AERONAUTICAL INFORMATION PUBLICATION
Belgium and Luxembourg

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AMDT 005/2025

Publication date: 01 MAY 2025
Insertion Date: 15 MAY 2025

1. Amendment content:

Section	Subject	Change
GEN 1.7	Differences from ICAO Standards, Recommended Practices and Procedures	Updated
GEN 2.4	Location Indicator EBWW - REMOTE TOWER CENTRE WALLONIA (NAMUR)	New
GEN 2.4	HLP EBCM - MERCHTEM / Stephex	New
ENR 1.1	General Rules and Procedures (SERA Regulations)	Updated
ENR 1.2	Visual Flight Rules (SERA Regulations)	Updated
ENR 1.10	Submission of a Flight Plan and SERA Regulations	Updated
ENR 4.4	Significant Point SORAL	Removed
ENR 5.2	Military Exercise and Training Areas and Air Defence Identification Zone. Booking Procedures	Updated
ENR 5.2	HTA10A - COASTAL HELICOPTER TRAINING AREA. Lateral Limits	Updated
ENR 6	Index Chart. Aerodromes and Heliports	Updated
AD 1.3	HLP EBCM - MERCHTEM / Stephex	New
EBBR AD 2.20	Standard Push-back Procedures	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO	Updated
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	Visual Approach Chart - ICAO	Updated
EBCI AD 2.3	Operational Hours. Customs and Immigration	Updated
EBCI AD 2.9	Surface Movement Guidance and Control System and Markings	Updated
EBCI AD 2.15	Other Lighting and Secondary Power Supply	Updated
EBLG AD 2.4	Handling Services and Facilities. Fuel Types.	Updated
EBOS AD 2.4	Handling Services and Facilities. Fuel Types	Updated
ELNT AD 2.2	Operational Hours and Remarks	Updated
AD 3.PVT-EBCM	MERCHTEM / Stephex	New
AD 3.PERS-EBMK	MAARKEDAL / Nukerke. Remarks	Updated

2. Hand corrections to the following pages:

NIL

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

NOTAM: A0799/25, A0978/25, A1085/25, A1087/25, A1088/25, A1089/25, A1090/25, A1091/25, A1092/25, A1148/25, A1300/25, B0095/25, F0773/25, F0792/25, F0793/25, F0794/25, F0795/25 and F0836/25

SUP: NIL

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

Insert the following pages		Remove the following pages	
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AD 2.EBOS - 1/2	15-MAY-2025	AD 2.EBOS - 1/2	31-OCT-2024
AD 2.PVT-ELNT - 1/2	15-MAY-2025	AD 2.PVT-ELNT - 1/2	16-MAY-2024
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AD 3.PERS-EBMK - 1/2	15-MAY-2025	AD 3.PERS-EBMK - 1/2	20-FEB-2025

Insert the following pages	Remove the following pages

GEN 0.2 Record of AIP Amendments

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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	
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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	
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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	
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004/2025	03-Apr-2025	17-Apr-2025	
005/2025	01-May-2025	15-May-2025	

AIRAC AMENDMENT			
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003/2022	10-Feb-2022	24-Mar-2022	
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007/2022	30-Jun-2022	11-Aug-2022	
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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	
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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	
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	
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	
043/2024	Obstacle due to Construction Works near EBBR - LCL Data Center - Kouterveldstraat Machelen	AD	From 08 AUG 2024 till 30 JUN 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	
056/2024	EBFN - Temporary Obstacle	AD	From 31 OCT 2024 till 31 MAY 2025	
057/2024	Obstacle Lighting U/S on pylons at Jumet, Marquain and Mons	ENR	From 31 OCT 2024	
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	
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	

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
070/2024	ELLX - Obstacle due to Construction Work	AD	From 26 DEC 2024	
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	
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	
008/2025	EBBL - TACAN RWY23	AD	From 20 FEB 2025	
009/2025	EBBE - ALS Limitations RWY22R/04L	AD	From 20 FEB 2025	
010/2025	DEERLIJK - Temporary Obstacle	ENR	From 20 FEB 2025	
011/2025	EBBE - Temporary Obstacle	AD	From 20 FEB 2025	
012/2025	EBKT - METAR not available	AD	From 20 MAR 2025	
013/2025	DIEST - Temporary Obstacle	ENR	From 20 MAR 2025	
014/2025	EBLG - Renewal of the concrete of TWY A3	AD	From 14 APR 2025	
015/2025	VEURNE - Temporary Obstacle	ENR	From 20 MAR 2025 till 31 MAY 2025	
018/2025	Obstacle due to Construction Works near EBBR - SPI.R0 - DBFM Complex R0 X A201 - Machelen	AD	From 17 APR 2025 till 01 APR 2027	
019/2025	Busy Fridays 2025	ENR	From 02 MAY 2025 till 31 OCT 2025	
020/2025	Tubular Mast - Houffalize	ENR	From 17 APR 2025 till 28 NOV 2025	
021/2025	Wind Measurement Mast - Houffalize	ENR	From 17 APR 2025 till 30 NOV 2025	
022/2025	EBBR - Terminal Capacity Restrictions	AD	From 17 APR 2025 till 26 OCT 2025	
023/2025	EBAW - RNAV1/RNP1 SID RWY11	AD	From 17 APR 2025 till 16 APR 2026	
024/2025	EBAW - Temporary Obstacle	AD	From 15 MAY 2025 till 25 DEC 2026	
025/2025	Wind Measurement Mast - Thibessart	ENR	From 15 MAY 2025 till 31 MAR 2026	
026/2025	Wind Measurement Mast - Gedinne	ENR	From 15 MAY 2025 till 31 MAY 2026	
027/2025	Wind Measurement Mast - Amblève	ENR	From 15 MAY 2025 till 31 MAR 2026	
028/2025	Wind Measurement Mast - Harzé	ENR	From 15 MAY 2025 till 11 APR 2026	
029/2025	Wind Measurement Mast - Emines	ENR	From 15 MAY 2025 till 17 MAR 2026	
0302025	Wind Measurement Mast - Amblève-Bullange	ENR	From 15 MAY 2025 till 31 DEC 2025	

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GEN 1.6-3	17-APR-2025
GEN 1.6-4	17-APR-2025
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GEN 2.5-2	13-JUN-2024
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GEN 2.7-2	20-FEB-2025
GEN 2.7-3	20-FEB-2025
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GEN 3.2-4	03-OCT-2024
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GEN 4.2-3	20-FEB-2025
GEN 4.2-4	20-FEB-2025
GEN 4.2-5	18-APR-2024
GEN 4.2-6	18-APR-2024

ENR

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ENR 2.1-4	06-OCT-2022
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ENR 2.1-6	23-JAN-2025
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ENR 2.1-18	15-MAY-2025
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ENR 3.2-33	13-JUL-2023
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ENR 3.3-6	20-MAR-2025
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ENR 3.3-9	20-MAR-2025
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ENR 3.3-12	05-SEP-2024
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ENR 4.3-2	26-MAR-2020
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ENR 5.5-7	20-FEB-2025
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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	20-FEB-2025
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AD 2.EBBR-SID.03-1	20-FEB-2025
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AD 2.EBBR-SID.03a-2	23-JAN-2025
AD 2.EBBR-SID.04-1	23-JAN-2025
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AD 2.EBBR-SID.05-1	23-JAN-2025
AD 2.EBBR-SID.05-2	23-JAN-2025
AD 2.EBBR-SID.06-1	20-FEB-2025
AD 2.EBBR-SID.06-2	20-FEB-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	20-FEB-2025
AD 2.EBBR-IAC.01-2	20-FEB-2025
AD 2.EBBR-IAC.03-1	20-FEB-2025
AD 2.EBBR-IAC.03-2	20-FEB-2025
AD 2.EBBR-IAC.04-1	20-FEB-2025
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AD 2.EBBR-IAC.05-1	20-FEB-2025
AD 2.EBBR-IAC.05-2	20-FEB-2025
AD 2.EBBR-IAC.07a-1	20-FEB-2025
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AD 2.EBBR-IAC.08-1	21-MAR-2024
AD 2.EBBR-IAC.08-2	21-MAR-2024
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AD 2.EBBR-IAC.09-2	20-FEB-2025
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AD 2.EBCI-8	11-JUL-2024
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AD 2.EBCI-10	15-MAY-2025
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AD 2.EBCI-12	28-NOV-2024
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AD 2.EBCI-19	20-FEB-2025
AD 2.EBCI-20	20-FEB-2025
AD 2.EBCI-21	20-FEB-2025
AD 2.EBCI-22	20-FEB-2025
AD 2.EBCI-23	20-FEB-2025
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AD 2.EBCI-25	20-FEB-2025
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AD 2.EBCI-28	15-MAY-2025
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AD 2.EBCI-ADC.01-2	28-NOV-2024
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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
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AD 2.EBCI-GMC.03-1	05-SEP-2024
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AD 2.EBCI-GMC.04-2	05-SEP-2024
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AD 2.EBCI-PATC.01-1	28-NOV-2024
AD 2.EBCI-PATC.01-2	28-NOV-2024
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AD 2.EBCI-STAR.02-1	20-FEB-2025
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AD 2.EBCI-STAR.03-1	20-FEB-2025
AD 2.EBCI-STAR.03-2	20-FEB-2025
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AD 2.EBCI-IAC.02-2	20-FEB-2025
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AD 2.EBCI-IAC.05a-2	23-APR-2020
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AD 2.EBCI-VAC.01-2	20-MAR-2025
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
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
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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
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AD 2.EBKT-GMC.02-2	08-OCT-2020
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AD 2.EBKT-AOC.01-2	31-OCT-2024
AD 2.EBKT-SID.01-1	22-FEB-2024
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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
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AD 2.EBKT-IAC.01-2	21-MAR-2024
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AD 2.EBKT-IAC.01a-2	23-APR-2020
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AD 2.EBKT-IAC.02-2	16-MAY-2024
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AD 2.EBKT-VAC.01-2	21-MAR-2024
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AD 2.EBKT-VAC.02-2	21-MAR-2024
AD 2.EBLG-1	15-MAY-2025
AD 2.EBLG-2	15-MAY-2025
AD 2.EBLG-3	25-JAN-2024
AD 2.EBLG-4	25-JAN-2024
AD 2.EBLG-5	20-MAR-2025
AD 2.EBLG-6	20-MAR-2025
AD 2.EBLG-7	20-MAR-2025
AD 2.EBLG-8	20-MAR-2025
AD 2.EBLG-9	20-MAR-2025
AD 2.EBLG-10	20-MAR-2025
AD 2.EBLG-11	05-SEP-2024
AD 2.EBLG-12	05-SEP-2024
AD 2.EBLG-13	20-FEB-2025
AD 2.EBLG-14	20-FEB-2025
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
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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	20-FEB-2025
AD 2.EBLG-34	20-FEB-2025
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
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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
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AD 2.EBLG-GMC.01-2	21-MAR-2024
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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
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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
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AD 2.EBLG-AOC.02-2	26-DEC-2024
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AD 2.EBLG-PATC.03-1	26-DEC-2024
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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
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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
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AD 2.EBLG-IAC.08a-1	30-NOV-2023
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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	17-APR-2025
AD 2.ELLX-4	17-APR-2025
AD 2.ELLX-5	16-MAY-2024
AD 2.ELLX-6	16-MAY-2024
AD 2.ELLX-7	20-MAR-2025
AD 2.ELLX-8	20-MAR-2025
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	20-MAR-2025
AD 2.ELLX-14	20-MAR-2025
AD 2.ELLX-15	28-NOV-2024
AD 2.ELLX-16	28-NOV-2024
AD 2.ELLX-17	20-MAR-2025
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AD 2.ELLX-19	20-MAR-2025
AD 2.ELLX-20	20-MAR-2025
AD 2.ELLX-21	20-MAR-2025
AD 2.ELLX-22	20-MAR-2025
AD 2.ELLX-23	20-MAR-2025
AD 2.ELLX-24	20-MAR-2025
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AD 2.ELLX-26	20-MAR-2025
AD 2.ELLX-27	20-MAR-2025
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AD 2.ELLX-32	20-MAR-2025
AD 2.ELLX-33	20-MAR-2025
AD 2.ELLX-34	20-MAR-2025
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AD 2.ELLX-37	20-MAR-2025
AD 2.ELLX-38	20-MAR-2025
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AD 2.ELLX-ADC.01-2	20-MAR-2025
AD 2.ELLX-ADC.02-1	16-MAY-2024
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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	20-MAR-2025
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AD 2.ELLX-APDC.03-2	20-MAR-2025
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AD 2.ELLX-PATC.01-1	08-AUG-2024
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AD 2.ELLX-ATCSMAC.01-2	20-MAR-2025
AD 2.ELLX-STAR.01-1	20-MAR-2025
AD 2.ELLX-STAR.01-2	20-MAR-2025
AD 2.ELLX-STAR.02-1	20-MAR-2025
AD 2.ELLX-STAR.02-2	20-MAR-2025
AD 2.ELLX-STAR.03-1	20-MAR-2025
AD 2.ELLX-STAR.03-2	20-MAR-2025
AD 2.ELLX-STAR.04-1	20-MAR-2025
AD 2.ELLX-STAR.04-2	20-MAR-2025
AD 2.ELLX-SID.01-1	20-MAR-2025
AD 2.ELLX-SID.01-2	20-MAR-2025
AD 2.ELLX-SID.02-1	20-MAR-2025
AD 2.ELLX-SID.02-2	20-MAR-2025
AD 2.ELLX-SID.03-1	20-MAR-2025
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AD 2.ELLX-IAC.02a-2	20-MAR-2025
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AD 2.ELLX-IAC.02b-2	20-MAR-2025
AD 2.ELLX-IAC.03-1	20-MAR-2025
AD 2.ELLX-IAC.03-2	20-MAR-2025
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AD 2.ELLX-IAC.04-2	20-MAR-2025
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AD 2.ELLX-IAC.05-2	20-MAR-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	20-MAR-2025
AD 2.ELLX-IAC.06-2	20-MAR-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	20-MAR-2025
AD 2.ELLX-VAC.01-2	20-MAR-2025
AD 2.ELLX-VAC.02-1	20-MAR-2025
AD 2.ELLX-VAC.02-2	20-MAR-2025
AD 2.EBOS-1	15-MAY-2025
AD 2.EBOS-2	15-MAY-2025
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	15-MAY-2025
AD 2.EBOS-8	15-MAY-2025
AD 2.EBOS-9	23-JAN-2025
AD 2.EBOS-10	23-JAN-2025
AD 2.EBOS-11	20-FEB-2025
AD 2.EBOS-12	20-FEB-2025
AD 2.EBOS-13	20-FEB-2025
AD 2.EBOS-14	20-FEB-2025
AD 2.EBOS-15	21-MAR-2024
AD 2.EBOS-16	21-MAR-2024
AD 2.EBOS-17	17-APR-2025
AD 2.EBOS-18	17-APR-2025
AD 2.EBOS-19	17-APR-2025
AD 2.EBOS-20	17-APR-2025
AD 2.EBOS-21	18-APR-2024
AD 2.EBOS-22	18-APR-2024
AD 2.EBOS-23	20-FEB-2025
AD 2.EBOS-24	20-FEB-2025
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-ADC.05-1	20-FEB-2025
AD 2.EBOS-ADC.05-2	20-FEB-2025
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	20-FEB-2025
AD 2.EBOS-VAC.01-2	20-FEB-2025
AD 2.MIL-EBBE-1	20-MAR-2025
AD 2.MIL-EBBE-2	20-MAR-2025
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	15-MAY-2025
AD 2.MIL-EBBE-8	15-MAY-2025
AD 2.MIL-EBBE-9	28-NOV-2024
AD 2.MIL-EBBE-10	28-NOV-2024
AD 2.MIL-EBBE-11	15-MAY-2025
AD 2.MIL-EBBE-12	15-MAY-2025
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	15-MAY-2025
AD 2.MIL-EBBE-STAR.01-2	15-MAY-2025
AD 2.MIL-EBBE-IAC.01-1	15-MAY-2025
AD 2.MIL-EBBE-IAC.01-2	15-MAY-2025
AD 2.MIL-EBBE-IAC.02-1	15-MAY-2025
AD 2.MIL-EBBE-IAC.02-2	15-MAY-2025
AD 2.MIL-EBBE-IAC.03-1	15-MAY-2025
AD 2.MIL-EBBE-IAC.03-2	15-MAY-2025
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	15-MAY-2025
AD 2.MIL-EBBE-IAC.06-2	15-MAY-2025
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	15-MAY-2025
AD 2.MIL-EBBE-IAC.08-2	15-MAY-2025
AD 2.MIL-EBBE-IAC.09-1	15-MAY-2025
AD 2.MIL-EBBE-IAC.09-2	15-MAY-2025
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	15-MAY-2025
AD 2.MIL-EBBE-IAC.13-2	15-MAY-2025
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	15-MAY-2025
AD 2.MIL-EBBE-IAC.16-2	15-MAY-2025
AD 2.MIL-EBBE-IAC.16a-1	17-APR-2025
AD 2.MIL-EBBE-IAC.16a-2	17-APR-2025
AD 2.MIL-EBBE-IAC.17-1	15-MAY-2025
AD 2.MIL-EBBE-IAC.17-2	15-MAY-2025
AD 2.MIL-EBBE-IAC.17a-1	20-MAR-2025
AD 2.MIL-EBBE-IAC.17a-2	20-MAR-2025
AD 2.MIL-EBBE-IAC.18-1	15-MAY-2025
AD 2.MIL-EBBE-IAC.18-2	15-MAY-2025
AD 2.MIL-EBBE-IAC.18a-1	20-MAR-2025
AD 2.MIL-EBBE-IAC.18a-2	20-MAR-2025
AD 2.MIL-EBBE-IAC.19-1	15-MAY-2025
AD 2.MIL-EBBE-IAC.19-2	15-MAY-2025
AD 2.MIL-EBBE-IAC.19a-1	17-APR-2025
AD 2.MIL-EBBE-IAC.19a-2	17-APR-2025
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	20-MAR-2025
AD 2.MIL-EBBX-2	20-MAR-2025
AD 2.MIL-EBMB-1	20-MAR-2025
AD 2.MIL-EBMB-2	20-MAR-2025
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	20-MAR-2025
AD 2.MIL-EBCV-8	20-MAR-2025
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	15-MAY-2025
AD 2.MIL-EBCV-IAC.01-2	15-MAY-2025
AD 2.MIL-EBCV-IAC.02-1	15-MAY-2025
AD 2.MIL-EBCV-IAC.02-2	15-MAY-2025
AD 2.MIL-EBCV-IAC.03-1	15-MAY-2025
AD 2.MIL-EBCV-IAC.03-2	15-MAY-2025
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
AD 2.MIL-EBDT-2	08-AUG-2024
AD 2.MIL-EBFS-1	20-MAR-2025

AD 2.MIL-EBFS-2	20-MAR-2025
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	15-MAY-2025
AD 2.MIL-EBFS-10	15-MAY-2025
AD 2.MIL-EBFS-11	15-MAY-2025
AD 2.MIL-EBFS-12	15-MAY-2025
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
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AD 2.MIL-EBFS-SID.03-2	07-SEP-2023
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AD 2.MIL-EBFS-MISC.01-2	26-JAN-2023
AD 2.MIL-EBFS-MISC.02-1	26-JAN-2023
AD 2.MIL-EBFS-MISC.02-2	26-JAN-2023
AD 2.MIL-EBFS-IAC.01-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.01-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.02-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.02-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.03-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.03-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.04-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.04-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.05-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.05-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.06-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.06-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.07-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.07-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.08-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.08-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.09-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.09-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.10-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.10-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.11-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.11-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.12-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.12-2	15-MAY-2025
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	15-MAY-2025
AD 2.MIL-EBFS-IAC.16-2	15-MAY-2025
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	15-MAY-2025
AD 2.MIL-EBFS-IAC.19-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.20-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.20-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.21-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.21-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.22-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.22-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.23-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.23-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.24-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.24-2	15-MAY-2025
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	20-MAR-2025
AD 2.MIL-EBBL-2	20-MAR-2025
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	15-MAY-2025
AD 2.MIL-EBBL-8	15-MAY-2025
AD 2.MIL-EBBL-9	15-MAY-2025
AD 2.MIL-EBBL-10	15-MAY-2025
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	15-MAY-2025
AD 2.MIL-EBBL-SID.01-2	15-MAY-2025
AD 2.MIL-EBBL-SID.02-1	15-MAY-2025
AD 2.MIL-EBBL-SID.02-2	15-MAY-2025
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	15-MAY-2025
AD 2.MIL-EBBL-SID.07-2	15-MAY-2025
AD 2.MIL-EBBL-SID.08-1	15-MAY-2025
AD 2.MIL-EBBL-SID.08-2	15-MAY-2025
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	15-MAY-2025
AD 2.MIL-EBBL-IAC.01-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.02-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.02-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.03-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.03-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.04-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.04-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.05-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.05-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.06-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.06-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.07-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.07-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.08-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.08-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.09-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.09-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.10-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.10-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.11-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.11-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.12-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.12-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.13-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.13-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.14-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.14-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.15-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.15-2	15-MAY-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	15-MAY-2025
AD 2.MIL-EBBL-IAC.17-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.18-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.18-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.18a-1	20-MAR-2025
AD 2.MIL-EBBL-IAC.18a-2	20-MAR-2025
AD 2.MIL-EBBL-IAC.19-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.19-2	15-MAY-2025
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	20-MAR-2025
AD 2.MIL-EBBL-IAC.20a-2	20-MAR-2025
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	15-MAY-2025
AD 2.MIL-EBBL-IAC.22-2	15-MAY-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	20-MAR-2025
AD 2.MIL-EBFN-2	20-MAR-2025
AD 2.MIL-EBFN-3	08-AUG-2024
AD 2.MIL-EBFN-4	08-AUG-2024
AD 2.MIL-EBFN-5	15-MAY-2025
AD 2.MIL-EBFN-6	15-MAY-2025
AD 2.MIL-EBFN-7	15-MAY-2025
AD 2.MIL-EBFN-8	15-MAY-2025
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	15-MAY-2025
AD 2.MIL-EBFN-SID.01-2	15-MAY-2025
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	15-MAY-2025
AD 2.MIL-EBFN-IAC.01-2	15-MAY-2025
AD 2.MIL-EBFN-IAC.02-1	15-MAY-2025
AD 2.MIL-EBFN-IAC.02-2	15-MAY-2025

AD 2.MIL-EBFN-IAC.03-1	15-MAY-2025
AD 2.MIL-EBFN-IAC.03-2	15-MAY-2025
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	20-MAR-2025
AD 2.MIL-EBSU-2	20-MAR-2025
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	20-MAR-2025
AD 2.MIL-EBUL-2	20-MAR-2025
AD 2.MIL-EBWE-1	20-MAR-2025
AD 2.MIL-EBWE-2	20-MAR-2025
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	20-MAR-2025
AD 2.PVT-EBGB-4	20-MAR-2025
AD 2.PVT-EBGB-VAC.01-1	20-MAR-2025
AD 2.PVT-EBGB-VAC.01-2	20-MAR-2025
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	15-MAY-2025
AD 2.PVT-ELNT-2	15-MAY-2025
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	20-MAR-2025
AD 2.PVT-EBSH-2	20-MAR-2025
AD 2.PVT-EBSH-3	24-FEB-2022
AD 2.PVT-EBSH-4	24-FEB-2022
AD 2.PVT-EBST-1	20-FEB-2025
AD 2.PVT-EBST-2	20-FEB-2025
AD 2.PVT-EBST-3	20-FEB-2025
AD 2.PVT-EBST-4	20-FEB-2025
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
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AD 3.HOSP-ELET-1	29-DEC-2022
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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-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-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
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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
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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-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-EBCM-1	15-MAY-2025
AD 3.PVT-EBCM-2	15-MAY-2025
AD 3.PVT-EBLM-1	23-APR-2020
AD 3.PVT-EBLM-2	23-APR-2020
AD 3.PVT-EBTM-1	20-FEB-2025
AD 3.PVT-EBTM-2	20-FEB-2025
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
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1 Differences from ICAO

Number	Annex	Edition	Differences
1	Personnel Licensing	14 (including up to amendment 179)	NIL
2	Rules of the Air	11 (including up to amendment 48)	**Chapter 3, § 3.2.2 Right-of-way (Belgium and Luxembourg)** Regulation (EU) No 923/2012, point SERA.3210 b) requires priority also for aircraft with impaired aircraft. SERA 3210 b) specifies: b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.
			Chapter 3, § 3.2.2.4 Overtaking (Belgium and Luxembourg) Regulation (EU) No 923/2012, point SERA.3210 c) 3) i), allows sailplanes to overtake each other from right as well. SERA 3210 c) 3) i) specifies that: i) Sailplanes overtaking: a sailplane overtaking another sailplane may alter its course to the right or to the left.
			Chapter 3, § 3.2.3.2 (b) Lights to be displayed by aircraft (Belgium and Luxembourg) Regulation (EU) No 923/2012, point SERA.3215 b) 2), specifies (with the addition to the ICAO Standard in Annex 2, 3.2.3.2 b) of the underlined text): Unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable.
			Chapter 3, § 3.2.5 (c) and (d) Operations on and in the vicinity of an aerodrome (Belgium and Luxembourg) Regulation (EU) No 923/2012, point SERA.3225, specifies that subparagraphs c) and d) do not apply to balloons: (c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC; (d) except for balloons, land and take off into the wind unless safety, the runway configuration or air traffic considerations determine that a different direction is preferable.
			Chapter 3, § 3.3.1.2 Submission of a flight plan (Belgium and Luxembourg) On the basis of Regulation (EU) No 923/2012, point SERA.4001 (b) (5) that allows for States to prescribe other requirements for any flight across international borders, VFR flights across international borders operating in class G airspace and originating from within the Schengen area do not need a flight plan as far as the Brussels FIR is concerned. With regard to VFR and IFR flights planned to operate at night, on the basis of Regulation (EU) No 923/2012, point SERA.4001 (b) (6), a pilot is required to file a flight plan when planning any flight at night if leaving the vicinity of an aerodrome.

Number	Annex	Edition	Differences
			Chapter 3, § 3.6.5.2 Communication failure (Belgium and Luxembourg) **Chapter 3 § 3.6.5.2.1** If an IFR flight encounters visual meteorological conditions and the pilot in command decides to continue to fly in VMC, Regulation (EU) No 923/2012, point SERA.14083 (c) (6) also requires the pilot to set Mode A Code 7601 in order to inform the ATS unit about their intention to continue to fly in VMC and land at the nearest suitable aerodrome. **Chapter 3 § 3.6.5.2.2** Regulation (EU) No 923/2012, SERA.14083 (c) requires a common time parameter of 20 minutes to be observed for both procedural and surveillance environment before adapting the speed and vertical profile in accordance with the filed plan, as amended by the modification and delay messages. (see ENR 1.1 § 1.10.5.2 Radio Communication Failure Procedures (SERA.14083)).
			Chapter 3, § 3.8 and Appendix 2 Interception (Belgium and Luxembourg) The words “in distress” are not included in EU law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive, as well as those found in Attachment A, are not contained in EU law.
			Chapter 4, § 4.6 Visual flight rules (Belgium and Luxembourg) Regulation (EU) No 923/2012, point SERA.5005 (f), introduces the obstacle clearance criteria as follows: (f) Except when necessary for take-off or landing, or except by permission from the CAA, a VFR flight shall not be flown: 1. over the congested areas of cities, towns or settlements, or over an open-air assembly of persons at a height less than 300 M (1000 FT) above the highest obstacle within a radius of 600 M from the aircraft; 2. elsewhere than as specified in (1), at a height less than 150 M (500 FT) above the ground or water, or 150 M (500 FT) above the highest obstacle within a radius of 150 M (500 FT) from the aircraft.
3	Meteorological Service for International Air Navigation	20 (including up to amendment 81)	NIL
4	Aeronautical Charts	11 (including up to amendment 61)	**Chapter 1, § 1.3.2. (Luxembourg only)** AIS.OR.325 does not specify which charts have to be produced and be made available in a State.
5	Units of Measurement to be Used in Air and Ground Operations	5 (including up to amendment 17)	NIL
6	Operation of Aircraft		
	Part I: International Commercial Air Transport - Aeroplanes	12 (including up to amendment 48)	NIL
	Part II: International General Aviation - Aeroplanes	11 (including up to amendment 40)	NIL
	Part III: International Operations - Helicopters	11 (including up to amendment 24)	NIL
7	Aircraft Nationality and Registration Marks	6 (including up to amendment 7)	NIL

Number	Annex	Edition	Differences
8	Airworthiness of Aircraft	13 (including up to amendment 109)	NIL
9	Facilitation	16 (including up to amendment 29)	NIL

Number	Annex	Edition	Differences
10	Aeronautical Telecommunications		
	Volume I: Radio Navigation Aids	8 (including up to amendment 93)	NIL
	Volume II: Communication Procedures including those with PANS status	7 (including up to amendment 92)	**Chapter 5 § 5.2.1.4.1 (Belgium and Luxembourg)** (a) Transmission of numbers (1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately. (i) Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds. (ii) The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1 000 hPa which shall be transmitted as “ONE THOUSAND”. (iii) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word “THOUSAND”. (2) All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word “HUNDRED” or “THOUSAND”, as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word “THOUSAND”, followed by the number of hundreds, followed by the word “HUNDRED”. (3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately. (4) When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as “TEN O'CLOCK” or “ELEVEN O'CLOCK”. (5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word “DECIMAL”. (6) All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used. **Chapter 5 § 5.2.1.7.3.2.3 (additional provision) (Belgium and Luxembourg)** For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted.
	Volume III: Communications Systems • Part I: Digital Data Communication Systems • Part II: Voice Communication Systems	2 (including up to amendment 91)	NIL
	Volume IV: Surveillance and Collision Avoidance Systems	5 (including up to amendment 91)	NIL
	Volume V: Aeronautical Radio Frequency Spectrum Utilization	3 (including up to amendment 89)	NIL

Number	Annex	Edition	Differences
11	Air Traffic Services	15 (including up to amendment 52)	**Chapter 2, § 2.6 and Appendix 4 (Belgium only)** Pilots shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel in class G RMZ. The Director General of the CAA may exempt aircraft types, which for technical or safety reasons exceed the 250 KT speed limit.
			Chapter 2, 2.6.1 (Luxembourg only) The CAA may exempt aircraft types, which for technical or safety reasons exceed the 250 KT speed limit.
			Chapter 2, 2.6.3 (Luxembourg only) The CAA may exempt aircraft types, which for technical or safety reasons exceed the 250 KT speed limit.
			Chapter 2, 2.13.5 (Luxembourg only) Annex 11 Appendix 3, 2.1.1. (e) requires that the word “visual” is used in the plain language designator when the route has been established for VFR, whereas the EU rule extends it to IFR in VMC as well. (same difference is replicated in paragraph 5.3 Annex 11 Appendix 3). Annex 11 Appendix 3 paragraph 6 (MLS/RNAV) is not transposed. Annex 11 Appendix 3 paragraph 7:7.2 is not transposed. Annex 11 Appendix 3 paragraph 8 is not transposed.
			Chapter 2, 2.15.3 (Luxembourg only) Annex 11 Appendix 2, paragraph 1.1 the terms “preferably VHF or higher frequency aids” are not transposed. Paragraph 4.2, 5.7 and 5.8 are not transposed.
			Chapter 2, 2.18.2 (Luxembourg only) The EU regulation refers to “air operations” instead of “activities”, therefore restricting the scope of the requirement. The EU regulation does not specify with whom the co-ordination should be affected by omitting to specify the “appropriate air traffic services authorities”.
			Chapter 2, 2.19.1 (Luxembourg only) The EU regulation refers to “air operations” instead of “activities”, therefore restricting the scope of the requirement. The EU regulation does not specify with whom the co-ordination should be affected by omitting to specify the “appropriate air traffic services authorities”.
			Chapter 2, 2.19.4 (Luxembourg only) Art. 3c of Regulation (EU) 2017/373: Art. 3c(2) refers to Art. 3c(1), which is the transposition of paragraph 2.19.1 of Annex 11, therefore the same difference applies.
			Chapter 2, § 2.26.5 (Belgium and Luxembourg) Time checks shall be given at least to the nearest minute.
			Chapter 3 and Appendix 4 (Belgium only) When requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the appropriate ATS unit in airspace classes D and E, a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below FL 100 during climb or descent, during day under VMC.
			Chapter 3, 3.3.4 (Luxembourg only) When requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the CAA, a flight, in airspace classes D and E, may be cleared subject to maintaining own separation in respect of a specific portion of the flight below 3 050 M (10 000 FT) during climb or descent, during day in VMC.

