEM EBZM*	NTL	VFR	P	AD 3.PVT-EBZM
ZONNEBEKE / Zandvoorde EBZO*	NTL	VFR	P	AD 3.PVT-EBZO
PERSONAL HELIPORTS				
AFFLIGEM EBAF*	NTL	VFR	P	AD 3.PERS-EBAF
BEKKEVOORT EBRU*	NTL	VFR	P	AD 3.PERS-EBRU
DEINZE / De Groote EBDZ*	NTL	VFR	P	AD 3.PERS-EBDZ
DEINZE / Piens EBPP*	NTL	VFR	P	AD 3.PERS-EBPP
ENGIS EBGJ*	NTL	VFR	P	AD 3.PERS-EBGJ
GESVES EBPL*	NTL	VFR	P	AD 3.PERS-EBPL
GREMBERGEN / Dendermonde EBYC*	NTL	VFR	P	AD 3.PERS-EBYC
HULSHOUT EBHH*	NTL	VFR	P	AD 3.PERS-EBHH
ICHTEGEM EBWV*	NTL	VFR	P	AD 3.PERS-EBWV

Aerodrome / heliport name location indicator	Type of traffic permitted to use the aerodrome / heliport			Reference to aerodrome section and remarks
	INTL - NTL	IFR - VFR	S: Scheduled	
			NS: Non-scheduled	
			P: Private	
1	2	3	4	5
KAMPENHOUT EBRL*	NTL	VFR	P	AD 3.PERS-EBRL
KORTEMARK EBLV*	NTL	VFR	P	AD 3.PERS-EBLV
LOKEREN / Janssens EBLJ*	NTL	VFR	P	AD 3.PERS-EBLJ
LOTENHULLE EBLH*	NTL	VFR	P	AD 3.PERS-EBLH
OTTERGEM / Erpe-Mere EBSV*	NTL	VFR	P	AD 3.PERS-EBSV
RANST / De Vijver EBLD*	NTL	VFR	P	AD 3.PERS-EBLD
ROTSELAAR EBVU*	NTL	VFR	P	AD 3.PERS-EBVU
SINT-JORIS-WINGE EBEM*	NTL	VFR	P	AD 3.PERS-EBEM
WAASMUNSTER / Raemdonck EBLR*	NTL	VFR	P	AD 3.PERS-EBLR

2 HOSPITAL HELISTRIPS (MIL USE ONLY)

BRUSSEL

Post: Militair Hospitaal
Bruynstraat
1120 Brussel
BELGIUM

TEL: +32 (0) 2 268 48 48

TEL: +32 (0) 2 267 99 10

Coordinates: 505419N 0042322E

Remark: PPR only

The following approach and departure areas/axes, in function of actual wind, are to be adhered to: Area SE between R-259 and R-191, in the N the arrival/departure route is 172/352, in the W the

3 MILITARY FIELD HELISTRIPS

AMAY

Post: 4 Gn - S2
Camp Adjt Brasseur
4540 Amay
BELGIUM

TEL: + 32 (0) 2 442 90 16 (CIV)

TEL: + 32 (0) 2 442 91 75 (CIV)

TEL: 9 6321 extension 29016, 29175 (MIL)

Coordinates: 503210N 0051807E

Remark: PPR only

LEOPOLDSBURG-Chazal

Post: Diensten Kw LEOPOLD I - Chazal
Kwartier Leopold I
Kamp Beverlo
3970 Leopoldsbuurg
BELGIUM

TEL: +32 (0) 2 442 44 96 (CIV)

TEL: 9 6321 24496 (MIL)

Coordinates: 510657N 0051625E

Remark: PPR only

ARLON (STOCKEM)

Post: Camp Gen Bastin
Route de Bouillon
6700 Arlon - (Stockem)
BELGIUM
TEL: + 32 (0) 2 441 46 68 (CIV)
TEL: 9 6321 14668 (MIL)
Coordinates: 494053N 0054642E
Remark: PPR only

ARLON-LAGLAND

Post: Quartier et Camp Lagland
Route de Virton
6700 Arlon - (Toernich)
BELGIUM
TEL: + 32 (0) 2 441 49 26 (CIV)
TEL: 9 6321 14926 (MIL)
Coordinates: 493928N 0054442E
Remark: PPR only

BEAUVECHAIN

Post: 1 W
Basis LtCol Charles Roman
1320 Beauvechain
BELGIUM
TEL: +32 (0) 2 442 55 00 (ATC SUP)
Coordinates: 504457N 0044616E
Remark: PPR only

BERLAAR

Post: 99 Bn Log
Kw Olt Baron van Zuylen Van Nyevelt
Welvaartstraat 38
2590 Berlaar
BELGIUM
TEL: +32 (0) 2 442 73 62 (CIV)
TEL: 9 6321 7362 (MIL)
Coordinates: 510615N 0043801E
Remark: PPR only

BURCHT

Post: 11 Bataljon Genie
Kwartier Lt. V Thoumsin
Kruibeeksesteenweg 159
2070 Burcht
BELGIUM
TEL: +32 (0) 2 443 38 73 (CIV)
TEL: 9 6321 33873 (MIL)
Coordinates: 511130N 0041936E
Remark: PPR only

ELSENBORN

Post: Camp Elsenborn
Lager Elsenborn Camp 1
4750 Bütgenbach
BELGIUM
TEL: +32 (0) 2 442 77 31 (CIV)
TEL: +32 (0) 2 442 76 70 (CIV)
TEL: 9 6321 27731 or 27670 (MIL)
Coordinates: 502749N 0061119E
Remark: PPR only

LEOPOLDSBURG Bvr/5Li

Post: 2Comd Bvr - 5 Li
Kwartier LtGen Piron
Kamp Beverlo
3970 Leopoldsburg
BELGIUM
TEL: +32 (0) 2 442 44 96 (CIV)
TEL: 9 6321 24496 (MIL)
Coordinates: 510723N 0051658E
Remark: PPR only

LEOPOLDSBURG-1C/1Gr

Post: 1 C - 1 Gr - S4 Sanicole
Kwartier Prins Boudewijn
Kamp Beverlo
3970 Leopoldsburg
BELGIUM
TEL: +32 (0) 2 442 44 96 (CIV)
TEL: 9 6321 24496 (MIL)
Coordinates: 510710N 0051803E
Remark: PPR only

LOMBARDSIJDE

Post: 14 Reg A
Kwartier Lombardsijde
Matrozenlaan 16
8620 Nieuwpoort
BELGIUM
TEL: +32 (0) 2 442 37 58 (CIV)
TEL: 9 6321 23758 (MIL)
Coordinates: 510924N 0024418E
Remark: PPR only

MARCHE-EN-FAMENNE-HQ Mot Bde

Post: Camp Marche - Offr de Place
Camp Marche
Route de Liege
6900 Marche-en-Famenne
BELGIUM
TEL: +32 (0) 2 244 29 35 (CIV)
TEL: 9 6321 2935 (MIL)
Coordinates: 501417N 0052104E
Remark: PPR only

MARCHE-EN-FAMENNE-SECONDARY

Post: Camp Marche - Offr de Place
Camp Marche
Route de Liege
6900 Marche-en-Famenne
BELGIUM
TEL: +32 (0) 2 244 29 35 (CIV)
TEL: 9 6321 2935 (MIL)
Coordinates: 501438N 0052114E
Remark: PPR only

MARCHE-EN-FAMENNE-PRIMARY

Post: Camp Marche - Offr de Place
Camp Marche
Route de Liege
6900 Marche-en-Famenne
BELGIUM
TEL: +32 (0) 2 244 29 35 (CIV)
TEL: 9 6321 2935 (MIL)
Coordinates: 501425N 0052155E
Remark: PPR only

EUPEN

Post: IRMEP/KMILO
Quartier Slt Antoine
Rue de Bellmerin 46
4700 Eupen
BELGIUM

TEL: +32 (0) 2 442 76 04 (CIV)
TEL: 9 6321 27604 (MIL)

Coordinates: 503750N 0060429E

Remark: PPR only

EVERE

Post: Bn HK ITC
Kwartier Koningin Elisabeth
Eversestraat
1140 Brussel
BELGIUM

TEL: +32 (0) 2 441 78 26 (CIV)
TEL: 9 6321 17826 (MIL)

Coordinates: 505220N 0042534E

Remark: PPR only

FLAWINNE

Post: 2 Bn Cdo
Quartier SLt Thibaut
Rue J Durieux
5020 Flawinne
BELGIUM

TEL: +32 (0) 2 442 09 41 (CIV)
TEL: 9 6321 20941 (MIL)

Coordinates: 502757N 0044847E

Remark: PPR only

FLORENNES

Post: 2 W Tac
Base J. Offenber
Route Charlemagne 191
5620 Florennes
BELGIUM

TEL: +32 (0) 2 442 65 77 (Wing OPS)

Coordinates: 501439N 0043816E

Remark: PPR only

FLORENNES

Post: 2 W Tac
Base J. Offenber
Route Charlemagne 191
5620 Florennes
BELGIUM

TEL: +32 (0) 2 442 65 77 (Wing OPS)

Coordinates: 501445N 0043853E

Remark: PPR only

FLORENNES

Post: 2 W Tac
Base J. Offenber
Route Charlemagne 191
5620 Florennes
BELGIUM

TEL: +32 (0) 2 442 65 77 (Wing OPS)

Coordinates: 501351N 0043848E

Remark: PPR only

MARCHE-LES-DAMES

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

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

Coordinates: 502902N 0045752E

Remark: PPR only

MELSBROEK

Post: 15 W Lu Tpt
Kwartier Groenveld
Steenweg op Haacht 1
1910 Melsbroek
BELGIUM

TEL: +32 (0) 2 752 45 02 (CIV)
TEL: 9 2623 4502 (MIL)

Coordinates: 505453N 0042943E

Remark: PPR only

NIVELLES

Post: Ph Mil C
Quartier Cdt Avi Dony
Chaussée de Namur 42
1400 Nivelles
BELGIUM

TEL: +32 (0) 2 442 19 71 (CIV)
TEL: 9 6321 21971 (MIL)

Coordinates: 503545N 0042108E

Remark: PPR only

PEER

Post: Vliegbasis Kleine-Brogel
VS Gp - Ops&Trg
Kazerne 1
3990 Peer
BELGIUM

TEL: +32 (0) 2 443 30 09

Coordinates: 510936N 0052726E

Remark: PPR only

PEUTIE

Post: Bureel Plaats en Kwartier
Kwartier Maj Housiau
Martelarenstraat 181
1800 Peutie
BELGIUM

TEL: +32 (0) 2 441 10 64 (CIV)
TEL: 9 6321 11064 (MIL)

Coordinates: 505602N 0042809E

Remark: PPR only

SAFFRAANBERG

Post: Kw Kol VI Renson Saffraanberg
Luikersteenweg 371
3800 Sint-Truiden
BELGIUM

TEL: +32 (0) 2 441 35 78 (CIV)
TEL: +32 (0) 2 441 33 29 (CIV)
TEL: 9 6321 13578 or 13329 (MIL)

Coordinates: 504706N 0051352E

Remark: PPR only

FLORENNES

Post: 2 W Tac
Base J. Offenber
Route Charlemagne 191
5620 Florennes
BELGIUM
TEL: +32 (0) 2 442 65 77 (Wing OPS)
Coordinates: 501413N 0043812E
Remark: PPR only

FLORENNES

Post: 2 W Tac
Base J. Offenber
Route Charlemagne 191
5620 Florennes
BELGIUM
TEL: +32 (0) 2 442 65 77 (Wing OPS)
Coordinates: 501443N 0043839E
Remark: PPR only

GAVERE / SEMMERZAKE

Post: 3 Bataljon Parachutisten
Kwartier Kpt VI de Hemptinne
Molenstraat 69
9890 Gavere
BELGIUM
TEL: +32 (0) 2 442 21 32 (CIV)
TEL: 9 6321 22132 (MIL)
Coordinates: 505618N 0034030E
Remark: PPR only

GROBBENDONK

Post: 936 Dep
Kwartier Grobbendonk
Bevrijdingsstraat 31
2280 Grobbendonk
BELGIUM
TEL: +32 (0) 2 442 07 99 (CIV)
TEL: 9 6321 20799 (MIL)
Coordinates: 511056N 0044443E
Remark: PPR only

HEVERLEE

Post: HK Bde Para-Cdo - Sec S3
Kwartier Cdt de Hemptinne
Hertogstraat 300
3001 Leuven
BELGIUM
TEL: +32 (0) 16 40 41 20 extension 21 13 (CIV)
TEL: 9 2322 2113 (MIL)
Coordinates: 505115N 0044242E
Remark: PPR only

IEPER

Post: Plaats Ieper
Kwartier 1WM Lemahieu
Kemmelseweg 5
8900 Ieper
BELGIUM
TEL: +32 (0) 2 442 80 70 (CIV)
TEL: +32 (0) 2 442 80 62 (CIV)
TEL: 9 6321 28070 or 28062 (MIL)
Coordinates: 505023N 0025253E
Remark: PPR only

SHAPE

Post: US Army
SHAPE Flight Detachment
Camp de Casteau
7010 SHAPE
BELGIUM
TEL: +32 (0) 65 44 71 11 (CIV)
Coordinates: 503011N 0035857E
Remark: PPR only

SPA

Post: 12/13 Li
Quartier Lt Gen Baron Jaques de Dixmude
Avenue du 12eme de Ligne Prince Leopold 1
4900 Spa
BELGIUM
TEL: +32 (0) 2 442 87 66 (CIV)
TEL: 9 6321 28766 (MIL)
Coordinates: 502911N 0055055E
Remark: PPR only

ST-KRUIS

Post: Cominav
Kwartier LTZ Billet
Leopold de Bruynestraat 125
8310 St-Kruis
BELGIUM
TEL: +32 (0) 2 441 31 20 (CIV)
TEL: 9 6321 13120 (MIL)
Coordinates: 511235N 0031542E
Remark: PPR only

TIELEN

Post: 3 Para
Kwartier Kapt P. Gailly
Kaliebaan 30
2460 Kasterlee (Tielen)
BELGIUM
TEL: +32 (0) 2 442 72 78 (CIV)
TEL: 9 6321 27278 (MIL)
Coordinates: 511447N 0045447E
Remark: PPR only

TOURNAI

Post: E Log - Dept Adm & Log - S2
Quartier St Jean
Rue Galterie St Jean 44
7500 Tournai
BELGIUM
TEL: +32 (0) 2 442 04 38 (CIV)
TEL: 9 6321 20438 (MIL)
Coordinates: 503610N 0032401E
Remark: PPR only

WEELDE

Post: SSB
Kwartier Weelde
Geeneinde
2381 Weelde
BELGIUM
TEL: +32 (0) 14 65 98 00 (CIV)
Coordinates: 512340N 0045743E
Remark: PPR only

Visual Segment Surface (VSS) Penetration

ID	Type	Latitude	Longitude	ELEV (FT)	Minima Affected
EBBR20_721	Light Pole	505401.4N	0042659.6E	196	VOR RWY 07L
	Vegetation	505315.3N	0042841.8E	219	VOR RWY 07R
	Vegetation	505311.4N	0042838.1E	215	VOR RWY 07R
	Vegetation	505312.1N	0042831.5E	211	VOR RWY 07R
	Vegetation	505316.1N	0042840.4E	201	VOR RWY 07R

EBBR AD 2.11 Meteorological Information Provided

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

EBBR AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCR/PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				RWY end COORD	
1	2	3	4	THR geoid undulation	5
01	014.43°	2987 x 50	720/F/A/X/T 120/F/A/W/T ASPH	505314.39N 0042929.68E	THR 174.8FT TDZ 174.8FT
				505446.54N 0043007.27E	
				149.2FT	
19	194.43°	2987 x 50	720/F/A/X/T 120/F/A/W/T ASPH	505439.64N 0043004.46E	THR 105.0FT TDZ 123.0FT
				505312.94N 0042929.09E	
				149.1FT	

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCR/PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				RWY end COORD	
				THR geoid undulation	
1	2	3	4	5	6
07R	069.89°	3210 x 45	720/F/A/X/T 120/F/A/W/T ASPH	505321.89N 0042855.40E	THR 166.4FT
				505356.18N 0043123.84E	
				149.1FT	
25L	249.89°	3210 x 45	720/F/A/X/T 120/F/A/W/T ASPH	505356.18N 0043123.84E	THR 150.3FT TDZ 156.9FT
				505320.54N 0042849.54E	
				149.2FT	
07L	65.35°	3638 x 45	720/F/A/X/T 120/F/A/W/T ASPH	505400.54N 0042735.80E	THR 120.8FT
				505445.60N 0043011.75E	
				149.0FT	
25R	245.35°	3638 x 45	720/F/A/X/T 120/F/A/W/T ASPH	505441.57N 0042957.79E	THR 102.1FT TDZ 103.9FT
				505356.66N 0042722.38E	
				149.1FT	

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

RWY designator	Location and description of arresting gear	OFZ	RMK
13	14	15	16
01	NIL	yes	Longitudinal slope first quarter > 0,8% and < 1,0%. Slopes of the RWY strip locally exceed 2,5% For details on obstacles present in the OFZ, see chart AD 2 EBBR-ADC.01
19	NIL	yes	Longitudinal slope last quarter > 0,8% and < 1,0%. Slopes of the RWY strip locally exceed 2,5% For details on obstacles present in the OFZ, see chart AD 2 EBBR-ADC.01
07R	NIL	yes	Slopes of the RWY strip locally exceed 2,5%. This condition has been identified on the north side of the first third, the south side of the mid third and the north side of the last third Maximum steering angle on turn pad is 64° For details on obstacles present in the OFZ, see chart AD 2 EBBR-ADC.01
25L	NIL	yes	Slopes of the RWY strip locally exceed 2,5%. This condition has been identified on the north side of the first third, the south side of the mid third and the north side of the last third Maximum steering angle on turn pad is 64° For details on obstacles present in the OFZ, see chart AD 2 EBBR-ADC.01
07L	NIL	yes	Slopes of the RWY strip locally exceed 2,5% For details on obstacles present in the OFZ, see chart AD 2 EBBR-ADC.01
25R	NIL	yes	Slopes of the RWY strip locally exceed 2,5% For details on obstacles present in the OFZ, see chart AD 2 EBBR-ADC.01

EBBR AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
01	2987	2987	2987	2941	NIL
19	2987	2987	2987	2767	NIL
07R	2893	2893	2893	3088	No TKOF before PSN H
25L	3210	3210	3210	3210	NIL
07L	3638	3638	3638	3350	NIL
25R	3638	3638	3638	3339	NIL

In order to reduce the taxi procedure, ATC may, with a visibility of 2KM or more and subject to pilot's acceptance, authorize take-off from one of the intersections below. For intersection take-off during LVO, see section 2.22 - §4.

To expedite departing traffic when RWY 01 is in use, departure on RWY 07R from position "H", line-up position 1 or line-up position 2 will be assigned by ATC.

Intersection TORA are measured from the point of contact of taxiway centre line marking and runway centre line.

RWY	From	TORA (M)	RWY	From	TORA (M)
01	E1	2078	25L	C1	2209
	E3	2028		C2	1696
	E4	1254		C3	1255
		C4		1240	
19	A1	2819	07L	B9	2527
	E7	2678		A6	2645
	E6	2163		B8	2601
	E5	1557		A5	2156
	E4	1559		B7	1842
		B6		1384	
		A3		1569	
		B5		1517	
07R	C6	2405	25R	A1	3428
	C4	1800		B1	3266
	Line-up PSN 1	2624		B3	2760
	Line-up PSN 2	2344		B5	1999
	Line-up PSN H	2893		A3	1991
	C3	1790		B6	1988
		B7		1526	
		A5		1409	

EBBR AD 2.14 Approach and Runway Lighting

RWY 01				
Approach lighting system	Type:	PALS CAT II / III	VASIS	
	Length:	900M (*)		
	Intensity:	LIH		
Runway threshold lights	Colour:	green	Touchdown zone lights	
	Wing bars:	NIL		
Runway end lights	Colour:	red	Stopway lights	
	Wing bars:	NIL		
Runway centre line lights	Length:	2987M	white:	from 0 to 2087M
	Spacing:	15M	red / white:	from 2087 to 2687M
	Intensity:	LIH	red:	from 2687 to 2987M
Runway edge lights	Length:	2987M	red:	from 0 to 45M
	Spacing:	30M	white:	from 45 to 2387M
	Intensity:	LIH	yellow:	from 2387M to 2987M
Remarks	(*) Barrette at 570M omitted due to railway LED (except PAPI which are halogen)			

RWY 19			
Approach lighting system	Type:	PALS CAT I	VASIS
	Length:	630M	
	Intensity:	LIH	
Runway threshold lights	Colour:	green	Touchdown zone lights
	Wing bars:	NIL	
Runway end lights	Colour:	red	Stopway lights
	Wing bars:	NIL	

RWY 19			
Runway centre line lights	Length:	2987M	white: from 0 to 2087M
	Spacing:	15M	red / white: from 2087 to 2687M
	Intensity:	LIH	red: from 2687 to 2987M
Runway edge lights	Length:	2987M	red: from 0 to 220M
	Spacing:	30M	white: from 220 to 2387M
	Intensity:	LIH	yellow: from 2387M to 2987M
Remarks	LED (except PAPI which are halogen)		

RWY 07R			
Approach lighting system	NIL	VASIS	Type: PAPI (left / 3°) MEHT: 66 FT
Runway threshold lights	Colour: green Wing bars: NIL	Touchdown zone lights	NIL
Runway end lights	Colour: red Wing bars: NIL	Stopway lights	NIL
Runway centre line lights	Length: 3211M Spacing: 15M Intensity: LIH	white: from 0 to 2311M red / white: from 2311 to 2911M red: from 2911 to 3211M	
Runway edge lights	Length: 3211M Spacing: 30M Intensity: LIH	red: from 0 to 125M white: from 125 to 2611M yellow: from 2611 to 3211M	
Remarks	LED (except PAPI and RWY end lights which are halogen)		

RWY 25L			
Approach lighting system	Type: PALS CAT II / III Length: 900M Intensity: LIH	VASIS	Type: PAPI (left / 3°) MEHT: 65 FT
Runway threshold lights	Colour: green Wing bars: NIL	Touchdown zone lights	900M
Runway end lights	Colour: red Wing bars: NIL	Stopway lights	NIL
Runway centre line lights	Length: 3211M Spacing: 15M Intensity: LIH	white: from 0 to 2311M red / white: from 2311 to 2911M red: from 2911 to 3211M	
Runway edge lights	Length: 3211M Spacing: 30M Intensity: LIH	white: from 0 to 2611M yellow: from 2611 to 3211M	
Remarks	LED (except PAPI, THR and RWY end lights which are halogen)		

RWY 07L			
Approach lighting system	Type: PALS CAT I Length: 900M Intensity: LIH	VASIS	Type: PAPI (left / 3°) MEHT: 65 FT
Runway threshold lights	Colour: green Wing bars: NIL	Touchdown zone lights	NIL
Runway end lights	Colour: red Wing bars: NIL	Stopway lights	NIL

RWY 07L			
Runway centre line lights	Length:	3638M	white: from 0 to 2738M
	Spacing:	15M	red / white: from 2738 to 3338M
	Intensity:	LIH	red: from 3338 to 3638M
Runway edge lights	Length:	3638M	red: from 0 to 288M
	Spacing:	30M	white: from 288 to 3038M
	Intensity:	LIH	yellow: from 3038 to 3638M
Remarks	LED (except PAPI which are halogen)		

RWY 25R			
Approach lighting system	Type:	PALS CAT II / III	VASIS
	Length:	600M	
	Intensity:	LIH	
Runway threshold lights	Colour:	green	Touchdown zone lights
	Wing bars:	NIL	
Runway end lights	Colour:	red	Stopway lights
	Wing bars:	NIL	
Runway centre line lights	Length:	3608M	white: from 30 to 2738M
	Spacing:	15M	red / white: from 2738 to 3338M
	Intensity:	LIH	red: from 3338 to 3638M
Runway edge lights	Length:	3638M	red: from 0 to 300M
	Spacing:	30M	white: from 300 to 3038M
	Intensity:	LIH	yellow: from 3038 to 3638M
Remarks	LED (except PAPI which are halogen)		

EBBR AD 2.15 Other Lighting and Secondary Power Supply

1	ABN / IBN location, characteristics and hours of operation	NIL
2	LDI location and lighting	NIL
	WDI location and lighting	At THR 07L (lighted) At 198M from THR 07R (lighted) At 378M from THR 25L (lighted) At 430M from THR 19 and 209M from THR 25R (lighted) At 472M from THR 01 and 940M from THR 07R (lighted) On the west side of the FATO (not lighted)
3	Taxiway edge lighting	See chart AD2 EBBR GMC.02
	Taxiway centre line lighting	See chart AD2 EBBR GMC.02
4	Secondary power supply	AVBL
	Switch-over time	0 SEC
5	Remarks	NIL

EBBR AD 2.16 Helicopter Landing Area

1	Coordinates TLOF or THR of FATO	505348.28N 0042758.57E The FATO is located on TWY R2
	Geoid undulation	149 FT
2	TLOF and/or FATO elevation	35 M/115 FT

3	TLOF and FATO area dimensions	Rectangle 22 x 22 M
	Surface	ASPH
	Strength	PCR 720/F/A/X/T; PCN 75/F/C/W/T
	Marking	Marked with a conventional H (dimensions 6 M x 3.6M). There is no aiming point provided, a WDI is located on the west side
4	True BRG of FATO	065.31°/245.31°
5	Declared distance available	INFO not AVBL. See remarks on the restrictions of use.
6	APCH and FATO lighting	INFO not AVBL. See remarks.
7	Remarks	<p>State and military flights are exempted.</p> <p>Performance class 1 operations are not allowed to/from the FATO due to the slope of obstacle limitation surfaces that comply to performance class 2 and 3 only.</p> <p>The maximum allowed D-value on the EBBR FATO is 14.6 M.</p> <p>The take-off and climb surface has been protected with a slope of 8% for the first 245 M and 16% for the next 830 M to the east and west of the FATO for performance class 3 helicopter operations. The take-off and climb surface has been protected with a slope of 12.5% for 1220 M to the east and west of the FATO for performance class 2 helicopter operations.</p> <p>Caution must be exercised when operating to and from the FATO due to possible moving aircraft and vehicles.</p> <p>The FATO shall be vacated immediately after landing according ATC instructions.</p> <p>Helicopters with skid-type landing gear proceeding to and from the FATO shall hover taxi to and from the parking area.</p> <p>Helicopters with wheel-type landing gear proceeding to and from the FATO shall ground taxi to and from the parking area.</p>

