# 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 001/2025

Publication date: 09 JAN 2025
Insertion Date: 23 JAN 2025

## 1. Amendment content:

| Section | Subject | Change |
|---|---|---|
| GEN 4.2 | Air Navigation Services Charges. Belgium | Updated |
| ENR 2.1 | Call sign Luxembourg APP | Updated |
| ENR 2.2 | Call sign Luxembourg APP | Updated |
| ENR 4.4 | Significant Point OXCAM | Removed |
| ENR 5.5 | Radio Controlled Model Aircraft. Belgium | Updated |
| ENR 6 | Index Chart. Aerial Sporting and Recreational Activities | Updated |
| EBAW AD 2.24 | Visual Approach Chart - ICAO | Updated |
| EBBR AD 2.8 | Apron Strength | Updated |
| EBBR AD 2.14 | RWY centre line lights and RWY edge lights RWY 07R/25L | Updated |
| EBBR AD 2.22 | SID CIV 1W | Updated |
| 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 | 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 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (e) | New |
| EBBR AD 2.24 | Aircraft Parking Docking Chart - ICAO | Updated |
| EBBR AD 2.24 | Aircraft Parking Docking Chart - ICAO: General Aviation | Updated |
| EBBR AD 2.24 | Standard Departure Chart - Instrument (SID) - ICAO: RWY 01 (X Departures) | Updated |
| EBBR AD 2.24 | Standard Departure Chart - Instrument (SID) - ICAO: RWY 07L (R Departure) | Updated |
| EBBR AD 2.24 | Standard Departure Chart - Instrument (SID) - ICAO: RWY 07R (U Departure) | Updated |
| EBBR AD 2.24 | Standard Departure Chart - Instrument (SID) - ICAO: RWY 25L (P Departures) | Updated |
| EBBR AD 2.24 | Standard Departure Chart - Instrument (SID) - ICAO: RWY 25L (Q Departure) | Updated |

| Section | Subject | Change |
|---|---|---|
| EBCI AD 2.24 | Standard Arrival Charts - Instrument - ICAO | Updated |
| EBCI AD 2.24 | Standard Departure Charts - Instrument - ICAO | Updated |
| EBCI AD 2.24 | Instrument Approach Chart - ICAO: ILS or LOC RWY 24 | Updated |
| EBCI AD 2.24 | Instrument Approach Chart - ICAO: VOR RWY 24 | Updated |
| EBCI AD 2.24 | Instrument Approach Chart - ICAO: VOR RWY 06 | Updated |
| EBLG AD 2.21 | Noise Restrictions | Updated |
| EBLG AD 2.24 | Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways (a) | Updated |
| ELLX AD 2.20 | Apron Regulations | Updated |
| ELLX AD 2.22 | STAR Way point OXCAM | Removed |
| ELLX AD 2.24 | Aerodrome Ground Movement Chart - ICAO. Appendix 2: Hot Spots | Updated |
| ELLX AD 2.24 | Aircraft Parking Docking Chart - ICAO: Apron P1, P2, P7 & P10 | Updated |
| ELLX AD 2.24 | Standard Arrival Chart - Instrument (STAR) - ICAO: Conventional | Updated |
| ELLX AD 2.24 | Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV | Updated |
| ELLX AD 2.24 | Instrument Approach Chart - ICAO: ILS or LOC z RWY 06 | Updated |
| ELLX AD 2.24 | Instrument Approach Chart - ICAO: ILS or LOC y RWY 06 | Updated |
| ELLX AD 2.24 | Instrument Approach Chart - ICAO: ILS CAT II & III or LOC z RWY 24 | Updated |
| ELLX AD 2.24 | Instrument Approach Chart - ICAO: ILS CAT II & III or LOC y RWY 24 | Updated |
| ELLX AD 2.24 | Instrument Approach Chart - ICAO: VOR RWY 06 | Updated |
| ELLX AD 2.24 | Instrument Approach Chart - ICAO: VOR RWY 24 | Updated |
| ELLX AD 2.24 | Instrument Approach Chart - ICAO: RNP RWY 06 | Updated |
| ELLX AD 2.24 | Instrument Approach Chart - ICAO: RNP RWY 24 | Updated |
| ELLX AD 2.24 | Visual Approach Chart - ICAO | Updated |
| EBOS AD 2.6 | Rescue Equipment | Updated |
| EBOS AD 2.9 | Surface Movement Guidance and Control System and Markings | Updated |
| EBOS AD 2.12 | THR Coordinates RWY 26 and slope of RWY/SWY | Updated |
| EBOS AD 2.22 | RNP RWY 26. Way point RW26 | Updated |
| EBOS AD 2.24 | Aerodrome Chart - ICAO | Updated |
| EBOS AD 2.24 | Instrument Approach Chart - ICAO: RNP RWY 26. Appendix: FAS Datablock | Updated |
| EBOS AD 2.24 | Instrument Approach Chart - ICAO: RNP RWY 08. Appendix: FAS Datablock | Updated |
| EBOS AD 2.24 | Visual Approach Chart - ICAO | Updated |
| EBFS AD 2.14 | PAPI RWY 26R | Corrected |

**2. Hand corrections to the following pages:**

NIL

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

**NOTAM:** A4697/24, A4700/24, A4701/24, A4702/24, A4703/24, A4704/24, A4705/24, A4706/24, A4707/24, A4745/24, A4756/24, A4826/24, A4827/24, A4840/24, C0802/24, E0132/24, M0036/24, A0006/25

**SUP:** NIL

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

| Insert the following pages | | Remove the following pages | |
|---|---|---|---|
| GEN 0.2 - 1/2 | 23-JAN-2025 | GEN 0.2 - 1/2 | 23-JAN-2025 |
| GEN 0.3 - 1/2 | 23-JAN-2025 | GEN 0.3 - 1/2 | 26-DEC-2024 |
| GEN 0.4 - 1/2 | 23-JAN-2025 | GEN 0.4 - 1/2 | 23-JAN-2025 |
| GEN 0.4 - 3/4 | 23-JAN-2025 | GEN 0.4 - 3/4 | 23-JAN-2025 |
| GEN 0.4 - 5/6 | 23-JAN-2025 | GEN 0.4 - 5/6 | 23-JAN-2025 |
| GEN 0.4 - 7/8 | 23-JAN-2025 | GEN 0.4 - 7/8 | 23-JAN-2025 |
| GEN 0.4 - 9/10 | 23-JAN-2025 | GEN 0.4 - 9/10 | 23-JAN-2025 |
| GEN 0.6 - 1/2 | 23-JAN-2025 | GEN 0.6 - 1/2 | 23-JAN-2025 |
| GEN 0.6 - 3/4 | 23-JAN-2025 | GEN 0.6 - 3/4 | 23-JAN-2025 |
| GEN 4.2 - 1/2 | 23-JAN-2025 | GEN 4.2 - 1/2 | 25-JAN-2024 |
| ENR 0.6 - 1/2 | 23-JAN-2025 | ENR 0.6 - 1/2 | 23-JAN-2025 |
| ENR 0.6 - 3/4 | 23-JAN-2025 | ENR 0.6 - 3/4 | 23-JAN-2025 |
| ENR 2.1 - 1/2 | 23-JAN-2025 | ENR 2.1 - 1/2 | 28-DEC-2023 |
| ENR 2.1 - 5/6 | 23-JAN-2025 | ENR 2.1 - 5/6 | 21-APR-2022 |
| ENR 2.1 - 15/16 | 23-JAN-2025 | ENR 2.1 - 15/16 | 21-APR-2022 |
| ENR 2.2 - 3/4 | 23-JAN-2025 | ENR 2.2 - 3/4 | 28-NOV-2024 |
| ENR 2.2 - 5/6 | 23-JAN-2025 | ENR 2.2 - 5/6 | 28-NOV-2024 |
| ENR 4.4 - 7/8 | 23-JAN-2025 | ENR 4.4 - 7/8 | 28-NOV-2024 |
| ENR 4.4 - 9/10 | 23-JAN-2025 | ENR 4.4 - 9/10 | 28-NOV-2024 |
| ENR 4.4 - 11/12 | 23-JAN-2025 | ENR 4.4 - 11/12 | 28-NOV-2024 |
| ENR 5.5 - 15/16 | 23-JAN-2025 | ENR 5.5 - 15/16 | 08-AUG-2024 |
| ENR 5.5 - 17/18 | 23-JAN-2025 | ENR 5.5 - 17/18 | 08-AUG-2024 |
| ENR 6-INDEX.04a - 1/2 | 23-JAN-2025 | ENR 6-INDEX.04a - 1/2 | 08-AUG-2024 |
| AD 0.6 - 1/2 | 23-JAN-2025 | AD 0.6 - 1/2 | 23-JAN-2025 |
| AD 2.EBAW-VAC.01 - 1/2 | 23-JAN-2025 | AD 2.EBAW-VAC.01 - 1/2 | 13-JUN-2024 |
| AD 2.EBBR - 3/4 | 23-JAN-2025 | AD 2.EBBR - 3/4 | 28-NOV-2024 |
| AD 2.EBBR - 11/12 | 23-JAN-2025 | AD 2.EBBR - 11/12 | 28-NOV-2024 |
| AD 2.EBBR - 49/50 | 23-JAN-2025 | AD 2.EBBR - 49/50 | 23-JAN-2025 |
| AD 2.EBBR - 63/64 | 23-JAN-2025 | AD 2.EBBR - 63/64 | 23-JAN-2025 |
| AD 2.EBBR - 77/78 | 23-JAN-2025 | AD 2.EBBR - 77/78 | 23-JAN-2025 |
| AD 2.EBBR-ADC.01 - 1/2 | 23-JAN-2025 | AD 2.EBBR-ADC.01 - 1/2 | 28-NOV-2024 |
| AD 2.EBBR-ADC.02 - 1/2 | 23-JAN-2025 | AD 2.EBBR-ADC.02 - 1/2 | 26-DEC-2024 |
| AD 2.EBBR-GMC.01 - 1/2 | 23-JAN-2025 | AD 2.EBBR-GMC.01 - 1/2 | 26-DEC-2024 |
| AD 2.EBBR-GMC.02b - 1/2 | 23-JAN-2025 | AD 2.EBBR-GMC.02b - 1/2 | 28-NOV-2024 |
| AD 2.EBBR-GMC.02c - 1/2 | 23-JAN-2025 | AD 2.EBBR-GMC.02c - 1/2 | 28-NOV-2024 |
| AD 2.EBBR-GMC.02d - 1/2 | 23-JAN-2025 | AD 2.EBBR-GMC.02d - 1/2 | 28-NOV-2024 |
| AD 2.EBBR-GMC.02e - 1/2 | 23-JAN-2025 | | |
| AD 2.EBBR-APDC.01 - 1/2 | 23-JAN-2025 | AD 2.EBBR-APDC.01 - 1/2 | 26-DEC-2024 |
| AD 2.EBBR-APDC.03 - 1/2 | 23-JAN-2025 | AD 2.EBBR-APDC.03 - 1/2 | 26-DEC-2024 |
| AD 2.EBBR-SID.01 - 1/2 | 23-JAN-2025 | AD 2.EBBR-SID.01 - 1/2 | 23-JAN-2025 |
| AD 2.EBBR-SID.02a - 1/2 | 23-JAN-2025 | AD 2.EBBR-SID.02a - 1/2 | 23-JAN-2025 |
| AD 2.EBBR-SID.03a - 1/2 | 23-JAN-2025 | AD 2.EBBR-SID.03a - 1/2 | 23-JAN-2025 |
| AD 2.EBBR-SID.06 - 1/2 | 23-JAN-2025 | AD 2.EBBR-SID.06 - 1/2 | 23-JAN-2025 |
| AD 2.EBBR-SID.06a - 1/2 | 23-JAN-2025 | AD 2.EBBR-SID.06a - 1/2 | 23-JAN-2025 |
| AD 2.EBCI-STAR.01 - 1/2 | 23-JAN-2025 | AD 2.EBCI-STAR.01 - 1/2 | 22-FEB-2024 |
| AD 2.EBCI-STAR.02 - 1/2 | 23-JAN-2025 | AD 2.EBCI-STAR.02 - 1/2 | 22-FEB-2024 |
| AD 2.EBCI-SID.01 - 1/2 | 23-JAN-2025 | AD 2.EBCI-SID.01 - 1/2 | 11-JUL-2024 |
| AD 2.EBCI-SID.02 - 1/2 | 23-JAN-2025 | AD 2.EBCI-SID.02 - 1/2 | 11-JUL-2024 |
| AD 2.EBCI-SID.03 - 1/2 | 23-JAN-2025 | AD 2.EBCI-SID.03 - 1/2 | 11-JUL-2024 |
| AD 2.EBCI-SID.04 - 1/2 | 23-JAN-2025 | AD 2.EBCI-SID.04 - 1/2 | 11-JUL-2024 |
| AD 2.EBCI-IAC.01 - 1/2 | 23-JAN-2025 | AD 2.EBCI-IAC.01 - 1/2 | 13-JUN-2024 |
| AD 2.EBCI-IAC.02 - 1/2 | 23-JAN-2025 | AD 2.EBCI-IAC.02 - 1/2 | 21-MAR-2024 |
| AD 2.EBCI-IAC.03 - 1/2 | 23-JAN-2025 | AD 2.EBCI-IAC.03 - 1/2 | 21-MAR-2024 |
| AD 2.EBLG - 15/16 | 23-JAN-2025 | AD 2.EBLG - 15/16 | 16-MAY-2024 |
| AD 2.EBLG-GMC.02a - 1/2 | 23-JAN-2025 | AD 2.EBLG-GMC.02a - 1/2 | 21-MAR-2024 |
| AD 2.ELLX - 9/10 | 23-JAN-2025 | AD 2.ELLX - 9/10 | 28-NOV-2024 |
| AD 2.ELLX - 17/18 | 23-JAN-2025 | AD 2.ELLX - 17/18 | 28-NOV-2024 |
| AD 2.ELLX-GMC.03 - 1/2 | 23-JAN-2025 | AD 2.ELLX-GMC.03 - 1/2 | 28-NOV-2024 |
| AD 2.ELLX-APDC.01 - 1/2 | 23-JAN-2025 | AD 2.ELLX-APDC.01 - 1/2 | 28-NOV-2024 |
| AD 2.ELLX-STAR.01 - 1/2 | 23-JAN-2025 | AD 2.ELLX-STAR.01 - 1/2 | 28-NOV-2024 |
| AD 2.ELLX-STAR.02 - 1/2 | 23-JAN-2025 | AD 2.ELLX-STAR.02 - 1/2 | 28-NOV-2024 |
| AD 2.ELLX-IAC.01a - 1/2 | 23-JAN-2025 | AD 2.ELLX-IAC.01a - 1/2 | 28-NOV-2024 |
| AD 2.ELLX-IAC.01b - 1/2 | 23-JAN-2025 | AD 2.ELLX-IAC.01b - 1/2 | 28-NOV-2024 |
| AD 2.ELLX-IAC.02a - 1/2 | 23-JAN-2025 | AD 2.ELLX-IAC.02a - 1/2 | 28-NOV-2024 |
| AD 2.ELLX-IAC.02b - 1/2 | 23-JAN-2025 | AD 2.ELLX-IAC.02b - 1/2 | 28-NOV-2024 |
| AD 2.ELLX-IAC.03 - 1/2 | 23-JAN-2025 | AD 2.ELLX-IAC.03 - 1/2 | 28-NOV-2024 |
| AD 2.ELLX-IAC.04 - 1/2 | 23-JAN-2025 | AD 2.ELLX-IAC.04 - 1/2 | 28-NOV-2024 |
| AD 2.ELLX-IAC.05 - 1/2 | 23-JAN-2025 | AD 2.ELLX-IAC.05 - 1/2 | 28-NOV-2024 |
| AD 2.ELLX-IAC.06 - 1/2 | 23-JAN-2025 | AD 2.ELLX-IAC.06 - 1/2 | 28-NOV-2024 |
| AD 2.ELLX-VAC.01 - 1/2 | 23-JAN-2025 | AD 2.ELLX-VAC.01 - 1/2 | 28-NOV-2024 |
| AD 2.EBOS - 3/4 | 23-JAN-2025 | AD 2.EBOS - 3/4 | 26-DEC-2024 |
| AD 2.EBOS - 5/6 | 23-JAN-2025 | AD 2.EBOS - 5/6 | 26-DEC-2024 |
| AD 2.EBOS - 7/8 | 23-JAN-2025 | AD 2.EBOS - 7/8 | 18-APR-2024 |
| AD 2.EBOS - 9/10 | 23-JAN-2025 | AD 2.EBOS - 9/10 | 03-OCT-2024 |
| AD 2.EBOS - 11/12 | 23-JAN-2025 | AD 2.EBOS - 11/12 | 26-DEC-2024 |
| AD 2.EBOS - 13/14 | 23-JAN-2025 | AD 2.EBOS - 13/14 | 26-DEC-2024 |
| AD 2.EBOS - 17/18 | 23-JAN-2025 | AD 2.EBOS - 17/18 | 18-APR-2024 |
| AD 2.EBOS-ADC.01 - 1/2 | 23-JAN-2025 | AD 2.EBOS-ADC.01 - 1/2 | 26-DEC-2024 |
| AD 2.EBOS-IAC.05a - 1/2 | 23-JAN-2025 | AD 2.EBOS-IAC.05a - 1/2 | 23-APR-2020 |
| AD 2.EBOS-IAC.06a - 1/2 | 23-JAN-2025 | AD 2.EBOS-IAC.06a - 1/2 | 23-APR-2020 |
| AD 2.EBOS-VAC.01 - 1/2 | 23-JAN-2025 | AD 2.EBOS-VAC.01 - 1/2 | 26-DEC-2024 |
| AD 2.MIL-EBFS - 7/8 | 23-JAN-2025 | AD 2.MIL-EBFS - 7/8 | 07-SEP-2023 |

| Insert the following pages | Remove the following pages |
| --- | --- |

THIS PAGE INTENTIONALLY LEFT BLANK

# 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-2922 | 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 | |
| 013/2024 | 12-Dec-2024 | 26-Dec-2024 | |
| 001/2025 | 09-Jan-2025 | 23-Jan-2025 | |

| AIRAC AMENDMENT | | | |
|---|---|---|---|
| **NR/Year** | **Publication date** | **Effective date** | **Inserted by** |
| 001/2022 | 16-Dec-2021 | 27-Jan-2022 | |
| 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 | |
| 013/2024 | 14-Nov-2024 | 26-Dec-2024 | |
| 001/2025 | 12-Dec-2024 | 23-Jan-2025 | |


© AIM BELGIUM

# GEN 0.3 Record of AIP Supplements

| NR/Year | Subject | AIP section(s) affected | Period of validity | Cancellation record |
|---|---|---|---|---|
| 001/2022 | Restrictions related to Belarus | ENR | From 27 JAN 2022 | |
| 008/2022 | EBBR - Unavailability of tracking / monitoring RPAS in CTR | AD | From 24 FEB 2022 | |
| 013/2022 | EBZH - Obstacles and Restrictions | AD | From 24 FEB 2022 | |
| 014/2022 | EBSP - Restrictions due to works | AD | From 24 FEB 2022 | |
| 016/2022 | EBEB - EVERGEM / Belzele | AD | From 24 FEB 2022 | |
| 060/2022 | Restrictions related to the Russian Invasion of Ukraine | GEN / ENR | From 08 SEP 2022 | |
| 007/2023 | EBLG - Temporary Obstacle | AD | From 22 JAN 2023 till 31 DEC 2025 | |
| 014/2023 | Temporary Obstacles in the vicinity of ELLX | AD | From 23 MAR 2023 | |
| 019/2023 | Military Invasion of Ukraine by Russian Federation | ENR | From 20 APR 2023 | |
| 022/2023 | Wind Measurment Mast - Wardin | ENR | From 20 APR 2023 till 13 MAR 2025 | |
| 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 | |
| 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 | |
| 070/2023 | EBEU - Restrictions due to Obstacle | AD | From 30 NOV 2023 | |
| 073/2023 | EBLG - Increased OCA due to Obstacle | AD | From 28 DEC 2023 | |
| 006/2024 | Obstacle due to Construction Works near EBBR - Airport Business Center - Leonardo da Vincilaan - Machelen | AD | From 22 FEB 2024 till 20 DEC 2025 | |
| 009/2024 | EBAW - Temporary Obstacle | AD | From 21 MAR 2024 till 17 JUL 2025 | |
| 011/2024 | ELLC - Construction Works near Helipad | AD | From 21 MAR 2024 | |
| 017/2024 | EBBR - Obstacle due to Construction Works near EBBR - Parking Tower - P30 | AD | From 18 APR 2024 till 01 NOV 2025 | |
| 019/2024 | Wind Measurement Mast - Sankt Vith | ENR | From 18 APR 2024 | |
| 023/2024 | ELLK - Temporary Obstacles in the vicinity of Helipad | AD | From 16 MAY 2024 | |
| 026/2024 | EBBR - Moving Obstacle | AD | From 13 JUN 2024 till 11 JUL 2025 | |
| 038/2024 | Wind Measurement Mast - Lierneux | ENR | From 11 JUL 2024 till 31 MAY 2025 | |
| 039/2024 | Wind Measurement Mast - Boussu | ENR | From 11 JUL 2024 | |
| 040/2024 | Wind Measurement Mast - Barry | ENR | From 11 JUL 2024 till 31 MAY2026 | |
| 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 | |
| 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 | |
| 056/2024 | EBFN - Temporary Obstacle | AD | From 31 OCT 2024 till 31 MAY 2025 | |

| NR/Year | Subject | AIP section(s) affected | Period of validity | Cancellation record |
|---|---|---|---|---|
| 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 | |
| 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 | |
| 068/2024 | EBBL - Temporary Obstacles | AD | From 26 DEC 2024 | |
| 069/2024 | ELLX - Obstacle due to Construction Work | AD | From 26 DEC 2024 | |
| 070/2024 | ELLX - Obstacle due to Construction Work | AD | From 26 DEC 2024 | |
| 071/2024 | EBGG - Runway Shifted | AD | From 26 DEC 2024 till 01 APR 2025 | |
| 072/2024 | EBBU - Temporary Obstacles | AD | From 26 DEC 2024 till 03 AUG 2025 | |
| 073/2024 | EBOS - IAP RNP RWY 08 | AD | From 26 DEC 2024 | |
| 001/2025 | Additional Military Closing Days 2025 | GEN | From 23 JAN 2025 till 31 DEC 2025 | |
| 002/2025 | EBFN - Temporary Obstacle | AD | From 23 JAN 2025 till 30 NOV 2025 | |
| 003/2025 | EBAW - Temporary Obstacle | AD | From 01 MAR 2025 till 31 DEC 2026 | |
| 004/2025 | ELLX - Obstacles due to Construction Work | AD | From 23 JAN 2025 | |
| 005/2025 | OAT Flights | ENR | From 23 JAN 2025 | |
| 006/2025 | EBBR - RNP APCH RWY25R and RWY25L - ISGS - Period II | AD | From 01 FEB 2025 till 01 JUN 2025 | |


© AIM BELGIUM

# 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 | 23-JAN-2025 |
| GEN 0.2-2 | 23-JAN-2025 |
| GEN 0.3-1 | 23-JAN-2025 |
| GEN 0.3-2 | 23-JAN-2025 |
| GEN 0.4-1 | 23-JAN-2025 |
| GEN 0.4-2 | 23-JAN-2025 |
| GEN 0.4-3 | 23-JAN-2025 |
| GEN 0.4-4 | 23-JAN-2025 |
| GEN 0.4-5 | 23-JAN-2025 |
| GEN 0.4-6 | 23-JAN-2025 |
| GEN 0.4-7 | 23-JAN-2025 |
| GEN 0.4-8 | 23-JAN-2025 |
| GEN 0.4-9 | 23-JAN-2025 |
| GEN 0.4-10 | 23-JAN-2025 |
| GEN 0.5-1 | 04-FEB-2016 |
| GEN 0.5-2 | 04-FEB-2016 |
| GEN 0.6-1 | 23-JAN-2025 |
| GEN 0.6-2 | 23-JAN-2025 |
| GEN 0.6-3 | 23-JAN-2025 |
| GEN 0.6-4 | 23-JAN-2025 |
| 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 | 26-DEC-2024 |
| GEN 2.4-2 | 26-DEC-2024 |
| GEN 2.4-3 | 26-DEC-2024 |
| GEN 2.4-4 | 26-DEC-2024 |
| GEN 2.4-5 | 26-DEC-2024 |
| GEN 2.4-6 | 26-DEC-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 | 26-DEC-2024 |
| GEN 2.7-2 | 26-DEC-2024 |
| GEN 2.7-3 | 26-DEC-2024 |
| GEN 2.7-4 | 26-DEC-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 | 23-JAN-2025 |
| GEN 4.2-2 | 23-JAN-2025 |
| 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 | 23-JAN-2025 |
| ENR 0.6-2 | 23-JAN-2025 |
| ENR 0.6-3 | 23-JAN-2025 |
| ENR 0.6-4 | 23-JAN-2025 |
| 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 | 26-DEC-2024 |
| ENR 1.2-4 | 26-DEC-2024 |
| ENR 1.2-5 | 26-DEC-2024 |
| ENR 1.2-6 | 26-DEC-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 1.5-2 | 07-SEP-2023 |
| ENR 1.5-3 | 08-OCT-2020 |
| ENR 1.5-4 | 07-SEP-2023 |
| ENR 1.6-1 | 28-DEC-2023 |
| ENR 1.6-2 | 28-DEC-2023 |
| ENR 1.6-3 | 02-NOV-2023 |
| ENR 1.6-4 | 02-NOV-2023 |
| ENR 1.6-5 | 02-NOV-2023 |
| ENR 1.6-6 | 02-NOV-2023 |
| ENR 1.7-1 | 02-NOV-2023 |
| ENR 1.7-2 | 02-NOV-2023 |
| ENR 1.8-1 | 04-FEB-2016 |
| ENR 1.8-2 | 04-FEB-2016 |
| ENR 1.9-1 | 21-MAR-2024 |
| ENR 1.9-2 | 21-MAR-2024 |
| ENR 1.9-3 | 21-MAR-2024 |
| ENR 1.9-4 | 21-MAR-2024 |
| ENR 1.10-1 | 11-JUL-2024 |
| ENR 1.10-2 | 11-JUL-2024 |
| ENR 1.10-3 | 28-NOV-2024 |
| ENR 1.10-4 | 28-NOV-2024 |
| ENR 1.10-5 | 18-MAY-2023 |
| ENR 1.10-6 | 18-MAY-2023 |
| ENR 1.10-7 | 18-MAY-2023 |
| ENR 1.10-8 | 18-MAY-2023 |
| ENR 1.10-9 | 18-MAY-2023 |
| ENR 1.10-10 | 18-MAY-2023 |
| ENR 1.10-11 | 18-MAY-2023 |
| ENR 1.10-12 | 18-MAY-2023 |
| ENR 1.10-13 | 03-OCT-2024 |
| ENR 1.10-14 | 03-OCT-2024 |
| ENR 1.10-15 | 18-MAY-2023 |
| ENR 1.10-16 | 18-MAY-2023 |
| ENR 1.10-17 | 13-JUN-2024 |
| ENR 1.10-18 | 13-JUN-2024 |
| ENR 1.10-19 | 18-MAY-2023 |
| ENR 1.10-20 | 18-MAY-2023 |
| ENR 1.10-21 | 18-MAY-2023 |
| ENR 1.10-22 | 18-MAY-2023 |
| ENR 1.11-1 | 21-APR-2022 |
| ENR 1.11-2 | 21-APR-2022 |
| ENR 1.12-1 | 15-SEP-2016 |
| ENR 1.12-2 | 15-SEP-2016 |
| ENR 1.12-3 | 03-DEC-2020 |
| ENR 1.12-4 | 03-DEC-2020 |
| ENR 1.13-1 | 12-OCT-2017 |
| ENR 1.13-2 | 12-OCT-2017 |
| ENR 1.14-1 | 21-MAR-2024 |
| ENR 1.14-2 | 21-MAR-2024 |
| ENR 1.14-3 | 21-MAR-2024 |
| ENR 1.14-4 | 21-MAR-2024 |
| ENR 1.14-5 | 21-MAR-2024 |
| ENR 1.14-6 | 21-MAR-2024 |
| ENR 1.14-7 | 21-MAR-2024 |
| ENR 1.14-8 | 21-MAR-2024 |
| ENR 1.14-9 | 21-MAR-2024 |
| ENR 1.14-10 | 21-MAR-2024 |
| ENR 1.14-11 | 21-MAR-2024 |
| ENR 1.14-12 | 21-MAR-2024 |
| ENR 2.1-1 | 23-JAN-2025 |
| ENR 2.1-2 | 23-JAN-2025 |
| ENR 2.1-3 | 06-OCT-2022 |
| ENR 2.1-4 | 06-OCT-2022 |
| ENR 2.1-5 | 23-JAN-2025 |
| ENR 2.1-6 | 23-JAN-2025 |
| ENR 2.1-7 | 21-APR-2022 |
| ENR 2.1-8 | 21-APR-2022 |
| ENR 2.1-9 | 21-APR-2022 |
| ENR 2.1-10 | 21-APR-2022 |
| ENR 2.1-11 | 30-NOV-2023 |
| ENR 2.1-12 | 30-NOV-2023 |
| ENR 2.1-13 | 30-NOV-2023 |
| ENR 2.1-14 | 30-NOV-2023 |
| ENR 2.1-15 | 23-JAN-2025 |
| ENR 2.1-16 | 23-JAN-2025 |
| ENR 2.1-17 | 08-AUG-2024 |
| ENR 2.1-18 | 08-AUG-2024 |
| ENR 2.2-1 | 28-NOV-2024 |
| ENR 2.2-2 | 28-NOV-2024 |
| ENR 2.2-3 | 23-JAN-2025 |
| ENR 2.2-4 | 23-JAN-2025 |
| ENR 2.2-5 | 23-JAN-2025 |
| ENR 2.2-6 | 23-JAN-2025 |
| ENR 2.2-7 | 28-NOV-2024 |
| ENR 2.2-8 | 28-NOV-2024 |
| ENR 3.1-1 | 06-OCT-2022 |
| ENR 3.1-2 | 06-OCT-2022 |
| ENR 3.2-1 | 13-JUL-2023 |
| ENR 3.2-2 | 13-JUL-2023 |
| ENR 3.2-3 | 21-MAR-2024 |
| ENR 3.2-4 | 21-MAR-2024 |
| ENR 3.2-5 | 13-JUL-2023 |
| ENR 3.2-6 | 13-JUL-2023 |
| ENR 3.2-7 | 13-JUL-2023 |
| ENR 3.2-8 | 13-JUL-2023 |
| ENR 3.2-9 | 13-JUL-2023 |
| ENR 3.2-10 | 13-JUL-2023 |
| ENR 3.2-11 | 13-JUL-2023 |
| ENR 3.2-12 | 13-JUL-2023 |
| ENR 3.2-13 | 13-JUL-2023 |
| ENR 3.2-14 | 13-JUL-2023 |
| ENR 3.2-15 | 13-JUL-2023 |
| ENR 3.2-16 | 13-JUL-2023 |
| ENR 3.2-17 | 13-JUL-2023 |
| ENR 3.2-18 | 13-JUL-2023 |
| ENR 3.2-19 | 13-JUL-2023 |
| ENR 3.2-20 | 13-JUL-2023 |
| ENR 3.2-21 | 13-JUL-2023 |
| ENR 3.2-22 | 13-JUL-2023 |
| ENR 3.2-23 | 22-FEB-2024 |
| ENR 3.2-24 | 22-FEB-2024 |
| ENR 3.2-25 | 13-JUL-2023 |
| ENR 3.2-26 | 13-JUL-2023 |
| ENR 3.2-27 | 13-JUL-2023 |
| ENR 3.2-28 | 13-JUL-2023 |
| ENR 3.2-29 | 13-JUL-2023 |
| ENR 3.2-30 | 13-JUL-2023 |
| ENR 3.2-31 | 13-JUL-2023 |
| ENR 3.2-32 | 13-JUL-2023 |
| ENR 3.2-33 | 13-JUL-2023 |
| ENR 3.2-34 | 13-JUL-2023 |
| ENR 3.3-1 | 05-SEP-2024 |
| ENR 3.3-2 | 05-SEP-2024 |
| ENR 3.3-3 | 05-SEP-2024 |
| ENR 3.3-4 | 05-SEP-2024 |
| ENR 3.3-5 | 05-SEP-2024 |
| ENR 3.3-6 | 05-SEP-2024 |
| ENR 3.3-7 | 05-SEP-2024 |
| ENR 3.3-8 | 05-SEP-2024 |
| ENR 3.3-9 | 05-SEP-2024 |
| ENR 3.3-10 | 05-SEP-2024 |
| ENR 3.3-11 | 05-SEP-2024 |
| ENR 3.3-12 | 05-SEP-2024 |
| ENR 3.3-13 | 05-SEP-2024 |
| ENR 3.3-14 | 05-SEP-2024 |
| ENR 3.4-1 | 06-OCT-2022 |
| ENR 3.4-2 | 06-OCT-2022 |
| ENR 4.1-1 | 28-NOV-2024 |
| ENR 4.1-2 | 28-NOV-2024 |
| ENR 4.2-1 | 04-FEB-2016 |
| ENR 4.2-2 | 04-FEB-2016 |
| ENR 4.3-1 | 26-MAR-2020 |
| ENR 4.3-2 | 26-MAR-2020 |
| ENR 4.4-1 | 05-SEP-2024 |
| ENR 4.4-2 | 05-SEP-2024 |
| ENR 4.4-3 | 28-NOV-2024 |
| ENR 4.4-4 | 28-NOV-2024 |
| ENR 4.4-5 | 28-NOV-2024 |
| ENR 4.4-6 | 28-NOV-2024 |
| ENR 4.4-7 | 23-JAN-2025 |
| ENR 4.4-8 | 23-JAN-2025 |
| ENR 4.4-9 | 23-JAN-2025 |
| ENR 4.4-10 | 23-JAN-2025 |
| ENR 4.4-11 | 23-JAN-2025 |
| ENR 4.4-12 | 23-JAN-2025 |
| ENR 4.5-1 | 12-SEP-2019 |
| ENR 4.5-2 | 12-SEP-2019 |
| ENR 5.1-1 | 26-DEC-2024 |
| ENR 5.1-2 | 26-DEC-2024 |
| ENR 5.1-3 | 26-DEC-2024 |
| ENR 5.1-4 | 26-DEC-2024 |
| ENR 5.1-5 | 26-DEC-2024 |
| ENR 5.1-6 | 26-DEC-2024 |
| ENR 5.1-7 | 28-NOV-2024 |
| ENR 5.1-8 | 28-NOV-2024 |
| ENR 5.1-9 | 28-NOV-2024 |
| ENR 5.1-10 | 28-NOV-2024 |
| ENR 5.1-11 | 28-NOV-2024 |
| ENR 5.1-12 | 28-NOV-2024 |
| ENR 5.1-13 | 28-NOV-2024 |
| ENR 5.1-14 | 28-NOV-2024 |
| ENR 5.1-15 | 28-NOV-2024 |
| ENR 5.1-16 | 28-NOV-2024 |
| ENR 5.1-17 | 28-NOV-2024 |
| ENR 5.1-18 | 28-NOV-2024 |
| ENR 5.2-1 | 05-SEP-2024 |
| ENR 5.2-2 | 05-SEP-2024 |
| ENR 5.2-3 | 05-SEP-2024 |
| ENR 5.2-4 | 05-SEP-2024 |
| ENR 5.2-5 | 05-SEP-2024 |
| ENR 5.2-6 | 05-SEP-2024 |
| ENR 5.2-7 | 05-SEP-2024 |
| ENR 5.2-8 | 05-SEP-2024 |
| ENR 5.2-9 | 05-SEP-2024 |
| ENR 5.2-10 | 05-SEP-2024 |
| ENR 5.2-11 | 05-SEP-2024 |
| ENR 5.2-12 | 05-SEP-2024 |
| ENR 5.2-13 | 05-SEP-2024 |
| ENR 5.2-14 | 05-SEP-2024 |
| ENR 5.2-15 | 05-SEP-2024 |
| ENR 5.2-16 | 05-SEP-2024 |
| ENR 5.2-17 | 28-NOV-2024 |
| ENR 5.2-18 | 28-NOV-2024 |
| ENR 5.2-19 | 28-NOV-2024 |
| ENR 5.2-20 | 28-NOV-2024 |
| ENR 5.2-21 | 05-SEP-2024 |
| ENR 5.2-22 | 05-SEP-2024 |
| ENR 5.2-23 | 05-SEP-2024 |
| ENR 5.2-24 | 05-SEP-2024 |
| ENR 5.2-25 | 05-SEP-2024 |
| ENR 5.2-26 | 05-SEP-2024 |
| ENR 5.2-27 | 05-SEP-2024 |
| ENR 5.2-28 | 05-SEP-2024 |
| ENR 5.2-29 | 05-SEP-2024 |
| ENR 5.2-30 | 05-SEP-2024 |
| ENR 5.2-31 | 05-SEP-2024 |
| ENR 5.2-32 | 05-SEP-2024 |
| ENR 5.3-1 | 21-APR-2022 |
| ENR 5.3-2 | 21-APR-2022 |
| ENR 5.4-1 | 28-NOV-2024 |
| ENR 5.4-2 | 28-NOV-2024 |
| ENR 5.4-3 | 28-NOV-2024 |
| ENR 5.4-4 | 28-NOV-2024 |
| ENR 5.5-1 | 08-AUG-2024 |
| ENR 5.5-2 | 08-AUG-2024 |
| ENR 5.5-3 | 08-AUG-2024 |
| ENR 5.5-4 | 08-AUG-2024 |
| ENR 5.5-5 | 08-AUG-2024 |
| ENR 5.5-6 | 08-AUG-2024 |
| ENR 5.5-7 | 08-AUG-2024 |
| ENR 5.5-8 | 08-AUG-2024 |
| ENR 5.5-9 | 08-AUG-2024 |
| ENR 5.5-10 | 08-AUG-2024 |
| ENR 5.5-11 | 08-AUG-2024 |
| ENR 5.5-12 | 08-AUG-2024 |
| ENR 5.5-13 | 08-AUG-2024 |



© AIM BELGIUM

| | |
|---|---|
| ENR 5.5-14 | 08-AUG-2024 |
| ENR 5.5-15 | 23-JAN-2025 |
| ENR 5.5-16 | 23-JAN-2025 |
| ENR 5.5-17 | 23-JAN-2025 |
| ENR 5.5-18 | 23-JAN-2025 |
| ENR 5.5-19 | 08-AUG-2024 |
| ENR 5.5-20 | 08-AUG-2024 |
| ENR 5.6-1 | 13-JUN-2024 |
| ENR 5.6-2 | 13-JUN-2024 |
| ENR 5.6-3 | 13-JUN-2024 |
| ENR 5.6-4 | 13-JUN-2024 |
| ENR 6-1 | 23-JAN-2025 |
| ENR 6-2 | 23-JAN-2025 |
| ENR 6.ENRC.01-1 | 28-NOV-2024 |
| ENR 6.ENRC.01-2 | 28-NOV-2024 |
| ENR 6-ENRC.02-1 | 18-APR-2024 |
| ENR 6-ENRC.02-2 | 18-APR-2024 |
| ENR 6-ENRC.03-1 | 25-JAN-2024 |
| ENR 6-ENRC.03-2 | 25-JAN-2024 |
| ENR 6-ENRC.04-1 | 18-APR-2024 |
| ENR 6-ENRC.04-2 | 18-APR-2024 |
| ENR 6-ENRC.05a-1 | 05-SEP-2024 |
| ENR 6-ENRC.05a-2 | 05-SEP-2024 |
| ENR 6-ENRC.05b-1 | 05-SEP-2024 |
| ENR 6-ENRC.05b-2 | 05-SEP-2024 |
| ENR 6-ENRC.05c-1 | 05-SEP-2024 |
| ENR 6-ENRC.05c-2 | 05-SEP-2024 |
| ENR 6-ENRC.05d-1 | 16-JUN-2022 |
| ENR 6-ENRC.05d-2 | 16-JUN-2022 |
| ENR 6-ENRC.05e-1 | 16-JUN-2022 |
| ENR 6-ENRC.05e-2 | 16-JUN-2022 |
| ENR 6-ENRC.05f-1 | 16-JUN-2022 |
| ENR 6-ENRC.05f-2 | 16-JUN-2022 |
| ENR 6-INDEX.01a-1 | 16-JUN-2022 |
| ENR 6-INDEX.01a-2 | 16-JUN-2022 |
| ENR 6-INDEX.01b-1 | 16-JUN-2022 |
| ENR 6-INDEX.01b-2 | 16-JUN-2022 |
| ENR 6-INDEX.01c-1 | 16-JUN-2022 |
| ENR 6-INDEX.01c-2 | 16-JUN-2022 |
| ENR 6-INDEX.01d-1 | 28-NOV-2024 |
| ENR 6-INDEX.01d-2 | 28-NOV-2024 |
| ENR 6-INDEX.02-1 | 28-NOV-2024 |
| ENR 6-INDEX.02-2 | 28-NOV-2024 |
| ENR 6-INDEX.03a-1 | 05-SEP-2024 |
| ENR 6-INDEX.03a-2 | 05-SEP-2024 |
| ENR 6-INDEX.03b-1 | 16-JUN-2022 |
| ENR 6-INDEX.03b-2 | 16-JUN-2022 |
| ENR 6-INDEX.03c-1 | 16-JUN-2022 |
| ENR 6-INDEX.03c-2 | 16-JUN-2022 |
| ENR 6-INDEX.04a-1 | 23-JAN-2025 |
| ENR 6-INDEX.04a-2 | 23-JAN-2025 |
| ENR 6-INDEX.04b-1 | 16-JUN-2022 |
| ENR 6-INDEX.04b-2 | 16-JUN-2022 |
| ENR 6-INDEX.04c-1 | 16-JUN-2022 |
| ENR 6-INDEX.04c-2 | 16-JUN-2022 |
| ENR 6-INDEX.04d-1 | 14-JUL-2022 |
| ENR 6-INDEX.04d-2 | 14-JUL-2022 |
| ENR 6-INDEX.04e-1 | 16-JUN-2022 |
| ENR 6-INDEX.04e-2 | 16-JUN-2022 |
| ENR 6-INDEX.04f-1 | 23-MAR-2023 |
| ENR 6-INDEX.04f-2 | 23-MAR-2023 |
| ENR 6-INDEX.05-1 | 16-JUN-2022 |
| ENR 6-INDEX.05-2 | 16-JUN-2022 |
| ENR 6-INDEX.06-1 | 28-NOV-2024 |
| ENR 6-INDEX.06-2 | 28-NOV-2024 |
| ENR 6-INDEX.07a-1 | 23-JAN-2025 |
| ENR 6-INDEX.07a-2 | 23-JAN-2025 |
| ENR 6-INDEX.07b-1 | 23-JAN-2025 |
| ENR 6-INDEX.07b-2 | 23-JAN-2025 |
| ENR 6-INDEX.08-1 | 16-JUN-2022 |
| ENR 6-INDEX.08-2 | 16-JUN-2022 |
| ENR 6-INDEX.09-1 | 26-DEC-2024 |
| ENR 6-INDEX.09-2 | 26-DEC-2024 |
| ENR 6-INDEX.10-1 | 01-FEB-2018 |
| ENR 6-INDEX.10-2 | 01-FEB-2018 |

## AD

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

| | |
|---|---|
| AD 2.EBBR-49 | 23-JAN-2025 |
| AD 2.EBBR-50 | 23-JAN-2025 |
| AD 2.EBBR-51 | 23-JAN-2025 |
| AD 2.EBBR-52 | 23-JAN-2025 |
| AD 2.EBBR-53 | 23-JAN-2025 |
| AD 2.EBBR-54 | 23-JAN-2025 |
| AD 2.EBBR-55 | 23-JAN-2025 |
| AD 2.EBBR-56 | 23-JAN-2025 |
| AD 2.EBBR-57 | 23-JAN-2025 |
| AD 2.EBBR-58 | 23-JAN-2025 |
| AD 2.EBBR-59 | 23-JAN-2025 |
| AD 2.EBBR-60 | 23-JAN-2025 |
| AD 2.EBBR-61 | 23-JAN-2025 |
| AD 2.EBBR-62 | 23-JAN-2025 |
| AD 2.EBBR-63 | 23-JAN-2025 |
| AD 2.EBBR-64 | 23-JAN-2025 |
| AD 2.EBBR-65 | 23-JAN-2025 |
| AD 2.EBBR-66 | 23-JAN-2025 |
| AD 2.EBBR-67 | 23-JAN-2025 |
| AD 2.EBBR-68 | 23-JAN-2025 |
| AD 2.EBBR-69 | 23-JAN-2025 |
| AD 2.EBBR-70 | 23-JAN-2025 |
| AD 2.EBBR-71 | 23-JAN-2025 |
| AD 2.EBBR-72 | 23-JAN-2025 |
| AD 2.EBBR-73 | 23-JAN-2025 |
| AD 2.EBBR-74 | 23-JAN-2025 |
| AD 2.EBBR-75 | 23-JAN-2025 |
| AD 2.EBBR-76 | 23-JAN-2025 |
| AD 2.EBBR-77 | 23-JAN-2025 |
| AD 2.EBBR-78 | 23-JAN-2025 |
| AD 2.EBBR-ADC.01-1 | 23-JAN-2025 |
| AD 2.EBBR-ADC.01-2 | 23-JAN-2025 |
| AD 2.EBBR-ADC.02-1 | 23-JAN-2025 |
| AD 2.EBBR-ADC.02-2 | 23-JAN-2025 |
| AD 2.EBBR-ADC.03-1 | 03-NOV-2022 |
| AD 2.EBBR-ADC.03-2 | 03-NOV-2022 |
| AD 2.EBBR-GMC.01-1 | 23-JAN-2025 |
| AD 2.EBBR-GMC.01-2 | 23-JAN-2025 |
| AD 2.EBBR-GMC.02a-1 | 28-NOV-2024 |
| AD 2.EBBR-GMC.02a-2 | 28-NOV-2024 |
| AD 2.EBBR-GMC.02b-1 | 23-JAN-2025 |
| AD 2.EBBR-GMC.02b-2 | 23-JAN-2025 |
| AD 2.EBBR-GMC.02c-1 | 23-JAN-2025 |
| AD 2.EBBR-GMC.02c-2 | 23-JAN-2025 |
| AD 2.EBBR-GMC.02d-1 | 23-JAN-2025 |
| AD 2.EBBR-GMC.02d-2 | 23-JAN-2025 |
| AD 2.EBBR-GMC.02e-1 | 23-JAN-2025 |
| AD 2.EBBR-GMC.02e-2 | 23-JAN-2025 |
| AD 2.EBBR-GMC.03-1 | 28-NOV-2024 |
| AD 2.EBBR-GMC.03-2 | 28-NOV-2024 |
| AD 2.EBBR-GMC.04-1 | 28-NOV-2024 |
| AD 2.EBBR-GMC.04-2 | 28-NOV-2024 |
| AD 2.EBBR-GMC.05-1 | 03-OCT-2024 |
| AD 2.EBBR-GMC.05-2 | 03-OCT-2024 |
| AD 2.EBBR-GMC.06a-1 | 28-NOV-2024 |
| AD 2.EBBR-GMC.06a-2 | 28-NOV-2024 |
| AD 2.EBBR-GMC.06b-1 | 28-NOV-2024 |
| AD 2.EBBR-GMC.06b-2 | 28-NOV-2024 |
| AD 2.EBBR-GMC.07-1 | 03-OCT-2024 |
| AD 2.EBBR-GMC.07-2 | 03-OCT-2024 |
| AD 2.EBBR-APDC.01-1 | 23-JAN-2025 |
| AD 2.EBBR-APDC.01-2 | 23-JAN-2025 |
| AD 2.EBBR-APDC.02-1 | 26-DEC-2024 |
| AD 2.EBBR-APDC.02-2 | 26-DEC-2024 |
| AD 2.EBBR-APDC.03-1 | 23-JAN-2025 |
| AD 2.EBBR-APDC.03-2 | 23-JAN-2025 |
| AD 2.EBBR-APDC.04-1 | 26-DEC-2024 |
| AD 2.EBBR-APDC.04-2 | 26-DEC-2024 |
| AD 2.EBBR-AOC.01-1 | 21-MAR-2024 |
| AD 2.EBBR-AOC.01-2 | 21-MAR-2024 |
| AD 2.EBBR-AOC.02-1 | 21-MAR-2024 |
| AD 2.EBBR-AOC.02-2 | 21-MAR-2024 |
| AD 2.EBBR-AOC.03-1 | 21-MAR-2024 |
| AD 2.EBBR-AOC.03-2 | 21-MAR-2024 |
| AD 2.EBBR-PATC.01-1 | 04-FEB-2016 |
| AD 2.EBBR-PATC.01-2 | 04-FEB-2016 |
| AD 2.EBBR-PATC.02-1 | 04-FEB-2016 |
| AD 2.EBBR-PATC.02-2 | 04-FEB-2016 |
| AD 2.EBBR-ATCSMAC.01-1 | 21-MAR-2024 |
| AD 2.EBBR-ATCSMAC.01-2 | 21-MAR-2024 |
| AD 2.EBBR-STAR.01-1 | 28-NOV-2024 |
| AD 2.EBBR-STAR.01-2 | 28-NOV-2024 |
| AD 2.EBBR-STAR.02-1 | 03-OCT-2024 |
| AD 2.EBBR-STAR.02-2 | 03-OCT-2024 |
| AD 2.EBBR-STAR.03-1 | 03-OCT-2024 |
| AD 2.EBBR-STAR.03-2 | 03-OCT-2024 |
| AD 2.EBBR-STAR.04-1 | 05-SEP-2024 |
| AD 2.EBBR-STAR.04-2 | 05-SEP-2024 |
| AD 2.EBBR-STAR.05-1 | 05-SEP-2024 |
| AD 2.EBBR-STAR.05-2 | 05-SEP-2024 |
| AD 2.EBBR-SID.01-1 | 23-JAN-2025 |
| AD 2.EBBR-SID.01-2 | 23-JAN-2025 |
| AD 2.EBBR-SID.01a-1 | 23-JAN-2025 |
| AD 2.EBBR-SID.01a-2 | 23-JAN-2025 |
| AD 2.EBBR-SID.02-1 | 23-JAN-2025 |
| AD 2.EBBR-SID.02-2 | 23-JAN-2025 |
| AD 2.EBBR-SID.02a-1 | 23-JAN-2025 |
| AD 2.EBBR-SID.02a-2 | 23-JAN-2025 |
| AD 2.EBBR-SID.03-1 | 23-JAN-2025 |
| AD 2.EBBR-SID.03-2 | 23-JAN-2025 |
| AD 2.EBBR-SID.03a-1 | 23-JAN-2025 |
| AD 2.EBBR-SID.03a-2 | 23-JAN-2025 |
| AD 2.EBBR-SID.04-1 | 23-JAN-2025 |
| AD 2.EBBR-SID.04-2 | 23-JAN-2025 |
| AD 2.EBBR-SID.05-1 | 23-JAN-2025 |
| AD 2.EBBR-SID.05-2 | 23-JAN-2025 |
| AD 2.EBBR-SID.06-1 | 23-JAN-2025 |
| AD 2.EBBR-SID.06-2 | 23-JAN-2025 |
| AD 2.EBBR-SID.06a-1 | 23-JAN-2025 |
| AD 2.EBBR-SID.06a-2 | 23-JAN-2025 |
| AD 2.EBBR-SID.07-1 | 23-JAN-2025 |
| AD 2.EBBR-SID.07-2 | 23-JAN-2025 |
| AD 2.EBBR-SID.08-1 | 23-JAN-2025 |
| AD 2.EBBR-SID.08-2 | 23-JAN-2025 |
| AD 2.EBBR-SID.09-1 | 23-JAN-2025 |
| AD 2.EBBR-SID.09-2 | 23-JAN-2025 |
| AD 2.EBBR-IAC.01-1 | 03-OCT-2024 |
| AD 2.EBBR-IAC.01-2 | 03-OCT-2024 |
| AD 2.EBBR-IAC.03-1 | 28-NOV-2024 |
| AD 2.EBBR-IAC.03-2 | 28-NOV-2024 |
| AD 2.EBBR-IAC.04-1 | 28-NOV-2024 |
| AD 2.EBBR-IAC.04-2 | 28-NOV-2024 |
| AD 2.EBBR-IAC.05-1 | 28-NOV-2024 |
| AD 2.EBBR-IAC.05-2 | 28-NOV-2024 |
| AD 2.EBBR-IAC.07a-1 | 05-SEP-2024 |
| AD 2.EBBR-IAC.07a-2 | 05-SEP-2024 |
| AD 2.EBBR-IAC.08-1 | 21-MAR-2024 |
| AD 2.EBBR-IAC.08-2 | 21-MAR-2024 |
| AD 2.EBBR-IAC.09-1 | 31-OCT-2024 |
| AD 2.EBBR-IAC.09-2 | 31-OCT-2024 |
| AD 2.EBBR-IAC.10-1 | 21-MAR-2024 |
| AD 2.EBBR-IAC.10-2 | 21-MAR-2024 |
| AD 2.EBBR-IAC.11-1 | 05-SEP-2024 |
| AD 2.EBBR-IAC.11-2 | 05-SEP-2024 |
| AD 2.EBBR-IAC.11a-1 | 05-OCT-2023 |
| AD 2.EBBR-IAC.11a-2 | 05-OCT-2023 |
| AD 2.EBBR-IAC.12-1 | 28-NOV-2024 |
| AD 2.EBBR-IAC.12-2 | 28-NOV-2024 |
| AD 2.EBBR-IAC.12a-1 | 05-SEP-2024 |
| AD 2.EBBR-IAC.12a-2 | 05-SEP-2024 |
| AD 2.EBBR-IAC.13-1 | 05-SEP-2024 |
| AD 2.EBBR-IAC.13-2 | 05-SEP-2024 |
| AD 2.EBBR-IAC.13a-1 | 05-OCT-2023 |
| AD 2.EBBR-IAC.13a-2 | 05-OCT-2023 |
| AD 2.EBBR-IAC.14-1 | 05-SEP-2024 |
| AD 2.EBBR-IAC.14-2 | 05-SEP-2024 |
| AD 2.EBBR-IAC.14a-1 | 05-OCT-2023 |
| AD 2.EBBR-IAC.14a-2 | 05-OCT-2023 |
| AD 2.EBBR-VAC.01-1 | 21-MAR-2024 |
| AD 2.EBBR-VAC.01-2 | 21-MAR-2024 |
| AD 2.EBCI-1 | 28-NOV-2024 |
| AD 2.EBCI-2 | 28-NOV-2024 |
| AD 2.EBCI-3 | 28-NOV-2024 |
| AD 2.EBCI-4 | 28-NOV-2024 |
| AD 2.EBCI-5 | 28-DEC-2023 |
| AD 2.EBCI-6 | 28-DEC-2023 |
| AD 2.EBCI-7 | 11-JUL-2024 |
| AD 2.EBCI-8 | 11-JUL-2024 |
| AD 2.EBCI-9 | 28-NOV-2024 |
| AD 2.EBCI-10 | 28-NOV-2024 |
| AD 2.EBCI-11 | 28-NOV-2024 |
| AD 2.EBCI-12 | 28-NOV-2024 |
| AD 2.EBCI-13 | 28-NOV-2024 |
| AD 2.EBCI-14 | 28-NOV-2024 |
| AD 2.EBCI-15 | 28-NOV-2024 |
| AD 2.EBCI-16 | 28-NOV-2024 |
| AD 2.EBCI-17 | 28-NOV-2024 |
| AD 2.EBCI-18 | 28-NOV-2024 |
| AD 2.EBCI-19 | 28-NOV-2024 |
| AD 2.EBCI-20 | 28-NOV-2024 |
| AD 2.EBCI-21 | 28-NOV-2024 |
| AD 2.EBCI-22 | 28-NOV-2024 |
| AD 2.EBCI-23 | 28-NOV-2024 |
| AD 2.EBCI-24 | 28-NOV-2024 |
| AD 2.EBCI-25 | 28-NOV-2024 |
| AD 2.EBCI-26 | 28-NOV-2024 |
| AD 2.EBCI-27 | 28-NOV-2024 |
| AD 2.EBCI-28 | 28-NOV-2024 |
| AD 2.EBCI-29 | 28-NOV-2024 |
| AD 2.EBCI-30 | 28-NOV-2024 |
| AD 2.EBCI-31 | 28-NOV-2024 |
| AD 2.EBCI-32 | 28-NOV-2024 |
| AD 2.EBCI-ADC.01-1 | 28-NOV-2024 |
| AD 2.EBCI-ADC.01-2 | 28-NOV-2024 |
| AD 2.EBCI-ADC.02-1 | 25-JAN-2024 |
| AD 2.EBCI-ADC.02-2 | 25-JAN-2024 |
| AD 2.EBCI-GMC.01-1 | 28-NOV-2024 |
| AD 2.EBCI-GMC.01-2 | 28-NOV-2024 |
| AD 2.EBCI-GMC.02-1 | 05-SEP-2024 |
| AD 2.EBCI-GMC.02-2 | 05-SEP-2024 |
| AD 2.EBCI-GMC.03-1 | 05-SEP-2024 |
| AD 2.EBCI-GMC.03-2 | 05-SEP-2024 |
| AD 2.EBCI-GMC.04-1 | 05-SEP-2024 |
| AD 2.EBCI-GMC.04-2 | 05-SEP-2024 |
| AD 2.EBCI-AOC.01-1 | 28-NOV-2024 |
| AD 2.EBCI-AOC.01-2 | 28-NOV-2024 |
| AD 2.EBCI-PATC.01-1 | 28-NOV-2024 |
| AD 2.EBCI-PATC.01-2 | 28-NOV-2024 |
| AD 2.EBCI-STAR.01-1 | 23-JAN-2025 |
| AD 2.EBCI-STAR.01-2 | 23-JAN-2025 |
| AD 2.EBCI-STAR.02-1 | 23-JAN-2025 |
| AD 2.EBCI-STAR.02-2 | 23-JAN-2025 |
| AD 2.EBCI-SID.01-1 | 23-JAN-2025 |
| AD 2.EBCI-SID.01-2 | 23-JAN-2025 |
| AD 2.EBCI-SID.02-1 | 23-JAN-2025 |
| AD 2.EBCI-SID.02-2 | 23-JAN-2025 |
| AD 2.EBCI-SID.03-1 | 23-JAN-2025 |
| AD 2.EBCI-SID.03-2 | 23-JAN-2025 |
| AD 2.EBCI-SID.04-1 | 23-JAN-2025 |
| AD 2.EBCI-SID.04-2 | 23-JAN-2025 |
| AD 2.EBCI-IAC.01-1 | 23-JAN-2025 |
| AD 2.EBCI-IAC.01-2 | 23-JAN-2025 |
| AD 2.EBCI-IAC.02-1 | 23-JAN-2025 |
| AD 2.EBCI-IAC.02-2 | 23-JAN-2025 |
| AD 2.EBCI-IAC.03-1 | 23-JAN-2025 |
| AD 2.EBCI-IAC.03-2 | 23-JAN-2025 |
| AD 2.EBCI-IAC.04-1 | 21-MAR-2024 |
| AD 2.EBCI-IAC.04-2 | 21-MAR-2024 |
| AD 2.EBCI-IAC.04a-1 | 23-APR-2020 |
| AD 2.EBCI-IAC.04a-2 | 23-APR-2020 |
| AD 2.EBCI-IAC.05-1 | 21-MAR-2024 |
| AD 2.EBCI-IAC.05-2 | 21-MAR-2024 |
| AD 2.EBCI-IAC.05a-1 | 23-APR-2020 |
| AD 2.EBCI-IAC.05a-2 | 23-APR-2020 |
| AD 2.EBCI-VAC.01-1 | 13-JUN-2024 |
| AD 2.EBCI-VAC.01-2 | 13-JUN-2024 |
| AD 2.EBKT-1 | 18-APR-2024 |
| AD 2.EBKT-2 | 18-APR-2024 |
| AD 2.EBKT-3 | 26-DEC-2024 |
| AD 2.EBKT-4 | 26-DEC-2024 |
| AD 2.EBKT-5 | 26-DEC-2024 |