Number	Annex	Edition	Differences
			Chapter 3, § 3.7.3.1 (Belgium and Luxembourg) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: a. ATC route clearances; b. clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and c. runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and d. transition levels, whether issued by the controller or contained in ATIS broadcasts.
			Chapter 3, § 3.7.3.1.1 (Belgium and Luxembourg) Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.
			Chapter 3 (additional provision) (Belgium and Luxembourg) Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the CAA for helicopters in special cases such as, but not limited to, medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied: a. such flights may be conducted during day only, unless otherwise permitted by the CAA; b. by the pilot: 1. clear of cloud and with the surface in sight; 2. the flight visibility is not less the 1500M or, for helicopters, not less than 800M; 3. fly at a speed of 140KT IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision, and c. an air traffic control unit will not issue a Special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima: 1. the ground visibility is less than 1500 M or, for helicopters, less than 800 M; 2. the ceiling is less than 180M (600FT).
			Chapter 4, 4.3.7 (Luxembourg only) The braking action will not be provided through ATIS.
			Chapter 4, 4.3.8 (Luxembourg only) The braking action will not be provided through ATIS.
			Chapter 4, 4.3.9 (Luxembourg only) The braking action will not be provided through ATIS.
			Chapter 6, 6.1.2.1 (Luxembourg only) The EU Regulation allows flexibility in the available radio coverage subject to approval by the competent authority.
12	Search and Rescue	8 (including up to amendment 18)	NIL
13	Aircraft Accident Investigation	12 (including up to amendment 18)	NIL
14	Aerodromes		
	Volume I: Aerodrome Design and Operations	9 (including up to amendment 17)	Note: Differences below are only applicable to the aerodromes certified according to the European regulation. The aerodromes are listed in AD 1.5 Status of Certification of Aerodromes.

Number	Annex	Edition	Differences
			Chapter 1, Runway surface condition(s) (Luxembourg only) The definition includes an additional runway surface condition 'special prepared winter runway'.
			Chapter 1, §1.4.1 (Belgium only) European regulation applies only to aerodromes open to public use, which serve commercial air transport, having a paved instrument runway of 800 M or more. These aerodromes are certified under European regulation, with a possible exemption for aerodromes below 10 000 commercial passengers per year and 850 freight movements per year. Aerodromes not covered by European regulations are certified when they accommodate more than 10 000 commercial passengers over 3 consecutive years. All aerodromes out of the scope of European Union regulation are subject to runway homologation by the Competent Authority. See AD 1.5 Status of Certification of Aerodromes.
			Chapter 2, Runway surface condition(s) for use in the runway condition report (Luxembourg only) Two additional terms are used for the description of the runway surface condition, namely 'SPECIALLY PREPARED WINTER RUNWAY' and 'SLIPPERY WET'.
			Chapter 2, §2.12 (Luxembourg only) The specification has been partially transposed. The transposed specification is in Guidance Material GM1 ADR.OPS.A.005 visual approach indicator systems.
			Chapter 3, §3.3 (Luxembourg only) The provision of the runway turn pad is conditional due to the inclusion of the words 'if required' in the regulation.
			Chapter 3, §3.8.1 (Belgium only) The provision of radio altimeter operating area is optional for CAT I runways.
			Chapter 3, §3.9.12 (Belgium only) Regulation requires a suitable strength for taxiways and not the strength of the runway they serve.
			Chapter 3, §3.13.6 (Belgium only) The regulation offers the possibility to reduce the clearance distance for height limited objects if the stand is restricted for aircraft with specific characteristics.
			Chapter 4, §4.2.16 (Belgium only) For code letter F aerodromes, the width of the inner approach surface and the length of the inner edge of the balked landing surface are increased to 140M, irrespective of the type of avionics.
			Chapter 5, §5.2.1.3 (Luxembourg only) Runway side strip markings may also continue across the intersection.
			Chapter 5,§5.2.10.5, §5.2.10.6, §5.2.10.7 (Belgium only) Only pattern A2 and B2 are used.
			Chapter 5, §5.2.13.1 (Belgium only) Markings may not be provided where appropriate procedures are in place.
			Chapter 5, §5.3.5.36 (Belgium only) The regulation does not foresee that the approach slope should be appropriate for the aeroplanes.
			Chapter 5, §5.3.5.44 (Belgium only) The regulation foresees one more case where an object or an extension to an existing object may penetrate the obstacle protection surface, that is, when after a safety assessment, it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of helicopters.
			Chapter 5, §5.3.5.44 (Luxembourg only) The regulation foresees one more case where an object or an extension to an existing object may penetrate the obstacle protection surface, when after a safety assessment, it is determined that the object would not adversely affect the safety of operations.

Number	Annex	Edition	Differences
			Chapter 5, §5.3.5.45 (Luxembourg only) The regulation does not foresee the removal of existing objects as prescribed in the specifications.
			Chapter 5, §5.3.20.1 (Belgium only) Stop bars are provided when the runway is intended to be used with an RVR less than 550M.
			Chapter 5, §5.3.22.1 (Belgium only) The regulation describes only the purpose of the de-icing/anti-icing facility exit lights and does not require the provision of the lights.
			Chapter 5, §5.3.24.1 (Belgium only) The provision of floodlighting on de-icing/anti-icing facilities is not mandatory.
			Chapter 5, §5.3.28.1 (Belgium only) Road-holding position lights are provided when the runway is to be used with RVR below 550M.
			Chapter 5, §5.4.3.5 (Belgium only) Intersection take-off signs are mandatory.
			Chapter 8, §8.1.10 (Belgium only) Essential security lighting and essential equipment and facilities for the aerodrome responding emergency services, are not covered by the regulation.
			Chapter 9, §9.1.7 (Belgium only) The regulation allows the possibility for a mobile command post not to be available.
			Chapter 9, §9.1.11 (Belgium only) The regulation allows the possibility for communication systems not to be provided.
			Chapter 9, §9.1.13 (Belgium only) The regulation does not foresee the possibility of “modular tests in the first year and a full emergency exercise at intervals not exceeding 3 years”.
			Chapter 9, §9.2.2 (Luxembourg only) The AMC does not foresee the provision of specialist fire-fighting equipment appropriate to the hazard and risk.
			Chapter 9, §9.2.4 (Belgium only) The regulation uses the principles contained in 9.2.5 and 9.2.6 for establishing the level of protection for an aerodrome; however the regulation allows the reduction of the required level of protection based on the number of movements of the larges aeroplane at the aerodrome.
			Chapter 9, §9.2.16 (Belgium only) The regulation does not require supplementary water supplies to be available.
			Chapter 9, §9.2.29 (Belgium only) The regulation does not include a certain response times to any other part of the movement area. The response times are calculated and included in the aerodrome emergency plan.
			Chapter 9, §9.2.31 (Belgium only) The regulation foresees the arrival of vehicles, other from the first responding vehicle, by taking into account the time that the first vehicle should respond plus one minute.
			Chapter 9, §9.2.32 (Belgium only) The regulation foresees the arrival of vehicles, other from the first responding vehicle, by taking into account the time that the first vehicle should respond plus one minute.
			Chapter 9, §9.9.4 (Belgium and Luxembourg) In addition to the cases foreseen in the relevant specification, the regulation allows the presence of equipment/installations also after a safety assessment regarding safety and regularity.
			Chapter 10, §10.5.8 (Belgium only) The regulation applies for taxiway operations under 550M RVR.

Number	Document	Edition	Differences
4444	Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)		**Chapter 12, § 12.3.1.2, level changes, reports and rates** In the Brussels UIR, for GAT above FL 245, the words “TO” and “FOR” shall not be used in connection with assignment/reporting of levels. **Chapter 12, § 12.3.1.2, items (z) to (kk)** In Belgium, following additional phraseologies are used: • clearance to cancel level restriction(s) of the vertical profile of a SID during climb: *“CLIMB TO (level) [LEVEL RESTRICTION(S) (SID designator) CANCELLED (or) LEVEL RESTRICTION(S) (SID designator) AT (point) CANCELLED]”*; • clearance to cancel level restriction(s) of the vertical profile of a STAR during descend: *“DESCEND TO (level) [LEVEL RESTRICTION(S) (STAR designator) CANCELLED (or) LEVEL RESTRICTION(S) (STAR designator) AT (point) CANCELLED]”*. In Belgium, the phraseologies for the following circumstances are not used: • clearance to climb on a SID which has published level and/or speed restrictions, where the pilot is to climb to the cleared level and comply with published level restrictions, follow the lateral profile of the SID; and comply with published speed restrictions or ATC issued speed control instructions as applicable; • clearance to cancel level restriction(s) of the vertical profile of a SID during climb; • clearance to cancel specific level restriction(s) of the vertical profile of a SID during climb; • clearance to cancel speed restrictions of a SID during climb; • clearance to cancel specific speed restrictions of a SID during climb; • clearance to climb and to cancel speed and level restrictions of a SID; • clearance to descend on a STAR which has published level and/or speed restrictions, where the pilot is to descend to the cleared level and comply with published level restrictions, follow the lateral profile of the STAR and comply with published speed restrictions or ATC issued speed control instructions; • clearance to cancel level restrictions of a STAR during descent; • clearance to cancel specific level restrictions of a STAR during descent; • clearance to cancel speed restrictions of a STAR during descent; • clearance to cancel specific speed restrictions of a STAR during descent; • clearance to descend and to cancel speed and level restrictions of a STAR.
			Chapter 12, § 12.3.2.2, item (b) (3) In Belgium, the phraseology *“FLIGHT PLANNED ROUTE”* is used.
			Chapter 12, § 12.3.3.1, item (f) In Belgium, the phraseology *“CLEARED VIA (designation)”* is used.
			Chapter 12, § 12.3.3.1, item (g) and (h) In Belgium, the phraseology for clearance to proceed direct with advance notice of a future instruction to rejoin the SID is not used.
			Chapter 12, § 12.3.3.2, item (a) In Belgium, the phraseology *“CLEARED (or PROCEED) VIA (designation)”* is used.
			Chapter 12, § 12.3.3.2, item (b) In Belgium, the phraseology *“CLEARED TO (clearance limit) VIA (designation)”* is used.
			Chapter 12, § 12.3.3.2, item (c) In Belgium, the phraseology *“CLEARED (or PROCEED) VIA (details of the route to be followed)”* is used.
			Chapter 12, § 12.3.3.2, item (d) and (e) In Belgium, the phraseology for clearance to proceed direct with advance notice of a future instruction to rejoin the STAR is not used.
			Chapter 12, § 12.4.1.6, item (k) In Belgium, the phraseology *“RESUME PUBLISHED SPEED)”* is not used.

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

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

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

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

Data Item	AIP Ref.	AIP Section	Reason	Notes/Remarks
Obstacles - Horizontal position	Obstacle position	ENR 5.4 § 2	Not updated within the last 5 years	EL0001 - EL0084
Obstacles - Elevation	ELEV / HGT (FT)	ENR 5.4 § 2	Not updated within the last 5 years	EL0001 - EL0084
Obstacles - Height	ELEV / HGT (FT)	ENR 5.4 § 2	Not updated within the last 5 years	EL0001 - EL0084
Aerodrome/Heliport - Field elevation	3. Elevation	ELLX AD 2.2	Not updated within the last 5 years	
	2. Elevation (FT)	ELLC AD 3.2, ELLZ AD 3.2, ELET AD 3.2, ELEA AD 3.2, ELLK AD 3.2		
Aerodrome/Heliport - Reference point	1. ARP coordinates	ELLX AD 2.2	Not updated within the last 5 years	
	1. Coordinates	ELLC AD 3.2, ELLZ AD 3.2, ELET AD 3.2, ELEA AD 3.2, ELLK AD 3.2		
Taxiway - Width	2. Taxiway width	ELLX AD 2.8	Not updated within the last 5 years	
	WIDTH (M)	ELLX AD 2.24 - GMC.02		
Runway - Nominal length	Dimensions of RWY (M)	ELLX AD 2.12	Not updated within the last 5 years	
Runway Direction - True bearing	True BRG	ELLX AD 2.12	Not updated within the last 5 years	RWY 06 and 24
Runway Direction - Touchdown zone - Elevation	THR ELEV and highest ELEV of TDZ of precision APCH RWY	ELLX AD 2.12	Not updated within the last 5 years	RWY 24
Runway Direction - Declared distances	TORA (M), TODA (M), ASDA (M), LDA (M)	ELLX AD 2.13	Not updated within the last 5 years	RWY 06 and 24
FATO - Threshold - Elevation	2. Elevation (FT)	ELEA AD 3.2	Not updated within the last 5 years	
FATO - Threshold - Position	COORDINATES	ELEA AD 3.23	Not updated within the last 5 years	
FATO - Length	3. Dimensions (M)	ELEA AD 3.2, ELEA AD 3.23	Not updated within the last 5 years	

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

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GEN 2.4 Location Indicators

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

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

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

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

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

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

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

ENCODE	
Name	Identifier
LIERNEUX / Bra	*EBMS
LIERNEUX / Centre Hospitalier Spécial l'Accueil	*EBLX
LINT	*EBLT
LO-RENINGE	*EBRE
LOCHRISTI	*EBLO
LODELINSART / Marie-Curie	*EBMC
LOKEREN / Janssens	*EBLJ
LOTENHULLE	*EBLH
LUMMEN	*EBLU
LUXEMBOURG / Centre Hospitalier de Luxembourg (CHL)	*ELLC
LUXEMBOURG / ZITHAKLINIK S.A. Hôpitaux Robert Schuman	*ELLZ
LUXEMBOURG / Hôpital Kirchberg	*ELLK
LUXEMBOURG / Luxembourg	ELLX
MAARKEDAL / Nukerke	*EBMK
MAASMECHELEN	*EBMM
MALDEGEM / Huysman	*EBMH
MEERBEEK	*EBME
MEETKERKE / Nachtegaele	*EBMN
MERCHTEM / Stephex	*EBCM
MEULEBEKE	*EBLM
MOERKERKE / Den Hoorn	*EBTM
MONTIGNY-LE-TILLEUL	*EBMT
MOORSELE	*EBMO
NAMUR / Bouge	*EBNB
NAMUR / CHU UCL Godinne	*EBNG
NAMUR / Suarlée	*EBNM
NEVELE	*EBGU
NIVELLES / Dynali	*EBDY
NOERTRANGE	*ELNT
NOKERE / Suys	*EBNK
OOSTDIJCKBANK	*EBOO
OOSTENDE	*EBNH
OOSTENDE-BRUGGE / Oostende	EBOS
OTTERGEM / Erpe-Mere	*EBSV
OUD-HERVERLEE/ Blanden	*EBOB
PECQ / Warcoing	*EBPW
PELT / Tilburgs	*EBNP
PONT-À-CELLES / Buzet	*EBBZ
RANST / De Vijver	*EBLD
RANST / Engels	*EBEN
RANST / Lymar	*EBLY
RANST / Van Den Bosch	*EBRO
REMOTE TOWER CENTRE WALLONIA (NAMUR)	*EBWW

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

ENCODE	
Name	Identifier
ZUIENKERKE	*EBZU
ZUTENDAAL	*EBSL

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 General Rules

1 CIVIL

Note: Unless explicitly indicated, the rules in this section apply in both Belgium and Luxembourg.

1.1 Compliance with the Rules of the Air (SERA.2005)

The operation of an aircraft either in flight, on the movement area of an aerodrome or at an operating site shall be in compliance with the general rules as the applicable local provisions described in this section and, in addition, when in flight, either with:

- the visual flight rules (see ENR 1.2);
- the instrument flight rules (see ENR 1.3).

1.2 Responsibilities (SERA.2010)

Responsibility of the pilot-in-command:
The pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with the rules of the air, except that the pilot-in-command may depart from these rules in circumstances that render such departure absolutely necessary in the interests of safety.

Pre-flight action:
Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel/energy requirements and an alternative course of action if the flight cannot be completed as planned.

1.3 Authority of Pilot-in-command of an Aircraft (SERA.2015)

The pilot-in-command of an aircraft shall have final authority as to the disposition of the aircraft while in command.

1.4 Problematic Use of Psychoactive Substances (SERA.2020)

No person whose function is critical to the safety of aviation (safety-sensitive personnel) shall undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired. No such person shall engage in any kind of problematic use of substances.

1.5 Protection of Persons and Property

1.5.1 Negligent or Reckless Operation of Aircraft (SERA.3101)

An aircraft shall not be operated in a negligent or reckless manner so as to endanger life or property of others.

1.5.2 Minimum Heights (SERA.3105)

Except when necessary for take-off or landing, or by permission from the CAA, aircraft shall not be flown over the congested areas of cities, towns or settlements or over an open-air assembly of persons, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface.

Note: In Belgium, except for helicopters, flights between 2200 and 0459 (2100 and 0359) should be performed at FL 050 or above whenever practicable.

1.5.3 Cruising Levels (SERA.3110)

The cruising levels at which a flight or a portion of a flight is to be conducted shall be in terms of:

- flight levels, for flights at or above the lowest usable flight level or, where applicable, above the transition altitude;
- altitudes, for flights below the lowest usable flight level or, where applicable, at or below the transition altitude.

1.5.4 Dropping or Spraying (SERA.3115)

1.5.4.1 General

1.5.4.1.1 In Belgium

Nothing shall be dropped or sprayed from an aircraft in flight except under the conditions prescribed by the CAA and as indicated by any relevant information, advice and/or clearance from the appropriate ATS unit.

1.5.4.1.2 In Luxembourg

Dropping or spraying from an aircraft in flight shall only be done during the day and in VMC and as indicated by any relevant information, advice and/or clearance from the appropriate ATS unit.

1.5.4.2 Fuel Dumping

Except in case of emergency, fuel dumping should be carried out over the North Sea at or above FL100.

Other known traffic should be separated from the aircraft dumping fuel by at least 10NM horizontally, but not behind the aircraft dumping fuel. If behind the aircraft dumping fuel within 15MIN flying time or a distance of 50NM, a vertical separation of at least 1000FT above or 3000FT below the aircraft dumping fuel should be maintained.

In case of emergency, fuel dumping shall, whenever possible, not be carried out:

- over the congested area of cities, towns or settlements;
- in holding patterns;
- less than 3000 FT above other aircraft.

1.5.5 Towing (SERA.3120)

1.5.5.1 In Belgium

1.5.5.1.1 General

No aircraft or other object shall be towed by an aircraft except under the conditions prescribed by the CAA and as indicated by any relevant information, advice and/or clearance from the appropriate ATS unit.

1.5.5.1.2 Banner Towing

Banner towing flights are prohibited:

- below 1400FT AGL, except for taking up or throwing off the publicity banners;
- within a radius of 9KM around EBOS ARP, except when authorized by Oostende ATC and under the conditions determined by the CAA;
- along the coast at a distance of less than 500M seaside and less than 1000M landside from the shoreline, except for the area described in the item above;
- within a radius of 20KM around EBBR ARP, except when authorized by the CAA.

Unless permitted otherwise by the CAA, banner towing flights are allowed only between 0900 and 1800 (0800 and 1700) from MON to SAT (HOL excl) and between 1300 and 1700 (1200 and 1600) on SUN and HOL.

The CAA can prohibit any banner towing flight conducted over an open-air assembly of persons.

A banner towing flight conducted over a built-up area of a city or town shall be limited to MAX 45MIN. Over a single location the duration of a towing flight shall not exceed 15MIN. These restrictions apply per day and per advertisement.

Formation banner towing flights shall be performed by maximum three aircraft.

Helicopters conducting banner towing flights shall maintain a speed of 40KT MNM.

Banner towing aircraft shall be equipped with a transponder mode C.

1.5.5.2 In Luxembourg

Aircraft or other objects shall only be towed by an aircraft during the day and in VMC and as indicated by any relevant information, advice and/or clearance from the appropriate ATS unit.

1.5.6 Parachute Descents (SERA.3125)

Parachute descents, other than emergency descents, shall only be made after approval of the CAA and as indicated by any relevant information, advice and/or clearance from the appropriate ATS unit.

1.5.7 Aerobatic Flight (SERA.3130)

1.5.7.1 In Belgium

Aerobatic flights shall only be carried out in VMC, at a height of 2000FT AGL MNM (unless a lower level is permitted by the CAA) and as indicated by any relevant information, advice and/or clearance from the appropriate ATS unit.

a. balloon flight identification or project code name;
b. balloon classification and description;
c. SSR code, aircraft address or NDB frequency as applicable;
d. operator's name and telephone number;
e. launch site;
f. estimated time of launch (or time of commencement and completion of multiple launches);
g. number of balloons to be launched and the scheduled interval between launches (if multiple launches);
h. expected direction of ascent;
i. cruising level(s) (pressure-altitude);
j. the estimated elapsed time to pass FL600 or to reach cruising level if at or below FL600, together with the estimated location. If the operation consists of continuous launchings, the time to be included shall be the estimated time at which the first and the last in the series will reach the appropriate level (e.g. 122136Z–130330Z);
k. the estimated date and time of termination of the flight and the planned location of the impact/recovery area. In the case of balloons carrying out flights of long duration, as a result of which the date and time of termination of the flight and the location of impact cannot be forecast with accuracy, the term 'long duration' shall be used. If there is to be more than one location of impact/recovery, each location shall be listed together with the appropriate estimated time of impact. If there is to be a series of continuous impacts, the time to be included shall be the estimated time of the first and the last in the series (e.g. 070330Z–072300Z).

Any changes in the pre-launch information shall be forwarded to the ATS unit concerned not less than 6HR before the estimated time of launch, or in the case of solar or cosmic disturbance investigations involving a critical time element, not less than 30MIN before the estimated time of the commencement of the operation.

1.5.9.5.2 Notification of launch

Immediately after a medium or heavy unmanned free balloon is launched the operator shall notify the appropriate air traffic services unit of the following:

a. balloon flight identification;
b. launch site;
c. actual time of launch;
d. estimated time at which FL600 pressure-altitude will be passed, or the estimated time at which the cruising level will be reached if at or below FL600, and the estimated location;
e. any changes to the information previously notified in accordance with items (g) an (h) of § 1.5.9.5.1 above.

1.5.9.5.3 Notification of cancellation

The operator shall notify the appropriate ATS unit immediately when it is known that the intended flight of a medium or heavy unmanned free balloon, previously notified in accordance with § 1.5.9.5.1, has been cancelled.

1.5.9.6 Position Recording and Reports

The operator of a heavy unmanned free balloon operating at or below FL600 shall monitor the flight path of the balloon and forward reports of the balloon's position as requested by ATS. Unless air traffic services require reports of the balloon's position at more frequent intervals, the operator shall record the position every 2HR.

The operator of a heavy unmanned free balloon operating above FL600 shall monitor the flight progress of the balloon and forward reports of the balloon's position as requested by ATS. Unless air traffic services require reports of the balloon's position at more frequent intervals, the operator shall record the position every 24HR.

If a position cannot be recorded, the operator shall immediately notify the appropriate ATS unit. This notification shall include the last recorded position. The appropriate air traffic services unit shall be notified immediately when tracking of the balloon is re-established.

One hour before the beginning of planned descent of a heavy unmanned free balloon, the operator shall forward to the appropriate ATS unit the following information regarding the balloon:

a. the current geographical position
b. the current level (FL)
c. the forecast time of penetration of FL600, if applicable
d. the forecast time and location of ground impact

The operator of a heavy or medium unmanned free balloon shall notify the appropriate ATS unit when the operation is ended.

1.5.10 Prohibited Areas and Restricted Areas (SERA.3145)

Aircraft shall not be flown in a prohibited area or in a restricted area, the particulars of which have been duly published, except in accordance with the conditions of the restrictions or by permission of the State over whose territory the areas are established.

1.6 Avoidance of Collisions

1.6.1 General (SERA.3201)

Nothing in these rules shall relieve the pilot-in-command of an aircraft from the responsibility of taking such action, including collision avoidance manoeuvres based on resolution advisories provided by ACAS equipment, as will best avert collision.

1.6.2 Proximity (SERA.3205)

An aircraft shall not be operated in such proximity to other aircraft as to create a collision hazard.

1.6.3 Right-of-way (SERA.3210)

The aircraft that has the right-of-way shall maintain its heading and speed.

An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.

An aircraft that is obliged by the following rules to keep out of the way of another shall avoid passing over, under or in front of the other, unless it passes well clear and takes into account the effect of aircraft wake turbulence.

1.6.3.1 Approaching Head-on

When two aircraft are approaching head-on or approximately so and there is danger of collision, each shall alter its heading to the right.

1.6.3.2 Converging

When two aircraft are converging at approximately the same level, the aircraft that has the other on its right shall give way, except as follows:

- power-driven heavier-than-air aircraft shall give way to airships, gliders and balloons;
- airships shall give way to gliders and balloons;
- gliders shall give way to balloons;
- power-driven aircraft shall give way to aircraft which are seen to be towing other aircraft or objects;
- RPA shall give way to all manned aircraft.

1.6.3.3 Overtaking

An overtaking aircraft is an aircraft that approaches another from the rear on a line forming an angle of less than 70 degrees with the plane of symmetry of the latter, i.e. is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft's left (port) or right (starboard) navigation lights.

An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.

Note: A sailplane overtaking another sailplane may alter its course to the right or to the left.

1.6.3.4 Landing

An aircraft in flight, or operating on the ground or water, shall give way to aircraft landing or in the final stages of an approach to land.

When two or more heavier-than-air aircraft are approaching an aerodrome for the purpose of landing, aircraft at the higher level shall give way to aircraft at the lower level, but the latter shall not take advantage of this rule to cut in front of another which is in the final stages of an approach to land, or to overtake that aircraft. Nevertheless, power-driven heavier-than-air aircraft shall give way to sailplanes.

An aircraft that is aware that another is compelled to land (emergency landing) shall give way to that aircraft.

1.6.3.5 Taking Off

An aircraft taxiing on the manoeuvring area of an aerodrome shall give way to aircraft taking off or about to take off.

1.6.3.6 Surface Movement of Aircraft

In case of danger of collision between two aircraft taxiing on the movement area of an aerodrome or equivalent part of an operating site, the following shall apply:

- when two aircraft are approaching head on, or approximately so, each shall stop or where practicable alter its course to the right so as to keep well clear
- when two aircraft are on a converging course, the one which has the other on its right shall give way
- an aircraft which is being overtaken by another aircraft shall have the right-of-way and the overtaking aircraft shall keep well clear of the other aircraft

At a controlled aerodrome an aircraft taxiing on the manoeuvring area shall stop and hold at all runway-holding positions unless an explicit clearance to enter or cross the runway has been issued by the aerodrome control tower. An aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed further when the lights are switched off.

1.6.3.7 Uncertainty as to the position on the manoeuvring area at aerodrome where ATS are provided (SERA.3212 (a)&(b))

a. Except as provided for in point (b), a pilot in doubt as to the position of the aircraft with respect to the manoeuvring area shall immediately:
   1. stop the aircraft; and
   2. simultaneously notify the appropriate air traffic services unit of the circumstances (including the last known position).
b. When a pilot is in doubt as to the position of the aircraft with respect to the manoeuvring area, but recognises that the aircraft is on a runway, the pilot shall immediately:
   1. notify the appropriate air traffic services unit of the circumstances (including the last known position);
   2. if able to locate a nearby suitable taxiway, vacate the runway as expeditiously as possible, unless otherwise instructed by the air traffic services unit; and then,
   3. stop the aircraft.

1.6.4 Lights to be Displayed by Aircraft (SERA.3215)

a. Except as provided by (e), at night all aircraft in flight shall display:
   1. anti-collision lights intended to attract attention to the aircraft; and
   2. except for balloons, navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights.
b. Except as provided by (e), at night:
   1. all aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights;
   2. unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable;
   3. all aircraft taxiing or being towed on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft;
   4. all aircraft on the movement area of an aerodrome whose engines are running shall display lights which indicate that fact.
c. Except as provided by (e), all aircraft in flight and fitted with anti-collision lights to meet the requirement of (a)(1) shall display such lights also during day.
d. Except as provided by (e), all aircraft:
   1. taxiing or being towed on the movement area of an aerodrome and fitted with anti-collision lights, to meet the requirement of (b)(3); or
   2. on the movement area of an aerodrome and fitted with lights to meet the requirement of (b)(4), shall display such lights also during day.
e. A pilot shall be permitted to switch off or reduce the intensity of any flashing lights fitted to meet the requirement of (a), (b), (c) and (d) if they do or are likely to:
   1. adversely affect the satisfactory performance of duties;
   2. subject an outside observer to harmful dazzle.

1.6.5 Simulated Instrument Flights (SERA.3220)

An aircraft shall not be flown under simulated instrument flight conditions unless fully functioning dual controls are installed in the aircraft and an additional qualified pilot occupies a control seat to act as safety pilot for the person who is flying under simulated instrument conditions. The safety pilot shall have adequate vision forward and to each side of the aircraft, or a competent observer in communication with the safety pilot shall occupy a position in the aircraft from which the observer's field of vision adequately supplements that of the safety pilot.

1.6.6 Operation on and in the Vicinity of Aerodromes (SERA.3225)

An aircraft operated on or in the vicinity of an aerodrome shall:

- observe other aerodrome traffic for the purpose of avoiding collision;
- conform with or avoid the pattern of traffic formed by other aircraft in operation;
- except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC;
- except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.