EBBR AD 2.17 ATS Airspace

1	Designation	Brussels CTR
	Lateral limits	504434N 0043404E - an arc of circle, 10NM radius, centred on 505405N 0042904E and traced clockwise to 505203N 0044435E - 504434N 0043404E.
2	Vertical limits	1500FT AMSL
3	Airspace classification	D ⁽¹⁾
4	ATS unit call sign	Brussels Tower
	Language(s)	En
5	Transition altitude	4500FT AMSL
6	Hours of activation	H24
7	Remarks	<p>(1) Partially airspace class G during EBGB operational hours between GND and 1000FT AMSL: 510401N 0042700E - 505800N 0042800E - 505545N 0042452E - 505800N 0041428E - an arc of circle, 10NM radius, centred on 505405N 0042904E and traced clockwise to 510401N 0042700E (see chart AD2 EBBR-VAC.01 and AD 2.PVT-EBGB).</p> <p>UAS can be encountered in UAS geographical zones EBBR VLL0, VLL1 and VLL2 (for specifications, see ENR 5.1, §4). Systematic tracking of UAS by ATC cannot be ensured.</p>

EBBR AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
APP / TAR	Brussels Arrival	118.255	H24	For ARR TFC except for TFC BLW FL 065 requesting to enter Brussels TMA 8.33 KHZ CH
		369.200MHZ 362.300MHZ	H24	NIL
		121.500MHZ 243.000MHZ	H24	Emergency frequency
	Brussels Departure	126.630	H24	For DEP TFC and for TFC requesting to enter Brussels TMA BLW FL065 8.33 KHZ CH
	Brussels Approach	120.105	H24	For ARR TFC on ATC instruction only 8.33 KHZ CH
		129.730	H24	For DEP or ARR TFC on ATC instruction only 8.33 KHZ CH
		127.575MHZ	H24	For DEP or ARR TFC on ATC instruction only
121.500MHZ		H24	Emergency frequency	
TWR	Brussels Tower	118.605 120.780	H24	8.33 KHZ CH
		388.525MHZ 257.800MHZ	H24	NIL
		121.500MHZ	H24	Emergency frequency
		127.150MHZ	H24	Spare frequency
	Brussels Ground ⁽¹⁾	121.880 118.055	H24	8.33 KHZ CH
		121.700MHZ	H24	Spare frequency
CLR	Brussels Delivery	121.955	H24	8.33 KHZ CH
SRE	Brussels Radar	120.105	H24	SRA on ATC instruction only 8.33 KHZ CH
ATIS ⁽²⁾⁽³⁾	Brussels Arrival	132.480	H24	8.33 KHZ CH
		110.600MHZ	H24	BUN frequency
		112.050MHZ	H24	FLO frequency
		114.600MHZ	H24	BUB frequency
		117.550MHZ	H24	HUL frequency
		114.900MHZ	H24	AFI frequency
	Brussels Departure	121.755	H24	8.33 KHZ CH
VDF	Brussels Homer	120.105 118.255 118.605	H24	8.33 KHZ CH
		121.500MHZ	H24	Emergency frequency
SAR	Brussels Rescue	282.800MHZ 123.100MHZ	HO	OPR: Belgian Air Component Combined Scene of SAR (monitored only when SAR operation in progress).
<p>(1) Ground movement control (2) see EBBR AD 2.23 (3) D-ATIS AVBL (see GEN 3.4, § 3.4.2)</p>				

EBBR AD 2.19 Radio Navigation and Landing Aids

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
DVOR/DME (1°/2020)	BUB	114.600MHZ CH 93X	H24	505408.4N 0043217.1E	200FT	070° GEO / 0.60NM from THR 25L Coverage: 100NM (FL500)
ILS 01 (CAT I)						
LOC	IBX	109.900MHZ	H24	505455.9N 0043011.1E		014° GEO / 1.76NM from THR 01 No back beam AVBL LOC only reliable within 35° either side of course line
GP		333.800MHZ	H24	505323.9N 0042940.2E		Slope 3° RDH 52FT
DME	IBX	CH 36X	H24	505324.0N 0042939.9E	186FT	Collocated with GP 0 at 340M from THR 01
OM	dash / dash	75MHZ	H24	504936.7N 0042801.2E		3.75NM from THR 01 or use IBX DME fix
MM	dot / dash	75MHZ	H24	505239.9N 0042915.4E		0.59NM from THR 01 or use IBX DME fix
ILS 19 (CAT I)						
LOC	IBM	111.150MHZ	H24	505306.1N 0042926.3E		194° GEO / 1.62NM from THR 19 No back beam AVBL LOC only reliable within 35° either side of course line
GP		331.550MHZ	H24	505429.9N 0043007.9E		Slope 3° RDH 53 FT
DME	IBM	CH 48Y	H24	505429.9N 0043007.6E	109 FT	Collocated with GP 0 at 273 M from THR 19
ILS 25L (CAT III)						
LOC	IBL	110.350MHZ	H24	505318.7N 0042841.5E		250° GEO / 1.83NM from THR 25L No back beam AVBL LOC only reliable within 35° either side of course line Slight deviation of LOC signal during roll- out possible
GP		334.850MHZ	H24	505349.0N 0043110.7E		Slope 3° RDH 59FT
DME	IBL	CH 40Y	H24	505349.2N 0043110.7E	156FT	Collocated with GP 0 at 316M from THR 25L
OM	dash / dash	75MHZ	H24	505512.9N 0043659.1E		3.75NM from THR 25L or use IBL DME fix
MM	dot / dash	75MHZ	H24	505409.1N 0043219.7E		0.60NM from THR 25L or use IBL DME fix
ILS 25R (CAT III)						
LOC	IBR	108.900MHZ	H24	505348.9N 0042655.5E		245° GEO / 2.12NM from THR 25R No back beam AVBL LOC only reliable within 35° either side of course line
GP		329.300MHZ	H24	505441.1N 0042940.9E		Slope 3° RDH 54FT
DME	IBR	CH 26X	H24	505441.0N 0042941.0E	119FT	Collocated with GP 0 at 307M from THR 25R
OM	dash / dash	75MHZ	H24	505619.3N 0043532.9E		3.89NM from THR 25R or use IBR DME fix
MM	dot / dash	75MHZ	H24	505456.1N 0043052.6E		0.63NM from THR 25R or use IBR DME fix

EBBR AD 2.20 Local Aerodrome Regulations

1 GENERAL

1.1 Airport Coordination

EBBR is a coordinated airport. Unless exempted, and irrespective of noise abatement procedures (EBBR AD 2.21, § 1), ATFM slot, or traffic rights, take-off or landing of an IFR flight without an appropriate allocated slot is prohibited and punishable. No airport slots will be allocated for take-off during following periods:

- SAT, 0000 (FRI, 2300) to SAT, 0500 (0400);
- SAT, 2300 (2200) to SUN, 0500 (0400);
- SUN, 2300 (2200) to MON, 0500 (0400).

1.1.1 Coordination Procedure

1.1.1.1 General

For every take-off and landing of an IFR flight, a slot shall be requested and obtained from the coordinator before the filing of the flight plan.

Applications should be made as early as possible. In case of short-term applications or alterations to flights, lower priority handling must be expected as against flights with earlier allocated slots for the same time of arrival or departure.

For fully coordinated airports, the arrival and departure times may only be published by the air carrier and/or operator after allocation of the slots by the airport coordinator. The arrival and departure times at coordinated airports included in the announcements and/or applications must conform to the airport slot as allocated by the airport slot coordinator.

Permission for entry and exit granted by the Belgian CAA does not replace the obligation to report or submit an application to the airport coordinator. The same applies to flight schedules for scheduled air services approved by the Belgian CAA.

Any unused slot shall be returned to the airport coordinator in due time.

1.1.1.2 Procedures for airlines

Slot applications shall be submitted via email to BRUACXH@brucoord.org, whereby the procedures and formats of the *IATA Standard Schedule Information Manual* (SSIM, chapter 6), must be used.

1.1.1.3 Procedures for General Business Aviation (GA/BA)

Unless otherwise agreed with Belgium Slot Coordination (BSC), airport slots and airport slot authorization number must be requested only via a handling agent for General and Business Aviation. Slot requests sent directly to the coordinator will not be accepted.

GA/BA flights outbound from or inbound for EBBR falling under this regulation shall fill item 18 of the flight plan form.

The filing format is as follows: RMK/ASL<authorization number>. The authorization number is that given by the coordinator when allocating the airport time slot. It is composed of 14 alphanumeric characters, the first 4 of which are the ICAO code of the airport for which the airport time slot has been delivered (example: "RMK/ASLEBBR1234567890").

If the flight is between two coordinated airports applying a similar regulation (ex. France or Germany), the authorization numbers delivered by the coordinator for each airport shall be filled in, in item 18 as per the format below:

RMK/ASLLFMNSEA3456789
RMK/ASLEBBR1234567890

The general or business flight plans falling under this regulation and filed without authorization number or without a corresponding airport slot time, will not be taken in consideration for the departure sequence. For that purpose, a message will be sent by email by Brussels Airport Company on account of Belgium Slot Coordination to the flight plan originator or his dedicated representative.

1.1.2 Exemptions

Following flights are exempted from coordination, but should be reported to the airport coordinator as far in advance as possible:

- flights carrying members of the Belgian Royal Family, the Belgian governments or foreign royal families, foreign heads of state or leaders of governments, the President or commissioners of the European Commission when they are on official mission;
- military missions.

Following flights are exempted from coordination, but should be reported to the airport coordinator as soon as possible after the operation:

- ILS calibration flights when urgently needed for operational reasons;
- missions in case of disaster or medical urgency;
- police emergency flights;
- SAR flights;
- landing (and subsequent departure within 2 hours) in case of operational diversion.

1.1.3 Additional Information

Post: Belgium Slot Coordination VZW
Mr Didier Hocq
General Manager
Brussels Airport PB27
1930 Zaventem 4
BELGIUM

TEL: +32 (0) 2 753 57 91 to 94

Email: BRUACXH@brucoord.org (for slot requests; traffic on this email address is monitored and slot requests are replied H24)

Email: didier.hocq@brucoord.org (for any other question; office hours only)

URL: www.brucoord.org

Operational hours: MON to FRI (HOL excl), 0700-1600 (0600-1500)

1.2 Use of VHF Radio by Vehicles

Vehicles on the manoeuvring area use VHF radio for communication with Brussels TWR. Vehicles are thus on the same frequency as aircraft on the active runway, enhancing pilot and driver awareness (see also chart [AD 2.EBBR-GMC.03](#)).

1.3 Ground Surveillance - Use of Mode S Transponders

EBBR is equipped with an advanced ground surveillance system using Mode 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:

- from the request for push-back or taxi, 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 taxi, 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. "DAT123").

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

1.4 Wildlife Strikes

Pilots are requested to report wildlife strikes immediately to ATC and submit the wildlife strike report to:

Safety Management

Email: safetymanagement@brusselsairport.be

Belgian CAA

Email: bcaa-occurrences@mobililit.fgov.be

2 TAXI REGULATIONS

2.1 General

Pilots are advised to consult chart [AD 2.EBBR-GMC.05](#), depicting the hot spots on the manoeuvring area.

Between 2200 and 0459 (2100 and 0359), taxi restrictions apply (see EBBR AD 2.21, §1).

2.2 Use of Stop bars

Stop bars at entry points of active RWY are operated permanently. Due to operational requirements and practices, the stop bar at RWY entry point TWY Z will remain off when configuration RWY 01/07R is used.

Aircraft and vehicles shall never cross a lit stop bar.

When a lit stop bar cannot be cycled, the RWY entry point will be taken out of service and aircraft and vehicles will be rerouted.

When stop bars for all RWY entry points of one or more RWY cannot be lit, this shall be announced via RTF and ATIS, as well as via NOTAM if the outage is estimated to occur for a period of at least two hours.

Pilots are reminded that when stop bars are not lit, this does not constitute an authorisation of any kind to enter a RWY, irrespective if this RWY is active or not. An explicit clearance or instruction to enter or cross any RWY is required.

2.3 Standard Taxi Routes

2.3.1 General

Aircraft requiring full length for departure shall advise Brussels Delivery when requesting start-up clearance.

Arriving aircraft shall remain on TWR frequency until instructed to contact GND.

Ground operations are controlled by two sectors: GND North and GND South (see chart [AD 2.EBBR-GMC.03](#)). Transfer of control and communication point between GND N and GND S is TWY INN 8 or OUT 8.

Aircraft will be transferred to the appropriate TWR frequency to enter or cross an active runway. An explicit clearance to cross or enter **any** runway shall be issued by ATC. If no such clearance is received, pilots shall obtain it from ATC before crossing the relevant holding position marking.

2.3.2 Runway Configuration 25L (Arrivals) / 25R (Departures)

Departures originating from sector GND N will expect to depart from B1. Departures originating from sector GND S will expect to depart from W41 or W42.

Clearance to cross RWY 01/19 at E4-F4, E5-F4 or E6-F5 may be given by GND. Aircraft arriving on RWY 25L and proceeding via E1 or E3 will receive clearance to cross RWY 01/19 from TWR.

2.3.3 Runway Configuration 25L and 25R (Arrivals) / 19 and 25R (Departures)

All departures for RWY 25R will expect to depart from B1.

All departures for RWY 19 will expect to depart from E7.

Aircraft requiring full length for departure (RWY 19 and RWY 25R) will receive clearance to cross RWY 01/19 from TWR.

2.3.4 Runway Configuration 07L (Arrivals) / 07R (Departures)

Departing traffic RWY 07R will receive take-off clearance on TWR FREQ 118.605 (8.33 KHZ CH).

2.3.5 Runway Configuration 01 (Arrivals) / 07R (Departures)

Traffic departing from RWY 07R, lining up via P9 and departing from position H or position 1, will receive line-up clearance on GND S FREQ 121.880 (8.33 KHZ CH).

Departing traffic will receive take-off clearance on TWR FREQ 118.605 (8.33 KHZ CH).

2.3.6 LVO

See EBBR AD 2.22, [§ 4.1.2](#).

2.4 Taxiway Restrictions

When an A380 is present on TWY OUT, traffic on parallel TWY INN must be limited to Code D aircraft.

Pilots must not enter TWY W41 or W42 when A380 is present on TWY W41 or W42.

Pilots of A380 must not enter TWY W41 or W42 when another aircraft is present on TWY W41 or W42.

For A380 taxiway restrictions see chart [AD 2.EBBR-GMC.06a](#).

TWY A1 and TWY N6 may only be used by aircraft to and from EBMB.

All aircraft with wingspan > 45 M taxiing to/from EBMB only via A3.

TWY V1 and W1 are restricted to MAX Code C aircraft, unless under tow or follow-me

- Exceptions on V1 are A400M/B752/B753;
- Exceptions on W1 are A400M/B752/B753/B762/B763/B764/C17.

3 APRON REGULATIONS

3.1 Docking Guidance

When arriving at parking positions on remote stands or on stands where no guidance system is installed, pilots shall **not enter the stand unless a marshaller is present for guidance. In case no marshaller is present**, contact GND, request marshaller guidance and await the marshaller on the taxiway centre line.

Parking stand 140 to 174, 204 to 240, 354, 680 to 699, 950 to 955, 957 and 959 to 971 are equipped with a docking guidance system. Guidance to these stands by marshallers may still be requested from GND.

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

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

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

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

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

3.2 Push-back

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

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

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

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

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

Wing walkers are not allowed.

3.2.1 Standard Phraseology

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

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

3.2.2 Standard Push-back Procedures

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

3.3 Lightning Procedure

Lightning procedure in progress will be announced by ATIS.

When lightning procedure is activated:

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

4 RUNWAY REGULATIONS

4.1 Selection of Runway-in-use

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

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

Normally, an aircraft will take off and land into the wind, unless safety, runway configuration or traffic conditions determine that a different direction is preferable. However, in selecting the runway-in-use, ATC shall also take into consideration other relevant factors such as the aerodrome traffic circuits, the length of the runway, the approach and landing aids available, meteorological conditions, aircraft performance, the existence of a preferential runway system and noise abatement.

Accepting a runway is a pilot's decision. If the pilot-in-command considers the runway-in-use not usable for reasons of safety or performance, he shall request permission to use another runway. ATC will accept such request, provided that traffic and air safety conditions permit.

4.2 Preferential Runway System

4.2.1 Runway Configuration Scheme

		0500 to 1459 (0400 to 1359)	1500 to 2159 (1400 to 2059)	2200 to 0459 (2100 to 0359)
MON 0500 (0400) till TUE 0459 (0359)	TKOF	25R		25R / 19 ⁽¹⁾
	LDG	25L / 25R		25R / 25L ⁽²⁾
TUE 0500 (0400) till WED 0459 (0359)	TKOF	25R		25R / 19 ⁽¹⁾
	LDG	25L / 25R		25R / 25L ⁽²⁾
WED 0500 (0400) till THU 0459 (0359)	TKOF	25R		25R / 19 ⁽¹⁾
	LDG	25L / 25R		25R / 25L ⁽²⁾
THU 0500 (0400) till FRI 0459 (0359)	TKOF	25R		25R / 19 ⁽¹⁾
	LDG	25L / 25R		25R / 25L ⁽²⁾
FRI 0500 (0400) till SAT 0459 (0359)	TKOF	25R		25R ⁽³⁾
	LDG	25L / 25R		25R
SAT 0500 (0400) till SUN 0459 (0359)	TKOF	25R	25R / 19 ⁽¹⁾	25L ⁽⁴⁾
	LDG	25L / 25R	25R / 25L ⁽²⁾	25L
SUN 0500 (0400) till MON 0459 (0359)	TKOF	25R / 19 ⁽¹⁾	25R	19 ⁽⁴⁾
	LDG	25R / 25L ⁽²⁾	25L / 25R	19

(1) RWY 25R only for traffic via ELSIK, NIK, HELEN, DENUT, KOK and CIV / RWY 19 only for traffic via LNO, SPI, SOPOK, PITES and ROUSY; aircraft with MTOW between 80 and 200T can use RWY 25R or 19 (at pilot discretion); aircraft with MTOW > 200T shall use RWY 25R regardless the destination.
(2) Arrival on RWY 25L at ATC discretion only.
(3) No airport slot will be allocated for take-off between 0000 (2300) and 0500 (0400) (EBBR AD 2.20, § 1).
(4) No airport slot will be allocated for take-off between 2300 (2200) and 0500 (0400) (EBBR AD 2.20, § 1).

Times of runway changeover are subject to flexibility in order to ensure transition in safe conditions. ATC will operate the changeover as close as possible from the indicated time, taking into account the traffic conditions.

4.2.2 Wind Criteria

In selecting the runway combination to be used, the following wind components shall be applied:

Runway-in-use: wind components are exceeded at:

	RWY 25L/R	RWY 19 (TKOF only)
Tailwind MAX	7KT	7KT
Crosswind MAX	20KT	20KT

	RWY 01	RWY 07L/R	RWY 19 (TKOF and ARR)
Tailwind MAX	0KT - 3KT (incl)	0KT - 3KT (incl)	0KT - 3KT (incl)
Crosswind MAX	20KT	20KT	20KT

Note: (incl) means that the wind component threshold is exceeded when the component exceeds 3KT.

4.2.3 Exceptions

The preferential runway system is not the determining factor in runway selection under the following circumstances:

- when the crosswind component exceeds 20KT or more (gusts included);
- when the tailwind component exceeds 7KT or more (gusts included);
- when the runways are contaminated or when estimated surface friction is less than good;
- when alternative runways are successively requested by pilots for safety reasons;
- when pilots report excessive wind at higher altitudes resulting in go-arounds;

- f. when wind shear has been reported or forecast, or when thunderstorms are expected to affect arriving or departing traffic;
- g. when works are in progress on one of the runways included in the preferential runway system;
- h. for landing, when the ceiling is lower than 500FT or the visibility is less than 1900M;
- i. for departure, when the visibility is less than 1900M.

Gust components are derived from the maximum 3 second average wind speed which occurred during the last 10 minutes (or a shorter period in case of a marked discontinuity).

4.2.4 Definitions

Following definitions (based upon JAR-OPS terminology) apply:

- A runway is considered **contaminated** when more than 25% of the runway surface area (whether in isolated areas or not) within the required length and width being used is covered by:
 - surface water more than 3MM deep, or by slush or loose snow, equivalent to more than 3MM of water;
 - snow that has been compressed into a solid mass that resists further compression and will hold together or break into lumps if picked up (also referred to as “compacted snow”) or;
 - ice, including wet ice.
- **Estimated surface friction “good”** is a comparative value meaning that aircraft should not experience directional control or braking difficulties and that stopping is available within the scheduled distance, but that conditions are not as good as when landing on a clear, dry runway.

4.3 Runway Occupation

In order to avoid go-arounds, aircraft should vacate the runway quickly, without prejudice to safety. Pilots should take into consideration that it might be more efficient to use an exit situated farther away, than to try to vacate too quickly, miss the exit and then having to taxi slowly to the next. The aim should be to achieve a normal touchdown with progressive smooth deceleration to vacate, at a safe speed, at the nominated exit point.

The table below indicates the distances to exit. The exits are grouped in left or right turns and by increasing distance.

RWY	exit	distance to exit (M)
25L	C1	860
	C2	1232
	C3/C4	1790
	C5	2148
	C6	2405
25R	A3	1269
	A5	1857
	A6	2345
	B6	1085
	B5	1217
	B7	1542
	B9	2227
B8	2301	
07R	C5	776
	C3/C4	1118
	C2	1574
	C1	2087

RWY	exit	distance to exit (M)
07L	A5	1120
	A3	1702
	A1	3139
	B5	1711
	B3	2472
	B1	2977
01	E3	847
	E4/E5	1511
	E6	2116
	B1/E7	2632
	F4	1570
	F5	2273
	W41/W42	2824
19	E4	1034
	E3	1808
	E1	1858
	C5	2106
	F2/C4	1853

4.4 Runway Incursion Prevention

As a measure to prevent runway incursions by vehicle drivers, Brussels Airport has implemented a runway crossing marking to identify the hold limits of the protected area of a crossing runway. The marking consist of a pink broken line across the entire width of the runway and is located respectively 90 or 150 M from the intersecting runway.

5 SPECIFIC TRAFFIC REGULATIONS

5.1 Aircraft Without Radio

Take-off and landing of aircraft without radio is prohibited.

5.2 Glider Flights

Take-off and landing of glider flights is prohibited.

5.3 ULM Flights

Take-off and landing of ULM flights is prohibited.

5.4 Balloon Flights

Take-off and landing of balloon flights is prohibited.

5.5 Parachuting

Parachuting overhead the aerodrome is prohibited.

5.6 Acrobatic Flights

Acrobatic flights within the aerodrome traffic circuit are prohibited.

5.7 Training and Test Flights

Provided traffic conditions permit, training and test flights may be performed using RWY 25L/R, outside following periods:

- 2200-0459 (2100-0359);
- MON to FRI: 0600-1000 (0500-0900) and 1600-1900 (1500-1800);
- SAT: 0700-1000 (0600-0900);
- SUN: 1600-2000 (1500-1900).

Local VFR is not allowed during HN.

6 OPERATIONS OF LARGE AIRCRAFT

6.1 Aircraft Code F

Aircraft code F are subject to a special permission. However, A380 and B747-8/-8F are authorised to operate at EBBR.

For A380 taxiway restrictions see chart [AD 2.EBBR-GMC.06a](#).

For B747-8/-8F taxiway restrictions see chart [AD 2.EBBR-GMC.06b](#).

Taxi on TWY C1 and Y allowed with inboard engines only.

6.2 A380 Operations

6.2.1 General

Operators of A380 aircraft may designate Brussels Airport as a nominated diversionary aerodrome subject to prior agreement by Airside Inspection +32 2 753 69 00 and assessment of the handling facilities by the airline.

6.2.2 Aprons and Aircraft Stands

Designated aircraft stand 233L, equipped with triple apron boarding bridge and four power units.

Additionally, remote stands 322 and 328 are available for A380 parking.

Aircraft stands 951 and 954 suitable for remote handling. Push-back from stand 951 only allowed under supervision of Airside Inspection.

7 DE-ICING OPERATIONS

7.1 On stand de-icing

On stand de-icing is performed for:

- aircraft that are not allocated to be de-iced on a remote de-icing platform.

Aircraft handled on apron 9:

- de-icing on stands 950, 951, 952, 953, 954, 955 may not be allowed on apron 9, only de-icing allowed on remote de-icing platform
- for departures from RWY 01 or RWY 07R de-icing platform South, M and stand 304 (see [AD 2.EBBR-GMC.07](#)) are available for de-icing. For stand 304 engines shut down is required. In case of de-icing on stand 304, pilot requests

taxi to stand 304 and no start-up clearance (movement to stand 304). Once de-icing is complete, pilot requests actual start-up (activation of flight plan) and push-back

7.2 Remote de-icing

Remote de-icing can be performed on one of the following locations see [AD 2.EBBR-GMC.07](#):

- De-icing platform W:
 - VHF frequency for de-icing platform coordinator, contact 129.805 (8.33 KHZ CH)
 - offers two de-icing stands for aircraft:
 - W22 up to ICAO code C
 - W21 up to ICAO code E
 - pilot shall confirm ICAO aircraft code to the de-icing coordinator
 - in case TWY W21 is used by aircraft greater than ICAO code C, TWY W22 becomes unavailable until aircraft on TWY W21 has vacated TWY W21
 - simultaneous de-icing on TWY W21 and TWY W22 is possible for aircraft up to ICAO code C only
 - note that the two de-icing stands are not on the same level, pilots shall thus line up with the de-icing stop of their assigned de-icing pad and not line up with the aircraft on the adjacent pad
 - de-icing platform W cannot be used when RWY 01 or RWY 19 is in use
 - when de-icing platform W is active, TWY F4 is restricted to ICAO code C aircraft
- De-icing platform M, on TWY M:
 - VHF frequency for de-icing platform coordinator, contact 121.730 (8.33 KHZ CH)
 - offers one de-icing stand for aircraft up to ICAO code E
 - de-icing platform M is not available during arrival peaks
 - when instructed by ATC to proceed to de-icing hold position pilot shall make sure to position aircraft correctly on de-icing hold position
 - after de-icing pilots shall await further instructions from ATC before taxiing from the de-icing stop position
- De-icing platform South:
 - VHF frequency for de-icing platform coordinator, contact 129.805 (8.33 KHZ CH)
 - offers three de-icing stands for aircraft:
 - stand 326 and 330 up to ICAO code C
 - stand 328 only ICAO code D and E
 - pilot shall confirm ICAO aircraft code to the de-icing coordinator
 - after de-icing, stands to be vacated via lead out lights in front of aircraft after contact with ATC
 - in case stand 328 is used, no aircraft allowed on stand 326 and 330
 - simultaneous de-icing on stand 326 and 330 is possible for aircraft up to ICAO code C only

ATC will provide taxi clearance up until the holding point to the remote de-icing platform. After which pilots will be requested to contact the platform coordinator on VHF FREQ indicated above according to de-icing platform assigned and await instructions by the variable message signs located on platform M and platform W or by manual hand signals from the de-icing platform coordinator.