© AIM BELGIUM

| | |
|---|---|
| AD 2.EBKT-6 | 26-DEC-2024 |
| AD 2.EBKT-7 | 26-DEC-2024 |
| AD 2.EBKT-8 | 26-DEC-2024 |
| AD 2.EBKT-9 | 26-DEC-2024 |
| AD 2.EBKT-10 | 26-DEC-2024 |
| AD 2.EBKT-11 | 26-DEC-2024 |
| AD 2.EBKT-12 | 26-DEC-2024 |
| AD 2.EBKT-13 | 26-DEC-2024 |
| AD 2.EBKT-14 | 26-DEC-2024 |
| AD 2.EBKT-15 | 18-APR-2024 |
| AD 2.EBKT-16 | 18-APR-2024 |
| AD 2.EBKT-17 | 18-APR-2024 |
| AD 2.EBKT-18 | 18-APR-2024 |
| AD 2.EBKT-19 | 21-MAR-2024 |
| AD 2.EBKT-20 | 21-MAR-2024 |
| AD 2.EBKT-ADC.01-1 | 26-DEC-2024 |
| AD 2.EBKT-ADC.01-2 | 26-DEC-2024 |
| AD 2.EBKT-ADC.02-1 | 18-MAY-2023 |
| AD 2.EBKT-ADC.02-2 | 18-MAY-2023 |
| AD 2.EBKT-GMC.01-1 | 26-DEC-2024 |
| AD 2.EBKT-GMC.01-2 | 26-DEC-2024 |
| AD 2.EBKT-GMC.02-1 | 08-OCT-2020 |
| AD 2.EBKT-GMC.02-2 | 08-OCT-2020 |
| AD 2.EBKT-AOC.01-1 | 31-OCT-2024 |
| AD 2.EBKT-AOC.01-2 | 31-OCT-2024 |
| AD 2.EBKT-SID.01-1 | 22-FEB-2024 |
| AD 2.EBKT-SID.01-2 | 22-FEB-2024 |
| AD 2.EBKT-SID.02-1 | 22-FEB-2024 |
| AD 2.EBKT-SID.02-2 | 22-FEB-2024 |
| AD 2.EBKT-SID.03-1 | 22-FEB-2024 |
| AD 2.EBKT-SID.03-2 | 22-FEB-2024 |
| AD 2.EBKT-IAC.01-1 | 21-MAR-2024 |
| AD 2.EBKT-IAC.01-2 | 21-MAR-2024 |
| AD 2.EBKT-IAC.01a-1 | 23-APR-2020 |
| AD 2.EBKT-IAC.01a-2 | 23-APR-2020 |
| AD 2.EBKT-IAC.02-1 | 16-MAY-2024 |
| AD 2.EBKT-IAC.02-2 | 16-MAY-2024 |
| AD 2.EBKT-VAC.01-1 | 21-MAR-2024 |
| AD 2.EBKT-VAC.01-2 | 21-MAR-2024 |
| AD 2.EBKT-VAC.02-1 | 21-MAR-2024 |
| AD 2.EBKT-VAC.02-2 | 21-MAR-2024 |
| AD 2.EBLG-1 | 18-APR-2024 |
| AD 2.EBLG-2 | 18-APR-2024 |
| AD 2.EBLG-3 | 25-JAN-2024 |
| AD 2.EBLG-4 | 25-JAN-2024 |
| AD 2.EBLG-5 | 25-JAN-2024 |
| AD 2.EBLG-6 | 25-JAN-2024 |
| AD 2.EBLG-7 | 26-DEC-2024 |
| AD 2.EBLG-8 | 26-DEC-2024 |
| AD 2.EBLG-9 | 25-JAN-2024 |
| AD 2.EBLG-10 | 25-JAN-2024 |
| AD 2.EBLG-11 | 05-SEP-2024 |
| AD 2.EBLG-12 | 05-SEP-2024 |
| AD 2.EBLG-13 | 26-DEC-2024 |
| AD 2.EBLG-14 | 26-DEC-2024 |
| AD 2.EBLG-15 | 23-JAN-2025 |
| AD 2.EBLG-16 | 23-JAN-2025 |
| AD 2.EBLG-17 | 22-FEB-2024 |
| AD 2.EBLG-18 | 22-FEB-2024 |
| AD 2.EBLG-19 | 22-FEB-2024 |
| AD 2.EBLG-20 | 22-FEB-2024 |
| AD 2.EBLG-21 | 25-JAN-2024 |
| AD 2.EBLG-22 | 25-JAN-2024 |
| AD 2.EBLG-23 | 25-JAN-2024 |
| AD 2.EBLG-24 | 25-JAN-2024 |
| AD 2.EBLG-25 | 25-JAN-2024 |
| AD 2.EBLG-26 | 25-JAN-2024 |
| AD 2.EBLG-27 | 16-MAY-2024 |
| AD 2.EBLG-28 | 16-MAY-2024 |
| AD 2.EBLG-29 | 16-MAY-2024 |
| AD 2.EBLG-30 | 16-MAY-2024 |
| AD 2.EBLG-31 | 18-APR-2024 |
| AD 2.EBLG-32 | 18-APR-2024 |
| AD 2.EBLG-33 | 03-OCT-2024 |
| AD 2.EBLG-34 | 03-OCT-2024 |
| AD 2.EBLG-35 | 16-MAY-2024 |
| AD 2.EBLG-36 | 16-MAY-2024 |
| AD 2.EBLG-37 | 25-JAN-2024 |
| AD 2.EBLG-38 | 25-JAN-2024 |
| AD 2.EBLG-ADC.01-1 | 26-DEC-2024 |
| AD 2.EBLG-ADC.01-2 | 26-DEC-2024 |
| AD 2.EBLG-ADC.02-1 | 27-JAN-2022 |
| AD 2.EBLG-ADC.02-2 | 27-JAN-2022 |
| AD 2.EBLG-GMC.01-1 | 21-MAR-2024 |
| AD 2.EBLG-GMC.01-2 | 21-MAR-2024 |
| AD 2.EBLG-GMC.02a-1 | 23-JAN-2025 |
| AD 2.EBLG-GMC.02a-2 | 23-JAN-2025 |
| AD 2.EBLG-GMC.02b-1 | 21-MAR-2024 |
| AD 2.EBLG-GMC.02b-2 | 21-MAR-2024 |
| AD 2.EBLG-GMC.03a-1 | 25-JAN-2024 |
| AD 2.EBLG-GMC.03a-2 | 25-JAN-2024 |
| AD 2.EBLG-GMC.03b-1 | 25-JAN-2024 |
| AD 2.EBLG-GMC.03b-2 | 25-JAN-2024 |
| AD 2.EBLG-GMC.04-1 | 25-JAN-2024 |
| AD 2.EBLG-GMC.04-2 | 25-JAN-2024 |
| AD 2.EBLG-GMC.05-1 | 08-AUG-2024 |
| AD 2.EBLG-GMC.05-2 | 08-AUG-2024 |
| AD 2.EBLG-GMC.06-1 | 03-OCT-2024 |
| AD 2.EBLG-GMC.06-2 | 03-OCT-2024 |
| AD 2.EBLG-APDC.01-1 | 08-AUG-2024 |
| AD 2.EBLG-APDC.01-2 | 08-AUG-2024 |
| AD 2.EBLG-AOC.01-1 | 26-DEC-2024 |
| AD 2.EBLG-AOC.01-2 | 26-DEC-2024 |
| AD 2.EBLG-AOC.02-1 | 26-DEC-2024 |
| AD 2.EBLG-AOC.02-2 | 26-DEC-2024 |
| AD 2.EBLG-PATC.01-1 | 26-DEC-2024 |
| AD 2.EBLG-PATC.01-2 | 26-DEC-2024 |
| AD 2.EBLG-PATC.02-1 | 26-DEC-2024 |
| AD 2.EBLG-PATC.02-2 | 26-DEC-2024 |
| AD 2.EBLG-PATC.03-1 | 26-DEC-2024 |
| AD 2.EBLG-PATC.03-2 | 26-DEC-2024 |
| AD 2.EBLG-ATCSMAC.01-1 | 21-MAR-2024 |
| AD 2.EBLG-ATCSMAC.01-2 | 21-MAR-2024 |
| AD 2.EBLG-STAR.01-1 | 22-FEB-2024 |
| AD 2.EBLG-STAR.01-2 | 22-FEB-2024 |
| AD 2.EBLG-STAR.02-1 | 16-MAY-2024 |
| AD 2.EBLG-STAR.02-2 | 16-MAY-2024 |
| AD 2.EBLG-STAR.03-1 | 22-FEB-2024 |
| AD 2.EBLG-STAR.03-2 | 22-FEB-2024 |
| AD 2.EBLG-STAR.04-1 | 22-FEB-2024 |
| AD 2.EBLG-STAR.04-2 | 22-FEB-2024 |
| AD 2.EBLG-STAR.05-1 | 22-FEB-2024 |
| AD 2.EBLG-STAR.05-2 | 22-FEB-2024 |
| AD 2.EBLG-STAR.06-1 | 22-FEB-2024 |
| AD 2.EBLG-STAR.06-2 | 22-FEB-2024 |
| AD 2.EBLG-SID.01-1 | 22-FEB-2024 |
| AD 2.EBLG-SID.01-2 | 22-FEB-2024 |
| AD 2.EBLG-SID.02-1 | 22-FEB-2024 |
| AD 2.EBLG-SID.02-2 | 22-FEB-2024 |
| AD 2.EBLG-IAC.01-1 | 13-JUN-2024 |
| AD 2.EBLG-IAC.01-2 | 13-JUN-2024 |
| AD 2.EBLG-IAC.02-1 | 26-DEC-2024 |
| AD 2.EBLG-IAC.02-2 | 26-DEC-2024 |
| AD 2.EBLG-IAC.03-1 | 18-APR-2024 |
| AD 2.EBLG-IAC.03-2 | 18-APR-2024 |
| AD 2.EBLG-IAC.04-1 | 18-APR-2024 |
| AD 2.EBLG-IAC.04-2 | 18-APR-2024 |
| AD 2.EBLG-IAC.05-1 | 18-APR-2024 |
| AD 2.EBLG-IAC.05-2 | 18-APR-2024 |
| AD 2.EBLG-IAC.05a-1 | 30-NOV-2023 |
| AD 2.EBLG-IAC.05a-2 | 30-NOV-2023 |
| AD 2.EBLG-IAC.06-1 | 18-APR-2024 |
| AD 2.EBLG-IAC.06-2 | 18-APR-2024 |
| AD 2.EBLG-IAC.06a-1 | 30-NOV-2023 |
| AD 2.EBLG-IAC.06a-2 | 30-NOV-2023 |
| AD 2.EBLG-IAC.07-1 | 18-APR-2024 |
| AD 2.EBLG-IAC.07-2 | 18-APR-2024 |
| AD 2.EBLG-IAC.07a-1 | 30-NOV-2023 |
| AD 2.EBLG-IAC.07a-2 | 30-NOV-2023 |
| AD 2.EBLG-IAC.08-1 | 18-APR-2024 |
| AD 2.EBLG-IAC.08-2 | 18-APR-2024 |
| AD 2.EBLG-IAC.08a-1 | 30-NOV-2023 |
| AD 2.EBLG-IAC.08a-2 | 30-NOV-2023 |
| AD 2.EBLG-VAC.01-1 | 13-JUN-2024 |
| AD 2.EBLG-VAC.01-2 | 13-JUN-2024 |
| AD 2.ELLX-1 | 22-FEB-2024 |
| AD 2.ELLX-2 | 22-FEB-2024 |
| AD 2.ELLX-3 | 28-NOV-2024 |
| AD 2.ELLX-4 | 28-NOV-2024 |
| AD 2.ELLX-5 | 16-MAY-2024 |
| AD 2.ELLX-6 | 16-MAY-2024 |
| AD 2.ELLX-7 | 28-NOV-2024 |
| AD 2.ELLX-8 | 28-NOV-2024 |
| AD 2.ELLX-9 | 23-JAN-2025 |
| AD 2.ELLX-10 | 23-JAN-2025 |
| AD 2.ELLX-11 | 28-NOV-2024 |
| AD 2.ELLX-12 | 28-NOV-2024 |
| AD 2.ELLX-13 | 28-NOV-2024 |
| AD 2.ELLX-14 | 28-NOV-2024 |
| AD 2.ELLX-15 | 28-NOV-2024 |
| AD 2.ELLX-16 | 28-NOV-2024 |
| AD 2.ELLX-17 | 23-JAN-2025 |
| AD 2.ELLX-18 | 23-JAN-2025 |
| AD 2.ELLX-19 | 28-NOV-2024 |
| AD 2.ELLX-20 | 28-NOV-2024 |
| AD 2.ELLX-21 | 28-NOV-2024 |
| AD 2.ELLX-22 | 28-NOV-2024 |
| AD 2.ELLX-23 | 28-NOV-2024 |
| AD 2.ELLX-24 | 28-NOV-2024 |
| AD 2.ELLX-25 | 28-NOV-2024 |
| AD 2.ELLX-26 | 28-NOV-2024 |
| AD 2.ELLX-27 | 28-NOV-2024 |
| AD 2.ELLX-28 | 28-NOV-2024 |
| AD 2.ELLX-29 | 28-NOV-2024 |
| AD 2.ELLX-30 | 28-NOV-2024 |
| AD 2.ELLX-31 | 28-NOV-2024 |
| AD 2.ELLX-32 | 28-NOV-2024 |
| AD 2.ELLX-33 | 28-NOV-2024 |
| AD 2.ELLX-34 | 28-NOV-2024 |
| AD 2.ELLX-35 | 23-JAN-2025 |
| AD 2.ELLX-36 | 23-JAN-2025 |
| AD 2.ELLX-37 | 23-JAN-2025 |
| AD 2.ELLX-38 | 23-JAN-2025 |
| AD 2.ELLX-39 | 23-JAN-2025 |
| AD 2.ELLX-40 | 23-JAN-2025 |
| AD 2.ELLX-ADC.01-1 | 26-DEC-2024 |
| AD 2.ELLX-ADC.01-2 | 26-DEC-2024 |
| AD 2.ELLX-ADC.02-1 | 16-MAY-2024 |
| AD 2.ELLX-ADC.02-2 | 16-MAY-2024 |
| AD 2.ELLX-GMC.01-1 | 08-AUG-2024 |
| AD 2.ELLX-GMC.01-2 | 08-AUG-2024 |
| AD 2.ELLX-GMC.02-1 | 08-AUG-2024 |
| AD 2.ELLX-GMC.02-2 | 08-AUG-2024 |
| AD 2.ELLX-GMC.03-1 | 23-JAN-2025 |
| AD 2.ELLX-GMC.03-2 | 23-JAN-2025 |
| AD 2.ELLX-APDC.01-1 | 23-JAN-2025 |
| AD 2.ELLX-APDC.01-2 | 23-JAN-2025 |
| AD 2.ELLX-APDC.02-1 | 28-NOV-2024 |
| AD 2.ELLX-APDC.02-2 | 28-NOV-2024 |
| AD 2.ELLX-APDC.03-1 | 28-NOV-2024 |
| AD 2.ELLX-APDC.03-2 | 28-NOV-2024 |
| AD 2.ELLX-AOC.01-1 | 08-AUG-2024 |
| AD 2.ELLX-AOC.01-2 | 08-AUG-2024 |
| AD 2.ELLX-PATC.01-1 | 08-AUG-2024 |
| AD 2.ELLX-PATC.01-2 | 08-AUG-2024 |
| AD 2.ELLX-ATCSMAC.01-1 | 28-NOV-2024 |
| AD 2.ELLX-ATCSMAC.01-2 | 28-NOV-2024 |
| AD 2.ELLX-STAR.01-1 | 23-JAN-2025 |
| AD 2.ELLX-STAR.01-2 | 23-JAN-2025 |
| AD 2.ELLX-STAR.02-1 | 23-JAN-2025 |
| AD 2.ELLX-STAR.02-2 | 23-JAN-2025 |
| AD 2.ELLX-STAR.03-1 | 28-NOV-2024 |
| AD 2.ELLX-STAR.03-2 | 28-NOV-2024 |
| AD 2.ELLX-STAR.04-1 | 28-NOV-2024 |
| AD 2.ELLX-STAR.04-2 | 28-NOV-2024 |
| AD 2.ELLX-SID.01-1 | 28-NOV-2024 |
| AD 2.ELLX-SID.01-2 | 28-NOV-2024 |
| AD 2.ELLX-SID.02-1 | 28-NOV-2024 |
| AD 2.ELLX-SID.02-2 | 28-NOV-2024 |
| AD 2.ELLX-SID.03-1 | 28-NOV-2024 |
| AD 2.ELLX-SID.03-2 | 28-NOV-2024 |

| | |
|---|---|
| AD 2.ELLX-SID.04-1 | 28-NOV-2024 |
| AD 2.ELLX-SID.04-2 | 28-NOV-2024 |
| AD 2.ELLX-IAC.01a-1 | 23-JAN-2025 |
| AD 2.ELLX-IAC.01a-2 | 23-JAN-2025 |
| AD 2.ELLX-IAC.01b-1 | 23-JAN-2025 |
| AD 2.ELLX-IAC.01b-2 | 23-JAN-2025 |
| AD 2.ELLX-IAC.02a-1 | 23-JAN-2025 |
| AD 2.ELLX-IAC.02a-2 | 23-JAN-2025 |
| AD 2.ELLX-IAC.02b-1 | 23-JAN-2025 |
| AD 2.ELLX-IAC.02b-2 | 23-JAN-2025 |
| AD 2.ELLX-IAC.03-1 | 23-JAN-2025 |
| AD 2.ELLX-IAC.03-2 | 23-JAN-2025 |
| AD 2.ELLX-IAC.04-1 | 23-JAN-2025 |
| AD 2.ELLX-IAC.04-2 | 23-JAN-2025 |
| AD 2.ELLX-IAC.05-1 | 23-JAN-2025 |
| AD 2.ELLX-IAC.05-2 | 23-JAN-2025 |
| AD 2.ELLX-IAC.05a-1 | 23-FEB-2023 |
| AD 2.ELLX-IAC.05a-2 | 23-FEB-2023 |
| AD 2.ELLX-IAC.06-1 | 23-JAN-2025 |
| AD 2.ELLX-IAC.06-2 | 23-JAN-2025 |
| AD 2.ELLX-IAC.06a-1 | 23-FEB-2023 |
| AD 2.ELLX-IAC.06a-2 | 23-FEB-2023 |
| AD 2.ELLX-VAC.01-1 | 23-JAN-2025 |
| AD 2.ELLX-VAC.01-2 | 23-JAN-2025 |
| AD 2.ELLX-VAC.02-1 | 23-JAN-2025 |
| AD 2.ELLX-VAC.02-2 | 23-JAN-2025 |
| AD 2.EBOS-1 | 31-OCT-2024 |
| AD 2.EBOS-2 | 31-OCT-2024 |
| AD 2.EBOS-3 | 23-JAN-2025 |
| AD 2.EBOS-4 | 23-JAN-2025 |
| AD 2.EBOS-5 | 23-JAN-2025 |
| AD 2.EBOS-6 | 23-JAN-2025 |
| AD 2.EBOS-7 | 23-JAN-2025 |
| AD 2.EBOS-8 | 23-JAN-2025 |
| AD 2.EBOS-9 | 23-JAN-2025 |
| AD 2.EBOS-10 | 23-JAN-2025 |
| AD 2.EBOS-11 | 23-JAN-2025 |
| AD 2.EBOS-12 | 23-JAN-2025 |
| AD 2.EBOS-13 | 23-JAN-2025 |
| AD 2.EBOS-14 | 23-JAN-2025 |
| AD 2.EBOS-15 | 21-MAR-2024 |
| AD 2.EBOS-16 | 21-MAR-2024 |
| AD 2.EBOS-17 | 23-JAN-2025 |
| AD 2.EBOS-18 | 23-JAN-2025 |
| AD 2.EBOS-19 | 18-APR-2024 |
| AD 2.EBOS-20 | 18-APR-2024 |
| AD 2.EBOS-21 | 18-APR-2024 |
| AD 2.EBOS-22 | 18-APR-2024 |
| AD 2.EBOS-23 | 18-APR-2024 |
| AD 2.EBOS-24 | 18-APR-2024 |
| AD 2.EBOS-ADC.01-1 | 23-JAN-2025 |
| AD 2.EBOS-ADC.01-2 | 23-JAN-2025 |
| AD 2.EBOS-ADC.02-1 | 18-APR-2024 |
| AD 2.EBOS-ADC.02-2 | 18-APR-2024 |
| AD 2.EBOS-ADC.03-1 | 18-APR-2024 |
| AD 2.EBOS-ADC.03-2 | 18-APR-2024 |
| AD 2.EBOS-ADC.04-1 | 18-APR-2024 |
| AD 2.EBOS-ADC.04-2 | 18-APR-2024 |
| AD 2.EBOS-APDC.01-1 | 26-DEC-2024 |
| AD 2.EBOS-APDC.01-2 | 26-DEC-2024 |
| AD 2.EBOS-AOC.01-1 | 21-MAR-2024 |
| AD 2.EBOS-AOC.01-2 | 21-MAR-2024 |
| AD 2.EBOS-PATC.01-1 | 04-FEB-2016 |
| AD 2.EBOS-PATC.01-2 | 04-FEB-2016 |
| AD 2.EBOS-PATC.02-1 | 04-FEB-2016 |
| AD 2.EBOS-PATC.02-2 | 04-FEB-2016 |
| AD 2.EBOS-STAR.01-1 | 28-NOV-2024 |
| AD 2.EBOS-STAR.01-2 | 28-NOV-2024 |
| AD 2.EBOS-STAR.02-1 | 28-NOV-2024 |
| AD 2.EBOS-STAR.02-2 | 28-NOV-2024 |
| AD 2.EBOS-STAR.03-1 | 28-NOV-2024 |
| AD 2.EBOS-STAR.03-2 | 28-NOV-2024 |
| AD 2.EBOS-STAR.04-1 | 28-NOV-2024 |
| AD 2.EBOS-STAR.04-2 | 28-NOV-2024 |
| AD 2.EBOS-SID.01-1 | 28-NOV-2024 |
| AD 2.EBOS-SID.01-2 | 28-NOV-2024 |
| AD 2.EBOS-SID.02-1 | 28-NOV-2024 |
| AD 2.EBOS-SID.02-2 | 28-NOV-2024 |
| AD 2.EBOS-SID.03a-1 | 28-NOV-2024 |
| AD 2.EBOS-SID.03a-2 | 28-NOV-2024 |
| AD 2.EBOS-SID.03b-1 | 28-NOV-2024 |
| AD 2.EBOS-SID.03b-2 | 28-NOV-2024 |
| AD 2.EBOS-SID.04-1 | 28-NOV-2024 |
| AD 2.EBOS-SID.04-2 | 28-NOV-2024 |
| AD 2.EBOS-IAC.01-1 | 28-NOV-2024 |
| AD 2.EBOS-IAC.01-2 | 28-NOV-2024 |
| AD 2.EBOS-IAC.02-1 | 28-NOV-2024 |
| AD 2.EBOS-IAC.02-2 | 28-NOV-2024 |
| AD 2.EBOS-IAC.03-1 | 28-NOV-2024 |
| AD 2.EBOS-IAC.03-2 | 28-NOV-2024 |
| AD 2.EBOS-IAC.04-1 | 28-NOV-2024 |
| AD 2.EBOS-IAC.04-2 | 28-NOV-2024 |
| AD 2.EBOS-IAC.05-1 | 28-NOV-2024 |
| AD 2.EBOS-IAC.05-2 | 28-NOV-2024 |
| AD 2.EBOS-IAC.05a-1 | 23-JAN-2025 |
| AD 2.EBOS-IAC.05a-2 | 23-JAN-2025 |
| AD 2.EBOS-IAC.06-1 | 28-NOV-2024 |
| AD 2.EBOS-IAC.06-2 | 28-NOV-2024 |
| AD 2.EBOS-IAC.06a-1 | 23-JAN-2025 |
| AD 2.EBOS-IAC.06a-2 | 23-JAN-2025 |
| AD 2.EBOS-VAC.01-1 | 23-JAN-2025 |
| AD 2.EBOS-VAC.01-2 | 23-JAN-2025 |
| AD 2.MIL-EBBE-1 | 30-NOV-2023 |
| AD 2.MIL-EBBE-2 | 30-NOV-2023 |
| AD 2.MIL-EBBE-3 | 08-AUG-2024 |
| AD 2.MIL-EBBE-4 | 08-AUG-2024 |
| AD 2.MIL-EBBE-5 | 07-SEP-2023 |
| AD 2.MIL-EBBE-6 | 07-SEP-2023 |
| AD 2.MIL-EBBE-7 | 07-SEP-2023 |
| AD 2.MIL-EBBE-8 | 07-SEP-2023 |
| AD 2.MIL-EBBE-9 | 28-NOV-2024 |
| AD 2.MIL-EBBE-10 | 28-NOV-2024 |
| AD 2.MIL-EBBE-11 | 13-JUN-2024 |
| AD 2.MIL-EBBE-12 | 13-JUN-2024 |
| AD 2.MIL-EBBE-13 | 07-SEP-2023 |
| AD 2.MIL-EBBE-14 | 07-SEP-2023 |
| AD 2.MIL-EBBE-ADC.01-1 | 28-NOV-2024 |
| AD 2.MIL-EBBE-ADC.01-2 | 28-NOV-2024 |
| AD 2.MIL-EBBE-GMC.01-1 | 07-SEP-2023 |
| AD 2.MIL-EBBE-GMC.01-2 | 07-SEP-2023 |
| AD 2.MIL-EBBE-AOC.01-1 | 07-SEP-2023 |
| AD 2.MIL-EBBE-AOC.01-2 | 07-SEP-2023 |
| AD 2.MIL-EBBE-AOC.02-1 | 07-SEP-2023 |
| AD 2.MIL-EBBE-AOC.02-2 | 07-SEP-2023 |
| AD 2.MIL-EBBE-AOC.03-1 | 07-SEP-2023 |
| AD 2.MIL-EBBE-AOC.03-2 | 07-SEP-2023 |
| AD 2.MIL-EBBE-SID.01-1 | 13-JUN-2024 |
| AD 2.MIL-EBBE-SID.01-2 | 13-JUN-2024 |
| AD 2.MIL-EBBE-SID.02-1 | 13-JUN-2024 |
| AD 2.MIL-EBBE-SID.02-2 | 13-JUN-2024 |
| AD 2.MIL-EBBE-SID.03-1 | 22-FEB-2024 |
| AD 2.MIL-EBBE-SID.03-2 | 22-FEB-2024 |
| AD 2.MIL-EBBE-SID.04-1 | 13-JUN-2024 |
| AD 2.MIL-EBBE-SID.04-2 | 13-JUN-2024 |
| AD 2.MIL-EBBE-SID.05-1 | 22-FEB-2024 |
| AD 2.MIL-EBBE-SID.05-2 | 22-FEB-2024 |
| AD 2.MIL-EBBE-SID.06-1 | 13-JUN-2024 |
| AD 2.MIL-EBBE-SID.06-2 | 13-JUN-2024 |
| AD 2.MIL-EBBE-SID.07-1 | 13-JUN-2024 |
| AD 2.MIL-EBBE-SID.07-2 | 13-JUN-2024 |
| AD 2.MIL-EBBE-MISC.01-1 | 08-AUG-2024 |
| AD 2.MIL-EBBE-MISC.01-2 | 08-AUG-2024 |
| AD 2.MIL-EBBE-MISC.02-1 | 08-AUG-2024 |
| AD 2.MIL-EBBE-MISC.02-2 | 08-AUG-2024 |
| AD 2.MIL-EBBE-STAR.01-1 | 08-AUG-2024 |
| AD 2.MIL-EBBE-STAR.01-2 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.01-1 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.01-2 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.02-1 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.02-2 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.03-1 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.03-2 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.04-1 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.04-2 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.05-1 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.05-2 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.06-1 | 13-JUN-2024 |
| AD 2.MIL-EBBE-IAC.06-2 | 13-JUN-2024 |
| AD 2.MIL-EBBE-IAC.07-1 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.07-2 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.08-1 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.08-2 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.09-1 | 13-JUN-2024 |
| AD 2.MIL-EBBE-IAC.09-2 | 13-JUN-2024 |
| AD 2.MIL-EBBE-IAC.10-1 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.10-2 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.11-1 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.11-2 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.12-1 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.12-2 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.13-1 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.13-2 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.14-1 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.14-2 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.15-1 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.15-2 | 08-AUG-2024 |
| AD 2.MIL-EBBE-IAC.16-1 | 13-JUN-2024 |
| AD 2.MIL-EBBE-IAC.16-2 | 03-OCT-2024 |
| AD 2.MIL-EBBE-IAC.16a-1 | 05-OCT-2023 |
| AD 2.MIL-EBBE-IAC.16a-2 | 05-OCT-2023 |
| AD 2.MIL-EBBE-IAC.17-1 | 13-JUN-2024 |
| AD 2.MIL-EBBE-IAC.17-2 | 13-JUN-2024 |
| AD 2.MIL-EBBE-IAC.17a-1 | 07-SEP-2023 |
| AD 2.MIL-EBBE-IAC.17a-2 | 07-SEP-2023 |
| AD 2.MIL-EBBE-IAC.18-1 | 13-JUN-2024 |
| AD 2.MIL-EBBE-IAC.18-2 | 13-JUN-2024 |
| AD 2.MIL-EBBE-IAC.18a-1 | 07-SEP-2023 |
| AD 2.MIL-EBBE-IAC.18a-2 | 07-SEP-2023 |
| AD 2.MIL-EBBE-IAC.19-1 | 13-JUN-2024 |
| AD 2.MIL-EBBE-IAC.19-2 | 13-JUN-2024 |
| AD 2.MIL-EBBE-IAC.19a-1 | 05-OCT-2023 |
| AD 2.MIL-EBBE-IAC.19a-2 | 05-OCT-2023 |
| AD 2.MIL-EBBE-IAC.20-1 | 28-NOV-2024 |
| AD 2.MIL-EBBE-IAC.20-2 | 28-NOV-2024 |
| AD 2.MIL-EBBE-IAC.21-1 | 28-NOV-2024 |
| AD 2.MIL-EBBE-IAC.21-2 | 28-NOV-2024 |
| AD 2.MIL-EBBE-VAC.01-1 | 07-SEP-2023 |
| AD 2.MIL-EBBE-VAC.01-2 | 07-SEP-2023 |
| AD 2.MIL-EBBE-VAC.02-1 | 07-SEP-2023 |
| AD 2.MIL-EBBE-VAC.02-2 | 07-SEP-2023 |
| AD 2.MIL-EBBE-VAC.03-1 | 07-SEP-2023 |
| AD 2.MIL-EBBE-VAC.03-2 | 07-SEP-2023 |
| AD 2.MIL-EBBE-VAC.04-1 | 07-SEP-2023 |
| AD 2.MIL-EBBE-VAC.04-2 | 07-SEP-2023 |
| AD 2.MIL-EBBX-1 | 24-FEB-2022 |
| AD 2.MIL-EBBX-2 | 24-FEB-2022 |
| AD 2.MIL-EBMB-1 | 06-OCT-2022 |
| AD 2.MIL-EBMB-2 | 06-OCT-2022 |
| AD 2.MIL-EBMB-3 | 05-SEP-2024 |
| AD 2.MIL-EBMB-4 | 05-SEP-2024 |
| AD 2.MIL-EBMB-5 | 05-SEP-2024 |
| AD 2.MIL-EBMB-6 | 05-SEP-2024 |
| AD 2.MIL-EBCV-1 | 30-NOV-2023 |
| AD 2.MIL-EBCV-2 | 30-NOV-2023 |
| AD 2.MIL-EBCV-3 | 25-JAN-2024 |
| AD 2.MIL-EBCV-4 | 25-JAN-2024 |
| AD 2.MIL-EBCV-5 | 23-MAR-2023 |
| AD 2.MIL-EBCV-6 | 23-MAR-2023 |
| AD 2.MIL-EBCV-7 | 31-OCT-2024 |
| AD 2.MIL-EBCV-8 | 31-OCT-2024 |
| AD 2.MIL-EBCV-GMC.01-1 | 21-MAR-2024 |
| AD 2.MIL-EBCV-GMC.01-2 | 21-MAR-2024 |
| AD 2.MIL-EBCV-IAC.01-1 | 31-OCT-2024 |
| AD 2.MIL-EBCV-IAC.01-2 | 31-OCT-2024 |
| AD 2.MIL-EBCV-IAC.02-1 | 13-JUN-2024 |
| AD 2.MIL-EBCV-IAC.02-2 | 13-JUN-2024 |
| AD 2.MIL-EBCV-IAC.03-1 | 30-NOV-2023 |
| AD 2.MIL-EBCV-IAC.03-2 | 30-NOV-2023 |
| AD 2.MIL-EBCV-IAC.04-1 | 13-JUN-2024 |
| AD 2.MIL-EBCV-IAC.04-2 | 13-JUN-2024 |
| AD 2.MIL-EBDT-1 | 08-AUG-2024 |


© AIM BELGIUM

| | |
|---|---|
| AD 2.MIL-EBDT-2 | 08-AUG-2024 |
| AD 2.MIL-EBFS-1 | 24-FEB-2022 |
| AD 2.MIL-EBFS-2 | 24-FEB-2022 |
| AD 2.MIL-EBFS-3 | 08-AUG-2024 |
| AD 2.MIL-EBFS-4 | 08-AUG-2024 |
| AD 2.MIL-EBFS-5 | 07-SEP-2023 |
| AD 2.MIL-EBFS-6 | 07-SEP-2023 |
| AD 2.MIL-EBFS-7 | 23-JAN-2025 |
| AD 2.MIL-EBFS-8 | 23-JAN-2025 |
| AD 2.MIL-EBFS-9 | 07-SEP-2023 |
| AD 2.MIL-EBFS-10 | 07-SEP-2023 |
| AD 2.MIL-EBFS-11 | 28-DEC-2023 |
| AD 2.MIL-EBFS-12 | 28-DEC-2023 |
| AD 2.MIL-EBFS-13 | 28-NOV-2024 |
| AD 2.MIL-EBFS-14 | 28-NOV-2024 |
| AD 2.MIL-EBFS-ADC.01-1 | 23-JAN-2025 |
| AD 2.MIL-EBFS-ADC.01-2 | 23-JAN-2025 |
| AD 2.MIL-EBFS-GMC.01-1 | 07-SEP-2023 |
| AD 2.MIL-EBFS-GMC.01-2 | 07-SEP-2023 |
| AD 2.MIL-EBFS-AOC.01-1 | 06-OCT-2022 |
| AD 2.MIL-EBFS-AOC.01-2 | 06-OCT-2022 |
| AD 2.MIL-EBFS-AOC.02-1 | 06-OCT-2022 |
| AD 2.MIL-EBFS-AOC.02-2 | 06-OCT-2022 |
| AD 2.MIL-EBFS-AOC.03-1 | 06-OCT-2022 |
| AD 2.MIL-EBFS-AOC.03-2 | 06-OCT-2022 |
| AD 2.MIL-EBFS-SID.01-1 | 07-SEP-2023 |
| AD 2.MIL-EBFS-SID.01-2 | 07-SEP-2023 |
| AD 2.MIL-EBFS-SID.02-1 | 07-SEP-2023 |
| AD 2.MIL-EBFS-SID.02-2 | 07-SEP-2023 |
| AD 2.MIL-EBFS-SID.03-1 | 07-SEP-2023 |
| AD 2.MIL-EBFS-SID.03-2 | 07-SEP-2023 |
| AD 2.MIL-EBFS-SID.04-1 | 07-SEP-2023 |
| AD 2.MIL-EBFS-SID.04-2 | 07-SEP-2023 |
| AD 2.MIL-EBFS-SID.05-1 | 07-SEP-2023 |
| AD 2.MIL-EBFS-SID.05-2 | 07-SEP-2023 |
| AD 2.MIL-EBFS-MISC.01-1 | 26-JAN-2023 |
| AD 2.MIL-EBFS-MISC.01-2 | 26-JAN-2023 |
| AD 2.MIL-EBFS-MISC.02-1 | 26-JAN-2023 |
| AD 2.MIL-EBFS-MISC.02-2 | 26-JAN-2023 |
| AD 2.MIL-EBFS-IAC.01-1 | 28-NOV-2024 |
| AD 2.MIL-EBFS-IAC.01-2 | 28-NOV-2024 |
| AD 2.MIL-EBFS-IAC.02-1 | 13-JUN-2024 |
| AD 2.MIL-EBFS-IAC.02-2 | 13-JUN-2024 |
| AD 2.MIL-EBFS-IAC.03-1 | 25-JAN-2024 |
| AD 2.MIL-EBFS-IAC.03-2 | 25-JAN-2024 |
| AD 2.MIL-EBFS-IAC.04-1 | 25-JAN-2024 |
| AD 2.MIL-EBFS-IAC.04-2 | 25-JAN-2024 |
| AD 2.MIL-EBFS-IAC.05-1 | 13-JUN-2024 |
| AD 2.MIL-EBFS-IAC.05-2 | 13-JUN-2024 |
| AD 2.MIL-EBFS-IAC.06-1 | 13-JUN-2024 |
| AD 2.MIL-EBFS-IAC.06-2 | 13-JUN-2024 |
| AD 2.MIL-EBFS-IAC.07-1 | 28-NOV-2024 |
| AD 2.MIL-EBFS-IAC.07-2 | 28-NOV-2024 |
| AD 2.MIL-EBFS-IAC.08-1 | 07-SEP-2023 |
| AD 2.MIL-EBFS-IAC.08-2 | 07-SEP-2023 |
| AD 2.MIL-EBFS-IAC.09-1 | 25-JAN-2024 |
| AD 2.MIL-EBFS-IAC.09-2 | 25-JAN-2024 |
| AD 2.MIL-EBFS-IAC.10-1 | 25-JAN-2024 |
| AD 2.MIL-EBFS-IAC.10-2 | 25-JAN-2024 |
| AD 2.MIL-EBFS-IAC.11-1 | 07-SEP-2023 |
| AD 2.MIL-EBFS-IAC.11-2 | 07-SEP-2023 |
| AD 2.MIL-EBFS-IAC.12-1 | 07-SEP-2023 |
| AD 2.MIL-EBFS-IAC.12-2 | 07-SEP-2023 |
| AD 2.MIL-EBFS-IAC.13-1 | 28-NOV-2024 |
| AD 2.MIL-EBFS-IAC.13-2 | 28-NOV-2024 |
| AD 2.MIL-EBFS-IAC.14-1 | 02-NOV-2023 |
| AD 2.MIL-EBFS-IAC.14-2 | 02-NOV-2023 |
| AD 2.MIL-EBFS-IAC.15-1 | 25-JAN-2024 |
| AD 2.MIL-EBFS-IAC.15-2 | 25-JAN-2024 |
| AD 2.MIL-EBFS-IAC.16-1 | 02-NOV-2023 |
| AD 2.MIL-EBFS-IAC.16-2 | 02-NOV-2023 |
| AD 2.MIL-EBFS-IAC.17-1 | 25-JAN-2024 |
| AD 2.MIL-EBFS-IAC.17-2 | 25-JAN-2024 |
| AD 2.MIL-EBFS-IAC.18-1 | 02-NOV-2023 |
| AD 2.MIL-EBFS-IAC.18-2 | 02-NOV-2023 |
| AD 2.MIL-EBFS-IAC.19-1 | 28-NOV-2024 |
| AD 2.MIL-EBFS-IAC.19-2 | 28-NOV-2024 |
| AD 2.MIL-EBFS-IAC.20-1 | 13-JUN-2024 |
| AD 2.MIL-EBFS-IAC.20-2 | 13-JUN-2024 |
| AD 2.MIL-EBFS-IAC.21-1 | 28-NOV-2024 |
| AD 2.MIL-EBFS-IAC.21-2 | 28-NOV-2024 |
| AD 2.MIL-EBFS-IAC.22-1 | 08-AUG-2024 |
| AD 2.MIL-EBFS-IAC.22-2 | 08-AUG-2024 |
| AD 2.MIL-EBFS-IAC.23-1 | 28-NOV-2024 |
| AD 2.MIL-EBFS-IAC.23-2 | 28-NOV-2024 |
| AD 2.MIL-EBFS-IAC.24-1 | 28-NOV-2024 |
| AD 2.MIL-EBFS-IAC.24-2 | 28-NOV-2024 |
| AD 2.MIL-EBFS-IAC.25-1 | 28-NOV-2024 |
| AD 2.MIL-EBFS-IAC.25-2 | 28-NOV-2024 |
| AD 2.MIL-EBFS-IAC.26-1 | 28-NOV-2024 |
| AD 2.MIL-EBFS-IAC.26-2 | 28-NOV-2024 |
| AD 2.MIL-EBFS-VAC.01-1 | 13-JUN-2024 |
| AD 2.MIL-EBFS-VAC.01-2 | 13-JUN-2024 |
| AD 2.MIL-EBFS-VAC.02-1 | 13-JUN-2024 |
| AD 2.MIL-EBFS-VAC.02-2 | 13-JUN-2024 |
| AD 2.MIL-EBFS-VAC.03-1 | 13-JUN-2024 |
| AD 2.MIL-EBFS-VAC.03-2 | 13-JUN-2024 |
| AD 2.MIL-EBFS-VAC.04-1 | 13-JUN-2024 |
| AD 2.MIL-EBFS-VAC.04-2 | 13-JUN-2024 |
| AD 2.MIL-EBBL-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-3 | 28-NOV-2024 |
| AD 2.MIL-EBBL-4 | 28-NOV-2024 |
| AD 2.MIL-EBBL-5 | 28-NOV-2024 |
| AD 2.MIL-EBBL-6 | 28-NOV-2024 |
| AD 2.MIL-EBBL-7 | 18-APR-2024 |
| AD 2.MIL-EBBL-8 | 18-APR-2024 |
| AD 2.MIL-EBBL-9 | 28-NOV-2024 |
| AD 2.MIL-EBBL-10 | 28-NOV-2024 |
| AD 2.MIL-EBBL-11 | 28-NOV-2024 |
| AD 2.MIL-EBBL-12 | 28-NOV-2024 |
| AD 2.MIL-EBBL-ADC.01-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-ADC.01-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-GMC.01-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-GMC.01-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-AOC.01-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-AOC.01-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-AOC.02-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-AOC.02-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-AOC.03-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-AOC.03-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-SID.01-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-SID.01-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-SID.02-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-SID.02-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-SID.03-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-SID.03-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-SID.04-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-SID.04-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-SID.05-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-SID.05-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-SID.06-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-SID.06-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-SID.07-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-SID.07-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-SID.08-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-SID.08-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-SID.09-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-SID.09-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-MISC.01-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-MISC.01-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-MISC.02-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-MISC.02-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.01-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.01-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.02-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.02-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.03-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.03-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.04-1 | 23-JAN-2025 |
| AD 2.MIL-EBBL-IAC.04-2 | 23-JAN-2025 |
| AD 2.MIL-EBBL-IAC.05-1 | 23-JAN-2025 |
| AD 2.MIL-EBBL-IAC.05-2 | 23-JAN-2025 |
| AD 2.MIL-EBBL-IAC.06-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.06-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.07-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.07-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.08-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.08-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.09-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.09-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.10-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.10-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.11-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.11-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.12-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.12-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.13-1 | 23-JAN-2025 |
| AD 2.MIL-EBBL-IAC.13-2 | 23-JAN-2025 |
| AD 2.MIL-EBBL-IAC.14-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.14-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.15-1 | 23-JAN-2025 |
| AD 2.MIL-EBBL-IAC.15-2 | 23-JAN-2025 |
| AD 2.MIL-EBBL-IAC.16-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.16-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.17-1 | 23-JAN-2025 |
| AD 2.MIL-EBBL-IAC.17-2 | 23-JAN-2025 |
| AD 2.MIL-EBBL-IAC.18-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.18-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.18a-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.18a-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.19-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.19-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.20-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.20-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.20a-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.20a-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.21-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.21-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.22-1 | 23-JAN-2025 |
| AD 2.MIL-EBBL-IAC.22-2 | 23-JAN-2025 |
| AD 2.MIL-EBBL-IAC.23-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.23-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.24-1 | 23-JAN-2025 |
| AD 2.MIL-EBBL-IAC.24-2 | 23-JAN-2025 |
| AD 2.MIL-EBBL-IAC.25-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-IAC.25-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-VAC.01-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-VAC.01-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-VAC.02-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-VAC.02-2 | 28-NOV-2024 |
| AD 2.MIL-EBBL-VAC.03-1 | 28-NOV-2024 |
| AD 2.MIL-EBBL-VAC.03-2 | 28-NOV-2024 |
| AD 2.MIL-EBFN-1 | 07-SEP-2023 |
| AD 2.MIL-EBFN-2 | 07-SEP-2023 |
| AD 2.MIL-EBFN-3 | 08-AUG-2024 |
| AD 2.MIL-EBFN-4 | 08-AUG-2024 |
| AD 2.MIL-EBFN-5 | 26-DEC-2024 |
| AD 2.MIL-EBFN-6 | 26-DEC-2024 |
| AD 2.MIL-EBFN-7 | 24-MAR-2022 |
| AD 2.MIL-EBFN-8 | 24-MAR-2022 |
| AD 2.MIL-EBFN-9 | 24-FEB-2022 |
| AD 2.MIL-EBFN-10 | 24-FEB-2022 |
| AD 2.MIL-EBFN-ADC.01-1 | 07-SEP-2023 |
| AD 2.MIL-EBFN-ADC.01-2 | 07-SEP-2023 |
| AD 2.MIL-EBFN-GMC.01-1 | 07-SEP-2023 |
| AD 2.MIL-EBFN-GMC.01-2 | 07-SEP-2023 |
| AD 2.MIL-EBFN-AOC.01-1 | 07-SEP-2023 |
| AD 2.MIL-EBFN-AOC.01-2 | 07-SEP-2023 |
| AD 2.MIL-EBFN-AOC.02-1 | 07-SEP-2023 |
| AD 2.MIL-EBFN-AOC.02-2 | 07-SEP-2023 |
| AD 2.MIL-EBFN-SID.01-1 | 07-SEP-2023 |
| AD 2.MIL-EBFN-SID.01-2 | 07-SEP-2023 |
| AD 2.MIL-EBFN-SID.02-1 | 07-SEP-2023 |
| AD 2.MIL-EBFN-SID.02-2 | 07-SEP-2023 |
| AD 2.MIL-EBFN-MISC.01-1 | 07-SEP-2023 |
| AD 2.MIL-EBFN-MISC.01-2 | 07-SEP-2023 |
| AD 2.MIL-EBFN-MISC.02-1 | 06-OCT-2022 |
| AD 2.MIL-EBFN-MISC.02-2 | 06-OCT-2022 |
| AD 2.MIL-EBFN-IAC.01-1 | 13-JUN-2024 |
| AD 2.MIL-EBFN-IAC.01-2 | 13-JUN-2024 |