1.6.7 Water operations (SERA.3230)

1.6.7.1 General

When two aircraft or an aircraft and a vessel are approaching one another and there is a risk of collision, the aircraft shall proceed with careful regard to existing circumstances and conditions including the limitations of the respective craft.

1.6.7.1.1 Converging

An aircraft which has another aircraft or a vessel on its right shall give way so as to keep well clear.

1.6.7.1.2 Approaching head-on

An aircraft approaching another aircraft or a vessel head-on, or approximately so, shall alter its heading to the right to keep well clear.

1.6.7.1.3 Overtaking

The aircraft or vessel which is being overtaken has the right of way, and the one overtaking shall alter its heading to keep well clear.

1.6.7.1.4 Landing and taking off

Aircraft landing on or taking off from the water shall, in so far as practicable, keep well clear of all vessels and avoid impeding their navigation.

1.6.7.2 Lights to be Displayed by Aircraft on the Water

At night or during any other period prescribed by the CAA, all aircraft on the water shall display lights as required by the *Convention on the International Regulations for Preventing Collisions at Sea (1972)*, unless it is impractical for them to do so, in which case they shall display lights as closely similar as possible in characteristics and position to those required by the International Regulations.

1.7 SIGNALS (SERA.3301)

Upon observing or receiving any of the signals indicated below, aircraft shall take such action as may be required by the indicated interpretation of the signal.

1.7.1 Distress and Urgency Signals

1.7.1.1 General

Notwithstanding the provisions in § 1.7.1.2 and § 1.7.1.3 below, an aircraft in distress shall use any means at its disposal to attract attention, make known its position and obtain help.

1.7.1.2 Distress Signals

The following signals, used either together or separately, mean that grave and imminent danger threatens, and immediate assistance is requested:

- a signal made by radiotelegraphy or by any other signalling method consisting of the group SOS (. . . — — — . . . in the Morse Code);
- a radiotelephony distress signal consisting of the spoken word MAYDAY;
- a distress message sent via data link which transmits the intent of the word MAYDAY;
- rockets or shells throwing red lights, fired one at a time at short intervals;
- a parachute flare showing a red light;
- setting of the transponder to Mode A Code 7700.

1.7.1.3 Urgency Signals

The following signals, used either together or separately, mean that an aircraft wishes to give notice of difficulties which compel it to land without requiring immediate assistance:

- the repeated switching on and off of the landing lights; or
- the repeated switching on and off of the navigation lights in such manner as to be distinct from flashing navigation lights.

The following signals, used either together or separately, mean that an aircraft has a very urgent message to transmit concerning the safety of a ship, aircraft or other vehicle, or of some person on board or within sight:

- a signal made by radiotelegraphy or by any other signalling method consisting of the group XXX (— . . — — . . — — . . — in the Morse Code);
- a radiotelephony urgency signal consisting of the spoken words PAN, PAN;
- an urgency message sent via data link which transmits the intent of the words PAN, PAN.

1.7.2 Visual Signals used to Warn an Unauthorized Aircraft Flying in or about to Enter a Restricted, Prohibited or Danger Area

When visual signals are used to warn unauthorised aircraft flying in or about to enter a restricted, prohibited or danger area by day and by night, a series of projectiles discharged from the ground at intervals of 10 SEC, each showing, on bursting, red and green lights or stars shall indicate to an unauthorised aircraft that it is flying in or about to enter a restricted, prohibited or danger area, and that the aircraft is to take such remedial action as may be necessary.

1.7.3 Signals for Aerodrome Traffic

1.7.3.1 Lights and Pyrotechnic Signals

Instructions for aircraft

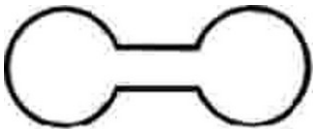
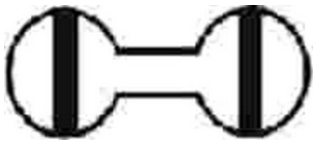
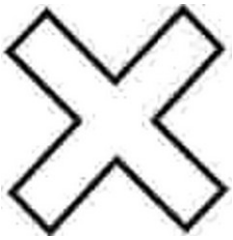
Light		From Aerodrome Control to:	
		Aircraft in flight	Aircraft on the ground
Directed towards aircraft concerned	Steady green	Cleared to land	Cleared for take-off
	Steady red	Give way to other aircraft and continue circling	Stop
	Series of green flashes	Return for landing (*)	Cleared to taxi
	Series of red flashes	Aerodrome unsafe, do not land	Taxi clear of landing area in use
	Series of white flashes	Land at this aerodrome and proceed to apron (*)	Return to starting point on the aerodrome
Red pyrotechnic		Notwithstanding any previous instructions, do not land for the time being	

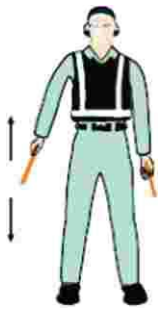
(*) Clearances to land and to taxi will be given in due course.

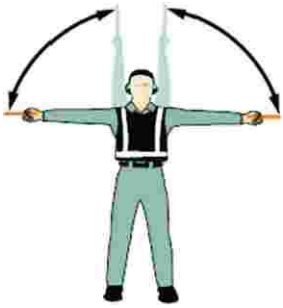
Acknowledgement by an aircraft

	When in flight	When on the ground
During HJ	by rocking the aircraft's wings, except for the base and final legs of the approach	by moving the aircraft's ailerons or rudder
During HN	by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights	

1.7.3.2 Visual Ground Signals

	**1. Prohibition of landing** A horizontal red square panel with yellow diagonals when displayed in a signal area indicates that landings are prohibited and that the prohibition is liable to be prolonged.
	**2. Need for special precautions while approaching or landing** A horizontal red square panel with one yellow diagonal when displayed in a signal area indicates that owing to the bad state of the manoeuvring area, or for any other reason, special precautions must be observed in approaching to land or in landing.
 	**3. Use of runways and taxiways** A horizontal white dumb-bell when displayed in a signal area indicates that aircraft are required to land, take off and taxi on runways and taxiways only. A horizontal white dumb-bell with a black bar placed perpendicular to the shaft across each circular portion of the dumb-bell when displayed in a signal area indicates that aircraft are required to land and take off on runways only, but other manoeuvres need not be confined to runways and taxiways.
	**4. Closed runways or taxiways** Crosses of a single contrasting colour, yellow or white displayed horizontally on runways and taxiways or parts thereof indicate an area unfit for movement of aircraft.

	**12. Slow down engine(s) on indicated side** With arms down and wands toward ground, either right or left wand waved up and down indicating engine(s) on left or right side respectively should be slowed down.
	**13. Move back** With arms in front of body at waist height, arms rotated in a forward motion.
	**14(a). Turns while backing (for tail to starboard)** Left arm pointed with wand down and right arm brought from overhead vertical position to horizontal forward position, repeating right-arm movement.
	**14(b). Turns while backing (for tail to port)** Right arm pointed with wand down and left arm brought from overhead vertical position to horizontal forward position, repeating left-arm movement.
	**15. Affirmative/all clear (*)** Right arm raised to head level with wand pointing up or hand displayed with ‘thumbs up’; left arm remains at side by knee. (*) This signal is also used us a technical/servicing communication signal.

	**16. Hover (*)** Arms fully extended and wands at a 90° angle to sides. (*) For use to hovering helicopters/VTOL-capable aircraft
	**17. Move upwards** (*) Arms and wands fully extended at a 90° angle to sides and, with palms turned up, hands moved upwards. Speed of movement indicates rate of ascent. (*) For use to hovering helicopters/VTOL-capable aircraft
	**18. Move downwards** (from pilot's point of view) **(*)** Arms and wands fully extended at a 90° angle to sides and, with palms turned down, hands moved downwards. Speed of movement indicates rate of descent. (*) For use to hovering helicopters/VTOL-capable aircraft
	**19(a). Move horizontally left** (from pilot's point of view) **(*)** Arm extended horizontally at a 90° angle to right side of body. Other arm moved in same direction in a sweeping motion. (*) For use to hovering helicopters/VTOL-capable aircraft
	**19(b). Move horizontally right (*)** Arms extended horizontally at a 90-degree angle to left side of body. Other arm moved in same direction in a sweeping motion. (*) For use to hovering helicopters/VTOL-capable aircraft

	**20. Land (*)** Arms crossed with wands downwards and in front of body. (*) For use to hovering helicopters/VTOL-capable aircraft
	**21. Hold position/stand by** Arms and wands fully extended downwards at a 45° angle to sides.
	**22. Dispatch aircraft** Standard salute with right hand and/or wand. Eye contact with marshaller shall be maintained until aircraft begins to taxi.
	**23. Do not touch controls (technical/servicing communication signal)** Right arm fully extended above head and fist closed or wand hold in horizontal position; left arm remains at side by knee.

	**24. Connect ground power (technical/servicing communication signal)** Arms fully extended above head; left hand opened horizontally and finger tips of right hand moved into and touched open palm of left hand (forming a 'T'). At night, illuminated wands can also be used to form the 'T' above head.
	**25. Disconnect power (technical/servicing communication signal)** Arms fully extended above head with finger tips of right hand touching open horizontal palm of left hand (forming a 'T'); then right hand moved away from the left. Power will not be disconnected until authorised by flight crew. At night, illuminated wands can also be used to form the 'T' above head.
	**26. Negative (technical/servicing communication signal)** Right arm straight out at 90° from shoulder and wand pointed down to ground or display hand with 'thumbs down'; left hand remains at side by knee.
	**27. Establish communication via interphone (technical/servicing communication signal)** Both arms extended at 90° from body and hands moved to cup both ears.
	**28. Open/close stairs (technical/servicing communication signal) (*)** Right arm at side and left arm raised above head at a 45° angle, right arm moved in a sweeping motion towards top of left shoulder. (*) This signal is intended mainly for aircraft with the set of integral stairs at the front.

1.9.2 Transponder Mandatory Zone (TMZ)

All flights operating in airspace designated as a transponder mandatory zone (TMZ) shall carry and operate SSR transponders capable of operating on Modes A and C or on Mode S, unless in compliance with alternative provisions prescribed for that particular airspace by the ATS authority.

1.9.3 U-Space Airspace

Manned aircraft operating in airspace designated as a U-space airspace, and not provided with an ATC service by the ATS authority, shall continuously make themselves electronically conspicuous to the USSP.

1.10 Air Traffic Control Service

1.10.1 Air Traffic Control Clearances (SERA.8015)

1.10.1.1 Operation subject to clearance

An ATC clearance shall be obtained prior to operating a controlled flight, or a portion of a flight as a controlled flight. Such clearance shall be requested through the submission of a flight plan to an air traffic control unit.

When a flight plan specifies that the initial portion of a flight will be uncontrolled, and that the subsequent portion of the flight will be subject to ATC service, the flight crew shall obtain the clearance from the appropriate ATC unit prior to entering the area where controlled flight will be commenced.

When a flight plan specifies that the initial portion of a flight will be subject to ATC service, and that the subsequent portion will be uncontrolled, the aircraft shall normally be cleared to the point at which the controlled flight terminates.

The pilot-in-command of an aircraft shall inform the ATC unit if an ATC clearance is not satisfactory. In such cases, the ATC unit will issue an amended clearance, if practicable.

Whenever an aircraft has requested a clearance involving priority, a report explaining the necessity for such priority shall be submitted, if requested by the appropriate ATC unit.

If, prior to departure, it is anticipated that, depending on fuel/energy endurance and subject to re-clearance in flight, a decision may be taken to proceed to a revised destination aerodrome, the appropriate ATC units shall be so notified by the insertion in the flight plan of information concerning the revised route (where known) and the revised destination.

An aircraft operated on a controlled aerodrome shall not taxi on the manoeuvring area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit.

1.10.1.2 Read-back of clearances and safety-related information

The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back:

a. ATC route clearances;
b. clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway
c. runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions;
d. transition levels, whether issued by the controller or contained in ATIS broadcasts.

Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.

Voice read-back of CPDLC messages shall not be required, unless otherwise specified by the responsible ATS authority.

1.10.1.3 Coordination of clearances

When prescribed by the ATS unit, aircraft shall contact a downstream ATC unit, for the purpose of receiving a downstream clearance prior to the transfer of control point. Aircraft shall maintain the necessary two-way communication with the current air traffic control unit whilst obtaining a downstream clearance.

1.10.2 Adherence to Flight Plan (SERA.8020)

1.10.2.1 General

Except as provided for in § 1.10.2.2 and § 1.10.2.4 below, an aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate ATC unit, or unless an emergency situation arises which necessitates immediate action by the aircraft, in which event as soon as circumstances permit, after such emergency authority is exercised, the appropriate ATS unit shall be notified of the action taken and that this action has been taken under emergency authority.

Unless otherwise authorized or directed by the appropriate ATC unit, controlled flights shall, in so far as practicable:

- when on an established ATS route, operate along the defined centre line of that route;
- when on any other route, operate directly between the navigation facilities and/or points defining that route.

Unless otherwise authorised or directed by the appropriate ATC unit, an aircraft operating along an ATS route segment defined by reference to VOR shall change over for its primary navigation guidance from the facility behind the aircraft to that

ahead of it at, or as close as operationally feasible to, the changeover point, where established. Deviation from this requirement shall be notified to the appropriate ATS unit.

1.10.2.2 Deviations from the current flight plan

In the event that a controlled flight inadvertently deviates from its current flight plan, the following action shall be taken:

a. Deviation from track: If the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practicable.
b. Deviation from the ATC assigned Mach number/indicated airspeed: the appropriate ATS unit shall be informed immediately.
c. Deviation from Mach number/true airspeed: if the sustained Mach number/true airspeed at cruising level varies by plus or minus M 0.02 or more, or plus or minus 19 KMH (10 KT) true airspeed or more from the current flight plan, the appropriate ATS unit shall be informed.
d. Change in time estimate: except where ADS-C is activated and serviceable in airspace where ADS-C services are provided, if the time estimate for the next applicable reporting point, FIR boundary or destination aerodrome, whichever comes first, changes in excess of 2 MIN from that previously notified to ATS, the flight crew shall notify the appropriate ATS unit as soon as possible.
e. Additionally, when an ADS-C agreement is in place, the ATS unit shall be informed automatically via data link whenever changes occur beyond the threshold values stipulated by the ADS-C event contract.

1.10.2.3 Intended Changes

Requests for flight plan changes shall include information as indicated hereunder:

a. Change of cruising level: aircraft identification, requested new cruising level and cruising speed at this level, revised time estimates (when applicable) at subsequent FIR boundaries;
b. Change of route:
    - Destination unchanged: aircraft identification, flight rules, description of new route of flight including related flight plan data beginning with the position from which requested change of route is to commence, revised time estimates and any other pertinent information;
    - Destination changed: aircraft identification, flight rules, description of revised route of flight to revised destination aerodrome including related flight plan, data beginning with the position from which requested change of route is to commence, revised time estimates, alternate aerodrome(s) and any other pertinent information.
c. Change in Mach number/true airspeed: aircraft identification, requested Mach number/true airspeed.

1.10.2.4 Weather Deterioration below the VMC

When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable, a VFR flight operated as a controlled flight shall either:

a. request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome or operating site, or to leave the airspace within which an ATC clearance is required; or
b. if no clearance in accordance with point (a) can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome or operating site; or
c. if operated within a CTR, request authorization to operate as a special VFR flight; or
d. request clearance to operate in accordance with the instrument flight rules.

1.10.3 Position Reports (SERA.8025)

Unless exempted by the competent ATS authority or by the appropriate ATS unit under conditions specified by that authority, a controlled flight shall report to the appropriate ATS unit, as soon as possible, the time and level of passing each designated compulsory reporting point, together with any other required information. Position reports shall similarly be made in relation to additional points when requested by the appropriate ATS unit. In the absence of designated reporting points, position reports shall be made at intervals prescribed by the appropriate ATS authority or specified by the appropriate ATS unit.

Controlled flights providing position information to the appropriate ATS unit via data link communications shall only provide voice position reports when requested.

When a controlled flight has been exempted from the requirement to report over compulsory reporting points pilots shall, unless automated position reporting is in effect, resume voice or CPDLC position reporting:

- when so instructed;
- when advised that the ATS surveillance service has been terminated, or;
- when advised that the ATS surveillance identification is lost.

The position report shall contain the following elements:

a. aircraft identification;
b. position;
c. time;
d. speed, if assigned by ATC; and
e. other elements as instructed by ATC.

These elements shall be reported as described in the “detailed reporting instructions” of Model AIREP special (see Appendix 5, Point A: https://eur-lex.europa.eu/eli/reg_impl/2024/404/oj).

1.10.4 Termination of Control (SERA.8030)

A controlled flight shall, except when landing at a controlled aerodrome, advise the appropriate ATC unit as soon as it ceases to be subject to ATC.

1.10.5 Communications

1.10.5.1 General (SERA.8035)

a. An aircraft operated as a controlled flight shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and establish two-way communication as necessary with, the appropriate ATC unit, except as may be prescribed by the relevant ATS authority in respect of aircraft forming part of aerodrome traffic at a controlled aerodrome.

   The requirement for an aircraft to maintain an air-ground voice communication watch shall remain in effect when CPDLC has been established.

Note 1: Aircraft with a MTOW of 136000KG or more shall include the word “heavy” immediately after the aircraft call sign at initial contact with ATC.

Note 2: Student pilots should include the word “solo” immediately after the aircraft call sign at initial contact with each ATS unit or Basic Information unit.

b. If a communication failure precludes compliance with point (a), the procedures on communication failures shall be followed as specified in § 1.10.5.2 (SERA.14083).

1.10.5.2 Radio Communication Failure Procedures (SERA.14083)

When an aircraft is unable to comply with § 1.10.5.1, point (a), the flight crew shall attempt to establish contact on the previous channel used and, if not successful, on another channel appropriate to the route.

If these attemps fail, the flight crew shall attempt to establish communication with:

- the appropriate ATS unit;
- other ATS units; or
- other aircraft,

using all available means, including, inter alia, data link, satellite voice and mobile phones and, when successful, advise that contact on the assigned channel could not be established.

When these attemps to establish communications are not successful, the radio communication failure procedures described below shall be applied:

- VFR flights - Communication Failure in VMC: see § 1.10.5.2.1
- IFR flights - Communication Failure in IMC: see § 1.10.5.2.2

The aircraft, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for instructions as may be issued by visual signals.

The signals used in case of communication failure shall be in accordance with § 1.7.

1.10.5.2.1 VFR Flights - Communication Failure in VMC

A VFR flight experiencing communication failure in VMC shall:

- set transponder to Mode A Code 7600 and/or set the ADS-B transmitter to indicate the loss of air-ground communications and;
- continue to fly in VMC;
- land at the nearest suitable aerodrome;
- report its arrival by the most expeditious means to the appropriate ATS unit.

1.10.5.2.2 IFR Flights - Communication Failure in IMC

An IFR flight experiencing communication failure in IMC, or where it does not appear feasible to continue in accordance with VMC (with diversion to the nearest suitable aerodrome) shall:

a. set transponder to Mode A Code 7600 and/or set the ADS-B transmitter to indicate a loss of air-ground communications and;
b. maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 MIN, following:
   - the aircraft’s failure to make a required report; or
   - the time the transponder is set to 7600 and/or the appropriate ADS-B emergency and/or urgency mode is transmitted if surveillance service is provided,
c. thereafter, adjust level and speed in accordance with the filed flight plan as amended by delay and modification messages to the filed flight plan;
d. when being vectored or having been directed by ATC to proceed offset using area navigation (RNAV):
   - with a specified limit, continue to that limit, then rejoin the last received and acknowledged route, taking into consideration the applicable minimum flight altitude; or

- without a specified limit, rejoin the last received and acknowledged route no later than the next significant point, taking into consideration the applicable minimum flight altitude;

e. proceed according to the last received and acknowledged route clearance to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with item (f) below, hold over this aid or fix until commencement of descent;

f. commence descent from the navigation aid or fix specified in item (e) at, or as close as possible to, the EAT last received and acknowledged or, if no EAT has been received and acknowledged, at, or as close as possible to, the ETA;

g. complete an instrument approach procedure as specified for the designated navigation aid or fix;

h. land, if possible, within 30 MIN after the ETA specified in item (f) or the last acknowledged EAT, whichever is later.

The items (b) to (h) are not applicable to IFR flights following a SID route or a STAR route when procedures for radio communication failure are provided on the Standard Departure Chart - Instrument (SID) or Standard Arrival Chart - Instrument (STAR). These IFR flights shall comply with the procedures for radio communication failure specified on the SID or STAR charts.

If an IFR flight encounters VMC and the pilot-in-command decides to continue to fly inVMC, the pilot shall:

- set Mode A Code 7601,
- land at the nearest suitable aerodrome, and
- report arrival by the most expeditious means to the appropriate ATS unit.

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

1.11 Minimum fuel/energy and fuel/energy emergency (SERA.11012)

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

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

1.12 Degraded aircraft performance (SERA.11013)

1.12.1 General

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

1.12.2 Degradation or failure of the RNAV system

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

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

1. The pilot shall inform ATC as soon as possible of any circumstances where the vertical navigation performance requirements for RVSM airspace cannot be maintained. In such cases, the pilot shall obtain a revised ATC clearance prior to initiating any deviation from the cleared route and/or flight level, whenever possible. When a revised ATC clearance cannot be obtained prior to such a deviation, the pilot shall obtain a revised clearance as soon as possible thereafter.
2. During operations in or vertical transit through reduced vertical separation minimum (RVSM) airspace with aircraft not approved for RVSM operations, pilots shall report non-approved status as follows:
   i. at initial call on any channel within RVSM airspace;
   ii. in all requests for level changes; and
   iii. in all readbacks of level clearances.
3. Air traffic controllers will explicitly acknowledge receipt of messages from aircraft reporting RVSM non-approved status.
4. Degradation of aircraft equipment – pilot reported
   i. When informed by the pilot of an RVSM-approved aircraft operating in RVSM airspace that the aircraft's equipment no longer meets the RVSM requirements, ATC will consider the aircraft as non-RVSM-approved.
   ii. Pilots shall inform ATC, as soon as practicable, of any restoration of the proper functioning of equipment required to meet the RVSM requirements.
5. Severe turbulence – not forecast

i. When an aircraft operating in RVSM airspace encounters severe turbulence due to weather or wake vortex that the pilot believes will impact the aircraft's capability to maintain its cleared flight level, the pilot shall inform ATC. ATC will establish either an appropriate horizontal separation or an increased minimum vertical separation.
ii. ATC will, to the extent possible, accommodate pilot requests for flight level and/or route changes and will pass on traffic information as required.
iii. ATC will solicit reports from other aircraft to determine whether RVSM should be suspended entirely or within a specific flight level band and/or area.
iv. The ACC suspending RVSM will coordinate with adjacent ACCs such suspension(s) and any required adjustments to sector capacities, as appropriate, to ensure an orderly progression to the transfer of traffic.

6. Severe turbulence – forecast
   i. When a meteorological forecast predicts severe turbulence within RVSM airspace, ATC will determine whether RVSM should be suspended and, if so, for how long and for which specific flight level(s) and/or area.
   ii. In cases where RVSM will be suspended, the ACC suspending RVSM will coordinate with adjacent ACCs with regard to the flight levels appropriate for the transfer of traffic, unless a contingency flight level allocation scheme has been determined by letter of agreement. The ACC suspending RVSM will also coordinate with adjacent ACCs applicable sector capacities, as appropriate.

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

In the event of an ACAS RA, pilots shall:

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

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

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

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

1.14 Special aircraft observations (SERA.12005)

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

1. moderate or severe turbulence; or
2. moderate or severe icing; or
3. severe mountain wave; or
4. thunderstorms, without hail, that are obscured, embedded, widespread or in squall lines; or
5. thunderstorms, with hail, that are obscured, embedded, widespread or in squall lines; or
6. heavy dust storm or heavy sandstorm; or
7. volcanic ash cloud; or
8. pre-eruption volcanic activity or a volcanic eruption; or
9. the runway braking action encountered is not as good as reported.

Flight crews shall compile the reports using forms based on the model AIREP SPECIAL form. The detailed instructions for reporting, shall be complied with. (see Appendix 5, Point A: https://eur-lex.europa.eu/eli/reg_impl/2024/404/oj).

1. The detailed instructions, including the formats of messages and the phraseologies shall be used by flight crews when transmitting air-reports and by ATS units when retransmitting such reports.
2. Special air-reports containing observations of volcanic activity shall be recorded on the special air-report of volcanic activity form. Forms based on the model form for special air-reports of volcanic activity shall be provided for flight crews operating on routes which could be affected by volcanic ash clouds.

1.15 Supplementary Rules

1.15.1 Ultra-Light Motorized Aircraft

1.15.1.1 In Belgium

Flights with ULM shall only take place during HJ, in VMC, with ground or water in sight and with a visibility of minimum 5 KM, except for circuit training for which a minimal visibility of 3 KM is required.

ULM shall not be used for aerobatic flights.

1.15.1.2 In Luxembourg

Flights with ULM shall only take place during HJ, in VMC and at an altitude of maximum 3500 FT AMSL or 1000 FT AGL, whichever is higher. Except for landing or take-off, no flight shall be performed below 50 M AGL.

Unless authorised by the competent ATS authority, ULM shall not be flown in Luxembourg TMA. In order to obtain such authorisation, the pilot of an ULM shall be holder of an RTF qualification and be able to maintain two-way communications with ATS.

ULM shall not be used for aerobatic flights.

1.15.2 Lighter-than-air Aircraft, Tele-guided Devices, Rockets and Kites

1.15.2.1 In Belgium

The authorisation of the CAA is needed in case of:

- ascents of manned free gas balloons over the congested areas of cities, towns or settlements;
- ascents of airships and captive balloons;
- operation of devices that might cause damage to aircraft in flight such as tele-guided devices, rockets or kites.

Manned free balloons shall not enter controlled airspace unless an ATC clearance has been obtained before ascent and at least 10 MIN before entering the controlled airspace. When entering the controlled airspace, two-way radiocommunications shall be established and maintained with the appropriate control unit.

It is recommended to notify all ascents of manned free balloons to Brussels FIC by phone (+32 (0) 2 206 27 31) or via the operational website of skeyes (ops.skeyes.be - for registered users only) at least one hour before the estimated time of departure. Following information should be provided:

- identification of the balloon;
- name of the pilot;
- telephone number of the place where the pilot can eventually be contacted until the start of the ascent;
- location of the ascent;
- estimated time (UTC) of the ascent;
- estimated time of the flight, maximum altitude and estimated track.

Note 1: In case of loss of two-way radio communications, manned free balloons shall immediately leave the airspace for which a clearance had been obtained.

Note 2: When notifying the balloon flight via the Internet, a confirmation form will be displayed. The internet balloon notification form cannot be used for flights crossing international borders. In this case an appropriate ICAO flight plan shall be filed.

1.15.2.2 In Luxembourg

Captive balloon and kite ascents above 100 M AGL are subject to authorization from the CAA. These ascents are in any case forbidden in each approach sector of an aerodrome up to 100 M on either side of the extended runway centre line from the runway threshold up to a distance of 2 KM before threshold.

Manned free balloons and airships may be operated under the following conditions:

- a balloon or an airship shall not be flown between sunset and sunrise unless it is equipped with at least one flashing light visible in all azimuths and in an angle of at least 30 degrees below and 30 degrees above the horizontal line and at a distance of at least 8 KM;
- a balloon overtaking, while climbing, has the right of way over a balloon being overtaken; the latter shall deviate by all appropriate means from the trajectory of the overtaking balloon;
- only water and/or fine sand may be used as ballast. Dropping of ballast or stays may only be done without undue hazard to persons or property on the ground;
- the operator and the pilot-in-command shall comply with the procedures laid down by the constructor in the operational and maintenance manuals.

Note: Manned balloons fixed to the ground, for any reason, are not to be considered as captive balloons.

1.15.3 Flights Requiring Special Handling by ATC

1.15.3.1 In Brussels FIR/UIR below FL245

Flights conducted in the Brussels FIR/UIR below FL245 (Luxembourg airspace below the upper limit of Luxembourg TMA excl) that have a specific character, requiring special handling by ATC (such as calibration flights, test flights, check flights,

radio relay missions and aerial surveys) must be coordinated at least five working days in advance with the Special Activities Coordination Cell (SPACC) of skeyes, using the form available on the skeyes website (www.skeyes.be).

The SPACC will coordinate the requests with the appropriate ATS authorities and formulate a reply that contains the conditions to execute the requested mission.

The reply contains a file number “SAYYYY.NNNN”, where “YYYY” stands for the year and “NNNN” for the file number itself. Only this reference shall be used by the operator in communications with the appropriate ATS service.

The submission of a flight plan for each aircraft is compulsory. Item15 shall clearly indicate the area and/or route and/or place of the mission and item 18 shall include the reference number (e.g. “RMK/PHOTOMISSION SAYYYY.NNNN” or “RMK/RADIO RELAY SAYYYY.NNNN”).

1.15.3.2 In Brussels UIR above FL245

Flights conducted in the Brussels UIR above FL245 that have a specific character, requiring special handling by ATC (such as calibration flights, test flights, check flights, etc.) must be coordinated at least 24HR in advance with Maastricht UAC by filling the web form available from https://www.eurocontrol.int/muac#operational-contacts or by sending an email with equivalent content to masuac.testflights@eurocontrol.int to obtain acceptance.

Supplementary contact: Executive Duty Supervisor

TEL: +31 43 366 2022

FAX: +31 43 366 1320

2 MILITARY

2.1 Introduction

2.1.1 General Air Traffic

General Air Traffic (GAT): Flights conducted in accordance with the regulations and procedures promulgated by the State Civil Aviation authorities and operating under the control or authority of the civil ATS organization.

2.1.2 Operational Air Traffic

2.1.2.1 General

Operational Air Traffic (OAT): Flights that do not necessarily comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate authorities. OAT is allowed during Steenokkerzeel ATCC OPS hours only (see GEN 3.3).

Outside OPS hours, Steenokkerzeel ATCC does not provide any ATS (nor ATC nor FIS). Planned military flights outside the OPS hours shall therefore:

- file a GAT FPL (Remark: The MIL TACAN routes TG1 and TL4 cannot be filed GAT); or obtain special permission from COMOPS AIR&SPACE to file OAT (72 HR in advance, see ENR 1.10, § 2.1);
- and, contact the civil FIC when entering uncontrolled airspace.

Belgian or foreign QRA aircraft flying in the Brussels FIR/UIR outside Steenokkerzeel ATCC OPS hours will be under control of CRC Beauvechain or under control of an aerodrome ATS unit during their mission.

Controlled flights are:

- flights conducted within controlled airspace and receiving a control service,
- flights in TRA and in TSA above 4500 FT AMSL, and
- flights performing an air defence mission (see § 2.16).

Uncontrolled VFR flights are authorised below 4500 FT AMSL, outside controlled airspace (see ENR 1.2, § 2.5).