Upon completion of de-icing, pilots will only contact the GND FREQ after having received the oral confirmation of the platform coordinator that the platform is clear. This confirmation will additionally be shown on the variable message signs located on platform M and platform W.

7.2.1 Variable Message Signs

De-icing platform M and De-icing platform W are equipped with variable message signs located as follows:

- De-icing platform M: at the right-hand side as seen from the cockpit;
- De-icing platform W:
 - W21: at the right-hand side as seen from the cockpit;
 - W22: at the left-hand side as seen from the cockpit

The variable message sign indications are as follows:

AERODROME CHART - ICAO

ARP: 505405N
0042904E

ELEV: 175 FT

GND 121.880 118.055 TWR 118.605 120.780 ATIS DEP 121.755 CLR 121.955

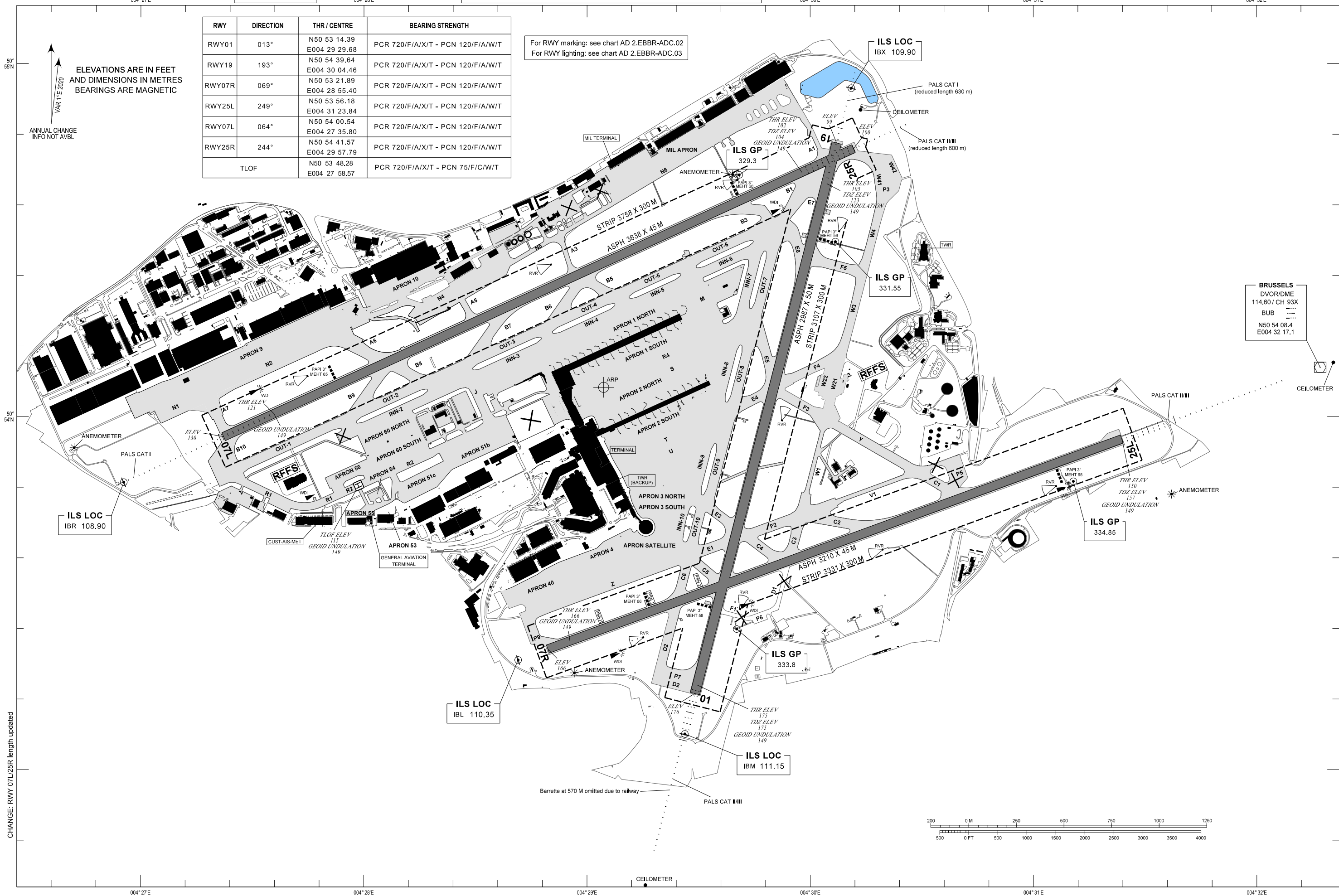
BRUSSELS / Brussels-National (EBBR)

RWY	DIRECTION	THR / CENTRE	BEARING STRENGTH
RWY01	013°	N50 53 14.39 E004 29 29.68	PCR 720/F/A/X/T - PCN 120/F/A/W/T
RWY19	193°	N50 54 39.64 E004 30 04.46	PCR 720/F/A/X/T - PCN 120/F/A/W/T
RWY07R	069°	N50 53 21.89 E004 28 55.40	PCR 720/F/A/X/T - PCN 120/F/A/W/T
RWY25L	249°	N50 53 56.18 E004 31 23.84	PCR 720/F/A/X/T - PCN 120/F/A/W/T
RWY07L	064°	N50 54 00.54 E004 27 35.80	PCR 720/F/A/X/T - PCN 120/F/A/W/T
RWY25R	244°	N50 54 41.57 E004 29 57.79	PCR 720/F/A/X/T - PCN 120/F/A/W/T
TLOF		N50 53 48.28 E004 27 58.57	PCR 720/F/A/X/T - PCN 75/F/C/W/T

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

ELEVATIONS ARE IN FEET
AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

ANNUAL CHANGE
INFO NOT AVBL

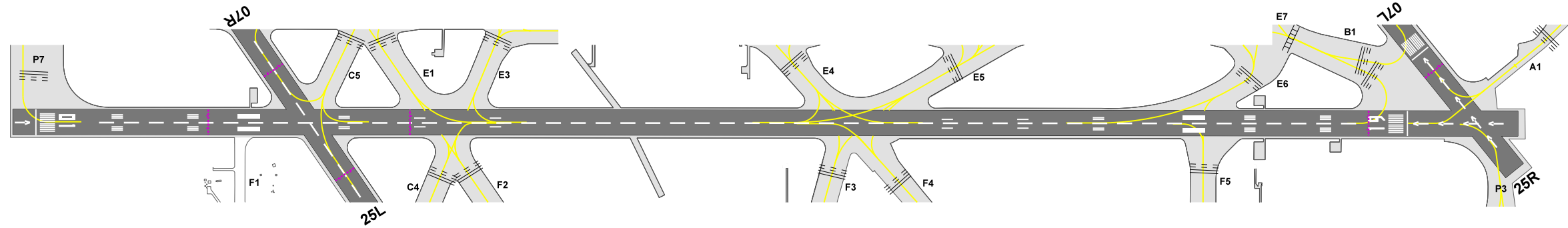


BRUSSELS
DVOR/DME
114.60 / CH 93X
BUB
N50 54 08.4
E004 32 17.1

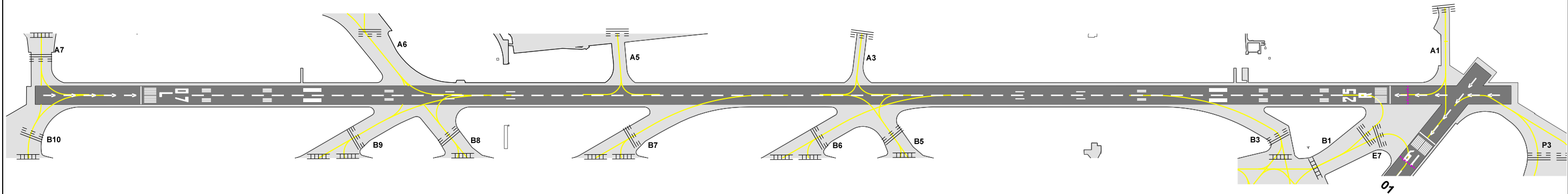
CHANGE: RWY 07L/25R length updated

THIS PAGE INTENTIONALLY LEFT BLANK

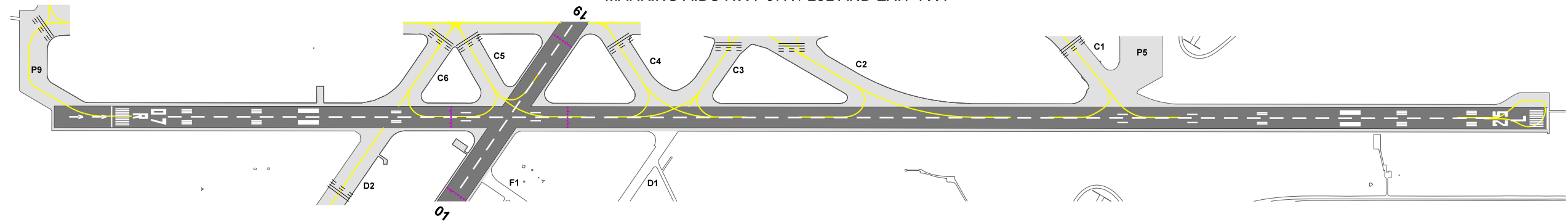
MARKING AIDS RWY 01 / 19 AND EXIT TWY



MARKING AIDS RWY 07L / 25R AND EXIT TWY



MARKING AIDS RWY 07R / 25L AND EXIT TWY



LEGEND	
	RWY INCURSION PREVENTION MARKING

CHANGE: RWY incursion prevention marking added

THIS PAGE INTENTIONALLY LEFT BLANK

APPENDIX TO AERODROME GROUND MOVEMENT CHART - ICAO

TAXIWAYS

DESIGNATOR (1)	WIDTH (M)	BEARING STRENGTH	SURFACE TYPE	EDGE LIGHTS	EDGE LIGHTS ON THE CURVES ONLY	CENTRE LINE LIGHTS	REMARKS
1	2	3	4	5	6	7	8
A1	19	PCR 790/F/B/X/T PCN 80/F/A/W/T	ASPH	•	-	-	(2)
A3	23	PCR 720/F/A/X/T PCN 106/F/A/W/T	ASPH	•	-	-	(3)
A5	30	PCR 790/F/B/X/T PCN 66/F/A/W/U	ASPH	•	-	-	
A6	26	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	•	-	•	
A7	30	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	•	-	•	
B1	25	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	-	-	•	
B3	30	PCR 720/F/A/X/T PCN 66/F/A/W/U	ASPH	•	-	•	
B5	29	PCR 720/F/A/X/T PCN 66/F/A/W/U	ASPH	-	•	•	
B6	29	PCR 720/F/A/X/T PCN 92/F/A/W/T	ASPH	-	•	•	
B7	24	PCR 720/F/A/X/T PCN 93/F/A/W/T	ASPH	-	•	•	
B8	30	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	-	•	•	
B9	23	PCR 720/F/A/X/T PCN 83/F/A/W/T	ASPH	-	•	•	
B10	31	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	•	-	•	
C1	23	PCR 720/F/A/X/T PCN 61/F/C/W/T	ASPH	-	•	•	
C2	29	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	•	-	• (*)	(*) Unidirectional
C3	30	PCR 630/R/A/W/T PCN 120/F/A/W/T	ASPH	•	-	-	Longitudinal slope 2.5%
C4	29	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	•	-	•	
C5	30	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	•	-	•	Longitudinal slope 2.3%
C6	30	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	•	-	•	Longitudinal slope 2.2%
D1	-	-	ASPH	-	-	-	TWY not AVBL
D2	30	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	•	-	•	
E1	29	PCR 720/F/A/X/T PCN 66/F/A/W/U	ASPH	•	-	•	Longitudinal slope 1.9%
E3	30	PCR 720/F/A/X/T PCN 66/F/A/W/U	ASPH	•	-	•	

• Led

• Halogen

- (1) For TWY suitable for A380 see chart AD 2.EBBR-GMC.06a. For TWY suitable for B747-8F see chart AD 2.EBBR-GMC.06b.
- (2) Only to be used by aircraft to and from EBMB.
- (3) Compulsory for aircraft with wingspan > 45 M to/from EBMB

THIS PAGE INTENTIONALLY LEFT BLANK

DESIGNATOR (1)	WIDTH (M)	BEARING STRENGTH	SURFACE TYPE	EDGE LIGHTS	EDGE LIGHTS ON THE CURVES ONLY	CENTRE LINE LIGHTS	REMARKS
1	2	3	4	5	6	7	8
E4	31	PCR 720/F/A/X/T PCN 84/F/A/W/T	ASPH	-	•	•	
E5	23	PCR 720/F/A/X/T PCN 75/F/A/W/T	ASPH	-	•	•	edge lights partially LED, partially halogen
E6	29	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	•	•	•	
E7	25	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	-	-	•	
F1	-	-	ASPH	-	-	-	TWY not AVBL
F2	30	PCR 720/F/A/X/T PCN 66/F/A/W/U	ASPH	•	-	•	
F3	23	PCR 720/F/A/X/T PCN 66/F/A/W/U	ASPH	-	•	•	
F4	25	PCR 720/F/A/X/T PCN 70/F/A/W/T	ASPH	•	-	•	centre line lights partially LED, partially halogen
F5	30	PCR 720/F/A/X/T PCN 95/F/A/W/T	ASPH	•	-	•	centre line lights partially LED, partially halogen
INN-2	30	PCR 720/F/A/X/T PCN 66/F/A/W/U	ASPH	-	•	•	
INN-3	30	PCR 720/F/A/X/T PCN 97/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
INN-4	30	PCR 720/F/A/X/T PCN 85/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
INN-5	30	PCR 720/F/A/X/T PCN 69/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
INN-6	30	PCR 720/F/A/X/T PCN 69/F/A/W/T	ASPH	-	•	•	
INN-7	23	PCR 720/F/A/X/T PCN 65/F/A/W/T	ASPH	-	•	•	edge lights partially LED, partially halogen
INN-8	23	PCR 720/F/A/X/T PCN 65/F/A/W/T	ASPH	-	• (*)	•	(*) On one side edge lights partially LED, partially halogen
INN-9	31	PCR 720/F/A/X/T PCN 65/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
INN-10	24	PCR INFO not AVBL PCN 120/R/A/W/T	CONC	• (*)	-	•	(*) On one side
J	30	PCR 720/F/A/X/T PCN 116/F/A/W/T	ASPH	-	• (*)	•	(*) On one side
M	Apron TWY	PCR 1140/R/B/W/T PCN 66/R/A/W/U	CONC	-	• (*)	•	(*) On one side centre line lights partially LED, partially halogen
N2	25	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	• (*)	-	•	(*) On one side
N5	17	PCR 600/F/B/X/T PCN 34/F/A/W/T	ASPH	• (*)	-	-	Wingspan 52 M MAX (*) Only reflectors
N6	19	PCR 700/F/B/X/T PCN 104/F/A/W/T	ASPH	•	-	-	(2)
OUT-1	30	PCR 720/F/A/X/T PCN 65/F/A/W/T	ASPH	-	•	•	

• Led

• Halogen

- (1) For TWY suitable for A380 see chart AD 2.EBBR-GMC.06a. For TWY suitable for B747-8F see chart AD 2.EBBR-GMC.06b.
(2) Only to be used by aircraft to and from EBMB.

THIS PAGE INTENTIONALLY LEFT BLANK

TAXIWAYS

DESIGNATOR (1)	WIDTH (M)	BEARING STRENGTH	SURFACE TYPE	EDGE LIGHTS	EDGE LIGHTS ON THE CURVES ONLY	CENTRE LINE LIGHTS	REMARKS
1	2	3	4	5	6	7	8
OUT-2	30	PCR 720/F/A/X/T PCN 79/F/A/W/T	ASPH	-	•	•	
OUT-3	30	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	-	•	•	centre line lights partially LED, partially halogen
OUT-4	30	PCR 720/F/A/X/T PCN 63/F/A/W/T	ASPH	-	•	•	
OUT-5	31	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	-	•	•	
OUT-6	31	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	-	•	•	centre line lights partially LED, partially halogen
OUT-7	23	PCR 720/F/A/X/T PCN 65/F/A/W/T	ASPH	-	•	•	edge lights partially LED, partially halogen
OUT-8	23	PCR 720/F/A/X/T PCN 65/F/A/W/T	ASPH	-	•	•	edge lights partially LED, partially halogen
OUT-9	23	PCR 720/F/A/X/T PCN 82/F/A/W/T	ASPH	-	•	•	
OUT-10	23	PCR INFO not AVBL PCN 120/F/A/W/T	ASPH	-	•	•	
R1	20	PCR 771/F/B/X/T PCN 48/F/A/W/T	ASPH	•	-	-	Wingspan 36 M MAX (2)
R2	23	PCR 980/R/A/W/T PCN 66/R/A/W/U	CONC / ASPH (*)	• (**)	-	•	(*) Partially asphalt & partially concrete (**) On one side (**) Partly reflectors
V1	18	PCR 471/F/A/X/T PCN 66/F/A/W/U	ASPH	•	-	-	(3)
W1	19	PCR 550/F/A/X/T PCN 120/F/A/W/T	ASPH	•	-	• (*)	(*) Partly (4)
W21	25	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	•	-	•	
W22	25	PCR 980/R/A/W/T PCN 120/R/A/W/U	CONC	-	•	•	Wingspan 36 M MAX
W3	25	PCR 631/F/A/X/T PCN 67/F/A/W/T	ASPH	•	-	•	
W4	25	PCR 720/F/A/X/T PCN 67/F/A/W/T	ASPH	•	-	•	
W41	29	PCR 720/F/A/X/T PCN 77/F/A/W/T	ASPH	• (*)	-	•	(*) On one side
W42	23	PCR 720/F/A/X/T PCN 77/F/A/W/T	ASPH	• (*)	-	•	(*) On one side
Y	23	PCR 720/F/A/X/T PCN 66/F/A/W/U	ASPH	-	•	•	
Z	30	PCR 720/F/A/X/T PCN 120/F/A/W/T	ASPH	-	•	•	

• Led

• Halogen

- (1) For TWY suitable for A380 see chart AD 2.EBBR-GMC.06a. For TWY suitable for B747-8F see chart AD 2.EBBR-GMC.06b.
- (2) Aircraft up to Code D can make use of TWY when under tow or when follow-me is provided.
- (3) Aircraft up to Code C unless under tow or when follow-me is provided. Exceptions are A400M/B752/B753.
- (4) Aircraft up to Code C unless under tow or when follow-me is provided. Exceptions are A400M/B752/B753/B762/B763/B764/C17.

THIS PAGE INTENTIONALLY LEFT BLANK

AIRCRAFT STAND TAXILANES

DESIGNATOR (1)	BEARING STRENGTH	SURFACE TYPE	EDGE LIGHTS	EDGE LIGHTS ON THE CURVES ONLY	CENTRE LINE LIGHTS	REMARKS
1	2	4	3	4	5	6
Strip 0	PCR 790/F/B/X/T PCN 68/R/C/W/T	ASPH / CONC(*)	-	-	•	Wingspan 36 M MAX west of stand 315 (* Partially asphalt & partially concrete
Strip 1	PCR 720/F/A/X/T PCN 66/R/A/W/U	ASPH / CONC(*)	-	-	-	Wingspan 36 M MAX (* Partially asphalt & partially concrete
Strip 5	PCR 50/R/C/W/T PCN 70/R/C/W/T	CONC	-	-	-	Wingspan 24 M MAX
Strip 6	PCR 50/R/C/W/T PCN 70/R/C/W/T	CONC	-	-	-	Wingspan 24 M MAX
Strip 7	PCR 810/R/A/W/T PCN 120/F/A/W/T	ASPH / CONC(*)	-	-	-	Wingspan 30 M MAX (* Partially asphalt & partially concrete
Strip 8	PCR INFO not AVBL PCN 59/R/C/W/T	ASPH / CONC(*)	-	-	-	Wingspan 24 M MAX Southward TFC only (* Partially asphalt & partially concrete
N1	PCR 980/R/A/W/T PCN 120/R/C/W/T	CONC	• (*)	-	•	(*) On one side
N4	PCR 720/F/A/X/T PCN 39/F/A/W/T	ASPH / CONC(*)	• (**)	-	-	(2) (**) Only reflectors (* Partially asphalt & partially concrete
R4	PCR 830/R/A/W/T PCN 77/R/A/W/T	CONC	-	-	•	TWY strip 40 M North
S	PCR 980/R/A/W/T PCN 99/R/A/W/T	CONC	-	-	•	TWY strip 40 M North
T	PCR 980/R/A/W/T PCN 66/R/A/W/U	CONC	-	-	•	
U	PCR 980/R/A/W/T PCN 66/R/A/W/U	CONC	-	-	•	

Note: The distance between the axis of taxiways R4 and S is 76 M.

HOLDING PLATFORMS

DESIGNATOR (1)	BEARING STRENGTH	EDGE LIGHTS	EDGE LIGHTS ON THE CURVES ONLY	CENTRE LINE LIGHTS	REMARKS
1	2	3	4	5	6
P3	PCR 720/F/A/X/T PCN 77/F/A/W/T	•	-	•	Contains taxilanes W41 and W42
P5	PCR INFO not AVBL PCN 66/R/A/W/U	-	-	-	Platform not AVBL
P6	PCR INFO not AVBL PCN 66/R/A/W/U	-	-	-	Platform not AVBL
P7	PCR 720/F/A/X/T PCN 120/F/A/W/T	•	-	•	
P9	PCR 720/F/A/X/T PCN 120/F/A/W/T	-	-	•	Longitudinal slope locally 3.0%

• Led

• Halogen

- (1) For TWY suitable for A380 see chart AD 2.EBBR-GMC.06a. For TWY suitable for B747-8F see chart AD 2.EBBR-GMC.06b.
(2) Pilots taxiing to Apron 10 must stop on the Apron 10 hold sign. Pilots leaving Apron 10 must be towed to the TOW disconnect point, after which they can continue on their own power.