| | |
|---|---|
| AD 2.MIL-EBFN-IAC.02-1 | 05-OCT-2023 |
| AD 2.MIL-EBFN-IAC.02-2 | 05-OCT-2023 |
| AD 2.MIL-EBFN-IAC.03-1 | 05-OCT-2023 |
| AD 2.MIL-EBFN-IAC.03-2 | 05-OCT-2023 |
| AD 2.MIL-EBFN-VAC.01-1 | 28-NOV-2024 |
| AD 2.MIL-EBFN-VAC.01-2 | 28-NOV-2024 |
| AD 2.MIL-EBFN-VAC.02-1 | 28-NOV-2024 |
| AD 2.MIL-EBFN-VAC.02-2 | 28-NOV-2024 |
| AD 2.MIL-EBSU-1 | 01-DEC-2022 |
| AD 2.MIL-EBSU-2 | 01-DEC-2022 |
| AD 2.MIL-EBSU-AOC.01-1 | 20-MAY-2021 |
| AD 2.MIL-EBSU-AOC.01-2 | 20-MAY-2021 |
| AD 2.MIL-EBUL-1 | 18-MAY-2023 |
| AD 2.MIL-EBUL-2 | 18-MAY-2023 |
| AD 2.MIL-EBWE-1 | 24-FEB-2022 |
| AD 2.MIL-EBWE-2 | 24-FEB-2022 |
| AD 2.PVT-EBAM-1 | 24-FEB-2022 |
| AD 2.PVT-EBAM-2 | 24-FEB-2022 |
| AD 2.PVT-EBKH-1 | 25-JAN-2024 |
| AD 2.PVT-EBKH-2 | 25-JAN-2024 |
| AD 2.PVT-EBKH-3 | 25-JAN-2024 |
| AD 2.PVT-EBKH-4 | 25-JAN-2024 |
| AD 2.PVT-EBKH-ADC.01-1 | 21-MAR-2024 |
| AD 2.PVT-EBKH-ADC.01-2 | 21-MAR-2024 |
| AD 2.PVT-EBKH-VAC.01-1 | 21-MAR-2024 |
| AD 2.PVT-EBKH-VAC.01-2 | 21-MAR-2024 |
| AD 2.PVT-EBBT-1 | 24-FEB-2022 |
| AD 2.PVT-EBBT-2 | 24-FEB-2022 |
| AD 2.PVT-EBBT-3 | 04-FEB-2016 |
| AD 2.PVT-EBBT-4 | 04-FEB-2016 |
| AD 2.PVT-EBCF-1 | 07-SEP-2023 |
| AD 2.PVT-EBCF-2 | 07-SEP-2023 |
| AD 2.PVT-EBCF-3 | 07-SEP-2023 |
| AD 2.PVT-EBCF-4 | 07-SEP-2023 |
| AD 2.PVT-EBZW-1 | 24-FEB-2022 |
| AD 2.PVT-EBZW-2 | 24-FEB-2022 |
| AD 2.PVT-EBZW-3 | 31-JAN-2019 |
| AD 2.PVT-EBZW-4 | 31-JAN-2019 |
| AD 2.PVT-EBGG-1 | 21-APR-2022 |
| AD 2.PVT-EBGG-2 | 21-APR-2022 |
| AD 2.PVT-EBGG-3 | 04-FEB-2016 |
| AD 2.PVT-EBGG-4 | 04-FEB-2016 |
| AD 2.PVT-EBTN-1 | 24-FEB-2022 |
| AD 2.PVT-EBTN-2 | 24-FEB-2022 |
| AD 2.PVT-EBTN-3 | 05-OCT-2023 |
| AD 2.PVT-EBTN-4 | 05-OCT-2023 |
| AD 2.PVT-EBGB-1 | 24-FEB-2022 |
| AD 2.PVT-EBGB-2 | 24-FEB-2022 |
| AD 2.PVT-EBGB-3 | 19-JUL-2018 |
| AD 2.PVT-EBGB-4 | 19-JUL-2018 |
| AD 2.PVT-EBGB-VAC.01-1 | 21-MAR-2024 |
| AD 2.PVT-EBGB-VAC.01-2 | 21-MAR-2024 |
| AD 2.PVT-EBZH-1 | 24-FEB-2022 |
| AD 2.PVT-EBZH-2 | 24-FEB-2022 |
| AD 2.PVT-EBZH-3 | 04-FEB-2016 |
| AD 2.PVT-EBZH-4 | 04-FEB-2016 |
| AD 2.PVT-EBHN-1 | 18-APR-2024 |
| AD 2.PVT-EBHN-2 | 18-APR-2024 |
| AD 2.PVT-EBHN-3 | 04-FEB-2016 |
| AD 2.PVT-EBHN-4 | 04-FEB-2016 |
| AD 2.PVT-EBEH-1 | 24-FEB-2022 |
| AD 2.PVT-EBEH-2 | 24-FEB-2022 |
| AD 2.PVT-EBEH-3 | 31-JAN-2019 |
| AD 2.PVT-EBEH-4 | 31-JAN-2019 |
| AD 2.PVT-EBLE-1 | 11-JUL-2024 |
| AD 2.PVT-EBLE-2 | 11-JUL-2024 |
| AD 2.PVT-EBMO-1 | 05-SEP-2024 |
| AD 2.PVT-EBMO-2 | 05-SEP-2024 |
| AD 2.PVT-EBMO-3 | 05-SEP-2024 |
| AD 2.PVT-EBMO-4 | 05-SEP-2024 |
| AD 2.PVT-EBMO-VAC.01-1 | 05-SEP-2024 |
| AD 2.PVT-EBMO-VAC.01-2 | 05-SEP-2024 |
| AD 2.PVT-EBNM-1 | 22-FEB-2024 |
| AD 2.PVT-EBNM-2 | 22-FEB-2024 |
| AD 2.PVT-EBNM-3 | 24-FEB-2022 |
| AD 2.PVT-EBNM-4 | 24-FEB-2022 |
| AD 2.PVT-ELNT-1 | 16-MAY-2024 |
| AD 2.PVT-ELNT-2 | 16-MAY-2024 |
| AD 2.PVT-EBSG-1 | 03-NOV-2022 |
| AD 2.PVT-EBSG-2 | 03-NOV-2022 |
| AD 2.PVT-EBSG-3 | 03-NOV-2022 |
| AD 2.PVT-EBSG-4 | 03-NOV-2022 |
| AD 2.PVT-EBSH-1 | 24-FEB-2022 |
| AD 2.PVT-EBSH-2 | 24-FEB-2022 |
| AD 2.PVT-EBSH-3 | 24-FEB-2022 |
| AD 2.PVT-EBSH-4 | 24-FEB-2022 |
| AD 2.PVT-EBST-1 | 30-NOV-2023 |
| AD 2.PVT-EBST-2 | 30-NOV-2023 |
| AD 2.PVT-EBST-3 | 30-NOV-2023 |
| AD 2.PVT-EBST-4 | 30-NOV-2023 |
| AD 2.PVT-EBST-VAC.01-1 | 21-MAR-2024 |
| AD 2.PVT-EBST-VAC.01-2 | 21-MAR-2024 |
| AD 2.PVT-EBSP-1 | 13-JUN-2024 |
| AD 2.PVT-EBSP-2 | 13-JUN-2024 |
| AD 2.PVT-EBSP-3 | 13-JUN-2024 |
| AD 2.PVT-EBSP-4 | 13-JUN-2024 |
| AD 2.PVT-EBSP-VAC.01-1 | 13-JUN-2024 |
| AD 2.PVT-EBSP-VAC.01-2 | 13-JUN-2024 |
| AD 2.PVT-EBTY-1 | 24-FEB-2022 |
| AD 2.PVT-EBTY-2 | 24-FEB-2022 |
| AD 2.PVT-EBTY-3 | 02-JAN-2020 |
| AD 2.PVT-EBTY-4 | 02-JAN-2020 |
| AD 2.PVT-ELUS-1 | 18-APR-2024 |
| AD 2.PVT-ELUS-2 | 18-APR-2024 |
| AD 2.PVT-EBTX-1 | 24-FEB-2022 |
| AD 2.PVT-EBTX-2 | 24-FEB-2022 |
| AD 2.PVT-EBTX-3 | 20-MAY-2021 |
| AD 2.PVT-EBTX-4 | 20-MAY-2021 |
| AD 2.PVT-EBZR-1 | 30-NOV-2023 |
| AD 2.PVT-EBZR-2 | 30-NOV-2023 |
| AD 2.PVT-EBSL-1 | 18-APR-2024 |
| AD 2.PVT-EBSL-2 | 18-APR-2024 |
| AD 2.ULM-EBAR-1 | 20-APR-2023 |
| AD 2.ULM-EBAR-2 | 20-APR-2023 |
| AD 2.ULM-EBML-1 | 13-AUG-2020 |
| AD 2.ULM-EBML-2 | 13-AUG-2020 |
| AD 2.ULM-EBIS-1 | 23-APR-2020 |
| AD 2.ULM-EBIS-2 | 23-APR-2020 |
| AD 2.ULM-EBBN-1 | 23-APR-2020 |
| AD 2.ULM-EBBN-2 | 23-APR-2020 |
| AD 2.ULM-EBMG-1 | 23-APR-2020 |
| AD 2.ULM-EBMG-2 | 23-APR-2020 |
| AD 2.ULM-EBBY-1 | 11-JUL-2024 |
| AD 2.ULM-EBBY-2 | 11-JUL-2024 |
| AD 2.ULM-EBAV-1 | 05-OCT-2023 |
| AD 2.ULM-EBAV-2 | 05-OCT-2023 |
| AD 2.ULM-EBBZ-1 | 23-APR-2020 |
| AD 2.ULM-EBBZ-2 | 23-APR-2020 |
| AD 2.ULM-EBOR-1 | 25-FEB-2021 |
| AD 2.ULM-EBOR-2 | 25-FEB-2021 |
| AD 2.ULM-EBZU-1 | 16-MAY-2024 |
| AD 2.ULM-EBZU-2 | 16-MAY-2024 |
| AD 2.PERS-EBSM-1 | 16-JUL-2020 |
| AD 2.PERS-EBSM-2 | 16-JUL-2020 |
| AD 3.MIL-EBCT-1 | 23-APR-2020 |
| AD 3.MIL-EBCT-2 | 23-APR-2020 |
| AD 3.MIL-EBCT-VAC.01-1 | 23-APR-2020 |
| AD 3.MIL-EBCT-VAC.01-2 | 23-APR-2020 |
| AD 3.MIL-EBCT-VAC.02-1 | 23-APR-2020 |
| AD 3.MIL-EBCT-VAC.02-2 | 23-APR-2020 |
| AD 3.HOSP-EBAL-1 | 23-APR-2020 |
| AD 3.HOSP-EBAL-2 | 23-APR-2020 |
| AD 3.HOSP-EBMD-1 | 23-APR-2020 |
| AD 3.HOSP-EBMD-2 | 23-APR-2020 |
| AD 3.HOSP-EBSJ-1 | 23-APR-2020 |
| AD 3.HOSP-EBSJ-2 | 23-APR-2020 |
| AD 3.HOSP-EBSS-1 | 03-DEC-2020 |
| AD 3.HOSP-EBSS-2 | 03-DEC-2020 |
| AD 3.HOSP-EBUC-1 | 23-APR-2020 |
| AD 3.HOSP-EBUC-2 | 23-APR-2020 |
| AD 3.HOSP-EBEU-1 | 30-NOV-2023 |
| AD 3.HOSP-EBEU-2 | 30-NOV-2023 |
| AD 3.HOSP-EBEA-1 | 31-OCT-2024 |
| AD 3.HOSP-EBEA-2 | 31-OCT-2024 |
| AD 3.HOSP-ELEA-1 | 29-DEC-2022 |
| AD 3.HOSP-ELEA-2 | 29-DEC-2022 |
| AD 3.HOSP-ELEA-ADC.01-1 | 28-NOV-2024 |
| AD 3.HOSP-ELEA-ADC.01-2 | 28-NOV-2024 |
| AD 3.HOSP-ELET-1 | 29-DEC-2022 |
| AD 3.HOSP-ELET-2 | 29-DEC-2022 |
| AD 3.HOSP-EBGT-1 | 02-NOV-2023 |
| AD 3.HOSP-EBGT-2 | 02-NOV-2023 |
| AD 3.HOSP-EBGH-1 | 26-DEC-2024 |
| AD 3.HOSP-EBGH-2 | 26-DEC-2024 |
| AD 3.HOSP-EBYP-1 | 16-MAY-2024 |
| AD 3.HOSP-EBYP-2 | 16-MAY-2024 |
| AD 3.HOSP-EBKZ-1 | 23-APR-2020 |
| AD 3.HOSP-EBKZ-2 | 23-APR-2020 |
| AD 3.HOSP-EBKG-1 | 23-APR-2020 |
| AD 3.HOSP-EBKG-2 | 23-APR-2020 |
| AD 3.HOSP-EBGA-1 | 23-APR-2020 |
| AD 3.HOSP-EBGA-2 | 23-APR-2020 |
| AD 3.HOSP-EBLC-1 | 23-APR-2020 |
| AD 3.HOSP-EBLC-2 | 23-APR-2020 |
| AD 3.HOSP-EBCH-1 | 23-APR-2020 |
| AD 3.HOSP-EBCH-2 | 23-APR-2020 |
| AD 3.HOSP-EBLS-1 | 25-MAR-2021 |
| AD 3.HOSP-EBLS-2 | 25-MAR-2021 |
| AD 3.HOSP-EBLX-1 | 23-APR-2020 |
| AD 3.HOSP-EBLX-2 | 23-APR-2020 |
| AD 3.HOSP-EBMC-1 | 23-FEB-2023 |
| AD 3.HOSP-EBMC-2 | 23-FEB-2023 |
| AD 3.HOSP-EBGE-1 | 23-APR-2020 |
| AD 3.HOSP-EBGE-2 | 23-APR-2020 |
| AD 3.HOSP-ELLC-1 | 10-AUG-2023 |
| AD 3.HOSP-ELLC-2 | 10-AUG-2023 |
| AD 3.HOSP-ELLC-ADC.01-1 | 28-NOV-2024 |
| AD 3.HOSP-ELLC-ADC.01-2 | 28-NOV-2024 |
| AD 3.HOSP-ELLZ-1 | 29-DEC-2022 |
| AD 3.HOSP-ELLZ-2 | 29-DEC-2022 |
| AD 3.HOSP-ELLK-1 | 29-DEC-2022 |
| AD 3.HOSP-ELLK-2 | 29-DEC-2022 |
| AD 3.HOSP-EBMT-1 | 23-APR-2020 |
| AD 3.HOSP-EBMT-2 | 23-APR-2020 |
| AD 3.HOSP-EBNB-1 | 23-APR-2020 |
| AD 3.HOSP-EBNB-2 | 23-APR-2020 |
| AD 3.HOSP-EBNG-1 | 25-MAR-2021 |
| AD 3.HOSP-EBNG-2 | 25-MAR-2021 |
| AD 3.HOSP-EBAD-1 | 23-APR-2020 |
| AD 3.HOSP-EBAD-2 | 23-APR-2020 |
| AD 3.HOSP-EBVS-1 | 23-APR-2020 |
| AD 3.HOSP-EBVS-2 | 23-APR-2020 |
| AD 3.PVT-EBDR-1 | 23-MAR-2023 |
| AD 3.PVT-EBDR-2 | 23-MAR-2023 |
| AD 3.PVT-EBJS-1 | 23-APR-2020 |
| AD 3.PVT-EBJS-2 | 23-APR-2020 |
| AD 3.PVT-EBBM-1 | 23-APR-2020 |
| AD 3.PVT-EBBM-2 | 23-APR-2020 |
| AD 3.PVT-EBBV-1 | 23-APR-2020 |
| AD 3.PVT-EBBV-2 | 23-APR-2020 |
| AD 3.PVT-EBOK-1 | 23-APR-2020 |
| AD 3.PVT-EBOK-2 | 23-APR-2020 |
| AD 3.PVT-EBDV-1 | 29-DEC-2022 |
| AD 3.PVT-EBDV-2 | 29-DEC-2022 |
| AD 3.PVT-EBEB-1 | 23-APR-2020 |
| AD 3.PVT-EBEB-2 | 23-APR-2020 |
| AD 3.PVT-EBFR-1 | 14-JUL-2022 |
| AD 3.PVT-EBFR-2 | 14-JUL-2022 |
| AD 3.PVT-EBAG-1 | 23-APR-2020 |
| AD 3.PVT-EBAG-2 | 23-APR-2020 |
| AD 3.PVT-EBHM-1 | 23-APR-2020 |
| AD 3.PVT-EBHM-2 | 23-APR-2020 |
| AD 3.PVT-EBHO-1 | 03-DEC-2020 |
| AD 3.PVT-EBHO-2 | 03-DEC-2020 |
| AD 3.PVT-EBHT-1 | 23-APR-2020 |
| AD 3.PVT-EBHT-2 | 23-APR-2020 |
| AD 3.PVT-EBHF-1 | 05-OCT-2023 |
| AD 3.PVT-EBHF-2 | 05-OCT-2023 |
| AD 3.PVT-EBKD-1 | 24-FEB-2022 |
| AD 3.PVT-EBKD-2 | 24-FEB-2022 |
| AD 3.PVT-EBFI-1 | 04-NOV-2021 |


© AIM BELGIUM

| | |
|---|---|
| AD 3.PVT-EBFI-2 | 04-NOV-2021 |
| AD 3.PVT-EBKW-1 | 23-APR-2020 |
| AD 3.PVT-EBKW-2 | 23-APR-2020 |
| AD 3.PVT-EBSA-1 | 13-JUN-2024 |
| AD 3.PVT-EBSA-2 | 13-JUN-2024 |
| AD 3.PVT-EBBG-1 | 03-OCT-2024 |
| AD 3.PVT-EBBG-2 | 03-OCT-2024 |
| AD 3.PVT-EBHC-1 | 08-AUG-2024 |
| AD 3.PVT-EBHC-2 | 08-AUG-2024 |
| AD 3.PVT-EBKR-1 | 21-APR-2022 |
| AD 3.PVT-EBKR-2 | 21-APR-2022 |
| AD 3.PVT-EBMS-1 | 13-AUG-2020 |
| AD 3.PVT-EBMS-2 | 13-AUG-2020 |
| AD 3.PVT-EBLT-1 | 23-APR-2020 |
| AD 3.PVT-EBLT-2 | 23-APR-2020 |
| AD 3.PVT-EBRE-1 | 25-JAN-2024 |
| AD 3.PVT-EBRE-2 | 25-JAN-2024 |
| AD 3.PVT-EBLO-1 | 23-APR-2020 |
| AD 3.PVT-EBLO-2 | 23-APR-2020 |
| AD 3.PVT-EBLU-1 | 10-SEP-2020 |
| AD 3.PVT-EBLU-2 | 10-SEP-2020 |
| AD 3.PVT-EBMK-1 | 23-APR-2020 |
| AD 3.PVT-EBMK-2 | 23-APR-2020 |
| AD 3.PVT-EBMM-1 | 23-APR-2020 |
| AD 3.PVT-EBMM-2 | 23-APR-2020 |
| AD 3.PVT-EBMH-1 | 15-JUL-2021 |
| AD 3.PVT-EBMH-2 | 15-JUL-2021 |
| AD 3.PVT-EBME-1 | 27-JAN-2022 |
| AD 3.PVT-EBME-2 | 27-JAN-2022 |
| AD 3.PVT-EBMN-1 | 23-APR-2020 |
| AD 3.PVT-EBMN-2 | 23-APR-2020 |
| AD 3.PVT-EBLM-1 | 23-APR-2020 |
| AD 3.PVT-EBLM-2 | 23-APR-2020 |
| AD 3.PVT-EBGU-1 | 25-JAN-2024 |
| AD 3.PVT-EBGU-2 | 25-JAN-2024 |
| AD 3.PVT-EBDY-1 | 22-APR-2021 |
| AD 3.PVT-EBDY-2 | 22-APR-2021 |
| AD 3.PVT-EBNK-1 | 23-APR-2020 |
| AD 3.PVT-EBNK-2 | 23-APR-2020 |
| AD 3.PVT-EBOO-1 | 23-FEB-2023 |
| AD 3.PVT-EBOO-2 | 23-FEB-2023 |
| AD 3.PVT-EBNH-1 | 31-DEC-2020 |
| AD 3.PVT-EBNH-2 | 31-DEC-2020 |
| AD 3.PVT-EBOB-1 | 18-MAY-2023 |
| AD 3.PVT-EBOB-2 | 18-MAY-2023 |
| AD 3.PVT-EBPW-1 | 22-APR-2021 |
| AD 3.PVT-EBPW-2 | 22-APR-2021 |
| AD 3.PVT-EBNP-1 | 23-MAR-2023 |
| AD 3.PVT-EBNP-2 | 23-MAR-2023 |
| AD 3.PVT-EBEN-1 | 03-DEC-2020 |
| AD 3.PVT-EBEN-2 | 03-DEC-2020 |
| AD 3.PVT-EBLY-1 | 23-APR-2020 |
| AD 3.PVT-EBLY-2 | 23-APR-2020 |
| AD 3.PVT-EBRO-1 | 23-APR-2020 |
| AD 3.PVT-EBRO-2 | 23-APR-2020 |
| AD 3.PVT-EBNR-1 | 23-APR-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 |
| AD 3.PVT-EBZO-1 | 23-APR-2020 |
| AD 3.PVT-EBZO-2 | 23-APR-2020 |
| AD 3.PERS-EBAF-1 | 28-DEC-2023 |
| AD 3.PERS-EBAF-2 | 28-DEC-2023 |
| AD 3.PERS-EBRU-1 | 28-DEC-2023 |
| AD 3.PERS-EBRU-2 | 28-DEC-2023 |
| AD 3.PERS-EBDZ-1 | 31-DEC-2020 |
| AD 3.PERS-EBDZ-2 | 31-DEC-2020 |
| AD 3.PERS-EBPP-1 | 18-JUN-2020 |
| AD 3.PERS-EBPP-2 | 18-JUN-2020 |
| AD 3.PERS-EBGJ-1 | 05-SEP-2024 |
| AD 3.PERS-EBGJ-2 | 05-SEP-2024 |
| AD 3.PERS-EBPL-1 | 30-NOV-2023 |
| AD 3.PERS-EBPL-2 | 30-NOV-2023 |
| AD 3.PERS-EBYC-1 | 18-JUN-2020 |
| AD 3.PERS-EBYC-2 | 18-JUN-2020 |
| AD 3.PERS-EBHH-1 | 28-NOV-2024 |
| AD 3.PERS-EBHH-2 | 28-NOV-2024 |
| AD 3.PERS-EBWV-1 | 18-JUN-2020 |
| AD 3.PERS-EBWV-2 | 18-JUN-2020 |
| AD 3.PERS-EBRL-1 | 27-JAN-2022 |
| AD 3.PERS-EBRL-2 | 27-JAN-2022 |
| AD 3.PERS-EBLV-1 | 18-JUN-2020 |
| AD 3.PERS-EBLV-2 | 18-JUN-2020 |
| AD 3.PERS-EBLJ-1 | 25-FEB-2021 |
| AD 3.PERS-EBLJ-2 | 25-FEB-2021 |
| AD 3.PERS-EBLH-1 | 08-OCT-2020 |
| AD 3.PERS-EBLH-2 | 08-OCT-2020 |
| AD 3.PERS-EBSV-1 | 10-AUG-2023 |
| AD 3.PERS-EBSV-2 | 10-AUG-2023 |
| AD 3.PERS-EBLD-1 | 18-JUN-2020 |
| AD 3.PERS-EBLD-2 | 18-JUN-2020 |
| AD 3.PERS-EBVU-1 | 23-MAR-2023 |
| AD 3.PERS-EBVU-2 | 23-MAR-2023 |
| AD 3.PERS-EBEM-1 | 13-JUL-2023 |
| AD 3.PERS-EBEM-2 | 13-JUL-2023 |
| AD 3.PERS-EBLR-1 | 18-JUN-2020 |
| AD 3.PERS-EBLR-2 | 18-JUN-2020 |
| AD 3.PERS-EBWP-1 | 26-DEC-2024 |
| AD 3.PERS-EBWP-2 | 26-DEC-2024 |

THIS PAGE INTENTIONALLY LEFT BLANK


© AIM BELGIUM

# 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


© AIM BELGIUM

## 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


© AIM BELGIUM

# GEN 4.2 Air Navigation Services Charges

## 1 SKEYES

### 1.1 Amount of the Charges

skeyes levies a charge for each take-off in the charging zone of EBBR, the amount of which is equal to the product of the formula:

$U \times W_i \times N_i \times P_i \times S_i \times \alpha$

in which:

- "U" is the unit rate;
- "$W_i$" is the number of terminal air navigation service units payable for this flight;
- "$N_i$" is the noise factor for this flight;
- "$P_i$" is the emission factor of the aircraft used for this flight;
- "$S_i$" is the distance factor of this flight;
- "i" is the identification of the individual flight;
- "$\alpha$" is the compensation coefficient (set to 0.6175) allowing to offset the revenue surplus or deficit due to the application of factors N, P and S.

**U**: the unit rate (U) is set at 248.84 EUR for 2025.

**W**: the number of terminal air navigation service units (Wi) equals the weight factor for the aircraft concerned, expressed according to Annex VIII of *Implementing Regulation (EU) nr. 2019/317* as a figure taken to two decimal places, being the quotient obtained by dividing the certified maximum take-off mass of the aircraft in metric tons by 50 and increasing it to the power of 0.7.

**N**: the noise factor (Ni) is equal to (N1+N2)/2, where N1 is the noise factor for landing and N2 is the noise factor for take-off.

N1 is determined using the following table:

| QCA | N1 | | | |
|---|---|---|---|---|
| | 0500 (0400) - 0559 (0459) | 0600 (0500) - 1959 (1859) | 2000 (1900) - 2159 (2059) | 2200 (2100) - 0459 (0359) |
| 0 | 2.50 | 2.00 | 2.50 | 3.00 |
| 0.10 - 0.90 | 1.50 | 1.00 | 1.50 | 2.00 |
| 1.00 - 1.90 | 1.65 | 1.10 | 1.65 | 2.50 |
| 2.00 - 2.90 | 1.80 | 1.20 | 1.80 | 3.00 |
| 3.00 - 3.90 | 1.95 | 1.30 | 1.95 | 3.50 |
| 4.00 - 4.90 | 2.10 | 1.40 | 2.10 | 4.00 |
| 5.00 - 5.90 | 2.25 | 1.50 | 2.25 | 4.50 |
| 6.00 - 6.90 | 2.40 | 1.60 | 2.40 | 5.00 |
| 7.00 - 7.90 | 2.55 | 1.70 | 2.55 | 5.50 |
| 8.00 - 8.90 | 2.70 | 1.80 | 2.70 | 10.00 |
| 9.00 - 9.90 | 2.85 | 1.90 | 2.85 | 10.00 |
| 10.00 - 10.90 | 3.00 | 2.00 | 3.00 | 10.00 |
| 11.00 - 11.90 | 3.15 | 2.10 | 3.15 | 10.00 |
| 12.00 - 12.90 | 10.00 | 2.20 | 3.30 | 10.00 |
| 13.00 - 13.90 | 10.00 | 2.30 | 3.45 | 10.00 |
| 14.00 - 14.90 | 10.00 | 2.40 | 3.60 | 10.00 |
| 15.00 - 15.90 | 10.00 | 2.50 | 3.75 | 10.00 |
| 16.00 - 16.90 | 10.00 | 2.60 | 3.90 | 10.00 |
| 17.00 - 17.90 | 10.00 | 2.70 | 4.05 | 10.00 |
| 18.00 - 18.90 | 10.00 | 2.80 | 4.20 | 10.00 |
| 19.00 - 19.90 | 10.00 | 2.90 | 4.35 | 10.00 |
| 20.00 - 20.90 | 10.00 | 3.00 | 4.50 | 10.00 |
| 21.00 - 21.90 | 10.00 | 3.10 | 4.65 | 10.00 |
| 22.00 - 22.90 | 10.00 | 3.20 | 4.80 | 10.00 |
| 23.00 - 23.90 | 10.00 | 3.30 | 4.95 | 10.00 |
| ≥ 24.00 | 10.00 | 10.00 | 10.00 | 10.00 |

N2 is determined using the following table:

| QCD | N2 | | | |
|---|---|---|---|---|
| | 0500 (0400) - 0559 (0459) | 0600 (0500) - 1959 (1859) | 2000 (1900) - 2159 (2059) | 2200 (2100) - 0459 (0359) |
| 0 | 2.50 | 2.00 | 2.50 | 3.00 |
| 0.10 - 0.90 | 1.50 | 1.00 | 1.50 | 2.00 |
| 1.00 - 1.90 | 1.65 | 1.10 | 1.65 | 2.50 |
| 2.00 - 2.90 | 1.80 | 1.20 | 1.80 | 3.00 |
| 3.00 - 3.90 | 1.95 | 1.30 | 1.95 | 3.50 |
| 4.00 - 4.90 | 2.10 | 1.40 | 2.10 | 4.00 |
| 5.00 - 5.90 | 2.25 | 1.50 | 2.25 | 4.50 |
| 6.00 - 6.90 | 2.40 | 1.60 | 2.40 | 5.00 |
| 7.00 - 7.90 | 2.55 | 1.70 | 2.55 | 5.50 |
| 8.00 - 8.90 | 2.70 | 1.80 | 2.70 | 10.00 |
| 9.00 - 9.90 | 2.85 | 1.90 | 2.85 | 10.00 |
| 10.00 - 10.90 | 3.00 | 2.00 | 3.00 | 10.00 |
| 11.00 - 11.90 | 3.15 | 2.10 | 3.15 | 10.00 |
| 12.00 - 12.90 | 10.00 | 2.20 | 3.30 | 10.00 |
| 13.00 - 13.90 | 10.00 | 2.30 | 3.45 | 10.00 |
| 14.00 - 14.90 | 10.00 | 2.40 | 3.60 | 10.00 |
| 15.00 - 15.90 | 10.00 | 2.50 | 3.75 | 10.00 |
| 16.00 - 16.90 | 10.00 | 2.60 | 3.90 | 10.00 |
| 17.00 - 17.90 | 10.00 | 2.70 | 4.05 | 10.00 |
| 18.00 - 18.90 | 10.00 | 2.80 | 4.20 | 10.00 |
| 19.00 - 19.90 | 10.00 | 2.90 | 4.35 | 10.00 |
| 20.00 - 20.90 | 10.00 | 3.00 | 4.50 | 10.00 |
| 21.00 - 21.90 | 10.00 | 3.10 | 4.65 | 10.00 |
| 22.00 - 22.90 | 10.00 | 3.20 | 4.80 | 10.00 |
| 23.00 - 23.90 | 10.00 | 3.30 | 4.95 | 10.00 |
| 24.00 - 24.90 | 10.00 | 3.40 | 10.00 | 10.00 |
| 25.00 - 25.90 | 10.00 | 3.50 | 10.00 | 10.00 |
| 26.00 - 26.90 | 10.00 | 3.60 | 10.00 | 10.00 |
| 27.00 - 27.90 | 10.00 | 3.70 | 10.00 | 10.00 |
| 28.00 - 28.90 | 10.00 | 3.80 | 10.00 | 10.00 |
| 29.00 - 29.90 | 10.00 | 3.90 | 10.00 | 10.00 |
| 30.00 - 30.90 | 10.00 | 4.00 | 10.00 | 10.00 |
| 31.00 - 31.90 | 10.00 | 4.10 | 10.00 | 10.00 |
| 32.00 - 32.90 | 10.00 | 4.20 | 10.00 | 10.00 |
| 33.00 - 33.90 | 10.00 | 4.30 | 10.00 | 10.00 |
| 34.00 - 34.90 | 10.00 | 4.40 | 10.00 | 10.00 |
| 35.00 - 35.90 | 10.00 | 4.50 | 10.00 | 10.00 |
| 36.00 - 36.90 | 10.00 | 4.60 | 10.00 | 10.00 |
| 37.00 - 37.90 | 10.00 | 4.70 | 10.00 | 10.00 |
| 38.00 - 38.90 | 10.00 | 4.80 | 10.00 | 10.00 |
| 39.00 - 39.90 | 10.00 | 4.90 | 10.00 | 10.00 |
| 40.00 - 40.90 | 10.00 | 5.00 | 10.00 | 10.00 |
| 41.00 - 41.90 | 10.00 | 5.10 | 10.00 | 10.00 |
| 42.00 - 42.90 | 10.00 | 5.20 | 10.00 | 10.00 |
| 43.00 - 43.90 | 10.00 | 5.30 | 10.00 | 10.00 |
| 44.00 - 44.90 | 10.00 | 5.40 | 10.00 | 10.00 |
| 45.00 - 45.90 | 10.00 | 5.50 | 10.00 | 10.00 |
| 46.00 - 46.90 | 10.00 | 5.60 | 10.00 | 10.00 |
| 47.00 - 47.90 | 10.00 | 5.70 | 10.00 | 10.00 |
| ≥ 48.00 | 10.00 | 10.00 | 10.00 | 10.00 |


© AIM BELGIUM

# 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 1.2-4

**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


© AIM BELGIUM

## 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 5.1-17
5 RESERVATION SPECIFICATIONS (MILITARY ONLY) ..... ENR 5.1-17

### 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


© AIM BELGIUM

# ENR 2 AIR TRAFFIC SERVICES AIRSPACE

## ENR 2.1 FIR, UIR, TMA and CTA

*Note: Airspace situated outside Brussels FIR/UIR but controlled by Belgian or Luxembourg ATS units is published in ENR 2.2.*

### 1 UPPER AIRSPACE

### 1.1 Upper Flight Information Region

**BRUSSELS UIR**

| | | | |
|---|---|---|---|
| **Lateral limits** | 510521N 0023244E - 510700N 0020000E - 513000N 0020000E - 512223N 0032147E - along the Belgian-Dutch border - 504515N 0060116E - along the Belgian-German border - 500748N 0060816E - along the German-Luxembourg border - 492810N 0062202E - along the French-Luxembourg border - 493247N 0054907E - along the Belgian-French border - 510521N 0023244E. | | |
| **Vertical limits** | UNL / FL195 | | |
| **Airspace class** | C *(1)* | | |
| **Units** | Maastricht UAC *(2)* | **Call sign** | Maastricht Radar (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See § 3 |
| | Brussels ACC *(3)* | **Call sign** | Brussels Control (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See § 3 |
| | Steenokkerzeel ATCC *(4)* | **Call sign** | Belga Radar (En) |
| | | **OPR HR** | HO |
| | | **FREQ** | See § 3 |
| **Remarks** | *(1)* Unclassified above FL660.<br>*(2)* Above FL245 (DLIC, ACM, AMC and ACL AVBL).<br>*(3)* Below FL245.<br>*(4)* for OAT only. | | |

## 1.2 Control Areas within Brussels UIR

**BRUSSELS UTA**

| | | | |
|---|---|---|---|
| **Lateral limits** | 510521N 0023244E - 510700N 0020000E - 513000N 0020000E - 512223N 0032147E - along the Belgian-Dutch border - 504515N 0060116E - along the Belgian-German border - 500748N 0060816E - along the German-Luxembourg border - 492810N 0062202E - along the French-Luxembourg border - 493247N 0054907E - along the Belgian-French border - 510521N 0023244E. | | |
| **Vertical limits** | FL660 / FL195 | | |
| **Airspace class** | C *(1) (2)* | | |
| **Control units** | Maastricht UAC *(3)* | **Call sign** | Maastricht Radar (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See § 3 |
| | Brussels ACC *(4)* | **Call sign** | Brussels Control (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See § 3 |
| | Steenokkerzeel ATCC *(5)* | **Call sign** | Belga Radar (En) |
| | | **OPR HR** | HO |
| | | **FREQ** | See § 3 |
| **Remarks** | *(1)* The airspace between FL290 and FL410 (incl) forms part of the EUR RVSM airspace.<br>*(2)* The airspace between FL245 and FL660 forms part of the FRA (see ENR 1.3).<br>*(3)* Above FL245.<br>*(4)* Below FL245.<br>*(5)* for OAT only. | | |

# 2 LOWER AIRSPACE

## 2.1 Flight Information Region

**BRUSSELS FIR**

| | | | |
|---|---|---|---|
| **Lateral limits** | 510521N 0023244E - 510700N 0020000E - 513000N 0020000E - 512223N 0032147E - along the Belgian-Dutch border - 504515N 0060116E - along the Belgian-German border - 500748N 0060816E - along the German-Luxembourg border - 492810N 0062202E - along the French-Luxembourg border - 493247N 0054907E - along the Belgian-French border - 510521N 0023244E. | | |
| **Vertical limits** | FL195 / GND | | |
| **Airspace class** | G *(1) (2)* | | |
| **Units** | Brussels FIC | **Call sign** | Brussels Information (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See § 3 |
| | Luxembourg APP*(3)* | **Call sign** | Luxembourg Radar (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ELLX AD 2.18 |
| | Steenokkerzeel ATCC | **Call sign** | Belga Information (En) |
| | | **OPR HR** | HO |
| | | **FREQ** | See § 3 |
| **Remarks** | *(1)* Outside regulated airspace.<br>*(2)* RMZ and TMZ during night.<br>*(3)* Provides FIS for the Luxembourgish part of the Brussels FIR. | | |


© AIM BELGIUM

## BRUSSELS CTA SOUTH ONE

| | | | |
|---|---|---|---|
| **Lateral limits** | 502920N 0034840E - 503039N 0040151E - 503823N 0042917E - 504048N 0043801E - 503640N 0045629E - 503353N 0050818E - 503053N 0045743E - 502900N 0045106E - 502316N 0045220E - 501842N 0041627E - 502920N 0034840E. | | |
| **Vertical limits** | FL 095 / FL 055 | | |
| **Airspace class** | C | | |
| **Control units** | Brussels ACC | **Call sign** | Brussels Control (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See § 3 |
| | Brussels APP | **Call sign** | Brussels Arrival, Brussels Departure (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See EBBR AD 2.18 |

## BRUSSELS CTA SOUTH THREE*(1)*

| | | | |
|---|---|---|---|
| **Lateral limits** | 494038N 0051741E - 494105N 0053116E - 494738N 0054729E - along the Belgian-Luxembourg border - 494328N 0054955E - 494032N 0054956E - 493537N 0054356E - 493232N 0054520E - along the Belgian-French border - 494038N 0051741E. | | |
| **Vertical limits** | FL165 / FL 055 | | |
| **Airspace class** | C *(2)* | | |
| **Control units** | Luxembourg APP | **Call sign** | Luxembourg Radar (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ELLX AD 2.18 |
| **Remarks** | *(1)* Delegation of ATS from Brussels ACC to Luxembourg APP.<br>*(2)* Partially airspace class G during activation of Low Flying Area Golf Two South (see ENR 5.5). | | |

## BRUSSELS CTA WEST ONE

| | | | |
|---|---|---|---|
| **Lateral limits** | 510314N 0032818E - 510520N 0031513E - 511533N 0032155E - 510945N 0034749E - 510314N 0032818E. | | |
| **Vertical limits** | FL195 / FL 055 | | |
| **Airspace class** | C | | |
| **Control units** | Brussels ACC | **Call sign** | Brussels Control (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See § 3 |

## BRUSSELS CTA WEST TWO

| | | | |
|---|---|---|---|
| **Lateral limits** | 510520N 0031513E - 511042N 0024029E - 511254N 0020000E - 513000N 0020000E - 512704N 0023246E - 511533N 0032155E - 510520N 0031513E. | | |
| **Vertical limits** | FL195 / FL 095 | | |
| **Airspace class** | C | | |
| **Control units** | Brussels ACC | **Call sign** | Brussels Control (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See § 3 |

## FLORENNES CTA

| | | | |
|---|---|---|---|
| **Lateral limits** | 501704N 0041035E - 501842N 0041627E - 502316N 0045220E - an arc of circle, 8 NM radius, centred on 501521N 0045417E and traced clockwise to 500728N 0045635E - 500656N 0045209E - along the Belgian-French border - 500545N 0044211E - 500206N 0040902E - along the Belgian-French border - 501704N 0041035E.*(1)* | | |
| **Vertical limits** | FL 095 / 4500FT AMSL | | |
| **Airspace class** | C | | |
| **Control units** | Florennes APP | **Call sign** | Florennes Approach (En) |
| | | **OPR HR** | HX*(2)(3)(4)(5)* |
| | | **FREQ** | See EBFS AD-2.18 |
| **Remarks** | *(1)* Excludes TRA23 when active.<br>*(2)* Can be activated by NOTAM.<br>*(3)* When the Brussels LCTA is military controlled airspace (Steenokkerzeel ATCC) activation is only possible after prior approval of ATCC Supervisor.<br>*(4)* When the Brussels LCTA is civil controlled airspace (Brussels ACC) and outside EBFS OPR HR, Florennes CTA is not active. However, as EBFS may be re-activated at any time, pilots are advised to avoid crossing whenever possible. Aircraft shall maintain a listening watch with Florennes TWR when EBR06B is activated. Upon activation of Florennes CTA, aircraft shall comply with instructions from Florennes APP.<br>*(5)* Activation can be checked with Steenokkerzeel ATCC or Brussels FIC. | | |

## Kleine Brogel CTA

| | | | |
|---|---|---|---|
| **Lateral limits** | 510251N 0045955E - 510634N 0045955E - 511551N 0051647E - along the Belgian-Dutch border - 510805N 0055036E - 510607N 0053455E - 510723N 0053455E - 510557N 0052255E - 510452N 0051951E - 505929N 0051951E - 510057N 0051655E - 510251N 0045955E. *(1)* | | |
| **Vertical limits** | FL 075 *(2)* / 4500FT AMSL | | |
| **Airspace class** | C | | |
| **Control units** | Kleine Brogel APP | **Call sign** | Kleine Brogel Approach (En) |
| | | **OPR HR** | HX *(3) (4) (5) (6)* |
| | | **FREQ** | See EBBL AD-2.18 |
| **Remarks** | *(1)* Excluding the lateral limits of Brussels TMA Nine B and Brussels CTA East Six when this has been delegated to Brussels APP.<br>*(2)* Upper limit can be raised to FL 095 when Brussels LCTA is military controlled airspace (Steenokkerzeel ATCC).<br>*(3)* Can be activated by NOTAM.<br>*(4)* When the Brussels LCTA is military controlled airspace (Steenokkerzeel ATCC) activation is only possible after prior approval of ATCC Supervisor.<br>*(5)* When the Brussels LCTA is civil controlled airspace (Brussels ACC) and outside EBBL OPR HR, Kleine Brogel CTA is not active. However, as EBBL may be re-activated at any time, pilots are advised to avoid crossing whenever possible. Aircraft shall maintain a listening watch with Kleine Brogel TWR when EBR07B is activated. Upon activation of Kleine Brogel CTA, aircraft shall comply with instructions from Kleine Brogel APP.<br>*(6)* Activation can be checked with Steenokkerzeel ATCC or Brussels FIC. | | |

## BRUSSELS LOWER CONTROL AREA

| | | | |
|---|---|---|---|
| **Lateral limits** | The FIR boundary. *(1)* | | |
| **Vertical limits** | FL195 (incl) / 4500FT AMSL | | |
| **Airspace class** | C *(2)* | | |
| **Control units** | Brussels ACC *(3)* | **Call sign** | Brussels Control (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See § 3 |
| | Steenokkerzeel ATCC *(4)* | **Call sign** | Belga Radar (En) |
| | | **OPR HR** | HO |
| | | **FREQ** | See § 3 |
| **Remarks** | *(1)* All AWY, CTA, TMA and CTR excluded.<br>*(2)* Partially airspace class G during activation of the Low Flying Areas Golf (see ENR 5.5).<br>*(3)* Outside MIL OPR HR (Luxembourg airspace H24).<br>*(4)* During MIL OPR HR (except Luxembourg airspace). | | |


© AIM BELGIUM

## LILLE TMA NINE

| | | | |
|---|---|---|---|
| **Lateral limits** | 505038N 0024816E - 504302N 0025517E - 504148N 0025346E - along the Belgian-French border - 504901N 0023756E - 505038N 0024816E. | | |
| **Vertical limits** | 4500FT AMSL / 2000FT AMSL | | |
| **Airspace class** | E | | |
| **Control units** | Lille APP *(1)* | **Call sign** | |
| | | **OPR HR** | |
| | | **FREQ** | |
| **Remarks** | *(1)* For details, see *AIP France*. | | |

## LUXEMBOURG TMA ONE A

| | | | |
|---|---|---|---|
| **Lateral limits** | 495152N 0061852E - along the German-Luxembourg border - 494921N 0062812E - 494833N 0063010E - 493808N 0062543E - along the German-Luxembourg border - 492810N 0062202E - along the French-Luxembourg border - 493247N 0054907E - along the Belgian-Luxembourg border - 494738N 0054729E - 494823N 0061000E - 495152N 0061852E. | | |
| **Vertical limits** | FL165 / 2500FT AMSL | | |
| **Airspace class** | C/D *(1)* | | |
| **Control units** | Luxembourg APP | **Call sign** | Luxembourg Radar (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ELLX AD 2.18 |
| **Remarks** | *(1)* Airspace class C above FL 095. | | |

## LUXEMBOURG TMA ONE B

| | | | |
|---|---|---|---|
| **Lateral limits** | 500748N 0060816E - along the German-Luxembourg border - 495714N 0061208E - 495608N 0061204E - 495536N 0061319E - along the German-Luxembourg border - 495152N 0061852E - 494823N 0061000E - 494738N 0054729E - along the Belgian-Luxembourg border - 500748N 0060816E. | | |
| **Vertical limits** | FL145 / 3500FT AMSL | | |
| **Airspace class** | C/D *(1)* | | |
| **Control units** | Luxembourg APP | **Call sign** | Luxembourg Radar (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ELLX AD 2.18 |
| **Remarks** | *(1)* Airspace class C above FL 095. | | |

## LUXEMBOURG TMA FIVE *(1)*

| | | | |
|---|---|---|---|
| **Lateral limits** | 494328N 0054955E - 494032N 0054956E - 493537N 0054356E - 493232N 0054520E - along the Belgian-French border - 493247N 0054907E - along the Belgian-Luxembourg border - 494328N 0054955E. | | |
| **Vertical limits** | FL165 / 2500FT AMSL | | |
| **Airspace class** | C/D *(2)* | | |
| **Control units** | Luxembourg APP | **Call sign** | Luxembourg Radar (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ELLX AD 2.18 |
| **Remarks** | *(1)* Delegation of ATS from Brussels ACC to Luxembourg APP.<br>*(2)* Airspace class C above FL 095. | | |

## MAASTRICHT TMA 1 (1)

| | | | |
|---|---|---|---|
| **Lateral limits** | Part 1: 504935N 0053857E - 504851N 0053815E - 504724N 0054146E - along the Belgian-Dutch border - 504935N 0053857E.<br>Part 2: 504611N 0054446E - along the Belgian-Dutch border - 504513N 0055956E - 504508N 0055956E - 504459N 0055454E 504519N 0054824E - 504611N 0054446E. | | |
| **Vertical limits** | FL 095 / 1500FT AMSL | | |
| **Airspace class** | D | | |
| **Control units** | Maastricht APP (2) | **Call sign** | |
| | | **OPR HR** | |
| | | **FREQ** | |
| | Maastricht TWR (2) | **Call sign** | |
| | | **OPR HR** | |
| | | **FREQ** | |
| **Remarks** | *(1)* Part of Maastricht TMA 1 within the Brussels FIR. For complete description of Maastricht TMA 1, see *AIP the Netherlands*.<br>*(2)* For details, see *AIP the Netherlands*. | | |

## OOSTENDE TMA ONE (1)

| | | | |
|---|---|---|---|
| **Lateral limits** | 505900N 0024917E - 510043N 0023905E - 510148N 0021940E - 510618N 0021418E - 510700N 0020000E - 513000N 0020000E - 512223N 0032147E - along the Belgian-Dutch border - 511635N 0032236E - 510500N 0031500E - 510357N 0025825E - 505900N 0024917E. (2) | | |
| **Vertical limits** | FL 055 / 1500FT AMSL | | |
| **Airspace class** | C | | |
| **Control units** | Oostende APP | **Call sign** | Oostende Approach (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See EBOS AD 2.18 |
| **Remarks** | *(1)* Partially situated in France.<br>*(2)* Koksijde CTR excl during EBFN OPR HR. | | |

## OOSTENDE TMA TWO (1)

| | | | |
|---|---|---|---|
| **Lateral limits** | 505900N 0024917E - 510043N 0023905E - 510148N 0021940E - 510618N 0021418E - 510700N 0020000E - 513000N 0020000E - 512223N 0032147E - along the Belgian-Dutch border - 511635N 0032236E - 510500N 0031500E - 510357N 0025825E - 505900N 0024917E. (2) | | |
| **Vertical limits** | FL 095 / FL 055 | | |
| **Airspace class** | C | | |
| **Control units** | Oostende APP | **Call sign** | Oostende Approach (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See EBOS AD 2.18 |
| **Remarks** | *(1)* Partially situated in France.<br>*(2)* AWY L607, L179, Y50 and Q70 excl. | | |


© AIM BELGIUM

## 1.2 Germany

Belgium and Germany have arranged, by bilateral agreement, to transfer the responsibility for providing air traffic services to Belgium in the following areas:

### MASKIRCHEN B AREA

| | | | |
|---|---|---|---|
| **Lateral limits** | 510515N 0060018E - 505518N 0060331E - along the Dutch-German border - 510515N 0060018E. | | |
| **Vertical limits** | FL195 / FL 095 | | |
| **Airspace class** | E (up to FL100)<br>C (above FL100) | | |
| **Control units** | Brussels ACC | **Call sign** | Brussels Control (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ENR 2.1, § 3 |

### VAALS B AREA

| | | | |
|---|---|---|---|
| **Lateral limits** | 505047N 0060427E - 504516N 0060114E - along the Dutch-German border - 505047N 0060427E. | | |
| **Vertical limits** | FL195 / FL 095 | | |
| **Airspace class** | E (up to FL100)<br>C (above FL100) | | |
| **Control units** | Brussels ACC | **Call sign** | Brussels Control (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ENR 2.1, § 3 |

Luxembourg and Germany have arranged, by bilateral agreement, to transfer the responsibility for providing air traffic services to Luxembourg in the following areas:

### LUXEMBOURG TMA TWO A

| | | | |
|---|---|---|---|
| **Lateral limits** | 500748N 0060816E - 500748N 0061252E - 500149N 0061228E - 495714N 0061208E - along the German-Luxembourg border - 500748N 0060816E. | | |
| **Vertical limits** | FL145 / 2500FT AGL | | |
| **Airspace class** | C/E *(1)* | | |
| **Control units** | Luxembourg APP | **Call sign** | Luxembourg Radar (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ELLX AD 2.18 |
| **Remarks** | *(1)* Airspace class C above FL 095. | | |

### LUXEMBOURG TMA TWO B

| | | | |
|---|---|---|---|
| **Lateral limits** | 495536N 0061319E - 495228N 0062026E - 495152N 0061852E - along the German-Luxembourg border - 495536N 0061319E. | | |
| **Vertical limits** | FL145 / 1000FT AGL | | |
| **Airspace class** | C/D/E *(1)* | | |
| **Control units** | Luxembourg APP | **Call sign** | Luxembourg Radar (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ELLX AD 2.18 |
| **Remarks** | *(1)* Airspace class D at and above 5500 FT AMSL, airspace class C above FL 095. | | |

### LUXEMBOURG TMA TWO C1

| | | | |
|---|---|---|---|
| **Lateral limits** | 500149N 0061228E - 495719N 0062051E - 495528N 0061337E - 495608N 0061204E - 500149N 0061228E. | | |
| **Vertical limits** | FL 095 / 5500FT AMSL | | |
| **Airspace class** | E | | |
| **Control units** | Luxembourg APP | **Call sign** | Luxembourg Radar (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ELLX AD 2.18 |

## LUXEMBOURG TMA TWO C2

| | | | |
|---|---|---|---|
| **Lateral limits** | 495528N 0061337E - 495228N 0062026E - 494833N 0063010E - 494708N 0063341E - 495032N 0063325E - 495107N 0063220E - 495719N 0062051E - 495528N 0061337E. | | |
| **Vertical limits** | FL 095 / 5500FT AMSL | | |
| **Airspace class** | D | | |
| **Control units** | Luxembourg APP | **Call sign** | Luxembourg Radar (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ELLX AD 2.18 |

## LUXEMBOURG TMA TWO D

| | | | |
|---|---|---|---|
| **Lateral limits** | 495228N 0062026E - 494921N 0062812E - along the German-Luxembourg border - 495152N 0061852E - 495228N 0062026E. | | |
| **Vertical limits** | FL165 / 1000FT AGL | | |
| **Airspace class** | C/D/E *(1)* | | |
| **Control units** | Luxembourg APP | **Call sign** | Luxembourg Radar (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ELLX AD 2.18 |
| **Remarks** | *(1)* Airspace class D at and above 5500 FT AMSL, airspace class C above FL 095. | | |

## LUXEMBOURG TMA TWO E1

| | | | |
|---|---|---|---|
| **Lateral limits** | 494833N 0063010E - 494708N 0063341E - 494600N 0063347E - 493834N 0063423E - 493212N 0063453E - 493039N 0063055E - 493808N 0062543E - 494833N 0063010E. | | |
| **Vertical limits** | FL 095 / 1000FT AGL *(1)* | | |
| **Airspace class** | D/E*(2)* | | |
| **Control units** | Luxembourg APP | **Call sign** | Luxembourg Radar (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ELLX AD 2.18 |
| **Remarks** | *(1)* Lower limit partially 2500FT AGL (see *AIP Germany* for further details).<br>*(2)* Airspace class D at and above 3500FT AMSL. | | |

## LUXEMBOURG TMA TWO E2

| | | | |
|---|---|---|---|
| **Lateral limits** | 493212N 0063453E - 492340N 0063534E - 493039N 0063055E - 493212N 0063453E. | | |
| **Vertical limits** | FL 095 / 1000FT AGL *(1)* | | |
| **Airspace class** | E | | |
| **Control units** | Luxembourg APP | **Call sign** | Luxembourg Radar (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ELLX AD 2.18 |
| **Remarks** | *(1)* Lower limit partially 2500FT AGL (see *AIP Germany* for further details). | | |

## LUXEMBOURG TMA TWO F1

| | | | |
|---|---|---|---|
| **Lateral limits** | 493808N 0062543E - 493039N 0063055E - 492837N 0062541E - along the German-French border - 492810N 0062202E - along the German-Luxembourg border - 493808N 0062543E. | | |
| **Vertical limits** | FL165 / 1000FT AGL *(1)* | | |
| **Airspace class** | C/D/E *(2)* | | |
| **Control units** | Luxembourg APP | **Call sign** | Luxembourg Radar (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ELLX AD 2.18 |
| **Remarks** | *(1)* Lower limit partially 2500FT AGL (see *AIP Germany* for further details).<br>*(2)* Airspace class D at and above 3500 FT AMSL, airspace class C above FL 095. | | |


© AIM BELGIUM

### LUXEMBOURG TMA TWO F2

| | | | |
|---|---|---|---|
| **Lateral limits** | 493039N 0063055E - 492340N 0063534E - 492340N 0063308E - along the German-French border - 492837N 0062541E - 493039N 0063055E. | | |
| **Vertical limits** | FL165 / 1000FT AGL *(1)* | | |
| **Airspace class** | C/E *(2)* | | |
| **Control units** | Luxembourg APP | **Call sign** | Luxembourg Radar (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ELLX AD 2.18 |
| **Remarks** | *(1)* Lower limit partially 2500FT AGL (see *AIP Germany* for further details).<br>*(2)* Airspace class C above FL 095. | | |

## 1.3 France

Luxembourg and France have arranged, by bilateral agreement, to transfer the responsibility for providing air traffic services to Luxembourg in the following areas:

### LUXEMBOURG TMA THREE

| | | | |
|---|---|---|---|
| **Lateral limits** | 492717N 0062854E - 492705N 0061501E - 492652N 0060232E - along the French-Luxembourg border - 492810N 0062202E - along the French-German border - 492717N 0062854E. | | |
| **Vertical limits** | FL165 / 2500FT AMSL *(1)* | | |
| **Airspace class** | D | | |
| **Control units** | Luxembourg APP | **Call sign** | Luxembourg Radar (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ELLX AD 2.18 |
| **Remarks** | *(1)* Excluding LF-R45 N3 when active. | | |

### LUXEMBOURG TMA FOUR

| | | | |
|---|---|---|---|
| **Lateral limits** | 493233N 0054523E - along the French-Belgian border - 493247N 0054907E - along the French-Luxembourg border - 492652N 0060232E - 492706N 0055423E - 492708N 0055000E - 492709N 0054907E - 492710N 0054736E - 493233N 0054523E. | | |
| **Vertical limits** | FL165 / 2500FT AMSL *(1)* | | |
| **Airspace class** | D | | |
| **Control units** | Luxembourg APP | **Call sign** | Luxembourg Radar (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ELLX AD 2.18 |
| **Remarks** | *(1)* Excluding LF-R45 N3 when active. | | |

Belgium and France have arranged, by bilateral agreement, to transfer the responsibility for providing air traffic services to Belgium in the following areas:

### PART OF KOKSIJDE CTR *(1)*

| | | | |
|---|---|---|---|
| **Lateral limits** | 510130N 0023426E - 510227N 0022840E - an arc of circle, 5 NM radius, centred at 510717N 0023045E - and traced clockwise to - 510534N 0022358E - along the FIR boundary - 510130N 0023426E.*(2)* | | |
| **Vertical limits** | FL 055 / GND | | |
| **Airspace class** | D | | |
| **Control units** | Koksijde APP | **Call sign** | Koksijde Approach (En) |
| | | **OPR HR** | HO |
| | | **FREQ** | See EBFN AD 2.18 |

## PART OF KOKSIJDE CTR (1)

| | | | |
|---|---|---|---|
| **Control units** | Oostende APP (3) | **Call sign** | Oostende Approach (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See EBOS AD 2.18 |
| **Remarks** | *(1)* For full description of Koksijde CTR, see EBFN AD 2.17.<br>*(2)* The area overhead LFAK is excluded between GND and 800 FT(510131N 0023419E - along the Belgian-French border - 510330N 0023344E - 510213N 0023003E - 510131N 0023419E).<br>*(3)* Outside Koksijde APP OPR HR, the responsibility for providing ATS between 1500 FT AMSL and FL 055 is transferred to Oostende APP (airspace class C). | | |

## PART OF OOSTENDE TMA (1)

| | | | |
|---|---|---|---|
| **Lateral limits** | 510057N 0023417E - 510148N 0021940E - 510608N 0021430E - along the FIR boundary - 510057N 0023417E. | | |
| **Vertical limits** | FL 065 / 1500 FT AMSL | | |
| **Airspace class** | C | | |
| **Control units** | Oostende APP | **Call sign** | Oostende Approach (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See EBOS AD 2.18 |
| **Remarks** | *(1)* For full description of Oostende TMA, see ENR 2.1. | | |

## (U)L607 AREA

| | | | |
|---|---|---|---|
| **Lateral limits** | 510055N 0023429E - 510337N 0014427E - along the FIR boundary - 510055N 0023429E. | | |
| **Vertical limits** | FL245 / FL 065 | | |
| **Airspace class** | C | | |
| **Control units** | Brussels ACC | **Call sign** | Brussels Control (En) |
| | | **OPR HR** | H24 |
| | | **FREQ** | See ENR 2.1, § 3 |

Belgium and France have arranged, by bilateral agreement, to make available the following areas to Belgium for military use:

## EBR18A - FLORENNES (1)

| | |
|---|---|
| **Lateral limits** | 500629N 0044421E - 500208N 0045007E - along the Belgian-French border - 500629N 0044421E. |
| **Vertical limits** | FL 195 / 3500 FT AMSL |
| Type of restriction / nature of hazard | Climb-out sector for jet aircraft. |
| **Remarks** | *(1)* For details, see *AIP France* |

## EBR18B - FLORENNES (1)

| | |
|---|---|
| **Lateral limits** | 495850N 0040845E - an arc of circle, 25 NM radius, centred on 501437N 0043839E and traced clockwise to 501258N 0040000E - 501329N 0041041E - along the Belgian-French border - 495850N 0040845E. |
| **Vertical limits** | FL 195 / FL 050 |
| Type of restriction / nature of hazard | Climb-out sector for jet aircraft and let-down procedure space for jet aircraft. |
| **Remarks** | *(1)* For details, see *AIP France* |


© AIM BELGIUM

| Name-code designator | Coordinates | ATS route (ENR 3.2) | ATS route (other) |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| KEMQO | 501757N<br>0040956E | | MIL BENE route |
| KERKY | 505537N<br>0035933E | | IAP EBBR, STAR EBBR, STAR EBCI |
| KOGES | 503412N<br>0061202E | N853 | |
| KOMOB | 500838N<br>0052225E | M150, T859 | FRA (IDA) |
| KONAN | 510751N<br>0020000E | L607, UL607 | SID EBOS<br>FRA (EX) |
| KUDIN | 494135N<br>0051546E | M170 | FRA (X) |
| LAREP | 502634N<br>0054739E | Q50 | |
| LAVTO | 504547N<br>0053822E | | IAP EBLG |
| LEBVU | 505419N<br>0041934E | | IAP EBBR |
| LENDO | 503731N<br>0061643E | T859 | FRA (I) |
| LERVO | 504959N<br>0040931E | UY131 | |
| LIBVA | 504542N<br>0053830E | | IAP EBLG |
| LIMGO | 493814N<br>0061654E | N852, Q763, UN858, Z110, Z111 | STAR ELLX<br>FRA (IA) |
| LIPNI | 493148N<br>0055045E | UN858 | FRA (EX) |
| LIRSU | 501112N<br>0062712E | L608 | FRA (I) |
| LITPO | 503605N<br>0050958E | | IAP EBLG |
| LOLGI | 503946N<br>0050913E | | STAR EBCI |
| LUMEN | 511610N<br>0032424E | L610, UY50, Y50 | |
| LUPFE | 503004N<br>0034023E | | MIL BENE route |
| LUTAX | 493258N<br>0054858E | UM163 | FRA (E) |
| LUTOM | 511556N<br>0052516E | N852 | |
| MADUX | 511336N<br>0022427E | Q70 | |
| MAGIP | 504512N<br>0024820E | | IAP LFQT |
| MAKIK | 495812N<br>0061002E | Y181 | |
| MAKOB | 503726N<br>0042549E | | IAP EBBR |
| MAPAD | 504946N<br>0060109E | Y868 | |
| MAPUP | 502905N<br>0051156E | | IAP EBLG |

| Name-code designator | Coordinates | ATS route (ENR 3.2) | ATS route (other) |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| MATUG | 502500N 0062211E | UL607 | FRA (I) |
| MEDIL | 502032N 0034030E | N872 | SID EBCI<br>FRA (EX) |
| MINLU | 504745N 0030527E | | IAP EBKT |
| MIRZO | 505428N 0032821E | | IAP EBKT, SID EBKT |
| MOSET | 493247N 0062039E | | STAR ELLX |
| NAVAK | 504939N 0055505E | Y868, Z283 | |
| NAXOD | 510101N 0045154E | | IAP EBBR |
| NEPIV | 502805N 0052335E | | IAP EBLG |
| NIBXE | 503013N 0035943E | | MIL BENE route |
| NILEM | 501748N 0040708E | UY131 | FRA (X) |
| NISIV | 495334N 0061435E | Y180 | |
| NIVOR | 504138N 0041727E | | IAP EBBR, STAR EBCI |
| NOYON | 511443N 0031038E | | IAP EBOS |
| NPT | 512941N 0020000E | TL4 | |
| OGBOL | 504918N 0053917E | Y868 | |
| OKLUP | 510525N 0044253E | | IAP EBBR |
| OLBUS | 503611N 0032206E | | IAP LFQQ |
| OLPUN | 503918N 0053933E | | IAP EBLG |
| ORVOS | 493024N 0052956E | | |
| OSLID | 503020N 0032407E | | IAP LFQQ, STAR LFQQ |
| OSNIZ | 510427N 0043513E | | IAP EBAW |
| OSTAT | 503312N 0050529E | | IAP EBLG |
| OSVAM | 502617N 0044135E | | IAP EBCI |
| OXUBA | 504717N 0024405E | | IAP LFQT |
| PABLI | 503547N 0045543E | | SID EBBR |
| PEHEZ | 504500N 0035200E | | MIL BENE route |
| PELIX | 502949N 0054545E | UL607 | |


© AIM BELGIUM

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

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


© AIM BELGIUM

| Name-code designator | Coordinates | ATS route (ENR 3.2) | ATS route (other) |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| UPMIT | 503907N<br>0032105E | | IAP LFQQ |
| URORI | 503301N<br>0051601E | | |
| USODU | 503642N<br>0040922E | | IAP EBCV |
| UVETI | 505914N<br>0044542E | | IAP EBBR |
| UZFOW | 503442N<br>0035126E | | IAP EBCV |
| VABIK | 511447N<br>0020000E | Q70 | |
| VAMKA | 503252N<br>0044528E | | IAP EBCI |
| VAMVO | 510713N<br>0043513E | | IAP EBBR |
| VAVOT | 492913N<br>0053400E | | STAR ELLX |
| WOODY | 512420N<br>0042159E | N872, Z310 | STAR EBAW, STAR EBBR<br>FRA (I) |
| ZAFRI | 511407N<br>0023227E | | IAP EBOS |
| ZAGRE | 505638N<br>0045802E | | STAR EBBR |
| ZATWU | 500748N<br>0043053E | | MIL BENE route |