Within airspace controlled by military authorities, military pilots shall comply with OAT regulations in accordance with ATS airspace classification. In airspace controlled by civil authorities, pilots should comply with GAT regulations. Military pilots shall cross ATS routes and airways under radar control. If no contact can be established with Steenokkerzeel ATCC, the appropriate civil ATS unit shall be contacted for crossing clearance.

All military activity in Belgian airspace above 4500FT AMSL require an airspace reservation (see ENR 5.2, § 1.3, optional for transiting Belgian military aircraft) and a correct FPL (see ENR 1.10). Transits of foreign aircraft require only a correct FPL (see ENR 1.10) but shall adhere to the airspace permeability rules (see ENR 5.2, § 1.2).

Note: If Police flights are unable to comply with the regulations laid down in this AIP, derogation must be obtained from COMOPS AIR&SPACE Air Operations Support.

2.1.2.2 EUROAT

The Eurocontrol specification for harmonized rules for OAT under Instrument Flight Rules inside controlled airspace of the ECAC area (EUROAT) is applicable within the Brussels FIR/UIR.

The following national exceptions to EUROAT apply:

a. Applicability of ICAO Rules of the Air

"Foreign military flights may be conducted according GAT or OAT rules, depending upon operational requirements of the mission.

b. Flight Plan

Specific regulations related to FPL are laid down in ENR 1.10.

c. Communication

For operational reason, Belgian military aircraft are not required to maintain a continuous listening watch on guard frequency.

The carriage of a serviceable mode S (ELS or EHS) SSR transponder is highly recommended but not yet compulsory for state aircraft flying OAT within the Brussels FIR/UIR including low level VFR flights.

For RPAS flights, the Belgian Military Aviation Authority may approve alternative methods of communication that provide an equivalent level of safety.

d. Altimeter setting procedures

Specific regulations related to altimeter setting procedures are laid down in ENR 1.7.

e. Speed limitation

Specific regulations related to Speed limitation are laid down in § 2.15.3.

f. Military formation flight

Specific regulations related to military formation flight are laid down in § 2.3.2.

g. Supersonic flights

Specific regulations related to supersonic flights are laid down in § 2.9.

h. Flight in an Airspace Reservation

Even when declaring MARSA aircraft will receive TRA service. TRA service see GEN 3.3, § 3.2.2.

When flying an air defense mission the pilot shall receive Close Positive or Loose Positive Control (see § 2.16.2), therefore MARSA can not be declared.

i. Radio communication failure

Specific regulations related to radio communication failure are laid down in ENR 1.6, § 2.4.

j. Formation lost wingman (lost lead)

National procedures differ from the definition given by EUROAT.

2.2 Compliance with the Rules of the Air

The operation of an aircraft either in flight or on the movement area of an aerodrome shall be in compliance with the general rules and shall, when in flight, be conform the ATS airspace classification (see ENR 1.4) and in addition, either with:

- the Visual Flight Rules (see ENR 1.2)
- the Instrument Flight Rules (see ENR 1.3)

2.3 Separation

2.3.1 Minimum Separation

2.3.1.1 Separation applied by the Pilot-in-Command

When, in accordance with airspace classification, separation is the responsibility of the pilot-in-command, a minimum standard separation shall be maintained.

- Military aircraft shall not be flown closer than 2000FT horizontally to civil aircraft, military transport aircraft or military light aircraft.
- Military aircraft shall not be flown closer than 1NM to helicopters.
- It is prohibited to position an aircraft in close formation with a high-winged aircraft without the knowledge of the pilot-in-command of the latter.
- It is prohibited to simulate attacks on training aircraft, aircraft participating to air refuelling operations and on helicopters operating in the HTA.

2.3.1.2 Radar Separation

When, in accordance with airspace classification, separation is the responsibility of the air traffic/defence controller, the regulations laid down in *ICAO Doc 4444*, *ICAO Doc 7030* and *ICAO Doc 9574* apply.

In military CTR and military TMA, horizontal separation can be reduced to:

1. 3 NM when the aircraft are within 40 NM of the Radar antenna, with a 5 sec radar refresh rate minimum (For approach control purpose only).
2. 2.5 NM between succeeding aircraft which are established on the same final approach track within 10 NM of the runway end. A reduced separation of minimum of 2.5 NM may be applied, provided:
    - braking action is reported as good and runway occupancy times are not adversely affected by runway contaminants such as slush, snow or ice;
    - a radar system with an update rate of 5 seconds or less is used and that the aircraft are within 40NM of the Radar antenna;

the aerodrome controller is able to observe visually the runway-in-use and associated exit and entry taxiways;

distance-based wake turbulence separation is respected;

aircraft approach speeds are closely monitored by the controller and when necessary adjusted so as to ensure that separation is not reduced below the minimum.

If the intentions of an aircraft are unknown, the vertical separation, if applied, will be enlarged to 5000FT in order to ensure sufficient time for the controller to react in order to have ICAO standard separation at all times. The horizontal separation to be applied to an aircraft with unknown intentions remains 5NM.

Aircraft with unknown intentions are defined as:

- Aircraft entering or within controlled airspace, a TRA or a TSA without radio contact with the appropriate ATC/AD agency.
- Aircraft entering controlled airspace, a TRA or a TSA without clearance from the appropriate ATC/AD agency.
- Aircraft within controlled airspace, a TRA or a TSA diverging from their last received clearance.
- Aircraft on an ATS route or within a CTA with unclear intentions.

The intentions of an aircraft flying within uncontrolled airspace even without radio contact are not to be considered as unknown.

2.3.1.3 Separation (visual) applied by AD controllers

In the circuit VFR applies and consequently pilots are responsible for the separation. The controller will assist by providing all necessary information about other traffic in the CTR and by issuing clearances and instructions for sequencing. Clearances to land and to take-off are issued respecting the following rules:

1. Take-off: aircraft will only be cleared for take-off when the preceding departing aircraft has crossed the end of the RWY or has commenced a turn and when the preceding landing aircraft has vacated the RWY.
2. Landing: aircraft will only be cleared to land when the preceding departing aircraft has crossed the end of the RWY or has commenced a turn and when the preceding landing aircraft has vacated the RWY.

These rules do not apply to:

- Aircraft in formation.
- Aircraft landing on different RWYs when simultaneous landings are possible.
- Aircraft under operational requirements, incompatible with these rules.

2.3.2 Formation Flights

a. Military Authority Assumes Responsibility for Separation of Aircraft (MARSA)

MARSA acknowledges from the respective formation (mission) leader to the ATCO that the military participants involved in an OAT flight assume responsibility for separation (safety distance) between participating military aircraft, thus relieving the ATCO from his responsibility to ensure prescribed separation minima. The remaining responsibility of the ATCO is to provide prescribed separation between military aircraft engaged in MARSA operations and other non-participating IFR aircraft.

b. Separation

ATC is only allowed to treat a formation as a single speaking unit if all elements stay within a radius of 1NM horizontally from the lead aircraft and within 100FT vertically from the lead aircraft (military standard formation).

Exceptionally, a controller may increase the separation between the lead aircraft and all other elements within the formation to maximum 3NM horizontally and/or 1000FT vertically. (non-standard formation)

If a formation is more widely dispersed, the elements of it shall be regarded as separate speaking units. During initial radio contact, the leader shall announce the number of aircraft and the type of formation.

To ensure that the minimum required horizontal radar separation, for each element of a military standard formation, is guaranteed with other traffic, an ATCO shall increase the minimum required horizontal radar separation from other traffic with 1NM, in the case that the other traffic is also a military standard formation, 2NM will be added.

For non-standard formation the minimum required horizontal and/or vertical separation with other traffic shall be increased according to the maximum cleared distance from the lead aircraft.

During radar trail departures and recoveries, a controller may allow the separation between the lead aircraft and all other elements of the formation to be higher than 3NM horizontally and/or 1000FT vertically. For this type of departure / recovery, all elements of the formation shall squawk Mode 3/A and Mode C.

Radar trail departures and recovery shall only be granted by the controller if minimum radar separation with other traffic can be guaranteed for each element of the formation.

Unless otherwise coordinated, all elements of the formation shall stay within a radius of 1NM horizontally from the lead aircraft and within 100FT vertically from the lead aircraft whilst crossing civil controlled airspace (e.g airways) or before being transferred to a non Belgian Air Force ATS unit.

c. Safety distance between two or more formation flights

In the event that an aerial operation requires two or more formation flights to operate below prescribed IFR separation minima between individual formation flights, the formation leaders shall be responsible for sufficient safety distance between their individual formation flights.

This responsibility shall be accepted from the respective formation leaders by stating “MARSA”, relieving the ATCO from his responsibility to maintain prescribed IFR separation minima in regard to the formation flights concerned.

d. Formation break up (split)

Except in an emergency, a formation break up shall only occur after planning, advanced coordination and approval by ATC.

Prior to the planned formation break up, the formation leader shall inform ATC whether to break up the formation flight into single aircraft or elements.

The formation leader shall inform ATC about his intended aircraft/element break up sequence, call signs and position of these aircraft/elements relative to the formation leader's aircraft. Aircraft/elements shall receive separate clearances and transponder codes from ATC.

As soon as the formation break up has been directed by ATC for the respective aircraft/element, this aircraft/element is no longer part of the previous formation flight and shall follow subsequent ATC instructions issued to them.

However, ATC shall only assume responsibility for separation between the aircraft/elements that are conducting the formation break up after prescribed separation minima have been established. Until then, the individual pilot-in command/ element-leader is responsible for maintaining sufficient safety distance.

e. Formation join up

When a formation join up is controlled by an ATCO, he/she shall apply standard separation criteria between individual aircraft wishing to join a formation, until the formation leader accepts responsibility for maintaining sufficient safety distance between the aircraft concerned.

The formation leader, once he is safely able to do so, shall confirm his assumption of responsibility for maintaining sufficient safety distance between his aircraft, the aircraft comprising the formation and the joining aircraft by stating "MARSA"; whereupon ATC shall transfer responsibility for the joining aircraft to the formation leader.

f. Lost wingman (Lost lead) procedures

In any lost wingman situation, an immediate initial safety distance between aircraft is essential for flight safety to avoid a potential mid-air collision. Therefore, each wingman losing sight/contact of the aircraft preceding him or being unable to maintain formation for other reasons shall immediately execute the procedures relevant to his flight position, while transitioning to instrument flying and resuming own navigation.

Note: Irrespective of the nationally prescribed lost wingman procedures, their execution may result in a loss of minimum IFR separation in respect to other air traffic and is an emergency situation for ATC.

Recommendation: in order to immediately alert ATC and allow to safely resolve resulting conflict potentials without undue delay, the following should be executed in addition to the appropriate lost wingman procedure:

- Formation leader squawks emergency and informs the appropriate ATC unit as soon as possible.
- Each pilot-in-command executing a lost wingman procedure squawks as directed by the appropriate ATC unit as soon as practicable.

g. Formation radio failure

A formation flight in which a flight member experiences total radio failure shall comply with the procedures outlined for this case within the standard operating procedures (SOP) of their appropriate national authority.

If the SOP requires deviations from a given clearance, the flight leader or the pilot of aircraft with the serviceable radio shall inform the ATC unit and request a different clearance.

In the event that the total radio failure affects all aircraft of the formation flight, the formation leader shall ensure compliance with basic ICAO radio failure procedures.

In case a formation break up is required for safe approach and landing all aircraft or element-leader of the formation flight shall squawk Mode 3, Code 7600, as soon as the break-up was initiated by the formation leader and continue to ensure compliance with basic ICAO radio failure procedures.

2.4 Airborne and traffic collision avoidance system (ACAS/TCAS)

2.4.1 Single Aircraft

If equipped with ACAS/TCAS, single aircraft shall operate in the traffic alert/resolution advisory (TA/RA) mode outside ARES.

2.4.2 Formation Flight

In a standard military formation, if equipped with ACAS/TCAS, only the lead aircraft shall operate in the TA/RA mode. Nevertheless, the aircraft operating in the TA/RA mode shall also be the one operating the transponder.

In the event that mission requirements would necessitate to not using ACAS/TCAS, the rules of the state in which the flight is taking place shall apply. In the absence of such rules, a deviation from § 2.4.1 or § 2.4.2 is not permissible, unless prior permission has been obtained from the appropriate national authority.

2.5 Cruising Level

The cruising levels at which a flight or a portion of a flight is to be conducted shall be in terms of:

- Flight levels (FL), for flights above the TA (4500FT)
- Altitudes (ALT), for flights at or below the TA (4500FT)

The Levels at which a flight shall be conducted are specified in the FPL:

- In terms of flight level for that part of the flight which is conducted at or above the transition level.
- In terms of altitude for that part of the flight which is conducted at or below the transition altitude.

The chosen flight levels shall ensure an adequate terrain clearance at all points along the route and shall conform to the traffic requirements and be in accordance with the table of cruising levels.

The information required determining the lowest flight level to ensure terrain clearance may be obtained from the air traffic control centres or from the Belgian Air and Space Component meteorological offices.

The transition altitude for the aerodromes of departure and arrival and for alternate aerodromes located outside the Brussels FIR shall be noted. These transition altitudes may be obtained from the air traffic control services.

Pilots shall keep in mind that rules concerning altimeter setting and transition altitude may differ from one country to another.

The following procedure shall be applied in non controlled airspaces:

- The altimeter setting 1013.2 HPA (29.92 Inches) shall always be used above 4500FT AMSL. At or below this altitude, the regional QNH altimeter setting will be used.
- Non-controlled VFR flights conducted at or below 3000FT AGL are not to maintain a semi-circular cruising altitude.

2.6 Persons on Board

At the first contact with a military ATS unit on an aerodrome the pilot shall report the number of POB. In case of omission the ATS unit will request this information.

2.7 Low Flying Regulations

2.7.1 Applicability

In the Brussels FIR, the low flying regulations specified below are applicable to every OAT flight conducted below 4500FT AMSL and to every OAT flight if descending from controlled airspace and passing the transition level. Security flights under control of a Belgian Air Defence Station are an exception.

2.7.2 Minimum Safety Height

2.7.2.1 General

The minimum safety height is the vertical buffer between the flown altitude and the top of every obstacle in a specified radius along the flight path of an aircraft. The minimum safety height shall be respected in order:

- to reduce the risk of collision with ground obstacles
- to allow manoeuvring away from populated areas in the event of technical aircraft failure
- to reduce noise pollution
- to maintain a vertical buffer relative to UAS operated VLOS as per *EU regulation 2019/947*

All military aircraft shall comply with the rules described in this paragraph, except:

- for take-off and landing
- for SAR operations (real and training mission)
- for a mission ordered by other ministries (e.g. inspection of fishing activities, inspection of the sea pollution, ….)
- if approved by COMOPS AIR&SPACE
- in the cases specified in § 2.7.2.2.2, § 2.7.2.2.3 (fixed wing aircraft) and § 2.7.2.3.2 (helicopters).

2.7.2.2 Minimum Safety Height for Fixed Wing Aircraft

2.7.2.2.1 General

- VFR day flight:
  1000FT above the highest obstacle within a radius of 600M of the aircraft, except for Belgian light propeller training aircraft for which a minimum altitude of 500FT above the highest obstacle within a radius of 600M of the aircraft must be respected.
- VFR night flight:
  1000FT above the highest obstacle within a radius of 5KM of the aircraft.
- IFR flight:
  1000FT above the highest obstacle within 8KM of the estimated position of the aircraft

2.7.2.2.2 Exceptions: Application of Higher Minima

Over congested areas, towns, industrial sites, nuclear power station, LNG terminals and gatherings of people in the open, aircraft shall maintain a height sufficient to permit an emergency landing without endangering any persons or property on the surface. This height shall not be less than 2000FT (1000FT for twin engine police aircraft) above the highest obstacle within a radius of 600M from the aircraft in VFR, or within a radius of 8KM in IFR.

It is prohibited for military aircraft to fly over Brussels city below FL200, except for landing and take-off at EBBR. It is recommended that jet aircraft should avoid other large cities below FL200.

Over a strip of 5NM either side of the Belgian coastline at least FL100 must be maintained, except for flights to and from the United Kingdom and for aircraft participating in combined Land - Air and Space Component anti-aircraft exercises at Lombardsijde for which the minimum altitude to cross this strip is 2000FT. This rule is not applicable to state aircraft verifying marine and surface water pollution.

2.7.2.2.3 Exceptions: Application of Lower Minima

Belgian fixed wing aircraft are allowed to operate below 1000FT AGL:

- Within the lateral limits of the LFA Ardennes, with a minimum of 500FT above the highest obstacle within a radius of 600M of the aircraft, if all of the following conditions are fulfilled:
  - VFR day flight
  - If essential for the training value of the mission
- Within the LFA Ardennes, when activated by NOTAM, the minimum safety height to be respected is 250FT above the highest obstacle within a radius of 600M of the aircraft.
- Outside the lateral limits of the LFA Ardennes, Belgian fixed wing aircraft are only authorised to fly below 1000FT AGL according to a COMOPS AIR&SPACE tasking (e.g. final portion of a COA IPR fly past) and if all of the following conditions are fulfilled:
  - VFR day flight
  - Minimum 500FT above the highest obstacle within a radius of 600M of the aircraft.
- In the LFA11, when activated by NOTAM, but only outside the strip mentioned in § 2.7.2.2.2 above, the minimum safety height to be respected is 250FT above the highest obstacle within a radius of 600M of the aircraft if all of the following conditions are fulfilled:
  - The aircraft must carry a serviceable radar altimeter
  - The horizon must be clearly defined
  - If the radar altimeter is inoperative, the minimum height to be respected is 500FT above the highest obstacle within a radius of 600M of the aircraft

The overflight of ships not participating in the exercise shall be avoided at all times.

Foreign fixed wing aircraft are allowed to operate below 1000FT AGL:

- Within the LFA Ardennes, after prior authorisation from COMOPS AIR&SPACE (See ENR 5.2, § 3.2) and when subsequently activated by NOTAM, the minimum safety height to be respected is 250FT above the highest obstacle within a radius of 600M of the aircraft.

Fixed wing aircraft, Belgian and foreign, are allowed to operate below 1000FT AGL:

- In exercise ranges designated as danger area or restricted zones, according to the applicable publications and procedures (AIP, range orders...).

The minimum safety height for Belgian light propeller training aircraft operating in VFR by day is 500FT above the highest obstacle within a radius of 600M of the aircraft.

Belgian military training aircraft SF-260 are authorised to perform Practice Forced Landings (PFL) within the lateral limits of EBD37 - TRAINING SECTOR, for which the minimum safety height to be respected is 200FT above the highest obstacle within a radius of 600M of the aircraft.

15 W fixed wing aircraft are authorised to fly below 1000FT AGL:

- Within the lateral limits of the LFA Ardennes by night with NVA/NVG the minimum safety height to be respected is 500FT above the highest obstacle within a radius of 1NM of the aircraft.
- Along predetermined routes using NVG the minimum safety height to be respected is 500FT above the highest obstacle within a radius of 1NM of the aircraft as indicated on the Obstacle sheets per leg, avoiding populated areas.
- Along the 15W navigation routes by daylight in order to update the obstacle clearance sheet on a yearly basis the minimum safety height to be respected is 500FT above the highest obstacle within a radius of 600M of the aircraft.
- Along prescribed run-ins of drop zones published in the latest version of the SYLTEC 9102 DROPZONES, according following limitations:
  - VFR by day: minimum safety height to be respected is 500FT above the highest obstacle within a radius of 600M of the aircraft.
  - VFR by night without NVA/NVG: minimum safety height to be respected is 1000FT above the highest obstacle within a radius of 1NM of the aircraft AND minimum safety height to be respected is 500FT above the highest obstacle within a radius of 5KM of the aircraft.
  - VFR by night with NVA/NVG: minimum safety height to be respected is 500FT above the highest obstacle within a radius of 1NM of the aircraft.

2.7.2.3 Minimum Safety Height for Helicopters

2.7.2.3.1 General

- VFR day flight:
  500FT above the highest obstacle within a radius of 50M of the helicopter.
- VFR night flight:
  500FT above the highest obstacle within a radius of 3KM of the helicopter.
- Night vision aids (allowed exclusively for Belgian helicopters):
  In the HTA at an altitude between GND and 500FT AGL, speed and height shall be adapted in function of the contours and cover of the ground. Along the predetermined routes: 200FT above the highest obstacle within a radius of 3KM of the helicopter.

2.7.2.3.2 Exceptions

Belgian military helicopters are authorised to operate at or above 300FT AGL along predetermined routes and within CTR.

In all the HTAs and in the LFA 11, a lower minimum safety height is allowed for Belgian helicopters. The helicopters booked in those areas are authorised to fly within the published vertical limits of the specific area. In the HTA Ardennes however, climb-out to 250FT or above is not allowed in order to avoid the LFA Ardennes, unless air safety dictates otherwise.

The overflight of cities by single engine helicopters is prohibited, except along predetermined routes in which case the altitude and speed must be sufficient to permit an emergency landing without endangering any person or property on the ground. Helicopters shall avoid overflying populated areas and industrial sites.

A strip of 5NM on either side of the Belgian coastline is prohibited. This rule does not apply to helicopters to and from EBFN or EBOS, for flights to and from the United Kingdom and for helicopters participating in combined exercises at Lombardsijde (EBR17A) or over the North Sea. In these cases, the minimum altitude to cross the strip of 5NM on either side of the Belgian Coast, is 2000FT.

2.7.2.4 Belgian Military helicopter landings outside aerodromes

2.7.2.4.1 Use of civilian heliports

Landing will only be authorized when authorization is obtained from the heliport operator prior arrival, by contacting the phone number or via the email address mentioned in the Heliport Data sheet (see list in AD 1.3), even when the type of military helicopter does not comply with limitations mentioned in AD 1.3 such as: performance class, dimensions, platform strength, arrival routes and opening hours (including night operations with or without night vision aids).

The heliport owner remains responsible for heliport safety area as per CAA regulations.

Exception:
In case of emergency or for flight safety reasons, a pilot may derogate and land without authorization. If he does so, he shall notify the controlling authority immediately and he shall notify his unit OPS section as soon as possible after landing.

2.7.2.4.2 Landing outside recognized and prepared landing sites

Field landing training exercises can only be performed in a reserved and active HTA Ardennes or inside a CTR, danger or restricted areas.

Exception:
In case of emergency or for flight safety reasons, a pilot may derogate and land outside recognized and prepared landing sites. If he does so, he shall notify the controlling authority immediately and he shall notify his unit OPS section as soon as possible after landing.

Real aeromedical evacuation missions are authorized to derogate and land outside recognized and prepared landing sites if the medical urgency requires so.

Training aeromedical evacuation missions can derogate and land outside recognized and prepared landing sites if prior permission of the site owner is obtained.

Military Helicopters can derogate and land outside recognized and prepared landing sites if prior permission of COMOPS AIR&SPACE and the site owner is obtained.

2.7.3 Low Level Cross-Channel Traffic

Military aircraft may operate at or above 500FT over the sea (Oostende CTR excluded).

Belgian jet pilots, before overflying the Strait of Dover at or above 500FT, shall make an RTF broadcast on FREQ 362.300 MHZ, stating position (in relation to a geographical feature), heading and height. This broadcast will not be acknowledged.

2.7.4 Low Level Abort Procedure

2.7.4.1 Navigation (unsure of position)

The pilot shall climb to the emergency safe altitude (4300FT AMSL) maintaining VMC and shall re-establish position by own means. If the pilot cannot confirm his position, he may request assistance from Belga Information or Brussels FIC outside the ATCC OPS HR (see GEN 3.3).

2.7.4.2 Weather deterioration

The pilot shall alter heading to maintain VMC and weather minima for low-level flight or he may request assistance from Belga Information or Brussels FIC outside the ATCC OPS HR (see GEN 3.3) maintaining VMC if possible. If unable to continue, return to base in VMC, the pilot should abort.

2.7.5 Abort Procedure

The pilot shall climb to the emergency safe altitude (4300FT AMSL) and shall switch the IFF/SIF to EMERG and Mode C when encountering IMC without ATC clearance. The pilot shall call Belga Information or Brussels FIC outside the ATCC OPS HR (see ENR 2.1, § 3).

2.7.6 Emergency

The pilot shall climb as necessary and shall switch the IFF/SIF to EMERG and Mode C. If no contact can be established with Steenokkerzeel ATCC on 374.400MHZ or 129.325MHZ, the pilot shall pass a distress message on 243.000MHZ or 121.500MHZ.

2.8 Night Flight

2.8.1 Definition

Night flights are all flights or parts thereof conducted between 30MIN after SS and 30MIN before SR.

2.8.2 Time Schedule

Complementary to the regulations mentioned in COMOPS AIR&SPACE Flying Window (CAIR-SPS-OPSDIR-AOCC-201), the following rules are applicable. SAR missions are authorised to fly at night. Except for Belgian transport aircraft, night flights are not authorised from 01 JUL until 31 AUG. Night flights are not authorised between 2300 and 0500 (2200 and 0400). Deviations to the above mentioned rules can be authorised by COMOPS AIR&SPACE.

2.8.3 Authorised Night Flight

2.8.3.1 Jet Aircraft

Are authorised:

- Flights below 4500FT AMSL within controlled airspace, and
- Flights above 4500FT AMSL, and
- Flights on published BENE routes, and
- Flights on published DARK FALCON routes (see ENR 3.3) and,
- Flights in accordance with the CAIR-SPS-OPSDIR-AOCQ-202.

2.8.3.2 Transport Aircraft

Are authorised:

- Flights below 4500FT AMSL within controlled airspace, and
- Flights above 4500FT AMSL are authorised, and
- Exclusively for Belgian propeller transport aircraft, flights along the Navigation Routes 15W Tpt (see ENR 3.3).
- Flights of Belgian propeller transport aircraft involved in paradrop exercises under the following conditions:
  - Minimum level 1000FT AGL,
  - Drop zone is clearly mentioned in the flight plan and
  - Coordination is done by AMC.

2.8.3.3 Helicopters

Are authorised:

- Flights below 4500FT AMSL within controlled airspace; and only for training and real SAR flights in uncontrolled airspace, and
- Flights above 4500FT AMSL, and
- Exclusively for Belgian helicopters, flights using NVG/NVA along NVG Link Routes (see § 2.8.4.2 and ENR 3.3) and flights in HTA 10 and LFA 11 (see ENR 5.2).

2.8.3.4 Other Cases

All night flights not mentioned above, are subject to prior authorisation by COMOPS AIR&SPACE.

2.8.4 Use of Night Vision Aids (NVA) or Night Vision Goggles (NVG)

2.8.4.1 Fixed Wing Aircraft

Foreign fixed wing aircraft are not allowed to fly with NVA/NVG in the Brussels FIR, unless prior authorization has been obtained from COMOPS AIR&SPACE.

Training of flights with NVA/NVG shall be performed along a net of predetermined routes, except for Belgian military jets flying in accordance with the CAIR-SPS-OPSDIR-AOCQ-202, as described in ENR 3.3, § 2.2.2. The altitudes mentioned in ENR 3.3, § 2.2.2 are minimum altitudes and should be adhered to at all times. Transport aircraft may fly above the lateral limits of the LFA Ardennes by night with NVA/NVG from 500FT AGL above the highest obstacle within 1 NM radius.

Reservation of any link route shall be coordinated by AMC based on an IFR FPL submitted to ATCC ARO (EBMIZGZF) before 1100 of the same day. The requested route(s) will be described in FPL field 15 (ROUTE). Coordination of several NVA/NVG flights within Brussels FIR shall be the performed by AMC.

When flying with NVA/NVG in uncontrolled airspace, pilots shall listen out on 362.350MHZ and at every reporting point along their route, transmit the following: Callsign, route followed + direction, reporting point and altitude. NVA/NVG night flying may be performed in control zones, following previous coordination with local air traffic control.

Anticollision lights and position lights shall be switched on, except:

- In formations: only the last element to have all lights on
- Inside mission-allocated TRA/TSA

2.8.4.2 Helicopters

Foreign helicopters, with the exception of real SAR flights, are not allowed to fly with NVA/NVG in the Brussels FIR, unless prior authorisation has been obtained from COMOPS AIR&SPACE.

Training flights with NVA shall be performed in the HTAs, LFA 11 and along a net of predetermined link routes as described in ENR 3.3, § 2.5. The HTA can be activated for helicopter low flying by night with NVA/NVG from GND up to 500FT AGL. Reservation of a HTA and of a link route shall be coordinated by AMC based on an IFR FPL submitted to ATCC ARO (EBMIZGZF) before 1100 (1000) the same day. The requested HTA and the link route will be described in flight plan field 15 (ROUTE). The activation of the reserved HTA will be announced by NOTAM. Coordination and deconfliction of several NVA flights within a HTA shall be the responsibility of the operator. Coordination of several NVA/NVG flights within Brussels FIR shall be the performed by AMC.

When flying with NVA/NVG in uncontrolled airspace, pilots shall listen out on 362.350MHZ and at every reporting point along their route, transmit the following: Call sign, route followed + direction, reporting point and altitude. NVA/NVG night flying may be performed in control zones, following previous coordination with local air traffic control.

Anti-collision lights and position lights shall be switched on, except:

- Outside CTR: anti-collision lights may be in NVG mode
- Inside CTR: when in short final or take-off below 300FT AGL
- In formations: only the last element to have all lights on
- In exceptional operational circumstances

2.8.5 Flight Planning

OAT night flights in the Brussels FIR conducted entirely or partially in class G airspace require the submission of an IFR FPL, (also those executed under VFR or with NVA/NVG) before 1100 (1000) the same day, including ATCC ARO (EBMIZGZF) as addressee. OAT night flights in the Brussels FIR/UIR conducted entirely in controlled airspace (class C and D) require the submission of a FPL at least 60 MIN before ETD. The ATCC ARO (address EBMIZGZF) shall coordinate night flights conducted in class G airspace and for which an IFR FPL is submitted.

AMC will endeavour to reduce the risk of collisions by deconflicting planned missions based on received IFR FPL by sending all received FPL to the other participating squadrons. This deconfliction process does not take CIV VFR flights into account. The AMC is not providing a separation service to ACFT during the flight.

2.9 Supersonic Flight

Supersonic flights are authorised from MON to FRI between 0700-1700 (0600-1600). They are prohibited on SAT, SUN and HOL, except when especially authorised by COMOPS AIR&SPACE. However, the number of supersonic flights will be limited to those necessary for maintenance in flight tests of Belgian aircraft and those scheduled in the Belgian training syllabi for pilots. Exceptions can be authorised by the COMOPS AIR&SPACE Air Operations Support.

Supersonic flights must be performed under radar control (SSR compulsory). Only during air defence exercises with CRC Beauvechain, supersonic flights may be performed under loose Positive Control, provided the pilot declares his intention to pass supersonic to the air defence controller. The pilot must receive the clearance before passing supersonic. Nevertheless, the pilot shall cross ATS routes and airways under radar control.