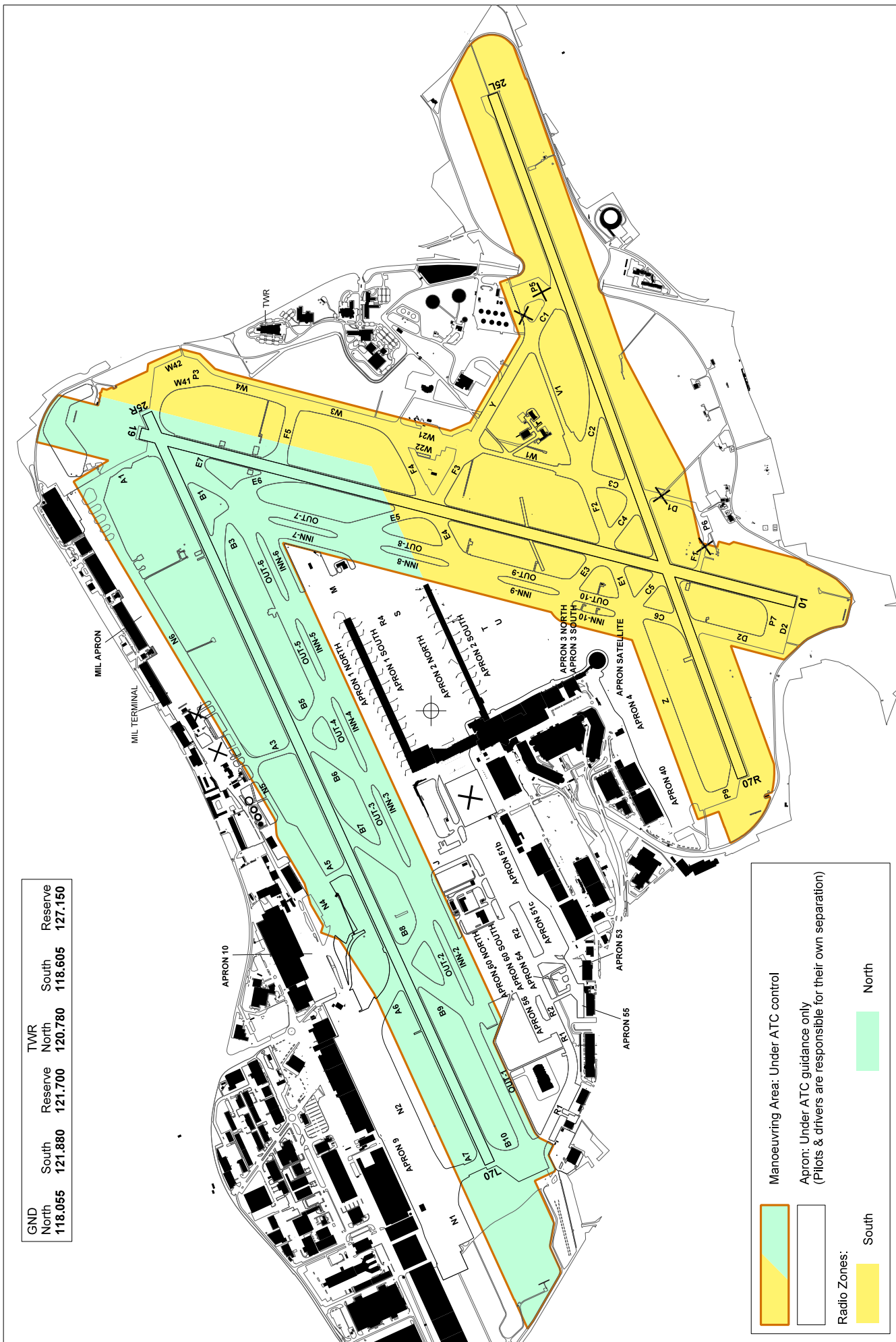
THIS PAGE INTENTIONALLY LEFT BLANK

AERODROME GROUND MOVEMENT CHART - ICAO
APPENDIX 2: GROUND MOVEMENT RESPONSIBILITIES

BRUSSELS / Brussels-National (EBBR)

CHANGE: Background updated

GND	South	Reserve	TWR	South	Reserve
118.055	121.880	121.700	North	118.605	127.150
			North	120.780	



Manoeuvring Area: Under ATC control

Apron: Under ATC guidance only
(Pilots & drivers are responsible for their own separation)

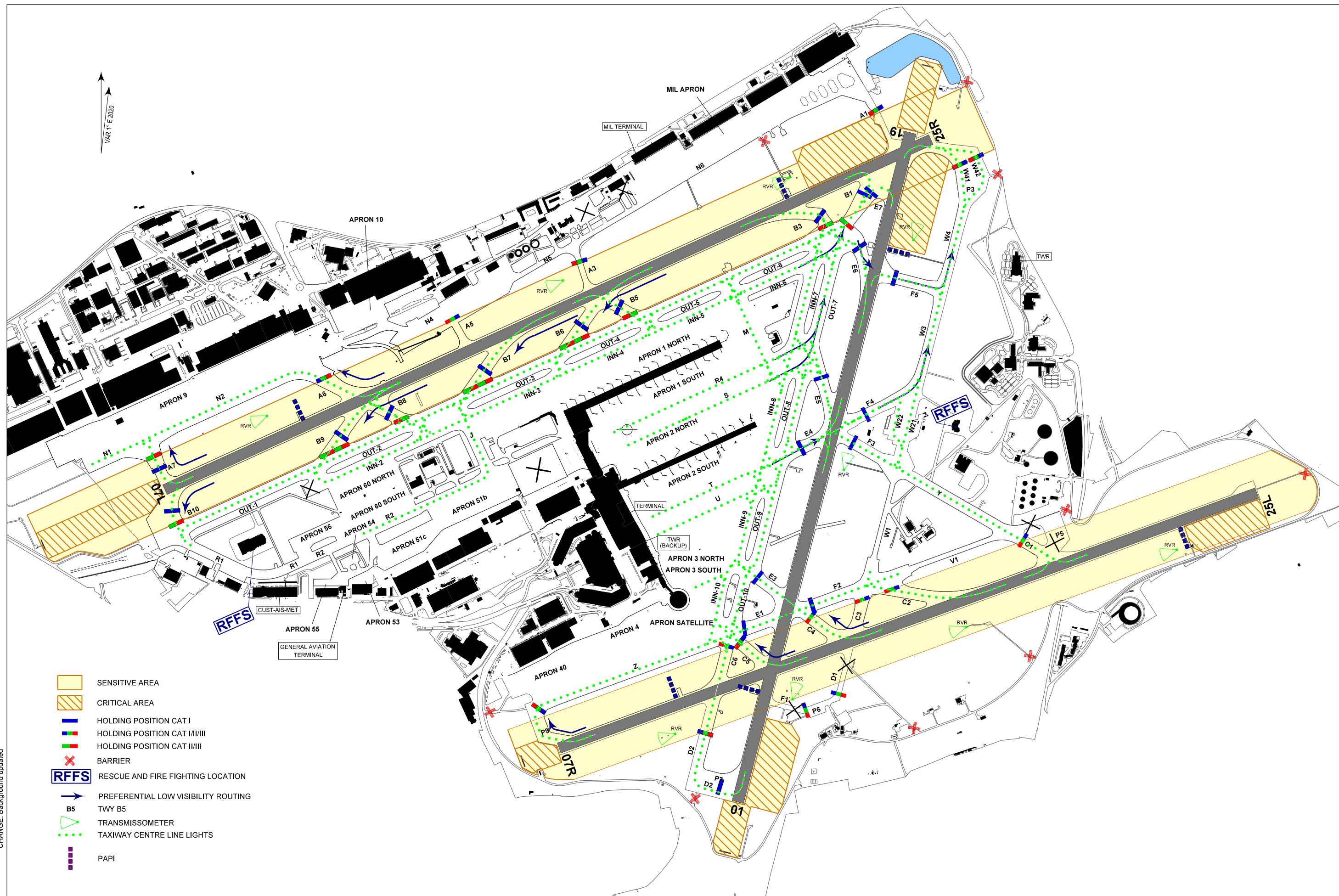
Radio Zones:

- South
- North

THIS PAGE INTENTIONALLY LEFT BLANK

AERODROME GROUND MOVEMENT CHART - ICAO
APPENDIX 3: LOW VISIBILITY PROCEDURES

BRUSSELS / Brussels-National (EBBR)



CHANGE: Background updated

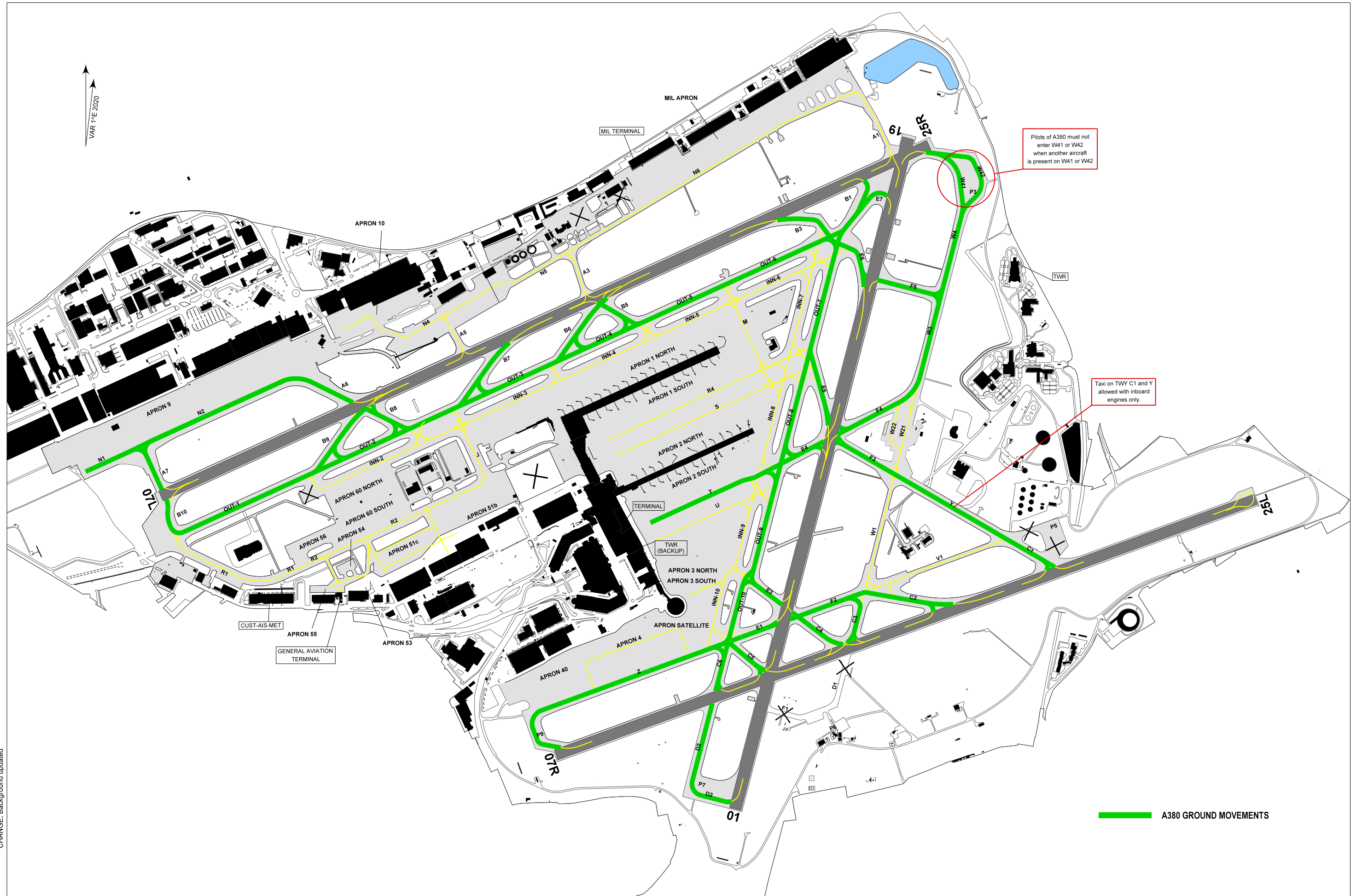
- SENSITIVE AREA
- CRITICAL AREA
- HOLDING POSITION CAT I
- HOLDING POSITION CAT II/III
- HOLDING POSITION CAT III/III
- BARRIER
- RESCUE AND FIRE FIGHTING LOCATION
- PREFERENTIAL LOW VISIBILITY ROUTING
- TWY B5
- TRANSMISSOMETER
- TAXIWAY CENTRE LINE LIGHTS
- PAPI

THIS PAGE INTENTIONALLY LEFT BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

BRUSSELS / Brussels-National (EBBR)

APPENDIX 5: A380 GROUND MOVEMENTS



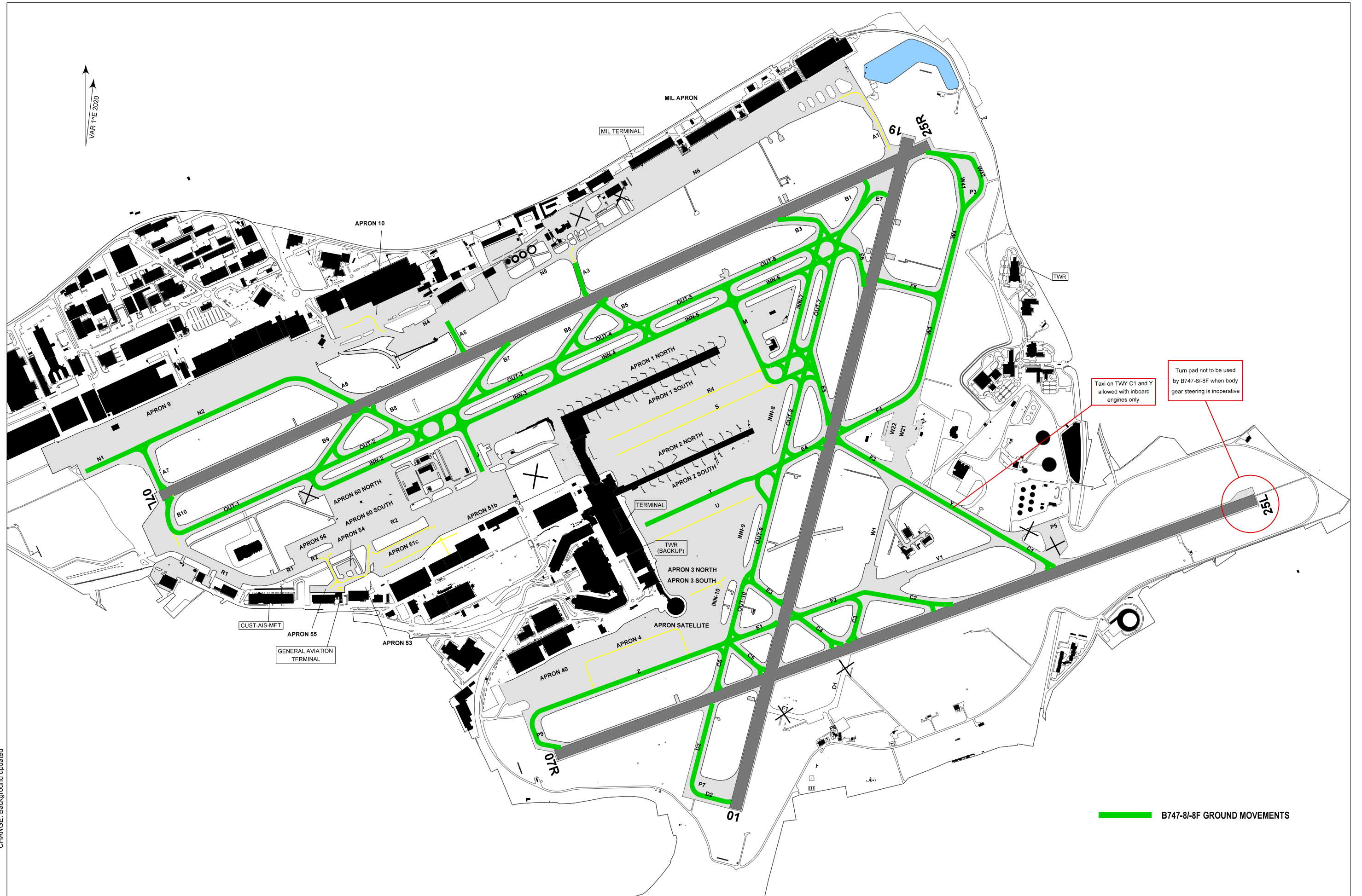
CHANGE: Background updated

THIS PAGE INTENTIONALLY LEFT BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

BRUSSELS / Brussels-National (EBBR)

APPENDIX 6: B747-8J-8F GROUND MOVEMENTS



CHANGE: Background updated

THIS PAGE INTENTIONALLY LEFT BLANK

AIRCRAFT PARKING/DOCKING CHART - ICAO

GND 121.880 118.055 CLR 121.955

BRUSSELS / Brussels-National (EBBR)



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

Apron	Stands	Coordinates		
1 North	120	505404.84N	0042834.27E	
	122	505405.60N	0042836.90E	
	126	505406.27N	0042839.23E	
	134	505406.94N	0042841.56E	
	136	505407.61N	0042843.89E	
	138	505408.29N	0042846.21E	
	140	505408.54N	0042849.54E	
	142	505409.12N	0042851.55E	
	144	505409.70N	0042853.56E	
	146	505410.29N	0042855.57E	
	148	505410.84N	0042857.61E	
	150	505411.42N	0042859.61E	
	152	505411.99N	0042901.63E	
1 South	143	505407.32N	0042858.46E	
	145L	505408.04N	0042859.55E	
	145R	505408.16N	0042900.28E	
	147	505408.74N	0042902.29E	
	149L	505409.12N	0042903.62E	
	149R	505409.32N	0042904.31E	
	151	505409.90N	0042906.32E	
	153L	505410.29N	0042907.64E	
	153R	505410.48N	0042908.33E	
	155	505411.06N	0042910.34E	
	157L	505411.45N	0042911.67E	
	157R	505411.64N	0042912.35E	
	2 North	204	505359.37N	0042905.33E
206L		505400.02N	0042908.41E	
206R		505400.10N	0042907.43E	
208		505400.56N	0042909.38E	
210L		505400.99N	0042911.73E	
210R		505401.20N	0042911.22E	
214		505401.94N	0042915.05E	
228		505402.90N	0042918.38E	
230L		505403.84N	0042921.62E	
230R		505403.90N	0042920.77E	
232		505404.96N	0042922.29E	
234L		505404.93N	0042925.41E	
234R		505405.00N	0042924.58E	
2 South	205L	505357.45N	0042909.40E	
	205R	505357.57N	0042910.24E	
	207	505358.20N	0042912.07E	
	209	505358.71N	0042914.00E	
	211L	505359.10N	0042915.10E	
	211R	505359.17N	0042915.97E	
	215	505359.76N	0042917.83E	
	217L	505400.19N	0042918.89E	
	217R	505400.26N	0042919.75E	
	227	505400.86N	0042921.62E	
	229L	505401.29N	0042922.69E	
	229R	505401.36N	0042923.56E	
	231	505401.13N	0042926.01E	
3 North	314	505317.41N	0042915.32E	
	316	505318.79N	0042916.92E	
	318	505319.38N	0042918.70E	
	320	505319.92N	0042918.97E	
	322	505349.48N	0042922.61E	
	324	505350.47N	0042922.74E	
	326	505351.15N	0042925.11E	
	328	505350.76N	0042927.03E	
	330	505351.90N	0042927.72E	
	3 South	313	505345.42N	0042917.17E
		315	505345.97N	0042919.06E
		317	505346.84N	0042918.91E
		319	505346.51N	0042920.94E
321		505347.81N	0042922.28E	
323		505348.61N	0042924.97E	
SATellite		304	505339.45N	0042918.16E
		354	505341.15N	0042919.76E
4		400	505335.45N	0042855.96E
		401	505331.97N	0042858.17E
		402	505335.95N	0042858.11E
		403	505332.47N	0042901.33E
		404	505336.45N	0042900.26E
	405	505333.02N	0042903.69E	
	406	505337.55N	0042903.46E	
	407	505333.57N	0042906.04E	
	408	505338.05N	0042905.63E	
	409	505334.11N	0042908.40E	
	410	505338.55N	0042907.79E	
	411	505334.66N	0042910.76E	
	51b	510	505358.74N	0042837.76E
512		505356.41N	0042836.80E	
514		505355.55N	0042836.44E	
516		505355.81N	0042834.71E	
518		505354.58N	0042833.06E	
520		505354.60N	0042830.52E	
522		505353.60N	0042829.69E	
524		505353.99N	0042828.42E	
526		505352.69N	0042826.29E	
51c		550	505350.77N	0042821.85E
		552	505350.55N	0042821.70E
		554	505350.51N	0042821.02E
		556	505350.16N	0042820.47E
	558	505350.25N	0042820.20E	
	560	505349.93N	0042819.19E	
	562	505349.71N	0042819.05E	
	564	505349.67N	0042818.37E	
	566	505349.32N	0042817.81E	
	568	505349.40N	0042817.54E	
	570	505349.14N	0042816.73E	
	572	505348.93N	0042816.58E	
	574	505348.88N	0042815.90E	
60 North	680	505354.67N	0042801.41E	
	682	505355.25N	0042803.39E	
	684	505355.36N	0042804.50E	
	686	505355.82N	0042805.37E	
	688	505356.39N	0042807.34E	
	690	505356.50N	0042808.46E	
	692	505356.96N	0042809.32E	
	694	505357.53N	0042811.30E	
	696	505357.67N	0042812.40E	
	698	505358.10N	0042813.28E	
	60 South	681	505353.32N	0042802.39E
		683	505353.75N	0042803.27E
		685	505353.89N	0042804.36E
687		505354.46N	0042806.34E	
689		505354.90N	0042807.22E	
691		505355.04N	0042808.32E	
693		505355.61N	0042810.30E	
695		505356.04N	0042811.18E	
697		505356.18N	0042812.28E	
699		505356.43N	0042814.49E	
Hangar 5		505351.46N	0042827.65E	

Apron	ELEV (in FT)	Strength
1 NORTH	119	PCR 980/R/A/W/T - PCN 72/R/A/W/T
1 SOUTH	120	PCR 980/R/A/W/T - PCN 77/R/A/W/T
2 NORTH	128	PCR 980/R/A/W/T - PCN 77/R/A/W/T
2 SOUTH	129	PCR 980/R/A/W/T - PCN 77/R/A/W/T
3 NORTH	130	PCR 980/R/A/W/T - PCN 68/R/C/W/T
3 SOUTH	132	PCR 980/R/A/W/T - PCN 68/R/C/W/T
SATellite	137	PCR 1260/R/B/W/T - PCN 110/R/B/W/T
4	141	PCR NOT AVBL - PCN 63/R/D/W/T
10	103	PCR 610/R/A/W/T - PCN 75/R/B/W/T
40	144	PCR 980/R/A/W/T - PCN 68/R/C/W/T
51B	122	PCR 870/R/B/W/T - PCN 70/R/C/W/U
51C	123	PCR 50/R/A/W/T - PCN 70/R/C/W/U
54	120	PCR 440/R/A/W/T - PCN 73/R/B/W/T
60 NORTH	118	PCR 980/R/A/W/T - PCN 120/R/B/W/T
60 SOUTH	119	PCR 980/R/A/W/T - PCN 120/R/B/W/T

LEGEND

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

THIS PAGE INTENTIONALLY LEFT BLANK

AIRCRAFT PARKING/DOCKING CHART - ICAO
APRON 9

GND	CLR
121.880 118.055	121.955

BRUSSELS / Brussels-National (EBBR)

E004 27

E004 28

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



N50
54

N50
54



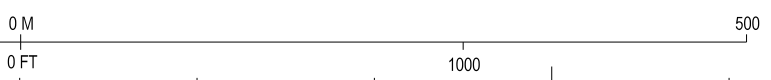
Apron	Stands	Coordinates	
9	950	505403.08N	0042702.77E
	951	505403.88N	0042703.42E
	952	505403.67N	0042704.81E
	953	505404.30N	0042707.00E
	954	505405.13N	0042707.63E
	955	505404.90N	0042709.05E
	957	505407.38N	0042714.99E
	959	505409.02N	0042720.78E
	960	505409.50N	0042723.92E
	961	505410.68N	0042726.55E
	962	505411.17N	0042729.69E
	963	505412.35N	0042732.32E
	964	505412.84N	0042735.46E
	965	505414.02N	0042738.10E

Apron	Stands	Coordinates	
9	966	505414.51N	0042741.24E
	967	505415.66N	0042744.22E
	968	505416.07N	0042747.27E
	969	505416.89N	0042748.48E
	970	505416.87N	0042750.03E
	971	505416.92N	0042753.41E

Apron	ELEV (in FT)	Strength
9	112	PCR 1260/R/B/W/T - PCN 117/R/B/W/T

LEGEND

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



E004 27

E004 28

CHANGE: Editorial

THIS PAGE INTENTIONALLY LEFT BLANK

AIRCRAFT PARKING/DOCKING CHART - ICAO
GENERAL AVIATION

GND 121.880 CLR 121.955
118.055

BRUSSELS / Brussels-National (EBBR)

LEGEND

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

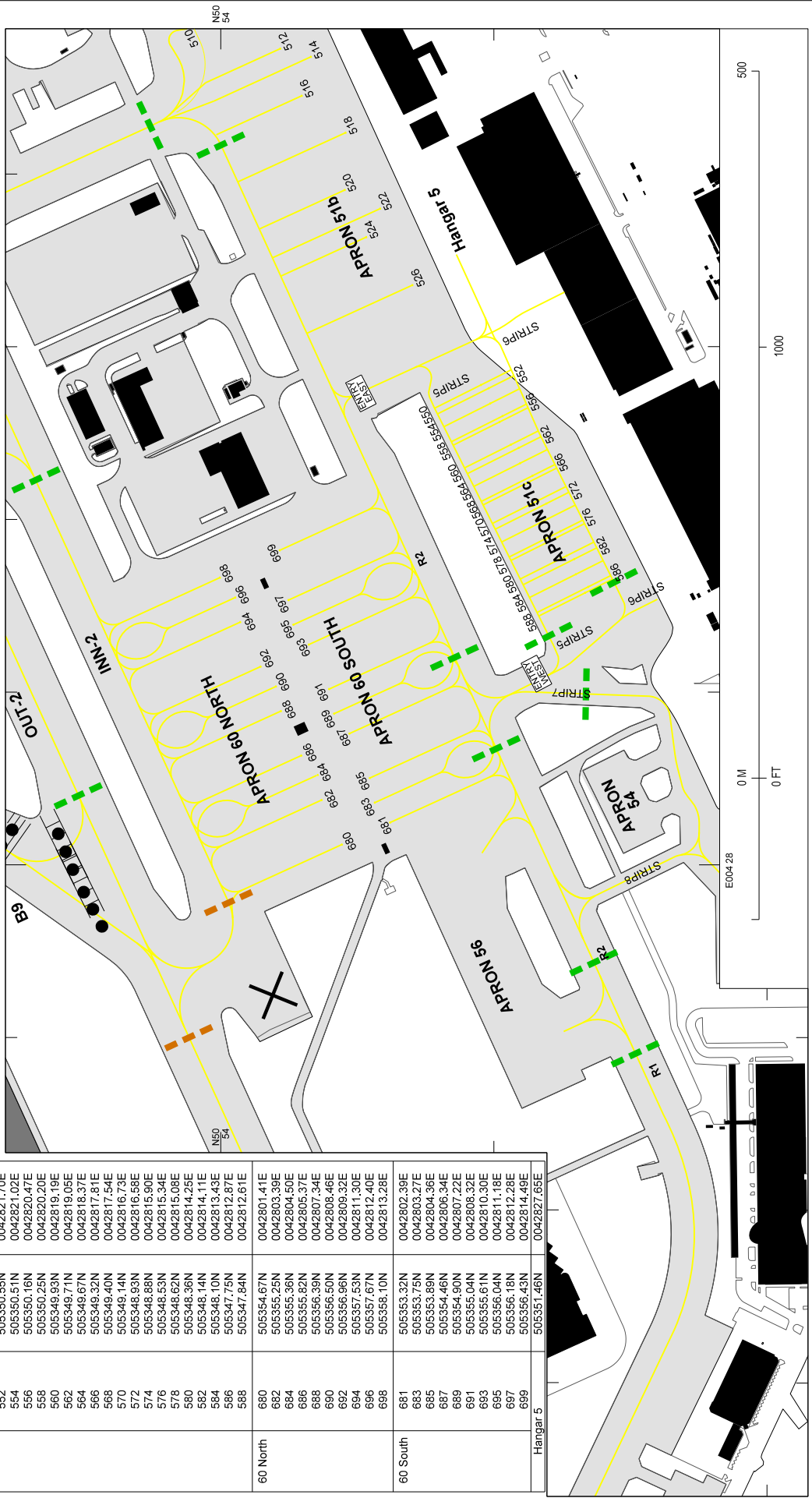
APRON 51c
entry east: wingspan 36 M
entry west: wingspan 40 M

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

Apron	ELEV (in FT)	Strength
51B	122	PCR 870/R/B/W/T - PCN 70/R/C/W/U
51C	123	PCR 50/R/A/W/T - PCN 70/R/C/W/U
54	120	PCR 440/R/A/W/T - PCN 73/R/B/W/T
60 NORTH	118	PCR 980/R/A/W/T - PCN 120/R/B/W/T
60 SOUTH	119	PCR 980/R/A/W/T - PCN 120/R/B/W/T