THIS PAGE INTENTIONALLY LEFT BLANK


© AIM BELGIUM

# 4 RADIO CONTROLLED MODEL AIRCRAFT

## 4.1 In Belgium

| Location | Lateral limits | Vertical limits | Time of activity |
|---|---|---|---|
| ANLIER | A circle, 400M radius, centred on 494621N 0053743E | 400FT AGL / GND | HJ. In VMC only |
| ANTHISNES | A circle, 400M radius, centred on 502937N 0053124E | 400FT AGL / GND | HJ. In VMC only |
| AUBEL | A circle, 400M radius, centred on 504255N 0055026E | 400FT AGL / GND | HJ. In VMC only |
| AUBEL | A circle, 400M radius, centred on 504153N 0055347E | 400FT AGL / GND | HJ. In VMC only |
| AUBEL | A circle, 400M radius, centred on 504201N 0055344E | 400FT AGL / GND | HJ. In VMC only |
| AUBEL | A circle, 400M radius, centred on 504214N 0055336E | 400FT AGL / GND | HJ. In VMC only |
| BASSE - BODEUX | A circle, 400M radius, centred on 502050N 0054724E | 400FT AGL / GND | HJ. In VMC only |
| BATTICE | A circle, 400M radius, centred on 503847N 0054954E | 400FT AGL / GND | HJ. In VMC only |
| BAUFFE (LENS) | A circle, 400M radius, centred on 503408N 0035229E | 400FT AGL / GND | HJ. In VMC only |
| BAULERS | A circle, 400M radius, centred on 503707N 0042230E | 400FT AGL / GND | HJ. In VMC only |
| BAVEGEM | A circle, 400M radius, centred on 505710N 0035117E | 400FT AGL / GND | HJ. In VMC only |
| BELSELE | A circle, 400M radius, centred on 510802N 0040544E | 400FT AGL / GND | HJ. In VMC only |
| BERTRIX | A circle, 400M radius, centred on 495125N 0051724E | 400FT AGL / GND | HJ. In VMC only |
| BETEKOM | A circle, 400M radius, centred on 505846N 0044617E | 400FT AGL / GND | HJ. In VMC only |
| BORNEM | A circle, 400M radius, centred on 510450N 0041532E | 400FT AGL / GND | HJ. In VMC only |
| BOSSIÈRE | A circle, 400M radius, centred on 503146N 0044032E | 400FT AGL / GND | HJ. In VMC only |
| BRECHT | A circle, 400M radius, centred on 512232N 0044146E | 400FT AGL / GND | HJ. In VMC only |
| BRECHT | A circle, 400M radius, centred on 511844N 0043836E | 400FT AGL / GND | 0900 (0800) till 1800 (1700). In VMC only |
| BREE | A circle, 400M radius, centred on 510709N 0053356E | 400FT AGL / GND | HJ. In VMC only |
| BÜLLINGEN | A circle, 400M radius, centred on 502452N 0061635E | 400FT AGL / GND | HJ. In VMC only |
| COUTHUIN | A circle, 400M radius, centred on 503113N 0050906E | 400FT AGL / GND | HJ. In VMC only |
| DIEPENBEEK | A circle, 400M radius, centred on 505327N 0052323E | 400FT AGL / GND | HJ. In VMC only |
| DILSEN | A circle, 400M radius, centred on 510152N 0054021E | 400FT AGL / GND | HJ. In VMC only |
| DOTTIGNIES | A circle, 400M radius, centred on 504430N 0031651E | 400FT AGL / GND | HJ. In VMC only |
| EEKLO | A circle, 400M radius, centred on 511156N 0033546E | 400FT AGL / GND | HJ. In VMC only |
| ESTINNES | A circle, 400M radius, centred on 502100N 0040246E | 400FT AGL / GND | HJ. In VMC only |
| FRANIÈRE | A circle, 400M radius, centred on 502509N 0044254E | 400FT AGL / GND | HJ. In VMC only |
| FREUX | A circle, 400M radius, centred on 495844N 0052527E | 400FT AGL / GND | HJ. In VMC only |
| GEEST-GERMONPONT-PETIT-ROSIERE | A circle, 400M radius, centred on 503850N 0045004E | 400FT AGL / GND | HJ. In VMC only |
| GENTINNES | A circle, 400M radius, centred on 503521N 0043500E | 400FT AGL / GND | HJ. In VMC only |
| GERPINNES | A circle, 400M radius, centred on 501905N 0043113E | 400FT AGL / GND | HJ. In VMC only |
| GINGELOM | A circle, 400M radius, centred on 504426N 0050642E | 400FT AGL / GND | HJ. In VMC only |
| GOUY-LEZ-PIÉTON | A circle, 400M radius, centred on 502900N 0041806E | 400FT AGL / GND | HJ. In VMC only |
| GRAND-LEEZ | A circle, 400M radius, centred on 503517N 0044548E | 400 FT AGL / GND | HJ. In VMC only |
| GRANDRIEU | A circle, 400M radius, centred on 501224N 0041138E | 400FT AGL / GND | HJ. In VMC only |
| GRUITRODE | A circle, 400M radius, centred on 510517N 0053547E | 400FT AGL / GND | HJ. In VMC only |
| HAMME-MILLE | A circle, 400M radius, centred on 504751N 0044402E | 400FT AGL / GND | HJ. In VMC only |
| HANEFFE | A circle, 400M radius, centred on 503819N 0051745E | 400FT AGL / GND | HJ. In VMC only |
| HASSELT | A circle, 400M radius, centred on 505515N 0052152E | 400FT AGL / GND | HJ. In VMC only |
| HAULCHIN | A circle, 400M radius, centred on 502339N 0040356E | 400FT AGL / GND | HJ. In VMC only |
| HAUSET | A circle, 400M radius, centred on 504156N 0060314E | 400FT AGL / GND | HJ. In VMC only |
| HAVAY | A circle, 400M radius, centred on 502110N 0035952E | 400FT AGL / GND | HJ. In VMC only |
| HAVERSIN | A circle, 400M radius, centred on 501437N 0051229E | 400FT AGL / GND | HJ. In VMC only |
| HEES | A circle, 400M radius, centred on 505129N 0053603E | 400FT AGL / GND | HJ. In VMC only |

| Location | Lateral limits | Vertical limits | Time of activity |
|---|---|---|---|
| HELCHTEREN | A circle, 400M radius, centred on 510306N 0052648E | 400FT AGL / GND | HJ. In VMC only |
| HELDERGEM | A circle, 400M radius, centred on 505158N 0035648E | 400FT AGL / GND | HJ. In VMC only |
| HEMPTINNE-LEZ-FLORENNES | A circle, 400M radius, centred on 501321N 0043257E | 400FT AGL / GND | HJ. In VMC only |
| HENIS | A circle, 400M radius, centred on 504752N 0052849E | 400FT AGL / GND | HJ. In VMC only |
| HENRI-CHAPELLE | A circle, 400M radius, centred on 504031N 0055456E | 400FT AGL / GND | HJ. In VMC only |
| HERENTALS | A circle, 400M radius, centred on 511058N 0045214E | 400FT AGL / GND | HJ. In VMC only |
| HONNAY | A circle, 400M radius, centred on 500436N 0050134E | 400FT AGL / GND | HJ. In VMC only |
| HOOGSTADE | A circle, 400M radius, centred on 505852N 0024217E | 400FT AGL / GND | HJ. In VMC only |
| HOTTON | A circle, 400M radius, centred on 501626N 0052808E | 400FT AGL / GND | HJ. In VMC only |
| HOUTHEM | A circle, 400M radius, centred on 504728N 0025844E | 400FT AGL / GND | HJ. In VMC only |
| IDDERGEM | A circle, 400M radius, centred on 505205N 0040214E | 400FT AGL / GND | HJ. In VMC only |
| INCOURT | A circle, 400M radius, centred on 504044N 0044450E | 400FT AGL / GND | HJ. In VMC only |
| JANDRAIN - JANDRENOUILLE | A circle, 400M radius, centred on 503920N 0045721E | 400FT AGL / GND | HJ. In VMC only |
| KIELDRECHT | A circle, 400M radius, centred on 511709N 0041114E | 400FT AGL / GND | HJ. In VMC only |
| KOEKELARE | A circle, 400M radius, centred on 510654N 0025715E | 400FT AGL / GND | HJ. In VMC only |
| KOKSIJDE | A circle, 400M radius, centred on 510512N 0023847E | 400FT AGL / GND | HJ. In VMC only |
| LEEFDAAL | A circle, 400M radius, centred on 505004N 0043622E | 400FT AGL / GND | HJ. In VMC only |
| LEMBEEK | A circle, 400M radius, centred on 504347N 0041210E | 400FT AGL / GND | HJ. In VMC only |
| LENDELEDE | A circle, 400M radius, centred on 505250N 0031542E | 400FT AGL / GND | HJ. In VMC only |
| LENS | A circle, 400M radius, centred on 503326N 0035137E | 400FT AGL / GND | HJ. In VMC only |
| LES WALEFFES | A circle, 400M radius, centred on 503725N 0051304E | 400FT AGL / GND | HJ. In VMC only |
| LESSINES | A circle, 400M radius, centred on 504225N 0034831E | 400FT AGL / GND | HJ. In VMC only |
| LICHTERVELDE | A circle, 400M radius, centred on 510354N 0030943E | 400FT AGL / GND | HJ. In VMC only |
| LIER | A circle, 400M radius, centred on 510651N 0043347E | 400FT AGL / GND | HJ. In VMC only |
| LOMMEL | A circle, 400M radius, centred on 511243N 0051510E | 400 FT AGL / GND | HJ. In VMC only |
| LOMMEL | A circle, 400M radius, centred on 511201N 0051604E | 400FT AGL / GND | HJ. In VMC only |
| LOMMERSWEILER | A circle, 400M radius, centred on 501451N 0060959E | 400FT AGL / GND | HJ. In VMC only |
| LONGUEVILLE | A circle, 400M radius, centred on 504208N 0044546E | 400FT AGL / GND | HJ. In VMC only |
| LONGVILLY | A circle, 400M radius, centred on 500240N 0054714E | 400FT AGL / GND | HJ. In VMC only |
| LOUETTE-SAINT-DENIS | A circle, 400M radius, centred on 495708N 0045812E | 400FT AGL / GND | HJ. In VMC only |
| LUBBEEK | A circle, 400M radius, centred on 505122N 0044911E | 400FT AGL / GND | HJ. In VMC only |
| MACON | A circle, 400M radius, centred on 500336N 0041314E | 400FT AGL / GND | HJ. In VMC only |
| MARCHE-EN-FAMENNE | A circle, 400M radius, centred on 501330N 0052343E | 400FT AGL / GND | HJ. In VMC only |
| MAZÉE | A circle, 400M radius, centred on 500606N 0044239E | 400FT AGL / GND | HJ. In VMC only |
| MEERHOUT | A circle, 400M radius, centred on 510921N 0050455E | 400FT AGL / GND | HJ. In VMC only |
| MERBES-LE-CHATEAU | A circle, 400M radius, centred on 502027N 0041042E | 400FT AGL / GND | HJ. In VMC only |
| MERCHTEM | A circle, 400M radius, centred on 505627N 0041238E | 400FT AGL / GND | HJ. In VMC only |
| MEULEBEKE | A circle, 400M radius, centred on 505724N 0032057E | 400FT AGL / GND | HJ. In VMC only |
| MOERZEKE | A circle, 400M radius, centred on 510338N 0041032E | 400FT AGL / GND | HJ. In VMC only |
| MOLLEM | A circle, 400M radius, centred on 505530N 0041237E | 400FT AGL / GND | HJ. In VMC only |
| MONTZEN | A circle, 400M radius, centred on 504138N 0055559E | 400FT AGL / GND | HJ. In VMC only |
| MOORSELE | A circle, 400M radius, centred on 505106N 0030909E | 400FT AGL / GND | HJ. In VMC only |
| MY | A circle, 400M radius, centred on 502458N 0053358E | 400FT AGL / GND | HJ. In VMC only |
| NIMY | A circle, 400M radius, centred on 502856N 0035742E | 400FT AGL / GND | HJ. In VMC only |
| NIVELLES | A circle, 400M radius, centred on 503437N 0042227E | 400FT AGL / GND | HJ. In VMC only |
| OBAIX | A circle, 400M radius, centred on 503147N 0041949E | 400FT AGL / GND | HJ. In VMC only |
| OEDELEM | A circle, 400 M radius, centred on 510858N 0032305.8E | 400FT AGL / GND | HJ. In VMC only |


© AIM BELGIUM

| Location | Lateral limits | Vertical limits | Time of activity |
|---|---|---|---|
| OOSTERZELE | 505707N 0034715E - 505709N 0034719E - 505704N 0034724E - 505703N 0034724E - 505707N 0034715E | 400FT AGL / GND | HJ. In VMC only |
| OOSTKAMP | A circle, 200M radius, centred on 510851N 0031257E | 400FT AGL / GND | HJ. In VMC only |
| OOSTMALLE | A circle, 400M radius, centred on 511923N 0044341E | 400FT AGL / GND | HJ. In VMC only |
| ORBAIS | A circle, 400M radius, centred on 503853N 0044435E | 400FT AGL / GND | HJ. In VMC only |
| PETIT-ENGHIEN | A circle, 400M radius, centred on 503955N 0040433E | 400FT AGL / GND | HJ. In VMC only |
| POTTES | A circle, 400M radius, centred on 504316N 0032601E | 400FT AGL / GND | HJ. In VMC only |
| RANST | A circle, 400M radius, centred on 511220N 0043231E | 400FT AGL / GND | HJ. In VMC only |
| RAVELS | A circle, 400M radius, centred on 512301N 0050156E | 400FT AGL / GND | HJ. In VMC only |
| ROGNÉE | A circle, 400M radius, centred on 501542N 0042349E | 400FT AGL / GND | HJ. In VMC only |
| RUNKELEN | A circle, 400M radius, centred on 505058N 0050840E | 400FT AGL / GND | HJ. In VMC only |
| SAINT-VINCENT | A circle, 400M radius, centred on 493940N 0052816E | 400FT AGL / GND | HJ. In VMC only |
| SCHAFFEN | A circle, 400M radius, centred on 510019N 0050347E | 400FT AGL / GND | HJ. In VMC only |
| SCLAYN | A circle, 400M radius, centred on 502902N 0050226E | 400FT AGL / GND | HJ. In VMC only |
| SINT-GILLIS-DENDERMONDE | A circle, 400M radius, centred on 510048N 0040803E | 400FT AGL / GND | HJ. In VMC only |
| SINT-HUIBRECHTS-LILLE | A circle, 400M radius, centred on 511252N 0052811E | 400FT AGL / GND | HJ. In VMC only |
| SINT-LENAARTS | A circle, 400M radius, centred on 512232N 0044146E | 400FT AGL / GND | HJ. In VMC only |
| SPONTIN | A circle, 400M radius, centred on 501854N 0045958E | 400FT AGL / GND | HJ. In VMC only |
| STAVE | A circle, 400M radius, centred on 501639N 0043856E | 400FT AGL / GND | HJ. In VMC only |
| STEENKERQUE | A circle, 400M radius, centred on 503902N 0040348E | 400FT AGL / GND | HJ. In VMC only |
| TERNAT | A circle, 400M radius, centred on 505127N 0041042E | 400FT AGL / GND | HJ. In VMC only |
| THUMAIDE | A circle, 400M radius, centred on 503228N 0033701E | 400FT AGL / GND | HJ. In VMC only |
| TIELT | A circle, 400M radius, centred on 505438N 0045447E | 400FT AGL / GND | HJ. In VMC only |
| TISSELT | A circle, 400M radius, centred on 510216N 0042001E | 400FT AGL / GND | HJ. In VMC only |
| TREMELO | A circle, 400M radius, centred on 505912N 0044028E | 400 FT AGL / GND | HJ. In VMC only |
| VERLAINE | A circle, 400M radius, centred on 503635N 0051725E | 400FT AGL / GND | HJ. In VMC only |
| VIERSET-BARSE | A circle, 400M radius, centred on 502717N 0051844E | 400FT AGL / GND | HJ. In VMC only |
| VILLERS-LA-LOUE | A circle, 400M radius, centred on 493444N 0052847E | 400FT AGL / GND | HJ. In VMC only |
| VORSELAAR | A circle, 400M radius, centred on 511429N 0044524E | 400FT AGL / GND | HJ. In VMC only |
| VOSSELAAR | A circle, 400M radius, centred on 511933N 0045305E | 400FT AGL / GND | HJ. In VMC only |
| WAARSCHOOT | A circle, 400M radius, centred on 510906N 0033802E | 400FT AGL / GND | HJ. In VMC only |
| WALHORN | A circle, 400M radius, centred on 503947N 0060207E | 400FT AGL / GND | HJ. In VMC only |
| WAREMME | A circle, 400M radius, centred on 504046N 0051614E | 400FT AGL / GND | HJ. In VMC only |
| WERCHTER | A circle, 400M radius, centred on 505853N 0044546E | 400FT AGL / GND | HJ. In VMC only |
| WIEKEVORST | A circle, 400M radius, centred on 510527N 0044812E | 400FT AGL / GND | HJ. In VMC only |
| WOLKRANGE | A circle, 400M radius, centred on 493839N 0054753E | 400FT AGL / GND | HJ. In VMC only |
| ZOLDER | A circle, 400M radius, centred on 510215N 0051901E | 400FT AGL / GND | HJ. In VMC only |
| ZOMERGEM | A circle, 400M radius, centred on 510612N 0033456E | 400FT AGL / GND | HJ. In VMC only |
| ZWARTBERG | A circle, 400M radius, centred on 510102N 0053130E | 400FT AGL / GND | HJ. In VMC only |

## 4.2 In Luxembourg

| Location | Coordinates | Vertical limits | Time of activity |
|---|---|---|---|
| OLM | 493941N 0055954E | 1 000 FT AGL / GND | SR-30 MIN - SS+30 MIN |
| BERDORF | 494947N 0062217E | 1 000 FT AGL / GND | SR-30 MIN - SS+30 MIN |
| FEULEN | 495155N 0060341E | 1 000 FT AGL / GND | SR-30 MIN - SS+30 MIN |
| DUDELANGE | 492951N 0060354E | 1 000 FT AGL / GND | SR-30 MIN - SS+30 MIN |
| BECH | 494415N 0062141E | 1 000 FT AGL / GND | HX |

# 5 OTHER ACTIVITIES

## 5.1 In Belgium

| Location | Coordinates | Operator | Type and Remarks |
|---|---|---|---|
| WOMMELGEM / Bedrijventerrein | 511227N<br>0043121E | Post: Danny Bertels Ballooning BVBA<br>Kapelstraat 87<br>2160 Wommelgem<br>BELGIUM<br>TEL: +32 (0) 3 353 85 35<br>Email: info@bertelsballooning.be | Balloon |
| SINT-NIKLAAS / Grote Markt | 510952N<br>0040825E | Post: Stadbestuur Sint-Niklaas<br>Grote Markt 1<br>9100 Sint-Niklaas<br>BELGIUM<br>TEL: +32 (0) 3 778 30 00<br>Email: info@sint-niklaas.be | Balloon |
| HOUTHALEN-HELCHTEREN / Domein Kelchterhoef | 510140N<br>0052616E | Post: Gemeentebestuur Houthalen-Helchteren<br>NAC Nieuw Administratief Centrum<br>Pastorijstraat 30<br>3530 Houthalen-Helchteren<br>BELGIUM<br>TEL: +32 (0) 11 49 20 00 | Balloon |

## 5.2 In Luxembourg

**BETTENDORF**

| Lateral limits | Vertical limits | Type of restriction / nature of hazard | Time of activity |
|---|---|---|---|
| 495133N 0061340E. | 3 500 FT AMSL / GND | Paragliding. | HJ. In VMC only. |

**CONSTHUM**

| Lateral limits | Vertical limits | Type of restriction / nature of hazard | Time of activity |
|---|---|---|---|
| 495828N 0060338E. | 3 500 FT AMSL / GND | Paragliding. | HJ. In VMC only. |

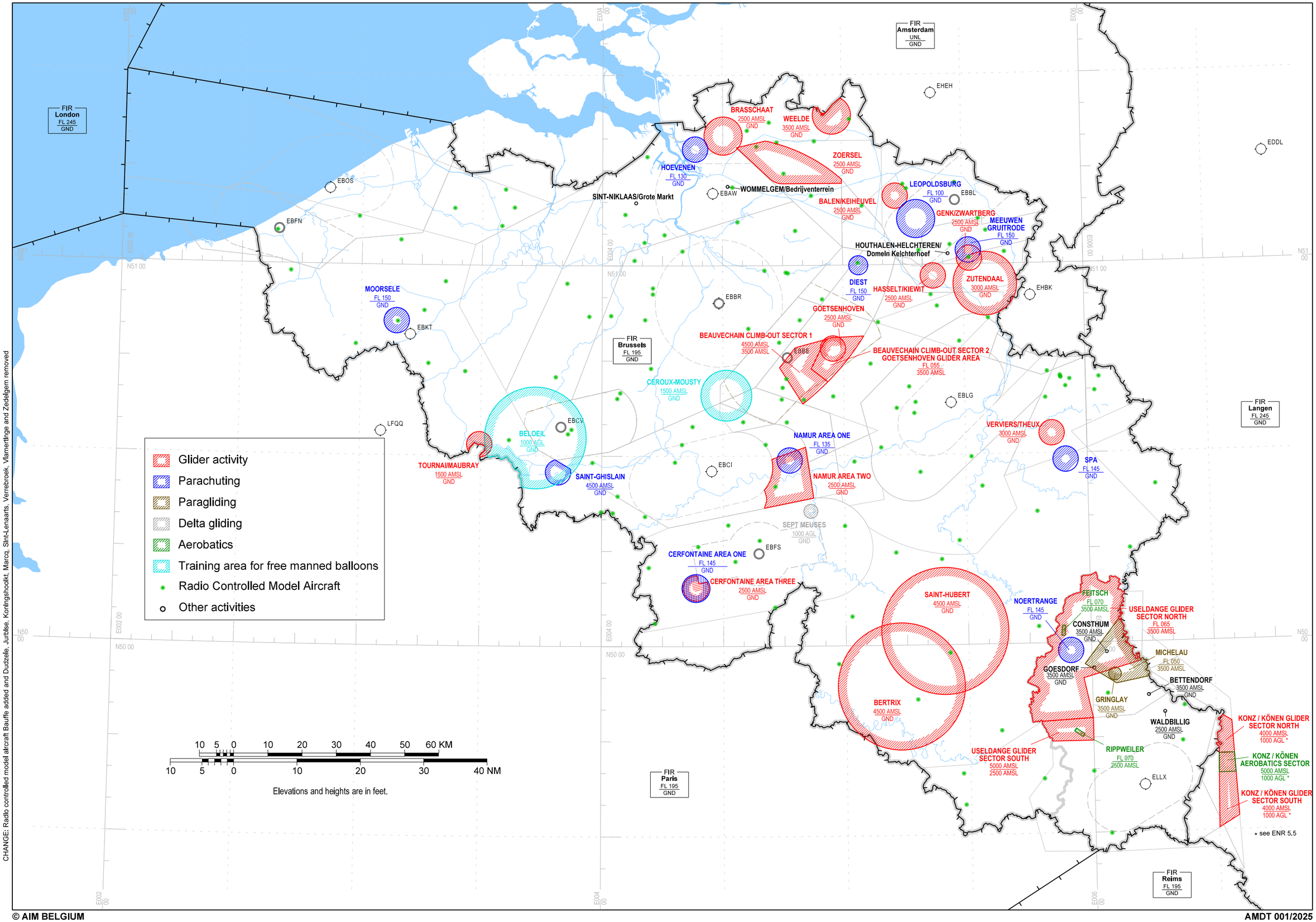
**GOESDORF**

| Lateral limits | Vertical limits | Type of restriction / nature of hazard | Time of activity |
|---|---|---|---|
| 495556N 0060030E. | 3 500 FT AMSL / GND | Paragliding. | HJ. In VMC only. |


© AIM BELGIUM

# Index Chart

*Aerial Sporting and Recreational Activities*




CHANGE: Radio controlled model aircraft Bauffe added and Dudzele, Jurbise, Koningshooikt, Marcq, Sint-Lenaarts, Verrebroek, Vlamertinge and Zedelgem removed

THIS PAGE INTENTIONALLY LEFT BLANK



© AIM BELGIUM

# 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**

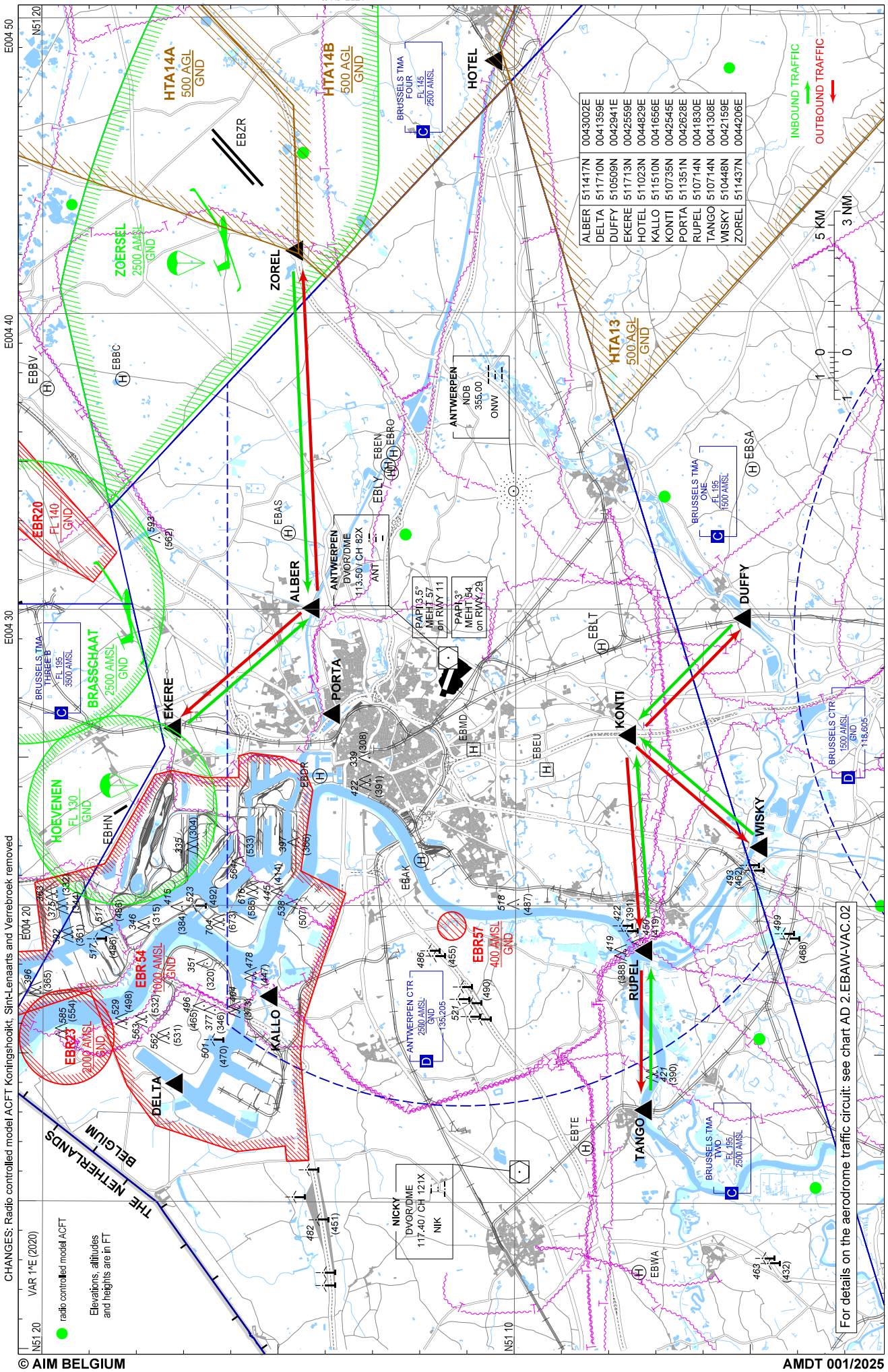

© AIM BELGIUM

# Visual Approach Chart - ICAO

AD ELEV 32
Heights related to AD ELEV

TWR 135.205

# ANTWERPEN / Deurne (EBAW)



THIS PAGE INTENTIONALLY LEFT BLANK


© AIM BELGIUM

## EBBR AD 2.7 Runway Surface Condition Assessment and Reporting, and Snow Plan

| | | |
|---|---|---|
| **1** | **Types of clearing equipment** | 40 vehicles composed of:<br>• sweepers-blowers<br>• tractors equipped with sweeper-blower<br>• sprayers of de-icing liquid<br>• snow blowers<br>• stand-sweepers<br>• spreaders |
| **2** | **Clearance priorities** | 1. runways, appropriate important taxiways and holding bays<br>2. important aprons and aircraft stands<br>3. remaining part movement area and all roads outside the movement area |
| **3** | **Use of material for movement area surface treatment** | KFOR (potassium formate fluids) and NAFO (sodium formate solids) used. |
| **4** | **Specially prepared winter runways** | Not applicable |
| **5** | **Remarks** | Transmission of information by ATIS, SNOWTAM and RCR based on RCAM.<br>Designated authority to co-ordinate information on the current state of progress of snow clearance operations and the condition of the movement area is the Airside Inspection:<br>TEL: +32 (0) 2 753 69 00<br>FAX: +32 (0) 2 753 69 09<br>Email: airside.inspection@brusselsairport.be |

## EBBR AD 2.8 Aprons, Taxiways and Check Locations/Positions Data

| | | |
|---|---|---|
| **1** | **Apron designation, surface and strength** | Apron 1 north: CONC, PCR 980/R/A/W/T; PCN 72/R/A/W/T<br>Apron 1 south: CONC, PCR 980/R/A/W/T; PCN 77/R/A/W/T<br>Apron 2 north: CONC, PCR 800/R/A/W/T; PCN 77/R/A/W/T<br>Apron 2 south: CONC, PCR 980/R/A/W/T; PCN 77/R/A/W/T<br>Apron 3 north/south: CONC, PCR 980/R/A/W/T; PCN 68/R/C/W/T<br>Apron Satellite: CONC, PCR 1260/R/B/W/T; PCN 110/R/B/W/T<br>Apron 4: CONC, PCR 570/R/C/W/T; PCN 63/R/D/W/T<br>Apron 9: CONC, PCR 1260/R/B/W/T; PCN 117/R/B/W/T<br>Apron 10: CONC, PCR 610/R/A/W/T; PCN 75/R/B/W/T<br>Apron 40: CONC, PCR 980/R/A/W/T; PCN 68/R/C/W/T<br>Apron 51b: CONC, PCR 1010/R/B/W/T; PCN 70/R/C/W/U<br>Apron 51c: CONC, PCR 50/R/A/W/T; PCN 70/R/C/W/U (entry E PCR 810/R/A/W/T, entry W PCR 440/R/A/W/T)<br>Apron 53: CONC, PCR 400/R/A/W/T; PCN 76/R/C/W/T<br>Apron 54: CONC, PCR 440/R/A/W/T; PCN 73/R/B/W/T<br>Apron 55: CONC, PCR 220/R/B/W/T; PCN 43/R/C/W/T<br>Apron 56: CONC, PCR 540/R/A/W/T; PCN 76/F/A/W/T<br>Apron 60 north/south: CONC, PCR 980/R/A/W/T; PCN 120/R/B/W/T |
| **2** | **Taxiway width** | See chart AD2 EBBR-GMC.02 |
| | **Taxiway surface** | See chart AD2 EBBR-GMC.02 |
| | **Taxiway strength** | See chart AD2 EBBR-GMC.02 |
| **3** | **ACL and elevation** | On satellite and parking areas (mean elevation 175FT) |
| **4** | **VOR check points** | NIL |
| **5** | **INS check points** | See chart AD2 EBBR-APDC.01 and AD2 EBBR-APDC.02 |
| **6** | **Remarks** | Slopes: apron 9 1.30% MAX, stand 304 1.30% MAX. |

## EBBR AD 2.9 Surface Movement Guidance and Control System and Markings

| | | |
|---|---|---|
| 1 | **Aircraft stand identification signs** | Stands 142 to 172, 143, 145R to 169, 204 to 210, 228 to 240, 205 to 237, 680 to 694, 696 to 699, 951, 959 to 971 |
| | **Taxiway guide lines** | AVBL |
| | **Visual docking/parking guidance system at aircraft stands** | Parking guidance lines are available at all stands. For docking guidance system, see EBBR AD 2.20, § 3.1. |
| 2 | **Runway markings and lighting** | Designation, threshold, touchdown zone, centre line and side stripe markings, aiming point |
| | **Taxiway markings and lighting** | Centre line, edge lines and holding positions (CAT I and CAT II/III operations) at the TWY/RWY intersections. Intermediate holding positions are available (not lighted). |
| 3 | **Stop bars** | AVBL (see chart AD2 EBBR GMC.01) |
| | **Runway guard lights** | All runway holding positions CATI or CAT I/II/III are equipped with runway guard lights, except for TWY B1-E7 and TWY W41-W42, which only have runway guard lights on one side of the taxiways respectively due to the proximity of both taxiways. Runway guard lights Configuration A (two pairs of yellow lights) are used. |
| 4 | **Other runway protection measures** | NO ENTRY markings and signs on TWY C5 |
| 5 | **Remarks** | Line-up position signs at RWY 07R:<br>• sign “PSN 1" (line-up position 1) on the left beyond the PAPI at 461.4M from THR 07R<br>• sign “PSN 2" (line-up position 2) on the left at 743.7M from THR 07R (BTN TWY C6 and C5)<br>• sign “PSN H” (line-up position heavy) on the left at 194m from THR 07R |

## EBBR AD 2.10 Aerodrome Obstacles

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

Details on EBBR aerodrome obstacles can be found on the aerodrome obstacle charts (see EBBR AD 2.24).

*Note 1: Pilots shall draw attention to the presence of an obstacle of 84M AMSL (46M aboveTHR 07L) in the axis of RWY 07L/25R and at 1610M from THR 07L. This obstacle (church with ICAO day and night marking installed) protrudes 17M above the approach surface of RWY 07L and the take-off climb surface of RWY 25R.*

*Note 2: Pilots shall draw attention to the presence of the control tower building (107.2M AMSL) between THR 25R and THR 25L.*

**Close-in Obstacles**

| Name | Latitude | Longitude | ALT (M) | ALT (FT) | Controlling | Vegetation |
|---|---|---|---|---|---|---|
| Tree2113 | 505444.93N | 0043031.29E | 46.5 | 153 | Close-in RWY07L | YES |
| Tree2353 | 505458.10N | 0043028.05E | 50.9 | 167 | Close-in RWY07L | YES |
| Tree2095 | 505443.21N | 0043031.62E | 44.8 | 147 | Close-in RWY07L | YES |
| Tree2119 | 505457.32N | 0043028.01E | 49.8 | 163 | Close-in RWY07L | YES |
| Tree2143 | 505453.73N | 0043023.80E | 42.6 | 140 | Close-in RWY07L | YES |
| Tree2110 | 505445.92N | 0043030.05E | 42.3 | 139 | Close-in RWY07L | YES |
| Tree2184 | 505445.89N | 0043042.73E | 50.4 | 165 | Close-in RWY07L | YES |
| Tree2173 | 505446.31N | 0043046.65E | 52.7 | 173 | Close-in RWY07L | YES |
| Tree2175 | 505445.67N | 0043046.02E | 52 | 171 | Close-in RWY07L | YES |
| Tree2099 | 505449.65N | 0043034.43E | 46.1 | 151 | Close-in RWY07L | YES |
| EBBR_1608 | 505442.49N | 0043027.32E | 43.5 | 143 | Close-in RWY07L | NO |
| Tree2142 | 505453.95N | 0043024.44E | 41.7 | 137 | Close-in RWY07L | YES |
| EBBR_2055 | 505442.48N | 0043027.32E | 43.4 | 142 | Close-in RWY07L | NO |
| Tree2111 | 505445.50N | 0043030.46E | 41.5 | 136 | Close-in RWY07L | YES |
| Tree2108 | 505446.17N | 0043030.81E | 41.9 | 137 | Close-in RWY07L | YES |
| Tree2352 | 505444.84N | 0043029.20E | 40.2 | 132 | Close-in RWY07L | YES |
| Tree2176 | 505446.27N | 0043045.92E | 50.4 | 165 | Close-in RWY07L | YES |
| Tree2121 | 505456.60N | 0043022.54E | 41.1 | 135 | Close-in RWY07L | YES |
| Tree2179 | 505448.45N | 0043045.30E | 50.8 | 167 | Close-in RWY07L | YES |
| Tree2116 | 505444.56N | 0043035.19E | 43.3 | 142 | Close-in RWY07L | YES |


© AIM BELGIUM

| 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 | | **Touchdown zone lights** | NIL | |
| | *Wing bars:* | NIL | | | | |
| **Runway end lights** | *Colour:* | red | | **Stopway lights** | NIL | |
| | *Wing bars:* | NIL | | | | |
| **Runway centre line lights** | *Length:* | 3210M | *white:* | from 0 to 2311M | | |
| | *Spacing:* | 15M | *red / white:* | from 2311 to 2911M | | |
| | *Intensity:* | LIH | *red:* | from 2911 to 3210M | | |
| **Runway edge lights** | *Length:* | 3210M | *red:* | from 0 to 125M | | |
| | *Spacing:* | 30M | *white:* | from 125 to 2611M | | |
| | *Intensity:* | LIH | *yellow:* | from 2611 to 3210M | | |
| **Remarks** | LED (except PAPI and RWY end lights which are halogen) | | | | | |

| RWY 25L | | | | | | |
|---|---|---|---|---|---|---|
| **Approach lighting system** | *Type:* | PALS CAT II / III | | **VASIS** | *Type:* | PAPI (left / 3°) |
| | *Length:* | 900M | | | *MEHT:* | 65 FT |
| | *Intensity:* | LIH | | | | |
| **Runway threshold lights** | *Colour:* | green | | **Touchdown zone lights** | 900M | |
| | *Wing bars:* | NIL | | | | |
| **Runway end lights** | *Colour:* | red | | **Stopway lights** | NIL | |
| | *Wing bars:* | NIL | | | | |
| **Runway centre line lights** | *Length:* | 3210M | *white:* | from 0 to 2311M | | |
| | *Spacing:* | 15M | *red / white:* | from 2311 to 2911M | | |
| | *Intensity:* | LIH | *red:* | from 2911 to 3210M | | |
| **Runway edge lights** | *Length:* | 3210M | *white:* | from 0 to 2611M | | |
| | *Spacing:* | 30M | *yellow:* | from 2611 to 3210M | | |
| | *Intensity:* | LIH | | | | |
| **Remarks** | LED (except PAPI, THR and RWY end lights which are halogen) | | | | | |

| RWY 07L | | | | | | |
|---|---|---|---|---|---|---|
| **Approach lighting system** | *Type:* | PALS CAT I | | **VASIS** | *Type:* | PAPI (left / 3°) |
| | *Length:* | 900M | | | *MEHT:* | 65 FT |
| | Intensity: | LIH | | | | |
| **Runway threshold lights** | *Colour:* | green | | **Touchdown zone lights** | NIL | |
| | *Wing bars:* | NIL | | | | |
| **Runway end lights** | *Colour:* | red | | **Stopway lights** | NIL | |
| | *Wing bars:* | 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** | *Type:* | PAPI (right / 3°) |
| | *Length:* | 600M | | *MEHT:* | 60 FT |
| | *Intensity:* | LIH | | | |
| **Runway threshold lights** | *Colour:* | green | **Touchdown zone lights** | 900M | |
| | *Wing bars:* | NIL | | | |
| **Runway end lights** | *Colour:* | red | **Stopway lights** | NIL | |
| | *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)<br>At 198M from THR 07R (lighted)<br>At 378M from THR 25L (lighted)<br>At 430M from THR 19 and 209M from THR 25R (lighted)<br>At 472M from THR 01 and 940M from THR 07R (lighted)<br>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<br>The FATO is located on TWY R2 |
| | **Geoid undulation** | 149 FT |
| **2** | **TLOF and/or FATO elevation** | 35 M/115 FT |


© AIM BELGIUM

**RWY 07R**

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

**RWY 07R**

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

**RWY 19**

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

## RWY 19

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

## RWY 25R

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


© AIM BELGIUM

**PITES3V**

| # | ID | P/T | F/O | Course (°T) | Turn Dir. | ALT (FT) | DIST (NM) | NAV Spec |
|---|---|---|---|---|---|---|---|---|
| 1 | | CA | | 069.9 | | 700+ | | RNAV1 |
| 2 | BR701 | DF | N | | | | | RNAV1 |
| 3 | BR704 | TF | N | 073.0 | | | 5.3 | RNAV1 |
| 4 | BR705 | TF | N | 140.2 | | | 6.2 | RNAV1 |
| 5 | REMBA | TF | N | 174.3 | | | 13.3 | RNAV1 |
| 6 | RITAX | TF | N | 135.3 | | | 49.1 | RNAV1 |
| 7 | DIK | TF | N | 136.0 | | | 18.0 | RNAV1 |
| 8 | PITES | TF | N | 117.6 | | | 17.1 | RNAV1 |

**ROUSY3V**

| # | ID | P/T | F/O | Course (°T) | Turn Dir. | ALT (FT) | DIST (NM) | NAV Spec |
|---|---|---|---|---|---|---|---|---|
| 1 | | CA | | 069.9 | | 700+ | | RNAV1 |
| 2 | BR701 | DF | N | | | | | RNAV1 |
| 3 | BR704 | TF | N | 073.0 | | | 5.3 | RNAV1 |
| 4 | BR705 | TF | N | 140.2 | | | 6.2 | RNAV1 |
| 5 | REMBA | TF | N | 174.3 | | | 13.3 | RNAV1 |
| 6 | RITAX | TF | N | 135.3 | | | 49.1 | RNAV1 |
| 7 | ROUSY | TF | N | 161.5 | | | 38.1 | RNAV1 |

**SOPOK3V**

| # | ID | P/T | F/O | Course (°T) | Turn Dir. | ALT (FT) | DIST (NM) | NAV Spec |
|---|---|---|---|---|---|---|---|---|
| 1 | | CA | | 069.9 | | 700+ | | RNAV1 |
| 2 | BR701 | DF | N | | | | | RNAV1 |
| 3 | BR704 | TF | N | 073.0 | | | 5.3 | RNAV1 |
| 4 | BR705 | TF | N | 140.2 | | | 6.2 | RNAV1 |
| 5 | REMBA | TF | N | 174.3 | | | 13.3 | RNAV1 |
| 6 | BULUX | TF | N | 107.8 | | | 13.5 | RNAV1 |
| 7 | | CA | | 107.8 | | FL170+ | | RNAV1 |
| 8 | SOPOK | DF | N | | | FL240+ | | RNAV1 |

**SPI3V**

| # | ID | P/T | F/O | Course (°T) | Turn Dir. | ALT (FT) | DIST (NM) | NAV Spec |
|---|---|---|---|---|---|---|---|---|
| 1 | | CA | | 069.9 | | 700+ | | RNAV1 |
| 2 | BR701 | DF | N | | | | | RNAV1 |
| 3 | BR704 | TF | N | 073.0 | | | 5.3 | RNAV1 |
| 4 | BR705 | TF | N | 140.2 | | | 6.2 | RNAV1 |
| 5 | REMBA | TF | N | 174.3 | | | 13.3 | RNAV1 |
| 6 | SPI | TF | N | 107.8 | | | 28.5 | RNAV1 |

**CIV1W**

| # | ID | P/T | F/O | Course (°T) | Turn Dir. | ALT (FT) | DIST (NM) | Speed (KIAS) | NAV Spec. |
|---|---|---|---|---|---|---|---|---|---|
| 1 | | CA | | 069.9 | | 700+ | | | RNAV1 |
| 2 | | CA | | 063.0 | | 1700+ | | 200- | RNAV1 |
| 3 | BR520 | DF | | | L | | | | RNAV1 |
| 4 | CIV | TF | | 223.4 | | | 30.4 | | RNAV1 |

*3.2.1.3.4 RWY 19*

**LNO7L**

| # | ID | P/T | F/O | Course (°T) | Turn Dir. | ALT (FT) | DIST (NM) | NAV Spec |
|---|---|---|---|---|---|---|---|---|
| 1 | | CA | | 194.4 | | 700+ | | RNAV1 |
| 2 | BR010 | DF | N | | | | | RNAV1 |
| 3 | BR011 | TF | N | 107.3 | | 6000+ | 4.7 | RNAV1 |
| 4 | LNO | TF | N | 107.3 | | | 37.7 | RNAV1 |

**SPI6L**

| # | ID | P/T | F/O | Course (°T) | Turn Dir. | ALT (FT) | DIST (NM) | NAV Spec |
|---|---|---|---|---|---|---|---|---|
| 1 | | CA | | 194.4 | | 700+ | | RNAV1 |
| 2 | BR010 | DF | N | | | | | RNAV1 |
| 3 | BR011 | TF | N | 107.3 | | 6000+ | 4.7 | RNAV1 |
| 4 | SPI | TF | N | 115.3 | | | 36.3 | RNAV1 |

**SOPOK8L**

| # | ID | P/T | F/O | Course (°T) | Turn Dir. | ALT (FT) | DIST (NM) | NAV Spec |
|---|---|---|---|---|---|---|---|---|
| 1 | | CA | | 194.4 | | 700+ | | RNAV1 |
| 2 | BR012 | DF | N | | | | | RNAV1 |
| 3 | HUL | TF | N | 139.0 | | 6000+ | 2.3 | RNAV1 |
| 4 | BR013 | TF | N | 139.5 | | | 3.9 | RNAV1 |
| 5 | REMBA | TF | N | 106.1 | | | 8.2 | RNAV1 |
| 6 | BULUX | TF | N | 107.8 | | | 13.5 | RNAV1 |
| 7 | | CA | | 107.8 | | FL170+ | | RNAV1 |
| 8 | SOPOK | DF | N | | | FL240+ | | RNAV1 |

**ROUSY9L**

| # | ID | P/T | F/O | Course (°T) | Turn Dir. | ALT (FT) | DIST (NM) | NAV Spec |
|---|---|---|---|---|---|---|---|---|
| 1 | | CA | | 194.4 | | 700+ | | RNAV1 |
| 2 | BR012 | DF | N | | | | | RNAV1 |
| 3 | HUL | TF | N | 139.0 | | 6000+ | 2.3 | RNAV1 |
| 4 | BR013 | TF | N | 139.5 | | | 3.9 | RNAV1 |
| 5 | REMBA | TF | N | 106.1 | | | 8.2 | RNAV1 |
| 6 | RITAX | TF | N | 135.3 | | | 49.1 | RNAV1 |
| 7 | ROUSY | TF | N | 161.5 | | | 38.1 | RNAV1 |

**PITES9L**

| # | ID | P/T | F/O | Course (°T) | Turn Dir. | ALT (FT) | DIST (NM) | NAV Spec |
|---|---|---|---|---|---|---|---|---|
| 1 | | CA | | 194.4 | | 700+ | | RNAV1 |
| 2 | BR012 | DF | N | | | | | RNAV1 |
| 3 | HUL | TF | N | 139.0 | | 6000+ | 2.3 | RNAV1 |
| 4 | BR013 | TF | N | 139.5 | | | 3.9 | RNAV1 |
| 5 | REMBA | TF | N | 106.1 | | | 8.2 | RNAV1 |
| 6 | RITAX | TF | N | 135.3 | | | 49.1 | RNAV1 |
| 7 | DIK | TF | N | 136.0 | | | 18.0 | RNAV1 |
| 8 | PITES | TF | N | 117.6 | | | 17.1 | RNAV1 |

**CIV2L**

| # | ID | P/T | F/O | Course (°T) | Turn Dir. | ALT (FT) | DIST (NM) | NAV Spec |
|---|---|---|---|---|---|---|---|---|
| 1 | | CA | | 194.4 | | 700+ | | RNAV1 |
| 2 | BR012 | DF | N | | | | | RNAV1 |
| 3 | BR014 | TF | N | 247.6 | R | | 9.0 | RNAV1 |
| 4 | CIV | TF | N | 247.4 | | | 22.8 | RNAV1 |


© AIM BELGIUM

[alphabetical designator] RECEIVED". ATS will confirm the validity of the received alphabetical designator. If the designator has changed meanwhile, only the actually valid designator will be given.

## EBBR AD 2.24 Charts Related to EBBR

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

| | |
|---|---|
| AD 2.EBBR-IAC.03 | Instrument Approach Chart - ICAO: ILS CAT II & III or LOC X RWY 25L |
| AD 2.EBBR-IAC.04 | Instrument Approach Chart - ICAO: ILS CAT II & III or LOC W RWY 25L |
| AD 2.EBBR-IAC.05 | Instrument Approach Chart - ICAO: VOR RWY 25L |
| AD 2.EBBR-IAC.07a | Instrument Approach Chart - ICAO: ILS or LOC RWY 01 |
| AD 2.EBBR-IAC.08 | Instrument Approach Chart - ICAO: VOR RWY 07R |
| AD 2.EBBR-IAC.09 | Instrument Approach Chart - ICAO: ILS or LOC RWY 19 |
| AD 2.EBBR-IAC.10 | Instrument Approach Chart - ICAO: VOR RWY 07L |
| AD 2.EBBR-IAC.11 | Instrument Approach Chart - ICAO: RNP RWY 01 |
| AD 2.EBBR-IAC.11a | Instrument Approach Chart - ICAO: RNP RWY 01. Appendix: FAS Datablock |
| AD 2.EBBR-IAC.12 | Instrument Approach Chart - ICAO: RNP RWY 25L |
| AD 2.EBBR-IAC.12a | Instrument Approach Chart - ICAO: RNP RWY 25L. Appendix: FAS Datablock |
| AD 2.EBBR-IAC.13 | Instrument Approach Chart - ICAO: RNP RWY 25R |
| AD 2.EBBR-IAC.13a | Instrument Approach Chart - ICAO: RNP RWY 25R. Appendix: FAS Datablock |
| AD 2.EBBR-IAC.14 | Instrument Approach Chart - ICAO: RNP RWY 19 |
| AD 2.EBBR-IAC.14a | Instrument Approach Chart - ICAO: RNP RWY 19. Appendix: FAS Datablock |
| AD 2.EBBR-VAC.01 | Visual Approach Chart - ICAO |


© AIM BELGIUM

## AERODROME CHART - ICAO

ARP: **505405N 0042904E**

ELEV: **175 FT**

| GND | TWR | ATIS DEP | CLR |
|---|---|---|---|
| 121.880 118.055 | 118.605 120.780 | 121.755 | 121.955 |

## BRUSSELS / Brussels-National (EBBR)

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

VAR 1°E 2020
ANNUAL CHANGE INFO NOT AVBL

004° 27'E · 004° 28'E · 004° 29'E · 004° 30'E · 004° 31'E · 004° 32'E
50° 55'N · 50° 54'N · 50° 53'N

ILS LOC IBX 109.90
PALS CAT I (reduced length 630 m)
CEILOMETER
PALS CAT II/III (reduced length 600 m)
ILS GP 329.3
ILS GP 331.55
ILS GP 334.85
ILS GP 333.8
ILS LOC IBR 108.90
ILS LOC IBL 110.35
ILS LOC IBM 111.15
BRUSSELS DVOR/DME 114.60 / CH 93X BUB
N50 54 08.4 E004 32 17.1

MIL TERMINAL · MIL APRON · TERMINAL · TWR · TWR (BACKUP) · AIS-MET · RFFS · GENERAL AVIATION TERMINAL

STRIP 3758 X 300 M · ASPH 3638 X 45 M
STRIP 3107 X 300 M · ASPH 2887 X 50 M
STRIP 3331 X 300 M · ASPH 3210 X 45 M

07L · 25R · 07R · 25L · 01 · 19

APRON 10 · APRON 9 · APRON 1 NORTH · APRON 1 SOUTH · APRON 2 NORTH · APRON 2 SOUTH · APRON 60 NORTH · APRON 60 SOUTH · APRON 51b · APRON 56 · APRON 54 · APRON 51c · APRON 55 · APRON 53 · APRON 3 NORTH · APRON 3 SOUTH · APRON SATELLITE · APRON 4 · APRON 40

THR ELEV 102 · TDZ ELEV 104 · GEOID UNDULATION 149 · ELEV 99 · ELEV 100
THR ELEV 105 · TDZ ELEV 121 · GEOID UNDULATION 149
THR ELEV 121 · GEOID UNDULATION 149 · ELEV 130
TLOF ELEV 115 · GEOID UNDULATION 149
THR ELEV 166 · GEOID UNDULATION 149 · ELEV 166
THR ELEV 175 · TDZ ELEV 175 · GEOID UNDULATION 149 · ELEV 176
THR ELEV 150 · TDZ ELEV 157 · GEOID UNDULATION 149

ANEMOMETER · PALS CAT I · CUST · PAPI 3° MEHT 65 · PAPI 3° MEHT 58 · RVR · WDI

Barrette at 570 M omitted due to railway

200 0 M 250 500 750 1000 1250
500 0 FT 500 1000 1500 2000 2500 3000 3500 4000

CHANGE: CUST, AIS, MET labels updated

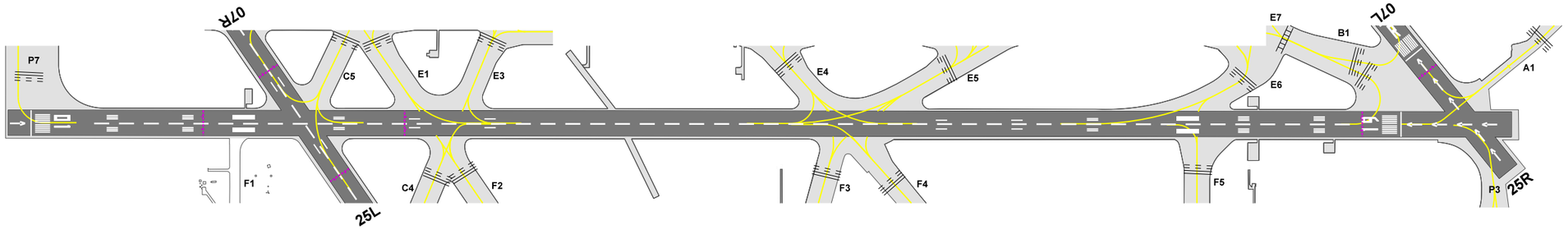
© AIM BELGIUM

THIS PAGE INTENTIONALLY LEFT BLANK

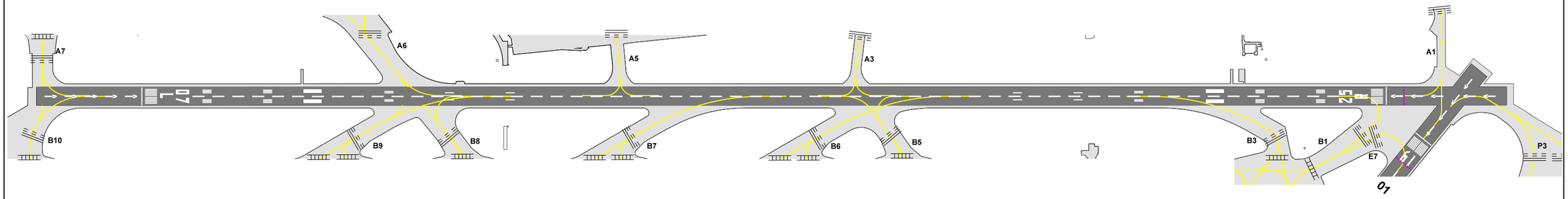


© AIM BELGIUM

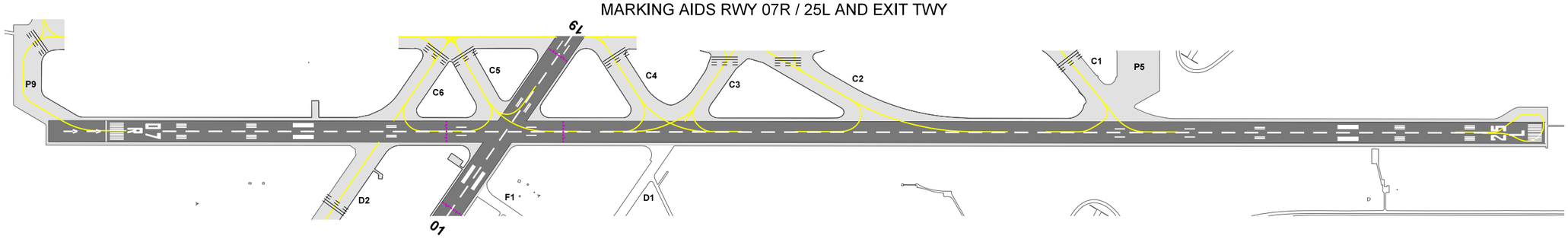
MARKING AIDS RWY 01 / 19 AND EXIT TWY




MARKING AIDS RWY 07L / 25R AND EXIT TWY




MARKING AIDS RWY 07R / 25L AND EXIT TWY




| LEGEND | |
|---|---|
| --- | RWY CROSSING MARKING |

CHANGE: RWY markings corrected

THIS PAGE INTENTIONALLY LEFT BLANK

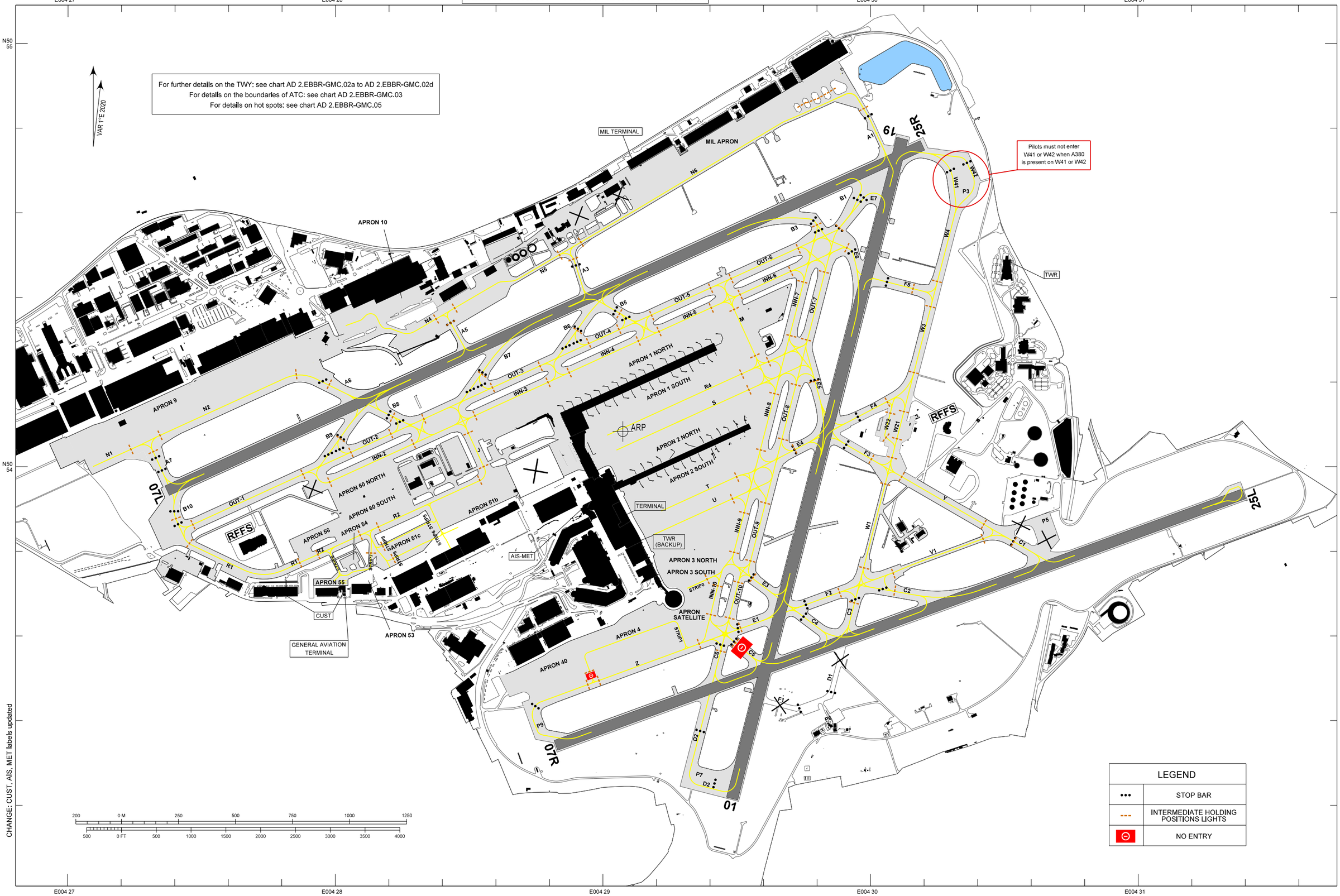


© AIM BELGIUM

## AERODROME GROUND MOVEMENT CHART - ICAO

| GND | | TWR | | ATIS DEP |
|---|---|---|---|---|
| 121.880 | 118.055 | 118.605 | 120.780 | 121.755 |

BRUSSELS / Brussels-National (EBBR)