Supersonic flights are prohibited below FL360 and at all levels in the following areas (see ENR 6-INDEX.10):

- Brussels: circle of 8NM radius centred on 505042N 0042147E
- Antwerp: circle of 6NM radius centred on 511230N 0042500E
- Gent: circle of 6NM radius centred on 510245N 0034400E
- Liege: circle of 10NM radius centred on 503800N 0053530E
- The area delimited by two circles of 6NM radius centred on Mons (502700N 0035700E) and Charleroi (502500N 0042700E), connected by their common tangents
- All foreign airspaces, delegated to Belgian ATS

Before any descent, speed will be reduced to M0.98, except that supersonic descent may be maintained till reaching FL500. Pilots will advise the controller when starting and ending a supersonic flight, even when flying accidentally through M1, so that time and track can be logged.

2.10 Aerobatics

Aerobatics shall be performed under the conditions prescribed by the appropriate authority. Aerobatics shall be performed above 4500FT AMSL except in controlled airspace where the controlling authority can grant a deviation from this rule, and in designated temporary or permanent areas (see ENR 5). Visibility must be more than 8KM. It is prohibited to perform aerobatics above towns, congested areas, industrial sites, LNG terminals, nuclear power stations or gatherings of people in the open. All aerobatic manoeuvres are forbidden below FL100 during night flight. Exceptions to these rules can be granted by the Chief of Staff of the Belgian Air and Space Component.

2.11 Air Refuelling

Air refuelling in the Brussels FIR/UIR can be conducted in a TRA or CBA.

2.11.1 Procedure

Tankers and receivers will establish initial radio contact with Steenokkerzeel ATCC for radar vectored join up. Steenokkerzeel ATCC will provide radar vectors to tankers in order to keep the Air-to-Air Refuelling Cell within the defined area. Dissimilar tankers will not use the same block time.

All aircraft shall file an IFR flight plan to the scheduled refuelling area. The flight plan shall include the following entry in Item 18: 'RMK/ IN-flight REFUELLING AREA … (area name as appropriate) APPROVAL REQ'. While in the air refuelling area, the tanker and receivers shall squawk Mode 3 as directed and Mode C. After completion of refuelling operation, en-route to exit point, tactical aircraft shall report to Steenokkerzeel ATCC for hand-off coordination. For aircraft departing towards France, departure clearance requests should be submitted 30 MIN in advance.

2.11.2 Scheduling

Air-to-air refuelling operations shall be scheduled from MON to FRI only (HOL excl).

2.12 Parachute Dropping

2.12.1 Planning

2.12.1.1 Standard

Parachute dropping can take place within the limits of the permanently reserved airspaces designated for this activity without prior notification.

2.12.1.2 Non-Standard

For military parachute dropping activities, the airspace reservation request shall be addressed to COMOPS AIR&SPACE Air Operations Support at least 10 working days before the activity.

If the airspace foreseen for the parachute dropping is affecting a civil controlled airspace and/or is taking place above 4500FT AMSL, request shall be addressed to COMOPS AIR&SPACE Air Operations Support at least 3 weeks before the activity.

2.12.2 Minimum Safety Height

- VFR flight:
  When the visibility is less then 8 KM and at night, 500 FT above the highest obstacle located within a radius of 8 KM around the estimated position of the aircraft.
- IFR flight:
  1000 FT above the highest obstacle located within 8 KM around the estimated position of the aircraft.

2.12.3 Weather Minima for Parachute Dropping

2.12.3.1 Cloud base

Drop height + 100 FT

2.12.3.2 Visibility

- One aircraft: 2 KM
- Formation: 3 KM for one drop, 5 KM for more drops

Note: Radar beacon drop: 1.5 KM, clear of clouds and in sight of the ground, only one aircraft and CARP within dropping zone limits.

2.12.3.3 Wind

- Personnel drops:
  day: ground 20 KT - drop height 30 KT
  night: ground 10 KT - drop height 30 KT
- Equipment drops:
  day: ground 20 KT - drop height 30 KT
  night: ground 20 KT - drop height 30 KT

2.13 Target Towing

2.13.1 Notification

Target towing flights shall be coordinated with Steenokkerzeel ATCC and be notified to EBSZ NOF at least two working days before the planned date.

2.13.2 Area

Target towing can only be executed in a TRA or CBA under radar control.

2.13.3 Flight Conditions

Target towing must be executed in VMC. If target towing takes place between cloud layers, the vertical distance from clouds must be 3000FT. For the departure, the crosswind component must be less than 15KT. The flight towards the target area can be flown in IMC, under radar control, if the cloud base is at least at 1500FT.

2.14 Fuel Dumping

Except in case of emergency, fuel dumping shall be carried out over the North Sea at 4500FT AMSL or above. In case of emergency, fuel dumping shall, whenever possible, not be carried out over the congested areas of cities, towns or settlements, in holding patterns and less than 2000FT above other aircraft.

If the need to drop external tanks arises and the overall situation allows it (concerning the emergency, weather, fuel etc...), dropping of the tanks will be executed in Helchteren Range.

2.15 Noise Abatement Procedures

Pilots-in-command should always exercise great care to avoid unnecessary noise pollution during the execution of a mission. Noise is a factor that should be considered during the planning phase as well as during the flight itself. As a minimum, the noise abatement procedures specified below shall be respected.

2.15.1 Applicability of Noise Abatement Procedures

Noise abatement procedures are applicable to OAT within the Brussels FIR/UIR, unless flight safety is jeopardised or a waiver has been obtained from COMOPS AIR&SPACE.

2.15.2 Violation of Noise Abatement Procedures

Every violation against the rules of noise abatement, with or without prior authorisation, shall be logged after the flight in the authorisation book by the pilot-in-command of the concerned flight.

2.15.3 Speed Limitation

Due to military operational and training requirements, the speed limitation below FL100 set at maximum 250KIAS is not applicable to OAT flights. Nevertheless for noise abatement reason, Aircraft are not to be flown below 4500FT at speeds exceeding 450KT GS (420KT planned), except when there is a specific training requirement, for the maximum speed which will be:

- For FBA missions: between IP and target for a maximum of 2MIN and with maximum TAS 520KT (510KT planned).
- For FBS missions: between IP and target for a maximum of 2MIN and with maximum TAS 550KT (540KT planned).
- For Air Defence missions, TAS 550KT only in the final intercept phase (inside 10NM).

2.15.4 Use of Standard Routes

Aircrew shall avoid the use of standard routes and shall diversify their everyday training routes away from well used choke points, except when such routes are required by training establishments.

2.15.5 Repetitive Overflight

Unless it is essential to the training aim of the sortie, aircrews are not to make repetitive overflights of targets, IP's, etc. The number of repetitive overflights below 1000FT AGL is limited to a maximum of two.

2.15.6 Use of Afterburner

The use of afterburner is prohibited below FL100 except for take-off, climb out and in case of emergency. Exceptions to this rule may be granted by COMOPS AIR&SPACE (e.g. to allow demonstration flights and rehearsals).

2.16 Tactical Air Operations

Within the Brussels FIR/UIR and delegated airspace, Tactical Air Operations (defensive, offensive and support to air operations) are permitted within the framework of the following indicated regulations.

2.16.1 Terminology

Although the terms mentioned below may often be used in a wider sense, within § 2.16 the following meanings apply:

Air Control Unit (ACU) for Tactical Air Operations
Air Control Units within the framework of the NATO Control and Reporting (C&R) system are:

- Control and Reporting Centre (CRC/CRP)
- Airborne Early Warning and Control (AEW&C) Aircraft
- Tactical Air Control Systems (TACS)
- Radar Systems of Maritime Units (MU)

- Contingency locations

Air Combat Manoeuvres (ACM)
Training designed to achieve proficiency in element formation manoeuvring and the coordinated application of BFM to achieve a simulated kill or effectively defend against one or more aircraft from a preplanned starting position. ACM can be carried out by a maximum of four aircraft. ACM carried out with dissimilar aircraft is called Dissimilar-ACM (D-ACM).

Air Combat Training (ACT)

Training designed to give aircrews skills in tactics used to gain superiority in air combat. In Dissimilar Air Combat Training (DACT), different types of aircraft are involved.

Air Defence Controller (ADC)
Radar Controller, working within the NATO Control and Reporting (C&R) system, in charge of providing tactical control to Tactical Air Operations in the Brussels FIR/UIR and delegated airspace.

Air Defence Mission
Air defence missions are intercept missions under tactical control of an air defence unit and separated from other traffic by standard ICAO separation minima. Non-Belgian air control units performing intercept missions under tactical control, see § 2.16.6.1.

Air Surveillance And Control System (ASACS)
A network of mobile and airborne radars, associated communications and facilities that provide for the detection, recognition, reporting and control of interception and engagement of airborne vehicle within the detection range.

Area of Responsibility (AoR)
Geographical area in which a military unit is responsible to conduct operations.

Armed Aircraft

An armed aircraft is an aircraft with loaded ammunition (training or live) that can be expended by pilot initiation.

ATM network
The airspace including all civil and military structures (AWY, TMA, CTR, PDR, TSA, TRA, CBA, …).

Autonomous Operations
Air Operations without any type of service and/or control from an ACU. These types of operations are not allowed in Brussels FIR/UIR and delegated airspace.

Basic Fighter Manoeuvring (BFM)
Training designed to give aircrews skills in handling their aircraft within the performance limits and capabilities of that specific aircraft. BFM can be carried out by a maximum of four aircraft. BFM carried out with dissimilar aircraft is called Dissimilar-BFM (D-BFM).

BRA (A/H)
A type of information provided by the Air Defense Controller to aircrew in a format of Bearing, Range, Altitude (and Aspect or Heading).

Break-off rules
The minimum required separation distance between the interceptor and a target of opportunity (see § 2.16.6.3).

Bullseye format
System used to pass information to a ground or airborne ASACS. The information will be related to reference point known by all exercise participants. The format will be bearing, range, altitude, identification + additional information (number of aircraft, heading).

Composite Air Operations (COMAO)
Operations interrelated and/or limited in both time-scale and space, where units differing in type and/or role are put under the control of a single commander to achieve a common, specific objective.

Defensive Counter Air (DCA)
DCA operations are a basic building block for all air-to-air activity and permit weapon deconfliction in conditions with and without communications. Different types are point defense, area defense and lane defense. The objective is to detect, identify and engage aircraft attempting to penetrate the AoR in accordance with the mission and adhering with the RoE in effect. The next objective is passing the tactical picture to the ASACS unit as required.

Escort Flights (e.g. Presidential Flights)
The employment of AD fighters to directly intercept and protect friendly aircraft.

Fighter Area of Responsibility (FAOR)-operations
Operations within a well defined area, during which an ADC will provide the aircrew with all relevant information concerning the FAOR, the adjacent FAORs and target information to the optimum extent possible. When providing loose or broadcast control (see § 2.16.2) the target information will be given in relation to a defined geographical position (bulls eye).

Judy
AD fighter has radar/visual contact on the correct target and is taking control of the intercept within a close positive control mission.

Link 16 (L16)
Tactical data link for exchange of real time tactical data among military units.

Loaded aircraft
A loaded aircraft is an aircraft of which all or some weapon systems have been provided with ammunitions (training or live). However, safety measures have been taken to preclude use of the armament by pilot initiation.

Manoeuvring categories
The manoeuvring categories used in § 2.16 are applicable to air-to-air training missions and are the following:

- Unlimited:
  No restrictions except national regulations and flight manual, or aircraft limits, normal for air-to-air training.
- Limited:
  A defender, i.e. an aircraft of any type engaged in defensive manoeuvring, may react against an attacker with an extension/separation and/or turn not to exceed 180 degrees after the attacker has passed the defender's 3/9 line, level or climbing below 5000FT AGL. An attacker engaging defenders may turn until the defender terminates the engagement or a simulated kill is achieved or the defender has turned 180 degrees, whichever comes first, post merge.
- Restricted:
  Heading changes up to 60 degrees either side of the initial course and a maximum of 10000FT altitude change.
- Non-manoeuvring:
  Constant heading, airspeed and altitude.

Practice Intercepts (PI's)
An air-to-air mission in which the fighter executes a series of manoeuvres using an ADC, to place the aircraft or flight in a position from which air-to-air ordnance can be employed, a visual identification (VID) can be made, or a visual engagement can be initiated. The manoeuvring category is limited.

PI Patrol (PIPAT)
Training as specified above in which 'Targets of Opportunity' and 'Embellish Targets' are intercepted. Contrary to PI's, these targets may be controlled by different controllers and/or radar stations and air traffic centres.

Practice Intervention flights
Training under control of an ADC to give aircrews skills in the interception and escort of intruders and defectors.

Rules of Engagement (RoE)
Directives issued by higher authority which dictate the conditions under which military units can initiate combat engagement with other forces.

Safety frequency
A safety frequency will be used to order ‘cease jamming’ when safety is endangered. This frequency will be available to all exercise participants.

Security Flights (or Alpha Scrambles)
Military flights (Air Defence Priority Flights) resulting from urgent national or NATO security requirements, which for this reason do not have to comply with ICAO regulations (e.g. standard radar separation minima), normal control procedures and directions. See § 2.16.3 for more details.

Surface Attack Tactics (SAT)
Training designed to give the aircrew skills in the use of air-to-ground targeting and weapon delivery. (e.g. Targeting Pod (TGP), CAS).

Surface Attack Tactics with Air Opposition
SAT in a more complex and realistic scenario with opposition forces (air threat and SAM).

Taboo frequency
This will be determined before the start of the exercise and communicated to all exercise participants. This frequency may not be jammed.

Tactical Intercepts (TIs)
An air-to-air mission in which the fighter executes a series of manoeuvres using an ADC, to place the aircraft or flight in a position from which air-to-air ordnance can be employed, a visual identification (VID) can be made, or a visual engagement can be initiated. The manoeuvring category is unlimited.

Tally
Sighting of target, bandit, bogey, landmark or enemy position; opposite of no joy.

Tango Scramble
A scramble for a directed practice AD mission. This will be executed in accordance with national flying regulations.

Tap the CAP (Combat Air Patrol)
An air-to-air mission to practice visual lookout, spike awareness and engaging an adversary where the exact range, azimuth and altitude is not precisely known. The fighters will perform a visual CAP over the centre point of the area and will remain within 7NM of that point. The adversary will perform sequential attacks on the fighters with a mix of Beyond Visual Range (BVR) and visual engagements.

Targeted
Group responsibility has been met.

Time Sensitive Targeting (TST)

This operation is used to find and destroy sensitive targets (including mobile targets) using airborne tasked fighters.

Unloaded aircraft

An unloaded aircraft is an aircraft carrying no ammunition (training or live) i.e. training or real ammunitions.

Visual

Sighting of a friendly aircraft/ground position; opposite blind.

2.16.2 Tactical Control of Aircraft

Tactical control of aircraft is based on two aspects, namely the aircraft's mission and the aircraft's safety. Doc AAP-49 defines combinations of terms to cover both aspects; however, some reservations are made by the Belgian Air and Space Component.

Due to airspace classification, the two following combinations of terms for tactical control are not provided in Brussels FIR/ UIR and delegated airspace:

- Close - Advisory Control
- Loose - Advisory Control

2.16.2.1 Terminology

Only the combinations of terms mentioned in the paragraphs hereafter are used inside Brussels FIR/UIR and delegated airspace during missions under control of an ACU:

2.16.2.1.1 Close - Positive Control

A form of aircraft mission control in which the aircraft is continuously controlled for altitude, speed and heading, to a position from which the mission can be accomplished. The controlling unit will advise the aircraft commander of the current tactical picture and will provide further advice if and when available.

The controlling unit is responsible for taking actions for collision avoidance, such as ordering the necessary alterations to heading, speed and altitude to maintain separation criteria.

Belgian Reservation to ATP-3.3.5.1: separation criteria is the radar separation minima in accordance with the airspace classification.

2.16.2.1.2 Loose - Positive Control

A form of aircraft mission control in which the aircraft commander selects his own speed, altitude, heading and the appropriate tactics required to accomplish the assigned task. The controlling unit will advise the aircraft commander of the current tactical picture and will provide further advice if and when available.

The controlling unit is responsible for taking actions for collision avoidance such as ordering the necessary alterations to heading, speed and altitude to maintain separation criteria.

Belgian Reservation to ATP-3.3.5.1: separation criteria are the radar separation minima in accordance with the airspace classification.

2.16.2.1.3 Broadcast Control

A form of aircraft mission control used in the absence of full capability or if the tactical situation precludes close or loose control, in which tactical/target information is passed to enable the aircraft to accomplish the assigned task. The controlling unit, when possible, provides adequate warnings of hazards, but the aircraft commander(s) is (are) responsible for aircraft navigation and collision avoidance. Two-way communications are not a prerequisite for this type of control.

2.16.2.1.4 TRAFFIC AVOIDANCE

Traffic avoidance is the action taken to avoid traffic by means of mandatory instructions and is to be initiated soon enough to ensure the prescribed separation minima (see § 2.16.4.3.1 and § 2.16.4.3.2).
Acknowledgement by aircrew on UHF is mandatory.

2.16.2.1.5 TRAFFIC WARNING

Traffic Warning is the information provided by the Air Defense Controller about factor traffic and can be done in BRA(A/H) format to a specific aircrew or can be done in Bullseye format for awareness to all aircrew.
Acknowledgement by aircrew on UHF is mandatory.
Traffic warning is to be done as follows:

> 15 NM	When no other urgent messages to pass to the aircrew
15 - 10 NM	Mandatory for traffic on collision course + avoiding actions to be initiated if necessary
10 - 5 NM	Mandatory for all factor traffic + avoiding actions to be ordered if necessary

2.16.2.2 Establishment of Mutual Responsibilities

At the start of each mission the air defence controller (ADC) must inform the aircrew about the type of tactical control for that specific mission, this shall be acknowledged by the aircrew. Every following change in tactical control must also be acknowledged by the aircrew.

The combination of terms for tactical control depends on the exercise, status of the ADC-equipment (radar and radio coverage), airspace classification and exercise area.

2.16.2.3 Responsibilities

Notwithstanding the regulations laid down below, the aircraft commander will always be ultimately responsible for the flight safety of the aircraft. Only in case of the necessity to maintain flight safety, an aircraft commander can deviate from directions given by the ADC. The deviation must be stated by the aircraft commander to the ADC as soon as possible. However, the above does not release the ADC from taking any conceivable measure within the range of possibilities to ensure the aircraft's safety.

2.16.2.3.1 Under Close - Positive Control and Loose - Positive Control

The air defence controller is responsible for:

- Giving timely traffic information about all non-participating air traffic to the aircraft under his control which may interfere with the flight path of the mission and, if necessary, giving mandatory instructions to maintain the radar separation minima in accordance with airspace classification.
- Giving mandatory instructions to keep the aircraft under his control within the allocated exercise area (airspace integrity).
- Obtaining clearance for the use of the exercise airspace from the appropriate ATM service.

The aircrew is responsible for:

- Acknowledging and following mandatory instructions: to maintain radar separation minima according to airspace classification and to maintain airspace integrity.
- Calling out 'targeted/sorted' or 'tally' on the frequency when assuming separation versus other participating aircraft during training missions inside TSA or TRA.
- Reporting radar or visual contact with non-participating air traffic.
- Contacting the previous agency if initial contact with the controlling ACU cannot be obtained or contacting Steenokkerzeel ATCC if contact is lost with the controlling ACU (ICF) (VHF 129.325 MHZ or UHF 374.400 MHZ).
- Flight safety, if the aircrew decides not to comply with the instructions given by the controller.

2.16.2.3.2 Under Broadcast Control

Broadcast control will only be provided within airspace class G. The rules of class G airspace are applicable

2.16.2.4 Standards for Provision of Tactical Control

2.16.2.4.1 Controlled Airspace

For A-scramble and for PI's training, tactical control provided by an ACU is close positive control.

For all other missions than the previous point in a TSA and/or TRA which are categorized as class C airspace, the tactical control service provided by an ACU is loose positive control. For (D) ACT missions, loose positive control will be given using the bullseye format and threat awareness in BRAA/BRAH when able.

2.16.2.4.2 Uncontrolled Airspace (Class G)

In uncontrolled airspace (class G) tactical control provided by an ACU is broadcast control (even for A-scramble).

2.16.3 Security Flights (Alpha Scramble)

2.16.3.1 General

Security flights (or Alpha Scramble) under NATO Command can operate within the Brussels FIR/UIR and delegated airspace if they are identified and under control of an ACU. Security flights (or Alpha Scramble) under National Command can operate within the airspace above the national territory and under control of CRC Beauvechain only. If needed, CRC Beauvechain will immediately inform Brussels ACC and Maastricht UAC through Steenokkerzeel ATCC regarding initial heading, initial altitude and SSR-code (Mode 3A). The nature and importance of a security flight might lead to deviation of the standard radar separation minima or to a request to respective ATC agencies to alter flight path of OAT. Adherence to specific flight rules stated in the AIP might not be possible or operationally desirable in order to achieve the mission. If a security flight is controlled by another ACU than CRC Beauvechain, CRC Beauvechain remains responsible for informing the respective ATC agencies.

2.16.3.2 Termination of Alpha Scramble

Whenever the security flight is cancelled by the appropriate authority, the Alpha Scramble is downgraded to a Tango Scramble and has to adhere again to radar separation minima.

2.16.3.3 Interception and Identification Manoeuvres

See ENR 1.12

2.16.3.4 Responsibilities for Separation

2.16.3.4.1 Under Close - Positive Control

The air defence controller may, for operational reason, choose to deviate from the standard radar separation minimum during the conduct of an A-scramble but he remains responsible for safety of the intercepting aircraft and any other traffic.

However, the pilot-in-command of the intercepting aircraft is taking over the responsibility for separation and collision avoidance in the following cases:

- When calling out 'visual' on any other traffic.
- When approaching closer than 1 NM of the intercepted aircraft (see § 2.16.4.2) and/or calling out 'judy/tally'.

2.16.3.4.2 Under Broadcast Contol

When the Alpha Scramble is performed under broadcast control, the pilot-in-command is responsible for collision avoidance and the ADC will, when possible, provide adequate warning of hazards.

2.16.4 Separation Minima and Break-off Rules for Intercepts

2.16.4.1 Separation Applied by the Pilot-in-Command

When, in accordance with airspace classification, separation is the responsibility of the pilot-in-command, the rule is see and avoid.

However, national operational directives may impose supplementary rules including minimum separation distance (i.e. safety bubble) or altitude blocks.

2.16.4.2 Separation Minima during Alpha Scramble and PI's

The minimum distance for separation with the intercepted aircraft will depend on the mission tasking (reporting aircraft type versus reporting cockpit activity of target aircraft) but the see and avoid principle remains applicable. When completing the interception and closing in on the intercepted aircraft for visual identification (VID), the pilot in command needs to have 'tally' or 'judy'.

Without visual contact on the intercepted aircraft or in IMC, the following separation minima shall be maintained:

- Front and beam intercepts require 1000 FT vertical separation at all times.
- Maintain ≥ 1 NM unless radar lock and 'judy'.
- Maintain ≥ 1500 FT (bubble) unless 'tally'.
- If visual contact is lost within 1500 FT, the intercept is broken off immediately.

2.16.4.3 Radar Separation

2.16.4.3.1 Standard rule for radar separation

Vertical separation 5000 FT or horizontal separation 5 NM

2.16.4.3.2 Reduction of separation

The vertical separation can be reduced after co-ordination between the controllers controlling the two aircraft and when the intentions of the others are known:

- To 1000 FT between aircraft flying below FL 290.
- To 2000 FT between aircraft flying at and/or above FL 290.

2.16.4.3.3 Force QNH

The use of force QNH is mandatory inside a TSA when aircraft are under tactical air control and are using an airspace block with a lower limit below 4500 FT AMSL and an upper limit above 4500 FT AMSL. (i.e. TSA26A, TSA26B and EBD26). The force QNH is defined as the regional QNH reference. Therefore, the vertical separation in relation to a non-participating aircraft crossing the TSA will be adapted as follows.

The air defence controller will add the verical separation mentioned below to the standard vertical separation indicated in § 2.3.1.2 above.

- 1000 FT, if 980 HPA ≤ QNH ≤ 1046 HPA
- 2000 FT, if 947 HPA ≤ QNH < 980 HPA or 1046 HPA < QNH ≤ 1079 HPA
- 3000 FT, if QNH < 947 HPA or QNH > 1079 HPA

2.16.5 Airspace Regulations for Tactical Air Operations

The table in this paragraph shows the areas and combinations of areas suitable for tactical air operations in the Brussels FIR/UIR and delegated airspace. Reservation procedures are in described in ENR 5.2, § 1.3.

Exercise area	Controlling Agency	Remarks
TSA24	CRC Beauvechain	
TSA25A	CRC Beauvechain, AEW&C	
TSA25A/B	CRC Beauvechain, AEW&C	
TSA25A/B/C	CRC Beauvechain, AEW&C	
TSA25A/B/C + EBD26	CRC Beauvechain, AEW&C	
TSA25A/B + TSA S1 + TSA S4	CRC Beauvechain	
TSA25A/B/C + TSA S1 + TSA S4	CRC Beauvechain	
TSA25A/B/C + TSA S1 + TSA S4 + EBD26	CRC Beauvechain	
TSA26A	CRC Beauvechain, AEW&C	
TSA26A/B	CRC Beauvechain, AEW&C	
TSA26A/B + EBD26	CRC Beauvechain, AEW&C	
TSA26A/B + EBD26 + TRA S6	CRC Beauvechain	
TSA26A/B + EBD26 + TSA32A/TSA32B	CRC Beauvechain	
TSA N2 (Balen)	CRC Beauvechain	Only for Belgian users
TSA N3 (Meeuwen)	CRC Beauvechain	Only for Belgian users
TSA N2 + TSA N3	CRC Beauvechain	Only for Belgian users
TSA S1 (Namur)	CRC Beauvechain	See ENR 5.2 for vertical limits
TSA S2 (Beauraing)	CRC Beauvechain	See ENR 5.2 for vertical limits
TSA S3 (Givet)	CRC Beauvechain	See ENR 5.2 for vertical limits
TSA S4 (Charleroi)	CRC Beauvechain	See ENR 5.2 for vertical limits
TSA S1 + TSA S4	CRC Beauvechain	First usable FL100
Uncontrolled airspace	CRC Beauvechain, AEW&C	See ENR 1.2 for vertical limits
Unclassified airspace	CRC Beauvechain, AEW&C	Above FL660

In TSA 25A/B it is possible to execute a HVAA (High Value Airborne Asset) protection scenario with a maximum of 8 aircraft. The aircraft participating are made up of a maximum of 6 Belgian fighter aircraft, with display of working area, in unlimited manoeuvring category and 2 HVAA aircraft in restricted or non-manoeuvring category. The HVAA will receive an airspace briefing. The flight path of HVAA will be briefed and sent to the different units i.a.w the scenario. Control will only be performed by CRC Beauvechain.

In TSA25A/B it is possible to execute a mission air-to-air (2 vs 1) and a mission TGP training with 4 aircraft. This exercise is for Belgian fighter aircraft only, with display of working area. Two dedicated UHF frequencies and one common VHF will be assigned. Control will only be performed by CRC Beauvechain. During this exercise, a fixed separation line between two missions is used to help the pilot with their visual separation. The fixed separation line has the following coordinates:

- North (501300N 0044500E)
- Bullseye TSA25A/B (500000N 0044500E)
- South (495216N 0044500E)

In TSA26A/B, EBD26, TSA32A and TSA32B combined air defense and CAS missions are possible. This exercise is for Belgian fighter aircraft only. The lateral limits are the standard lateral limits of TSA26, therefore TSA34A and TSA34B are not authorised to be booked for this kind of mission. Deconfliction and communication plan briefing between pilots, controllers and FAC is mandatory before the mission. Deconfliction cannot only be based on L16. For deconfliction, a common VHF frequency shall be used between CAS and the DCA pilots and the respective CAS and DCA controllers or if no common VHF frequency is available because the frequency is in use by the FAC, the three controllers (DCA/CAS/Red Air), located side by side, will deconflict flights amongst each other on their UHF frequency. Control will only be performed by CRC Beauvechain.

2.16.6 Additional Regulations

2.16.6.1 Tactical Control by Other ACU than CRC Beauvechain

2.16.6.1.1 Regulations

All foreign ADC must be familiar with the airspace structure within the Brussels FIR/UIR and delegated airspace. Foreign ACU equipment must be certified by appropriate authorities before receiving clearance to operate in the above mentioned airspace. For these stations all rules mentioned in the AIP apply. Additionally they must adhere to the following:

- Intercepts must be conducted within the framework of the integrated NATO C&R system.
- All standing NATO air defence rules and regulations.
- Operations must be authorised in advance by the master controller of CRC Beauvechain, who also needs to get the ap-proval of the Steenokkerzeel ATCC supervisor before delegating airspace to any external ACU.
- All inadvertent supersonic flights must be reported to the master controller of CRC Beauvechain.

2.16.6.1.2 Tactical Control by AEW&C Aircraft

Tactical control by AEW&C aircraft is limited to:

- E-3A/D/F are allowed to control missions in an active TSA25A/B/(C) (with a maximum of 6 aircraft), TSA26A, TSA26B, EBD26 and in uncontrolled airspace below 4500FT AMSL. Other type of AEW&C aircraft need a waiver issued by COMOPS AIR&SPACE and an airspace briefing before controlling in the Brussels FIR/UIR or delegated airspace.
- The distance between the farthest edge from the E-3 orbit and the farthest edge of TSA South must be within 200NM. Present orbit meeting this condition is NL2.
- All weapons (controlling) activity coordination between CRC Beauvechain FA and AEW&C FA are done using the manda-tory CRC Beauvechain WM (weapons manager) frequency.
- Before the start of the mission, all necessary information for the execution (i.e. dimensions & restrictions TSA-airspace, timings, NOTAM, traffic information, pilot's tactics briefing, handover and mission information) will be provided to the AEW&C FA by CRC Beauvechain FA and/or vice versa.
- The CRC Beauvechain FA will assign the control frequency and Mode 3/A to be used for the mission.
- Hand-over from Steenokkerzeel ATCC to AEW&C aircraft has to be approved by and coordinated via CRC Beauvechain. For the coordination between Steenokkerzeel ATCC and CRC Beauvechain, the direct telephone line will be used. For the coordination between CRC Beauvechain and AEW&C aircraft, the E-3A weapons manager frequency will be used. CRC Beauvechain will approve the direct hand-over to all parties before Steenokkerzeel ATCC will transfer the fighter aircraft on the E-3A working frequency. Hand-over from AEW&C aircraft to Steenokkerzeel ATCC is not allowed. They shall pass via CRC Beauvechain, after which CRC Beauvechain will hand the aircraft over to Steenokkerzeel ATCC. At CRC Beauvechain, workload permitting the hand-over between AEW&C aircraft and CRC Beauvechain will be performed by the Fighter Allocator (FA) on the E-3A weapons manager frequency. If the FA workload is not permitting, the hand-over between AEW&C aircraft and CRC Beauvechain will be performed by the air defence controller (ADC) on the E-3A working frequency.
- The AEW&C FA will provide a 10 minutes prenote before recovery and recovery intentions of the aircraft under control to CRC Beauvechain.