CHANGE: Apron 54 ELEV and Strength added

Apron	Stands	Coordinates	
51b	510	505358.74N 0042837.76E	
	512	505356.41N 0042836.80E	
	514	505355.55N 0042836.44E	
	516	505355.61N 0042834.71E	
	518	505354.59N 0042833.06E	
	520	505354.60N 0042830.52E	
	522	505353.60N 0042829.69E	
	524	505353.99N 0042828.42E	
	526	505352.69N 0042826.29E	
	51c	550	505350.77N 0042821.85E
		552	505350.55N 0042821.70E
		554	505350.51N 0042821.02E
556		505350.16N 0042820.47E	
558		505350.25N 0042820.20E	
560		505349.93N 0042819.19E	
562		505349.71N 0042819.05E	
564		505349.67N 0042818.37E	
566		505349.32N 0042817.81E	
568		505349.40N 0042817.54E	
570		505348.73N 0042816.73E	
572		505348.93N 0042816.58E	
574	505348.88N 0042815.90E		
576	505348.53N 0042815.34E		
578	505348.62N 0042815.08E		
580	505348.36N 0042814.25E		
582	505348.14N 0042814.11E		
584	505348.10N 0042813.43E		
586	505347.75N 0042812.87E		
588	505347.84N 0042812.61E		
60 North	680	505354.67N 0042801.41E	
	682	505355.25N 0042803.39E	
	684	505355.36N 0042804.50E	
	686	505355.82N 0042805.37E	
	688	505356.39N 0042807.34E	
	690	505356.50N 0042808.46E	
	692	505356.96N 0042809.32E	
	694	505357.53N 0042811.30E	
	696	505357.67N 0042812.40E	
	698	505358.10N 0042813.28E	
	60 South	681	505353.32N 0042802.39E
		683	505353.75N 0042803.27E
685		505353.89N 0042804.36E	
687		505354.46N 0042806.34E	
689		505354.90N 0042807.22E	
691		505355.04N 0042808.32E	
693		505355.61N 0042810.30E	
695		505356.04N 0042811.18E	
697		505356.18N 0042812.28E	
699		505356.43N 0042814.49E	
Hangar 5		505351.46N 0042827.65E	

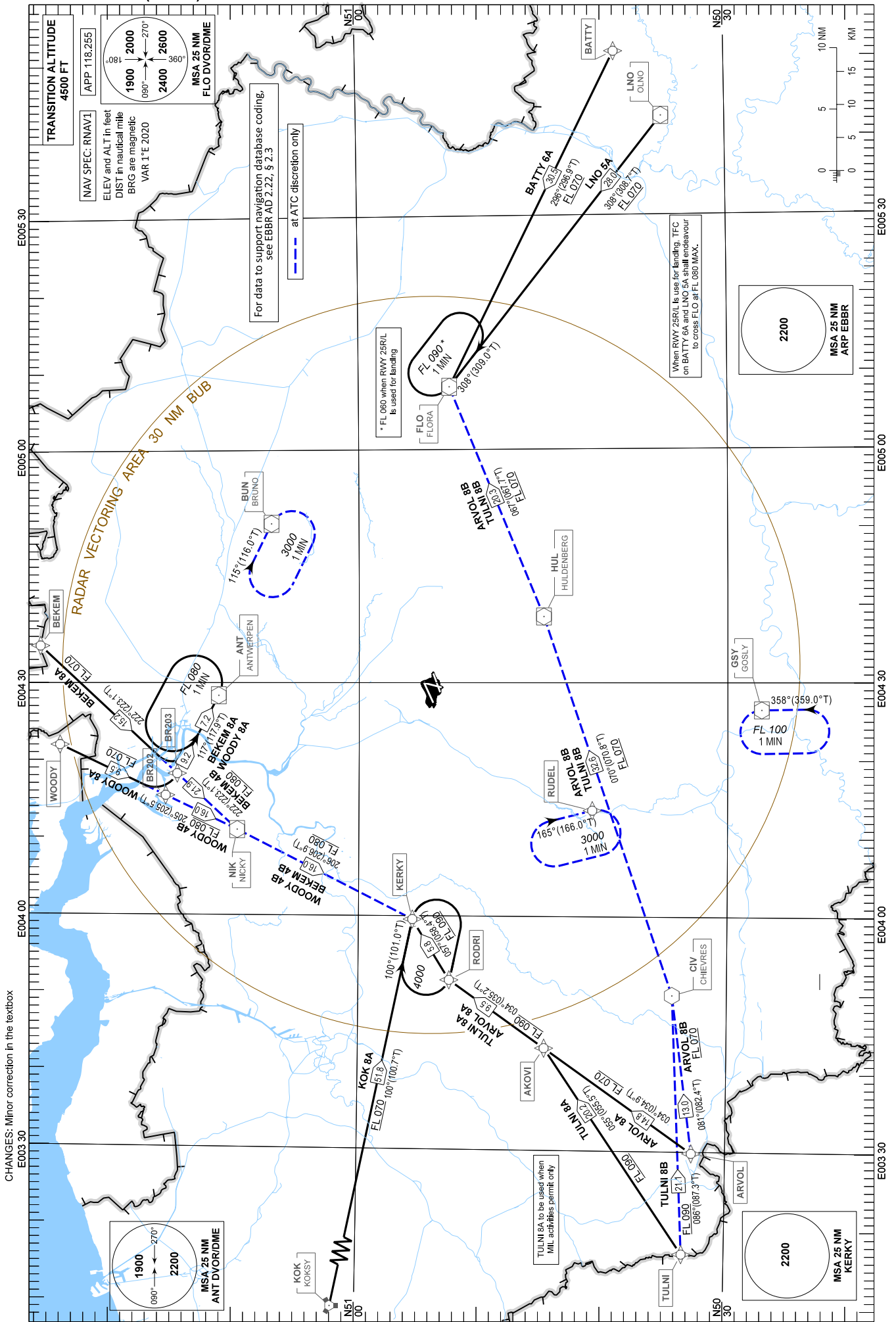


THIS PAGE INTENTIONALLY LEFT BLANK

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

BRUSSELS / Brussels-National (EBBR)



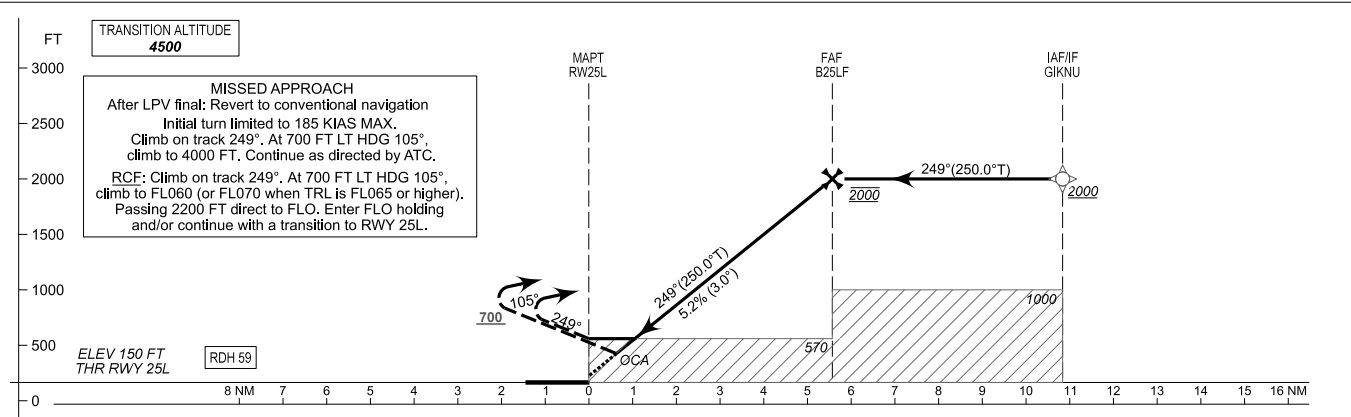
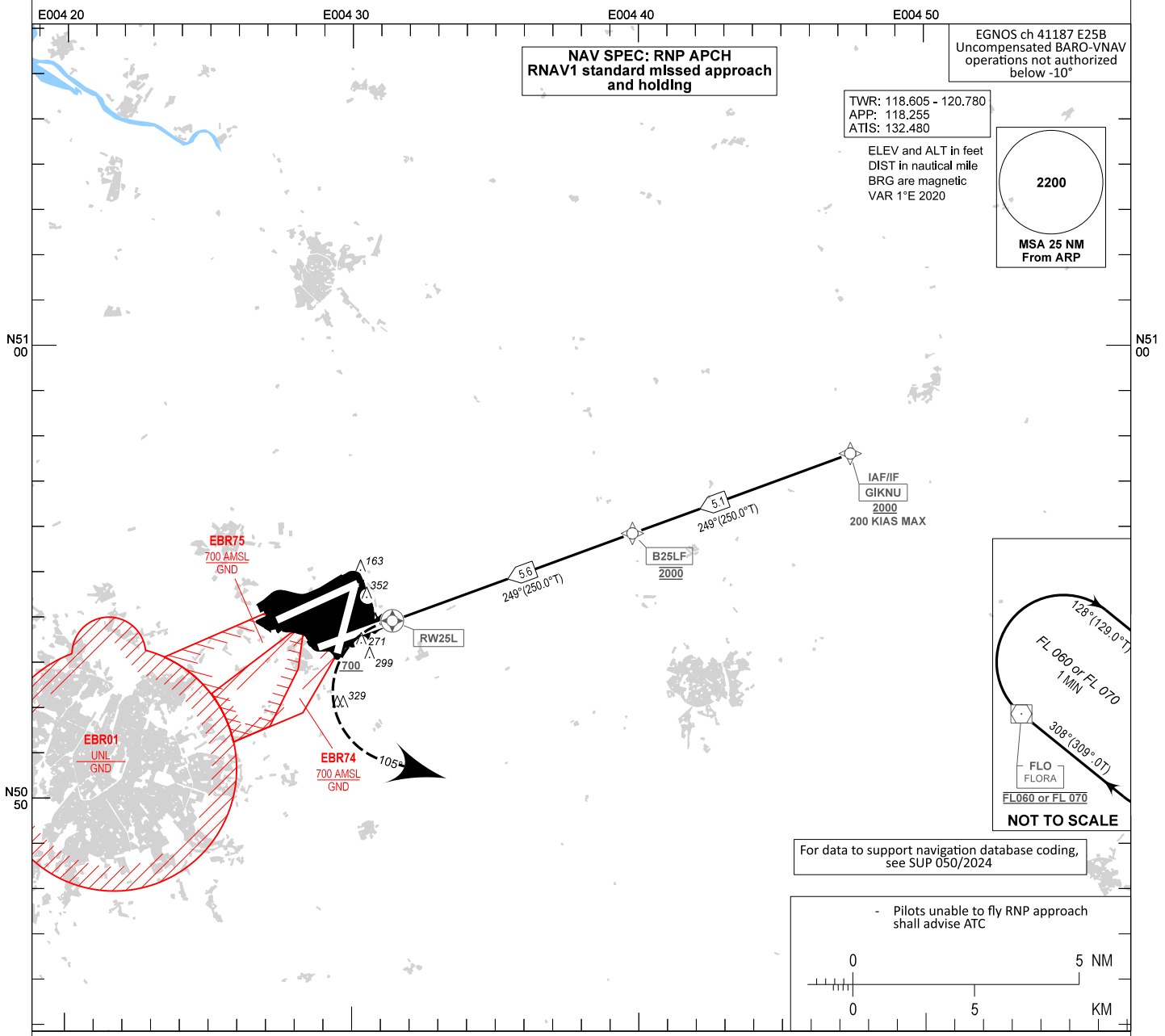
THIS PAGE INTENTIONALLY LEFT BLANK

INSTRUMENT APPROACH CHART - ICAO

AD ELEV 175
OCH RELATED TO
THR 25L ELEV 150

BRUSSELS / Brussels-National (EBBR)

RNP RWY 25L



CAT of ACFT	OCA (OCH)			
	A	B	C	D
LNAV	570 (420)	570 (420)	570 (420)	570 (420)
LNAV/VNAV	457 (306)	465 (314)	473 (322)	480 (330)
LPV	350 (200)	350 (200)	350 (200)	350 (200)

Speed (GS)	FAF to MAPT - 5.6 NM					
	KT	70	90	120	150	180
Rate of descent	FT/MIN	375	480	640	800	960
PROCEDURE ALTITUDES						
DIST THR		5.0	4.0	3.0	2.0	
Altitude		1800	1480	1160	840	

CHANGES: EGNOS corrected

THIS PAGE INTENTIONALLY LEFT BLANK

EBCI - CHARLEROI / Brussels South

EBCI AD 2.1 Aerodrome Location Indicator and Name

EBCI - CHARLEROI / Brussels South

EBCI AD 2.2 Aerodrome Geographical and Administrative Data

1	ARP coordinates	502736N 0042710E
	Site of ARP at aerodrome	335° MAG / 205M from TWR
2	Direction and distance from (city)	4NM N of Charleroi
3	Elevation / reference temperature	606FT / 22°C
4	Geoid undulation at AD ELEV PSN	151FT
5	Magnetic variation / annual change	1°E (2020) / INFO not AVBL
6	Name of AD operator	Airport Authority: Service Public de Wallonie Airport Management: Brussels South Charleroi Airport (B.S.C.A.) SA
	Address	Airport Authority: Direction de l'aéroport de Charleroi / Brussels South, Mr. Marissal (Director) Aéroport de Charleroi / Brussels South Rue des Frères Wright 8 6041 Gosselies BELGIUM Airport Management: Aéroport de Charleroi / Brussels South Rue des Frères Wright 8 6041 Gosselies BELGIUM
	TEL	+32 (0) 71 25 12 15 (Airport Authority) +32 (0) 71 25 12 12 (Airport Inspection) +32 (0) 71 25 12 60 (B.S.C.A. Management) +32 (0) 71 25 12 50 (B.S.C.A. Operations)
	FAX	+32 (0) 71 25 12 54 (Airport Authority) +32 (0) 71 25 12 91 (Airport Inspection) +32 (0) 71 25 12 02 (B.S.C.A. Management) +32 (0) 71 25 12 42 (B.S.C.A. Operations)
	Email	NIL
	AFS	EBCIYDYX
	Website	www.brussels-charleroi-airport.com
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

EBCI AD 2.3 Operational Hours

1	AD Operator	0530-2200 (0430-2100) (see also EBCI AD 2.21, § 1.1)
2	Customs and immigration	Passengers: as AD Operator ⁽¹⁾ ⁽²⁾ Goods: MON to FRI (HOL excl), 0700-1100 (0600-1000) and 1145-1545 (1045-1445) General aviation: obligation to transmit the general declaration (GENDEC) to the customs ⁽⁴⁾
3	Health and sanitation	As AD Operator
4	AIS Briefing Office	As AD Operator
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	H24
7	ATS	0515-2200 (0415-2100) ⁽³⁾
8	Fuelling	Jet A1 delivery during opening hours, except for commercial based airplanes. AVGAS available from 0700 to 2130 (0600 to 2030). During LVP, AVGAS station is closed.
9	Handling	As AD Operator
10	Security	As AD Operator
11	De-icing	As AD Operator
12	Remarks	<p>(1) Customs clearance outside these hours is possible; fees depending on the number of customs officers required and on the nature of operations and if prior notice is given the preceding day before 1900 (1800) for clearance between 0500-0700 (0400-0600) and on the day itself for clearance after these hours.</p> <p>(2) If customs and immigration personnel is absent, the Airport Authority may authorize an aircraft to leave for or to arrive from abroad, on the understanding that the pilot fills out and signs a written declaration that the aircraft carries no goods.</p> <p>(3) OPR HR may vary, see <u>EBCI AD 2.17 ATS Airspace</u>.</p> <p>(4) In accordance with the provisions of articles 8, 24 and 73 of the General Law of 18 JUL 1977 on customs and excise duties, a general declaration (GENDEC) must be sent to the customs:</p> <ul style="list-style-type: none"> • when a private aircraft enters the European Union; • when a private aircraft leaves the European Union. <p>Failure to comply with this obligation constitutes a customs offence, punishable by a fine.</p> <p>Therefore, for each flight from or to a non-EU country operated via Charleroi airport, send the general declaration (GENDEC) by mail, at least 3 hours before the arrival or departure of the concerned flight, to: da_controle.gosselies@min-fin.fed.be.</p>

EBCI AD 2.4 Handling Services and Facilities

1	Cargo-handling facilities	<p>Handling facilities: conveyor belt, bag carts, trailers, waste truck, water truck, tractable stairs, motorized stairs, forklift, bag carts tractors-electrical, bag carts tractors-motorized, tow bar (range small size to wide body size), call ops for availability of types of TB, tow bar-less tractor (B737 to A340), ground power mobile unit (GPU), air starter unit, scissor lift, bus.</p> <p>Handling services: push-back, towing, walk around, headset assistance, communication, de-/anti-icing of aircraft, post check de-/anti-icing, external cleaning for aircraft, deep cleaning, bussing, offloading/loading aircraft (incl. DGR).</p> <p>Nearest railway siding: Charleroi (7 KM).</p>
2	Fuel types	AVGAS 100 LL, JET A1 and UL91
	Oil types	oil for turbines

3	Fuelling facilities and capacity	AVGAS 100 LL: 1 aircraft refueller 5000L, 200L/MIN + reserve 50000L JET A1: <ul style="list-style-type: none"> • 2 ACFT refuellers 40000L, 1 aircraft refueller 20000L • 2 x 1200L/MIN for each aircraft refueller + reserve 6 x 100000L Self-service for AVGAS and UL91: Payment with Bancontact card Credit cards accepted. Credit possible (B.S.C.A. s.a.)
4	De-icing facilities	5 de-icers type 2 / de-icing farm all types of aircraft
5	Hangar space for visiting aircraft	1700M ² (not heated), hangar space for freight: 4000M ² (heated)
6	Repair facilities for visiting aircraft	All repairs
7	Remarks	For general aviation flights, handling mandatory for non-based aircraft and 24 HR prior permission is required from General Aviation OPS Office by email ga@charleroi-airport.com (also for applicable pricing list). Pilots shall also adhere to AD 2.20 § 1.1. General Aviation OPS Office (BSCA Business Aviation): TEL: +32 (0) 71 25 19 34 (0600-2000 (0500-1900)) FAX: +32 (0) 71 25 11 29 Email: ga@charleroi-airport.com Handling compulsory for non-based aircraft (please contact the General Aviation OPS Office for pricing list). Navigation Office: TEL: + 32 (0) 71 25 12 14 (0300-0000 (0200-2300)) FAX: + 32 (0) 71 25 12 04 Email: bnav@charleroi-airport.com Handling OPS office (BSCA) TEL: +32 (0) 71 25 12 50 / 51 (0330-2200 (0230-2100)) FAX: +32 (0) 71 25 12 42 Email: ops@charleroi-airport.com

EBCI AD 2.5 Passenger Facilities

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

EBCI AD 2.6 Rescue and Fire Fighting Services

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

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

1	Types of clearing equipment	<ul style="list-style-type: none"> • 2 truck BOSCHUNG SNOW BOOSTER P5960 with milling cutter • 3 sweeper-blowers Schorling with snowplough • 1 snowplough adaptable on VOLVO dumper • 1 sweeper-blowers Boschung with snowplough • 3 sweeper-blowers Schmidt with snowplough • 1 Caterpillar wheel loader with snowplough • 1 truck UNIMOG with snow plough and spreader solid de-ice tank • 4 truck SCANIA with sprayers of de-icing liquid • 3 farm truck VALTRA with snowplough • 1 Autobren vaccum-sweeper • 1 farm truck Ford • 1 farm truck Deutz-Fahr Agrokid 220 • 1 farm truck Kubota B1820 with brush • 1 Skiddometre BV11
2	Clearance priorities	<ol style="list-style-type: none"> 1. RWY 06/24 and appropriate taxiways 2. Apron North and aircraft stands 3. Remaining part of the movement area
3	Use of material for movement area surface treatment	KAC (potassium acetate fluids) and NAFO (sodium formate solids)
4	Specially prepared winter runways	Not applicable
5	Remarks	<p>Transmission of information by SNOWTAM, ATIS and RCR based on RCAM (evaluated by airport inspection and communicated to ATC).</p> <p>Designated authority to co-ordinate information about the current state of progress of snow clearance operations and the conditions of the movement area is the Airport Authority (Service Public de Wallonie):</p> <p style="margin-left: 40px;">TEL: +32 (0) 71 25 12 12</p> <p style="margin-left: 40px;">TEL: +32 (0) 71 25 12 15</p> <p style="margin-left: 40px;">FAX: +32 (0) 71 25 12 91</p>

RWY 24			
Runway centre line lights	Length:	3 055 M	white: from 0 to 2 155 M
	Spacing:	15 M	red / white: from 2 155 to 2 755 M
	Intensity:	LIH	red: from 2 755 to 3 055 M
Runway edge lights	Length:	3 055 M	red: from 0 to 650 M
	Spacing:	30M	white: from 650 to 2 455 M
	Intensity:	LIH	yellow: from 2 455 to 3 055 M
Remarks	LED: approach lighting system, threshold lights, end lights and edge lights		

EBCI AD 2.15 Other Lighting and Secondary Power Supply

1	ABN / IBN location, characteristics and hours of operation	NIL
2	LDI location and lighting	Next to T1 (lighted)
	WDI location and lighting	Next to LDI (lighted), east of P5 (lighted) and at 305 M from THR RWY 24 on southeast side (lighted)
3	Taxiway edge lighting	TWY N1, N2, N3, S1, S2, S3, and S4 Reflectors (edge lights on curves only): TWY N, N4, N5, N6, N7, M4, M5, M6 and M7
	Taxiway centre line lighting	TWY N, N1, N2, N3, N4, N5, N6, N7, M4, M5, M6, M7, S, S1, S2, S3, and S4
4	Secondary power supply	To all lighting at aerodrome
	Switch-over time	15SEC for approach lighting and PAPI 06 0SEC for all other lights
5	Remarks	LED: TWY N, N1, N2, N3, N4, N5, N6, N7, M4, M5, M6, M7 (centre and edge lights), taxi lane F, G, H

EBCI AD 2.16 Helicopter Landing Area

Helicopter take-off and final approach shall be performed on RWY 06/24.

EBCI AD 2.17 ATS Airspace

1	Designation	Charleroi CTR
	Lateral limits	503339N 0043136E then a clockwise arc radius 5.5 NM centered on 502817N 0043335E - 502255N 0043533E - 502010N 0041725E then a clockwise arc radius 5.5 NM centered on 502532N 0041525E - 503054N 0041324E - 503339N 0043136E.
2	Vertical limits	2500FT AMSL
3	Airspace classification	D
4	ATS unit call sign	Charleroi Tower
	Language(s)	En
5	Transition altitude	4500FT AMSL
6	Hours of activation	As ATS operational hours. See AD-2.3
7	Remarks	Activation may be checked with Brussels FIC. OPR HR may vary. Therefore, outside activation times, pilots shall maintain a listening watch with Brussels FIC. UAS can be encountered in UAS geographical zones EBCI VLL0, VLL1 and VLL2 (for specifications, see ENR 5.1. § 4). Systematic tracking of UAS by ATC cannot be ensured.

EBCI AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
APP / TAR	Charleroi Approach	133.130	HS	Primary frequency 8.33 KHZ CH
		128.725MHZ	HS	Supplementary frequency
		257.800MHZ 372.100MHZ	HS	NIL
		121.500MHZ 243.000MHZ	HS	Emergency frequency
TWR	Charleroi Tower	121.305	HS	Primary frequency 8.33 KHZ CH
		257.800MHZ	HS	NIL
		121.500MHZ 243.000MHZ	HS	Emergency frequency
	Charleroi Ground	121.805	HS	Ground movement control 8.33 KHZ CH
ATIS	Charleroi Information (1)	134.630	H24	8.33 KHZ CH
		115.700MHZ	H24	GSY frequency
VDF	Charleroi Homer	121.305 121.805 133.130	HS	8.33 KHZ CH
		128.725MHZ 257.800MHZ 372.100MHZ 121.500MHZ 243.000MHZ	HS	NIL

(1) D-ATIS AVBL (see GEN 3.4. § 3.4.2)

EBCI AD 2.19 Radio Navigation and Landing Aids

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
DVOR/DME (1°E/2020)	GSY	115.700MHZ CH 104X	H24	502714.1N 0042629.0E	600FT	Coverage: 30NM/FL260
ILS 24 (CAT III)						
LOC	IGC	110.900MHZ	H24	502716.3N 0042604.3E		245° GEO / 1.47NM from THR 24 No back beam available LOC only reliable within 35° either side of course line
GP		330.800MHZ	H24	502745.5N 0042759.5E		Slope 3° RDH 54FT
DME	IGC	CH 46X	H24	502745.7N 0042759.5E	577FT	Collocated with GP
OM	dash / dash	75MHZ	H24	502922N 0043319E		3.62NM from THR 24 or use IGC DME fix
MM	dot / dash	75MHZ	H24	502808N 0042905E		0.64NM from THR 24 or use IGC DME fix

EBCI AD 2.20 Local Aerodrome Regulations

1 GENERAL

1.1 Restrictions for Aircraft Categories

Non-based VFR flights are prohibited unless able to maintain 160 KT on approach if requested (except helicopters).

All arriving IFR flights operated by CAT A and B aircraft are strictly PPR. Permission shall be requested from EBCI ATC by phone prior departure.

Only jet and turbine engine aircraft are allowed between 2100-2200 (2000-2100).

For arrivals after 2100 (2000) aircraft have to be able to maintain 160 KT till the OM as long as the IAF is overflowed at 2130 (2030) at the latest. If the IAF is not overflowed before 2130 (2030), ATC cannot guarantee that a landing will be possible before 2200 (2100) and the pilot may expect a diversion to another suitable airport. ATC is the only one to allow the landing or not, depending on air traffic conditions.

1.2 Alternate Aerodrome

EBCI shall not be used as alternate aerodrome in flight plans by flights requiring handling services, unless prior agreement has been reached with BSCA operations (TEL: +32 (0) 71 25 12 50).

1.3 Ground surveillance - Use of Mode S transponders

EBCI is equipped with an advanced ground surveillance system using Mode 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:

- from the request for push-back or taxi, 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.

The aircraft identification (i.e. call sign used in flight) shall be entered as from the request for push-back or taxi, 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. "DAT123").

To ensure that the performance of systems based on SSR frequencies (including 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 taxiing without flight plan, shall select Mode A code 2000.

1.4 Pre-departure Checks, including Engine/Power Check

Aircraft with engine(s) running can not stay more than five minutes on its parking position on P1, P2, P3 and P4.

Pre-departure checks, including engine/power checks shall not be performed on the parking position.