© AIM BELGIUM

THIS PAGE INTENTIONALLY LEFT BLANK



© AIM BELGIUM

| 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<br>PCN 84/F/A/W/T | ASPH | - | • | • | |
| E5 | 23 | PCR 720/F/A/X/T<br>PCN 75/F/A/W/T | ASPH | - | • | • | edge lights partially LED, partially halogen |
| E6 | 29 | PCR 720/F/A/X/T<br>PCN 120/F/A/W/T | ASPH | • | • | • | |
| E7 | 25 | PCR 720/F/A/X/T<br>PCN 120/F/A/W/T | ASPH | - | - | • | |
| F1 | - | - | ASPH | - | - | - | TWY not AVBL |
| F2 | 30 | PCR 720/F/A/X/T<br>PCN 66/F/A/W/U | ASPH | • | - | • | |
| F3 | 23 | PCR 720/F/A/X/T<br>PCN 66/F/A/W/U | ASPH | - | • | • | |
| F4 | 25 | PCR 720/F/A/X/T<br>PCN 70/F/A/W/T | ASPH | • | - | • | centre line lights partially LED, partially halogen |
| F5 | 30 | PCR 720/F/A/X/T<br>PCN 95/F/A/W/T | ASPH | • | - | • | centre line lights partially LED, partially halogen |
| INN-2 | 30 | PCR 720/F/A/X/T<br>PCN 66/F/A/W/U | ASPH | - | • | • | |
| INN-3 | 30 | PCR 720/F/A/X/T<br>PCN 97/F/A/W/T | ASPH | - | • (*) | • | (*) On one side |
| INN-4 | 30 | PCR 720/F/A/X/T<br>PCN 85/F/A/W/T | ASPH | - | • (*) | • | (*) On one side |
| INN-5 | 30 | PCR 720/F/A/X/T<br>PCN 69/F/A/W/T | ASPH | - | • (*) | • | (*) On one side |
| INN-6 | 30 | PCR 720/F/A/X/T<br>PCN 69/F/A/W/T | ASPH | - | • | • | |
| INN-7 | 23 | PCR 720/F/A/X/T<br>PCN 65/F/A/W/T | ASPH | - | • | • | edge lights partially LED, partially halogen |
| INN-8 | 23 | PCR 720/F/A/X/T<br>PCN 65/F/A/W/T | ASPH | - | • (*) | • | (*) On one side<br>edge lights partially LED, partially halogen |
| INN-9 | 31 | PCR 720/F/A/X/T<br>PCN 65/F/A/W/T | ASPH | - | • (*) | • | (*) On one side |
| INN-10 | 24 | PCR 1065/R/B/W/T<br>PCN 120/R/A/W/T | CONC | • (*) | - | • | (*) On one side |
| J | 30 | PCR 720/F/A/X/T<br>PCN 116/F/A/W/T | ASPH | - | • (*) | • | (*) On one side |
| M | Apron TWY | PCR 1140/R/B/W/T<br>PCN 66/R/A/W/U | CONC | - | • (*) | • | (*) On one side<br>centre line lights partially LED, partially halogen |
| N2 | 25 | PCR 720/F/A/X/T<br>PCN 120/F/A/W/T | ASPH | • (*) | - | • | (*) On one side |
| N5 | 17 | PCR 600/F/B/X/T<br>PCN 34/F/A/W/T | ASPH | • (*) | - | - | Wingspan 52 M MAX<br>(*) Only reflectors |
| N6 | 19 | PCR 700/F/B/X/T<br>PCN 104/F/A/W/T | ASPH | • | - | - | (2) |
| OUT-1 | 30 | PCR 720/F/A/X/T<br>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


© AIM BELGIUM

# 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<br>PCN 79/F/A/W/T | ASPH | - | • | • | |
| OUT-3 | 30 | PCR 720/F/A/X/T<br>PCN 120/F/A/W/T | ASPH | - | • | ● | centre line lights partially LED, partially halogen |
| OUT-4 | 30 | PCR 720/F/A/X/T<br>PCN 63/F/A/W/T | ASPH | - | • | • | |
| OUT-5 | 31 | PCR 720/F/A/X/T<br>PCN 120/F/A/W/T | ASPH | - | • | • | |
| OUT-6 | 31 | PCR 720/F/A/X/T<br>PCN 120/F/A/W/T | ASPH | - | • | ● | centre line lights partially LED, partially halogen |
| OUT-7 | 23 | PCR 720/F/A/X/T<br>PCN 65/F/A/W/T | ASPH | - | ● | • | edge lights partially LED, partially halogen |
| OUT-8 | 23 | PCR 720/F/A/X/T<br>PCN 65/F/A/W/T | ASPH | - | ● | • | edge lights partially LED, partially halogen |
| OUT-9 | 23 | PCR 720/F/A/X/T<br>PCN 82/F/A/W/T | ASPH | - | • | • | |
| OUT-10 | 23 | PCR 1260/R/B/W/T<br>PCN 120/F/A/W/T | ASPH | - | • | • | |
| R1 | 20 | PCR 771/F/B/X/T<br>PCN 48/F/A/W/T | ASPH | • | - | - | Wingspan 36 M MAX (2) |
| R2 | 23 | PCR 980/R/A/W/T<br>PCN 66/R/A/W/U | CONC / ASPH<br>(*) | • (**) | - | • | (*) Partially asphalt & partially concrete<br>(**) On one side<br>(**) Partly reflectors |
| V1 | 18 | PCR 471/F/A/X/T<br>PCN 66/F/A/W/U | ASPH | • | - | - | (3) |
| W1 | 19 | PCR 550/F/A/X/T<br>PCN 120/F/A/W/T | ASPH | • | - | • (*) | (*) Partly<br>(4) |
| W21 | 25 | PCR 720/F/A/X/T<br>PCN 120/F/A/W/T | ASPH | • | - | • | |
| W22 | 25 | PCR 980/R/A/W/T<br>PCN 120/R/A/W/U | CONC | - | • | • | Wingspan 36 M MAX |
| W3 | 25 | PCR 720/F/A/X/T<br>PCN 67/F/A/W/T | ASPH | • | - | • | |
| W4 | 25 | PCR 720/F/A/X/T<br>PCN 67/F/A/W/T | ASPH | • | - | • | |
| W41 | 29 | PCR 720/F/A/X/T<br>PCN 77/F/A/W/T | ASPH | • (*) | - | • | (*) On one side |
| W42 | 23 | PCR 720/F/A/X/T<br>PCN 77/F/A/W/T | ASPH | • (*) | - | • | (*) On one side |
| Y | 23 | PCR 720/F/A/X/T<br>PCN 66/F/A/W/U | ASPH | - | • | • | |
| Z | 30 | PCR 720/F/A/X/T<br>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


© AIM BELGIUM

# 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 720/F/A/X/T (ASPH)<br>PCR 980/R/A/W/T (CONC)<br>PCN 68/R/C/W/T | ASPH / CONC(*) | - | - | • | Wingspan 36 M MAX west of stand 315<br>(*) Partially asphalt & partially concrete |
| Strip 1 | PCR 630/R/A/W/T<br>PCN 66/R/A/W/U | ASPH / CONC(*) | - | - | - | Wingspan 36 M MAX<br>(*) Partially asphalt & partially concrete |
| Strip 5 | PCR 50/R/C/W/T<br>PCN 70/R/C/W/T | CONC | - | - | - | Wingspan 24 M MAX |
| Strip 6 | PCR 50/R/C/W/T<br>PCN 70/R/C/W/T | CONC | - | - | - | Wingspan 24 M MAX |
| Strip 7 | PCR 440/R/A/W/T<br>PCN 120/F/A/W/T | ASPH / CONC(*) | - | - | - | Wingspan 30 M MAX<br>(*) Partially asphalt & partially concrete |
| Strip 8 | PCR 690/F/B/X/T<br>PCN 59/R/C/W/T | ASPH / CONC(*) | - | - | - | Wingspan 24 M MAX Southward TFC only<br>(*) Partially asphalt & partially concrete |
| N1 | PCR 980/R/A/W/T<br>PCN 120/R/C/W/T | CONC | • (*) | - | • | (*) On one side |
| N4 | PCR 1010/R/B/W/T<br>PCN 39/F/A/W/T | ASPH / CONC(*) | • (**) | - | - | (2) (**) Only reflectors<br>(*) Partially asphalt & partially concrete |
| R4 | PCR 830/R/A/W/T<br>PCN 77/R/A/W/T | CONC | - | - | • | TWY strip 40 M North |
| S | PCR 980/R/A/W/T<br>PCN 99/R/A/W/T | CONC | - | - | • | TWY strip 40 M North |
| T | PCR 980/R/A/W/T<br>PCN 66/R/A/W/U | CONC | - | - | • | |
| U | PCR 980/R/A/W/T<br>PCN 66/R/A/W/U | CONC | - | - | • | |
| Apron 51c ENTRY WEST | PCR 440/R/A/W/T | ASPH / CONC(*) | - | - | - | (*) Partially asphalt & partially concrete |
| Apron 51c ENTRY EAST | PCR 810/R/A/W/T | CONC | - | - | - | |

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

**• 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


© AIM BELGIUM

# 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<br>PCN 77/F/A/W/T | • | - | • | Contains taxilanes W41 and W42 |
| P5 | PCR INFO not AVBL<br>PCN 66/R/A/W/U | - | - | - | Platform not AVBL |
| P6 | PCR INFO not AVBL<br>PCN 66/R/A/W/U | - | - | - | Platform not AVBL |
| P7 | PCR 720/F/A/X/T<br>PCN 120/F/A/W/T | • | - | • | |
| P9 | PCR 720/F/A/X/T<br>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

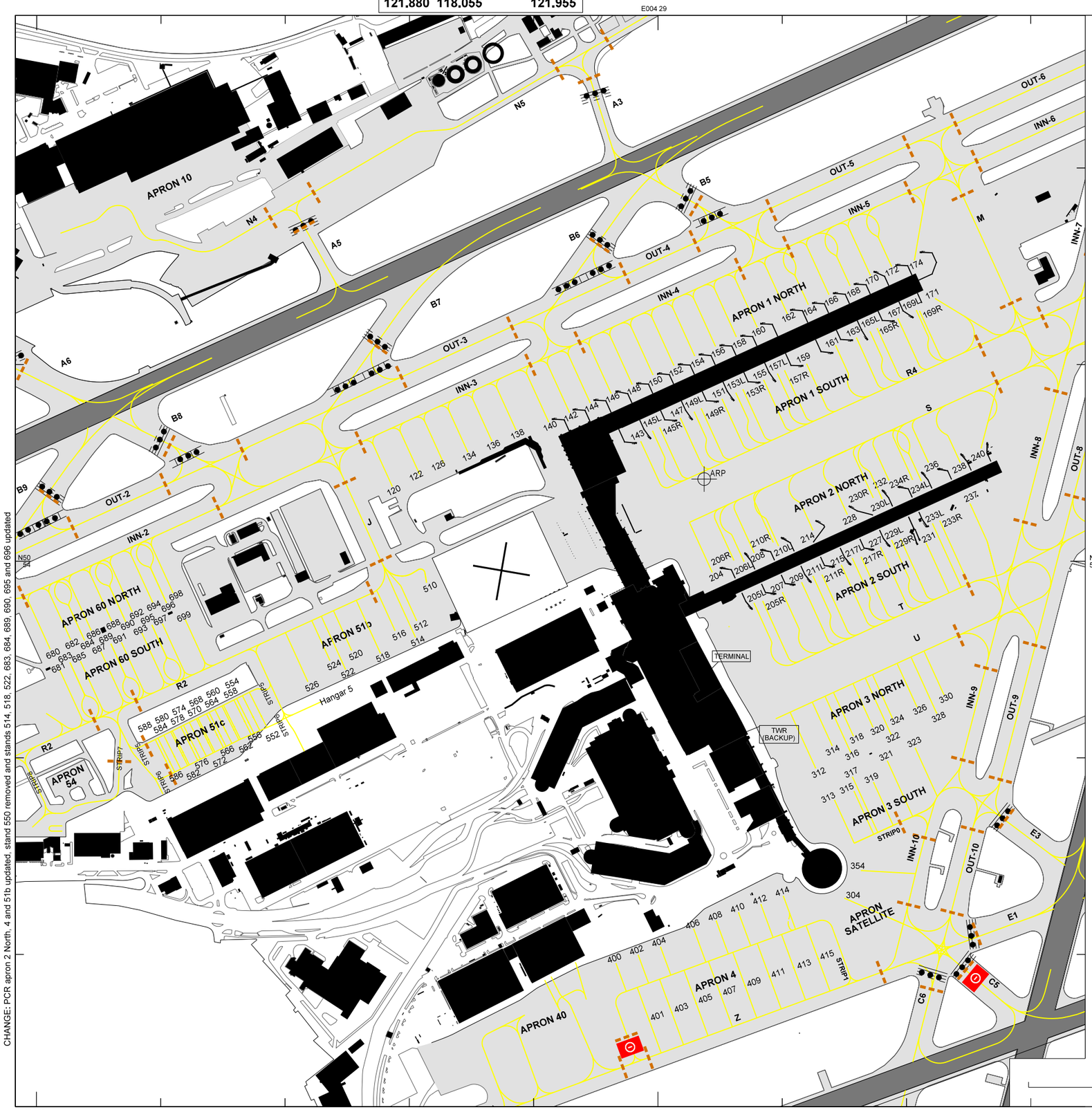

© AIM BELGIUM

## AIRCRAFT PARKING/DOCKING CHART - ICAO

| GND | | CLR |
|---|---|---|
| 121.880 | 118.055 | 121.955 |

BRUSSELS / Brussels-National (EBBR)

CHANGE: PCR apron 2 North, 4 and 51b updated, stand 550 removed and stands 514, 518, 522, 683, 684, 689, 690, 695 and 696 updated




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

VAR 1°E 2020

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

| Apron | Stands | Coordinates | |
|---|---|---|---|
| 3 North | 312 | 505347.41N | 0042915.32E |
| | 314 | 505348.79N | 0042916.92E |
| | 316 | 505348.39N | 0042918.70E |
| | 318 | 505349.38N | 0042918.97E |
| | 320 | 505349.92N | 0042920.85E |
| | 322 | 505349.48N | 0042922.61E |
| | 324 | 505350.47N | 0042922.74E |
| | 326 | 505351.15N | 0042925.11E |
| | 328 | 505350.76N | 0042927.03E |
| | 330 | 505351.90N | 0042927.72E |
| 3 South | 313 | 505345.42N | 0042917.17E |
| | 315 | 505345.97N | 0042919.06E |
| | 317 | 505346.84N | 0042918.91E |
| | 319 | 505346.51N | 0042920.94E |
| | 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 | 0042859.17E |
| | 402 | 505335.95N | 0042858.11E |
| | 403 | 505332.47N | 0042901.33E |
| | 404 | 505336.45N | 0042900.26E |
| | 405 | 505333.02N | 0042903.69E |
| | 406 | 505337.55N | 0042903.46E |
| | 407 | 505333.57N | 0042906.04E |
| | 408 | 505338.05N | 0042905.63E |
| | 409 | 505334.11N | 0042908.40E |
| | 410 | 505338.55N | 0042907.79E |
| | 411 | 505334.66N | 0042910.76E |
| | 412 | 505339.05N | 0042909.95E |
| | 413 | 505335.20N | 0042913.11E |
| | 414 | 505339.55N | 0042912.12E |
| | 415 | 505335.75N | 0042915.47E |
| 51b | 510 | 505358.74N | 0042837.76E |
| | 512 | 505356.41N | 0042836.80E |
| | 514 | 505355.38N | 0042836.57E |
| | 516 | 505355.81N | 0042834.71E |
| | 518 | 505354.40N | 0042833.19E |
| | 520 | 505354.60N | 0042830.52E |
| | 522 | 505353.42N | 0042829.82E |
| | 524 | 505353.99N | 0042828.42E |
| | 526 | 505352.69N | 0042826.29E |
| 51c | 552 | 505350.55N | 0042821.70E |
| | 554 | 505350.51N | 0042821.02E |
| | 556 | 505350.16N | 0042820.47E |
| | 558 | 505350.25N | 0042820.20E |
| | 560 | 505349.93N | 0042819.19E |
| | 562 | 505349.71N | 0042819.05E |
| | 564 | 505349.67N | 0042818.37E |
| | 566 | 505349.32N | 0042817.81E |
| | 568 | 505349.40N | 0042817.54E |
| | 570 | 505349.14N | 0042816.73E |
| | 572 | 505348.93N | 0042816.58E |
| | 574 | 505348.88N | 0042815.90E |
| | 576 | 505348.53N | 0042815.34E |
| | 578 | 505348.62N | 0042815.08E |
| | 580 | 505348.36N | 0042814.25E |
| | 582 | 505348.14N | 0042814.11E |
| | 584 | 505348.10N | 0042813.43E |
| | 586 | 505347.75N | 0042812.87E |
| | 588 | 505347.84N | 0042812.61E |
| 60 North | 680 | 505354.67N | 0042801.41E |
| | 682 | 505355.25N | 0042803.39E |
| | 684 | 505355.19N | 0042804.62E |
| | 686 | 505355.82N | 0042805.37E |
| | 688 | 505356.39N | 0042807.34E |
| | 690 | 505356.34N | 0042808.58E |
| | 692 | 505356.96N | 0042809.32E |
| | 694 | 505357.53N | 0042811.30E |
| | 696 | 505357.48N | 0042812.53E |
| | 698 | 505358.10N | 0042813.28E |
| 60 South | 681 | 505353.32N | 0042802.39E |
| | 683 | 505353.80N | 0042803.24E |
| | 685 | 505353.89N | 0042804.36E |
| | 687 | 505354.46N | 0042806.34E |
| | 689 | 505354.94N | 0042807.19E |
| | 691 | 505355.04N | 0042808.32E |
| | 693 | 505355.61N | 0042810.30E |
| | 695 | 505356.09N | 0042811.15E |
| | 697 | 505356.18N | 0042812.28E |
| | 699 | 505356.43N | 0042814.49E |
| Hangar 5 | | 505351.46N | 0042827.65E |

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

**LEGEND**

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

0 M 500
0 FT 1000

© AIM BELGIUM

THIS PAGE INTENTIONALLY LEFT BLANK

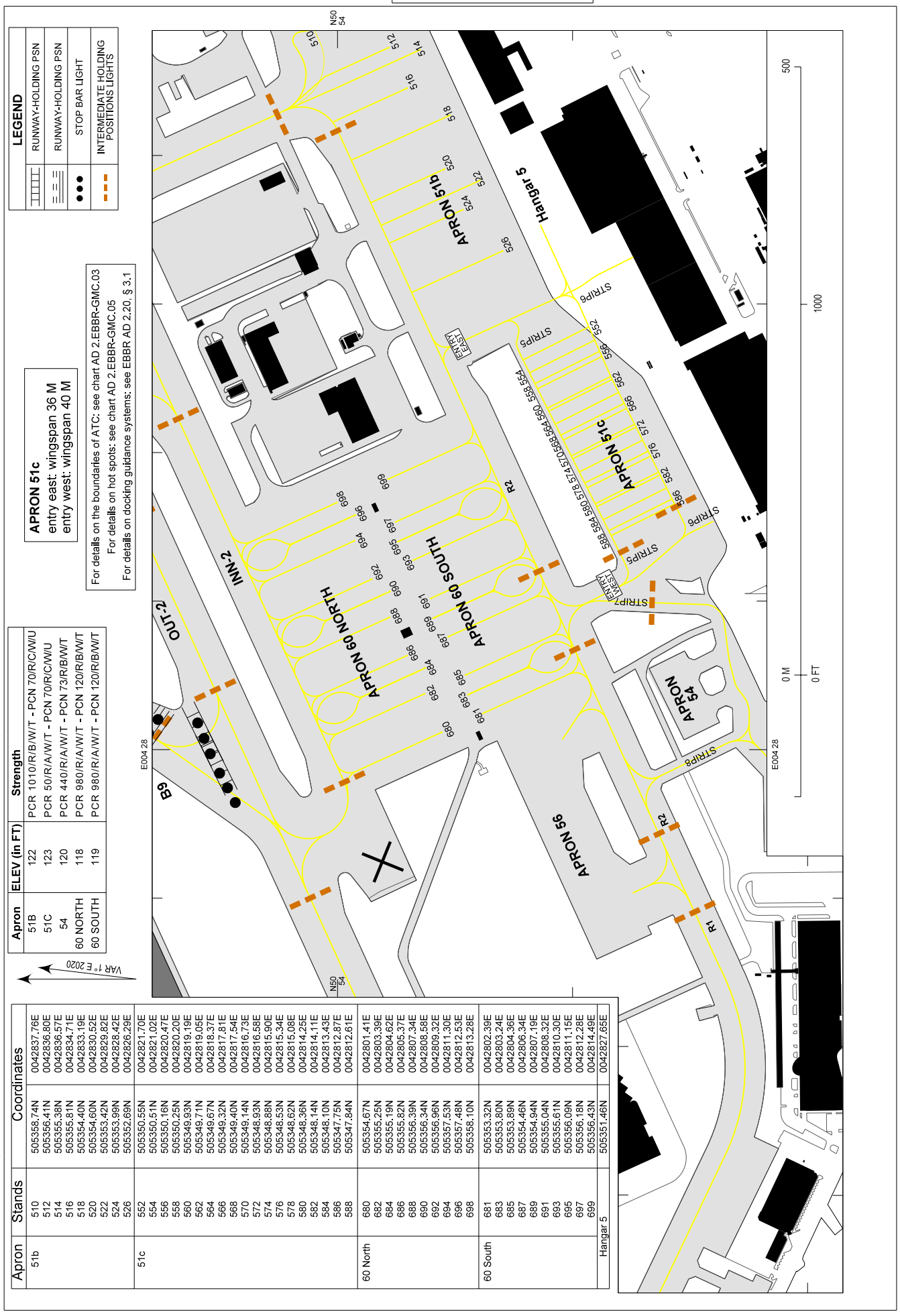


© AIM BELGIUM

# AIRCRAFT PARKING/DOCKING CHART - ICAO
# GENERAL AVIATION

| GND | | CLR |
|---|---|---|
| 121.880 | 118.055 | 121.955 |

**BRUSSELS / Brussels-National (EBBR)**




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

CHANGE: PCR apron 51b, stand 550 removed and stands 514, 518, 522, 683, 684, 689, 690, 695 and 696 updated

| Apron | Stands | Coordinates | |
|---|---|---|---|
| 51b | 510 | 505358.74N | 0042837.76E |
| | 512 | 505356.41N | 0042836.80E |
| | 514 | 505355.38N | 0042836.57E |
| | 516 | 505355.81N | 0042834.71E |
| | 518 | 505354.40N | 0042833.19E |
| | 520 | 505354.60N | 0042830.52E |
| | 522 | 505353.42N | 0042829.82E |
| | 524 | 505353.99N | 0042828.42E |
| | 526 | 505352.69N | 0042826.29E |
| 51c | 552 | 505350.55N | 0042821.70E |
| | 554 | 505350.51N | 0042821.02E |
| | 556 | 505350.16N | 0042820.47E |
| | 558 | 505350.25N | 0042820.20E |
| | 560 | 505349.93N | 0042819.19E |
| | 562 | 505349.71N | 0042819.05E |
| | 564 | 505349.67N | 0042818.37E |
| | 566 | 505349.32N | 0042817.81E |
| | 568 | 505349.40N | 0042817.54E |
| | 570 | 505349.14N | 0042816.73E |
| | 572 | 505348.93N | 0042816.58E |
| | 574 | 505348.88N | 0042815.90E |
| | 576 | 505348.53N | 0042815.34E |
| | 578 | 505348.62N | 0042815.08E |
| | 580 | 505348.36N | 0042814.25E |
| | 582 | 505348.14N | 0042814.11E |
| | 584 | 505348.10N | 0042813.43E |
| | 586 | 505347.75N | 0042812.87E |
| | 588 | 505347.84N | 0042812.61E |
| 60 North | 680 | 505354.67N | 0042801.41E |
| | 682 | 505355.25N | 0042803.39E |
| | 684 | 505355.19N | 0042804.62E |
| | 686 | 505355.82N | 0042805.37E |
| | 688 | 505356.39N | 0042807.34E |
| | 690 | 505356.34N | 0042808.58E |
| | 692 | 505356.96N | 0042809.32E |
| | 694 | 505357.53N | 0042811.30E |
| | 696 | 505357.48N | 0042812.53E |
| | 698 | 505358.10N | 0042813.28E |
| 60 South | 681 | 505353.32N | 0042802.39E |
| | 683 | 505353.80N | 0042803.24E |
| | 685 | 505353.89N | 0042804.36E |
| | 687 | 505354.46N | 0042806.34E |
| | 689 | 505354.94N | 0042807.19E |
| | 691 | 505355.04N | 0042808.32E |
| | 693 | 505355.61N | 0042810.30E |
| | 695 | 505356.09N | 0042811.15E |
| | 697 | 505356.18N | 0042812.28E |
| | 699 | 505356.43N | 0042814.49E |
| Hangar 5 | | 505351.46N | 0042827.65E |

THIS PAGE INTENTIONALLY LEFT BLANK


© AIM BELGIUM

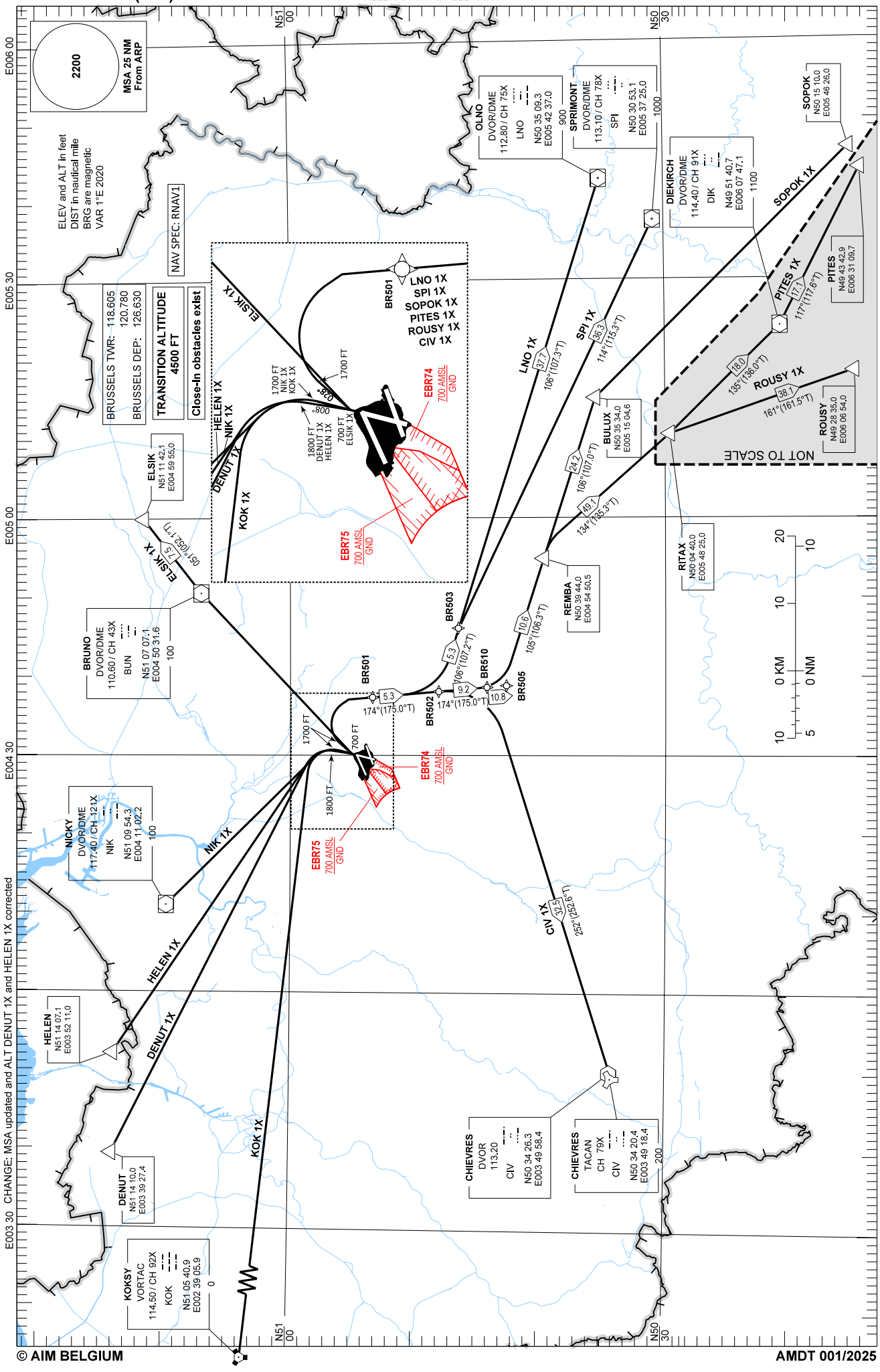
# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LNO 1X SPI 1X SOPOK 1X PITES 1X
ROUSY 1X CIV 1X KOK 1X DENUT 1X
HELEN 1X NIK 1X ELSIK 1X

# BRUSSELS / Brussels-National (EBBR)

RNAV1 OVERLAY

RWY 01 (X Departures)



THIS PAGE INTENTIONALLY LEFT BLANK

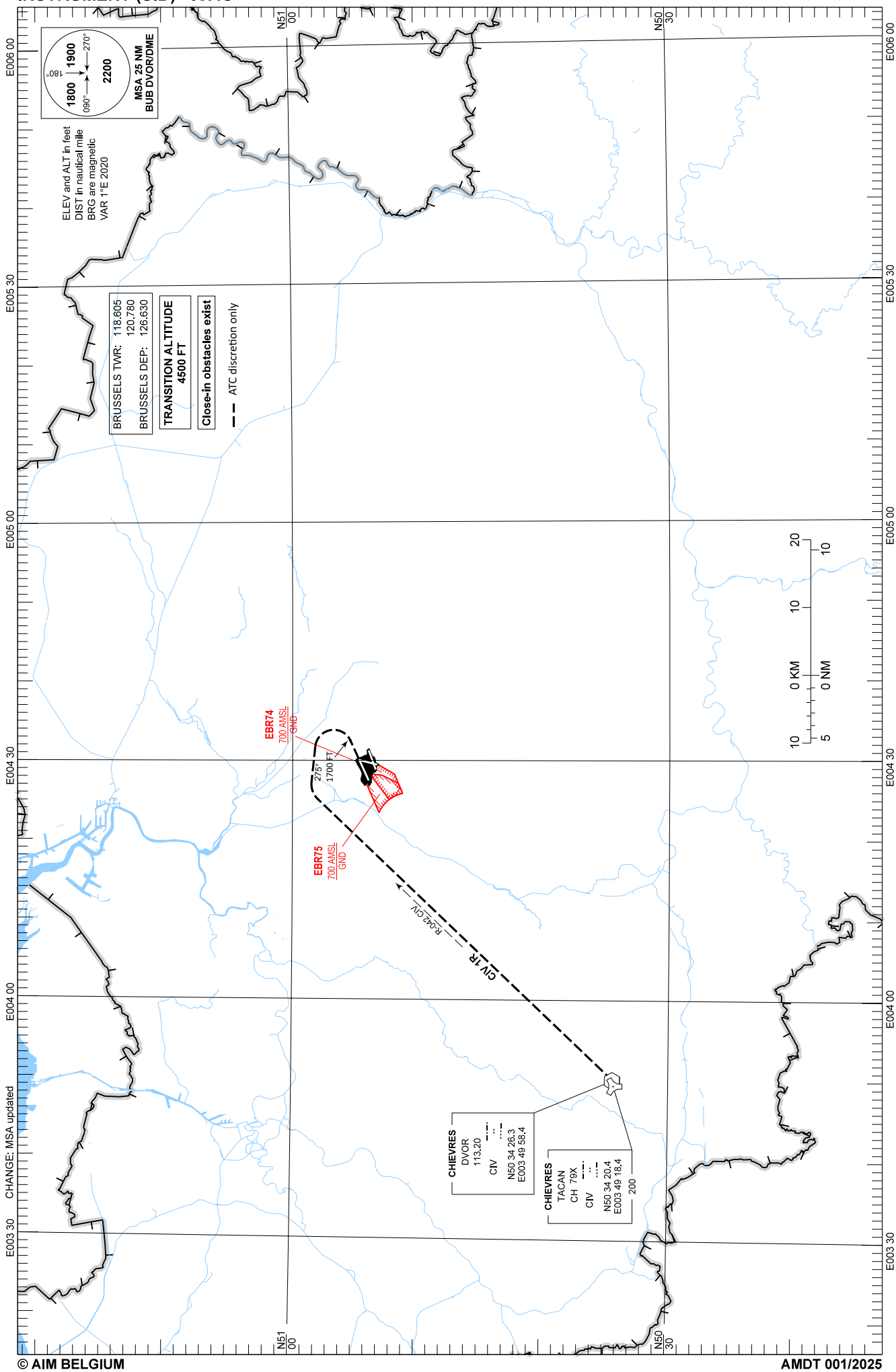

© AIM BELGIUM

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CIV 1R

## BRUSSELS / Brussels-National (EBBR)

RWY 07L (R Departure)



THIS PAGE INTENTIONALLY LEFT BLANK

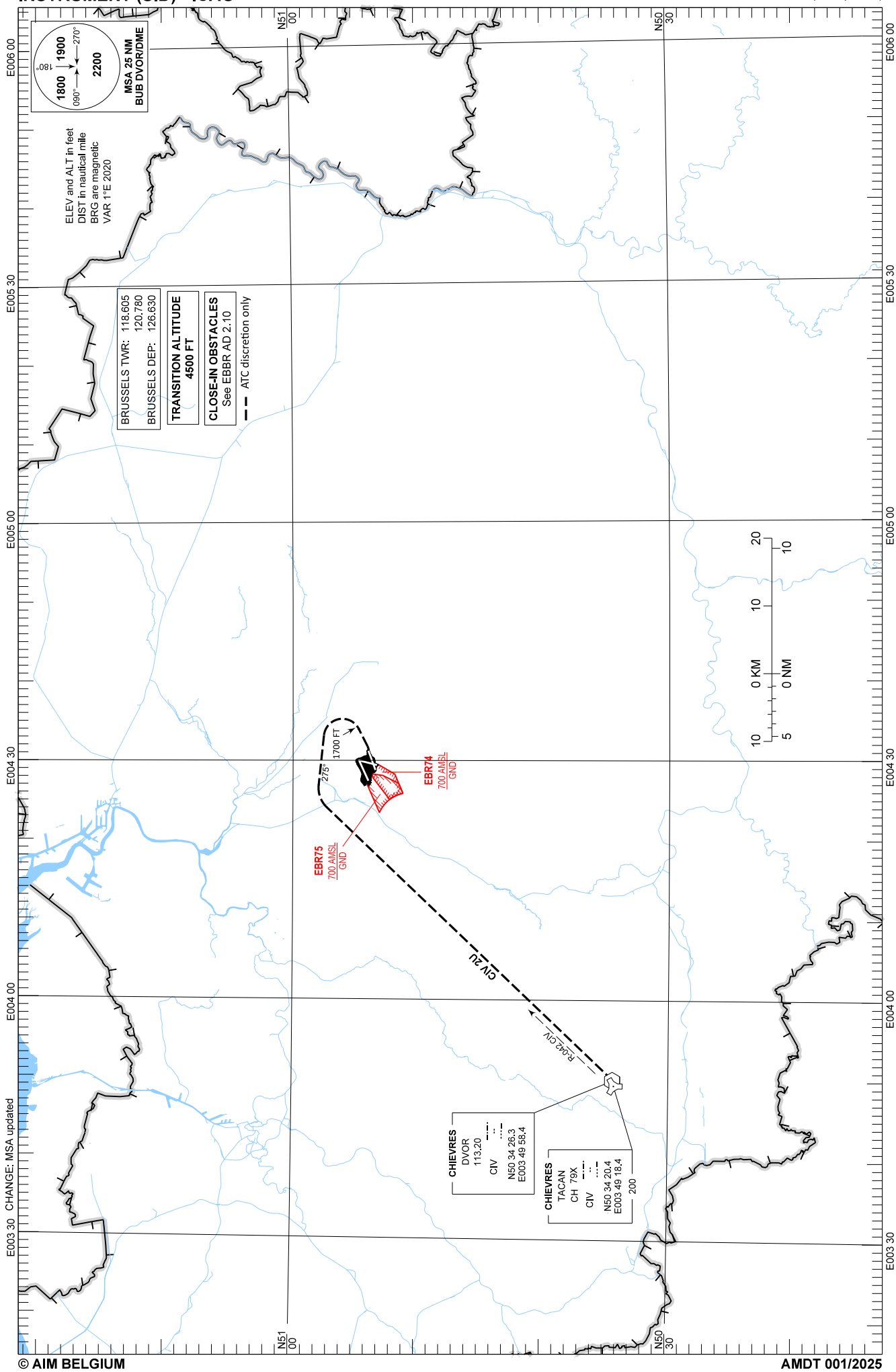

© AIM BELGIUM

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CIV 2U

## BRUSSELS / Brussels-National (EBBR)

RWY 07R (U Depature)



THIS PAGE INTENTIONALLY LEFT BLANK

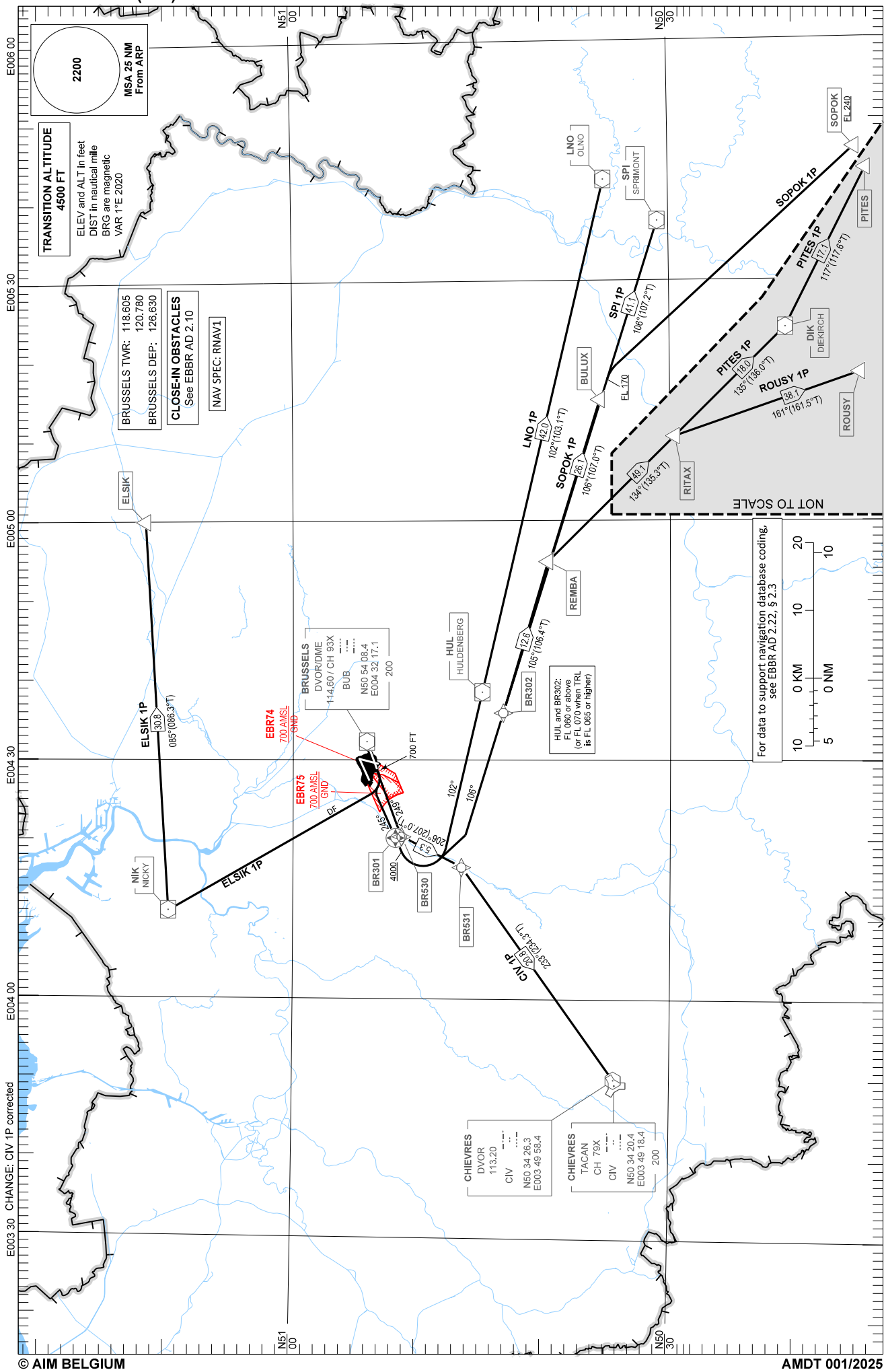

© AIM BELGIUM

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SOPOK 1P PITES 1P ROUSY 1P
LNO 1P ELSIK 1P SPI 1P CIV 1P

# BRUSSELS / Brussels-National (EBBR)

RWY 25L (P DEPARTURES)



THIS PAGE INTENTIONALLY LEFT BLANK

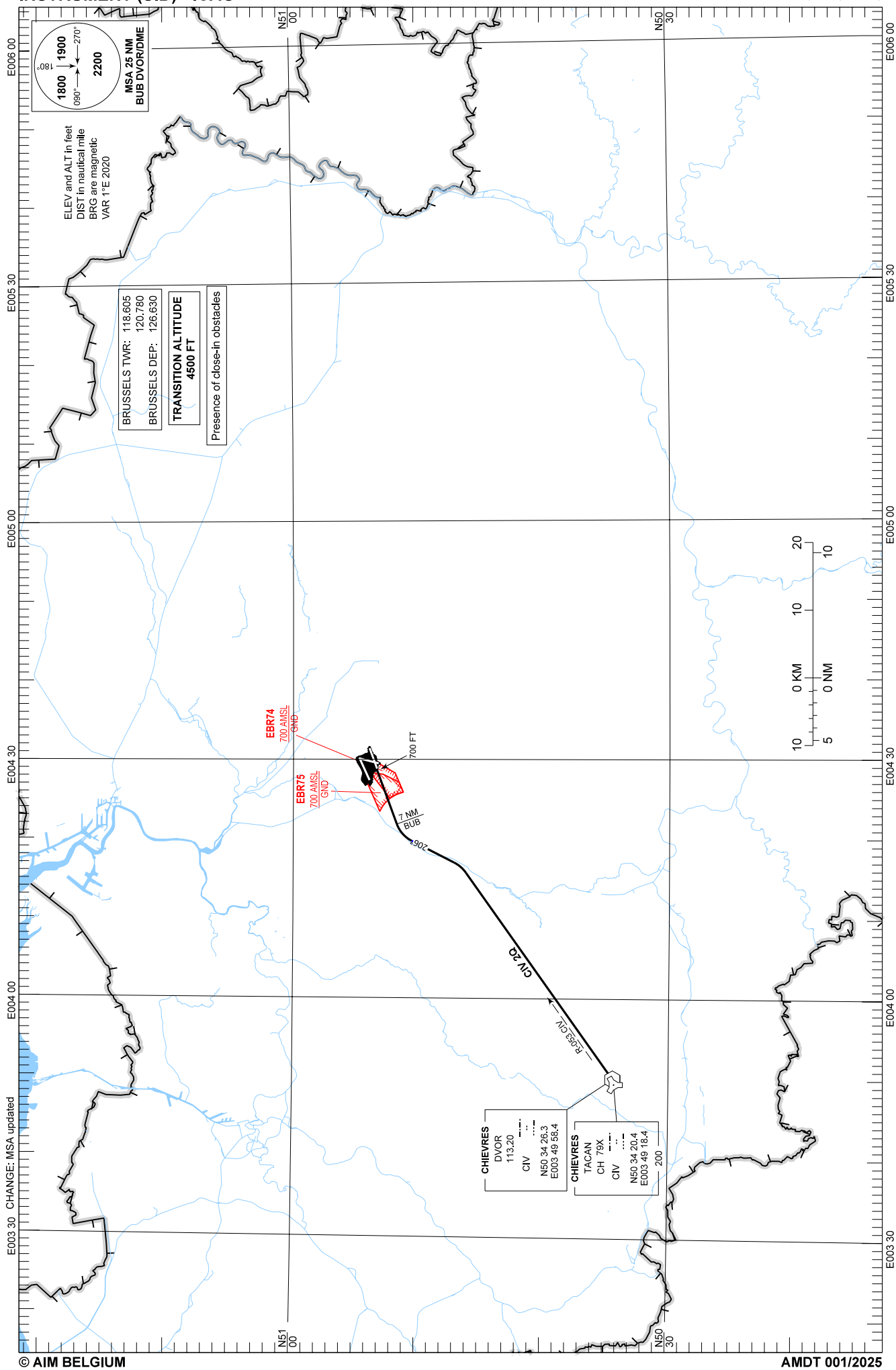

© AIM BELGIUM

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CIV 2Q

## BRUSSELS / Brussels-National (EBBR)

RWY 25L (Q Departure)




CHANGE: MSA updated

© AIM BELGIUM

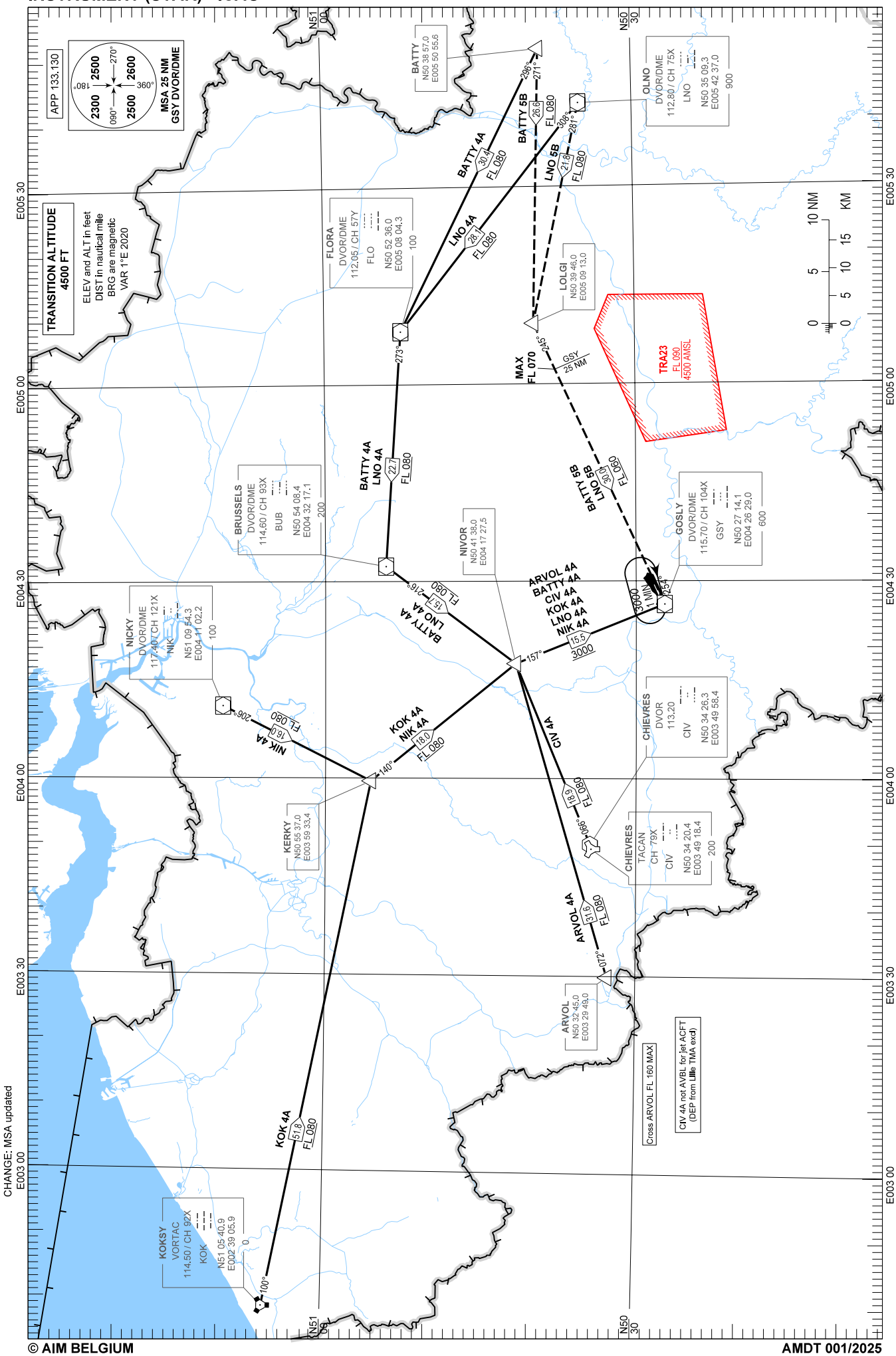
THIS PAGE INTENTIONALLY LEFT BLANK


© AIM BELGIUM

# STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

ARVOL 4A BATTY 4A-5B CIV 4A
KOK 4A LNO 4A-5B NIK 4A

# CHARLEROI / Brussels South (EBCI)




© AIM BELGIUM

THIS PAGE INTENTIONALLY LEFT BLANK

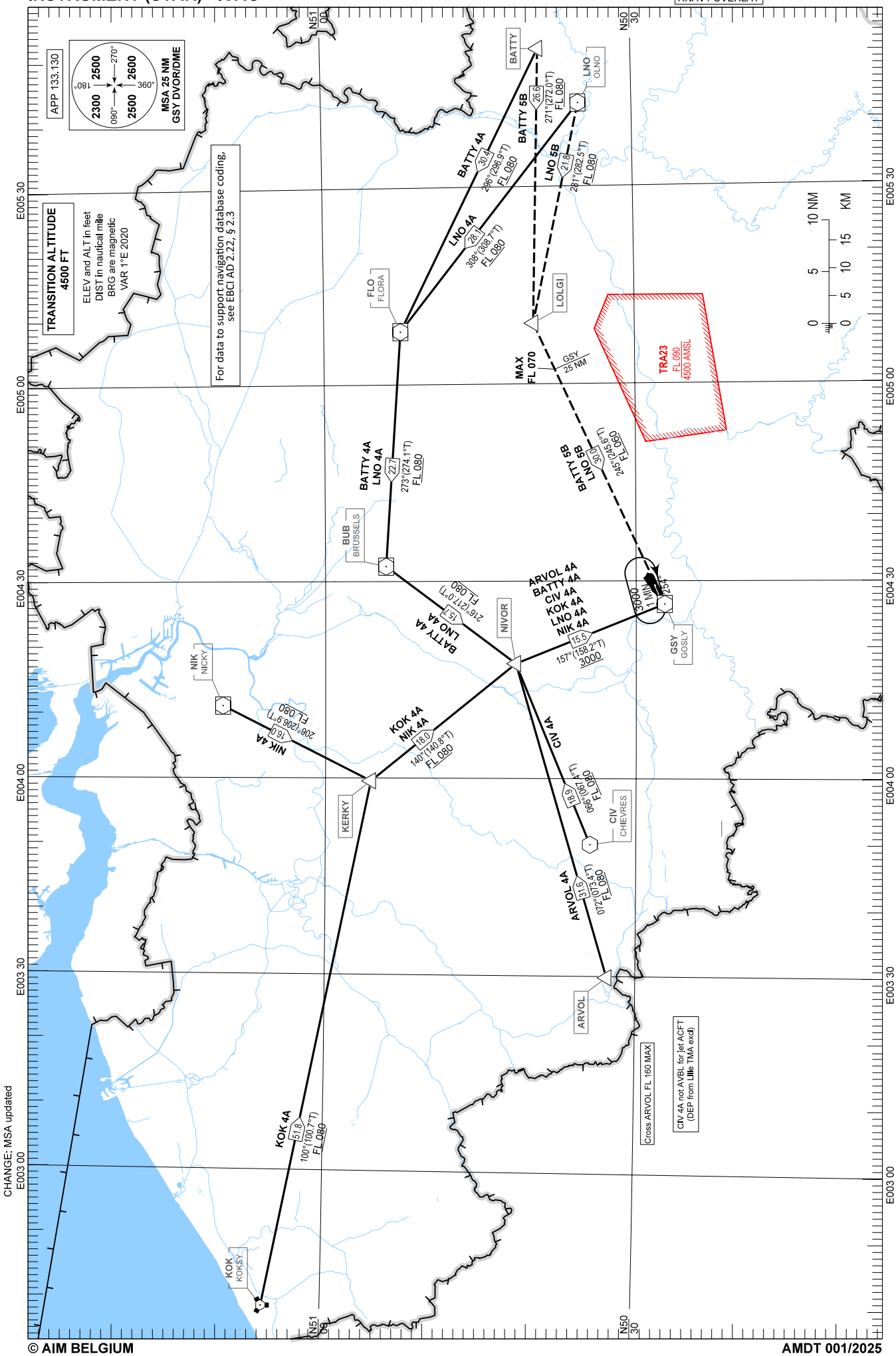

© AIM BELGIUM

# STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

ARVOL 4A BATTY 4A-5B CIV 4A
KOK 4A LNO 4A-5B NIK 4A

# CHARLEROI / Brussels South (EBCI)

RNAV1 OVERLAY



THIS PAGE INTENTIONALLY LEFT BLANK

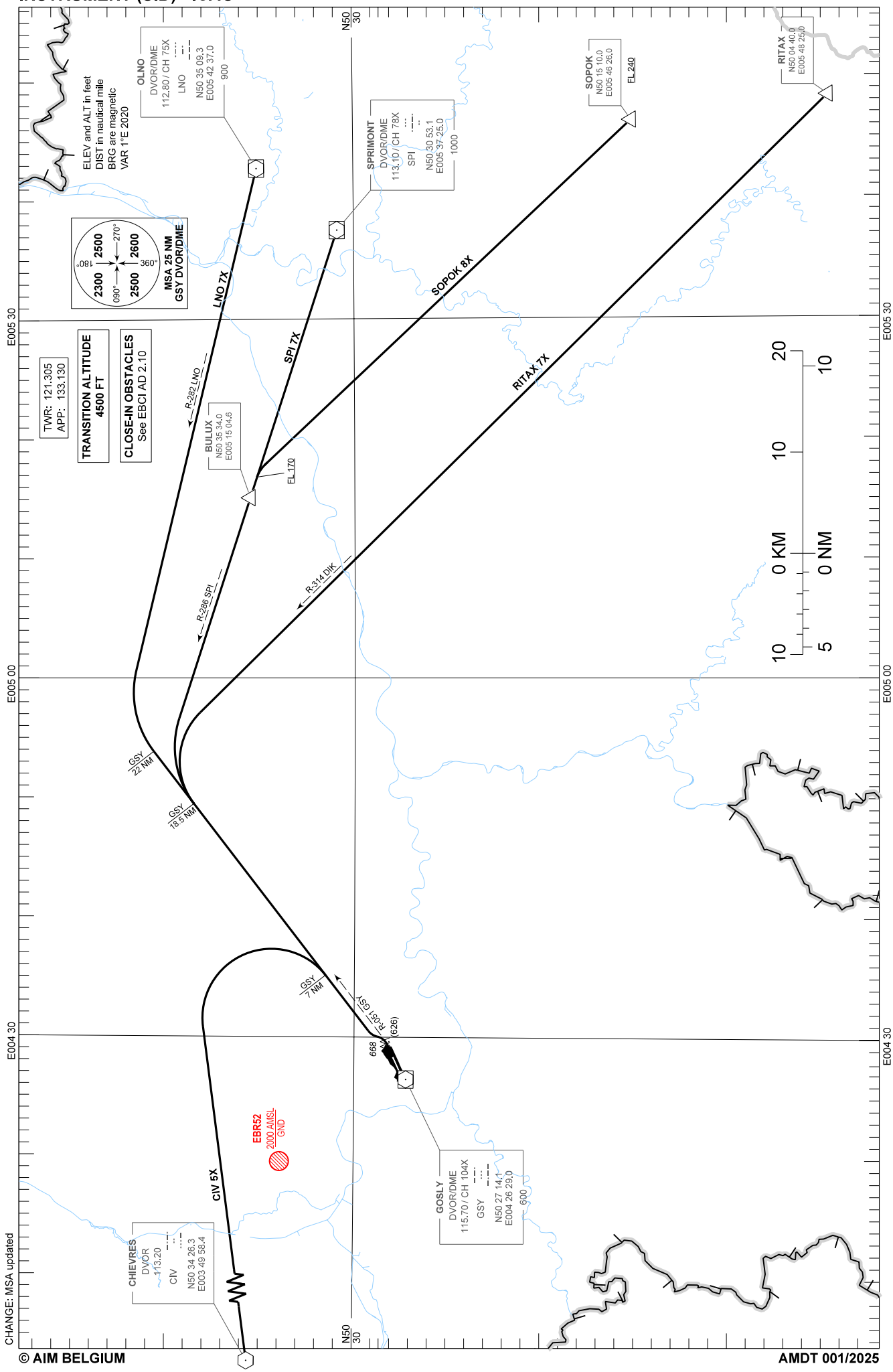

© AIM BELGIUM

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SOPOK 8X RITAX 7X CIV 5X
LNO 7X SPI 7X