2.16.6.2 Intercepts with Armed (Live Ordnance equipped) Aircraft

2.16.6.2.1 General Safety Directives

No live ordnance will be carried on participating aircraft during air-to-air training except in exercises where live ordnance is specifically authorised in an Exercise Operations Order. Live ordnance is defined as 'hot guns' and 'Air-to-Air missiles' that are not mechanically or electrically made safe. When live ordnance is authorised, the procedures laid down in ACE Manual 75-2-1 'Fighting Edge' Air-to-Air Training Rules or more restrictive national regulations apply.

2.16.6.2.2 Northern Region NATO QRA (I) Procedures

The following procedures are to be adhered to by all armed NR NATO QRA (I) aircraft conducting operational or training missions:

- Practice engagements are prohibited in all circumstances.
- An armament safety check is to be carried out at the initial check-in with the controlling ACU and repeated prior to the initiation of each intercept. The armament safety check is to be initiated by the ADC and a verbal response to the check is to be given by the aircrew.
- If this procedure has not been carried out, or the aircrew cannot confirm that weapons are safe, an intercept shall not be initiated.

2.16.6.3 Interceptions of Targets of Opportunity

Targets of opportunity can be intercepted over in the Brussels FIR/UIR and delegated airspace. In principle all military non-training aircraft (OAT) may be intercepted unless a special mission is executed (test-, calibration flights, special transport, AEW flights).

OAT traffic wishing to be intercepted can mention this wish in their flight plan (embellish targets) or to Steenokkerzeel ATCC. The intercept will be coordinated between the ADC and ATC control agencies. Unless clearance is received for close-in, aircrews will maintain radar separation minima. When close-in clearance is received, a minimum horizontal separation dis-tance of 1NM to the target will be maintained. The minimum separation to an AEW aircraft is 3000FT vertically or 3NM horizontally, for loaded /armed aircraft.

Only basic intercepts will be executed on a target of opportunity. Both aircrew and ADC will ensure that guard frequencies are monitored. The intercept must take place outside the civil ATM network. Weather conditions at intercept level must be better or equal to:

- Flight visibility of 8KM
- Vertical distance from clouds 1000FT
- Horizontal distance from clouds 1500FT

Break-off rules are as follows:

- No frontal quadrant attacks are allowed.
- 5NM when no radar contact.
- 3NM when no lock-on.
- 1NM is the minimum distance unless approved by the pilot-in-command of the intercepted aircraft.

2.16.6.4 Intervention to Land during A-Scramble

The following procedure is applicable for intervention to land on a military aerodrome and on a civil aerodrome during a renegade event and is performed only during a security flight (see § 2.16.3). The QRA (I) aircraft shall remain VMC and maintain on the frequency of the Air Defence Controller (ADC) of CRC Beauvechain until a handover from the ADC to the Approach Control has been established through Steenokkerzeel ATCC (during opening hours). At transfer of communications only one fighter will switch to the assigned frequency. The second fighter will maintain on the ADC frequency.

2.16.6.5 Practice Intervention Flights

The following procedures are applicable during practice intervention flights and NATO readiness verification. Crossing of civil and military ATM network will be performed under control of military ATC. However, only one QRA (I) aircraft will be on the ATC frequency while the other aircraft is on a CRC frequency in order to receive tactical orders. Internal communication between the QRA (I) formation is performed on a common VHF frequency. Crossing of civil ATS routes will be coordinated by COMOPS AIR&SPACE before the exercise and a cleared level block (or Flight Level) will be requested for the benefit of Steenokkerzeel ATCC.

2.16.6.6 Operations under Electronic Warfare (EW) Conditions

Flight operations under EW conditions are only allowed after coordination with the master controller (MC) or fighter allocator (FA) of the CRC Beauvechain, and under the following conditions:

- Flight operations and EW must be according AIRCOM Manual 75-1. Taboo frequencies, which may not be jammed, will be determined before exercise start and communicated to all exercise participants. A safety FREQ will be used to order cease jamming when safety is endangered. This FREQ will be available to all exercise participants.
- In case of radio and/or radar jamming the jamming agency will monitor all safety frequencies and UHF guard. Jamming is not allowed during air-to-air refuelling (AAR), aircraft in distress, operational (non-training) missions and VIP flights.

- In case non-planned meaconing-, intrusion-, jamming- or interference (MIJI) conditions are observed both aircrew and ADC will inform each other immediately, log all necessary information (DTG, type, frequency, direction and duration) and perform all necessary actions to safeguard flight safety. Furthermore, action will be taken in order to localise the source of MIJI and to terminate the MIJI.

2.16.6.7 Use of Chaff and IR Flares

Chaff and IR Flares are not allowed in the Brussels FIR/UIR and delegated airspace, except inside air to ground range where it is specifically authorized or a waiver is granted by COA&S.

2.16.6.8 Degradation of Radar Equipment

If an ACU experiences a degradation of radar equipment and/or has no radar available due to equipment outages, it must inform the aircrew immediately. The ADC will immediately arrange a hand-over to another ACU or Steenokkerzeel ATCC.

2.16.6.9 Short Term Contigency

The following short term contingencies are applicable for outages foreseen to last a short period of time or as a transitional solution during long outages. Depending on the technical restriction, different procedures will be enforced:

- In case of failure or short term outage of the radar equipment at CRC Beauvechain, the callsign of EFFLUX (CRC Beauvechain) is backed up by callsign HERO, being personnel of CRC Beauvechain deployed to Steenokkerzeel ATCC.
- A separate TTY and NOTAM will be issued to warn all Belgian and foreign units that CRC Beauvechain will operate from Steenokkerzeel ATCC. This message will include the restrictions applicable. In case of planned outage, this message will be sent not later than 2 weeks in advance.
- The message will include some restrictions like:
  - number of control points available
  - maximum size of the mission
  - equipment limitations
  - possibility of control by AEW&C aircraft

2.16.6.10 Outside Steenokkerzeel ATCC OPS HR

During their mission, Belgian or foreign QRA aircraft flying in the Brussels FIR/UIR outside the Steenokkerzeel ATCC operational hours will be controlled by CRC Beauvechain or by another ACU.

2.17 Unplanned diversion with Armement

Before landing with armament or practice munitions at any military or civilian airfield, where respective local procedures are not known, the pilot-in-command shall appropriately advise ATC about the circumstances.

After landing the pilot-in-command shall request taxi instructions to the designated safe-for-parking area and avoid taxiing into an area or position that could threaten personnel or equipment.

Before leaving the aircraft the pilot-in-command shall ensure ground crew awareness about the armament on board and their qualification to handle armament.

If necessary, the pilot-in-command shall request assistance from the nearest suitable military installation and ensure appropriate measures be taken to safeguard the aircraft until qualified personnel take over.

ENR 1.2 Visual Flight Rules

1 CIVIL

Note: Unless explicitly indicated, the rules in this section apply in both Belgium and Luxembourg.

1.1 VMC Visibility and Distance from Clouds Minima (SERA.5001 and SERA.5005a)

Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the following table.

Altitude band	Airspace class	Flight visibility	Distance from cloud
At and above FL 100	A(1) B C D E F G	8 KM	1500 M horizontally 1000 FT vertically
Below FL 100 and above 3000 FT AMSL, or above 1000 FT above terrain, whichever is the higher	A(1) B C D E F G	5 KM	1500 M horizontally 1000 FT vertically
At and below 3 000 FT AMSL, or 1000 FT above terrain, whichever is the higher.	A(1) B C D E	5 KM	1500 M horizontally 1000 FT vertically
	F G	5 KM(2)	Clear of cloud and with the surface in sight

(1) The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.

(2) Flight visibilities reduced to not less than 1500 M are permitted for flights operating:

- at speeds of 140 KIAS or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
- in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.

Helicopters are permitted to operate in less than 1500 M but not less than 800 M flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

Note: For rules applicable to UAS geographical zones details can be found in ENR 5.1, § 4.

1.2 VFR Flights at Aerodromes (SERA.5005b)

Except when a clearance is obtained from an ATC unit, VFR flights shall not take off or land at an aerodrome within a CTR, or enter the ATZ or aerodrome traffic circuit, when the reported meteorological conditions at that aerodrome are below the following minima:

- the ceiling is less than 1500 FT; or
- the ground visibility is less than 5 KM.

1.3 VFR Flights at Night (SERA.5005c)

1.3.1 General

1.3.1.1 In Belgium

VFR flights at night may be authorised under the following conditions:

1. if leaving the vicinity of an aerodrome, a flight plan shall be submitted in accordance with ENR 1.10;
2. flights shall establish and maintain two way radio communication on the appropriate ATS communication channel, when available;
3. the VMC visibility and distance from cloud minima as specified in § 1.1 above shall apply, except that:
   - the ceiling shall not be less than 1500 FT;
   - the reduced flight visibility provisions specified in remark (2) of § 1.1 shall not apply;
   - in airspace classes B, C, D, E, F and G at and below 3000 FT AMSL or 1000 FT AGL, whichever is the higher, the pilot shall maintain continuous sight of the surface;
4. except when necessary for take-off or landing, or except when specifically authorised by the CAA, a VFR flight at night shall be flown at a level that is at least 1000 FT above the highest obstacle located within 8 KM of the estimated position of the aircraft.

VFR flights at night are authorised, except for gliders, DPM and ULM.

1.3.1.2 In Luxembourg

VFR flights at night may be authorised under the following conditions:

1. They are operated exclusively in controlled airspace except for flights who have been granted exemptions for special operations;
2. A complete flight plan shall be filed;
3. Except when necessary for take-off or landing, or except when specifically authorised by the CAA, VFR flights at night shall be operated at a level which is at least 1 000 FT above the highest obstacle located within 8 KM of the estimated position of the aircraft;
4. Visibility and distance from cloud minima in visual meteorological conditions at night are the following:

Altitude band	Airspace class	Flight visibility	Distance from cloud
At and above FL 100	C D	8 KM	1 500 M horizontally 1 000 FT vertically
Below FL 100 and above 3 000 FT AMSL, or above 1 000 FT above terrain, whichever is the higher	C D	5 KM	1 500 M horizontally 1 000 FT vertically
At and below 3 000 FT AMSL, or 1 000 FT above terrain, whichever is the higher.	C D	5 KM	1 500 M horizontally 1 000 FT vertically
However: 1. the ceiling shall not be less than 1 500 FT; 2. in airspace classes C and D, at and below 3 000 FT AMSL or 1 000 FT above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface.			

1.3.2 Night VFR on top (SERA.5005c)

When flying in airspace classes B, C, D, E, F, or G, more than 3 000 FT above mean sea level (MSL) or 1 000 FT above terrain, whichever is higher, the pilot may elect to fly above a cloud layer (VFR on top). When making the decision on whether to fly above or below a cloud at night, consideration should be given at least but not limited to the following:

1. The likelihood of weather at destination allowing a descent in visual conditions;
2. Lighting conditions below and above the cloud layer;
3. The likelihood of the cloud base descending, if flight below cloud is chosen, thus resulting in terrain clearance being lost;
4. The possibility of flight above the cloud leading to flight between converging cloud layers;
5. The possibility of successfully turning back and returning to an area where continuous sight of surface can be maintained; and
6. The possibilities for the pilot to establish their location at any point of the route to be flown, taking into consideration also the terrain elevation and geographical and man-made obstacles.

1.4 VFR Flight Restrictions

1.4.1 VFR Flights Above FL195 or at Transonic and Supersonic Speeds (SERA.5005d and SERA.5005e)

Unless authorised by the CAA, VFR flights shall not be operated:

a. above FL195;
b. at transonic and supersonic speeds.

Note 1: Authorisation will not be granted for VFR flights to operate above FL285.

Note 2: In Belgium, authorisation for VFR flights above FL195 shall be obtained from the CAA at least five working days in advance and after prior agreement with the responsible ATS authority.

1.4.2 Minimum Heights (SERA.5005f)

Except when necessary for take-off or landing, or except by permission from the CAA, a VFR flight shall not be flown:

- over the congested areas of cities, towns or settlements, or over an open-air assembly of persons at a height less than 1000FT above the highest obstacle within a radius of 600M from the aircraft;
- elsewhere, at a height less than 500FT above the ground or water, or 500FT above the highest obstacle within a radius of 150M from the aircraft.

1.5 VFR Cruising Levels (SERA.5005g)

VFR flights in level cruising flight, operated in uncontrolled airspace above 3000FT AGL, shall be conducted at a cruising level appropriate to the track as specified in the table of cruising levels in ENR 1.7.

VFR flights operated in controlled airspace shall select cruising levels from those to be used by IFR flights as specified in ENR 1.7, unless instructed otherwise by ATC or as indicated in the AIP.

1.6 Air Traffic Control Service (SERA.5005h)

VFR flights shall comply with the provisions of ENR 1.1, § 1.10 when:

- operated within class B, C or D airspace;
- forming part of aerodrome traffic at controlled aerodromes; or

- operated as special VFR flights.

1.7 Change from VFR to IFR (SERA.5005j)

An aircraft operated in accordance with VFR that wishes to change to compliance with IFR shall:

- if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan; or
- when so required, submit a flight plan to the appropriate ATS unit as soon as practicable and obtain a clearance prior to proceeding IFR when in controlled airspace.

For flights departing from uncontrolled airfields in Belgium (except EBKT), intending to join IFR in controlled airspace in Belgium, it is highly recommended to call Brussels FIC by telephone, maximum 30 minutes before the departure of the flight, confirming their intended routing.

1.8 Special VFR Flights (SERA.5010)

Special VFR flights may be authorised to operate within a CTR, subject to an ATC clearance.

Except when otherwise permitted by the CAA for helicopters in special cases such as, but not limited to, police, medical, search and rescue operations and fire-fighting flights, the following additional conditions shall apply:

a. such special VFR flights may be conducted during day only, unless otherwise permitted by the CAA;
b. by the pilot:
    1. clear of cloud and with the surface in sight;
    2. the flight visibility is not less than 1 500M or, for helicopters, not less than 800M;
    3. fly at speed of 140KIAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and
c. an ATC unit shall not issue a special VFR clearance to aircraft to take off or land at an aerodrome within a CTR, or enter the aerodrome traffic circuit within a CTR, when the reported meteorological conditions at that aerodrome are below the following minima:
    1. the ground visibility is less than 1 500M or, for helicopters, less than 800M
    2. the ceiling is less than 180M (600FT).

Note: When the reported ground visibility at the aerodrome is less than 1 500M, ATC may issue a special VFR clearance for a flight crossing the CTR and not intending to land at an aerodrome within the CTR, or enter the aerodrome traffic circuit when the flight visibility reported by the pilot is not less than 1 500M, or, for helicopters, not less than 800M.

1.9 Interpilot Communication

Channels below can be used by the General Aviation for Air-to-Air communications.

Channel	Service	Area	DOC
123.065 (8.33 KHZ CH)	A/A	Belgium & Luxembourg	GND / FL 150
123.135 (8.33 KHZ CH)			

These two channels are allocated European wide and coordinated by each State in the EUR 8.33 KHZ implementation area to enable cross-board communication without necessity to retune to other channels.

2 MILITARY

2.1 Minima for Visibility and Distance from Clouds

2.1.1 Military Fixed Wing Aircraft

VFR flights shall be conducted in conditions of visibility and distance from clouds equal to or greater than those specified in the following table, except those mentioned in § 2.1.1.1, § 2.1.1.2 and § 2.1.2 hereafter.

Airspace class	C	D	G	
			Above 3000 FT AMSL or above 1000 FT AGL, whichever is higher	At and below 3000 FT AMSL or 1000 FT AGL, whichever is higher
Distance from clouds	1500M horizontally 1000FT vertically	Cloud base ≥ 1500 FT	1500M horizontally 1000FT vertically	Clear of clouds and in sight of the surface
Flight visibility	≥ 5KM	≥ 5KM	Speed > 250KT: ≥ 5KM	
			Speed ≤ 250KT: ≥ 3KM	

2.1.1.1 Special VFR Flights

Within a CTR and on decision of the OC Flying Group, VFR flights by day may be authorised below the established minima when the following weather criteria are met:

Jet aircraft:

- visibility ≥ 3.7KM
- cloud base ≥ 1000FT

Conventional aircraft:

- visibility ≥ 1.5KM
- cloud base ≥ 1000FT

Note 1: VFR flights executed in these conditions (below normal minima) are called special VFR flights.

2.1.1.2 VFR Flights at Night

Within a CTR and on decision of the SOF, VFR flights at night may be authorised at a height which shall not exceed 1500FT AGL when the following weather criteria are met:.

- visibility ≥ 5KM
- cloud base ≥ 1500FT

2.1.2 Military Helicopters

General Visual Meteorological Conditions			
	Day VFR	Night VFR	NVA Flight
Visibility	≥ 800M	≥ 3KM	≥ 3KM
Clouds	Clear of clouds and in sight of the surface	Cloud base ≥ 500FT above the flown altitude	Cloud base ≥ 200FT above the MSA of the flown altitude and in sight of the surface

Note: NVA visibility is the capacity, expressed in KM, to recognize unlighted conspicuous objects and terrain profiles by means of night vision aids. SAR flights on real live and training missions may deviate from these prescribed meteorological conditions in accordance with Belgian 40 Sqn HEL permanent flying orders.

2.2 Minimum safety height

The minimum safety height and the low flying regulation are laid down in ENR 1.1, § 2.7.

ENR 1.10 Flight Planning

1 CIVIL

1.1 Requirement to Submit a Flight Plan (SERA.4001)

Information relative to an intended flight or portion of a flight, to be provided to ATS units, shall be in the form of a flight plan. A flight plan shall be submitted prior to operating:

a. any IFR flight;
b. any flight or portion thereof to be provided with ATC service;
c. any flight above FL660;
d. any flight at night, if leaving the vicinity of an aerodrome;
e. any flight across international borders, except for VFR flights operating in class G airspace and originating from within the Schengen area.

It is advisable to file a flight plan:

a. when flying over sparsely populated areas, where SAR operations would be difficult;
b. if the aircraft is not equipped with radio.

A flight plan may be filed for any flight in order to facilitate the provision of SAR services.

Note: A pilot who has submitted a flight plan for a flight departing from a private aerodrome is responsible for the forwarding of the associated messages either by TEL or by radio to the ATS unit to which the flight plan was sent.

1.2 Categories of Flight Plan

A distinction is made between three different categories of flight plan:

- **Full flight plan submitted prior departure**
  A flight plan in line with the formatting requirements of § 1.4 below, submitted prior departure in accordance with the procedures specified in § 1.3.4 below.
- **Full flight plan submitted during flight (AFIL)**
  A flight plan in line with the formatting requirements of § 1.4 below, submitted to an ATS unit during flight in accordance with the procedures specified in § 1.3.5 below.
- **Abbreviated flight plan**
  Limited information provided to an ATS unit with the purpose to obtain a clearance for a minor portion of a VFR flight, such as to cross a CTR, to take-off from or land at a controlled aerodrome.

1.2.1 In Belgium

An abbreviated flight plan transmitted in the air contains as a minimum:

- call sign;
- type of aircraft;
- point of entry;
- point of exit;
- level.

1.2.2 In Luxembourg

An abbreviated flight plan transmitted in the air by radiotelephony for the crossing of controlled airspace contains, as a minimum:

- call sign;
- type of aircraft;
- point of entry;
- point of exit;
- level.

For domestic VFR flights (no border crossing), an abbreviated flight plan may be submitted at least 30 MIN prior departure. It comprises the following information:

- aircraft identification;
- departure aerodrome and estimated off-block time;
- destination aerodrome or operating site and total estimated flight time;
- mandatory reporting point for CTR exit;
- fuel endurance;
- total number of persons on board;
- name of the pilot in command.

1.3 Submission of a Flight Plan

A flight plan form based on the model shown in § 3 below shall be used by operators and ATS units for the purpose of completing flight plans. If the flight plan is transmitted by FAX, a special flight plan model shall be used. This form can be obtained from ELLX ARO (see GEN 3.3, § 6).

1.3.1 IFR Flight Plan

A full flight plan shall be submitted for IFR flights prior to departure either to the IFPS or to an ARO, or during flight to an appropriate ATS unit.

The IFPS is the responsible unit for accepting IFR/GAT flight plans, for flights conducted within the IFPS Zone. Unless a flight plan has been received and accepted by the IFPS (i.e. an ACK message has been received), the requirement to submit a flight plan for an IFR/GAT flight intending to operate into the IFPS-Zone will not have been satisfied and no ATC clearance will be issued for such a flight.

Aircraft operators shall file their flight plans and associated messages for IFR/GAT flights directly with the IFPS, whenever possible, or they can use the intermediate of a local ARO. The IFPS will send back “Operational Reply Messages” to the message originator (aircraft operator or ARO), indicating the status of processing of his flight plan or associated message:

- an acknowledge message (ACK) will indicate the successful processing of the message;
- a reject message (REJ) indicates that the submitted message could not be processed and that the message originator should file a new corrected message;
- a manual message (MAN) means that the message contains errors and that it will be presented to an IFPS operator for manual processing. A MAN message will be followed either by an ACK message, if the message has been corrected successfully by the IFPS operator, or by a REJ message, if the error(s) could not be solved.

Detailed information on flight plan filing procedures with IFPS is published in the *IFPS Users Manual* (see ENR 1.9, § 2).

1.3.2 VFR Flight Plan

Flight plans shall be submitted for VFR flights as required in § 1.1 above. A full flight plan can be submitted for VFR flights prior to departure to an ARO or during flight to an appropriate ATS unit. Alternatively, an abbreviated flight plan may be submitted to the ATS unit concerned. A full flight plan must be filed if the pilot requires other ATS units affected by his flight to be notified.

1.3.3 Adherence to Airspace Utilisation Rules and Availability

No flight plans shall be filed via the Brussels FIR/UIR deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilisation rules and availability for the Brussels FIR/UIR and any reference to them shall be made via:

URL: www.nm.eurocontrol.int/RAD/index.html

1.3.4 Procedures for Submitting Flight Plans Prior to Departure

1.3.4.1 Flight Plans Submitted via AFTN and SITA

1.3.4.1.1 IFR/GAT flights conducted in the IFPS Zone

Such flight plans shall be submitted to the IFPS via:

- AFTN to EUCHZMFP and EUCBZMFP, or
- SITA to BRUEP7X and PAREP7X.

1.3.4.1.2 IFR/GAT flights leaving the IFPS Zone and/or mixed rules flight plans

Message originators able to file the addresses for the portion of their flight outside the IFPS Zone and/or for the VFR portion of their flight should only file to the IFPS via:

- AFTN to EUCHZMFP and EUCBZMFP;
- SITA to BRUEP7X and PAREP7X.

Such message originators shall fill in the non-IFPS addresses or the VFR addresses in AFTN-format below the date/time/ originator line - using the re-addressing procedure - as specified in the *IFPS Users Manual*. (see ENR 1.9, § 2).

Message originators not able to file the addresses for the portion of their flight outside the IFPS Zone and/or for the VFR portion of their flight shall file to the ARO via AFTN to EBBRZPZX (departure from Belgium) or ELLXZPZX (departure from Luxembourg).

The ARO will address the IFR or mixed rules flight plan to both IFPS units in accordance with the re-addressing procedure.

Note 1: Aircraft Operators filing via an ARO shall never submit the same flight plan simultaneously to the IFPS.

Note 2: If a REJ message is received from the IFPS, the ARO will transmit this REJ message to the message originator's AFS address for corrective action.

1.3.4.1.3 VFR Flight Plans

VFR flight plans shall be transmitted to the responsible ARO for distribution. This shall be done via AFTN to EBBRZPZX for departures from Belgium, or to ELLXZPZX for departures from Luxembourg.

1.3.4.2 Flight Plans Submitted by FAX, TEL or in Person

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

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

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

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

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

EBBR ARO can be contacted at:

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

FAX: +32 (0) 2 206 25 39

ELLX ARO can be contacted at:

TEL: +352 47 98 23 01 0

FAX: +352 47 98 23 09 0

Email: aro@airport.etat.lu

1.3.4.3 Flight Plans Submitted via Dedicated Workstations or via the Internet

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

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

URL: ops.skeyes.be

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

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

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

1.3.4.4 Submission Time

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

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

In the event of a delay of 15 MIN in excess of the EOBT for IFR and mixed rules flights or a delay of 30 MIN for VFR flights for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted and the old one should be cancelled.

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

1.3.5 Procedures for Submitting Flight Plans during Flight (AFIL)

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

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

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

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

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

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

1.4.1 General

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

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

When filling in a flight plan, pilots shall:

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

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

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

1.4.2 Item 7: Aircraft Identification (MAX 7 characters)

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

a. the ICAO designator for the aircraft operating agency followed by the flight identification (e.g. “BEL511”, “NGA213”), when in RTF the call sign of the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. “BEELINE 511”, “NIGERIA 213”,...). In this case, the registration marking of the aircraft shall be specified in Item 18, preceded by “REG/”;

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

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

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

1.4.3.1 Flight Rules

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

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

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

1.4.3.2 Type of Flight

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

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

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

DLE/
In case of en route delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm) (e.g. “DLE/MDG0030”).

OPR/
ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

ORGN/
The originator’s eight letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.

Note: In some areas, flight plan reception centres may insert the “ORGN/” identifier and originator’s AFTN address automatically.

PER/
Aircraft performance data, indicated by a single letter as specified in *ICAO Doc 8168, Volume I*, if so prescribed by the appropriate ATS authority.

ALTN/
Name of destination alternate aerodrome(s), if “ZZZZ” is inserted in item 16. For aerodromes not listed in the relevant AIP, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in “DEP/” above.

RALT/
ICAO four letter indicator(s) for en-route alternate(s), as specified in *ICAO Doc 7910*, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant AIP, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in “DEP/” above.

TALT/
ICAO four letter indicator(s) for take-off alternate, as specified in *ICAO Doc 7910*, Location Indicators, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant AIP, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in “DEP/” above.

RIF/
The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to re-clearance in flight (e.g. “RIF/DTA HEC KLAX”, “RIF/ESP G94 CLA YPPH”).

RMK/
Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

RFP/
Q followed by a digit to indicate the sequence of the replacement flight plan being submitted, see ENR 1.9, § 2.

STAYINFOn/
Indication of the reason for the insertion of a STAY indicator in item 15 (see § 1.4.7 above). Insert “STAYINFO” followed by the sequence number of the STAY indicator, an oblique stroke and an explanation in free text (e.g. “STAYINFO1/ CALIBRATION OF SOG”).

1.4.10 Item 19: Supplementary Information

Note: In the paper flight plan form, an indicator is crossed out to denote that it is not available, in the digital flight plan form however, a mark is placed at the emergency and survival equipment that is available.

1.4.10.1 Endurance

After “E/” insert a 4-figure group giving the fuel/energy endurance in HR and MIN.

1.4.10.2 Persons on Board

After “P/” insert the total number of persons (passengers and crew) on board.

insert “TBN” (to be notified) if the total number of persons is not known at the time of filing.

1.4.10.3 Emergency and Survival Equipment

“R/” (RADIO)

- cross out “U” if UHF on FREQ 243.000 MHZ is not available;
- cross out “V” if VHF on FREQ 121.500 MHZ is not available;
- cross out “E” if emergency location beacon-aircraft (ELBA) is not available.

“S/” (SURVIVAL EQUIPMENT)

- cross out “P” if polar survival equipment is not carried;
- cross out “D” if desert survival equipment is not carried;
- cross out “M” if maritime survival equipment is not carried;
- cross out “J” if jungle survival equipment is not carried.

“J/” (JACKETS)

- cross out “J” if life jackets are not carried;
- cross out “L” if life jackets are not equipped with lights;
- cross out “F” if life jackets are not equipped with fluorescein;
- cross out “U” or “V” or both as in “R/” above to indicate radio capability of jackets, if any.

"D/" (DINGHIES)

- (Number): cross out "D" and "C" if no dinghies are carried, or insert number of dinghies carried;
- (Capacity): insert total capacity, in persons, of all dinghies carried;
- (Cover): cross out "C" if dinghies are not covered;
- (Colour): insert colour of dinghies if carried.

"A/" (AIRCRAFT COLOUR AND MARKINGS)

- insert colour of aircraft and significant markings.

"N/" (REMARKS)

- cross out "N" if no remarks, or indicate any other survival equipment carried and any other remarks regarding survival equipment, including information on ballistic parachute recovery systems.

"C/" (PILOT)

- insert name of pilot-in-command.

"Filed by": insert the name of the unit, agency or person filing the flight plan.

1.5 Changes to a Flight Plan (SERA.4015)

Except for the provisions described in ENR 1.1, § 1.10.2.2, all changes to a flight plan submitted for an IFR flight and/or a mixed flight rules flight shall be reported as soon as practicable to IFPS (either directly via AFTN or SITA, or through the intermediate of a local ARO).

All changes to VFR flight plans shall be reported as soon as practicable to the responsible ARO or to the appropriate ATS unit.

Note 1: Information submitted prior to departure regarding fuel or energy endurance or total number of persons carried on board, if incorrect at the time of departure, constitutes a significant change to the flight plan and must be reported.

Note 2: Changes to the route of a flight plan affecting the AFS addresses, involve the cancellation of the flight plan and subsequent submission of a new flight plan, except for IFR flights remaining within the IFPS zone.

1.6 Closing a Full Flight Plan (SERA.4020)

A report of arrival shall be made either in person or by radio at the earliest possible moment after landing, to the appropriate ATS unit at the arrival aerodrome, by any flight for which a flight plan has been submitted.

When no ATS unit exists at the arrival aerodrome, the pilot of a flight for which a flight plan has been submitted shall ensure that the arrival report is made immediately after landing to Brussels ARO or to Brussels FIC or, if this is not possible, to any other ATS unit with the request to inform Brussels FIC.

Note: A flight plan and its associated messages submitted for a VFR flight to be conducted wholly within Brussels FIR will not be sent to the destination aerodrome if the latter is a private aerodrome. This flight will nevertheless be provided with alerting service in so far as it is known or believed to be in a state of emergency. As a consequence, the pilot shall ensure that an arrival message is forwarded immediately after landing to the departure aerodrome or, if this is not possible, to Brussels FIC or Brussels ATC with the request to inform the aerodrome. Any failure to meet this obligation may cause unnecessary and expensive SAR operations.

Arrival reports made by the pilots shall contain the following information:

- aircraft identification;
- departure aerodrome;
- destination aerodrome (in case of diversion only);
- arrival aerodrome;
- time of arrival.

2 MILITARY

2.1 Requirement to submit a Flight Plan

Information relative to an intended flight or portion of a flight, to be provided to ATS units, shall be in the form of a flight plan.

Traffic that intends to file an OAT flight plan outside the published OPS HR of Steenokkerzeel ATCC has to obtain prior permission from COMOPS AIR&SPACE (PPR 72HR). The request shall be sent to COMOPS AIR&SPACE Air Operations Support. The permission will only be granted under exceptional circumstances when the ATS provided by a civil agency would not be possible or would not be desirable (e.g. sensitive military flight). If permission has been granted, Steenokkerzeel ATCC will provide ATS only to that traffic for which the permission has been obtained.