Pre-departure checks, including engine/power checks shall be performed on dedicated area after receiving the taxi clearance:

- RWY 24 in use: following ATC instructions, on P5 or on the dedicated zone on TWY S in front of parking position 35-39
- RWY 06 in use: following ATC instructions, at the holding point S1 or S2

2 TAXI REGULATIONS

2.1 Taxiway Restrictions

Circular turn path RWY 24 with radius of 30 M. Turn path allowed for aircraft with a steering angle not exceeding 45 degrees.

TWY S2 and S3 are prohibited to aircraft with wingspan exceeding 36M.

TWY S4 is prohibited to aircraft with wingspan exceeding 20M if turning right on the RWY towards THR 24.

180° backtrack on RWY 24 by aircraft of more than 20T is only allowed on the turn pad after the end of RWY 24.

Due to safety reasons, no more than two aircraft with wingspan of 24M or more are allowed simultaneously on RWY 06/24 and TWY S. When an aircraft with wingspan of 36M or more performs a movement on RWY 06/24, no aircraft are allowed on TWY S and vice versa.

Airbus A340-300 taxiing on TWY N shall maintain both outer engines on idle to avoid FOD/stones ingestion due to unprepared TWY shoulders.

Airbus A340-300, A330-200 and A330-900 may be exceptionally allowed on TWY S via S1 and S4 upon prior approval by the airport authority, only with a follow-me car and wingman. For the Airbus A340-300, both outer engines shall remain on idle to avoid FOD/stones ingestion due to unprepared TWY shoulders.

TWY centreline markings shall strictly be followed by aircraft entering RWY 06 via N1 or N2.

TWY T1, T2 and T3 are restricted to military use.

3 APRON REGULATIONS

3.1 General

It is prohibited to start aircraft engines outside the official opening hours of EBCI. This restriction applies to all aircraft categories.

Cross bleed procedure: first engine is started on the stand, second engine is started on the taxilane when push is finished.

Taxilanes F, G and H are under ATS guidance only. Pilots and drivers are responsible for their own separation.

Apron P10-P15: when RWY 24 is in use for landing, inbound traffic enters apron via TWY M4, M5 or M6. Outbound traffic will leave via TWY M5, M6 or M7. Aircraft will be pushed facing east, clockwise movement on the apron. When RWY 06 is in use for landing, inbound traffic enters apron via TWY M5, M6 or M7. Outbound traffic will leave via TWY M4, M5 or M6. Aircraft will be pushed facing west, counter clockwise movement on the apron.

Outbound traffic:

- aircraft with wingspan below 36M will be pushed on F;
- Airbus A340-300, A330-200 and A330-900 aircraft shall be pushed on taxilane G.

180° turns on Apron North are forbidden.

3.2 Aircraft Stand Restrictions

- P1 and P2: Code A or B aircraft with height 4.78M MAX, length 18M MAX and wingspan 16.61M MAX only;
- P3: Aircraft with wingspan and length of 20M MAX only;
- P4: Stands 19, 20, 21, 23, 24, 26 and 27 are dedicated to aircraft with wingspan 13.60 M MAX. Stands 22, 25 and 28 are dedicated to aircraft with wingspan 12 M MAX. Long duration parking of tail wheel aircraft prohibited on stands 26, 27 and 28;
- P5: Medium body aircraft maximum (tail wheel aircraft prohibited). Stand 30 is not available to aircraft with wingspan over 21M and length over 22M. Stands 31, 32, 33 and 34 are not available to aircraft with wingspan over 32M. Stand 36 not available;
- P10: Aircraft higher than code C allowed on West side of apron subject to airport authority prior approval;
- P15: No code D aircraft;
- Aircraft stands 51B, 55B, 57B, 67B and 80B dedicated to Airbus A340-300, A330-200, A330-900 and code D aircraft.

3.3 Specific Regulations on Aircraft Stands 80 to 94

Aircraft stands 80 to 94 are restricted to code C aircraft with length 39.5M MAX. Aircraft shall enter and leave these stands on tow only.

Specific traffic restrictions apply when stands 88 to 94 are in use:

- taxilanes G and H are closed between M5 and M6;
- taxilane F shall be used one-way only, direction TWY M5 to TWY M6 except for towed aircraft;
- code D aircraft are not allowed on aprons P12, P13 and P14;
- caution is advised as handling traffic will cross taxilane F.

Specific traffic restrictions apply when stands 84 to 85 are in use:

- taxilanes G and H are closed between M4 and M5;
- taxilane F shall be used one-way only, direction TWY M4 to TWY M5 except for towed aircraft;
- code D aircraft are not allowed on apron P10 and P11;
- caution is advised as handling traffic will cross taxilane F.

Specific traffic restrictions apply when stands 80 to 81 are in use:

- caution is advised as handling traffic will cross taxilane F.

On aircraft stand 80B, aircraft shall enter and leave on tow only. Engine start is only allowed after towing on taxilane G facing East.

4 RUNWAY REGULATIONS

4.1 Preferential Runway System

RWY 24 will be assigned for take-off and landing, provided the runway is dry and the cross or tailwind component does not exceed 10 or 8KT respectively. When the RWYCC is under 5, the tailwind component is 5KT MAX.

If the pilot-in-command considers the runway-in-use not usable for reasons of safety, he shall request permission to use another runway. ATC will accept such a request, provided that traffic and air safety conditions permit.

5 SPECIFIC TRAFFIC REGULATIONS

5.1 Aircraft Without Radio

Take-off and landing of aircraft without radio is prohibited.

5.2 Glider Flights

Take-off and landing of glider flights is prohibited.

5.3 ULM Flights

Take-off and landing of ULM flights is prohibited.

5.4 Balloon Flights

Take-off and landing of balloon flights is prohibited.

5.5 Parachuting

Parachuting overhead the aerodrome is prohibited.

5.6 Acrobatic Flights

Acrobatic flights within the aerodrome traffic circuit are prohibited.

5.7 Training and Test Flights

5.7.1 General

Training flights may only be performed by based aircraft or operators, using aircraft with a wingspan below 36M, except for military aircraft.

Training flights with propeller aircraft of 6T MTOW MAX are allowed from 0600 to 2100 (0500 to 2000). Provided they form part of an existing training schedule or if the operator concerned has commercial activities in the Walloon Region, training flights with propeller aircraft of more than 6T MTOW or with jet aircraft are allowed MON to FRI from 0600 to 2000 (0500 to 1900), except on HOL and during the official school holiday periods of the French Community of Belgium (see AIP SUP published yearly).

Training and test flights may only be performed provided air traffic conditions permit. Prior permission from Charleroi TWR shall be obtained for every flight.

During LVP, all training flights are prohibited.

These restrictions include all exercises such as touch and go, IFR approach, holding, etc.

EBCI AD 2.21 Noise Abatement Procedures

1 GENERAL

1.1 Noise Certification

Aircraft operating at EBCI must be noise certificated according to *ICAO Annex 16, Volume I*. Between 0530-0600 (0430-0500) and 2100-2200 (2000-2100), movements of aircraft with MTOW over 8618KG and certified according to the standards of chapters 2, 3, 4 or 5 of *ICAO Annex 16, Volume I* are restricted to a maximum QC of 5 per movement.

The QC is calculated using the formula $QC = 10^{[(B-85)/10]}$, whereby "B" equals:

- for take-off: half the sum of the certified fly-over and sideline noise levels in EPNdB of the aircraft at its MTOW
- for landing: the certified approach noise level in EPNdB of the aircraft at its maximum landing weight, minus 9 EPNdB.

At 2200 (2100) the aerodrome is closed for all aircraft movements, except for delayed landing of based aircraft (scheduled landing before 2200 (2100) and take-off the following day), provided the delay is due to circumstances beyond the operator's control and as far as the operator's points "P" do not exceed 0.616 per day (averaged on a yearly basis). For this purpose, "P" is calculated using the formula $P = R \times 10^{[(B-85)/10]}$, whereby "B" equals the certified approach noise level in EPNdB of the aircraft at its maximum landing weight, minus 9 EPNdB and "R" equals:

- 0.3 for a landing between 0 and 15MIN or between 421 and 450MIN after 2200 (2100);
- 0.8 for a landing between 16 and 30MIN after 2200 (2100);
- 1.3 for a landing between 31 and 90MIN after 2200 (2100);
- 1.8 for a landing between 91 and 420MIN after 2200 (2100).

Prior to any concerned flight, operators shall provide following information to the Airport Authority:

- aircraft type and registration;
- MTOW and MLW;
- noise certification and, if necessary, all documents that include noise levels in EPNdB (sideline, take-off, approach).

Following flights are exempted from the noise quota system:

- flights carrying members of the Belgian Royal Family, the federal government, regional or community governments or foreign royal families, foreign heads of state or government leaders, the President or members of the European Commission on official mission;
- missions in case of disaster or medical urgency;
- military missions;
- take-off or landing performed in exceptional conditions (flights on which an immediate threat exists to the health of people or animals, diverted flights, etc.).

1.2 Recertificated Aircraft

Recertificated civil subsonic jet aircraft are prohibited from 2200 to 0600 (2100 to 0500). The Airport Authority is entitled to require the aircraft operator to provide any related document or technical information concerning an operated aircraft, and to refuse take-off if these documents or information are not forwarded.

Following flights are exempted from this restriction:

- flights carrying members of the Belgian Royal Family, the federal government, regional or community governments or foreign royal families, foreign heads of state or government leaders, the President or members of the European Commission on official mission;
- missions in case of disaster or medical urgency;
- military missions;
- take-off or landing performed in exceptional conditions (flights on which an immediate threat exists to the health of people or animals, diverted flights, etc.);
- delayed flights, provided the delay is due to circumstances beyond the operator's control.

Exceptionally and on explicit justified request, the minister of transport may authorize take-off or landing of a non-compliant aircraft.

1.3 Reverse Thrust

The use of reverse thrust shall be kept to a minimum compatible with the safety of the aircraft. On the aprons, it is prohibited at any time.

1.4 Penalties

Penalties are applied for any infringement found by the Airport Authority on:

- the permanent or temporary restrictions for the use of some aircraft types according to *ICAO Annex 16, Volume I*;
- the maximum values for noise generated on the ground;
- the permanent or temporary restrictions for some aircraft activities due to the caused noise disturbance;
- the rules concerning engine tests;
- the noise abatement procedures for take-off and landing.

2 GROUND PROCEDURES

2.1 Engine Test Runs and Idle Checks

Engine tests runs (high power) are prohibited on aircraft stands.

Outdoor engine test runs (high power) are prohibited between 2000 and 0800 (1900 and 0700).

Idle checks are only allowed during opening hours.

During the engine test, no aircraft < than 10 T shall be on final RWY 24.

TWY S E of TWY S4 will be closed when a full power run-up is performed by an Airbus A340-300, A330-200 or an Airbus A330-900.

Full power engine tests of aircraft code C or above:

- will be notified by NOTAM;
- are performed on P5;
- only when RWY 24 is in use.

During full power engine tests aircraft with a MTOW \leq 5.7 T are subject to the following restrictions:

- TWY S4 not available;
- only home-based aircraft are allowed to depart from TWY S3 (no landing, no touch and go);
- for training flights, instructor must be on board;
- in case of emergency, RWY 06 will be used for landing.

3 ARRIVAL PROCEDURES

3.1 Noise Abatement Approach and Landing Procedures

Noise abatement descent and approach procedures using continuous descent and reduced power/reduced drag techniques should be used when following conditions apply:

- ILS available;
- runway clear and dry;
- visibility exceeding 1900M;
- ceiling higher than 500FT above AD ELEV;
- cross wind component lower than 15KT (gusts incl);
- tail wind component lower than 5KT (gusts incl);
- no adverse weather conditions that may affect the approach (wind shear, thunderstorms, etc).

Turbo-jet powered aircraft shall use as final flap setting the minimum certified setting published in the aircraft operating manual for the applicable conditions. However, each pilot-in-command may use a different flap setting approved for the aircraft if he determines that it is necessary in the interest of safety.

3.2 Continuous Descent Operations (CDO)

When the traffic situation permits, ATC will facilitate continuous descent for all RWY, based on radar vectoring or RNP approach.

Facilitation of CDO will be provided at ATC discretion only.

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

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

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

Note: All noise abatement procedures for arrivals as well as the speed limitations as specified in the AIP Belgium & Luxembourg remain applicable when performing CDO.

4 DEPARTURE PROCEDURES

4.1 Climb Gradient

In order to minimize noise nuisance and to clear obstacles in the departure area, aircraft shall maintain a net climb gradient of 4% MNM until passing 3000FT QNH.

4.2 Noise Abatement Take-off and Climb Procedures

- From take-off to 2100FT QNH:
 - take-off power;
 - take-off flaps;
 - climb speed V2 + 10KT MNM;
- At 2100FT QNH:
 - maintain flaps in take-off configuration;

- climb speed V2 + 10 to 20KT;
- adjust power according to the noise abatement power thrust schedule provided in the aircraft operating manual;
- From 2 100FT QNH to 3600FT QNH:
 - start accelerating;
 - start retracting flaps;
 - maintain a positive rate of climb;
- At 3600FT QNH:
 - accelerate to en-route climb speed.

EBCI AD 2.22 Flight Procedures

1 GENERAL

1.1 Aerodrome Minima

Except when authorized by the CAA or in case of emergency, a pilot-in-command shall not take off below a minimum of 150M RVR.

2 IFR FLIGHTS (INBOUND)

2.1 General

When radar service is available, military aircraft not equipped with VOR or not RNAV capable may only expect radar vectors to ILS or LOC RWY 24. Before starting the final approach, missed approach instructions will be issued by ATC.

2.2 Holding Patterns

The holding pattern shall be entered at 185 KIAS MAX.

GOSLY

Fix	GSY DVOR/DME
Turn / inbound track (MAG)	Right / 254°
Levels (MNM)	3000FT QNH
Remarks	NIL

2.3 Approach Procedures

2.3.1 RNP RWY 06

PATH TERMINATORS

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (kts)	VPA (°)/TCH (ft)	NAV Spec	Remarks
1	GSY	IF	N			+3000				RNP APCH	IAF
2	BIBOS	TF	N	282.3	L	+3000	6.6			RNP APCH	
3	ABLIX	TF	N	245.4	L	+2500	4.2	-200		RNP APCH	
4	REKPI	TF	N	155.5	L	+2500	3.8	-200		RNP APCH	IF
5	CI06F	TF	N	065.4		@2500	3.8			RNP APCH	FAF
6	RW06	TF	Y	065.4			5.8		-3.00°/50	RNP APCH	MAPT
7	CI06T	DF	Y	065.5			6.9	-230		RNP APCH	MATF
8	GSY	DF	N		R	@3000		-230		RNP APCH	
	GSY	HM	Y	255.0	R	+3000	1MIN	-230		RNAV1	GNSS Only

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

WAYPOINTS

	ID	LATITUDE	LONGITUDE
IAF	GSY	502714.1N	0042629.0E
	BIBOS	502837.9N	0041624.9E
	ABLIX	502652.0N	0041022.5E
IF	REKPI	502324.8N	0041250.5E
FAF	CI06F	502459.5N	0041814.8E
MAPT	RW06	502724.66N	0042632.97E
MATF	CI06T	503015.2N	0043622.1E

2.3.2 RNP RWY 24

PATH TERMINATORS

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM/ MIN)	Speed limit (kts)	VPA (°)/TCH (ft)	NAV Spec	Remarks
1	GSY	IF	N			+3000				RNP APCH	IAF
2	OSVAM	TF	N	095.6	L	+3000	9.7			RNP APCH	
3	GUGNO	TF	N	065.6	L	+3000	5.0	-230		RNP APCH	
4	VAMKA	TF	N	335.5	L	+3000	5.0	-230		RNP APCH	IF
5	CI24F	TF	N	245.8		@3000	4.7			RNP APCH	FAF
6	RW24	TF	Y	245.7			7.4		-3.00°/54	RNP APCH	MAPT
7	CI24T	DF	Y	245.6			7.2	-230		RNP APCH	MATF
8	GSY	DF	N		R	@3000		-230		RNP APCH	
	GSY	HM	Y	255.0	R	+3000	1MIN	-230		RNAV1	GNSS Only

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

WAYPOINTS

	ID	LATITUDE	LONGITUDE
IAF	GSY	502714.1N	0042629.0E
	OSVAM	502616.7N	0044134.7E
	GUGNO	502820.6N	0044842.2E
IF	VAMKA	503252.0N	0044528.4E
FAF	CI24F	503056.2N	0043845.0E
MAPT	RW24	502752.82N	0042809.95E
MATF	CI24T	502452.8N	0041751.2E

2.3.3 Standard Instrument Arrivals

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

2.3.3.1 Route Description

Designator	Route	track (MAG)	Distance (NM)	MNM IFR level	Remarks
ARVOL 4A	ARVOL				ARVOL MAX FL 160
		072°	31.6	FL080	
	NIVOR				
		157°	15.5	3000FT	
	GSY DVOR				
RNAV1: ARVOL[F160-] - NIVOR[F080+; R] - GSY[A3000+]					
CIV 4A	CIV DVOR				Not available for jet aircraft, except departures LFQQ TMA
		066°	18.9	FL080	
	NIVOR				
		157°	15.5	3000FT	
	GSY DVOR				
RNAV1: CIV[F080+] - NIVOR[F080+; R] - GSY[A3000+]					
KOK 4A	KOK VORTAC				NIL
		100°	51.8	FL080	
	KERKY				
		140°	18.0	FL080	
	NIVOR				
		157°	15.5	3000FT	
RNAV1: KOK[F080+] - KERKY[F080+; R] - NIVOR[F080+; R] - GSY[A3000+]					
NIK 4A	NIK DVOR				NIL
		206°	16.0	FL080	
	KERKY				
		140°	18.0	FL080	
	NIVOR				
		157°	15.5	3000FT	
RNAV1: NIK[F080+] - KERKY[F080+; L] - NIVOR[F080+; R] - GSY[A3000+]					
BATTY 4A	BATTY				NIL
		296°	30.4	FL080	
	FLO DVOR				
		273°	22.7	FL080	
	BUB DVOR				
		216°	15.7	FL080	
	NIVOR				
		157°	15.5	3000FT	
RNAV1: BATTY[F080+] - FLO[F080+; L] - BUB[F080+; L] - NIVOR[F080+; L] - GSY[A3000+]					
BATTY 5B	BATTY				25NM DME GSY MAX FL070. At ATC discretion only.
		271°	26.6	FL080	
	LOLGI				
		245°	30.0	FL060	
	GSY DVOR				
RNAV1: BATTY[F080+] - LOLGI[F080+; L] - GSY[F60+]					

Designator	Route	track (MAG)	Distance (NM)	MNM IFR level	Remarks
LNO 4A	LNO DVOR				NIL
		308°	28.1	FL080	
	FLO DVOR				
		273°	22.7	FL080	
	BUB DVOR				
		216°	15.7	FL080	
	NIVOR				
		157°	15.5	3000FT	
RNAV1: LNO[F080+] - FLO[F080+; L] - BUB[F080+; L] - NIVOR[F080+; L] - GSY[A3000+]					
LNO 5B	LNO DVOR				25NM DME GSY MAX FL070. At ATC discretion only.
		281°	21.8	FL080	
	LOLGI				
		245°	30.0	FL060	
	GSY DVOR				
RNAV1: LNO[F080+] - LOLGI[F080+; L] - GSY[F60+]					

2.3.3.2 Suggested Database Coding

ARVOL 4A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	ARVOL	IF	N			FL160-		
2	NIVOR	TF	N	073.4	R	FL 080+	31.6	
3	GSY	TF	N	158.2		3000+	15.5	

CIV 4A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	CIV	IF	N			FL 080+		
2	NIVOR	TF	N	067.4	R	FL 080+	18.9	
3	GSY	TF	N	158.2		3000+	15.5	

KOK 4A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	KOK	IF	N			FL 080+		
2	KERKY	TF	N	100.7	R	FL 080+	51.8	
3	NIVOR	TF	N	140.8	R	FL 080+	18.0	
4	GSY	TF	N	158.2		3000+	15.5	

NIK 4A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	NIK	IF	N			FL 080+		
2	KERKY	TF	N	206.9	L	FL 080+	16.0	
3	NIVOR	TF	N	140.8	R	FL 080+	18.0	
4	GSY	TF	N	158.2		3000+	15.5	

BATTY 4A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	BATTY	IF	N			FL 080+		
2	FLO	TF	N	296.9	L	FL 080+	30.4	
3	BUB	TF	N	274.1	L	FL 080+	22.7	
4	NIVOR	TF	N	217.0	L	FL 080+	15.7	
5	GSY	TF	N	158.2		3000+	15.5	

BATTY 5B

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	BATTY	IF	N			FL 080+		
2	LOLGI	TF	N	272.0	L	FL 080+	26.6	
3	GSY	TF	N	245.6		FL 060+	30.0	

LNO 4A

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT	DIST (NM)	Speed limit (KIAS)
1	LNO	IF	N			FL 080+		
2	FLO	TF	N	308.7	L	FL 080+	28.1	
3	BUB	TF	N	274.1	L	FL 080+	22.7	
4	NIVOR	TF	N	217.0	L	FL 080+	15.7	
5	GSY	TF	N	158.2		3000+	15.5	

LNO 5B

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

2.3.4 Visual Approaches

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

2.3.5 Missed Approach

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

3 IFR FLIGHTS (OUTBOUND)

3.1 Departure Procedures

3.1.1 Standard Instrument Departures

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

Note: ATC may deviate from these routes.

3.1.1.1 Route Description

RWY 06

Designator	Route	Remarks
SOPOK8X	Intercept R-051 GSY. At 18.5 DME GSY RT to intercept R-286 SPI INBD. When passing BULUX or climbing through FL170, whichever is later, RT direct to SOPOK. Cross SOPOK at FL240 or above. RNAV1: [A1100+] - CI105 - CI103[R] - BULUX - [F170+; R] -> SOPOK[F240+]	ATC climb requirements: see below (§ 3.1.2). BULUX-SOPOK is a RNAV segment.
RITAX7X	Intercept R-051 GSY. At 18.5 DME GSY RT to intercept R-286 SPI INBD. RT to intercept R-314 DIK INBD to RITAX. RNAV1: [A1100+] - CI105 - CI101[F100+; R] - RITAX	ATC climb requirements: see below (§ 3.1.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternate route: SOPOK 7X - SOPOK - RITAX). Intercept R-314 DIK at FL100 or above. If unable to meet this requirement, advise ATC immediately.
CIV 5X	Intercept R-051 GSY. At 7 DME GSY LT DCT to CIV. RNAV1: [A1100+] - CI105[L] - CIV	NIL
LNO7X	Intercept R-051 GSY. At 22 DME GSY RT to intercept R-282 LNO INBD to LNO. RNAV1: [A1100+] - CI105 - CI102[R] - LNO	NIL
SPI7X	Intercept R-051 GSY. At 18.5 DME GSY RT to intercept R-286 SPI INBD to SPI. RNAV1: [A1100+] - CI105 - CI103[R] - SPI	NIL

RWY 24

Designator	Route	Remarks
SOPOK4U	Intercept R-245 GSY. At 6 DME GSY LT to intercept R-256 SPI INBD to ASPIX. SOPOK next. RNAV1: [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - ASPIX[R] - SOPOK[F240+]	PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI. ASPIX-SOPOK is a RNAV segment.
SOPOK9Y	Intercept R-245 GSY. At 6 DME GSY RT HDG 335° to intercept R-208 BUB INBD. RT to intercept R-244 FLO INBD. RT to intercept R-286 SPI INBD. When passing BULUX or climbing through FL 170, whichever is later, RT direct to SOPOK. Cross SOPOK at FL240 or above. RNAV1: [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - BULUX - [F170+; R] -> SOPOK[F240+]	ATC climb requirements: see below (§ 3.1.2). BULUX-SOPOK is a RNAV segment.
RITAX4U	Intercept R-245 GSY. At 6 DME GSY LT to intercept R-256 SPI INBD. RT to intercept R-314 DIK to RITAX. RNAV1: [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - CI007[R] - RITAX	PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI.
RITAX8Y	Intercept R-245 GSY. At 6 DME GSY RT HDG 335° to intercept R-208 BUB INBD. RT to intercept R-244 FLO INBD. RT to intercept R-286 SPI INBD. RT to intercept R-314 DIK INBD to RITAX. RNAV1: [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - CI011[R] - RITAX	ATC climb requirements: see below (§ 3.1.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternate route: SOPOK 8Y - SOPOK - RITAX).
MEDIL4Y	Intercept R-245 GSY. At 8.2 DME GSY RT to intercept R-261 SPI INBD to MEDIL. RNAV1: [A1100+] - CI001[A5000+; R] - MEDIL	At ATC discretion only. PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery.
CIV 4Y	Intercept R-245 GSY. At 6 DME GSY RT to intercept R-121 CIV INBD to CIV. RNAV1: [A1100+] - CI009[R] - CIV	NIL
LNO4U	Intercept R-245 GSY. At 6 DME GSY LT to intercept R-256 SPI to ASPIX. At ASPIX, intercept R-240 LNO to LNO. RNAV1: [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - ASPIX[R] - LNO	PDG 8% (490FT/NM) until passing FL070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI.
LNO8Y	Intercept R-245 GSY. At 6 DME GSY RT HDG 335° to intercept R-208 BUB INBD. RT to intercept R-244 FLO INBD. RT to intercept R-282 LNO INBD to LNO. RNAV1: [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI005[R] - LNO	NIL
SPI4U	Intercept R-245 GSY. At 6 DME GSY LT to intercept R-256 SPI INBD to SPI. RNAV1: [A1100+] - CI001[K220-; L] - CI006[K220-; A6500+; L] - SPI	PDG 8% (490 FT/NM) until passing FL 070 due to airspace restrictions. If unable to comply, advise ATC upon delivery. Mandatory when MIL airspace is AVBL. Do not overshoot R-256 SPI.
SPI8Y	Intercept R-245 GSY. At 6 DME GSY RT HDG 335° to intercept R-208 BUB INBD. RT to intercept R-244 FLO INBD. RT to intercept R-286 SPI INBD to SPI. RNAV1: [A1100+] - CI001[R] - CI002[R] - CI003[R] - CI004[R] - SPI	NIL

3.1.1.2 *Waypoint Information***RWY 06**

ID	Latitude	Longitude	Fly-over
CI101	504020.1N	0045302.4E	N
CI102	504214.3N	0045656.3E	N
CI103	504001.9N	0045225.3E	N
CI105	503131.0N	0043506.9E	Y(*)/N
BULUX	503534.0N	0051505.0E	N
CIV	503426.3N	0034958.4E	N
LNO	503509.3N	0054237.0E	N
RITAX	500440.0N	0054825.0E	N
SOPOK	501510.0N	0054626.0E	N
SPI	503053.1N	0053725.0E	N