## CHARLEROI / Brussels South (EBCI)

RWY 06




CHANGE: MSA updated

© AIM BELGIUM

THIS PAGE INTENTIONALLY LEFT BLANK

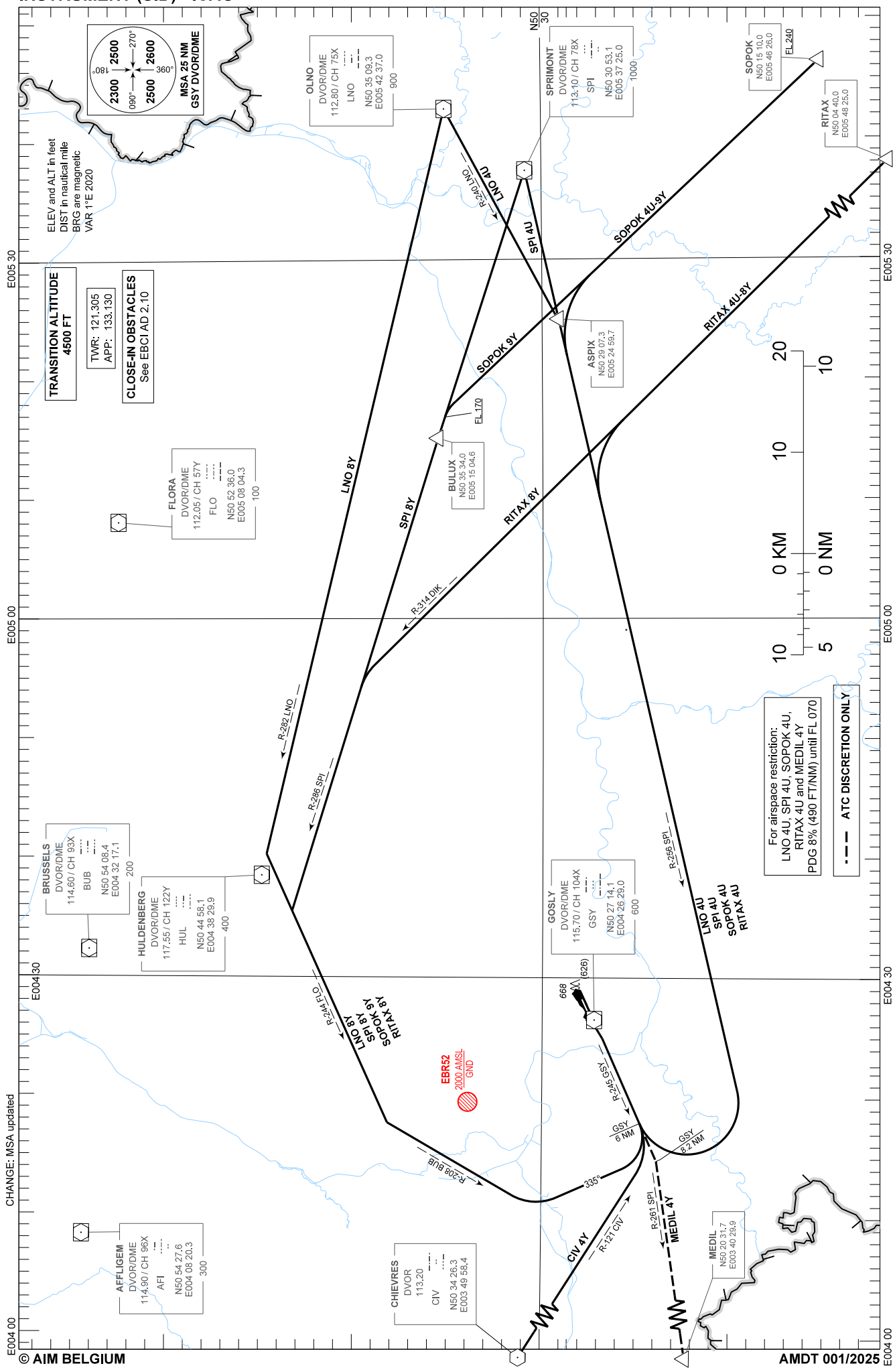

© AIM BELGIUM

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SOPOK 4U-9Y RITAX 4U-8Y MEDIL 4Y
CIV 4Y LNO 4U-8Y SPI 4U-8Y

## CHARLEROI / Brussels South (EBCI)

RWY 24




CHANGE: MSA updated

© AIM BELGIUM

THIS PAGE INTENTIONALLY LEFT BLANK


© AIM BELGIUM

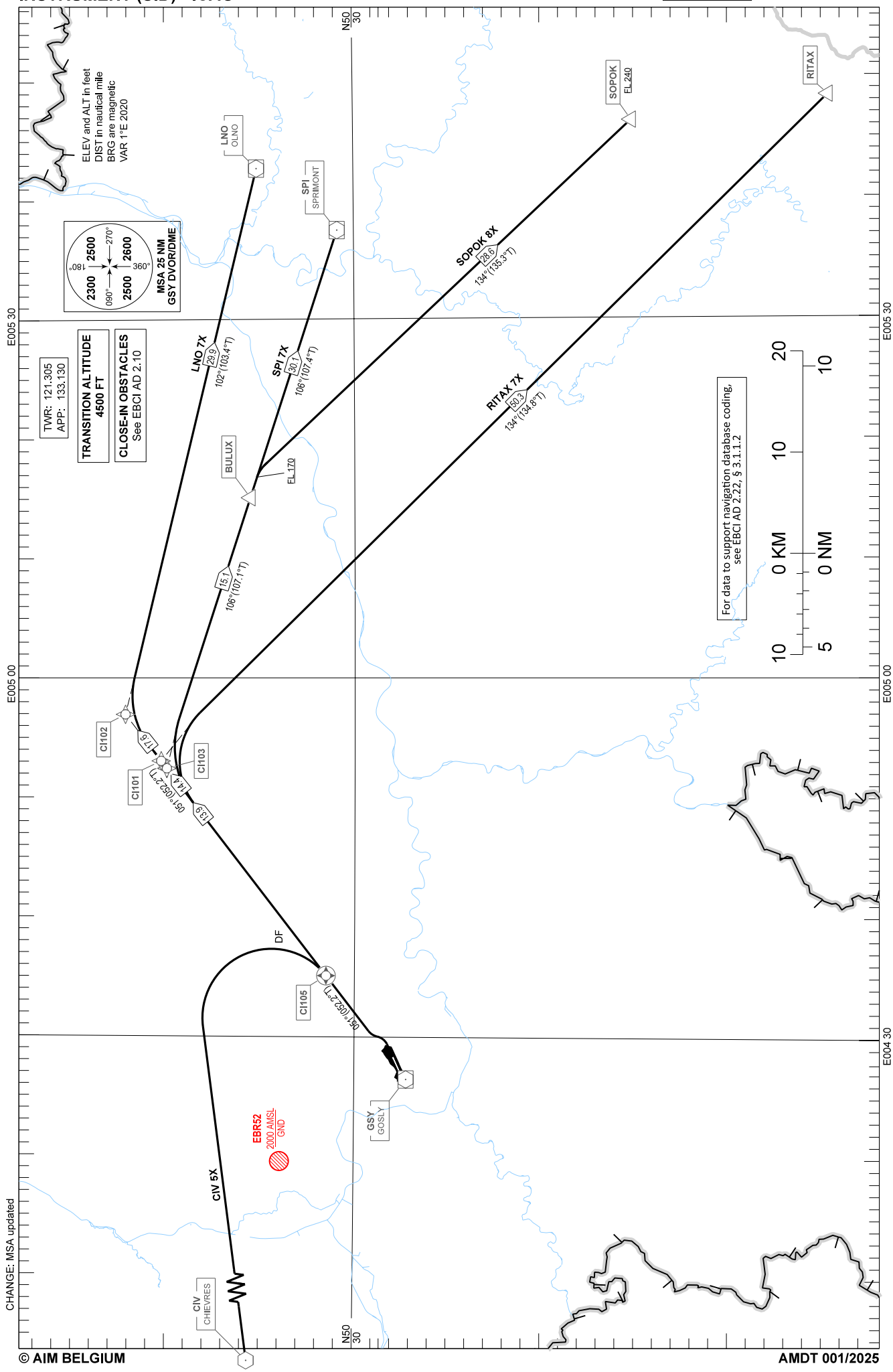
# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SOPOK 8X RITAX 7X CIV 5X
LNO 7X SPI 7X

## CHARLEROI / Brussels South (EBCI)

RNAV1 OVERLAY

RWY 06



THIS PAGE INTENTIONALLY LEFT BLANK


© AIM BELGIUM

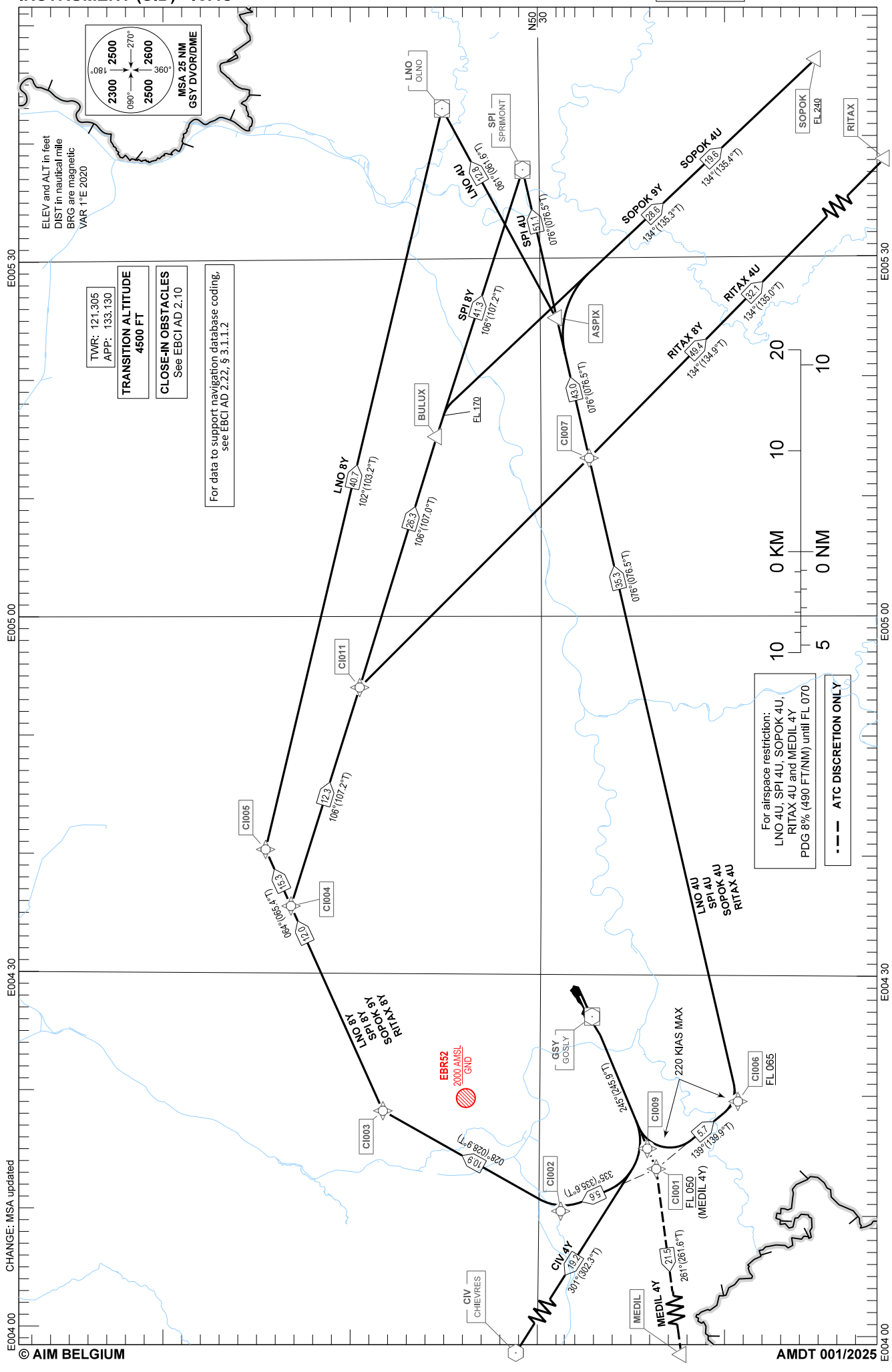
# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SOPOK 4U-9Y RITAX 4U-8Y MEDIL 4Y
CIV 4Y LNO 4U-8Y SPI 4U-8Y

## CHARLEROI / Brussels South (EBCI)

RNAV1 OVERLAY

RWY 24




© AIM BELGIUM

THIS PAGE INTENTIONALLY LEFT BLANK

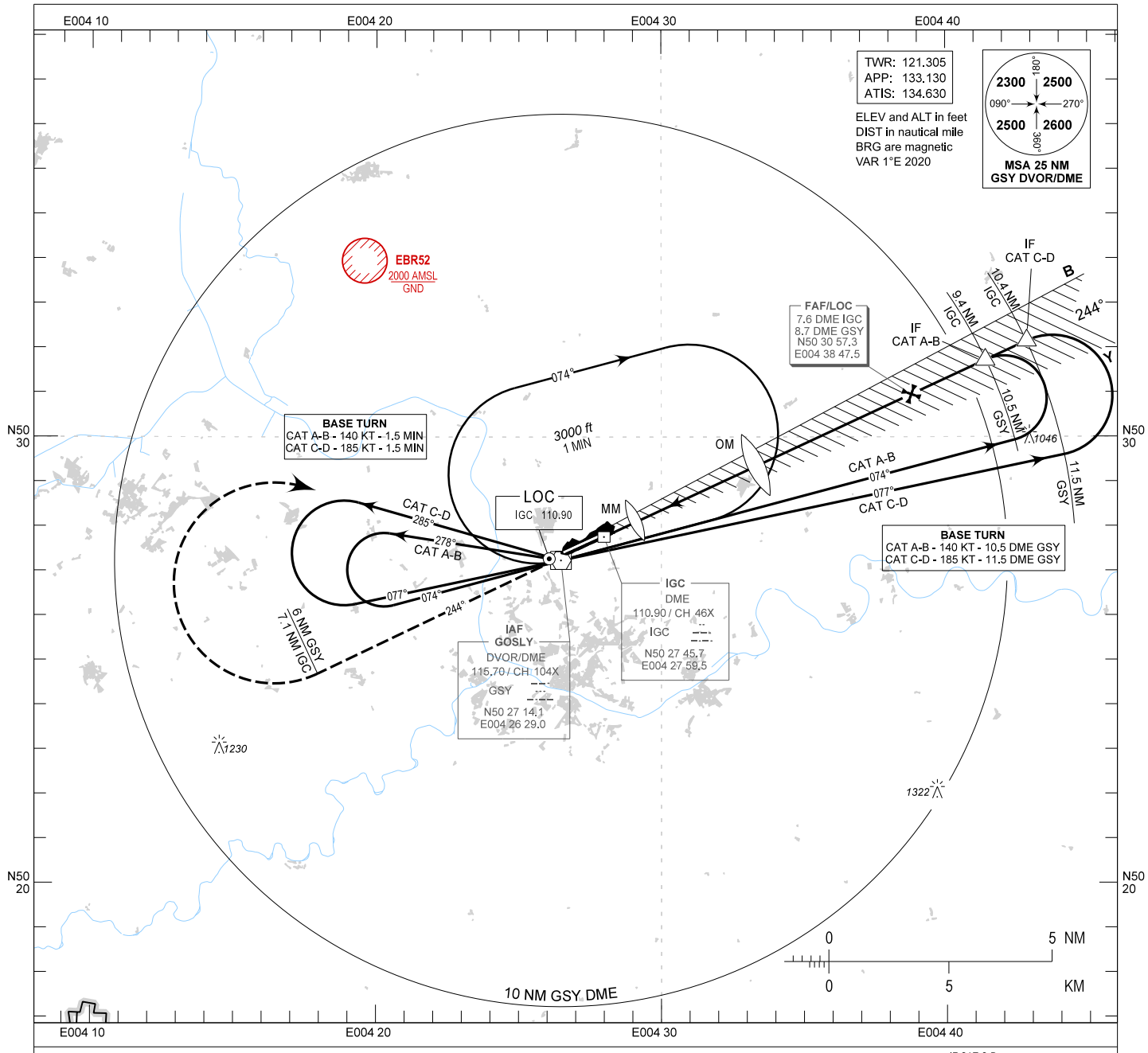

© AIM BELGIUM

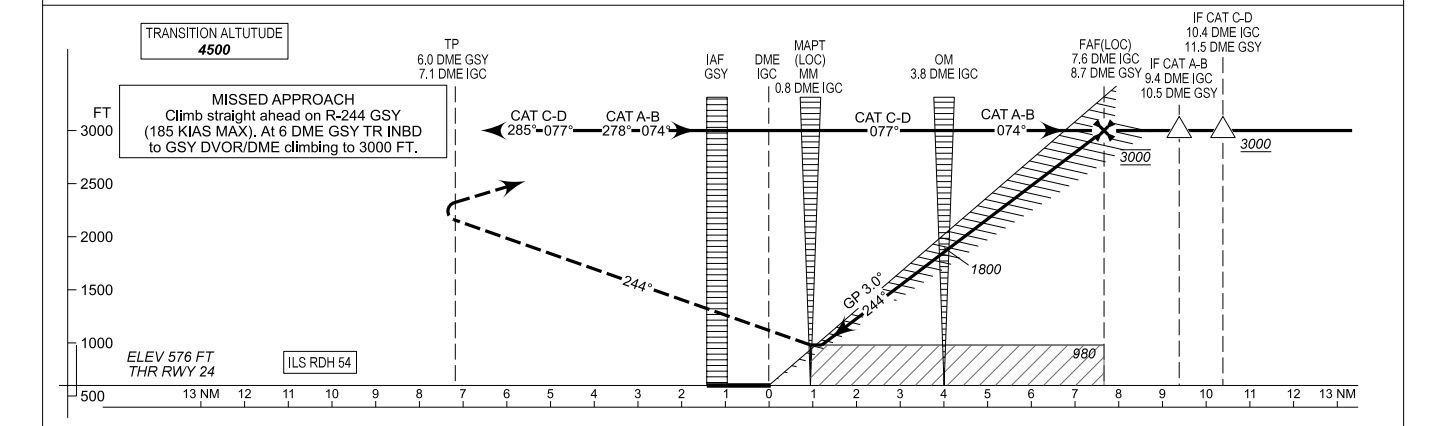
# INSTRUMENT APPROACH CHART - ICAO

*AD ELEV 606*
OCH RELATED TO
THR RWY 24 - *ELEV 576*

# CHARLEROI / Brussels South (EBCI)

ILS CAT II & III or LOC RWY 24




CHANGE: MSA updated

| OCA (OCH) | | | | |
|---|---|---|---|---|
| CAT of ACFT | A | B | C | D |
| ILS CAT I | 776 (200) | 776 (200) | 776 (200) | 776 (200) |
| ILS CAT II | 627 (51) | 639 (63) | 654 (78) | 674 (98) |
| LOC Only | 980 (370) | 980 (370) | 980 (370) | 980 (370) |
| CIRCLING | 1220 (610) | 1220 (610) | 1320 (710) | 1440 (830) |

AD OPR MNM: 150 M RVR

| FAF to MAPT - 6.8 NM | | | | | | | |
|---|---|---|---|---|---|---|---|
| Speed (GS) | KT | 70 | 90 | 120 | 150 | 180 | |
| Rate of descent | FT/MIN | 375 | 480 | 640 | 800 | 960 | |

| PROCEDURE ALTITUDES | | | | | | | |
|---|---|---|---|---|---|---|---|
| DME IGC | 7.6 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
| Altitude | 3000 | 2810 | 2490 | 2170 | 1850 | 1540 | 1220 |

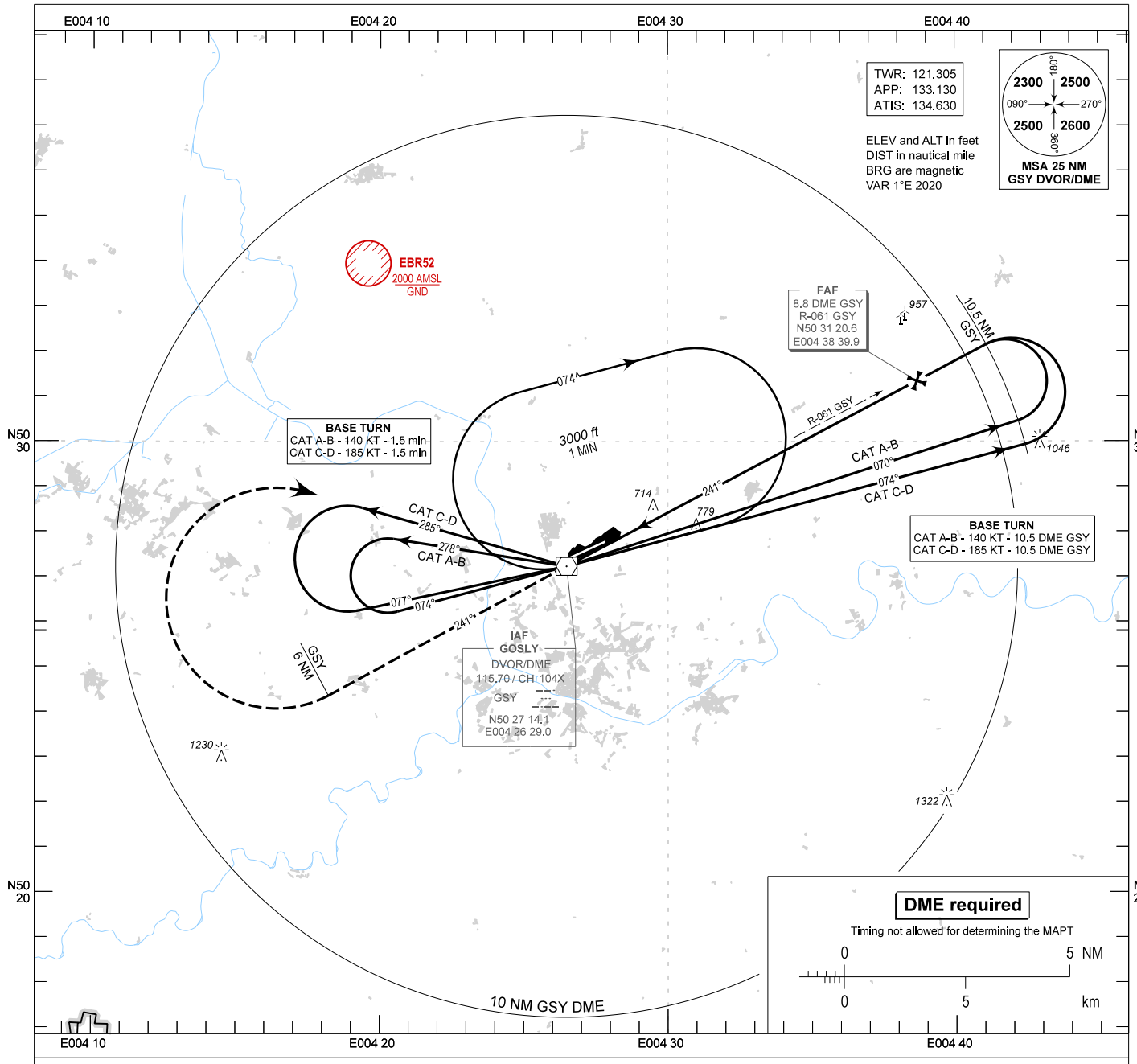
THIS PAGE INTENTIONALLY LEFT BLANK

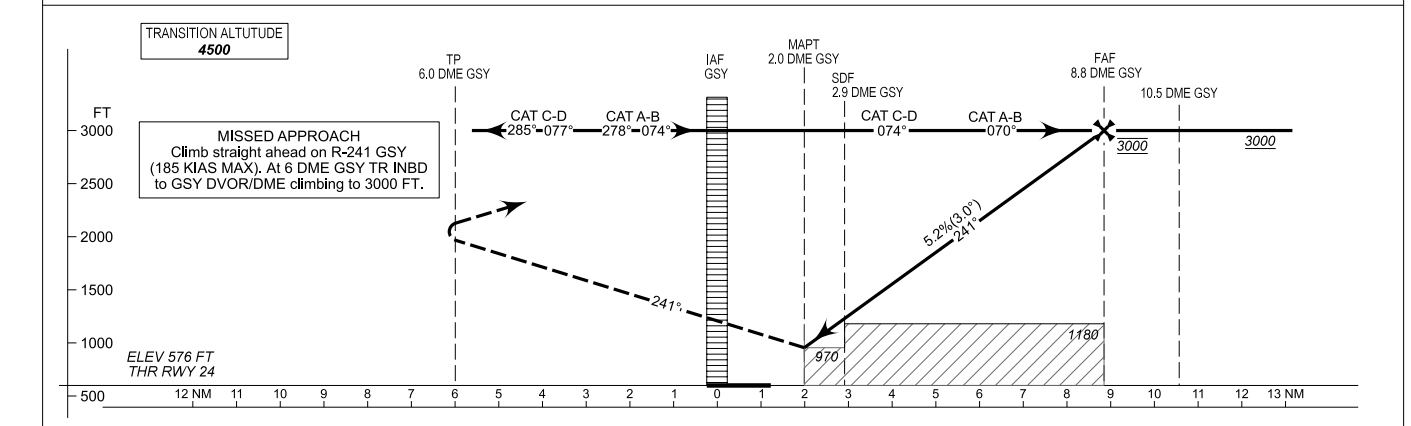

© AIM BELGIUM

# INSTRUMENT APPROACH CHART - ICAO

*AD ELEV 606*
OCH RELATED TO
THR RWY 24 - *ELEV 576*

# CHARLEROI / Brussels South (EBCI)
VOR RWY 24




CHANGE: MSA updated

| OCA (OCH) | | | | |
|---|---|---|---|---|
| CAT of ACFT | A | B | C | D |
| VOR | 970 (390) | 970 (390) | 970 (390) | 970 (390) |
| VOR without SDF | 1180 (600) | 1180 (600) | 1180 (600) | 1180 (600) |
| CIRCLING | 1220 (610) | 1220 (610) | 1320 (710) | 1440 (830) |

| FAF to MAPT - 6.8 NM | | | | | | | |
|---|---|---|---|---|---|---|---|
| Speed (GS) | FT | 70 | 90 | 120 | 150 | 180 | |
| Rate of descent | FT/MIN | 375 | 480 | 640 | 800 | 960 | |
| **PROCEDURE ALTITUDES** | | | | | | | |
| DME GSY | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | |
| Altitude | 2780 | 2460 | 2140 | 1820 | 1510 | 1190 | |

© AIM BELGIUM

THIS PAGE INTENTIONALLY LEFT BLANK

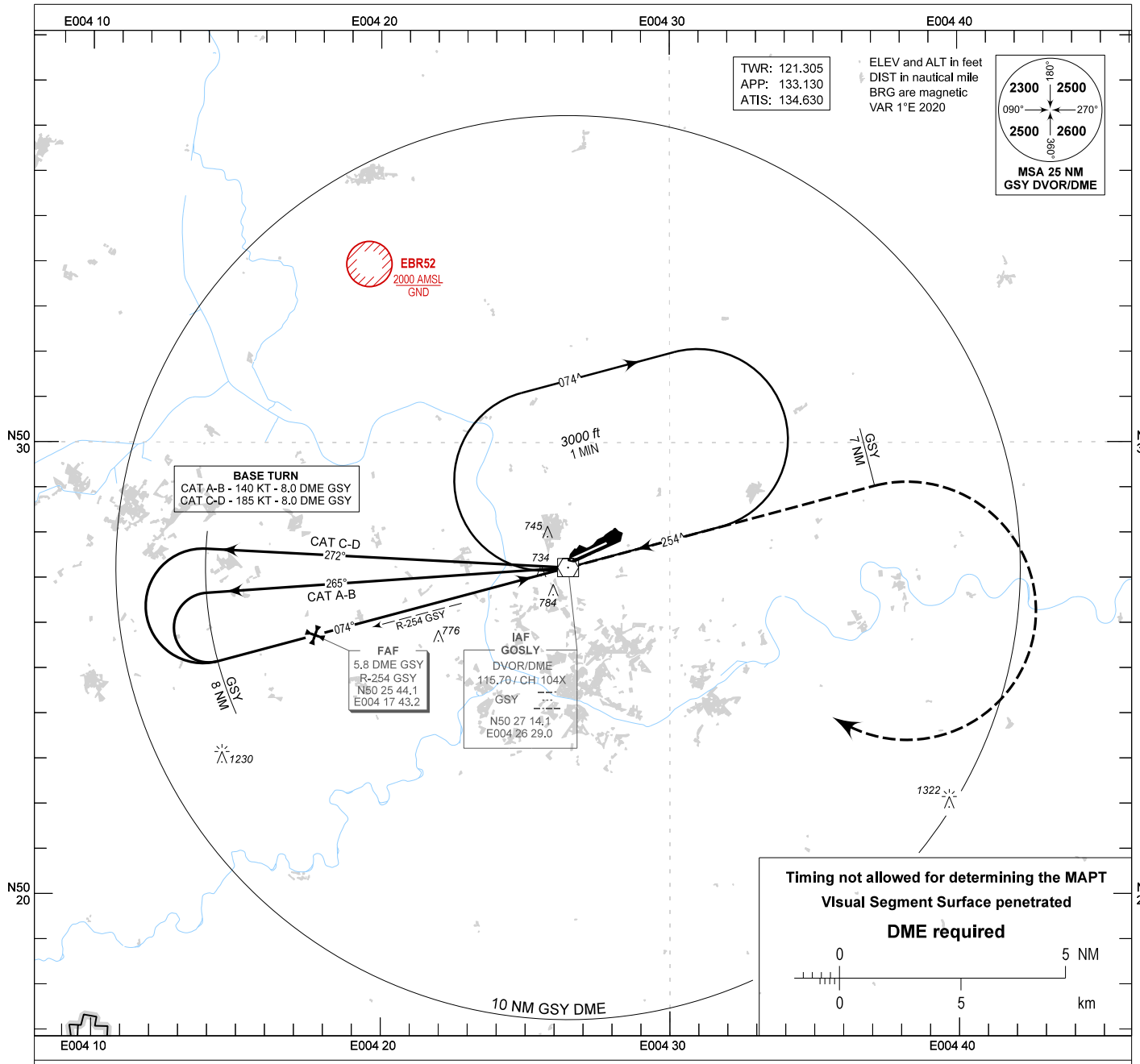

© AIM BELGIUM

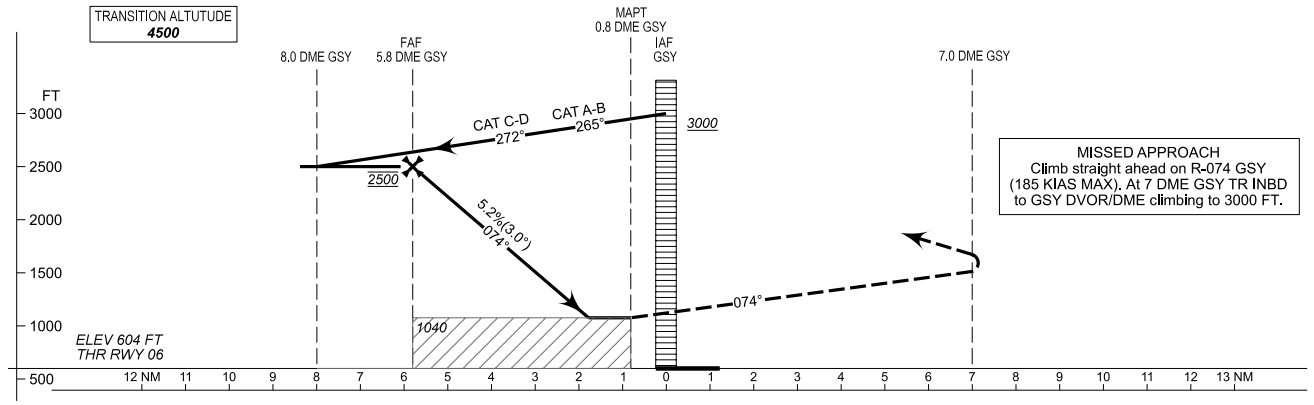
# INSTRUMENT APPROACH CHART - ICAO

*AD ELEV 606*
OCH RELATED TO
THR RWY 06 - *ELEV 604*

# CHARLEROI / Brussels South (EBCI)

VOR RWY 06




CHANGE: MSA updated

| OCA (OCH) | | | | |
|---|---|---|---|---|
| CAT of ACFT | A | B | C | D |
| VOR | 1040 (430) | 1040 (430) | 1040 (430) | 1040 (430) |
| CIRCLING | 1220 (610) | 1220 (610) | 1320 (710) | 1440 (830) |

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

| PROCEDURE ALTITUDES | | | | | | |
|---|---|---|---|---|---|---|
| DME GSY | 5.8 | 5.0 | 4.0 | 3.0 | 2.0 | |
| Altitude | 2470 | 2290 | 1970 | 1650 | 1330 | |

THIS PAGE INTENTIONALLY LEFT BLANK


© AIM BELGIUM

| System messages on parking stands 110 to 140 | |
|---|---|
| *Arrow* < | Correction to the left required.<br>A flashing red and/or yellow arrow indicates the direction to turn for the azimuth guidance.<br>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 + VIEW BLOCK* | Message coming when the closest view is hindered. (Laser problem, dust on the glass,...).<br>Closing rate display comes again when the problem is resolved. |
| *STOP + SBU* | Internal error (safety backup). **Stop aircraft** and contact ATC. |
| *ERR* | Configuration error.**Stop aircraft** and contact ATC. |
| *STOP (in red) + ID FAIL* | Wrong type of aircraft detected. **Stop aircraft** and contact ATC. |
| ACFT Type: ICAO / IATA on altn mode<br>FLT Nr: ICAO / IATA on altn mode<br>ETA / ETD: "xx:xx"z<br>-XX min | Aircraft type in ICAO code and IATA code with alternative mode.<br>Flight number in ICAO code and IATA code with alternative mode.<br>Estimated Time of Arrival or Estimated Time of Departure in Zulu Time.<br>Countdown to ETA / ETD in minutes. |

## 4 RUNWAY REGULATIONS

The simultaneous use of the 2 runways (04L/22R and 04R/22L) is not allowed.

Traffic permitting, the following criteria for the selection of the runway-in-use are applied: the crosswind component, including gusts, does not exceed 15 KT or the tailwind component, including gusts, does not exceed 5 KT.

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.

## 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 Parachuting

Parachuting overhead the aerodrome is prohibited.

### 5.5 Training and Test Flights

Training flights are always subject to PPR. Requests shall be made by telephone to ATC via the number: +32(0)42348492.

Training flights may only be operated by jet and propeller aircraft of more than 6000KG from MON to FRI between 0800 and 1800 (0700 and 1700), except on HOL and during the official school holiday periods of the Belgian French-speaking Community, provided they have already been operated in the territory of the Walloon Region before 08 NOV 2000 or provided the operator develops commercial activities in that area.

# EBLG AD 2.21 Noise Abatement Procedures

# 1 GENERAL

## 1.1 Noise Restrictions

Aircraft operating at EBLG must be noise certificated according to *ICAO Annex 16*.

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

Following flights are exempted from this restriction:

- Flights carrying members of the Belgian Royal Family, the Belgian government, the Regional and Community governments and foreign Royal Families and Heads of State or leaders of foreign governments, presidents and commissioners of the European Union, on official mission;
- Missions in case of disasters or for the purpose of medical assistance;
- Military missions;
- Take-off and landing performed in exceptional conditions (flights on which there is immediate danger to the life or health of persons as well as animals, flights diverted for meteorological reasons, 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 of the Walloon Region may authorize take-off or landing of a non-compliant aircraft.

Movements of jet aircraft are restricted:

- take-off with QC ≥ 25.0 is forbidden between 2200 and 0559 (2100 and 0459).

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.

## 1.2 Use of Reverse Thrust

The use of reverse thrust should be kept to a minimum compatible with the safety of the aircraft.

# 2 GROUND PROCEDURES

## 2.1 Engine Tests

Full power engine tests are prohibited from 2000 to 0800 (1900 to 0700).

# 3 ARRIVAL PROCEDURES

## 3.1 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.*

## 3.2 Visual Approaches

For noise abatement, aircraft CAT Medium or Heavy executing visual approaches for landing or training purposes shall not intercept final approach leg closer than 8 NM from THR except when being radar vectored by ATC onto the final approach leg for a visual approach. For those training flights performing visual approaches in the aerodrome circuit, a minimum altitude of 2500 FT AMSL shall apply in order to remain inside controlled airspace.


© AIM BELGIUM

# APPENDIX 1 TO AERODROME GROUND MOVEMENT CHART - ICAO

## TAXIWAYS (a)

| DESIGN ATOR | 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 |
| A2 | 30 | PCN 88/R/B/W/T | CONC / ASPH | - | • | • | |
| A3 | 30 | PCN 88/R/B/W/T | CONC / ASPH | - | • | • | |
| A4 | 30 | PCN 88/R/B/W/T | CONC / ASPH | - | • | • | |
| A5 | 30 | PCN 94/R/B/W/T | CONC / ASPH | - | • | • | |
| B | 45 | PCN 101/F/A/W/T | CONC / ASPH | - | | • | TWY B is a TWY also available as a contingency runway. RWY 04L/22R available for operational needs in VMC and CAT I. Double lighting according use. |
| C0 | 30 | PCN 133/F/B/W/T | ASPH | • | | • | Aircraft with a wingspan exceeding 43.9 M, lining up on RWY 04R from TWY C0 holding point will induce GP distortion exceeding CAT I tolerance when passing in front of the GP04R antenna. Line up from TWY C0 will only be done in respect of any inbound traffic for the ILS 04R. |
| C1 | 25 | PCN 127/F/B/W/T | ASPH | Reflectors | | • | On TWY C1, right turn onto RWY 04L/22R is limited to wingspan MAX 65 M. |
| C2 | 28 | PCN 81/F/B/W/T | ASPH | • | | • | |
| C3 | 15 | PCN 56/R/A/W/T | ASPH | • | | | Maximum longitudinal slope exceeds 1.5%<br>Limited for aircraft with OMGWS less than 9 M. |
| C4 | 27 | PCN 158/F/A/W/T | ASPH | • | | • | |
| C5 | | | | | | | C5 is a concrete strip. Unserviceable for aircraft, only serviceable for airport inspection. |
| D0 | 25 | PCN 111/F/B/W/T | CONC | • | | • | |
| D1 | 25 | PCN 111/F/B/W/T | CONC | Reflectors | | • | |
| D2 | 25 | PCN 111/F/B/W/T | CONC | Reflectors | | • | |
| E | | | | | | | TWY E available for traffic up to 10 T and with wingspan MAX 24 M. Apron E and TWY E available 30 MIN before SR until 30 MIN past SS unless, in exceptional circumstances, authorised by airport inspection and with assistance of a follow-me car. Apron and TWY closed when LVP are activated at the aerodrome. Caution: opposite traffic possible. Before taxi to the holding point, contact ATC for traffic information. |

• Led
• Halogen

THIS PAGE INTENTIONALLY LEFT BLANK


© AIM BELGIUM

Once on stand submit the report also to the Wildlife Unit.

**Wildlife Unit**

TEL: +352 24 64 31 00

Always submit the wildlife strike report to the Safety Management Unit.

**Safety Management Unit**

Email: safety@lux-airport.lu

## 2 TAXI REGULATIONS

IFR traffic may expect a standard taxi clearance to holding point on TWY A2 for RWY 24 or to holding point on TWY B4 for RWY 06.

Unless otherwise notified to ATC by the pilot, aircraft are expected to be ready for departure upon reaching the runway-holding position.

Pilots may request an intersection take-off in accordance with ELLX AD 2.13 Declared Distances.

Aircraft shall taxi as close as possible to the runway-holding position.

General aviation aircraft from apron P5 and P6 shall complete all pre-departure checks including engine/power checks before contacting Luxembourg Delivery. Taxi clearance shall be requested on TWR frequency after transfer from Luxembourg Delivery.

*Note: Main gear clearance on TWY A2 is below minima on the inner side of the turn for aircraft types Airbus A340-600, Airbus A350-1000 and Boeing 777-300.*

## 3 APRON REGULATIONS

***On all aprons:***

- Wearing of high visibility vest mandatory on movement area.
- No control service provided on apron by ATC, except on apron P8 taxilanes J1 and J2 (ACFT and Towtrucks only).
- The use of APU is limited to 15 minutes after arrival and 20 minutes before departure (on apron P2 exception possible after authorisation of Business Aviation Centre).

***On apron P1:***

- Apron shall only be entered behind a follow-me vehicle.
- Boarding and deboarding is not permitted with running engines.
- Due to reduced space on B-aircraft stands, pilots must proceed with caution when parking and strictly follow the instructions from the marshaller.
- For aircraft exiting aircraft stands under own power, particular caution is advised on following stands:
  - V27, V29, V31: the pilot must remain vigilant during departure, ensuring that no aircraft is pushing back from the opposite stands and that no aircraft is arriving on the TXL L3.
  - V30, V32, V34, V41, V43, V43a, V43b: the pilot must remain vigilant during departure, ensuring that no aircraft is departing from the opposite stands or on the TXL L1.

***On apron P2:***

- Apron shall only be entered behind a follow-me vehicle.
- Boarding and deboarding is not permitted with running engines.
- For aircraft exiting aircraft stands under own power, particular caution is advised for aircraft stands G10B/D, G11B, G12B/D: the pilot must remain vigilant during departure, ensuring that no aircraft is arriving on the TXL L5.

***On apron P6:***

- Exit is not allowed via TXL N unless explicitly approved by ATC.
- Air taxiing is forbidden.

***On apron P7:***

- Apron shall only be entered behind a follow-me vehicle.
- Use minimum thrust, maximum 30 PCT N1, when entering aircraft stands to avoid jet blast damage and injuries. Aircraft entering stands Z05, Z06, Z07 and Z08 use caution due to slight upslope.
- For stands Z01 and Z08, clearance upon initial contact with TWR required to push back on TWY A.

***On apron P9:***

- Aircraft movement under towing only.

***On apron P10:***

- Apron shall only be entered behind a follow-me vehicle.
- Use minimum thrust, maximum 30 PCT N1, when entering aircraft stands to avoid jet blast damage and injuries.

- For stand Z09, clearance upon initial contact with TWR required to push back on TWY A.

# 4 RUNWAY REGULATIONS

## 4.1 Reduced Runway Separation Minima

Reduced RWY separation minima can be applied by TWR on RWY 06/24 if following criteria are met:

- VMC;
- Daytime;
- Tailwind ≤ 5 KT;
- Runway braking action not adversely affected by contaminants (i.e. RWYCC 6 or 5).

## 4.2 Minimum Runway Occupancy Time

### 4.2.1 Departure

Pilots should be ready for a rapid line-up according to ATC instructions.

Cockpit checks should be completed prior to line-up and any checks requiring completion whilst on the runway should be kept to a minimum required. Pilots should ensure that they are able to commence take-off roll immediately after receiving take-off clearance. Pilots not able to comply with the above requirements shall notify ATC as soon as possible.

### 4.2.2 Arrival

Landing aircraft shall vacate the runway expeditiously and are to ensure fully vacated before stopping.

# 5 SPECIFIC TRAFFIC REGULATIONS

## 5.1 Aircraft without Radio

Aircraft without radio are prohibited.

## 5.2 Glider Flights

Glider flights are prohibited except with a special permission from the CAA.

## 5.3 ULM Flights

ULM flights are prohibited except with a special permission from the CAA.

## 5.4 Balloon Flights

Balloon flights are prohibited. Transit of CTR allowed (radio contact mandatory).

## 5.5 Parachuting

Parachuting is prohibited.

## 5.6 Acrobatic Flights

Acrobatic flights are prohibited.

## 5.7 Training and Test Flights

Are considered as training flights:

- Successive touch-and-goes in the traffic circuit;
- Approaches, VFR or IFR, followed by a go-around (except for operational and emergency reasons).

Only Luxembourg registered aircraft and aircraft with a special permission from the CAA are allowed to perform training flights at ELLX.

Only one training flight is allowed in the traffic circuit at a time. Time slots shall be arranged via telephone with ELLX ARO (+352 47 98 23 01 0 or 1), starting at 0600 (0500) of the day on which the flight is planned to be executed.


© AIM BELGIUM

**LX24F**

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

### 2.3.2 Standard Instrument Arrivals

#### *2.3.2.1 Waypoints*

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

#### *2.3.2.2 Path Terminators*

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

*Note: When the clearance limit is reached before further instructions have been received from APP the flight has to stay on the last course and maintain the last assigned level.*

**REMBA3D**

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

**LNO3D**

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

**BITBU3D**

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

**MMD2W**

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

**MMD2V**

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

**GTQ4S**

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

**GIVOR4S**

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


© AIM BELGIUM

AERODROME GROUND MOVEMENT CHART - ICAO
APPENDIX 2 : HOT SPOTS

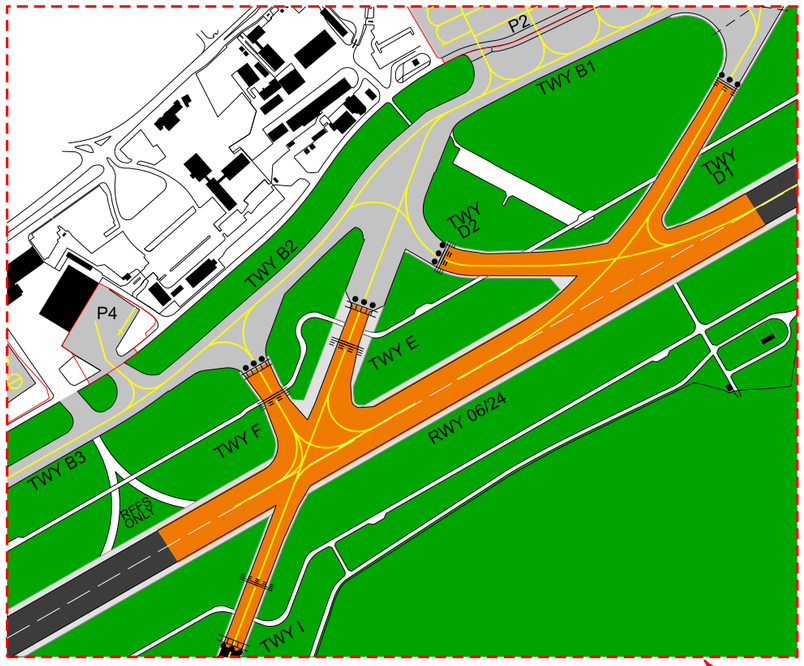
LUXEMBOURG / Luxembourg (ELLX)

E006 11 E006 12 E006 13 E006 14 E006 15

N49 38

N49 37

CHANGE: Added markings on Apron P1.




Explicit runway crossing clearance is required.



| LEGEND | |
|---|---|
| | SLIDING GATE |
| | APRON BOUNDARY |
| | STANDARD TRAFFIC FLOW |




Watch out for vehicular traffic on internal road along aprons P1 and P2.

Watch out for possible interference of traffic exiting TWY D1 and taxiing on TWY B1.

THIS PAGE INTENTIONALLY LEFT BLANK



© AIM BELGIUM

## AIRCRAFT PARKING/DOCKING CHART - ICAO

| TWR | ATIS | CLR |
|---|---|---|
| 118.105 | 134.755 | 121.855 |

## LUXEMBOURG / Luxembourg (ELLX)

E006 13 00 — E006 13 40

| Apron | Stands | Coordinates | |
|---|---|---|---|
| P1 | A02 | 493803.60N | 0061305.85E |
| | A04 | 493802.32N | 0061304.26E |
| | A06 | 493801.60N | 0061302.32E |
| | A08 | 493800.87N | 0061300.37E |
| | A10 | 493800.30N | 0061258.98E |
| | A12 | 493800.28N | 0061255.74E |
| | A14 | 493759.57N | 0061253.84E |
| | B01* | 493757.53N | 0061246.94E |
| | B02* | 493757.94N | 0061249.89E |
| | B03* | 493756.62N | 0061247.91E |
| | B04* | 493756.93N | 0061250.78E |
| | B05* | 493755.67N | 0061248.75E |
| | B06* | 493755.79N | 0061251.64E |
| | B07* | 493754.71N | 0061249.59E |
| | B08* | 493754.64N | 0061252.66E |
| | B09* | 493753.76N | 0061250.43E |
| | V10 | 493753.36N | 0061253.43E |
| | V11 | 493752.81N | 0061251.85E |
| | V12 | 493752.16N | 0061254.49E |
| | V13 | 493751.60N | 0061252.91E |
| | V27* | 493756.00N | 0061257.26E |
| | V29* | 493754.81N | 0061258.43E |
| | V30* | 493757.60N | 0061303.71E |
| | V31* | 493753.59N | 0061259.51E |
| | V32* | 493756.56N | 0061304.49E |
| | V34* | 493755.46N | 0061305.48E |
| | V41* | 493757.85N | 0061307.76E |
| | V41R | 493758.75N | 0061308.46E |
| | V43* | 493756.35N | 0061309.83E |
| | V43a* | 493756.71N | 0061311.24E |
| | V43aR | 493757.70N | 0061312.01E |
| | V43b* | 493757.57N | 0061309.65E |
| | V43bR | 493758.59N | 0061310.44E |

*See AD 2.20 §3 Apron Regulations.

| Apron | Stands | Coordinates | | Stands | Coordinates | |
|---|---|---|---|---|---|---|
| P2 | G01 | 493746.12N | 0061229.22E | G32A | 493748.46N | 0061237.01E |
| | G02 | 493747.14N | 0061232.47E | G32B | 493748.83N | 0061238.20E |
| | G03 | 493748.10N | 0061235.92E | G32C | 493748.25N | 0061237.11E |
| | G04 | 493749.15N | 0061239.29E | G32D | 493748.64N | 0061238.37E |
| | G05 | 493750.25N | 0061242.83E | G40A | 493745.69N | 0061234.91E |
| | G10A | 493748.95N | 0061245.36E | G40B | 493746.06N | 0061236.09E |
| | G10B* | 493749.30N | 0061246.49E | G40C | 493745.82N | 0061234.74E |
| | G10C | 493749.07N | 0061245.14E | G40D | 493746.22N | 0061236.00E |
| | G10D* | 493749.46N | 0061246.38E | G41A | 493746.53N | 0061234.29E |
| | G11A | 493749.73N | 0061244.78E | G41B | 493746.90N | 0061235.47E |
| | G11B* | 493750.06N | 0061245.83E | G42A | 493747.41N | 0061233.64E |
| | G12A | 493750.75N | 0061244.06E | G42B | 493747.78N | 0061234.83E |
| | G12B* | 493751.19N | 0061245.50E | G42C | 493747.19N | 0061233.73E |
| | G12C | 493750.54N | 0061244.15E | G42D | 493747.59N | 0061234.99E |
| | G12D* | 493750.90N | 0061245.32E | G50A | 493744.66N | 0061231.52E |
| | G20A | 493747.80N | 0061241.68E | G50B | 493745.03N | 0061232.70E |
| | G20B | 493748.17N | 0061242.86E | G51A | 493745.48N | 0061230.91E |
| | G20C | 493747.93N | 0061241.50E | G51B | 493745.85N | 0061232.09E |
| | G20D | 493748.33N | 0061242.75E | G52A | 493746.36N | 0061230.26E |
| | G21A | 493748.64N | 0061241.06E | G52B | 493746.73N | 0061231.45E |
| | G21B | 493749.01N | 0061242.25E | G60A | 493744.12N | 0061228.92E |
| | G22A | 493749.52N | 0061240.42E | G60B | 493744.25N | 0061229.34E |
| | G22B | 493749.89N | 0061241.60E | G61A | 493745.46N | 0061227.82E |
| | G22C | 493749.31N | 0061240.49E | G61B | 493745.62N | 0061228.33E |
| | G22D | 493749.70N | 0061241.74E | | | |
| | G30A | 493746.74N | 0061238.28E | | | |
| | G30B | 493747.11N | 0061239.47E | | | |
| | G30C | 493746.88N | 0061238.12E | | | |
| | G30D | 493747.27N | 0061239.37E | | | |
| | G31A | 493747.58N | 0061237.66E | | | |
| | G31B | 493747.95N | 0061238.85E | | | |

| Apron | Stands | Coordinates | |
|---|---|---|---|
| P10 | Z09* | 493812.55N | 0061327.16E |
| | Z10 | 493810.26N | 0061329.18E |
| | Z11 | 493807.98N | 0061331.20E |
| | Z12 | 493805.71N | 0061333.26E |
| | Z12A | 493804.47N | 0061332.56E |
| | Z12B | 493805.69N | 0061331.69E |

| Apron | Stands | Coordinates | |
|---|---|---|---|
| P7 | Z01* | 493817.23N | 0061339.81E |
| | Z02 | 493815.12N | 0061341.66E |
| | Z03 | 493813.01N | 0061343.53E |
| | Z04 | 493810.91N | 0061345.38E |
| | Z05 | 493807.17N | 0061335.63E |
| | Z06 | 493809.30N | 0061333.75E |
| | Z07 | 493811.43N | 0061331.86E |
| | Z08* | 493813.56N | 0061329.98E |

For details on hot spots: see chart AD 2.ELLX-GMC.03.

TERMINAL
CUST-AIS-MET

Code C wingtip clearance guaranteed between parallel section of TXL L5 and L4.