Compliance with diplomatic rules as published by the foreign authorities is compulsory.

A flight plan shall be submitted prior to every flight, with exemption of a QRA(I) or SAR mission.

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

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
SASKI	513253N 0023000E	L179, L608	SID EBOS FRA (X)
SISGA	503705N 0040324E	UM617, UZ319	FRA (I)
SIWFI	505344N 0032404E		MIL BENE route
SKARD	510952N 0031229E		IAP EBOS
SOGRI	504823N 0050243E	L608, M617, UM617, Y868	FRA (IDA)
SONDI	511126N 0045018E	L179	SID EBAW
SOPOK	501510N 0054626E	Y863, Z283	SID EBBR, SID EBCI FRA (ID)
SORAT	511257N 0053548E	L179	
SUMAS	505635N 0060059E	Z283	
SUTAL	492800N 0062330E	N852	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		
UPMIT	503907N 0032105E		IAP LFQQ

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

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1.2 Permeability of Areas

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

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

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

1.3 Booking procedure

1.3.1 ARES

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

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

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

1.3.2 Airspace Reservation

1.3.2.1 General

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

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

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

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

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

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

1.3.2.2 Tactical Air Ops

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

1.3.2.2.1 Booking Procedures Applicable to:

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

- TSA26A/B

The reservation of a TSA or a combination of TSA under the control of an ACU has to be made by THU of the preceding week, before 0800 (0700). In case this THU is a Belgian HOL, the reservation should be made on the last working day before that THU, before 0800 (0700). All reservations shall be done via LARA or AMC. A deconfliction process will take place on THU of the preceding week. All changes after this deconfliction process are subject to AMC approval in close coordination with ATCC supervisor. Requests will be treated on a 'first come, first served' basis and have to be made at least 3 HR prior the start of the reservation.

Except for foreign military users requesting TSA24, TSA25A/B and TSA26A, all other requests by foreign military users or civil users need the approval of COMOPS AIR&SPACE. The request has to be forwarded 7 working days prior the execution of the flight adding the reason for the reservation request and, if applicable, a description of the priority request. The approval with the applicable priority will be given not later than D-1 1400 (1300) by COMOPS AIR&SPACE.

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

TSA24 may not be used in conjunction with TSA25.

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

TSA25C can only be booked together with TSA25A/B.

TSA26B can only be booked together with TSA26A.

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

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

1.3.2.3 Other than Tactical Air Ops

1.3.2.3.1 Booking Procedures Applicable to:

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

The reservation request of a TRA or a combination of TRA has to be made by THU of the preceding week, before 0800 (0700). In case this THU is a Belgian public HOL, the reservation should be made on the last working day before that THU, before 0800 (0700). All reservations have to be done via LARA or AMC. A deconfliction process will take place on THU of the preceding week. All changes after this deconfliction process are subject to AMC approval in close coordination with ATCC supervisor. Requests will be treated on a 'first come, first served' basis and have to be made at least 3 HR prior the start of the reservation.

Planned exercises (ex calendar) and special approvals of COMOPS AIR&SPACE are not subject to this procedure and are inserted directly in LARA by COMOPS AIR&SPACE.

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

Requests for TRA made on the day of the planned mission will be treated on a 'first come, first served' basis by the AMC. The request has to be made at least 3 HR prior the start of the reservation.

Foreign military users or civil users requesting an airspace reservation, subject to a COMOPS AIR&SPACE waiver (e.g. supersonic flights) and/or requesting a priority, need the approval of COMOPS AIR&SPACE. The request has to be forwarded 7 working days prior the execution of the flight adding the reason for the reservation request and/or a description of the priority request. The approval with the applicable priority will be given not later than D-1 1400 (1300) by COMOPS AIR&SPACE.

Other airspace requests by foreign military users or civil users can be booked via the AMC till H-3.

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

1.3.2.3.2 Booking Procedures Applicable to:

- TRA W

The BAF will only have priority in TRA W over CBA1 if request was done not later than D-2 1500 (1400). At D-2 1500 (1400) Belgian AMC will coordinate with French Air Force. After D-2 1500 (1400), TRA W requests will no longer have priority on CBA1. In case of CBA1 activation, TRA W can be activated, but not at the same level as CBA1.

Requests for TRA W made on the day of the planned mission will be treated on a 'first come, first served' basis by the AMC. The request has to be made at least 3 HR prior the start of the reservation.

Foreign military users or civil users (air test, paradrop, photomissions,…) requesting an airspace reservation subject to a COMOPS AIR&SPACE waiver (e.g. supersonic flights) and/or requesting a priority need the approval of COMOPS

AIR&SPACE. The request has to be forwarded 7 working days prior the execution of the flight adding the reason for the reservation request and/or a description of the priority request. The approval with the applicable priority will be given not later than D-1 1400 (1300) by COMOPS AIR&SPACE.

Other airspace requests by foreign military users or civil users can be booked via the AMC till H-3.

- TRA WD

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

1.3.2.3.3 Booking Procedure Applicable to EBR05

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

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

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

1.3.2.4 Large Scale Exercises

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

TEL: +32 (0) 2 441 66 42

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

1.3.3 Reservation specifications

1.3.3.1 TRA/TSA

TRA/TSA S4: Not available during GOSLY holding.

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

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

TSA29A: The reservation request should be forwarded to COMOPS AIR&SPACE Air Operations Support at least one month in advance.

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

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

1.3.4 Airspace Regulations

1.3.4.1 TRA North A/B and South A/B

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

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

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

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

1.3.5 Confirmation and cancellation

1.3.5.1 Tactical Air Ops

All bookings shall be confirmed by the military user at least 3 HR before the activation time of the slot, including the requested airspace and number of aircraft participating to CRC. When CRC Beauvechain does not receive the confirmation, the reservation will automatically be cancelled. CRC Beauvechain will check if all conditions for the reservation are met and confirm the reservation to the AMC. If not all conditions are met, CRC Beauvechain will adapt the reservation in coordination with the user, to make sure that all conditions are met before the airspace can be confirmed. Cancellation of missions (especially in TSA26, TSA25B and TSA25C) shall be notified ASAP to CRC Beauvechain in order to allow other airspace users to occupy the airspace. CRC Beauvechain will inform the AMC (before H-3) or the ATCC supervisor (after H-3), who will contact Brussels NOF for modification of the current TSA26 NOTAM.

1.3.5.2 Other than Tactical Air Ops except EBR05

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

1.3.5.3 EBR05

Booking of EBR05 will be confirmed by the military user at least 3 HR prior activation time of the slot, including the requested airspace and number of aircraft participating directly to Pampa Range- Range Officer.

1.3.5.4 Changes to Reservations

Exceptionally, additional reservations for TSA-slots can be booked (until 3 HR prior activation) on a ‘first come, first served’ basis via the AMC.

1.3.6 Contact Information

1.3.6.1 CRC Beauvechain Current Operations Weapons Office

Contact info for booking

TEL: +32 (0) 2 443 86 34

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

1.3.6.2 Master Controller Assistant

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

TEL: +32 (0) 2 443 86 51

1.3.6.3 Steenokkerzeel ATCC Supervisor

TEL: +32 (0) 2 443 82 04

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

1.3.6.4 COMOPS AIR&SPACE Air Operations Support Current Ops Officer

TEL: +32 (0) 2 441 66 42

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

1.3.6.5 10 W Tac Current Ops

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

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

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

1.3.6.6 10 W Tac - Pampa Range Range Officer

TEL: +32 (0) 2 443 32 72

TEL: 9-6321-33272 (MIL)

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

1.3.6.7 2 W Tac Current Ops

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

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

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

1.3.7 Priority Guidelines

See table 1.3.7.1 for general guidelines on airspace allocation.

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

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

Booking requests can either be:

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

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

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

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

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

Operations within TSA26B will take priority over RPAS operations within TSA27A/B/D/E if the TSA26B airspace reservation is made prior THU Week -1 0800 (0700). TSA27A/B/D/E airspace reservations will have priority over TSA26B airspace reservations made after THU Week -1 0800 (0700) until D -1. Reservations made on D will be treated on a ‘first come, first served‘ basis.

1.3.7.1 Airspace Allocation Procedures

a	b	c	d	e	f
PRIO in LARA	**Type of Exercise (Exercises for which specific airspace requests are made)**	**Airspace Requests**		**Confirmation (acceptance or refusal)**	
		Not later than	**To**	**At**	**By**
N/A	QRA (A and T) scrambles	N/A	N/A	N/A	N/A
2	Foreign military users requesting TSAN1-N3, S1-S6 or TSA26A/B/D	7 working days	COMOPS AIR&SPACE	Preceding day 1400 (1300)	COMOPS AIR&SPACE
	Civil users requesting TSAN1-N3, S1-S6, TSA24, TSA25A/B/C or TSA26A/B/EBD26				
	Foreign military users or civil users requesting TRA N1-N3, S1-S6 or TRA W for missions subject to COMOPS AIR&SPACE approval and /or requesting prio				
10	Exercise calendar airspace requirements	10 working days prior	ATCC	Preceding THU during TELCO at 0830 (0730)	ATCC (LARA)
11-14	Scheduled TSA24/25/26 or CBA1 slots	THU of the preceding week 0800 (0700)	CRC		ATCC (LARA)
15	Foreign military users requesting TSA24, TSA25 A/B or TSA26A				
20	Belgian Air Force COMAO departures and recoveries	Preceding day 1400 (1300)	ATCC	Preceding day 1400 (1300)	ATCC (LARA)
21	Military paradrops	10 working days prior			
30-34	Exercises requesting one or more aerobatic areas (or portions thereof).	Preferably on D-1 1400 (1300) at the latest	ATCC (LARA)	Preceding day 1400 (1300)	ATCC (LARA)
35	Foreign military users or civil users requesting TRA N1-N3, S1-S6 or TRA W for missions NOT subject to COMOPS AIR&SPACE approval and/or NOT requesting prio.	NLT H-3	ATCC		ATCC (LARA)
40	Military opportunity traffic requesting airspace before TKOF.	30 MIN prior TKOF	ATCC (LARA)	ASAP	ATCC (LARA)
50	Military opportunity traffic in flight	In flight		In flight	R/T

1.3.7.2 Airspace Reservation Priorities (as defined in LARA)

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

2 HELICOPTER TRAINING AREAS

2.1 Areas

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

HTA01 - ARDENNES 01

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

HTA02 - ARDENNES 02

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

HTA03A - ARDENNES 03A

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

HTA03B - ARDENNES 03B

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

HTA04A - ARDENNES 04A

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

HTA04B - ARDENNES 04B

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

HTA05A - ARDENNES 05A

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

HTA05B - ARDENNES 05B

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

HTA06 - ARDENNES 06

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

HTA07 - ARDENNES 07

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

HTA08 - HANNUT HELICOPTER TRAINING AREA

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

HTA10A - COASTAL HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511635N 0032236E - 510500N 0031500E - 510357N 0025825E - 505900N 0024917E - 510131N 0023419E along the Belgian-French border - 510521N 0023244E along the coastline - 510859N 0024257E - 510635N 0025022E - 510812N 0030119E then a counter-clockwise arc radius 5 NM centered on 511305N 0025929E - 511412N 0030716E then a counter-clockwise arc radius 8 NM centered on 511221N 0025450E - 511749N 0030411E along the coastline - 511952N 0031055E - 511939N 0031105E - 511938N 0031052E - 511902N 0031037E - 511800N 0031136E - 511842N 0031144E - 511827N 0031207E - 511612N 0031241E - 511607N 0031203E - 511446N 0031222E - 511415N 0031243E - 511325N 0031254E - 511320N 0031325E - 511332N 0031340E - 511438N 0031325E - 511440N 0031340E - 511502N 0031338E - 511458N 0031312E - 511623N 0031250E - 511752N 0031540E - 511934N 0031347E - 512025N 0031344E along the coastline - 512223N 0032147E along border Belgian-Dutch - 511635N 0032236E.	500 FT AGL / GND	Training area for helicopters.	HX*(1)*
(1) Activated by NOTAM (not later than 1500 (1400) the day before activation).			

HTA10B - AALTER HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511635N 0032236E - 510500N 0031500E - 510357N 0025825E - 505334N 0032421E - 510314N 0032818E - 510838N 0034420E - 511014N 0034517E - 511050N 0034529E - 511137N 0034646E - 511141N 0034702E - 511133N 0034755E - 511238N 0034804E along the Belgian-Dutch border - 511635N 0032236E.	500 FT AGL / GND	Training area for helicopters.	HX*(1)*
(1) Activated by NOTAM (not later than 1500 (1400) the day before activation).			

HTA10C - IEPER HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510131N 0023419E - 505900N 0024917E - 510357N 0025825E - 505334N 0032421E - 505120N 0032729E - 504532N 0031017E - along the Belgian-French border - 510131N 0023419E. *(1)*	500 FT AGL / GND	Training area for helicopters.	HX*(2)*
(1) EBR31 excl. *(2)* Activated by NOTAM (not later than 1500 (1400) the day before activation).			

HTA10D - TOURNAI HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504532N 0031017E - 505120N 0032729E - 504028N 0034236E - 503147N 0032913E - along the Belgian-French border - 504532N 0031017E.	500 FT AGL / GND	Training area for helicopters.	HX(1)
(1) Activated by NOTAM (not later than 1500 (1400) the day before activation).			

HTA10E - OOSTENDE HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510859N 0024257E along the coastline - 511749N 0030411E then a clockwise arc radius 8 NM centered on 511221N 0025450E - 511412N 0030716E then a clockwise arc radius 5 NM centered on 511305N 0025929E - 510812N 0030119E - 510635N 0025022E - 510859N 0024257E.	500 FT AGL / GND	Training area for helicopters.	HX(1)
(1) Activated by NOTAM (not later than 1500 (1400) the day before activation).			

HTA12A - HERK-DE-STAD HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
505507N 0045856E - 505713N 0045955E - 505635N 0050132E - 510005N 0051255E - 505454N 0051921E - 505429N 0052029E - 505104N 0051436E - 504928N 0051342E - 504836N 0050925E then a counter-clockwise arc radius 7.7 NM centered on 504654N 0045728E - 505356N 0050240E - 505507N 0045856E.	500 FT AGL / GND	Low level flights.	HX (1)
(1) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated in VMC from MON to FRI (HOL excl), 0700-2300 (0600-2200).			

HTA12B - SINT-TRUIDEN HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504836N 0050925 E - 504928N 0051342E - 505104N 0051436E - 505429N 0052029E - 505220N 0052946E - 504803E 0053112E -504634N 0053321E then a counter-clockwise arc radius 5 NM centred on 504137N 0053205E - 504512N 0052633E - 504201N 0052128E - 504225N 0051445E - 504157N 0051009E - 504332E 0045844E - 504836N 0050925E. (1)	500 FT AGL / GND	Low level flights.	HX (2)
(1) EBR61, EBR62, EBR63 and EBR64 excl when active. *(2)* Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated in VMC from MON to FRI (HOL excl), 0700-2300 (0600-2200).			

HTA13 - WESTERLO HELICOPTER TRAINING AREA

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
505713N 0045955E - 505752N 0044910E - 505921N 0044837E - 510008N 0045002E - 510756N 0043625E - 511005N 0044746E - 511019N 0044902E - 510625N 0050313E - 510536N 0050817E - 510443N 0050817E - 510156N 0051153E - 510005N 0051255E - 505635N 0050132E - 505713N 0045955E.	500 FT AGL / GND	Low level flights.	HX (1)
(1) Activated by NOTAM (not later than 1500 (1400) the day before activation). May be activated in VMC from MON to FRI (HOL excl), 0700-2300 (0600-2200).			

HTA14A - TURNHOUT HELICOPTER TRAINING AREA

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

HTA14B - GEEL HELICOPTER TRAINING AREA

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

2.2 Booking Procedures (MIL only)

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

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

Priority will be given to 1 W Operations.

2.2.1 Accessibility

The HTA are only accessible for operations involving Belgian military helicopters. However, COMOPS AIR&SPACE may grant authorisation for operations with foreign helicopters.

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

2.2.2 Subdivision of the HTA Ardennes

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

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

2.2.3 Maximum Authorised Occupation of the HTA Ardennes

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

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

3 LOW FLYING AREAS

3.1 Areas

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

LFA01 - ARDENNES 01

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

LFA02 - ARDENNES 02

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

LFA03 - ARDENNES 03

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

LFA04 - ARDENNES 04

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

LFA05 - ARDENNES 05

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

LFA06 - ARDENNES 06

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

LFA07 - ARDENNES 07

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

LFA11 - KOKSIJDE TRAINING AREA

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

3.2 Booking procedures (MIL only)

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

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

3.2.1 Accessibility

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

3.2.2 Subdivision of the LFA Ardennes

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

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

- LFA Ardennes South: LFA04 + LFA05 + LFA06 + LFA07

3.2.3 Maximum Authorised Occupation of the LFA Ardennes

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

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

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

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

Below 2000FT AGL - 1NM radius

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

Below 2000FT AGL - 2NM radius

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

3.4 Limitations of Simulated Attacks (MIL only)

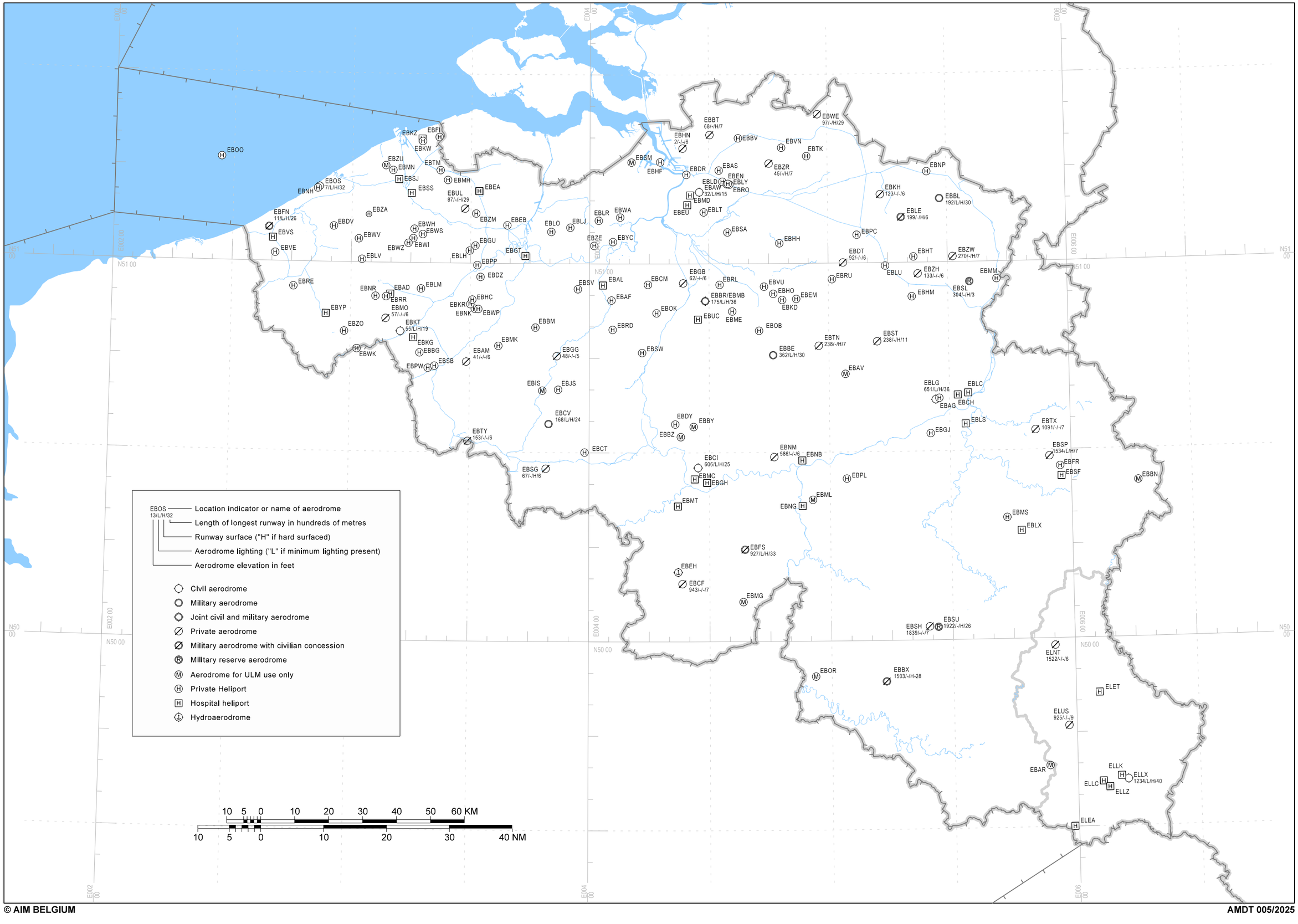
It is forbidden to simulate attacks on, even temporary, populated locations or on helicopter operating in the HTA.

4 AIR DEFENCE IDENTIFICATION ZONE

NIL

Index Chart

Aerodromes and Heliports



CHANGE: HLP EBCM added

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AD 2 MILITARY AERODROMES

AD 2 PRIVATE AERODROMES

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AD 3 PERSONAL HELIPORTS

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

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

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

2 HOSPITAL HELISTRIPS (MIL USE ONLY)

BRUSSEL

Post: Militair Hospitaal
Bruynstraat
1120 Brussel
BELGIUM
TEL: +32 (0) 2 268 48 48
TEL: +32 (0) 2 443 21 75
TEL: +32 (0) 2 443 22 14
Coordinates: 505419N 0042322E
Remark: PPR only

The following approach and departure areas/axes, in function of actual wind, are to be adhered to: Area SE between R-259 and R-191, in the N the arrival/departure route is 172/352, in the W the arrival/departure route is 106/286, additionally pay attention for trees in close proximity of the helicopter landing site.

3 MILITARY FIELD HELISTRIPS

AMAY

Post: 4 Gn - S2
Camp Adjt Brasseur
4540 Amay
BELGIUM
TEL: + 32 (0) 2 442 90 16 (CIV)
TEL: + 32 (0) 2 442 91 75 (CIV)
TEL: 9 6321 extension 29016, 29175 (MIL)
Coordinates: 503210N 0051807E
Remark: PPR only

LOMBARDSIJDE

Post: 14 Reg A
Kwartier Lombardsijde
Matrozenlaan 16
8620 Nieuwpoort
BELGIUM
TEL: +32 (0) 2 442 37 58 (CIV)
TEL: 9 6321 23758 (MIL)
TEL: 9 6321 23231 (S2)
TEL: 9 6321 23762 (Security Stand)
Coordinates: 510924N 0024418E
Remark: PPR only

ARLON (STOCKEM)

Post: Camp Gen Bastin
Route de Bouillon
6700 Arlon - (Stockem)
BELGIUM

TEL: + 32 (0) 2 441 46 68 (CIV)

TEL: 9 6321 14668 (MIL)

Coordinates: 494053N 0054642E

Remark: PPR only

ARLON-LAGLAND

Post: Quartier et Camp Lagland
Route de Virton
6700 Arlon - (Toernich)
BELGIUM

TEL: + 32 (0) 2 441 49 26 (CIV)

TEL: 9 6321 14926 (MIL)

Coordinates: 493928N 0054442E

Remark: PPR only

BERLAAR

Post: 99 Bn Log
Kw OLt Baron van Zuylen Van Nyevelt
Welvaartstraat 38
2590 Berlaar
BELGIUM

TEL: +32 (0) 2 442 17 77 (CIV)

TEL: 9 6321 21777 (MIL)

Coordinates: 510615N 0043801E

Remark: PPR only

BURCHT

Post: 11 Bataljon Genie
Kwartier Lt. V Thoumsin
Kruibeeksesteenweg 159
2070 Burcht
BELGIUM

TEL: +32 (0) 2 442 70 40 (CIV)

TEL: 9 6321 27040 (MIL)

Coordinates: 511130N 0041936E

Remark: PPR only

ELSENBORN

Post: Camp Elsenborn
Lager Elsenborn Camp 1
4750 Bütgenbach
BELGIUM

TEL: +32 (0) 2 442 77 31 (CIV)

TEL: +32 (0) 2 442 76 70 (CIV)

TEL: 9 6321 27731 or 27670 (MIL)

Coordinates: 502749N 0061119E

Remark: PPR only

MARCHE-EN-FAMENNE-HQ Mot Bde

Post: Camp Marche - Offr de Place
Camp Marche
Route de Liege
6900 Marche-en-Famenne
BELGIUM

TEL: +32 (0) 2 244 29 35 (CIV)

TEL: 9 6321 2935 (MIL)

Coordinates: 501417N 0052104E

Remark: PPR only

MARCHE-EN-FAMENNE-SECONDARY

Post: Camp Marche - Offr de Place
Camp Marche
Route de Liege
6900 Marche-en-Famenne
BELGIUM

TEL: +32 (0) 2 244 29 35 (CIV)

TEL: 9 6321 2935 (MIL)

Coordinates: 501438N 0052114E

Remark: PPR only

MARCHE-EN-FAMENNE-PRIMARY

Post: Camp Marche - Offr de Place
Camp Marche
Route de Liege
6900 Marche-en-Famenne
BELGIUM

TEL: +32 (0) 2 244 29 35 (CIV)

TEL: 9 6321 2935 (MIL)

Coordinates: 501425N 0052155E

Remark: PPR only

MARCHE-LES-DAMES

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

TEL: +32 (0) 2 443 07 72 (CIV)

TEL: 9 6321 30772 (MIL)

Coordinates: 502902N 0045752E

Remark: PPR only

MEERDAL

Post: Meerdal
Naamsesteenweg 100
3052 Oud-Heverlee
BELGIUM

TEL: +32 (0) 2 443 43 64 (CIV)

TEL: 9 6321 34364 (MIL)

Coordinates: 504902N 0044198E

Remark: PPR only

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

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

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

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

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

3.2 Push-back

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

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

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

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

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

Wing walkers are not allowed.

3.2.1 Standard Phraseology

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

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

3.2.2 Standard Push-back Procedures

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

3.3 Lightning Procedure

Lightning procedure in progress will be announced by ATIS.

When lightning procedure is activated:

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

4 RUNWAY REGULATIONS

4.1 Selection of Runway-in-use

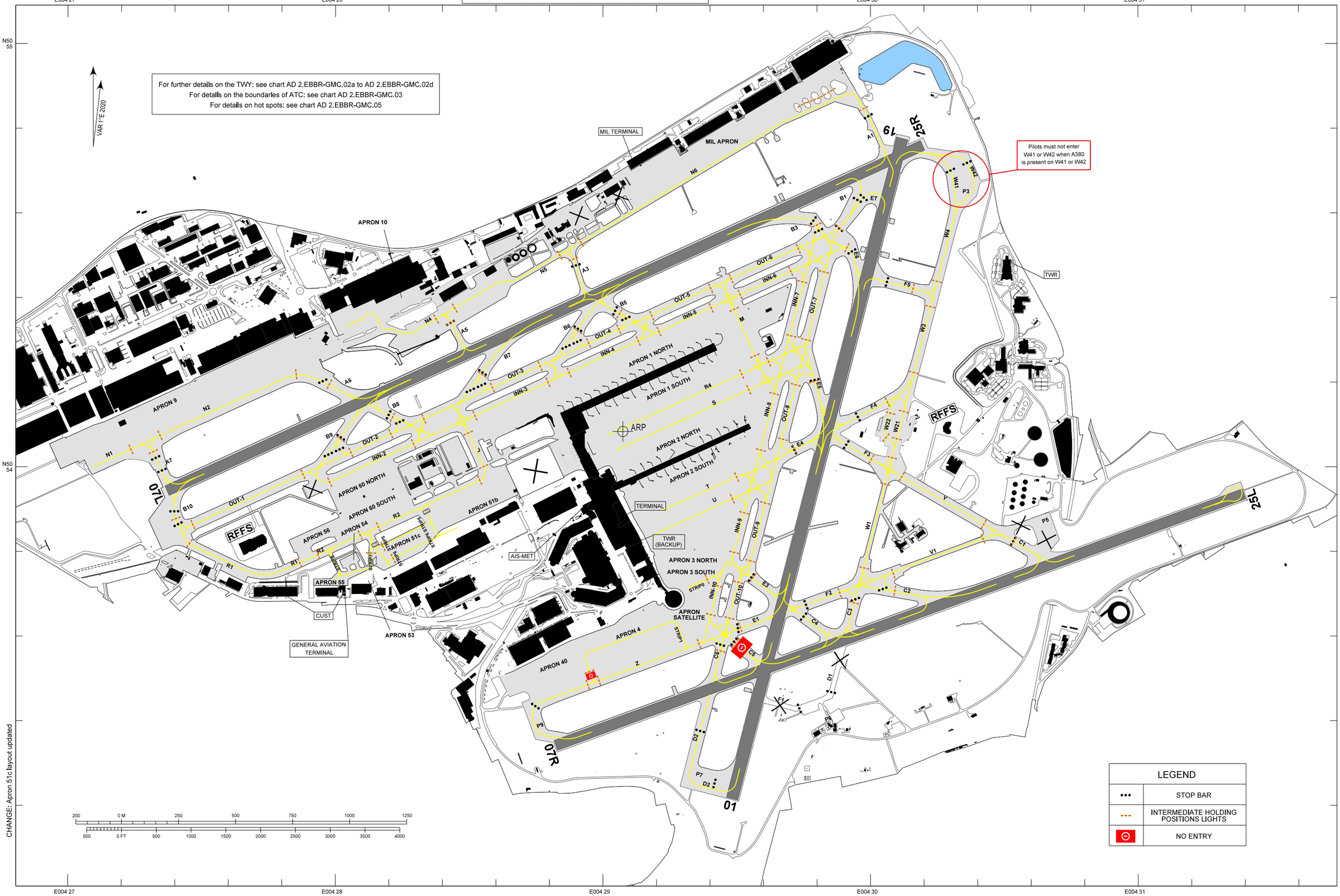
The direction in which aircraft take off and land is determined by the speed and direction of the surface wind or by the preferential runway system.