(*) CIV 5X only

RWY 24

ID	Latitude	Longitude	Fly-over
CI001	502344.8N	0041346.9E	N
CI002	502849.9N	0041010.4E	N
CI003	503822.6N	0041827.5E	N
CI004	504321.4N	0043537.9E	N
CI005	504443.4N	0044023.0E	N
CI006	501924.8N	0041928.8E	N
CI007	502725.8N	0051314.3E	N
CI009	502414.1N	0041528.5E	N
CI011	503942.7N	0045401.4E	N
ASPIX	502907.3N	0052459.7E	N
BULUX	503534.0N	0051505.0E	N
CIV	503426.3N	0034958.4E	N
LNO	503509.3N	0054237.0E	N
MEDIL	502032.0N	0034030.0E	N
RITAX	500440.0N	0054825.0E	N
SOPOK	501510.0N	0054626.0E	N
SPI	503053.1N	0053725.0E	N

3.1.1.3 *Suggested Database Coding*

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

3.1.1.3.1 RWY 06

SOPOK8X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				1100+		
2	CI105	503131.0N	0043506.9E	CF	N	052.1				
3	CI103	504001.9N	0045225.3E	TF	N	052.2	R		13.9	
4	BULUX	503534.0N	0051505.0E	TF	N	107.1	R		15.1	
5				CA		107.1		FL170+		
6	SOPOK	501510.0N	0054626.0E	DF	N			FL240+		

RITAX7X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				A1100+		
2	CI105	503131.0N	0043506.9E	CF	N	052.1				
3	CI101	504020.1N	0045302.4E	TF	N	052.2	R	F100+	14.4	
4	RITAX	500440.0N	0054825.0E	TF	N	134.8			50.3	

CIV 5X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				1100+		
2	CI105	503131.0N	0043506.9E	CF	Y	052.1	L			
3	CIV	503426.3N	0034958.4E	DF	N					

LNO7X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				1100+		
2	CI105	503131.0N	0043506.9E	CF	N	052.1				
3	CI102	504214.3N	0045656.3E	TF	N	052.2	R		17.6	
4	LNO	503509.3N	0054237.0E	TF	N	103.4			29.9	

SPI7X

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY06			CA				1100+		
2	CI105	503131.0N	0043506.9E	CF	N	052.1				
3	CI103	504001.9N	0045225.3E	TF	N	052.2	R		13.9	
4	SPI	503053.1N	0053725.0E	TF	N	107.4			30.1	

3.1.1.3.2 RWY 24

SOPOK9Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R			
3	CI002	502849.9N	0041010.4E	TF	N	335.6	R		5.6	
4	CI003	503822.6N	0041827.5E	TF	N	028.9	R		10.9	
5	CI004	504321.4N	0043537.9E	TF	N	065.4	R		12.0	
6	BULUX	503534.0N	0051505.0E	TF	N	107.1	R		26.3	
7				CA		107.1		FL170+		
8	SOPOK	501510.0N	0054626.0E	DF	N			FL240+		

RITAX8Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R			
3	CI002	502849.9N	0041010.4E	TF	N	335.6	R		5.6	
4	CI003	503822.6N	0041827.5E	TF	N	028.9	R		10.9	
5	CI004	504321.4N	0043537.9E	TF	N	065.4	R		12.0	
6	CI011	503942.7N	0045401.4E	TF	N	107.2	R		12.3	
7	RITAX	500440.0N	0054825.0E	TF	N	134.9			49.4	

MEDIL4Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R	5000+		
3	MEDIL	502032.0N	0034030.0E	TF	N	261.6			21.5	

CIV 4Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI009	502414.1N	0041528.5E	CF	N	245.9	R			
3	CIV	503426.3N	0034958.4E	DF	N	302.3			19.2	

LNO8Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R			
3	CI002	502849.9N	0041010.4E	TF	N	335.6	R		5.6	
4	CI003	503822.6N	0041827.5E	TF	N	028.9	R		10.9	
5	CI005	504443.4N	0044023.0E	TF	N	065.4	R		15.3	
6	LNO	503509.3N	0054237.0E	TF	N	103.2			40.7	

SPI8Y

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	R			
3	CI002	502849.9N	0041010.4E	TF	N	335.6	R		5.6	
4	CI003	503822.6N	0041827.5E	TF	N	028.9	R		10.9	
5	CI004	504321.4N	0043537.9E	TF	N	065.4	R		12.0	
6	SPI	503053.1N	0053725.0E	TF	N	107.2			41.3	

SOPOK4U

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	L			220-
3	CI006	501924.8N	0041928.8E	TF	N	139.9	L	6500+	5.7	220-
4	ASPIX	502907.3N	0052459.7E	TF	N	076.5	R		43.0	
5	SOPOK	501510.0N	0054626.0E	TF	N	135.4		FL240+	19.6	

RITAX4U

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	L			220-
3	CI006	501924.8N	0041928.8E	TF	N	139.9	L	6500+	5.7	220-
4	CI007	502725.8N	0051314.3E	TF	N	076.5	R		35.3	
5	RITAX	500440.0N	0054825.0E	TF	N	135.0			32.1	

LNO4U

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	L			220-
3	CI006	501924.8N	0041928.8E	TF	N	139.9	L	6500+	5.7	220-
4	ASPIX	502907.3N	0052459.7E	TF	N	076.5	R		43.0	
5	LNO	503509.3N	0054237.0E	TF	N	061.6			12.8	

SPI4U

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (ft)	DIST (NM)	Speed limit (KIAS)
1	RWY24			CA				1100+		
2	CI001	502344.8N	0041346.9E	CF	N	245.9	L			220-
3	CI006	501924.8N	0041928.8E	TF	N	139.9	L	6500+	5.7	220-
4	SPI	503053.1N	0053725.0E	TF	N	076.5			51.1	

3.1.2 Climb Requirements

All traffic shall initially climb to 4000FT QNH, unless instructed otherwise by ATC. a higher level will be allocated as soon as possible.

Following additional requirements apply:

- traffic proceeding via SOPOK- ETENO - ROPUV and planned above FL245 shall cross BULUX at FL 170 MNM and ETENO at FL250 MNM;
- traffic proceeding via RITAX and planned above FL245 shall cross RITAX at FL250 MNM.

Aircraft unable to meet these requirements shall advise ATC when requesting start-up clearance, allowing for appropriate coordination to be made with adjacent ATS units in due time.

4 LOW VISIBILITY PROCEDURES

4.1 Facilities and Equipment Available

4.1.1 Runways

RWY 24 is equipped with ILS and is approved for CAT II and III. Following RVR minima apply:

- CAT II: below 550M to 300M;
- CAT III: below 300M to 150M;
- TKOF: 150M.

RWY 06 is approved for low visibility take-off when RVR ≥ 150M

150M RVR has been fixed as minimum RVR value by the Belgian CAA. Pilots requesting to land with RVR below 150M will be advised that they are below minimum, but will not be refused landing clearance.

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

The ILS sensitive area must be clear of all vehicles and aircraft which might cause reflection of the signals when an arriving aircraft is 2 NM from touchdown and until it has completed its landing run.

Departing aircraft shall use the CAT II/III holding positions.

Guided take-off is not available.

4.1.2 Taxiways

An advanced surface movement guidance and control system (A-SMGCS) is operational.

All taxiways equipped with centre line lights are available.

In case the aircraft needs to be escorted by a follow-me car, the pilot shall be informed about this by ATC together with the position of the follow-me car on TWY N.

Neither vehicles nor aircraft shall pass through a stop bar.

If A-SMGCS is not operational, and RVR is less than 550 M, taxi restricted to taxiways with centre line lights on and movements on the manoeuvring area will be limited to one movement at a time.

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 OPERATIONS" and will also provide details of any unavailability of equipment relevant to LVP.

Pilots will be informed by ATC when LVP are terminated.

4.2 Criteria for the Initiation and Termination of LVP

LVP includes preparation, operations and termination phases. The preparation phase will start when visibility falls below 1500M and/or ceiling is at or below 300FT, and CAT II/IIIB operations are expected. The operations phase will start when RVR falls below 550M and/or ceiling is below 200FT.

LVP will be terminated when VIS is 800 M or more and ceiling is 200 FT or more, and a continuing improvement in these conditions is expected.

4.3 Other Information

When LVP are in operation, arriving aircraft will be vectored to intercept the ILS at least 10NM from touchdown. ATC will provide suitable spacing between arrivals to achieve sufficient protection of the ILS sensitive area (see § 4.1.1 above). Landing clearance will normally be given not later than 2NM from touchdown.

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

AVGAS refuelling is not allowed during LVP.

CAT II and CAT III approach practice during normal operations is allowed, but pilots should be aware that protection of the ILS sensitive area cannot be guaranteed and fluctuations in the ILS signal may occur. Pilots will be informed by ATC when protection of the sensitive area is not provided.

5 VFR FLIGHTS**5.1 General**

Unless instructed otherwise by Charleroi TWR, pilots shall use the VFR routes established for their benefit and they shall join the visual reporting points used for entering or leaving Charleroi CTR at the specified altitude.

Special VFR flights may be performed as specified in ENR 1.2. § 1.2

5.2 Visual Reporting Points

VFR traffic shall only use following reporting points.

Name	Associated landmark	Position
NW	railway station of Obaix-Buzet	503210N 0042148E
N	Frasnes-les-Gosselies, gas tank "Cargas"	503241N 0042718E
NE	village of Tilly	503338N 0043315E
NA	water tower, east of Gosselies	502840N 0042701E
SW	belfry of Thuin	502023N 0041712E
S	Bultia, intersection roads N5 and N574	502036N 0042824E
SE	village of Presles	502302N 0043443E
SA	CORA shopping facility at exit R3 Charleroi	502437N 0042940E
E	Spy, gas station on motorway E42	502941N 0044206E

5.3 Inbound Traffic

RWY 06

Arrivals from the north	Join Charleroi CTR via NW at 1500FT and proceed inbound NA. At NA, expect to enter left-hand pattern.
Arrivals from the south	Join Charleroi CTR via S at 2000FT and proceed inbound SA. Expect to enter right-hand pattern.

RWY 24

Arrivals from the north	Join Charleroi CTR via N at 1500FT and proceed inbound NA. At NA, expect to enter right-hand pattern.
Arrivals from the south	Join Charleroi CTR via SE at 2000FT and proceed inbound SA. Expect to enter left-hand pattern.

Pilots shall report over each reporting point.

Note: Reporting points NE, E and SW can be used at ATC discretion.

5.4 Outbound Traffic

RWY 06

Departures to the north	After take-off, left turn and proceed to N.
Departures to the south	After take-off, right turn and proceed to SE.

RWY 24

Departures to the north	After take-off, right turn and proceed to NW.
Departures to the south	After take-off, left turn and proceed to S.

Note: Reporting points NE, E and SW can be used at ATC discretion.

5.5 Visual Circuit

Visual circuit of aircraft up to 6 T shall be flown at 1 500 FT AMSL, unless otherwise instructed by ATC, or requested by the pilot. Aircraft with a weight exceeding 6 T that intend to make visual circuits below 2 500 FT AMSL shall use left turn when RWY 06 is in use and right turn when RWY 24 is in use.

6 RADIO COMMUNICATION FAILURE

If an IFR flight does not succeed in landing within the 30MIN normally allowed for approach and landing, it shall leave Charleroi CTR on a track of 248° MAG at 2500FT QNH MAX, and land at the first suitable aerodrome where the weather conditions allow a visual approach and landing.

VFR flights flying within the aerodrome traffic circuit shall make a full-stop landing. Other VFR flights shall leave the controlled airspace via the shortest way:

- when north of the runway axis: via NW;
- when south of the runway axis: via S.

For HPMA flight with alternate EBFS or EBBE:

- Directly after the initial call, the pilot shall communicate his intended alternate airfield (EBFS or EBBE) in case of radio communication failure.
- In VMC:
 - Squawk A/7600 and leave the controlled airspace via the VFR exit point as per the Visual Approach Chart [AD 2 EBCI VAC.01](#)
- In IMC:
 - After being cleared for the ILS or LOC RWY 24:
 - Squawk A/7600
 - Continue the ILS approach RWY 24:
 - If previously cleared to land, land and vacate RWY via the South to SABCA parking.
 - If not previously cleared to land or in case of missed approach, at DA, maintain runway axis and climb to 3000 FT AMSL. At 2 NM outbound (or 40 seconds if distance data is unavailable) steer direct to the IAF TACAN or TAC-ILS of the alternate airfield as coordinated during the initial call.

Prior being cleared for the ILS or LOC RWY 24:

- Squawk A/7600
- Maintain last assigned instructions for 2 NM (or 40 seconds if distance data is unavailable)
- Climb to 3000 FT AMSL and when levelled, steer direct to the IAF TACAN or TAC-ILS of the alternate airfield as coordinated during the initial call.

EBCI AD 2.23 Additional Information

1 ATIS

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

The messages contain following elements in the order as listed:

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

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

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

EBCI AD 2.24 Charts Related to EBCI

AD 2.EBCI-ADC.01	Aerodrome Chart - ICAO
AD 2.EBCI-ADC.02	Aerodrome Chart - ICAO. Appendix 1: Runway Markings and Light Aids
AD 2.EBCI-GMC.01	Aerodrome Ground Movement Chart - ICAO
AD 2.EBCI-GMC.02	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Low Visibility Procedures
AD 2.EBCI-GMC.03	Aerodrome Ground Movement Chart - ICAO. Appendix 2: Ground Movement Responsibilities
AD 2.EBCI-GMC.04	Aerodrome Ground Movement Chart - ICAO. Appendix 3: Hot Spots
AD 2.EBCI-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations)

AD 2.EBCI-PATC.01	Precision Approach Terrain Chart - ICAO: RWY 24
AD 2.EBCI-STAR.01	Standard Arrival Chart - Instrument - ICAO
AD 2.EBCI-STAR.02	Standard Arrival Chart - Instrument - ICAO (RNAV1 Overlay)
AD 2.EBCI-SID.01	Standard Departure Chart - Instrument - ICAO: RWY 06
AD 2.EBCI-SID.02	Standard Departure Chart - Instrument - ICAO: RWY 24
AD 2.EBCI-SID.03	Standard Departure Chart - Instrument - ICAO: RWY 06 (RNAV1 Overlay)
AD 2.EBCI-SID.04	Standard Departure Chart - Instrument - ICAO: RWY 24 (RNAV1 Overlay)
AD 2.EBCI-IAC.01	Instrument Approach Chart - ICAO: ILS or LOC RWY 24
AD 2.EBCI-IAC.02	Instrument Approach Chart - ICAO: VOR RWY 24
AD 2.EBCI-IAC.03	Instrument Approach Chart - ICAO: VOR RWY 06
AD 2.EBCI-IAC.04	Instrument Approach Chart - ICAO: RNP RWY 06
AD 2.EBCI-IAC.04a	Instrument Approach Chart - ICAO: RNP RWY 06. Appendix: FAS Datablock
AD 2.EBCI-IAC.05	Instrument Approach Chart - ICAO: RNP RWY 24
AD 2.EBCI-IAC.05a	Instrument Approach Chart - ICAO: RNP RWY 24. Appendix: FAS Datablock
AD 2.EBCI-VAC.01	Visual Approach Chart - ICAO

AERODROME CHART - ICAO

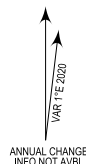
ARP: 502736N
0042710E

ELEV: 606 FT

GND 121.805 TWR 121.305 ATIS 115.700 134.630

CHARLEROI/Brussels South (EBCI)

RWY	DIRECTION	THR	BEARING STRENGTH
RWY06	64°	N50 27 24.66	PCN 64/F/A/W/T
		E004 26 32.97	
RWY24	244°	N50 27 52.83	PCN 64/F/A/W/T
		E004 28 09.95	



ELEVATIONS ARE IN FEET
AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

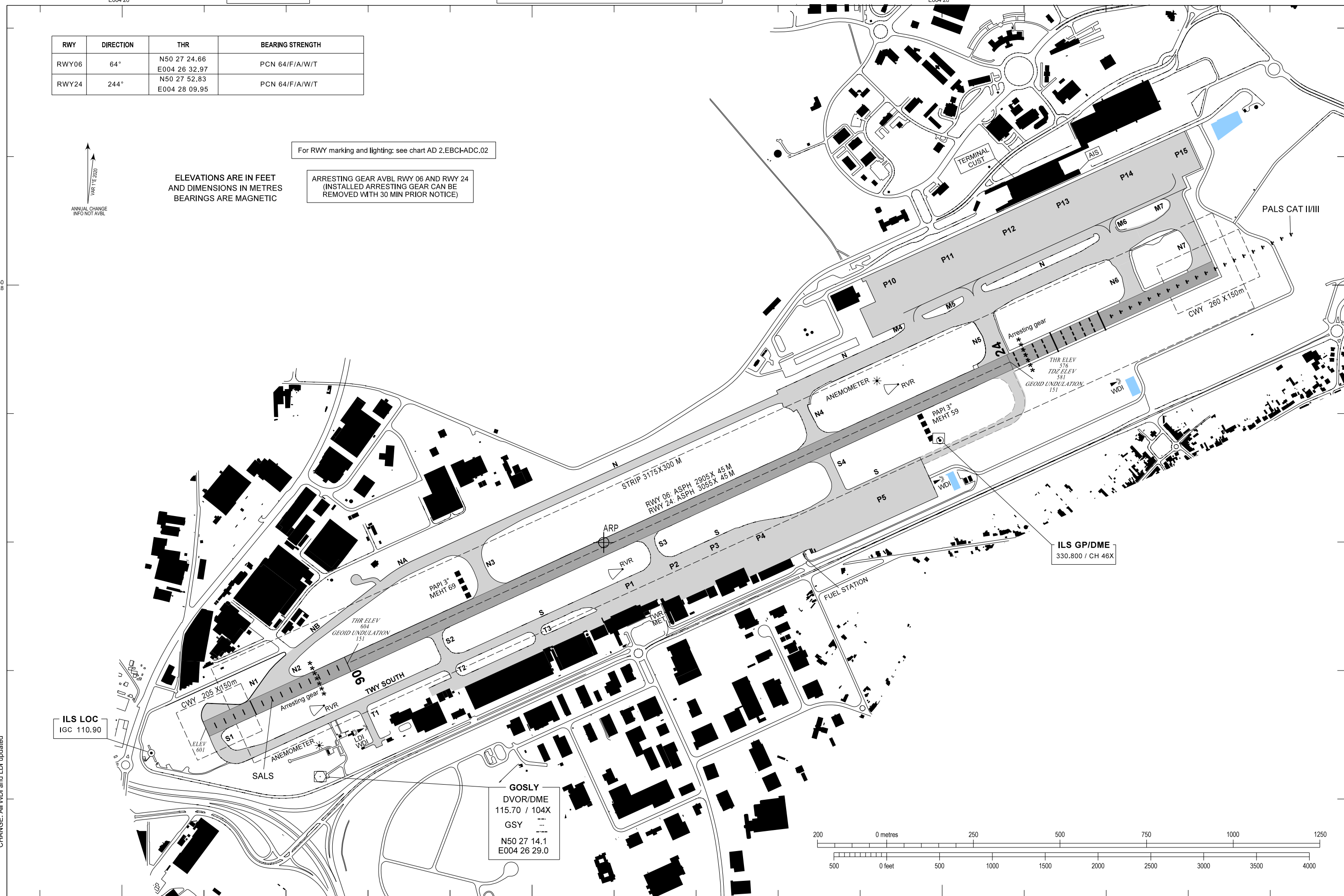
For RWY marking and lighting: see chart AD 2.EBCI-ADC.02

ARRESTING GEAR AVBL RWY 06 AND RWY 24
(INSTALLED ARRESTING GEAR CAN BE
REMOVED WITH 30 MIN PRIOR NOTICE)

N50
28

N50
28

CHANGE: All WDI and LDI updated



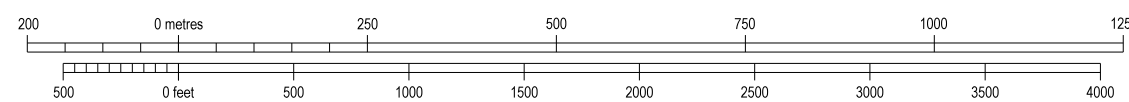
ILS LOC
IGC 110.90

CWY 205 X150m

STRIP 3175X300 M
RWY 06: ASPH 2905 X 45 M
RWY 24: ASPH 3055 X 45 M

ILS GP/DME
330.800 / CH 46X

GOSLY
DVOR/DME
115.70 / 104X
GSY
N50 27 14.1
E004 26 29.0



E004 26

E004 27

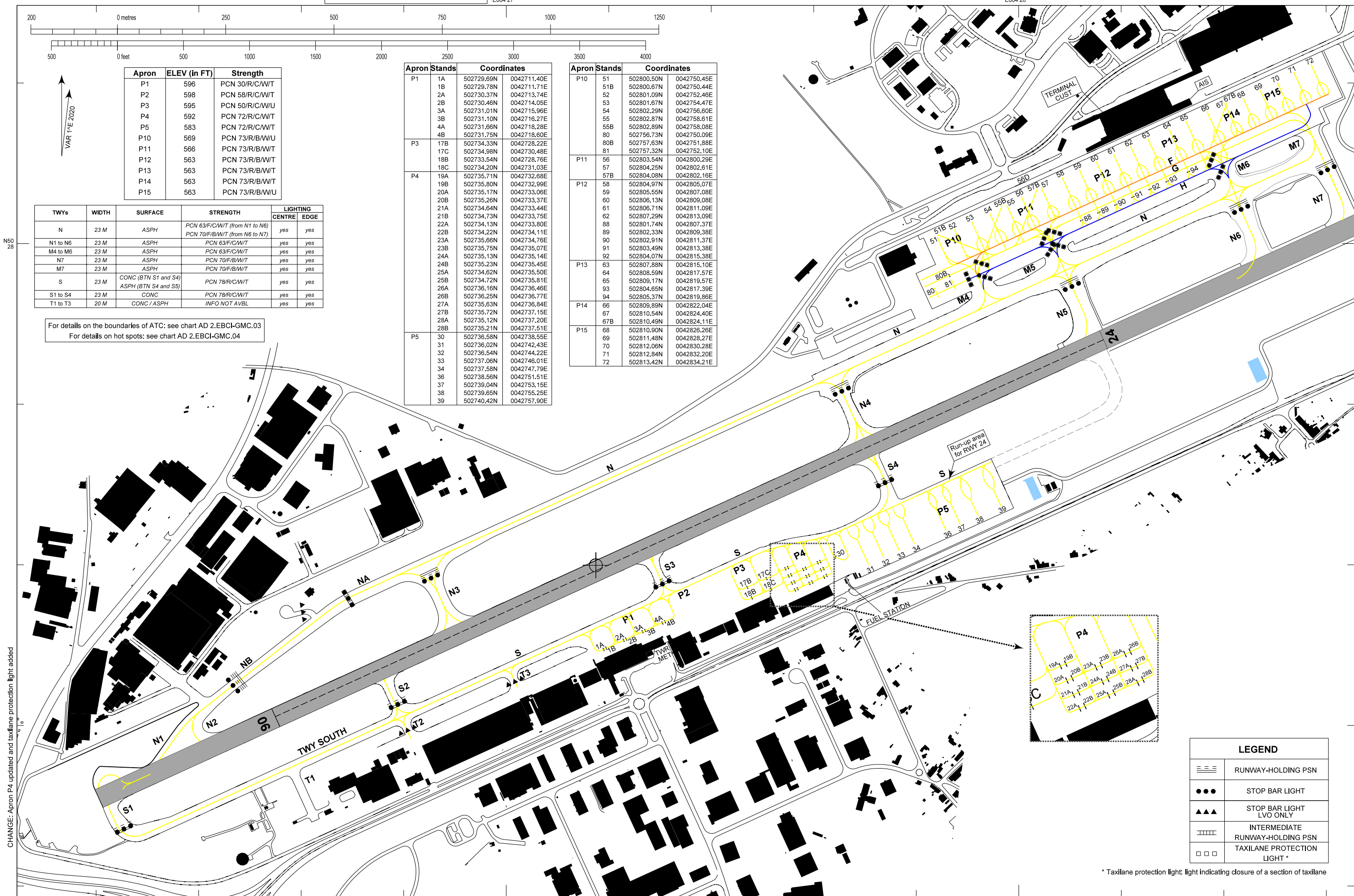
E004 28

THIS PAGE INTENTIONALLY LEFT BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

GND 121.805 ATIS 115.700 134.630

CHARLEROI/Brussels-South (EBCI)



Apron	ELEV (in FT)	Strength
P1	596	PCN 30/R/C/W/T
P2	598	PCN 58/R/C/W/T
P3	595	PCN 50/R/C/W/U
P4	592	PCN 72/R/C/W/T
P5	583	PCN 72/R/C/W/T
P10	569	PCN 73/R/B/W/U
P11	566	PCN 73/R/B/W/T
P12	563	PCN 73/R/B/W/T
P13	563	PCN 73/R/B/W/T
P14	563	PCN 73/R/B/W/T
P15	563	PCN 73/R/B/W/U

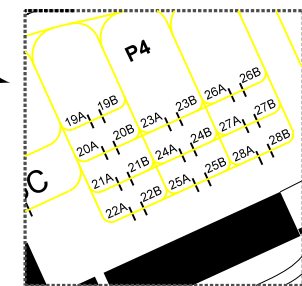
Apron	Stand	Coordinates
P1	1A	502729.69N 0042711.40E
	1B	502729.78N 0042711.71E
	2A	502730.37N 0042713.74E
	2B	502730.46N 0042714.05E
P3	17B	502734.33N 0042728.22E
	17C	502734.98N 0042730.48E
	18B	502733.54N 0042728.76E
	18C	502734.20N 0042731.03E
P4	19A	502735.71N 0042732.68E
	19B	502735.80N 0042732.99E
	20A	502735.17N 0042733.06E
	20B	502735.26N 0042733.37E
	21A	502734.64N 0042733.44E
	21B	502734.73N 0042733.75E
	22A	502734.13N 0042733.80E
	22B	502734.22N 0042734.11E
	23A	502735.66N 0042734.76E
	23B	502735.75N 0042735.07E
	24A	502735.13N 0042735.14E
	24B	502735.23N 0042735.45E
	25A	502734.62N 0042735.50E
	25B	502734.72N 0042735.81E
	26A	502736.16N 0042736.46E
	26B	502736.25N 0042736.77E
P5	30	502736.58N 0042738.55E
	31	502736.02N 0042742.43E
	32	502736.54N 0042744.22E
	33	502737.06N 0042746.01E
	34	502737.58N 0042747.79E
	36	502738.56N 0042751.51E
	37	502739.04N 0042753.15E
	38	502739.65N 0042755.25E
39	502740.42N 0042757.90E	