MEAN APRON ELEV AND BEARING STRENGTH

| APRON | ELEV IN FEET | MNM BEARING STRENGTH | REMARKS |
|---|---|---|---|
| P1 | 1226 | PCN 86/F/A/W/T<br>PCR 753/F/A/W/T | Stands A02 only if in / out via TXL L :<br>PCN 109/F/A/W/T<br>PCR 920/F/A/W/T |
| P2 | 1233 | PCN 43/F/A/W/T<br>PCR 369/F/A/W/T | Stands G01, G02, G03, G04 and G05 (if limited movements) :<br>PCN 109/F/A/W/T<br>PCR 920/F/A/W/T<br>Stands G10A-D, G11A-B and G12A-D :<br>PCN 86/F/A/W/T<br>PCR 753/F/A/W/T |
| P7 | 1216 | PCN 110/R/B/W/T<br>PCR 990/R/A/W/T | |
| P10 | 1219 | PCN 110/R/B/W/T<br>PCR 990/R/A/W/T | |

Note: Slopes (positive or negative) slightly exceed maximum on parts of the aprons.

CHANGE: Note added to stands Z01, Z08 and Z09. Added markings on Apron P1.

N49 38 00 — N49 37 40

VAR 3°E 2020

| LEGEND | |
|---|---|
| | APRON BOUNDARY |
| | STANDARD TRAFFIC FLOW |

METRES: 100 0 500

FEET: 400 0 400 800 1200 1600

THIS PAGE INTENTIONALLY LEFT BLANK



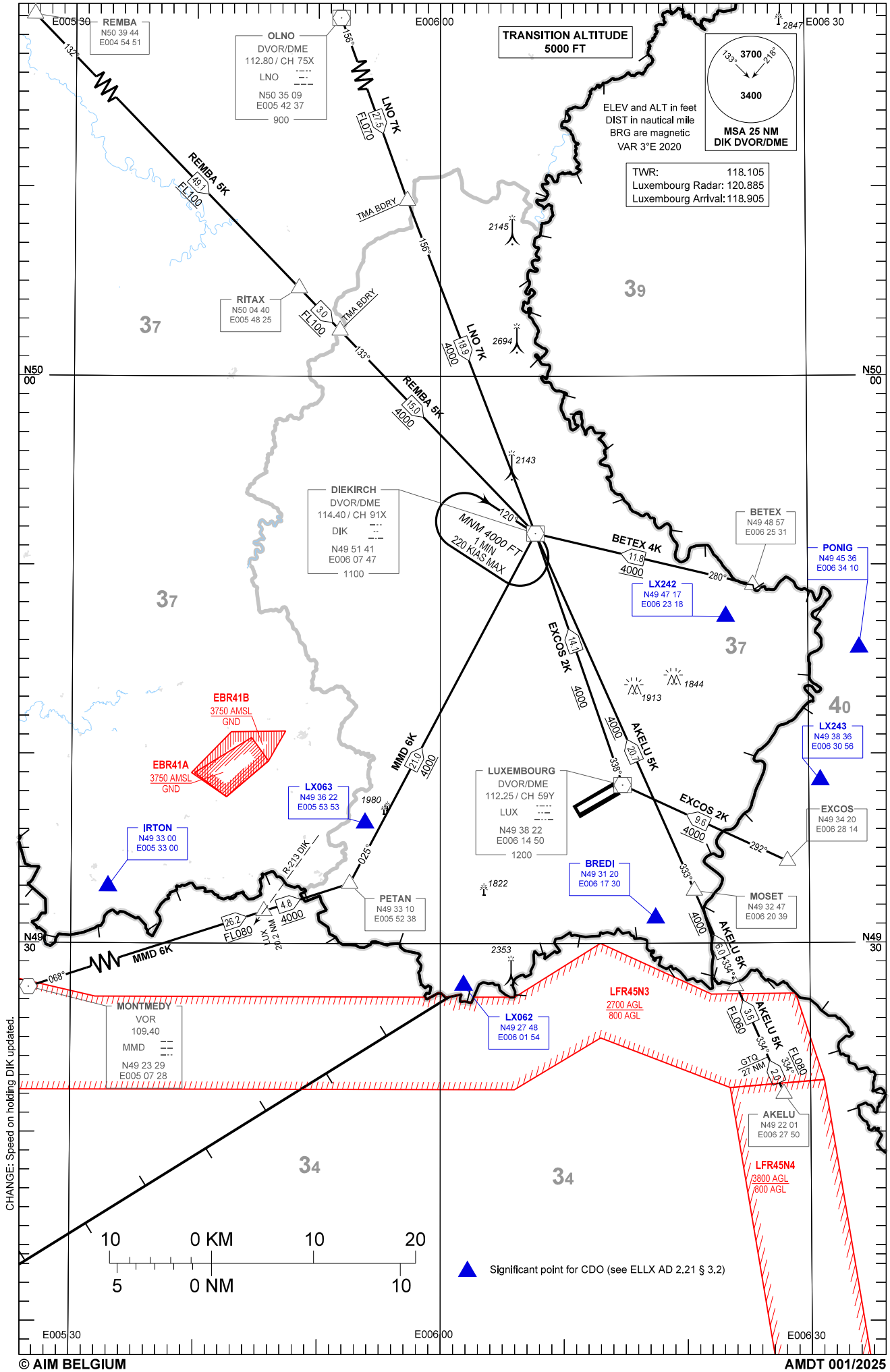
© AIM BELGIUM

# STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

## LUXEMBOURG / Luxembourg (ELLX)

Conventional




CHANGE: Speed on holding DIK updated.

© AIM BELGIUM

THIS PAGE INTENTIONALLY LEFT BLANK

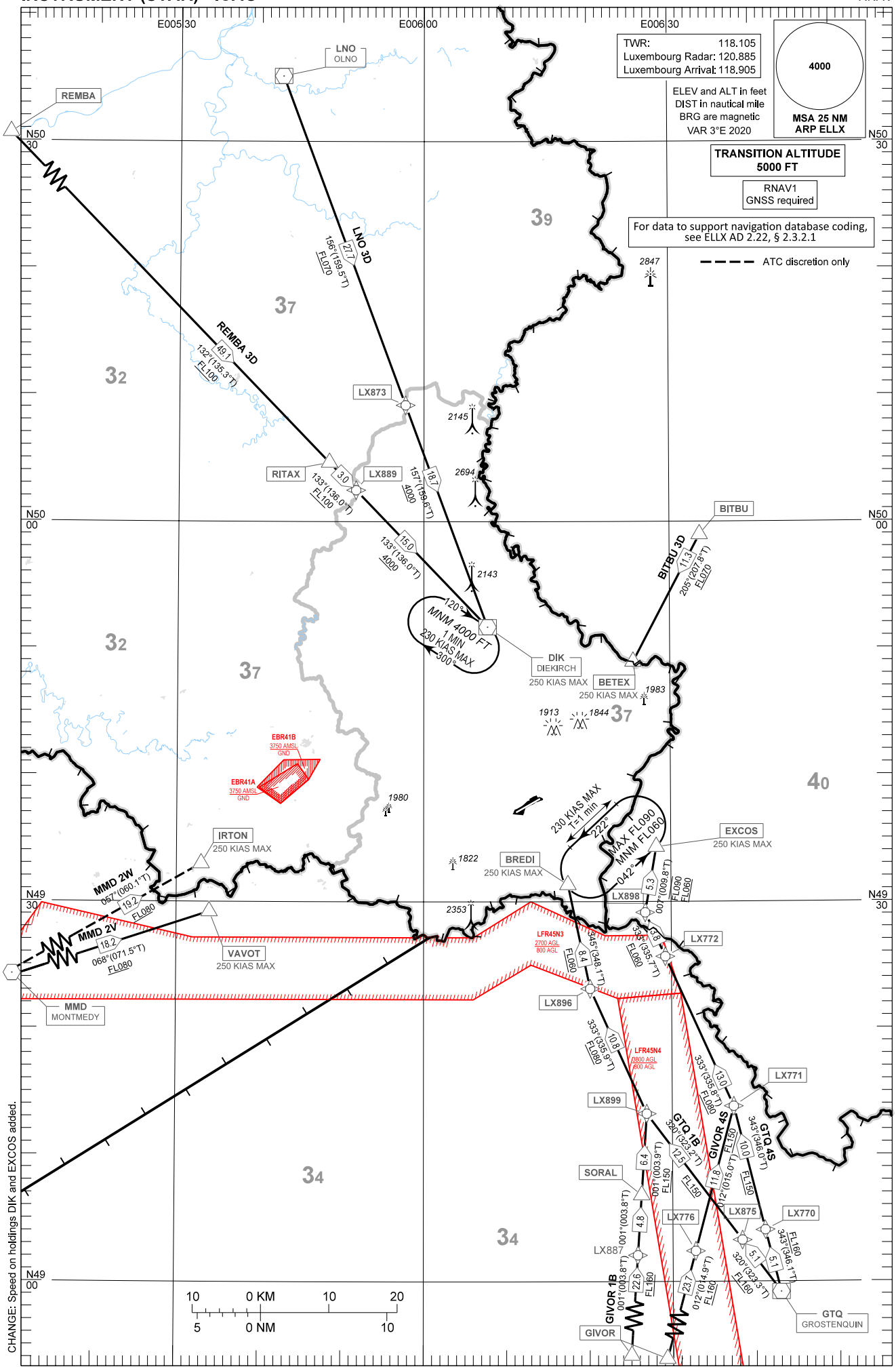

© AIM BELGIUM

# STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

# LUXEMBOURG / Luxembourg (ELLX)

RNAV




CHANGE: Speed on holdings DIK and EXCOS added.

THIS PAGE INTENTIONALLY LEFT BLANK

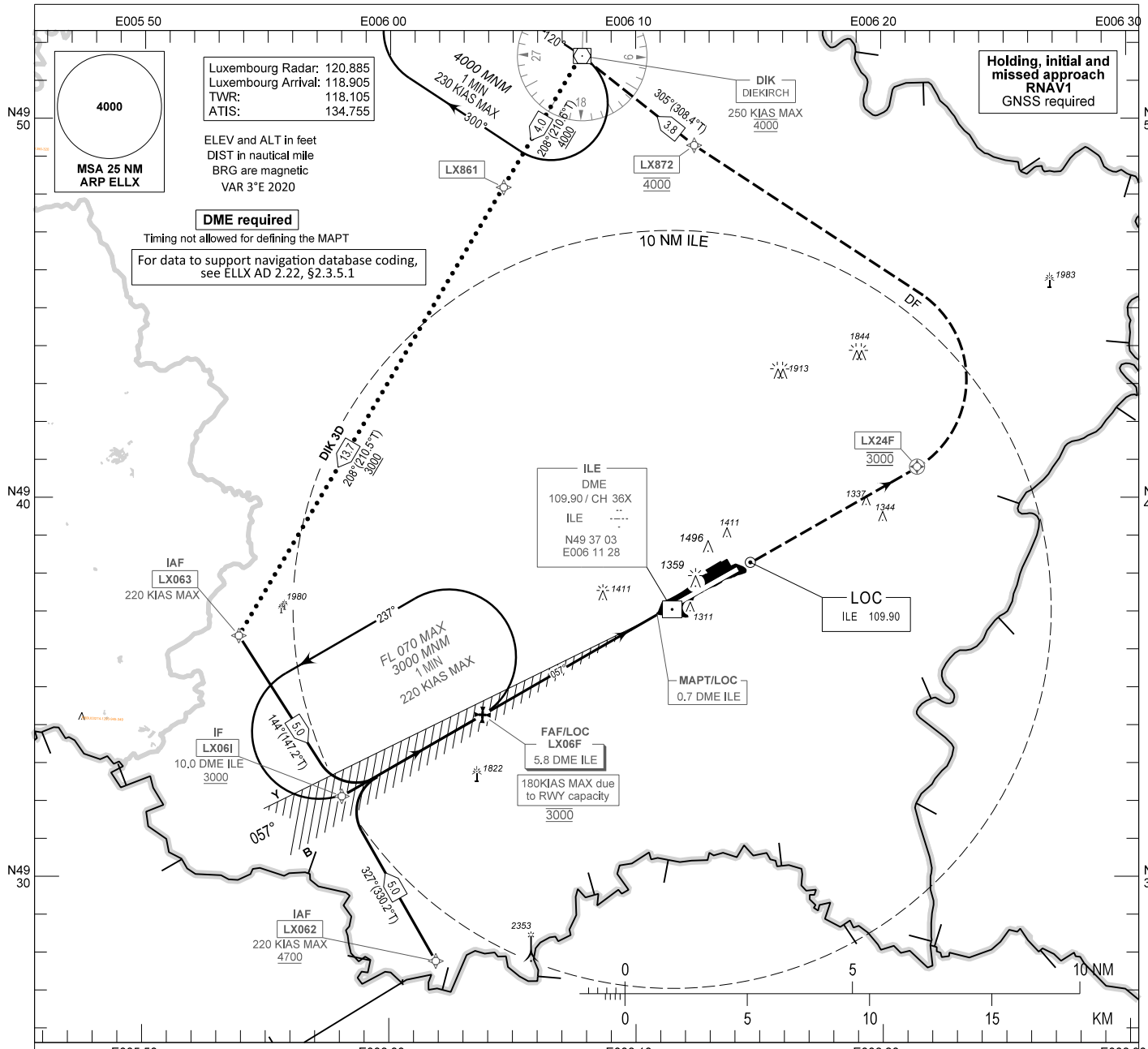

© AIM BELGIUM

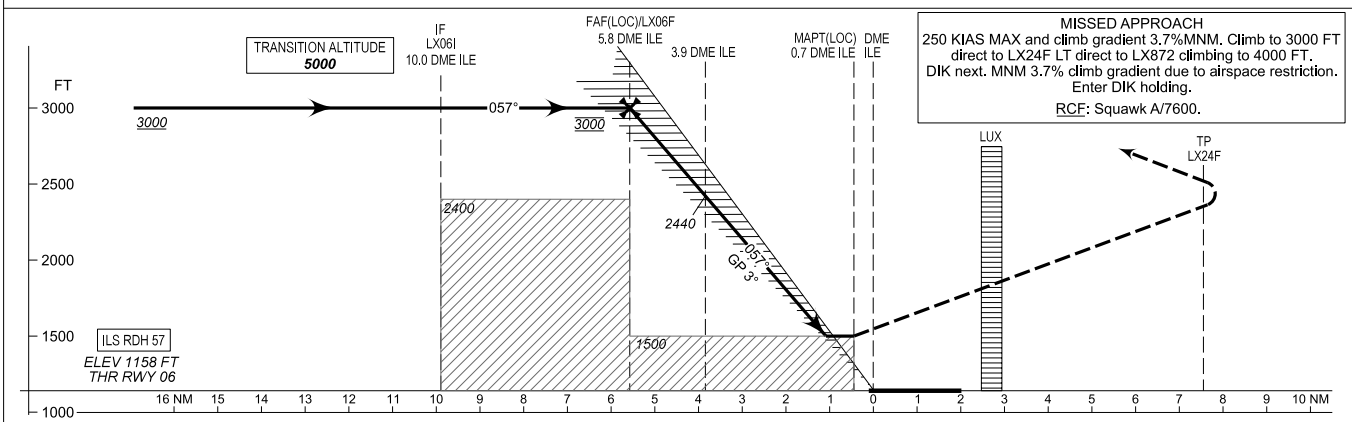
# INSTRUMENT APPROACH CHART - ICAO

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

## LUXEMBOURG / Luxembourg (ELLX)

ILS or LOC z RWY 06




CHANGE: Speed on holding DIK added and missed APCH box updated

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

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

© AIM BELGIUM

THIS PAGE INTENTIONALLY LEFT BLANK

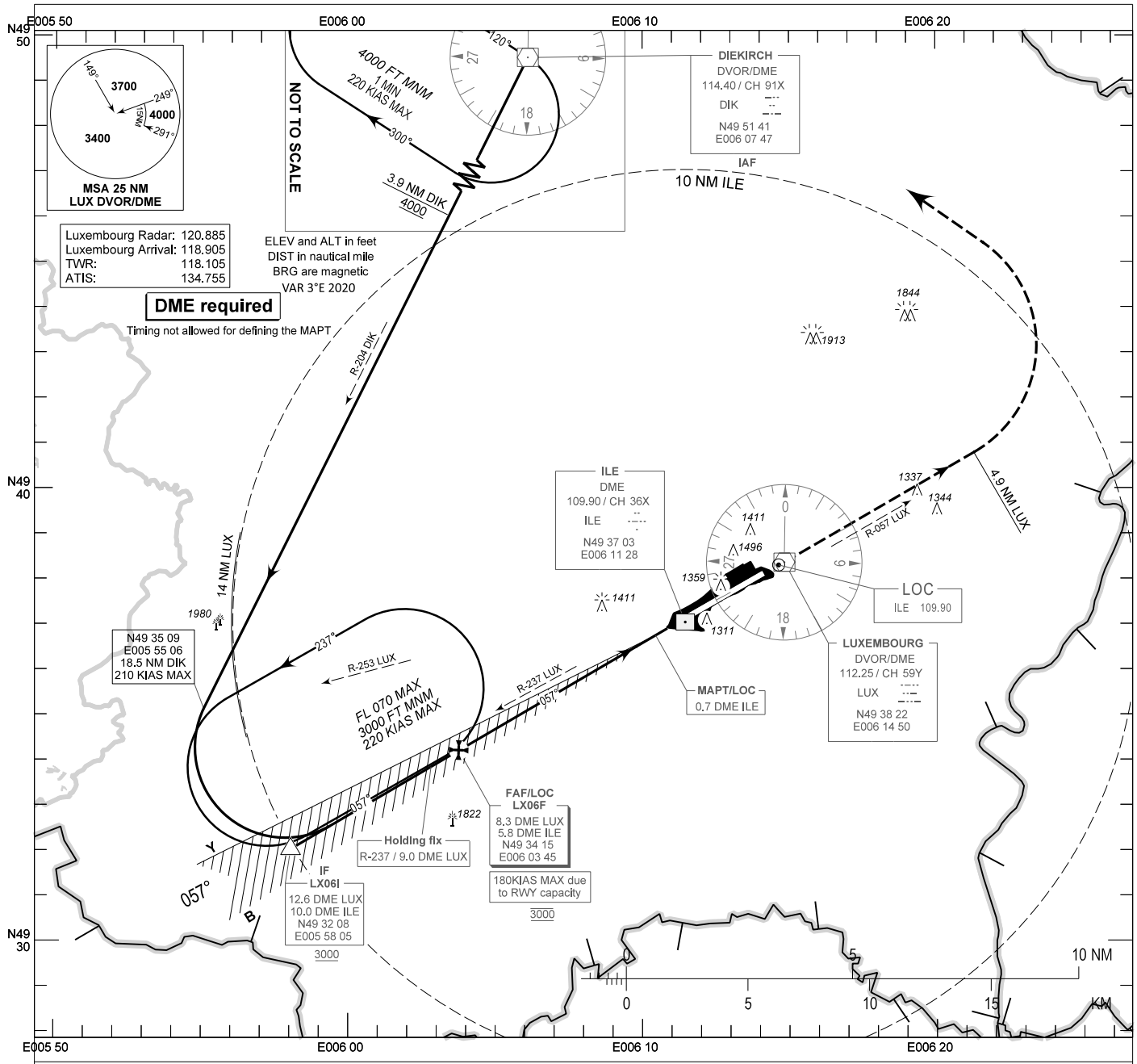

© AIM BELGIUM

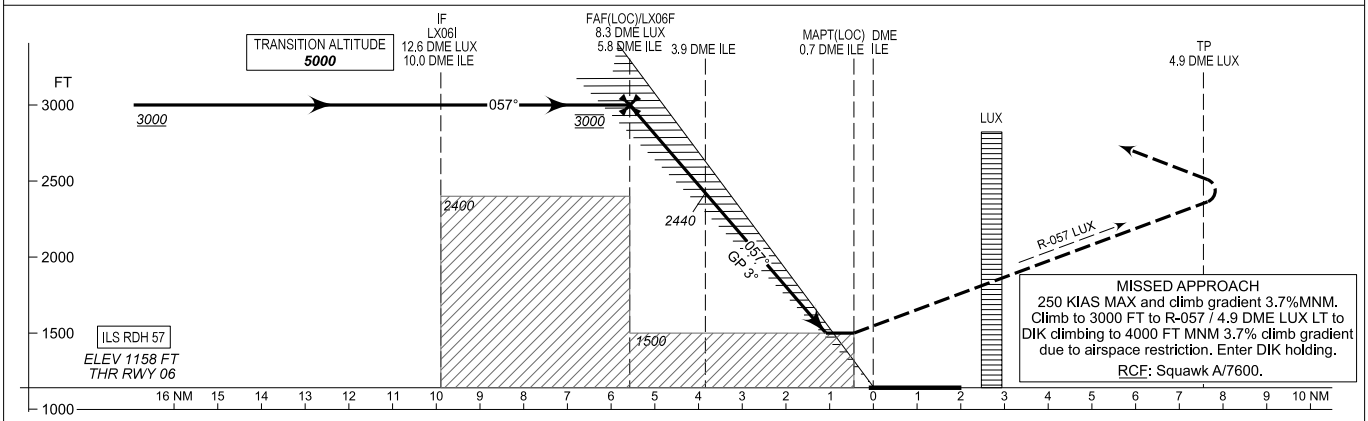
# INSTRUMENT APPROACH CHART - ICAO

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

# LUXEMBOURG / Luxembourg (ELLX)

ILS or LOC y RWY 06




CHANGE: Speed on holding DIK added and missed APCH box updated

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

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

© AIM BELGIUM

THIS PAGE INTENTIONALLY LEFT BLANK

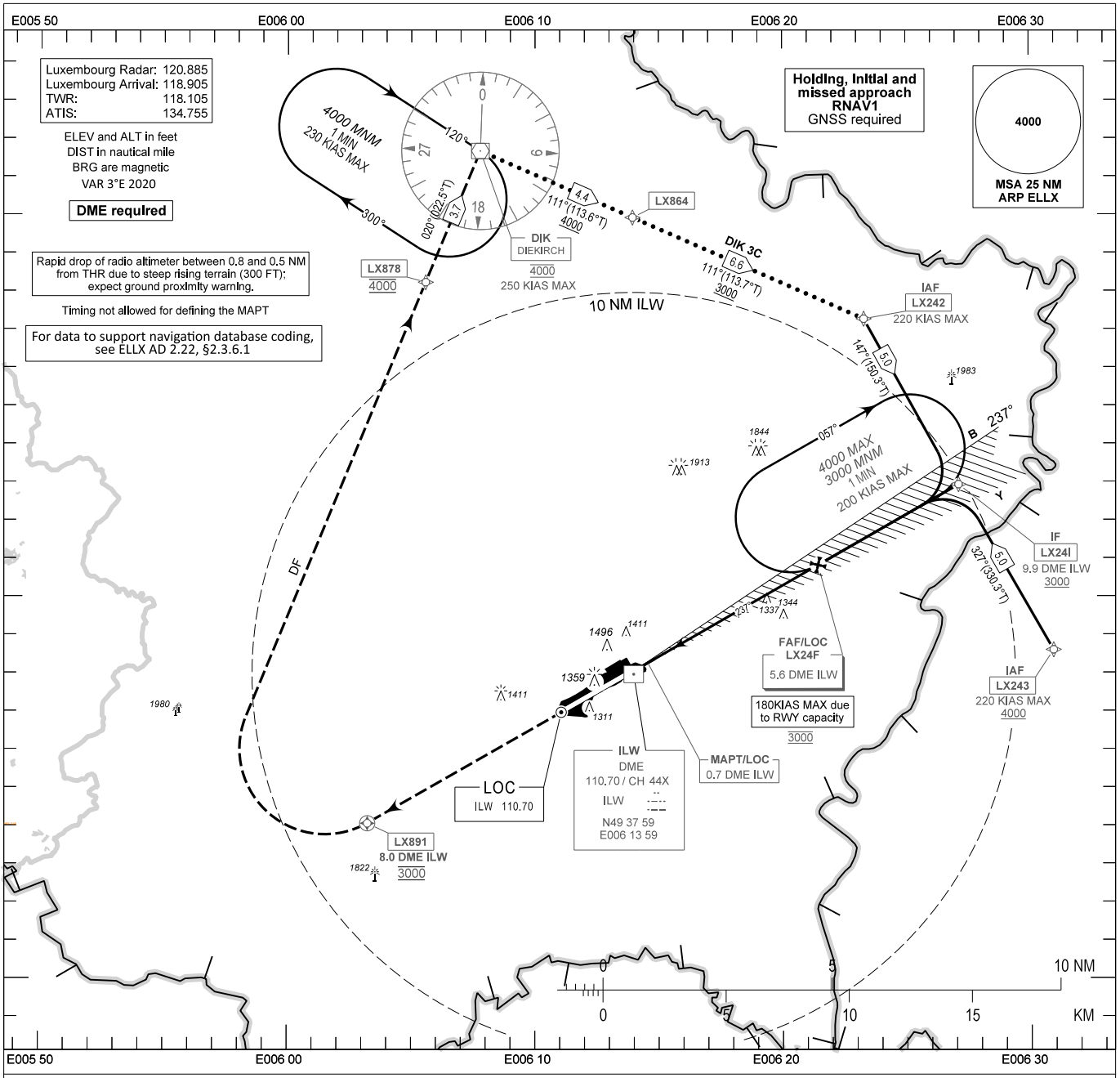

© AIM BELGIUM

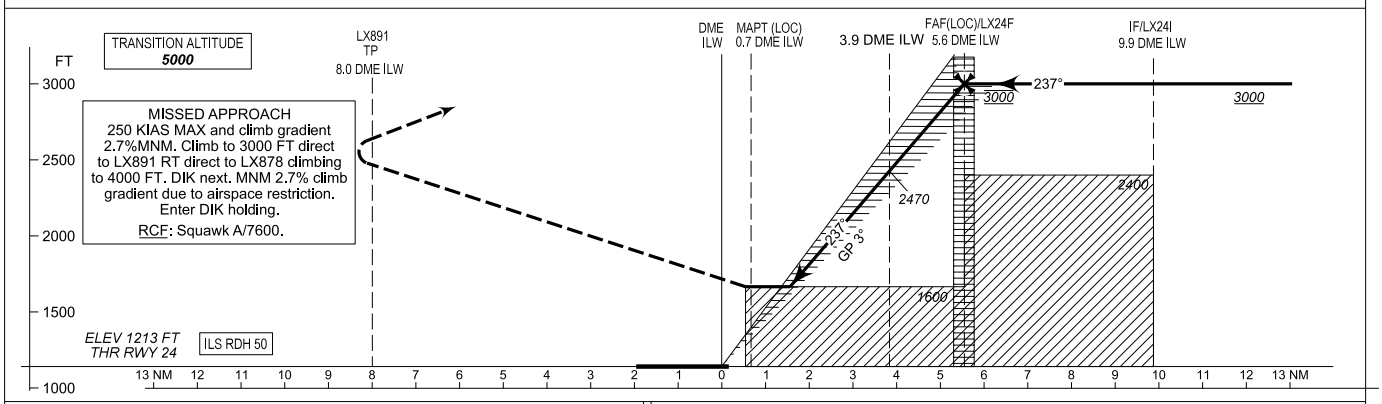
# INSTRUMENT APPROACH CHART - ICAO

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

## LUXEMBOURG / Luxembourg (ELLX)

ILS CAT II & III or LOC z RWY 24




CHANGE: Speed on holding DIK added and missed APCH box updated

| OCA (OCH) | | | | | |
|---|---|---|---|---|---|
| CAT of ACFT | A | B | C | D | DL |
| ILS CAT I | 1413 (200) | 1413 (200) | 1413 (200) | 1414 (201) | 1417 (204) |
| ILS CAT II | 1304 (91) | 1307 (94) | 1315 (102) | 1330 (117) | 1334 (121) |
| LOC | 1600 (390) | 1600 (390) | 1600 (390) | 1600 (390) | - |
| **MINIMA (RVR/VIS)** | | | | | |
| ILS CAT I | 550 M RVR | 550 M RVR | 550 M RVR | 550 M RVR | 550 M RVR |
| ILS CAT II | 300 M RVR | 300 M RVR | 300 M RVR | 300 M RVR | 300 M RVR |
| ILS CAT IIIA | 200 M RVR | 200 M RVR | 200 M RVR | 200 M RVR | 200 M RVR |
| ILS CAT IIIB | 125 M RVR | 125 M RVR | 125 M RVR | 125 M RVR | 125 M RVR |
| LOC | 800 M | 800 M | 800 M | 1200 M | 1200 M |

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

© AIM BELGIUM

THIS PAGE INTENTIONALLY LEFT BLANK

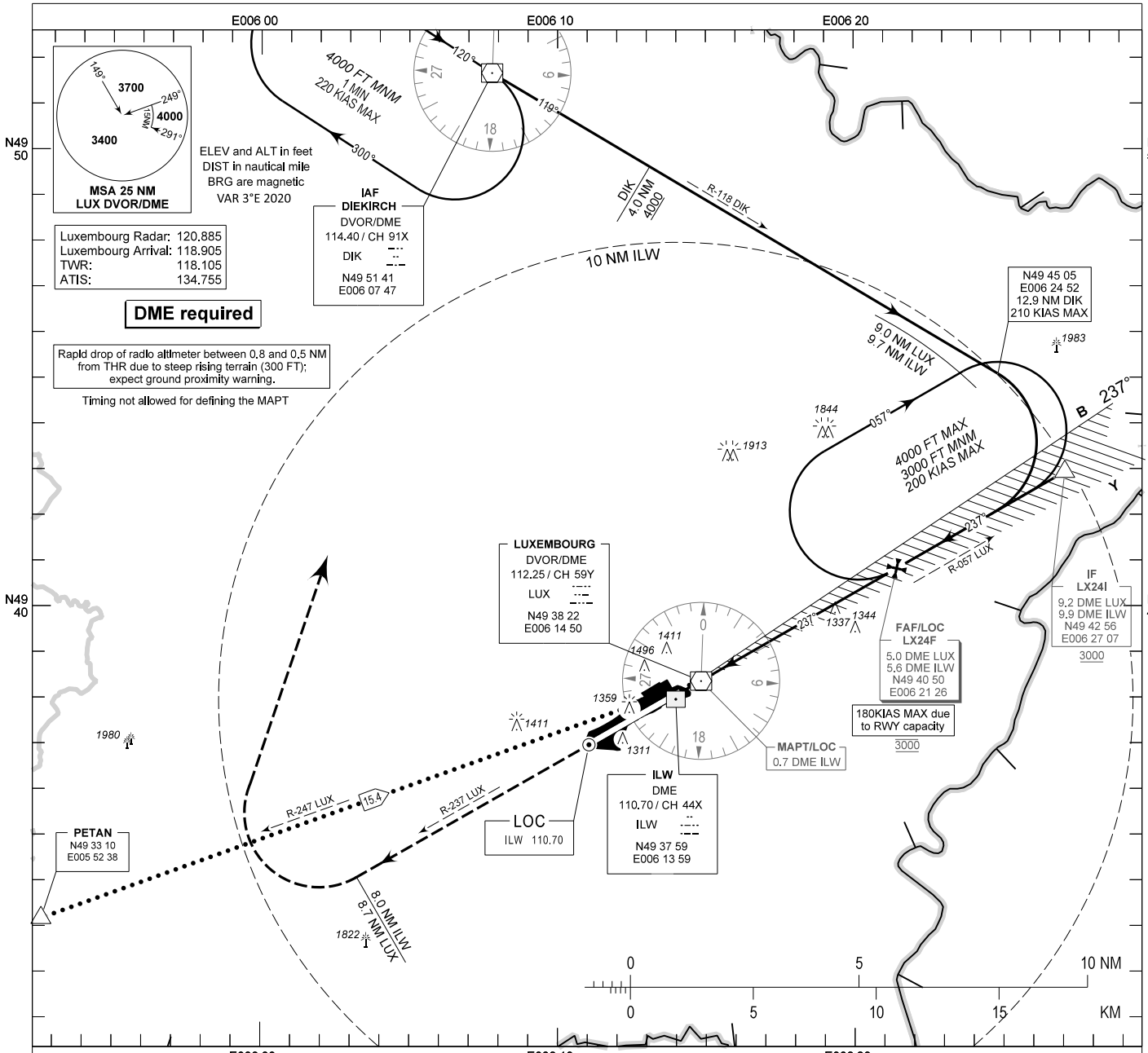

© AIM BELGIUM

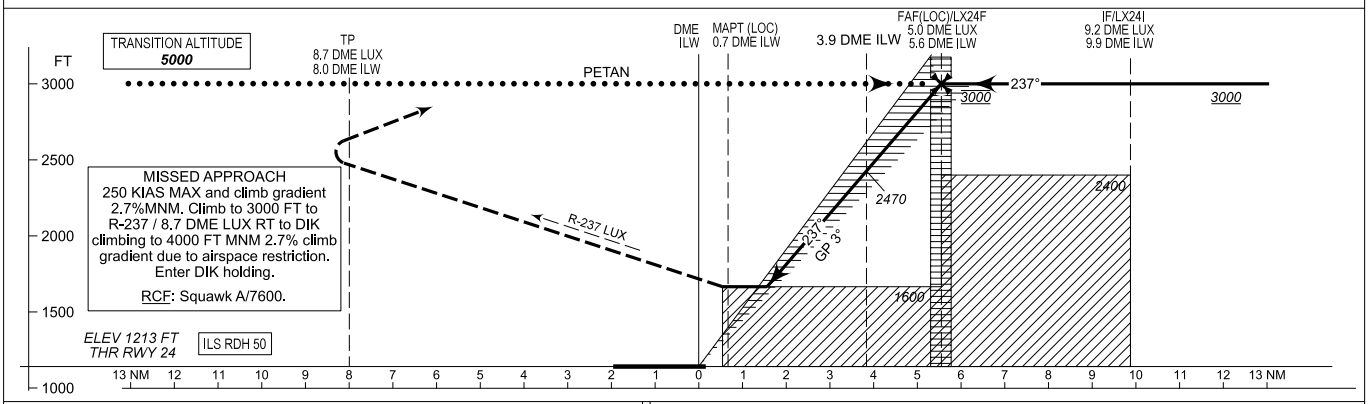
# INSTRUMENT APPROACH CHART - ICAO

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

# LUXEMBOURG / Luxembourg (ELLX)

ILS CAT II & III or LOC y RWY 24




CHANGE: Speed on holding DIK added and missed APCH box updated

| OCA (OCH) | | | | | |
|---|---|---|---|---|---|
| CAT of ACFT | A | B | C | D | DL |
| ILS CAT I | 1413 (200) | 1413 (200) | 1413 (200) | 1414 (201) | 1417 (204) |
| ILS CAT II | 1304 (91) | 1307 (94) | 1315 (102) | 1330 (117) | 1334 (121) |
| LOC | 1600 (390) | 1600 (390) | 1600 (390) | 1600 (390) | - |
| **MINIMA (RVR/VIS)** | | | | | |
| ILS CAT I | 550 M RVR | 550 M RVR | 550 M RVR | 550 M RVR | 550 M RVR |
| ILS CAT II | 300 M RVR | 300 M RVR | 300 M RVR | 300 M RVR | 300 M RVR |
| ILS CAT IIIA | 200 M RVR | 200 M RVR | 200 M RVR | 200 M RVR | 200 M RVR |
| ILS CAT IIIB | 125 M RVR | 125 M RVR | 125 M RVR | 125 M RVR | 125 M RVR |
| LOC | 800 M | 800 M | 800 M | 1200 M | 1200 M |

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

© AIM BELGIUM

THIS PAGE INTENTIONALLY LEFT BLANK

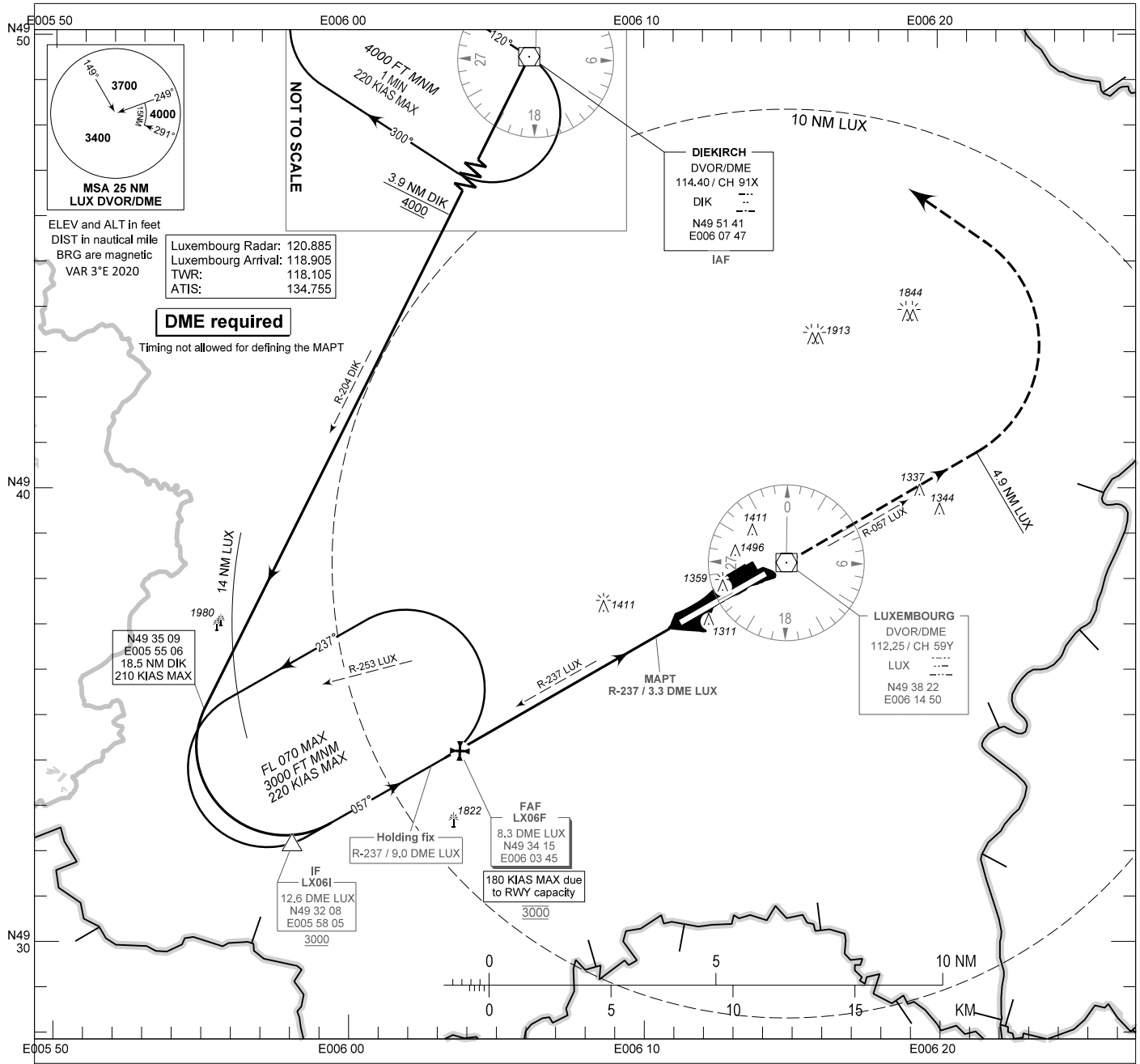

© AIM BELGIUM

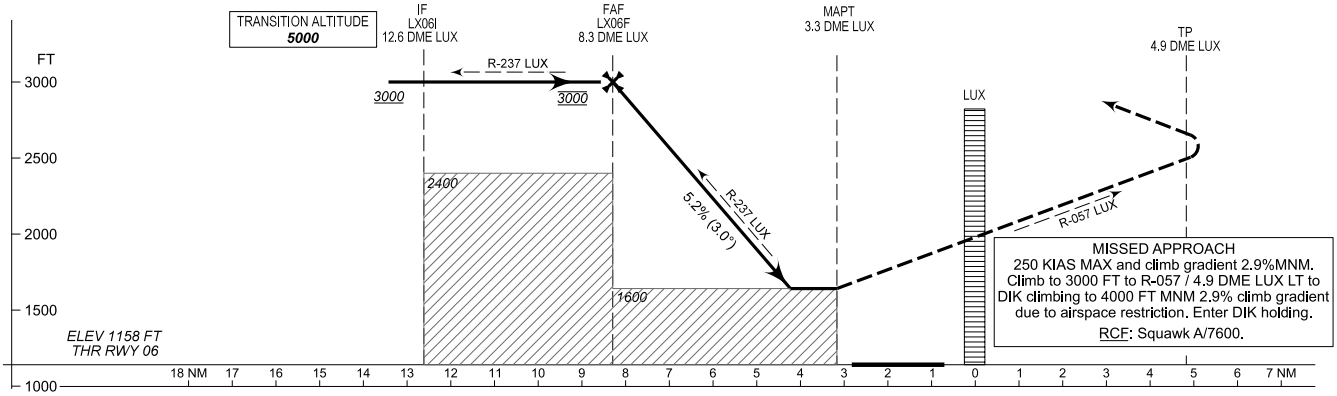
# INSTRUMENT APPROACH CHART - ICAO

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

# LUXEMBOURG / Luxembourg (ELLX)

VOR RWY 06




CHANGE: Speed on holding DIK added and missed APCH box updated

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

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

THIS PAGE INTENTIONALLY LEFT BLANK

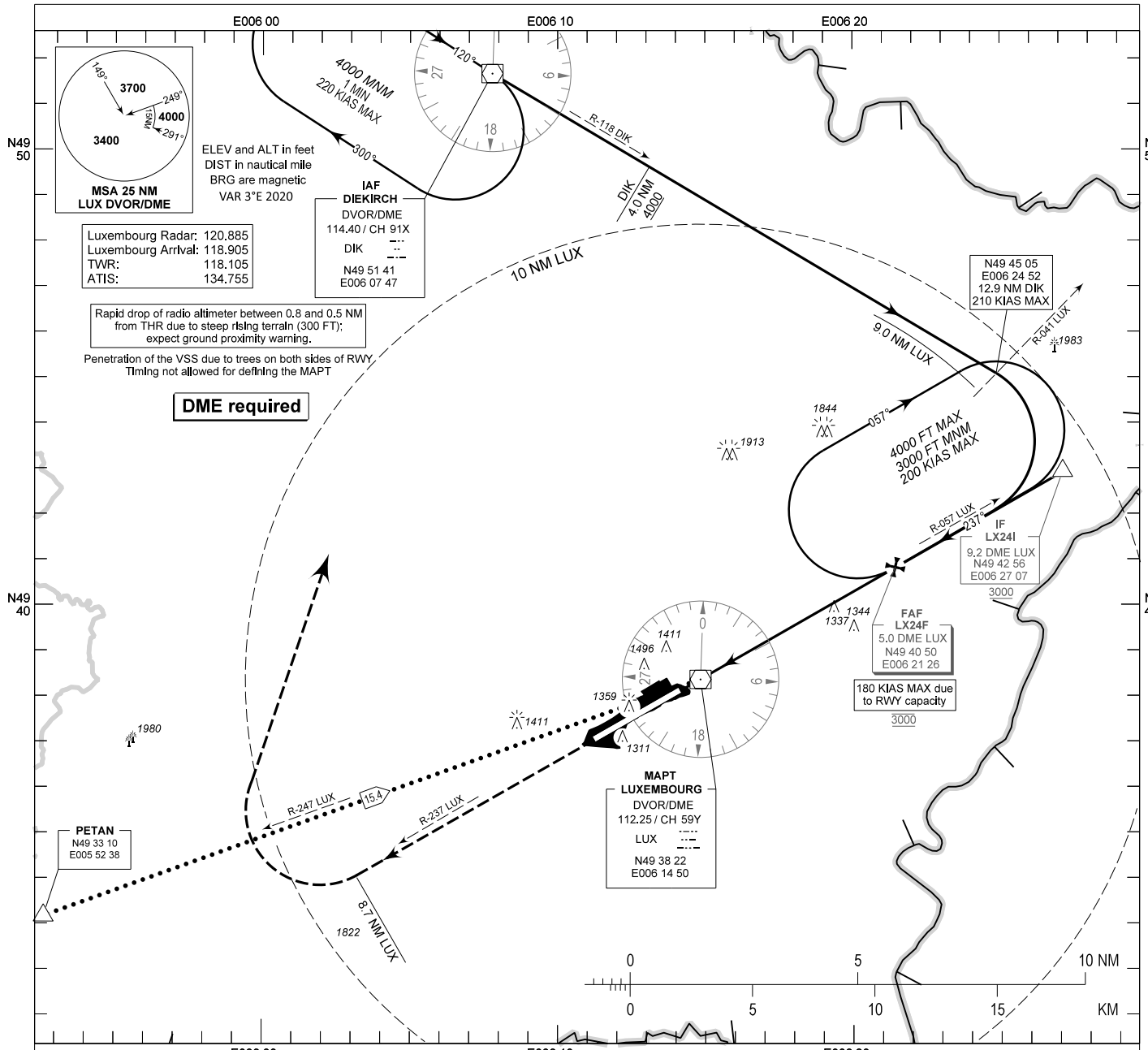

© AIM BELGIUM

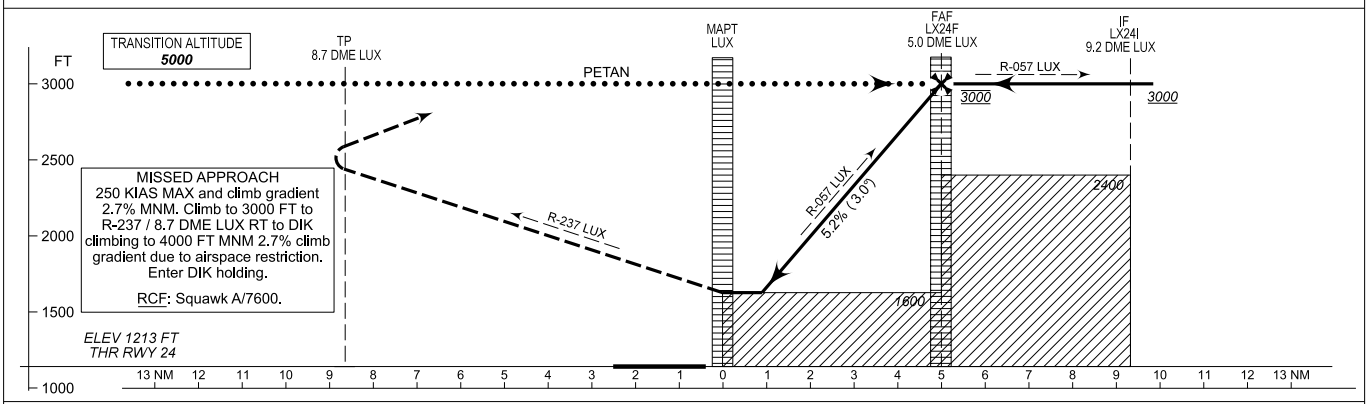
# INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 24 ELEV 1213

## LUXEMBOURG / Luxembourg (ELLX)

VOR RWY 24




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

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

CHANGE: Speed on holding DIK added and missed APCH box updated

THIS PAGE INTENTIONALLY LEFT BLANK

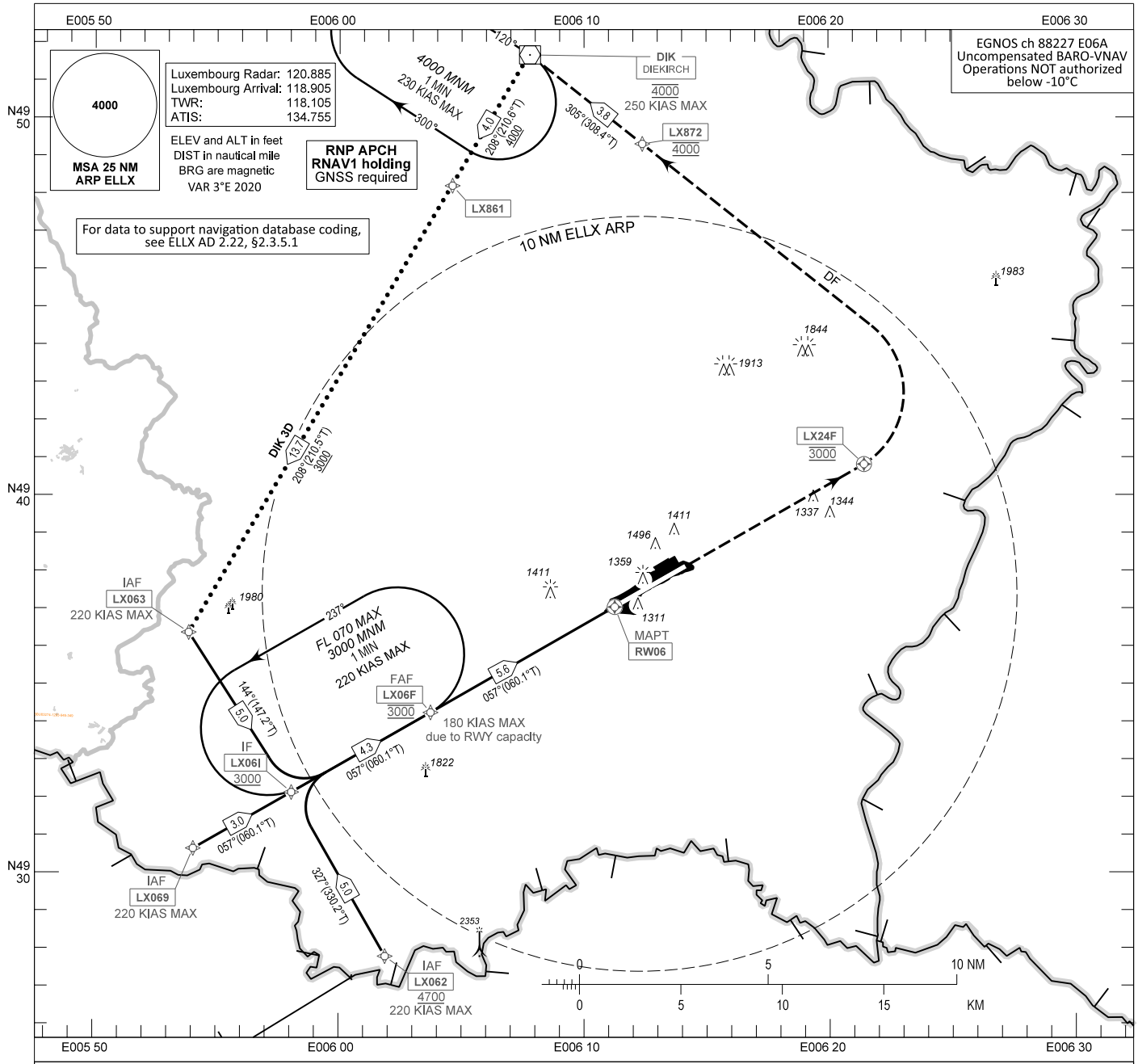

© AIM BELGIUM

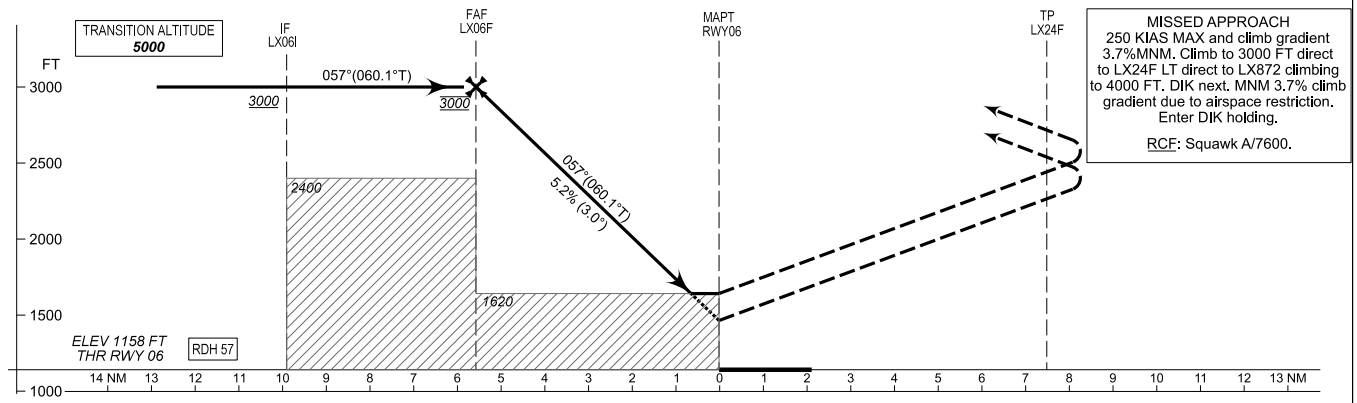
# INSTRUMENT APPROACH CHART - ICAO

AD ELEV 1234
OCH RELATED TO
THR 06 ELEV 1158

## LUXEMBOURG / Luxembourg (ELLX)

RNP RWY 06




MISSED APPROACH
250 KIAS MAX and climb gradient 3.7%MNM. Climb to 3000 FT direct to LX24F LT direct to LX872 climbing to 4000 FT. DIK next. MNM 3.7% climb gradient due to airspace restriction. Enter DIK holding.

RCF: Squawk A/7600.