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

AERODROME GROUND MOVEMENT CHART - ICAO

GND		TWR		ATIS DEP
121.880	118.055	118.605	120.780	121.755

BRUSSELS / Brussels-National (EBBR)



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AIRCRAFT PARKING/DOCKING CHART - ICAO

GND		CLR
121.880	118.055	121.955

BRUSSELS / Brussels-National (EBBR)

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

Apron	Stands	Coordinates	
1 North	120	505404.84N	0042834.27E
	122	505405.60N	0042836.90E
	126	505406.27N	0042839.23E
	134	505406.94N	0042841.56E
	136	505407.61N	0042843.89E
	138	505408.29N	0042846.21E
	140	505408.54N	0042849.54E
	142	505409.12N	0042851.55E
	144	505409.70N	0042853.56E
	146	505410.29N	0042855.57E
	148	505410.84N	0042857.61E
	150	505411.42N	0042859.61E
	152	505411.99N	0042901.63E
	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	550	505347.84N	0042812.61E
	552	505347.75N	0042812.87E
	554	505348.10N	0042813.43E
	556	505348.14N	0042814.11E
	558	505348.36N	0042814.25E
	560	505348.62N	0042815.08E
	562	505348.53N	0042815.34E
	564	505348.88N	0042815.90E
	566	505348.92N	0042816.58E
	568	505349.14N	0042816.72E
	570	505349.40N	0042817.55E
	572	505349.32N	0042817.81E
	574	505349.66N	0042818.37E
	576	505349.71N	0042819.05E
	578	505349.93N	0042819.19E
	580	505350.19N	0042820.02E
	582	505350.10N	0042820.28E
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

Symbol	Meaning
(red symbol)	NO ENTRY
(line symbol)	RUNWAY-HOLDING PSN
(dashed symbol)	RUNWAY-HOLDING PSN
●●●	STOP BAR LIGHT
---	INTERMEDIATE HOLDING POSITIONS LIGHTS

0 M — 500
0 FT — 1000

CHANGE: Apron 51c layout and stands updated

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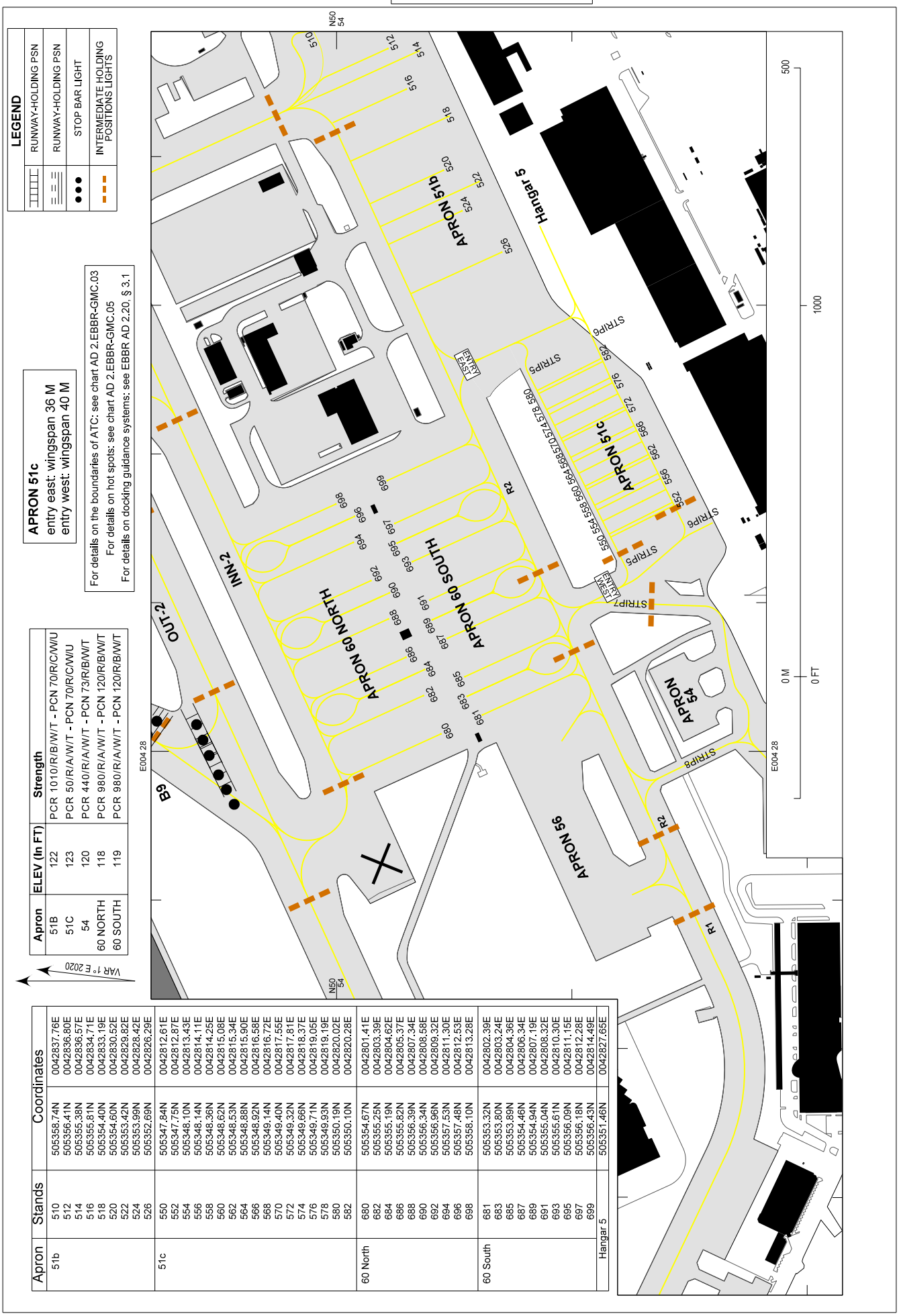
AIRCRAFT PARKING/DOCKING CHART - ICAO
GENERAL AVIATION

GND		CLR
121.880	118.055	121.955

BRUSSELS / Brussels-National (EBBR)



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	550	505347.84N 0042812.61E
	552	505347.75N 0042812.87E
	554	505348.10N 0042813.43E
	556	505348.14N 0042814.11E
	558	505348.36N 0042814.25E
	560	505348.62N 0042815.08E
	562	505348.53N 0042815.34E
	564	505348.88N 0042815.90E
	566	505348.92N 0042816.58E
	568	505349.14N 0042816.72E
	570	505349.40N 0042817.55E
	572	505349.32N 0042817.81E
	574	505349.66N 0042818.37E
	576	505349.71N 0042819.05E
	578	505349.93N 0042819.19E
	580	505350.19N 0042820.02E
	582	505350.10N 0042820.28E
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

CHANGE: Apron 51c layout and stands updated

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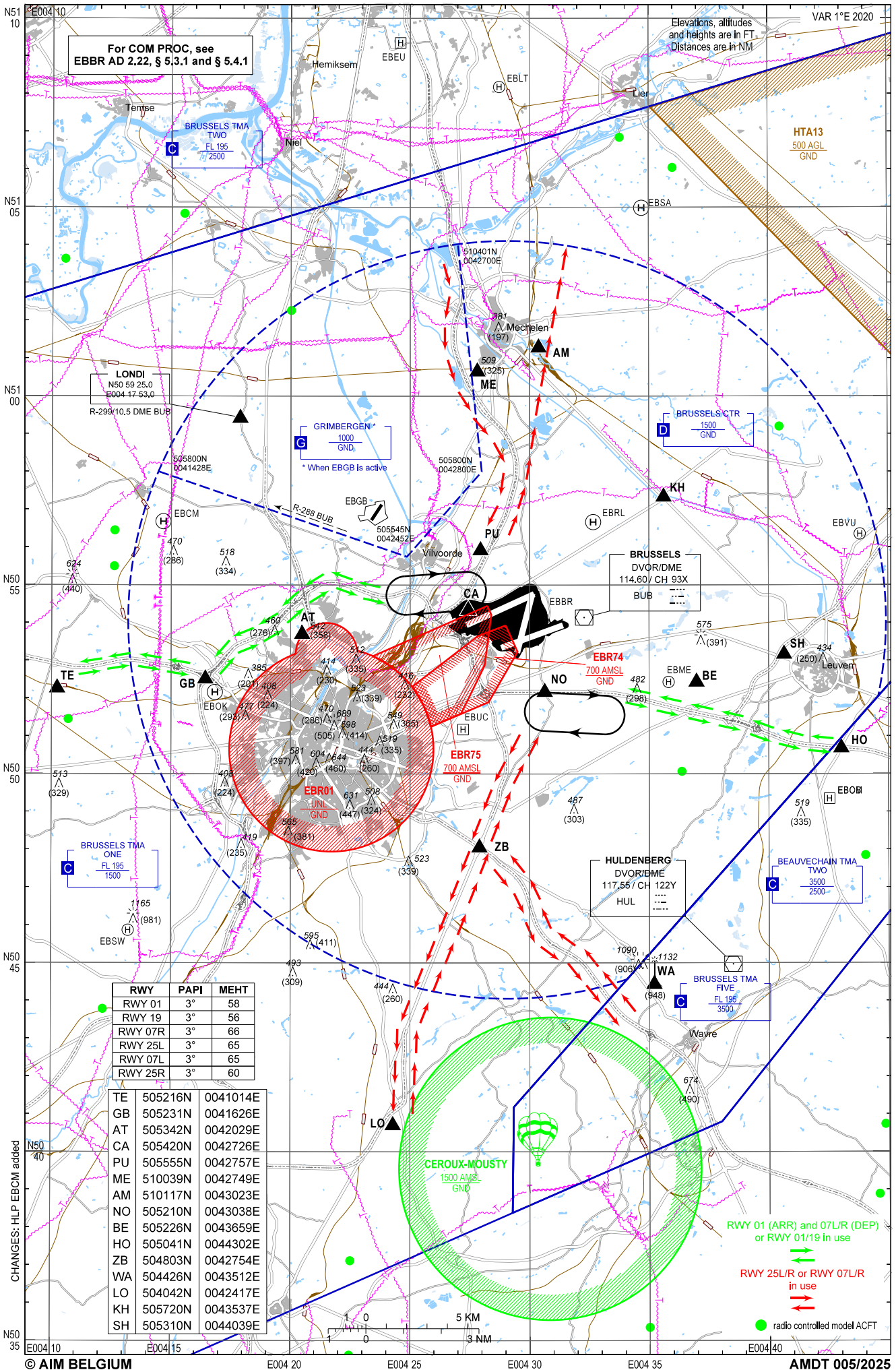
Visual Approach Chart - ICAO

BRUSSELS / Brussels-National (EBBR)



RWY	PAPI	MEHT
RWY 01	3°	58
RWY 19	3°	56
RWY 07R	3°	66
RWY 25L	3°	65
RWY 07L	3°	65
RWY 25R	3°	60

TE	505216N	0041014E
GB	505231N	0041626E
AT	505342N	0042029E
CA	505420N	0042726E
PU	505555N	0042757E
ME	510039N	0042749E
AM	510117N	0043023E
NO	505210N	0043038E
BE	505226N	0043659E
HO	505041N	0044302E
ZB	504803N	0042754E
WA	504426N	0043512E
LO	504042N	0042417E
KH	505720N	0043537E
SH	505310N	0044039E

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EBCI - CHARLEROI / Brussels South

EBCI AD 2.1 Aerodrome Location Indicator and Name

EBCI - CHARLEROI / Brussels South

EBCI AD 2.2 Aerodrome Geographical and Administrative Data

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

EBCI AD 2.3 Operational Hours

1	**AD Operator**	0530-2200 (0430-2100) (see also EBCI AD 2.21, § 1.1)
2	**Customs and immigration**	Passengers: as AD Operator *(1) (2)* Goods: MON to FRI (HOL excl), 0700-1100 (0600-1000) and 1145-1545 (1045-1445) General aviation: obligation to transmit the general declaration (GENDEC) to the customs*(4)*
3	**Health and sanitation**	As AD Operator
4	**AIS Briefing Office**	As AD Operator
5	**ATS Reporting Office (ARO)**	NIL
6	**MET Briefing Office**	H24
7	**ATS**	0515-2200 (0415-2100) *(3)*
8	**Fuelling**	Jet A1 delivery during opening hours, except for commercial based airplanes. AVGAS available from 0700 to 2130 (0600 to 2030). During LVP, AVGAS station is closed.
9	**Handling**	As AD Operator
10	**Security**	As AD Operator
11	**De-icing**	As AD Operator
12	**Remarks**	*(1)* Customs clearance outside these hours is possible; fees depending on the number of customs officers required and on the nature of operations and if prior notice is given the preceding day before 1900 (1800) for clearance between 0500-0700 (0400-0600) and on the day itself for clearance after these hours. *(2)* If customs and immigration personnel is absent, the Airport Authority may authorize an aircraft to leave for or to arrive from abroad, on the understanding that the pilot fills out and signs a written declaration that the aircraft carries no goods. *(3)* OPR HR may vary, see EBCI AD 2.17 ATS Airspace. *(4)* In accordance with the provisions of articles 8, 24 and 73 of the General Law of 18 JUL 1977 on customs and excise duties, a general declaration (GENDEC) must be sent to the customs: • when a private aircraft enters the European Union; • when a private aircraft leaves the European Union. Failure to comply with this obligation constitutes a customs offence, punishable by a fine. **Therefore, for each flight from or to a non-EU country operated via Charleroi airport, send the general declaration (GENDEC) by mail, at least 3 hours before the arrival or departure of the concerned flight, to:** da.controle.gosselies@minfin.fed.be.

EBCI AD 2.4 Handling Services and Facilities

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

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

1	**Apron designation, surface and strength**	P1: CONC, PCN 30/R/C/W/T P2: CONC, PCN 58/R/C/W/T P3: CONC, PCN 50/R/C/W/U P4: CONC, PCN 72/R/C/W/T P5: CONC, PCN 72/R/C/W/T P10: CONC, PCN 73/R/B/W/U P11: CONC, PCN 73/R/B/W/T P12: CONC, PCN 73/R/B/W/T P13: CONC, PCN 73/R/B/W/T P14: CONC, PCN 73/R/B/W/T P15: CONC, PCN 73/R/B/W/U
2	**Taxiway designation, width, surface and strength**	TWY N: 23M, ASPH, PCN 63/F/C/W/T (from N1 to N6), PCN 70/F/B/W/T (from N6 to N7) TWY N1, N2, N3, N4, N5, N6: 23M, ASPH, PCN 63/F/C/W/T TWY M4, M5 and M6: 23M, ASPH, PCN 63/F/C/W/T TWY N7: 23M, ASPH, PCN 70/F/B/W/T TWY M7: 23M, ASPH, PCN 70/F/B/W/T TWY S: 23M, CONC (between S1 and S4), ASPH (between S4 and S5), PCN 78/R/C/W/T TWY S1, S2, S3, S4: 23M, CONC, PCN 78/R/C/W/T TWY T1, T2 and T3: 20M, CONC / ASPH, INFO not AVBL
3	**ACL and elevation**	P1 (596FT) P2 (598FT) P3 (595FT) P4 (592FT) P5 (583FT) P10 (569FT) P11 (566FT) P12 (563FT) P13 (563FT) P14 (563FT) P15 (563FT)
4	**VOR check points**	NIL
5	**INS check points**	At aircraft stands, see chart AD 2.EBCI-GMC.01
6	**Remarks**	TWY S5 closed

EBCI AD 2.9 Surface Movement Guidance and Control System and Markings

1	**Aircraft stand identification signs**	On apron P10, P11, P12, P13, P14 and P15
	Taxiway guide lines	Guidance sign boards at entrance of taxiways to runways and at intersection of taxiways Apron N: • Taxilane F: Centreline markings orange and lights green/yellow (LED) • Taxilane G: Centreline markings yellow and lights green (LED) • Taxilane H: Centreline markings blue and lights green/blue (LED)
	Visual docking/parking guidance system at aircraft stands	Parking guidance by marshalling on apron North Follow-me available on request on apron North and South
2	**Runway markings and lighting**	Designation, threshold, touchdown zone, centre line and side stripe markings Aiming point of RWY 06 placed at 300 M from the threshold
	Taxiway markings and lighting	TWY markings: Centre line, edge lines, holding positions at the TWY/RWY intersections and intermediate holding position TWY lighting: see EBCI AD 2.15 Other Lighting and Secondary Power Supply
3	**Stop bars**	At holding positions
	Runway guard lights	Elevated runway guard lights available at all CAT 1 stop bars
4	**Other runway protection measures**	NIL
5	**Remarks**	NIL

EBCI AD 2.10 Aerodrome Obstacles

Close-in Obstacles

ID	Latitude	Longitude	ALT (M)	ALT (FT)	Remarks	Vegetation
EBCI_286	502808.7N	0042843.6E	180.5	591	RWY 06 Close-in	Yes
EBCI_285	502807.4N	0042844.1E	179.4	588	RWY 06 Close-in	Yes
EBCI_284	502807.1N	0042843.9E	178.7	584	RWY 06 Close-in	Yes
EBCI_255	502759.2N	0042854.4E	189.5	621	RWY 06 Close-in	No
EBCI_256	502759.7N	0042856.1E	189.3	621	RWY 06 Close-in	No
EBCI_272	502830.2N	0042929.2E	217.6	712	RWY 06 Close-in	No
EBCI_023	502713.5N	0042609.0E	200.6	657	RWY 24 Close-in	Yes
EBCI_571	502713.9N	0042603.6E	196.3	644	RWY 24 Close-in	Yes
EBCI_071	502720.6N	0042556.8E	199.0	653	RWY 24 Close-in	Yes
EBCI_022	502712.0N	0042602.4E	197.7	647	RWY 24 Close-in	Yes
EBCI_572	502718.0N	0042554.3E	197.6	647	RWY 24 Close-in	Yes
EBCI_070	502718.3N	0042551.4E	199.2	653	RWY 24 Close-in	Yes
EBCI_021	502704.8N	0042556.3E	205.9	673	RWY 24 Close-in	No
EBCI_028	502712.8N	0042553.6E	198.2	650	RWY 24 Close-in	Yes
EBCI_019	502703.2N	0042532.7E	223.6	765	RWY 24 Close-in	No
EBCI_073	502714.8N	0042550.3E	198.9	650	RWY 24 Close-in	Yes
EBCI_402	502704.2N	0042553.3E	199.6	653	RWY 24 Close-in	Yes
EBCI_027	502712.6N	0042558.4E	192.4	630	RWY 24 Close-in	Yes
EBCI_018	502702.0N	0042534.9E	211.6	693	RWY 24 Close-in	Yes
EBCI_098	502715.1N	0042558.9E	190.7	624	RWY 24 Close-in	Yes
EBCI_401	502703.2N	0042550.2E	201.2	660	RWY 24 Close-in	Yes
EBCI_072	502712.8N	0042544.4E	199.5	653	RWY 24 Close-in	Yes
EBCI_001	502659.5N	0042539.1E	208.3	683	RWY 24 Close-in	No

Visual Segment Surface (VSS) Penetration

ID	Type	Latitude	Longitude	ELEV (FT)	Minima Affected
EBCI_020	Building	502704.4N	0042556.3E	704	LNAV RWY 06, LNAV/VNAV RWY 06, VOR RWY 06
EBCI_229	Vegetation	502724.6N	0042604.2E	657	VOR RWY 06
EBCI_023	Vegetation	502713.6N	0042609.1E	658	LNAV RWY 06, LNAV/VNAV RWY 06, VOR RWY 06

Note 1: No Area 2 or Area 3 obstacle data sets are currently provided for EBCI.

Note 2: Details on EBCI aerodrome obstacles can be found on chart AD2 EBCI AOC.01.

EBCI AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	EBCI 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

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

EBCI AD 2.15 Other Lighting and Secondary Power Supply

1	**ABN / IBN location, characteristics and hours of operation**	NIL
2	**LDI location and lighting**	Next to T1 (lighted)
	WDI location and lighting	Next to LDI (lighted), east of P5 (lighted) and at 305 M from THR RWY 24 on southeast side (lighted)
3	**Taxiway edge lighting**	TWY N: • from N1 to N6 and from M4 to M6: curves only (LED) • from N1 to N6 straight line edge: reflectors • from N6 to N7 and M6 to M7: edge lighting (LED) TWY S: • from S1 to S4: curves (incandescent) • from P1 to P5: edge line on apron side (incandescent)
	Taxiway centre line lighting	TWY N, N1, N2, N3, N4, N5, N6, N7, M4, M5, M6, M7 (LED) TWY S, S1, S2, S3, S4 (incandescent)
4	**Secondary power supply**	To all lighting at aerodrome
	Switch-over time	15 SEC for approach lighting and PAPI 06 0 SEC for all other lights
5	**Remarks**	NIL

EBCI AD 2.16 Helicopter Landing Area

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

EBCI AD 2.17 ATS Airspace

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

EBCI AD 2.18 ATS Communication Facilities

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

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

EBCI AD 2.19 Radio Navigation and Landing Aids

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

EBCI AD 2.20 Local Aerodrome Regulations

EBLG - LIÈGE / Liège

EBLG AD 2.1 Aerodrome Location Indicator and Name

EBLG - LIÈGE / Liège

EBLG AD 2.2 Aerodrome Geographical and Administrative Data

1	**ARP coordinates**	503811N 0052634E
	Site of ARP at aerodrome	261° MAG / 785M from TWR
2	**Direction and distance from (city)**	5NM W of Liège
3	**Elevation / reference temperature**	651FT / 22°C
4	**Geoid undulation at AD ELEV PSN**	153FT
5	**Magnetic variation / annual change**	2°E (2020) / INFO not AVBL
6	**Name of AD operator**	**Airport Authority:** Service Public de Wallonie **Airport Management:** Liège Airport SA
	Address	**Airport Authority:** Service Public de Wallonie Direction de l'aéroport de Liège Mr Anselme (Airport Commander) Rue de l'aéroport Building 44 4460 Grâce-Hollogne BELGIUM **Airport Management:** Liège Airport SA Rue de l'aéroport Building 50 4460 Grâce-Hollogne BELGIUM
	TEL	**Airport Authority:** Airport Authority: +32 (0) 4 234 84 07 (office hours) Airport Inspection: +32 (0) 4 234 84 29 (H24) **Airport Management:** APOC - Airport Operations Center (H24) Duty Manager: +32 (0) 4 234 87 87 Flight planners: +32 (0) 4 234 87 05
	FAX	NIL
	Email	**Airport Authority:** Airport inspection: inspection-eblg@spw.wallonie.be **Airport Management:** Duty Manager: APOC@liegeairport.com Flight planners: flights@liegeairport.com
	AFS	Airport Authority: EBLGYDYX
	Website	www.liegeairport.com/flexport/en
7	**Types of traffic permitted (IFR/VFR)**	IFR / VFR
8	**Remarks**	NIL

EBLG AD 2.3 Operational Hours

1	**AD Operator**	H24
2	**Customs and immigration**	H24
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	H24
5	**ATS Reporting Office (ARO)**	NIL
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	H24
9	**Handling**	H24
10	**Security**	H24
11	**De-icing**	H24
12	**Remarks**	NIL

EBLG AD 2.4 Handling Services and Facilities

1	**Cargo-handling facilities**	Modern handling facilities Nearest railway siding: Cargo Village (1KM)
2	**Fuel types**	JET A1
	Oil types	Contact handler
3	**Fuelling facilities and capacity**	JET A1: • 3 trucks 85000L, 3000L/MIN • 3 trucks 60000L, 3000L/MIN • 2 trucks 40000L, 3000L/MIN • 1 truck 18000L, 3000L/MIN (dedicated to Apron P0) • 3 Hydrant Cars, 3000L/MIN BP, Q8, TF, Vitol, WFS and TUI fuel cards accepted via TF, Q8 and WFS. Credit cards accepted via TF.

EBOS - OOSTENDE-BRUGGE / Oostende

EBOS AD 2.1 Aerodrome Location Indicator and Name

EBOS - OOSTENDE-BRUGGE / Oostende

EBOS AD 2.2 Aerodrome Geographical and Administrative Data

1	**ARP coordinates**	511156N 0025144E
	Site of ARP at aerodrome	211° MAG / 620M from TWR
2	**Direction and distance from (city)**	2.7NM SSW of Oostende
3	**Elevation / reference temperature**	7FT / 21°C
4	**Geoid undulation at AD ELEV PSN**	146FT
5	**Magnetic variation / annual change**	1°E (2020) / INFO not AVBL
6	**Name of AD operator**	LEM Oostende-Brugge
	Address	Internationale Luchthaven Oostende-Brugge Nieuwpoortsesteenweg 889 8400 Oostende BELGIUM
	TEL	+32 (0) 59 55 12 02
	FAX	+32 (0) 59 55 14 64 (Self-briefing) +32 (0) 59 51 29 51 (ATC)
	Email	operations@ostendairport.aero (Airport Authorities)
	AFS	EBOSYDYX
	Website	www.ostendbruges-airport.com
7	**Types of traffic permitted (IFR/VFR)**	IFR / VFR
8	**Remarks**	NIL

EBOS AD 2.3 Operational Hours

1	**AD Operator**	H24
2	**Customs and immigration**	H24
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	H24
5	**ATS Reporting Office (ARO)**	NIL
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	H24
9	**Handling**	H24
10	**Security**	H24
11	**De-icing**	H24
12	**Remarks**	NIL

EBOS AD 2.4 Handling Services and Facilities

1	**Cargo-handling facilities**	Modern handling facilities AVBL Nearest railway siding: Oostende (6KM) Aviapartner Operations Ostend TEL: +32 (0) 59 56 37 20 Email: ost.ops@aviapartner.aero
2	**Fuel types**	JET A1 *Note: AIR BP card no longer accepted.*
	Oil types	O/R
3	**Fuelling facilities and capacity**	UPLIFT TEL: +32 (0) 59 80 16 48 Email: ostend@uplift-intl.com
4	**De-icing facilities**	AVBL
5	**Hangar space for visiting aircraft**	AVBL: Email: info@nsac.aero TEL: +32 (0) 59 40 18 00
6	**Repair facilities for visiting aircraft**	Small repairs: Email: info@nsac.aero TEL: +32 (0) 59 40 18 00
7	**Remarks**	General aviation handling on apron 3 is available upon request. For all non home based aircraft with MTOW from 2 T up to 45.5 T without public ticketing handling at apron 3 mandatory. Between 0700 (0600) and 1900 (1800), North Sea Aviation Center facilities are accessible for all GA, private crew and passengers. Outside these hours only for crew and passengers handled by them. Crew and passengers of aircraft < 2 T MTOW wishing to transit (entry or exit) the airport between 1900 (1800) and 0700 (0600), are subject to handling and need to send a handling request to North Sea Aviation Center prior to their flight (at least 24 HR in advance). Info at North Sea Aviation Center: URL: www.nsac.aero Email: info@nsac.aero TEL: +32 (0) 59 40 18 00

EBOS AD 2.5 Passenger Facilities

1	**Hotels**	Near aerodrome and in the city
2	**Restaurants**	At aerodrome (0800-2000 (0700-1900) or O/R) In the city
3	**Transportation**	Tramways, taxis and buses
4	**Medical facilities**	First aid treatment and recovery room Hospitals in Oostende (5KM)
5	**Bank**	In the city
	Post office	In the city
6	**Tourist office**	At aerodrome / Tourist office in the city
7	**Remarks**	NIL

ELNT - NOERTRANGE

Note: The following sections in this chapter are intentionally left blank: AD-2.3, AD-2.4, AD-2.5, AD-2.6, AD-2.7, AD-2.8, AD-2.9, AD-2.10, AD-2.11, AD-2.12, AD-2.13, AD-2.14, AD-2.15, AD-2.16, AD-2.17, AD-2.18, AD-2.19, AD-2.20, AD-2.21, AD-2.22, AD-2.23, AD-2.24

ELNT AD 2.1 Aerodrome Location Indicator and Name

ELNT - NOERTRANGE

ELNT AD 2.2 Aerodrome Data

1	**Coordinates**	495852N 0055505E
2	**Elevation (FT)**	1 502
3	**Magnetic variation / annual change**	3° E (2020) / 11' E increasing
4	**Runway, true bearing**	076° / 256°
5	**Runway dimensions (M)**	660 x 30
6	**Slope**	+1.8% to W
7	**Surface**	GRASS
8	**Strength**	2250KG
9	**Operator**	Fédération Aéronautique Luxembourgeoise (FAL) 3, route d'Arlon L-8009 Strassen LUXEMBOURG
10	**TEL**	+352 95 84 30 (AD) +352 49 38 52 (OPR)
11	**FAX**	NIL
12	**Email**	fal@pt.lu
13	**Operational hours**	HX
14	**AFIS**	NIL
15	**Procedures**	The airfield should be overflown from the south to the north, before entering the north downwind of the airfield. Avoid straight long final on RWY 08 due to obstacle (church tower) aligned on extended centre line. Presence of obstacles (trees and bushes) in vicinity of THR 26 and along RWY penetrating the strip.
16	**Remarks**	Aerodrome operations under VMC and day conditions only. Aerodrome available only for single-engine aircraft used for para dropping and associated pilots training. The use of the aerodrome is subject to the presence of a person in charge designated by the operator. Parachute jumping at aerodrome. "Noertrange" - A/A 126.955 (8.33 KHZ CH) - No ATS. Live status of aerodrome (open/closed) known to ARO (TEL +352 47 98 23 01 0 or +352 47 98 23 01 1) and ATC/APP (120.885 MHZ). Unmanned aircraft activities on and within 2NM radius of the airfield up to 500FT AGL outside opening hours.

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EBCM - MERCHTEM / Stephex

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

EBCM AD 3.1 Heliport Location Indicator and Name

EBCM - MERCHTEM / Stephex

EBCM AD 3.2 Heliport Data

1	**Coordinates**	505641N 0041440E
2	**Elevation (FT)**	141
3	**Geoid undulation (FT)**	INFO not AVBL
4	**Dimensions (M)**	21 in diameter
5	**Slope**	< 1%
6	**Surface**	GRASS
7	**Strength**	5700 KG
8	**Arrival routes (MAG)**	321° and 051°
9	**Operator**	STEPHEX & CO Lovegemstraat 8 1861 Meise BELGIUM
10	**TEL**	+32 (0) 472 03 37 34 +32 (0) 472 18 39 29
11	**FAX**	NIL
12	**Email**	mike.dieleman@stephex.com nathan.sambaere@stephex.com
13	**Operational hours**	H24
14	**Basic Information (languages used)**	NIL
15	**Remarks**	PPR. Caution: High Tension lines 500 M west of the FATO, below the 12.5% APCH SFC, no ICAO day or night markings. No trainings flights for non home based pilots. Horizontal visibility for non home based pilots 3000 M. Heliport situated in Brussels CTR. Elevated heliport. Avoid overflying residential area's during TKOF and APCH.

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EBMK - MAARKEDAL/ Nukerke

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

EBMK AD 3.1 Heliport Location Indicator and Name

EBMK - MAARKEDAL / Nukerke

EBMK AD 3.2 Heliport Data

1	**Coordinates**	504655N 0033711E
2	**Elevation (FT)**	171
3	**Geoid undulation (FT)**	147
4	**Dimensions (M)**	21 in diameter
5	**Slope**	< 2%
6	**Surface**	GRASS / CONC
7	**Strength**	5 700 KG
8	**Arrival routes (MAG)**	200° and 290°
9	**Operator**	Kristof Bauwens Terbeke 3 9681 Maarkedal BELGIUM
10	**TEL**	+32 (0) 475 95 70 24
11	**FAX**	NIL
12	**Email**	kristof.bauwens@gmail.com
13	**Operational hours**	HJ + civil twilight
14	**Basic Information (languages used)**	NIL
15	**Remarks**	The heliport may only be used by the mentioned operator.

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