Apron	Stand	Coordinates	
P10	51	502800.50N 0042750.45E	
	51B	502800.67N 0042750.44E	
	52	502801.09N 0042752.46E	
	53	502801.67N 0042754.47E	
	54	502802.29N 0042756.60E	
	55	502802.87N 0042758.61E	
	55B	502802.89N 0042758.08E	
	80	502756.73N 0042750.09E	
	80B	502757.63N 0042751.88E	
	81	502757.32N 0042752.10E	
	P11	56	502803.54N 0042800.29E
		57	502804.25N 0042802.61E
57B		502804.08N 0042802.16E	
58		502804.97N 0042805.07E	
P12	59	502805.55N 0042807.08E	
	60	502806.13N 0042809.08E	
	61	502806.71N 0042811.09E	
	62	502807.29N 0042813.09E	
	62B	502801.74N 0042807.37E	
	89	502802.33N 0042809.38E	
	90	502802.91N 0042811.37E	
	91	502803.49N 0042813.38E	
	92	502804.07N 0042815.38E	
	P13	63	502807.88N 0042815.10E
64		502808.59N 0042817.57E	
65		502809.17N 0042819.57E	
93		502804.65N 0042817.39E	
94		502805.37N 0042819.86E	
P14		66	502809.89N 0042822.04E
	67	502810.54N 0042824.40E	
	67B	502810.49N 0042824.11E	
	68	502810.90N 0042826.26E	
P15	69	502811.48N 0042828.27E	
	70	502812.06N 0042830.28E	
	71	502812.84N 0042832.20E	
	72	502813.42N 0042834.21E	

TWYs	WIDTH	SURFACE	STRENGTH	LIGHTING	
				CENTRE	EDGE
N	23 M	ASPH	PCN 63/F/C/W/T (from N1 to N6) PCN 70/F/B/W/T (from N6 to N7)	yes	yes
N1 to N6	23 M	ASPH	PCN 63/F/C/W/T	yes	yes
M4 to M6	23 M	ASPH	PCN 63/F/C/W/T	yes	yes
N7	23 M	ASPH	PCN 70/F/B/W/T	yes	yes
M7	23 M	ASPH	PCN 70/F/B/W/T	yes	yes
S	23 M	CONC (BTN S1 and S4) ASPH (BTN S4 and S5)	PCN 78/R/C/W/T	yes	yes
S1 to S4	23 M	CONC	PCN 78/R/C/W/T	yes	yes
T1 to T3	20 M	CONC / ASPH	INFO NOT AVBL	yes	yes

For details on the boundaries of ATC: see chart AD 2.EBCI-GMC.03
 For details on hot spots: see chart AD 2.EBCI-GMC.04

CHANGE: Apron P4 updated and taxilane protection light added



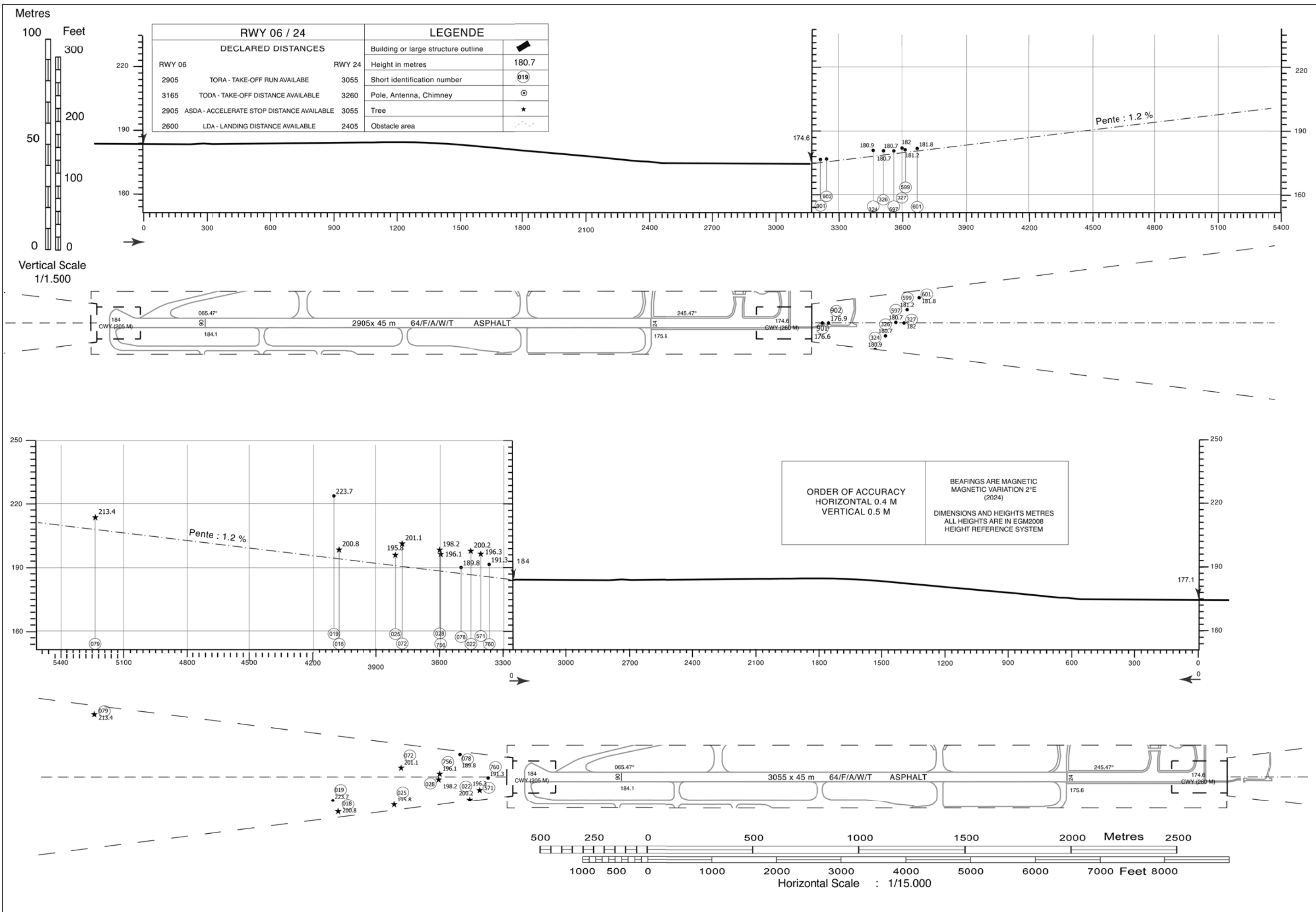
LEGEND	
	RUNWAY-HOLDING PSN
	STOP BAR LIGHT
	STOP BAR LIGHT LVO ONLY
	INTERMEDIATE RUNWAY-HOLDING PSN
	TAXILANE PROTECTION LIGHT *

* Taxilane protection light: light indicating closure of a section of taxilane

THIS PAGE INTENTIONALLY LEFT BLANK

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

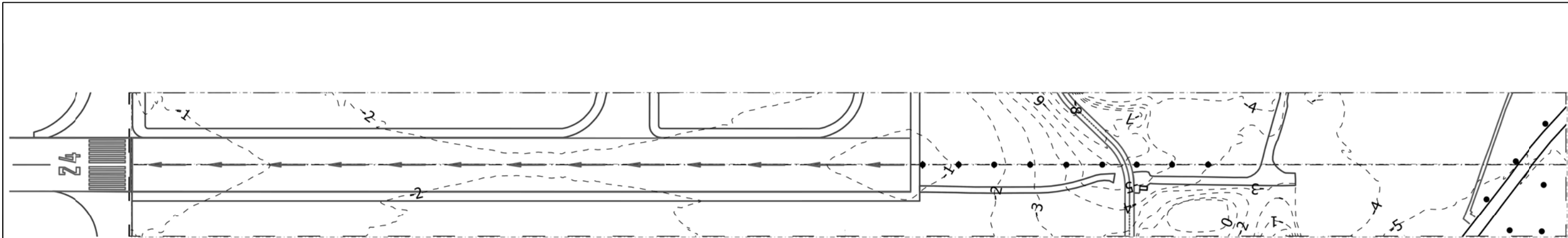
CHARLEROI/Brussels South (EBCI)



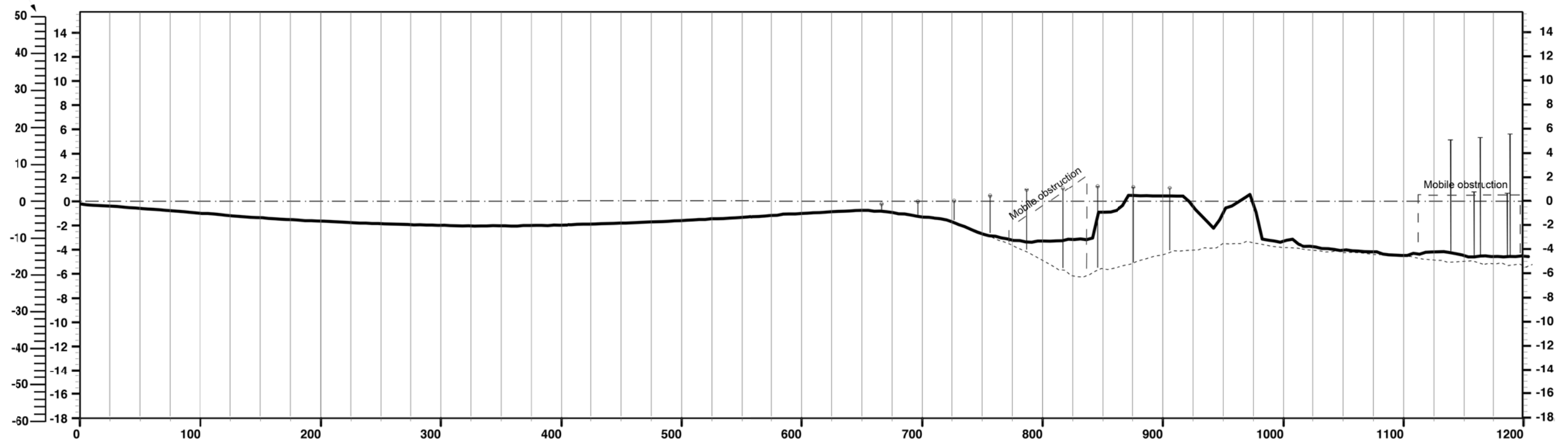
THIS PAGE INTENTIONALLY LEFT BLANK

PRECISION APPROACH TERRAIN CHART - ICAO

CHARLEROI/Brussels South (EBCI)
RWY 24



Vertical Scale
in feet



LEGEND	
Building or large structure	
Fence	
Railroad	
Contour	
Centre line profile	
Approach lights pole, antenna	
Tree or shrub	

HORIZONTAL SCALE 1:3500
VERTICAL SCALE 1:350
CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR
DIMENSIONS AND HEIGHTS IN METERS

CHANGE: New chart

THIS PAGE INTENTIONALLY LEFT BLANK

ELLX AD 2.18 ATS Communication Facilities

Service designation	Call sign	Channel/ Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Luxembourg Radar	120.885	H24	Primary 8.33 KHZ CH DOC: 80NM - FL200
		362.300 MHz	H24	NIL
		121.500MHz	H24	Emergency
		120.165	H24	Spare 8.33 KHZ CH DOC: 25NM - FL 100
		119.950MHz	H24	Spare DOC: 25NM - FL 100
	Luxembourg Arrival	118.905	HX	Control service on final approach with radar. 8.33 KHZ CH On ATC instructions only. Only state CS on initial contact. DOC: 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 - FL 100
		119.950MHz	H24	Spare DOC: 25NM - FL 100
	Luxembourg Delivery	121.855	H24	Clearance delivery. 8.33 KHZ CH DOC: 5NM - GND See ELLX AD 2.22, § 3.1
ATIS	Luxembourg ATIS	134.755	H24	8.33 KHZ CH DOC: 40NM - FL 150 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/2024)	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/2024)	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.

Visual Approach Chart - ICAO

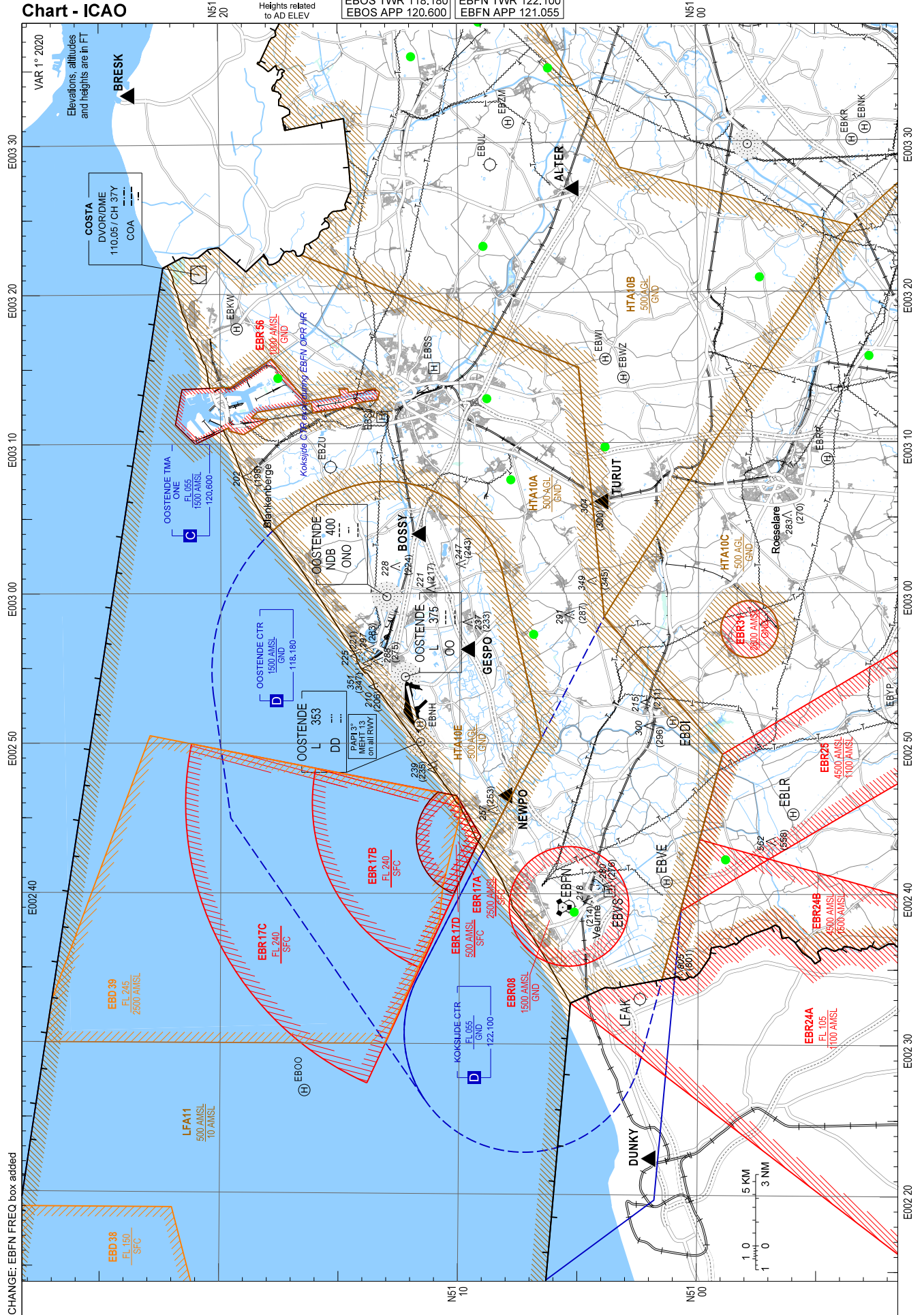
AD ELEV 7

Heights related to AD ELEV

EBOS TWR 118.180
EBOS APP 120.600

EBFN TWR 122.100
EBFN APP 121.055

OOSTENDE-Brugge/Oostende (EBOS)

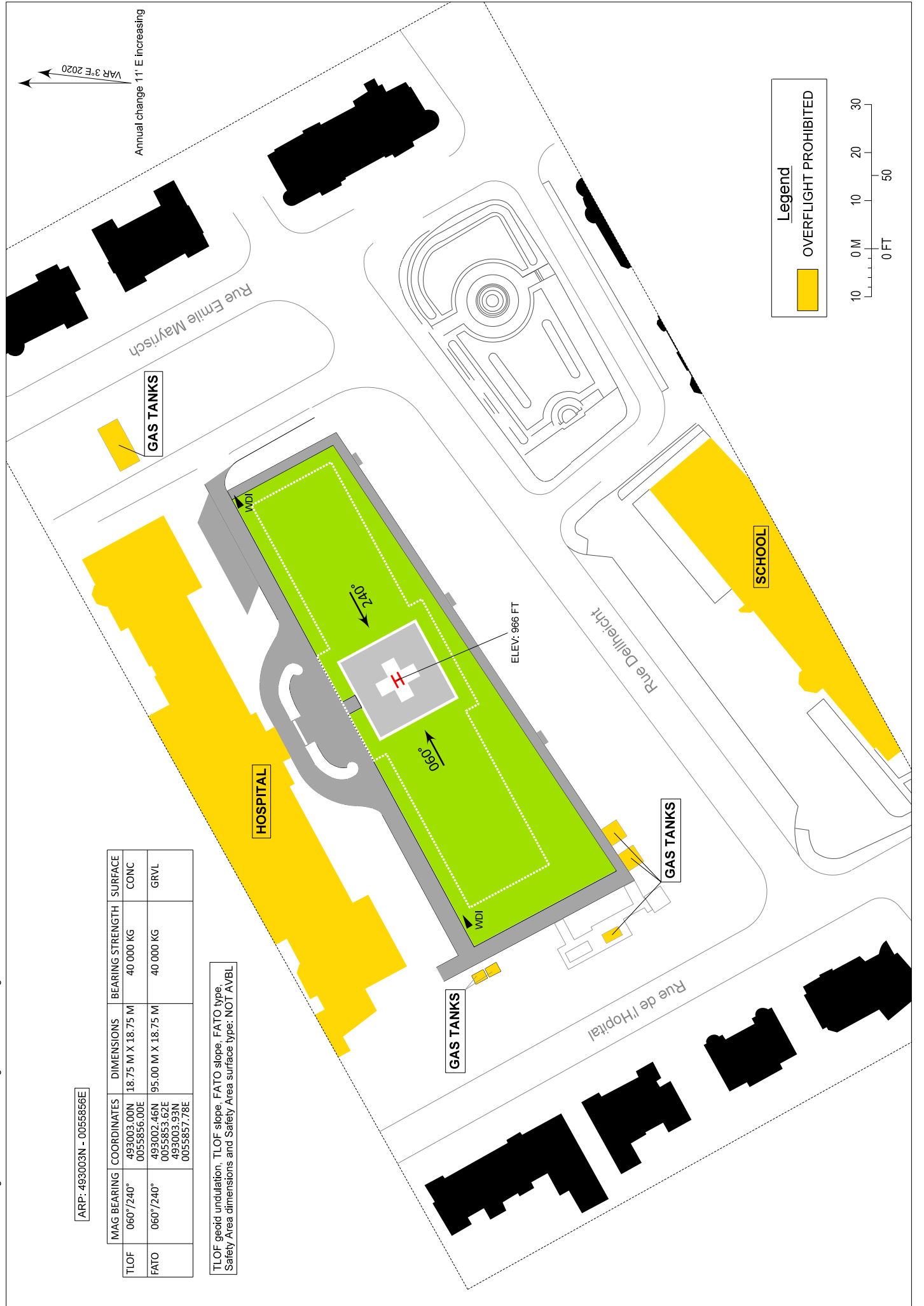


CHANGE: EBFN FREQ box added

● radio controlled model ACFT

THIS PAGE INTENTIONALLY LEFT BLANK

Heliport Chart - ICAO HELIPORT ELEV 966 FT Surface-level **ESCH-SUR-ALZETTE/Centre Hospitalier Emile Mayrisch (ELEA)**



ARP: 493003N - 0055856E

TLOF	MAG BEARING	COORDINATES	DIMENSIONS	BEARING STRENGTH	SURFACE
	060°/240°	493003.00N 0055856.00E	18.75 M X 18.75 M	40 000 KG	CONC
FATO	060°/240°	493002.46N 0055853.62E 493003.93N 0055857.78E	95.00 M X 18.75 M	40 000 KG	GRVL

TLOF geoid undulation, TLOF slope, FATO slope, FATO type, Safety Area dimensions and Safety Area surface type: NOT AVBL

Change: Addition of annual magnetic variation change

THIS PAGE INTENTIONALLY LEFT BLANK

Heliport Chart - ICAO HELIPORT ELEV 1 079 FT Elevated **LUXEMBOURG/Centre Hospitalier de Luxembourg (CHL) (ELLC)**

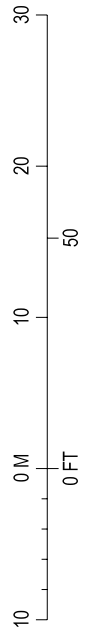
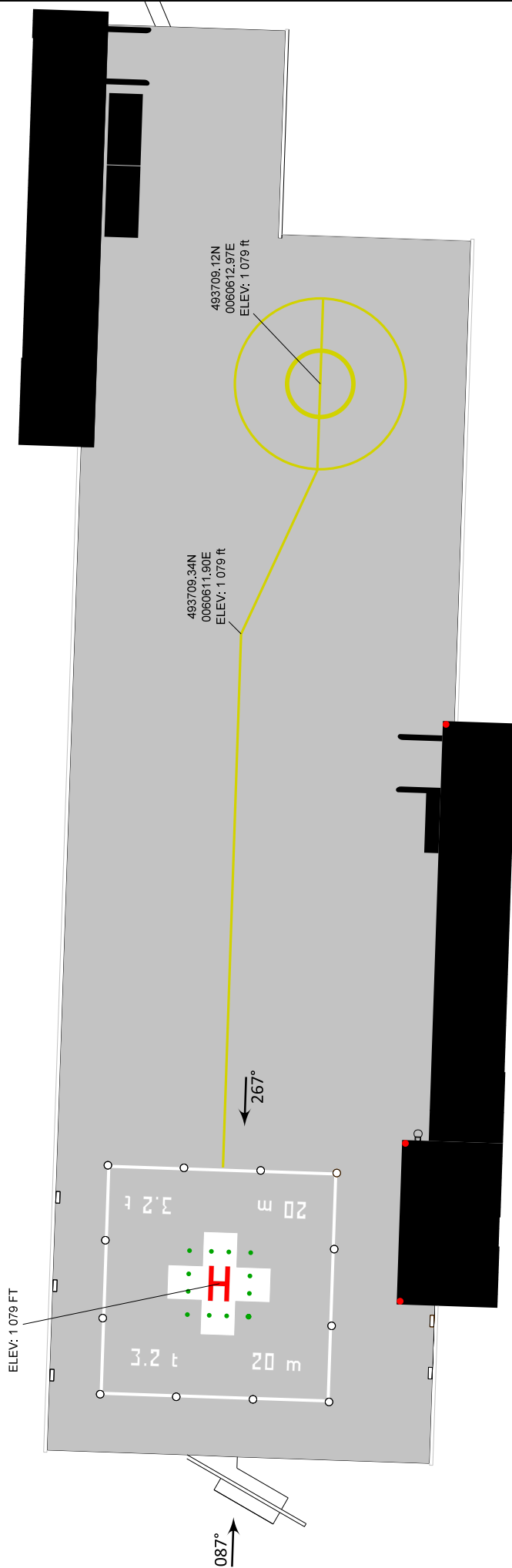
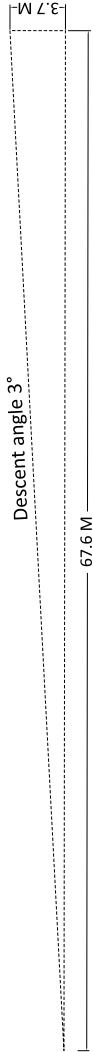
Change: Addition of annual magnetic variation change

ARP: 493709N - 0060609E

MAG BEARING	COORDINATES	DIMENSIONS	BEARING STRENGTH	SURFACE
087°/267°	493709.40N 0060609.12E	20 M X 20 M	3 175 KG	CONC

TLOF geoid undulation, TLOF slope, FATO slope, FATO type, FATO length, FATO width, FATO surface type, Safety Area dimensions and Safety Area surface type: NOT AVBL

VAR 3°E 2020
Annual change 11" E increasing



Legend

- Yellow marking
- White lights
- Green lights
- Flood lighting
- Red lights (FLG)

THIS PAGE INTENTIONALLY LEFT BLANK

EBHH - HULSHOUT

Note: The following sections in this chapter are intentionally left blank: AD-3.3, AD-3.4, AD-3.5, AD-3.6, AD-3.7, AD-3.8, AD-3.9, AD-3.10, AD-3.11, AD-3.12, AD-3.13, AD-3.14, AD-3.15, AD-3.16, AD-3.17, AD-3.18, AD-3.19, AD-3.20, AD-3.21, AD-3.22, AD-3.23, AD-3.24

EBHH AD 3.1 Heliport Location Indicator and Name

EBHH - HULSHOUT

EBHH AD 3.2 Heliport Data

1	Coordinates	510313N 0044745E
2	Elevation (FT)	39
3	Geoid undulation (FT)	INFO not AVBL
4	Dimensions (M)	21 in diameter
5	Slope	INFO not AVBL
6	Surface	INFO not AVBL
7	Strength	INFO not AVBL
8	Arrival routes (MAG)	035° and 235°
9	Operator	Nick Claes Westmeerbeeksteenweg 46 2221 Hulshout BELGIUM
10	TEL	NIL
11	FAX	NIL
12	Email	nick.claes@n-c-m.be
13	Operational hours	HJ + civil twilight
14	Basic Information (languages used)	NIL
15	Remarks	The heliport may only be used by the mentioned operator.

THIS PAGE INTENTIONALLY LEFT BLANK