CHANGE: Speed on holding DIK added and missed APCH box updated

| OCA (OCH) | | | | |
|---|---|---|---|---|
| CAT of ACFT | A | B | C | D |
| LNAV | 1620 (460) | 1620 (460) | 1620 (460) | 1620 (460) |
| LNAV/VNAV | 1444 (286) | 1448 (290) | 1476 (318) | 1488 (330) |
| LPV | 1358 (200) | 1358 (200) | 1358 (200) | 1358 (200) |

| FAF to MAPT - 5.6 NM | | | | | | | |
|---|---|---|---|---|---|---|---|
| Speed (GS) | 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 | 2800 | 2480 | 2170 | 1850 | |

THIS PAGE INTENTIONALLY LEFT BLANK

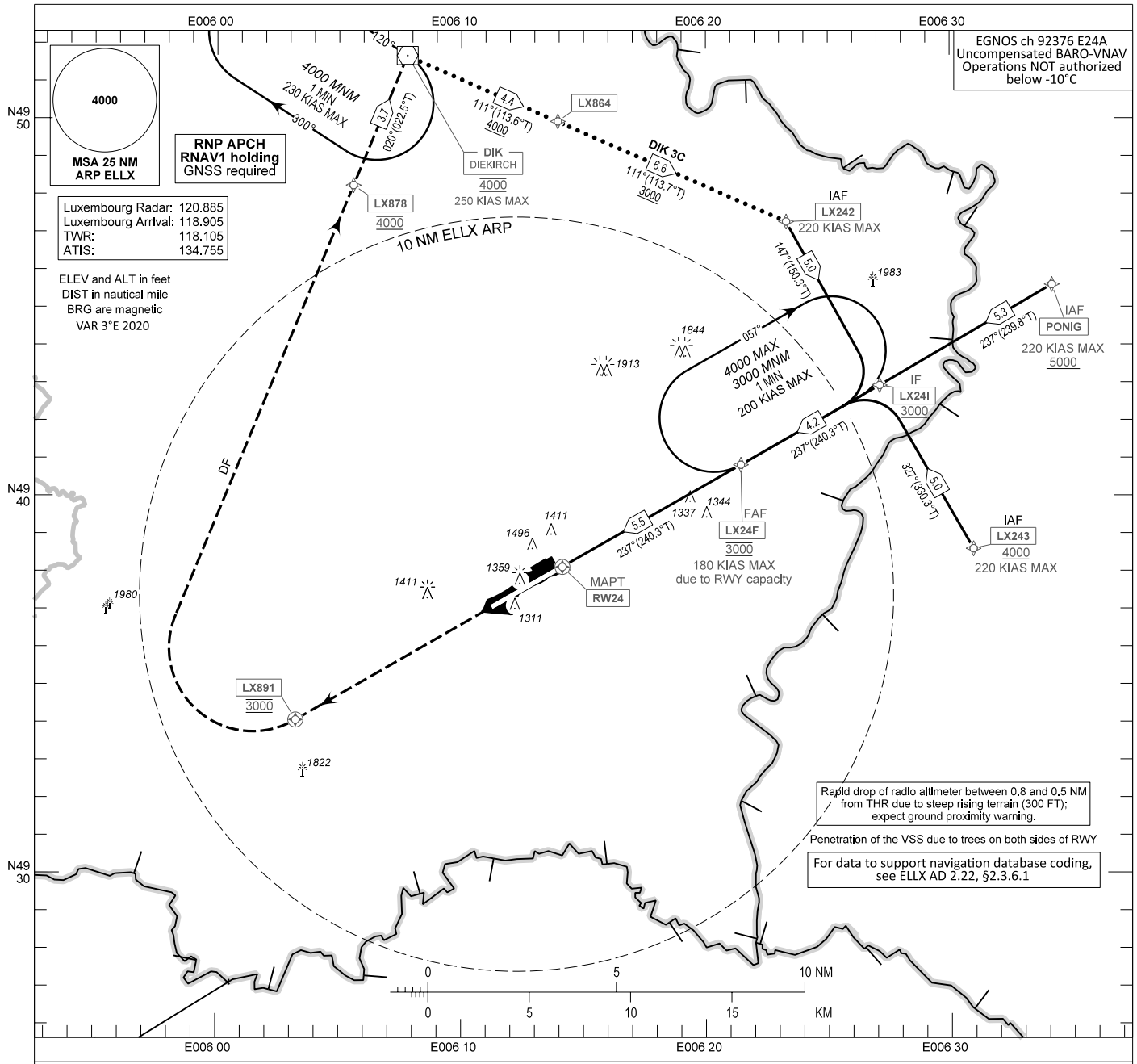

© AIM BELGIUM

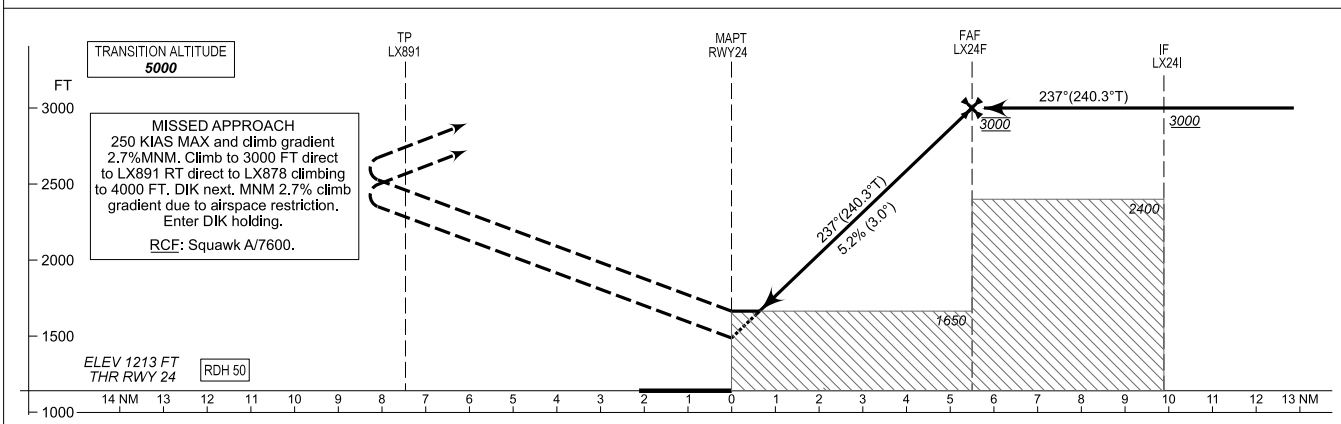
# INSTRUMENT APPROACH CHART - ICAO

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

## LUXEMBOURG / Luxembourg (ELLX)

RNP RWY 24




CHANGE: Speed on holding DIK added and missed APCH box updated

| OCA (OCH) | | | | | |
|---|---|---|---|---|---|
| CAT of ACFT | A | B | C | D | DL |
| LNAV | 1650 (440) | 1650 (440) | 1650 (440) | 1650 (440) | - |
| LNAV/VNAV | 1582 (369) | 1588 (375) | 1593 (380) | 1599 (386) | - |
| LPV | 1413 (200) | 1413 (200) | 1413 (200) | 1414 (201) | 1417 (204) |

| FAF to MAPT - 5.5 NM | | | | | | | |
|---|---|---|---|---|---|---|---|
| Speed (GS) | 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 | 2860 | 2540 | 2220 | 1900 | |

© AIM BELGIUM

THIS PAGE INTENTIONALLY LEFT BLANK


© AIM BELGIUM

# Visual Approach Chart - ICAO

AD ELEV 1234 ft
Heights related to AD ELEV

| | |
|---|---|
| Luxembourg Radar: | 120.885 |
| TWR: | 118.105 |
| ATIS: | 134.755 |

# LUXEMBOURG / Luxembourg (ELLX)

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

VAR 3°E (2020)

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

LUXEMBOURG TMA TWO A — FL 145 / 2500 AGL — Class C above FL 95

LUXEMBOURG TMA TWO C1 — FL 95 / 5500 AMSL

LUXEMBOURG TMA TWO B — FL 145 / 1000 AGL — Class C above FL 95, Class E below 5500 AMSL

LUXEMBOURG TMA TWO C2 — FL 95 / 5500 AMSL

GRINGLAY — 3500 AMSL / GND

DIEKIRCH DVOR/DME 114.40 / CH 91X DIK

ELET

LUXEMBOURG TMA ONE B — FL 145 / 3500 AMSL — Class C above FL 95

LUXEMBOURG TMA TWO D — FL 165 / 1000 AGL — Class C above FL 95, Class E below 5500 AMSL

USELDANGE GLIDER SECTOR NORTH — FL 65 / 3500 AMSL

USELDANGE GLIDER SECTOR SOUTH — FL 55 / 2500 AMSL

ELUS

RIPPWEILER — FL 70 / 2500 AMSL

MERSA

CARLI

146° - 6.3 NM - 2000 AMSL

346° - 7.1 NM - 2000 AMSL

LUXEMBOURG CTR — 2500 AMSL / GND

LUXEMBOURG TMA ONE A — FL 165 / 2500 AMSL — Class C above FL 95

ALPHA

312° - 6.5 NM - 2000 AMSL

VDF LUXEMBOURG HOMER 118.105 121.500 120.885

PAPI 3° MEHT 65 on all RWY

LUXEMBOURG DVOR/DME 112.25 / CH 59Y LUX

BRAVO

EBAR

ELLK

ELLC

Luxembourg

ELLZ

098° - 7.2 NM - 2000 AMSL

OSCAR

SIERA

297° - 5.5 NM - 2000 AMSL

177° - 6.1 NM - 2000 AMSL

REMIK

LUXEMBOURG TMA TWO F1 — FL 165 / 1000 AGL — Class C above FL 95, Class E below 3500 AMSL

TANGO

ELEA

LUXEMBOURG TMA FIVE — FL 165 / 2500 AMSL — Class C above FL 95

LUXEMBOURG TMA FOUR — FL 165 / 2500 AMSL

LUXEMBOURG TMA THREE — FL 165 / 2500 AMSL

CHANGE: Legend regarding RCMA updated

Elevations, altitudes and heights are in feet

Airspace data provided up to 4500 AMSL

OUBD VFR route

INBD VFR route

Radio Controlled Model ACFT activity up to 1000 FT AGL

0 5 10 NM

0 5 10 15 KM

© AIM BELGIUM

THIS PAGE INTENTIONALLY LEFT BLANK


© AIM BELGIUM

# EBOS AD 2.6 Rescue and Fire Fighting Services

| | | |
|---|---|---|
| **1** | **Aerodrome category for fire fighting** | CAT 9 |
| **2** | **Rescue equipment** | RFFS vehicles:<br>• 3 crashtenders with in total 33 500 L water, 4 150 L of FFF (level C foam) and 1 000 KG dry chemical powder<br>• 1 heavy off-road vehicle<br>• 1 on scene commander vehicle<br>• 1 mobile command unit<br>• 1 mass casualty vehicle<br>• 1 light off-road vehicle<br>Rescue equipment:<br>• powered rescue tools (hydraulic rescue sets, pneumatic lifting set, mechanical rescue saw, electrical grinding wheel, circular saw, reciprocating saw)<br>• manual forcible entry tools (axes, crowbars, halligans, hammers) |
| **3** | **Capability for removal of disabled aircraft** | NIL |
| **4** | **Remarks** | No dedicated removal equipment on site, cranes and other equipment via contractors. Contact Airside Inspection (+32 (0) 59 55 12 02) or operations@ostendairport.aero for coordination. |

# EBOS AD 2.7 Runway Surface Condition Assessment and Reporting, and Snow Plan

| | | |
|---|---|---|
| **1** | **Types of clearing equipment** | • 3 sweeper-blowers with snowplough (working width: 4M)<br>• 1 sprayer of de-icing liquids (capacity: 4600L, spraying width: 23M)<br>• 1 spreader of de-icing solid NAAC (capacity: 6T, spraying width: 12M) |
| **2** | **Clearance priorities** | 1. RWY 08/26 (inclusive turn path)<br>2. TWY to the aprons 1 and 2<br>3. Important aircraft stands on the apron 1 and 2<br>4. Remaining part of the aprons and the access roads |
| **3** | **Use of material for movement area surface treatment** | KAC (potassium acetate fluids) and NAAC (sodium acetate solid) |
| **4** | **Specially prepared winter runways** | Not applicable |
| **5** | **Remarks** | Transmission of information by SNOWTAM, ATIS and RCR based on RCAM (evaluated by airport inspection and communicated to ATC).<br>Designated authority to co-ordinate information about the current state of progress of snow clearance operations and the conditions of the movement area are the Airport Inspectors:<br>TEL: +32 (0) 59 55 12 02<br>Email: operations@ostendairport.aero<br>The AD operator will report to AIS and ATS on matters of operational significance affecting aircraft and aerodrome operations on the movement area, particularly in respect of runway contamination, as per the Global Reporting Format (GRF).<br>When these conditions apply, airport inspection will issue a Runway Condition Report (RCR) after assessment of the runway condition, which will report the condition over each third of the runway.<br>It will contain a Runway Condition Code (RWYCC), code number from 0 to 6, which will be derived via the Runway Condition Assessment Matrix (RCAM).<br>The appropriate condition will be disseminated by means of ATIS.<br>A SNOWTAM will be published when a significant change in runway condition occurs due to water, snow, slush, ice or frost. A SNOWTAM will be published to reflect significant changes until the runway is no longer contaminated.<br>Pilots shall report (AIREP) to ATC whenever the braking action experienced during landing is less good than indicated on the RWYCC. |

## EBOS AD 2.8 Aprons, Taxiways and Check Locations/Positions Data

| | | |
|---|---|---|
| **1** | **Apron designation, surface and strength** | Apron 1: CONC / ASPH, PCR 1700/R/B/W/T, PCN 101/R/D/W/T<br>Apron 2: CONC, PCR 1280/R/B/W/T, PCN 86/F/C/W/T<br>Apron 3: CONC / ASPH, PCR 1050/F/B/X/T, PCN 52/F/C/X/T |
| **2** | **Taxiway designation, width, surface and strength** | TWY G2: 15 M, CONC / ASPH, PCR 340/R/B/X/T, PCN 28/R/A/W/U<br>TWY H2: 15 M, ASPH, PCR 1050/F/B/X/T, PCN 52/F/C/X/T<br>TWY B1: 20 M, ASPH, PCR 1660/F/B/X/T, PCN 86/F/C/W/T<br>TWY D1, E1, E2, K3, K4, K5, K6, K7, K8, L and M: 23 M, ASPH, PCR 1660/F/B/X/T, PCN 86/F/C/W/T<br>TWY A: 30 M, CONC / ASPH, PCR 1660/F/B/X/T, PCN 86/F/C/W/T<br>TWY B2 and C2: 30 M, ASPH, PCR 1660/F/B/X/T, PCN 86/F/C/W/T<br>TWY F: 30 M, CONC / ASPH, PCR 740/R/B/W/T, PCN 86/F/C/W/T<br>TWY C1: 20 M, CONC / ASPH, INFO not AVBL, 5700KG MAX |
| **3** | **ACL and elevation** | At apron 2 (4FT) |
| **4** | **VOR check points** | NIL |
| | **INS check points** | See chart AD 2.EBOS-ADC.01 |
| **5** | **Remarks** | TWY C1 can only be used during HJ by aircraft with a weight of 5700KG.<br>Turns from TWY B1 to TWY K4 or TWY D1 to TWY K5 are only allowed for aircraft ICAO code C MAX. No guidelines present.<br>TWY B1 is limited to aircraft with OMGWS < 9 M. |

## EBOS AD 2.9 Surface Movement Guidance and Control System and Markings

| | | |
|---|---|---|
| **1** | **Aircraft stand identification signs** | No signs. Aircraft stand identification markings on all aprons (see AD 2.EBOS-APDC.01) |
| | **Taxiway guide lines** | Illuminated guidance signs. Follow me on apron for guidance, on request available for guidance on TWY |
| | **Visual docking/parking guidance system at aircraft stands** | Parking guide lines at all stands. Parking guidance by marshaller |
| **2** | **Runway markings and lighting** | Designation, displaced threshold, touchdown zone, centre line and side stripe markings, aiming point. See EBOS AD 2.14 |
| | **Taxiway markings and lighting** | TWY markings: centre line, edge lines and holding positions with enhanced taxi centreline markings at the TWY/RWY intersections. Intermediate holding positions are available (not lighted).<br>TWY lights: see EBOS AD 2.15 |
| **3** | **Stop bars** | On all runway holding positions |
| | **Runway guard lights** | Elevated runway guard lights available at all holding positions |
| **4** | **Other runway protection measures** | NIL |
| **5** | **Remarks** | NIL |

## EBOS AD 2.10 Aerodrome Obstacles

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

Details on EBOS aerodrome obstacles can be found on chart AD 2.EBOS-AOC.01.

**Close-in Obstacles**

| ID | Latitude | Longitude | ALT (M) | ALT (FT) | Remarks | Vegetation |
|---|---|---|---|---|---|---|
| EBOS_1848 | 511152.48N | 0025100.95E | 10.0 | 33 | RWY 08 Close-in | Yes |
| EBOS_1852 | 511151.60N | 0025058.44E | 9.9 | 33 | RWY 08 Close-in | Yes |
| EBOS_1851 | 511151.45N | 0025058.75E | 8.6 | 29 | RWY 08 Close-in | Yes |
| EBOS_5124 | 511147.19N | 0025045.62E | 13.7 | 45 | RWY 08 Close-in | Yes |
| EBOS_5126 | 511147.03N | 0025045.11E | 14.0 | 46 | RWY 08 Close-in | Yes |
| EBOS_5123 | 511148.31N | 0025048.23E | 11.5 | 38 | RWY 08 Close-in | Yes |
| EBOS_5102 | 511219.64N | 0025401.16E | 16.8 | 56 | RWY 26 Close-in | Yes |
| EBOS_3664 | 511219.29N | 0025357.25E | 10.5 | 35 | RWY 26 Close-in | Yes |


© AIM BELGIUM

### Close-in Obstacles

| ID | Latitude | Longitude | ALT (M) | ALT (FT) | Remarks | Vegetation |
|---|---|---|---|---|---|---|
| EBOS_3663 | 511219.24N | 0025357.42E | 10.5 | 35 | RWY 26 Close-in | Yes |
| EBOS_3659 | 511219.43N | 0025359.20E | 12.2 | 41 | RWY 26 Close-in | Yes |
| EBOS_3661 | 511219.47N | 0025357.47E | 10.5 | 35 | RWY 26 Close-in | Yes |
| EBOS_3662 | 511219.27N | 0025357.58E | 10.5 | 35 | RWY 26 Close-in | Yes |
| EBOS_5099 | 511221.88N | 0025408.20E | 20.8 | 69 | RWY 26 Close-in | Yes |
| EBOS_0493 | 511221.26N | 0025410.86E | 22.3 | 74 | RWY 26 Close-in | Yes |
| EBOS_5096 | 511222.66N | 0025409.80E | 22.7 | 75 | RWY 26 Close-in | Yes |
| EBOS_0494 | 511221.91N | 0025411.13E | 18.3 | 61 | RWY 26 Close-in | Yes |
| EBOS_3039 | 511221.70N | 0025408.87E | 16.7 | 55 | RWY 26 Close-in | Yes |
| EBOS_0499 | 511220.90N | 0025410.65E | 16.4 | 54 | RWY 26 Close-in | Yes |
| EBOS_0500 | 511221.00N | 0025410.97E | 15.7 | 52 | RWY 26 Close-in | Yes |
| EBOS_0502 | 511220.30N | 0025411.27E | 15.0 | 50 | RWY 26 Close-in | Yes |
| EBOS_5086 | 511226.46N | 0025420.66E | 26.3 | 87 | RWY 26 Close-in | No |
| EBOS_0089 | 511218.81N | 0025407.77E | 12.5 | 42 | RWY 26 Close-in | Yes |
| EBOS_5106 | 511218.56N | 0025407.87E | 12.3 | 41 | RWY 26 Close-in | Yes |
| EBOS_0503 | 511220.41N | 0025411.11E | 13.7 | 45 | RWY 26 Close-in | Yes |
| EBOS_0087 | 511219.06N | 0025407.17E | 11.3 | 38 | RWY 26 Close-in | Yes |
| EBOS_3649 | 511241.33N | 0025502.82E | 48.2 | 159 | RWY 26 Close-in | No |
| EBOS_3648 | 511241.44N | 0025503.06E | 48.2 | 159 | RWY 26 Close-in | No |
| EBOS_0287 | 511219.16N | 0025418.25E | 16.6 | 55 | RWY 26 Close-in | Yes |
| EBOS_0288 | 511219.34N | 0025418.30E | 16.6 | 55 | RWY 26 Close-in | Yes |
| EBOS_0088 | 511219.34N | 0025407.49E | 11.1 | 37 | RWY 26 Close-in | Yes |
| EBOS_0085 | 511218.99N | 0025408.26E | 11.4 | 38 | RWY 26 Close-in | Yes |
| EBOS_5107 | 511218.47N | 0025408.57E | 11.3 | 38 | RWY 26 Close-in | Yes |
| EBOS_5094 | 511224.35N | 0025430.28E | 22.7 | 75 | RWY 26 Close-in | Yes |
| EBOS_0086 | 511219.10N | 0025407.66E | 10.8 | 36 | RWY 26 Close-in | Yes |

## EBOS AD 2.11 Meteorological Information Provided

| | | |
|---|---|---|
| **1** | **Associated MET Office** | EBOS 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** | Personal consultation, TEL |

| | | |
|---|---|---|
| 6 | **Flight documentation** | Charts, abbreviated plain language text |
| | **Languages used** | En |
| 7 | **Charts and other information available for briefing or consultation** | Surface charts, altitude charts, prognostic altitude charts, prognostic chart of significant weather, tropopause and maximum wind chart |
| 8 | **Supplementary equipment available for providing information** | Self-briefing terminal, FAX, real-time weather display |
| 9 | **ATS units provided with information** | Oostende TWR and Oostende APP |
| 10 | **Additional information** | International aviation:<br>TEL: +32 (0) 59 55 14 52<br>FAX: +32 (0) 2 206 28 29 (EBBR)<br>VFR flights, gliding, ballooning:<br>TEL: 0902 / 88 173 (CONSULTEL)<br>*Note: Communications automatically recorded on tape.* |

## EBOS 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<br>RWY end COORD<br>THR geoid undulation | THR ELEV and highest ELEV of TDZ of precision APCH RWY |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 076.51° | 3200 x 45 | 1660/F/B/X/T<br>86/F/C/W/T<br>CONC / ASPH | 511149.85N<br>0025124.68E<br>511211.69N<br>0025349.97E<br>146FT | THR 7FT<br>TDZ 7FT |
| 26 | 256.51° | 3200 x 45 | 1660/F/B/X/T<br>86/F/C/W/T<br>CONC / ASPH | 511208.57N<br>0025329.18E<br>511147.57N<br>0025109.54E<br>146FT | THR 4FT<br>TDZ 4FT |

| 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 |
| 08 | -0.04% | NIL | NIL | 3320 x 300 | 210 x 150 |
| 26 | +0.04% | NIL | NIL | 3320 x 300 | 240 x 150 |

| RWY designator | Location and description of arresting gear | OFZ | RMK |
|---|---|---|---|
| 13 | 14 | 15 | 16 |
| 08 | NIL | yes | NIL |
| 26 | NIL | yes | NIL |

Warning: RWY strip soft after heavy rain.

## EBOS AD 2.13 Declared Distances

| RWY designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | RMK |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 3200 | 3200 | 3200 | 2900 | NIL |
| 26 | 3200 | 3200 | 3200 | 2785 | NIL |


© AIM BELGIUM

*Note: In order to reduce the taxi procedure, ATC may, subject to pilot's acceptance, authorize take-off from one of the intersections below. Pilots unable to accept should advise ATC duly in advance.*

| RWY | From | TORA (M) | TODA (M) | ASDA (M) |
|---|---|---|---|---|
| 08 | C1 (*) | 1761 | 1761 | 1761 |
| | D1 | 2079 | 2079 | 2079 |
| | E1 | 2285 | 2285 | 2285 |
| 26 | A | 2178 | 2178 | 2178 |
| | B1 | 1610 | 1610 | 1610 |
| | C1 (*) | 1438 | 1438 | 1438 |

*(*)* Intersection C1 can only be used during HJ by aircraft with a weight of 5700KG MAX.

## EBOS AD 2.14 Approach and Runway Lighting

| RWY 08 | | | | | |
|---|---|---|---|---|---|
| **Approach lighting system** | *Type:* PALS CAT I<br>*Length:* 870M<br>*Intensity:* LIH | | | **VASIS** | *Type:* PAPI (left / 3°)<br>*MEHT:* 55 FT |
| **Runway threshold lights** | *Colour:* green<br>*Wing bars:* NIL | | | **Touchdown zone lights** | 900M |
| **Runway end lights** | *Colour:* red<br>*Wing bars:* NIL | | | **Stopway lights** | NIL |
| **Runway centre line lights** | *Length:* 3200M<br>*Spacing:* 15M<br>*Intensity:* LIH | *white:*<br>*red / white:*<br>*red:* | from 0 to 2300M<br>from 2300 to 2900M<br>from 2900 to 3200M | | |
| **Runway edge lights** | *Length:* 3200M<br>*Spacing:* 30M<br>*Intensity:* LIH | *red:*<br>*white:*<br>*yellow:* | from 0 to 300M<br>from 300M to 2600M<br>from 2600M to 3200M | | |
| **Remarks** | All LED | | | | |

| RWY 26 | | | | | |
|---|---|---|---|---|---|
| **Approach lighting system** | *Type:* PALS CAT I<br>*Length:* 840M<br>*Intensity:* LIH | | | **VASIS** | *Type:* PAPI (left / 3°)<br>*MEHT:* 55 FT |
| **Runway threshold lights** | *Colour:* green<br>*Wing bars:* NIL | | | **Touchdown zone lights** | 900M |
| **Runway end lights** | *Colour:* red<br>*Wing bars:* NIL | | | **Stopway lights** | NIL |
| **Runway centre line lights** | *Length:* 3200M<br>*Spacing:* 15M<br>*Intensity:* LIH | *white:*<br>*red / white:*<br>*red:* | from 0 to 2300M<br>from 2300 to 2900M<br>from 2900 to 3200M | | |
| **Runway edge lights** | *Length:* 3200M<br>*Spacing:* 30M<br>*Intensity:* LIH | *red:*<br>*white:*<br>*yellow:* | from 0 to 415M<br>from 415M to 2600M<br>from 2600M to 3200M | | |
| **Remarks** | LED (except PAPI which are halogen) | | | | |

## EBOS 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 TDZ RWY 08 (lighted)<br>At TDZ RWY 26 (lighted) |
| 3 | **Taxiway edge lighting** | TWY A, B1, B2, C2, D1, E1, E2, F, K3, K4, K5, K6, K7, K8, L, G2 and M |
| | **Taxiway centre line lighting** | TWY L, M and turn pad |
| 4 | **Secondary power supply** | To all lighting at aerodrome |
| | **Switch-over time** | 0 SEC |
| 5 | **Remarks** | NIL |

## EBOS AD 2.16 Helicopter Landing Area

Helicopters shall use RWY 08/26 for landing and take-off.

## EBOS AD 2.17 ATS Airspace

| | | |
|---|---|---|
| 1 | **Designation** | Oostende CTR |
| | **Lateral limits** | 511412N 0030716E - an arc of circle, 5NM radius, centred on 511305N 0025929E and traced clockwise to 510812N 0030119E - 510635N 0025022E - 511145N 0023423E - an arc of circle, 5NM radius, centred on 510717N 0023045E and traced counterclockwise to 511124N 0022612E - 511935N 0024500E - 512018N 0025304E - an arc of circle, 8NM radius, centred on 511221N 0025450E and traced clockwise to 511412N 0030716E. |
| 2 | **Vertical limits** | 1500FT AMSL |
| 3 | **Airspace classification** | D |
| 4 | **ATS unit call sign** | Oostende Tower |
| | **Language(s)** | En |
| 5 | **Transition altitude** | 4500FT AMSL |
| 6 | **Hours of activation** | H24 |
| 7 | **Remarks** | UAS can be encountered in UAS geographical zones EBOS VLL0, VLL1 and VLL2 (for specifications, see ENR 5.1, § 4). Systematic tracking of UAS by ATC cannot be ensured. |

## EBOS AD 2.18 ATS Communication Facilities

| Service designation | Call sign | Frequency/ Channel | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP / TAR | Oostende Approach | 120.600MHZ | H24 | Primary frequency |
| | | 266.075MHZ | H24 | NIL |
| | | 121.500MHZ<br>243.000MHZ | H24 | Emergency frequency |
| | | 127.330 | H24 | Supplementary frequency<br>8.33 KHZ CH |


© AIM BELGIUM

| Service designation | Call sign | Frequency/ Channel | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| TWR | Oostende Tower | 118.180 | H24 | Primary frequency<br>8.33 KHZ CH |
| | | 266.075MHZ | H24 | NIL |
| | | 121.500MHZ<br>243.000MHZ | H24 | Emergency frequency |
| | | 127.330 | H24 | Supplementary frequency<br>8.33 KHZ CH |
| | Oostende Ground (1) | 121.980 | H24 | 8.33 KHZ CH |
| | | 127.330 | H24 | Supplementary frequency<br>8.33 KHZ CH |
| ATIS | Oostende Information | 126.130 | H24 | 8.33 KHZ CH<br>D-ATIS AVBL (see GEN 3.4, § 3.4.2) |
| VDF | Oostende Homer | 120.600MHZ<br>121.500MHZ | H24 | NIL |
| | | 118.180 | H24 | 8.33 KHZ CH |
| | | 127.330 | H24 | Supplementary frequency<br>8.33 KHZ CH |
| *(1)* Ground movement control | | | | |

## EBOS 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 |
| NDB | ONO | 399.5KHZ | H24 | 511313.1N<br>0030041.8E | | Coverage: 50NM<br>Collocated with OM ILS 26 |
| L | DD | 352.5KHZ | H24 | 511138.1N<br>0025006.1E | | 257° GEO / 0.85NM from THR 08<br>Coverage: 25NM |
| L | OO | 375KHZ | H24 | 511216.6N<br>0025426.1E | | Coverage: 25NM<br>Collocated with MM ILS 26 |
| ILS 08 (CAT I) | | | | | | |
| LOC | IMI | 111.550MHZ | H24 | 511213.7N<br>0025403.2E | | 076° GEO / 1.71NM from THR 08<br>No back beam available<br>LOC only reliable within 35° either side of course line |
| GP | | 332.750MHZ | H24 | 511148.4N<br>0025141.9E | | Slope 3°<br>RDH 52FT |
| DME | IMI | CH 52Y | H24 | 511148.6N<br>0025141.8E | 21FT | Collocated with GP<br>0 at 315M from THR 08 |
| ILS 26 (CAT I) | | | | | | |
| LOC | IOS | 111.300MHZ | H24 | 511145.5N<br>0025056.0E | | 256° GEO / 1.65NM from THR 26<br>No back beam available<br>LOC only reliable within 35° either side of course line |
| GP | | 332.300MHZ | H24 | 511201.8N<br>0025315.1E | | Slope 3°<br>RDH 51FT |
| DME | IOS | CH 50X | H24 | 511202.0N<br>0025315.1E | 11FT | Collocated with GP<br>0 at 339 M from THR 26 |
| OM | dash / dash | 75MHZ | H24 | 511313.3N<br>0030042.5E | | 4.66NM from THR 26 |
| MM | dot / dash | 75MHZ | H24 | 511216.8N<br>0025425.3E | | 0.61NM from THR 26 |

## EBOS AD 2.20 Local Aerodrome Regulations

# 1 GENERAL

## 1.1 Safety Instructions

All aircraft crew and airport personnel is required to wear high visibility clothing when airside at all times.

Handling of turboprop aircraft with more than one running engine is prohibited.

## 1.2 Use of SSR

In order to improve safety, the carriage and operation of a serviceable mode S transponder with Basic Functionality is mandatory for all aircraft operating within Oostende CTR and/or Oostende TMA.

## 1.3 Transponder Operation

- mandatory for departing aircraft from the request for push-back or taxi, whichever is earlier
- after landing OFF or STBY when parked

## 1.4 Pre-departure checks, including engine/power check

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 run-up area after receiving the taxi clearance:

- RWY 08 in use: following ATC instructions, on the dedicated run-up area in front of TWY K8 or to the holding point F, E1, D1 or C1;
- RWY 26 in use: following ATC instructions, at the holding point A, B1, C1.

*Note 1: One aircraft at a time will always be sent to run-up area by ATC clearance*

*Note 2: Intersection C1 can only be used during HJ by aircraft with a weight of 5 700 KG MAX*

# 2 TAXI REGULATIONS

Taxi routes for B777-300 to and from Apron 2 via TWY K should always be done via C2.

# 3 APRON REGULATIONS

On Apron 1 and 2, aircraft shall taxi to stand on engine power.

Procedures Apron 2 at departure:

- The general procedure is that engines are started only after the push-back operation but can be pushed back with one engine on idle only (if needed).
- Aircraft parked at stands 203 to 208 and 221 to 224 are pushed “facing West” or “facing East” and leave the apron via C2 or E2 (depending on the type of aircraft and which runway is in use).
- Stands 201, 202 and 221 can only be pushed “facing West”.
- Aircraft parked at stands 209 to 210 and 225 to 228 are pushed “facing West” or “facing East” and leave the apron via B2 or C2 (depending on the type of aircraft and which runway is in use). Here, these aircraft can be so aligned with the centreline of the apron and there is no need to push them to E2 or B2 (risk of jet blast on TWY).
- Stands 211 and 229 can only be pushed “facing East”.

Stands 230, 231, 232 and 233: no push-back operation available, only self-manoeuvring. MAX span width 43 M.

# 4 RUNWAY REGULATIONS

## 4.1 Selection of Runway-in-use

Between 2100 and 0700 (2000 and 0600), when the crosswind component - including gusts - does not exceed 15KT, or the tailwind component - including gusts - does not exceed 5KT and traffic permitting, RWY 26 will be used for take-off and RWY 08 for landing. 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 Turn pad

Turn pad up to code F aircraft available at beginning of RWY 08.

Aircraft shall turn anticlockwise on the turn pad. Yellow guideline markings and TWY centre line lights are present.


© AIM BELGIUM

# 5 SPECIFIC TRAFFIC REGULATIONS

## 5.1 Aircraft code F and An225 Aircraft

Procedures for A380, B747-8F, An124 and An225 aircraft are available upon request and require prior permission. Please contact the Airport Authorities: operations@ostendairport.aero for operations with your specific aircraft.

## 5.2 Aircraft without Radio

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

## 5.3 Glider Flights

Take-off and landing of glider flights is prohibited.

## 5.4 ULM Flights

Take-off and landing of ULM flights is only allowed for aircraft complying with the following:

- three-axis ULM;
- Equipped with transponder;
- Equipped with VHF radio;
- Able to maintain 80KIAS MNM.

## 5.5 Banner Towing

Taking up or throwing off banners is prohibited.

## 5.6 Balloon Flights

Take-off and landing of balloon flights is prohibited.

## 5.7 Training and test flights

No training flights on SUN and HOL. In JUL and AUG no training flights on SAT for aircraft exceeding 6 T MTOW.

Training flights are allowed between 0600 (0500) and 1800 (1700). Training flights with aircraft of less than 6 T MTOW are allowed between 0600 (0500) and 2100 (2000), except in JUL and AUG.

For training flights with civil aircraft exceeding 6 T MTOW, a QC of MAX 12 is allowed.

Military aircraft may perform no more than 3 training flights per day.

Training flights of aircraft with MTOW less than 2 000KG must have a noise certificate which states that the noise level is ≤ 76 dB(A) according to *ICAO Annex 16, Volume 1, Part II*. Non compliance will result in an “environmental surcharge” on the airport charges invoice. A copy of the noise certificate must be delivered to the Airport Authority. It is the pilot in command’s responsibility to comply to the environmental requirements.

A maximum of 4 aircraft simultaneous in circuit applies.

Training flights includes touch-and-go flights, stop-and-go flights and multiple approaches.

For VFR training flights at night only activation of PAPI, lighted WDI, edge-, threshold- and runway end lighting.

Training for non home-based aircraft PPR only. Contact: +32 (0)59 55 14 13 or navigation@ost.aero.

# EBOS AD 2.21 Noise Abatement Procedures

# 1 GENERAL

## 1.1 Noise Quota System

Aircraft operating at EBOS shall be noise certificated according to *ICAO Annex 16, Volume I*.

Between 2200 (2100) and 0600 (0500), movements of aircraft with MTOW over 8 618KG and certified according to the standards of chapters 2, 3 or 5 of *ICAO Annex 16, Volume I*, are allowed if their QC is less or equals 12.

Movements with aircraft with a QC of more than 12 are forbidden. Exceptions can be granted for non-commercial humanitarian flights, military flights and flights of general interest. Contact: operations@ostendairport.aero.

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

- for take-off: half the sum of the certified fly-over and the 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 certified landing weight, minus 9EPNdB.

Operators shall provide the documents containing the certified fly-over, sideline and approach noise levels in EPNdB to the Airport Inspection on first request.

### 1.2 Reverse Thrust

Except for safety reasons, reverse thrust shall not be used at other than idle power.

## 2 GROUND PROCEDURES

### 2.1 Engine Test Runs and Idle Checks

Engine test runs and idle checks in the open air and without silencers must be restricted to the very minimum and require prior permission from the Airport Inspection.

Engine test runs are only allowed between 0600 and 2200 (0500 and 2100), except when authorized by Airport Authorities. They can only take place on the taxiways at the holding bays of RWY intersections A and M.

Full power engine test runs are only allowed between 0800 (0700) and 1700 (1600) but not on SUN and HOL. They can only take place on the TWY at the holding bay of RWY intersection M. Exceptions can only be granted by the Airport Authority.

Idle checks on the aircraft stand shall be requested via airside inspection.

### 2.2 Power Supply

Pilots shall be aware of the noise impact the use of APU has on the local community, especially between 2200 (2100) and 0600 (0500).

The APU shall be shut down at the earliest opportunity after the arrival on stand and it may only be restarted when essential aircraft checks or cabin conditions require so before the planned departure. The APU shall not be left running without qualified attendance.

Any additional use of APU can only be allowed by the Airport Inspection, on justified request. Unless for safety reasons, no exceptions will be allowed between 2200 (2100) and 0600 (0500).

## 3 ARRIVAL PROCEDURES

### 3.1 ILS Approach

Aircraft performing an ILS approach shall not intercept the GP below 2000FT QNH. After interception, the aircraft shall not descend below the GP.

### 3.2 Visual Approach

Aircraft performing a visual approach without ILS or radar assistance, shall not descend below 1500FT QNH before intercepting the PAPI approach slope, nor fly below it thereafter.

### 3.3 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 aerodrome elevation;
- 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 landing flaps setting published in the Aircraft Flight Manual for the applicable conditions.However, each pilot-in-command may use a different flaps setting approved for that aircraft if he determines that it is necessary in the interest of safety.

Between 2200 (2100) and 0600 (0500), and if conditions permit, the use of excessive reserve thrust should be avoided and a long landing should be considered.


© AIM BELGIUM

## 4 DEPARTURE PROCEDURES

### 4.1 Noise Abatement Take-off and Climb Procedures

For turbo-jet aircraft:

- From take-off to 1500 FT QNH:
  - take-off power;
  - take-off flaps;
  - climb to V2 + 10 to 20 KT or as limited by body angle;
- At 1500 FT QNH:
  - reduce thrust to not less than climb thrust;
- From 1500 FT QNH to 3000 FT QNH:
  - climb at V2 + 10 to 20 KT;
- At 3000 FT QNH:
  - accelerate smoothly to the en-route climb speed with flaps retraction.

For propeller aircraft:

- From take-off to 1000 FT QNH:
  - take-off power;
  - climb at the MAX gradient compatible with safety;
  - speed not less than single engine climb speed nor higher than best rate of climb speed;
- At 1000 FT QNH:
  - reduce power to the maximum normal operating power, if this power has been used for showing compliance with the noise certification requirements or to the maximum climb power;
- From 1000 FT QNH to 3000 FT QNH:
  - climb at the MAX gradient with reduced power, maintaining constant speed;
- Above 3000 FT QNH:
  - accelerate smoothly to the en-route climb speed.

# EBOS 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 200 M RVR.

# 2 IFR FLIGHTS (INBOUND)

## 2.1 Holding Pattern

**OOSTENDE - Conventional navigation**

| | |
|---|---|
| **Fix** | ONO NDB |
| **Turn / inbound track (MAG)** | Right / 076° |
| **Level (MNM)** | 3000FT AMSL |
| **Remarks** | The holding pattern shall be entered at 185 KIAS MAX. |

**OOSTENDE - RNAV1 Path Terminators**

| Serial # / Procedure Designator | Navigational Performance | Path Descriptor | Waypoint Identifier | Fly-over | True Track(°) / MAG Track (°) | DIST (NM) | Turn Direction | Upper Limit (FT) / Lower Limit (FT) | Speed (KTS) | VPA (°) | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 / Holding ONO | RNAV1 | HM | ONO | Y | 076.5 / 076 | | R | - / 3000 | 240 | | |

## 2.2 Approach Procedures

### 2.2.1 Standard Instrument Arrivals

#### *2.2.1.1 Route Description*

STAR have been established as shown on chart AD 2.EBOS-STAR.01 and as listed below.

| Designator | Route | MAG track | Distance (NM) | MNM IFR level | Remarks |
|---|---|---|---|---|---|
| **COA5A** | COA DVOR | | | | NIL |
| | | 238° | 15.0 | 3000FT QNH | |
| | ONO NDB | | | | |
| | **RNAV1:** COA - ONO[A3000+] | | | | |
| **DENUT5A** | DENUT | | | | NIL |
| | | 300° | 4.2 | FL060 | |
| | 9 DME COA | | | | |
| | | 256° | - | R-178 COA / 3000FT QNH | |
| | ONO NDB | | | | |
| | **RNAV1:** DENUT - OS902 - OS901[F060+] - ONO[A3000+] | | | | |
| **FERDI5A** | FERDI | | | | NIL |
| | | 337° | 19.2 | FL060 | |
| | 9 DME COA | | | | |
| | | 256° | - | R-178 COA / 3000FT QNH | |
| | ONO NDB | | | | |
| | **RNAV1:** FERDI - OS901[F060+] - ONO[A3000+] | | | | |
| **KOK6A** | KOK VORTAC | | | | NIL |
| | | 060° | 15.6 | 3000FT QNH | |
| | ONO NDB | | | | |
| | **RNAV1:** KOK - ONO[A3000+] | | | | |


© AIM BELGIUM

### 2.2.4 RNP RWY 08

#### *2.2.4.1 Waypoint Information*

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

#### *2.2.4.2 Path Terminators*

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

**RNP RWY 08**

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

### 2.2.5 RNP RWY 26

#### *2.2.5.1 Waypoint Information*

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

#### *2.2.5.2 Path Terminators*

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

**RNP RWY 26**

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

## 2.3 Missed Approach

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

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

# 3 IFR FLIGHTS (OUTBOUND)

## 3.1 Departure Procedures

### 3.1.1 Standard Instrument Departures

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

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

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

*Note: ATC may deviate from these routes.*

### *3.1.1.1 Route description*

**RWY 08**

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

**RWY 26**

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

### *3.1.1.2 Waypoint Information*

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


© AIM BELGIUM

## AERODROME CHART - ICAO

ARP: **511156N 0025144E**

ELEV: **7 FT**

| GND | TWR | ATIS |
|---|---|---|
| **121.980** | **118.180** | **126.130** |

## OOSTENDE-BRUGGE / Oostende (EBOS)

E002 51 E002 52 E002 53 E002 54

N51 12

VAR 1°E 2020

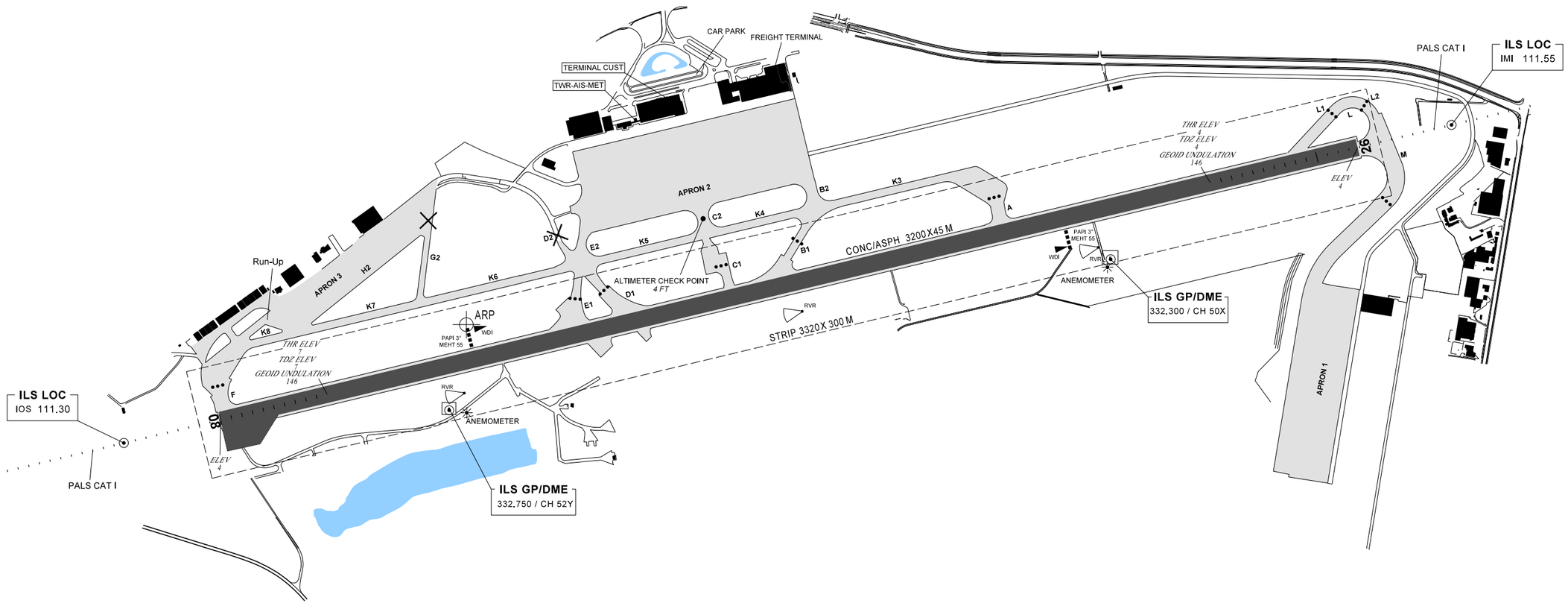
ANNUAL CHANGE INFO NOT AVBL

ELEVATIONS ARE IN FEET
AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

| RWY | DIRECTION | THR | BEARING STRENGTH |
|---|---|---|---|
| RWY08 | 076.00° | N51 11 49.85<br>E002 51 24.68 | PCR 1660/F/B/X/T - PCN 86/F/C/W/T |
| RWY26 | 256.00° | N51 12 08.57<br>E002 53 29.18 | PCR 1660/F/B/X/T - PCN 86/F/C/W/T |

For RWY marking and lighting: see chart AD 2.EBOS-ADC.02
For details on hot spots: see chart AD 2.EBOS-ADC.03
For details on the boundaries of ATC: see chart AD 2.EBOS-ADC.04

| TWYs | WIDTH | SURFACE | STRENGTH | LIGHTING | |
|---|---|---|---|---|---|
| | | | | CENTRE | EDGE |
| G2 | *15 M* | *CONC/ASPH* | *PCR 340/R/B/X/T - PCN 28/R/A/W/U* | *no* | *yes* |
| H2 | *15 M* | *ASPH* | *PCR 1050/F/B/X/T - PCN 52/F/C/X/T* | *no* | *no* |
| B1 | *20 M* | *ASPH* | *PCR 1660/F/B/X/T - PCN 86/F/C/W/T* | *no* | *yes* |
| D1, E1, E2, K3, K4 K5, K6, K7 and K8 | *23 M* | *ASPH* | *PCR 1660/F/B/X/T - PCN 86/F/C/W/T* | *no* | *yes* |
| L | *23 M* | *ASPH* | *PCR 1660/F/B/X/T - PCN 86/F/C/W/T* | *no* | *yes* |
| M | *23 M* | *ASPH* | *PCR 1660/F/B/X/T - PCN 86/F/C/W/T* | *yes* | *yes* |
| A | *30 M* | *CONC/ASPH* | *PCR 1660/F/B/X/T - PCN 86/F/C/W/T* | *no* | *yes* |
| B2 and C2 | *30 M* | *ASPH* | *PCR 1660/F/B/X/T - PCN 86/F/C/W/T* | *no* | *yes* |
| F | *30 M* | *CONC/ASPH* | *PCR 740/R/B/W/T - PCN 86/F/C/W/T* | *no* | *yes* |
| C1 | *20 M* | *CONC/ASPH* | *5700 KG MAX* | *no* | *no* |




| LEGEND | |
|---|---|
| ●●● | STOP BAR LIGHT |

200 0 M 250 500 750 1000 1250

500 0 FT 500 1000 1500 2000 2500 3000 3500 4000

CHANGE: RWY 26 COORD updated

THIS PAGE INTENTIONALLY LEFT BLANK



© AIM BELGIUM

## Input data

| | |
|---|---|
| **Operation Type** | 0 |
| **SBAS Provider** | 1 (EGNOS) |
| **Airport Identifier** | EBOS |
| **Runway** | 26 |
| **Runway Letter** | 0 (None) |
| **Approach Performance Designator** | 0 |
| **Route Indicator** | |
| **Reference Path Data Selector** | 0 |
| **Reference Path Identifier** | E26A |
| **LTP/FTP Latitude** | 511208.5745N |
| **LTP/FTP Longitude** | 0025329.1805E |
| **LTP/FTP Ellipsoidal Height (metres)** | 45.4 |
| **FPAP Latitude** | 511147.5665N |
| **Delta FPAP Latitude (seconds)** | -21.0080 |
| **FPAP Longitude** | 0025109.5370E |
| **Delta FPAP Longitude (seconds)** | -139.6435 |
| **Threshold Crossing Height** | 51.0 |
| **TCH Units Selector** | 0 (feet) |
| **Glidepath Angle (degrees)** | 3.00 |
| **Course Width (metres)** | 105.00 |
| **Length Offset (metres)** | 0 |
| **HAL (metres)** | 40.0 |
| **VAL (metres)** | 35.0 |

## Output data

| | |
|---|---|
| **Data Block** | 10 13 0F 02 05 1A 00 00 01 36<br>32 05 FD 42 F9 15 B9 A9 3D 01<br>C6 15 E0 5B FF 09 BD FB FE 01<br>2C 01 64 00 C8 AF EE D4 09 07 |
| **Calculated CRC Value** | EED40907 |

## Required Additional Data

| | |
|---|---|
| **ICAO Code** | EB |
| **LTP/FTP Orthometric Height (metres)** | 1.3 |

*EUROCONTROL FAS DB tool Version 3.2.1*

THIS PAGE INTENTIONALLY LEFT BLANK


© AIM BELGIUM

## Input data

| | |
|---|---|
| **Operation Type** | 0 |
| **SBAS Provider** | 1 (EGNOS) |
| **Airport Identifier** | EBOS |
| **Runway** | 08 |
| **Runway Letter** | 0 (None) |
| **Approach Performance Designator** | 0 |
| **Route Indicator** | |
| **Reference Path Data Selector** | 0 |
| **Reference Path Identifier** | E08A |
| **LTP/FTP Latitude** | 511149.8520N |
| **LTP/FTP Longitude** | 0025124.6830E |
| **LTP/FTP Ellipsoidal Height (metres)** | 46.2 |
| **FPAP Latitude** | 511211.6930N |
| **Delta FPAP Latitude (seconds)** | 21.8410 |
| **FPAP Longitude** | 0025349.9725E |
| **Delta FPAP Longitude (seconds)** | 145.2895 |
| **Threshold Crossing Height** | 52.0 |
| **TCH Units Selector** | 0 (feet) |
| **Glidepath Angle (degrees)** | 3.00 |
| **Course Width (metres)** | 105.00 |
| **Length Offset (metres)** | 0 |
| **HAL (metres)** | 40.0 |
| **VAL (metres)** | 35.0 |

## Output data

| | |
|---|---|
| **Data Block** | 10 13 0F 02 05 08 00 00 01 38<br>30 05 B8 B0 F8 15 16 DD 39 01<br>CE 15 A2 AA 00 13 6F 04 08 02<br>2C 01 64 00 C8 AF 59 DC CE AC |
| **Calculated CRC Value** | 59DCCEAC |

## Required Additional Data

| | |
|---|---|
| **ICAO Code** | EB |
| **LTP/FTP Orthometric Height (metres)** | 2.1 |

*EUROCONTROL FAS DB tool Version 3.2.1*

THIS PAGE INTENTIONALLY LEFT BLANK


© AIM BELGIUM

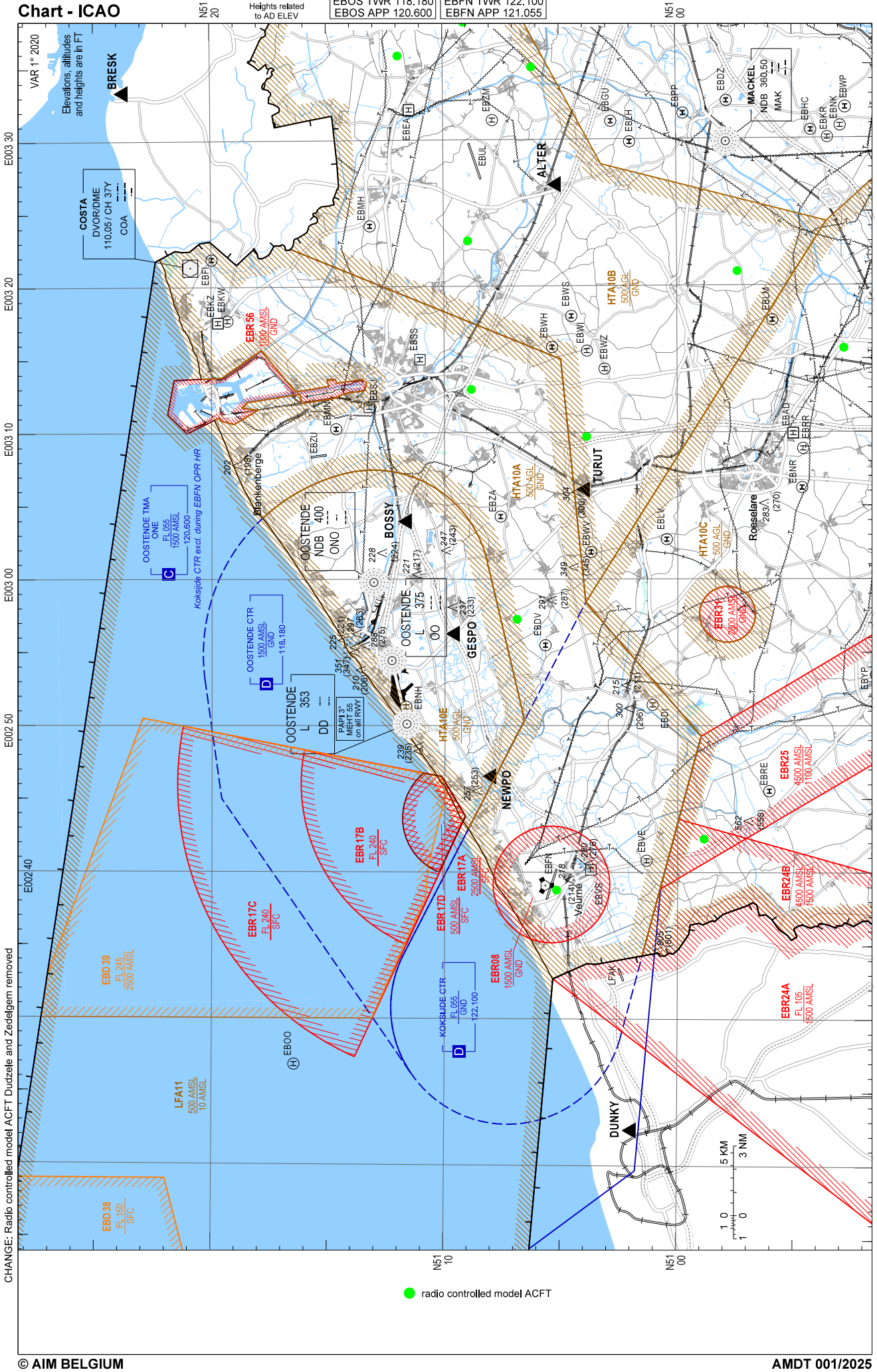
# Visual Approach Chart - ICAO

AD ELEV 7
Heights related to AD ELEV

EBOS TWR 118.180
EBOS APP 120.600

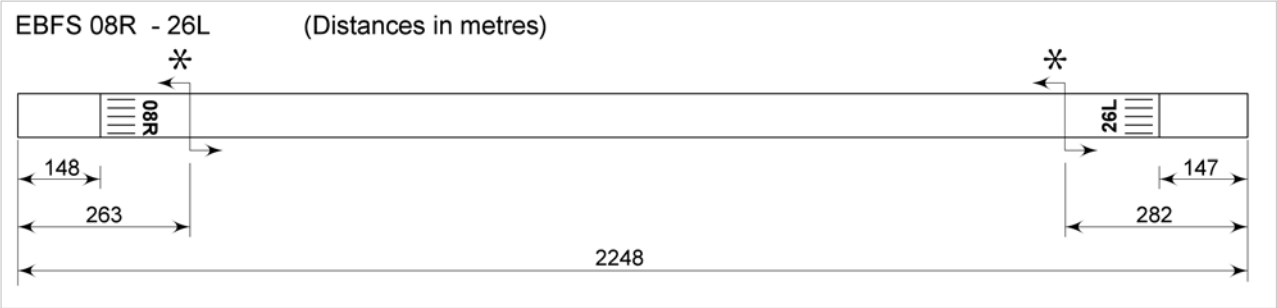
EBFN TWR 122.100
EBFN APP 121.055

# OOSTENDE-Brugge/Oostende (EBOS)



THIS PAGE INTENTIONALLY LEFT BLANK


© AIM BELGIUM




## EBFS AD 2.13 Declared Distances

| RWY designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | RMK |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08L | 2636 | 3088 | 2881 | 2636 | NIL |
| 26R | 2671 | 3092 | 2908 | 2671 | NIL |
| 08R | 1965 | 2247 | 2247 | 1818 | NIL |
| 26L | 1984 | 2247 | 2247 | 1837 | NIL |

## EBFS AD 2.14 Approach and Runway Lighting

| RWY 08L | | | | | |
|---|---|---|---|---|---|
| **Approach lighting system** | *Type:* ALS with sequenced flashing lights<br>*Length:* 750M<br>*Intensity:* LIH | | **VASIS** | *Type:* PAPI (both sides / 3°)<br>*MEHT:* | |
| **Runway threshold lights** | *Colour:* green<br>*Wing bars:* NIL | | **Touchdown zone lights** | NIL | |
| **Runway end lights** | *Colour:* red<br>*Wing bars:* NIL | | **Stopway lights** | | |
| **Runway centre line lights** | *Length:*<br>*Spacing:*<br>*Intensity:* | | | | |
| **Runway edge lights** | *Length:* 3385M<br>*Spacing:* 60M<br>*Intensity:* LIH directional & omnidirectional | *red:* from 0 to 240M<br>*orange:* from 300 to 840M | | | |
| **Remarks** | NIL | | | | |

| RWY 26R | | | | |
|---|---|---|---|---|
| **Approach lighting system** | *Type:* ALS with sequenced flashing lights<br>*Length:* 900M<br>*Intensity:* LIH | **VASIS** | *Type:* PAPI (both sides / 3°)<br>*MEHT:* | |
| **Runway threshold lights** | *Colour:* green<br>*Wing bars:* NIL | **Touchdown zone lights** | NIL | |
| **Runway end lights** | *Colour:* red<br>*Wing bars:* NIL | **Stopway lights** | | |

| RWY 26R | | | | |
|---|---|---|---|---|
| **Runway centre line lights** | *Length:*<br>*Spacing:*<br>*Intensity:* | | | |
| **Runway edge lights** | *Length:*<br>*Spacing:* 60M<br>*Intensity:* LIH directional & omnidirectional | | *red:*<br>*orange:* | from 0 to 240M<br>from 300 to 840M |
| **Remarks** | NIL | | | |

| RWY 08R | | | | |
|---|---|---|---|---|
| **Approach lighting system** | *Type:* Non-standard<br>*Length:* 335M<br>*Intensity:* | | **VASIS** | *Type:*<br>*MEHT:* |
| **Runway threshold lights** | *Colour:*<br>*Wing bars:* | | **Touchdown zone lights** | |
| **Runway end lights** | *Colour:*<br>*Wing bars:* | | **Stopway lights** | |
| **Runway centre line lights** | *Length:*<br>*Spacing:*<br>*Intensity:* | | | |
| **Runway edge lights** | *Length:* 2250M<br>*Spacing:* 30M<br>*Intensity:* LIH omnidirectional | | | |
| **Remarks** | NIL | | | |

| RWY 26L | | | | |
|---|---|---|---|---|
| **Approach lighting system** | *Type:* Non-standard<br>*Length:* 210M<br>*Intensity:* | | **VASIS** | *Type:*<br>*MEHT:* |
| **Runway threshold lights** | *Colour:*<br>*Wing bars:* | | **Touchdown zone lights** | |
| **Runway end lights** | *Colour:*<br>*Wing bars:* | | **Stopway lights** | |
| **Runway centre line lights** | *Length:*<br>*Spacing:*<br>*Intensity:* | | | |
| **Runway edge lights** | *Length:* 2250M<br>*Spacing:* 30M<br>*Intensity:* LIH omnidirectional | | | |
| **Remarks** | NIL | | | |

## EBFS AD 2.15 Other Lighting and Secondary Power Supply

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


© AIM BELGIUM