

# AERONAUTICAL INFORMATION PUBLICATION

## Belgium and Luxembourg

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**AIRAC AMDT**  
**011/2021**

Publication date: 18 NOV 2021  
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### 1. Amendment content:

Section	Subject	Change
GEN 2.2	Abbreviation COMAO	New
ENR 5.2	TSA29C vertical limits and booking procedure	Updated
ENR 5.5	Useldange Sector North time of activity	Updated
ENR 6	Index Chart. Military Exercise and Training Areas: TRA and TSA	Updated

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

NIL

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

**NOTAM:** NIL

**SUP:** NIL

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

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ENR 1.14-7	15-SEP-2016	ENR 3.5-8	05-NOV-2020	ENR 5.5-5	15-JUL-2021
ENR 1.14-8	15-SEP-2016	ENR 3.5-9	05-NOV-2020	ENR 5.5-6	15-JUL-2021
ENR 1.14-9	15-SEP-2016	ENR 3.5-10	05-NOV-2020	ENR 5.5-7	30-DEC-2021
ENR 1.14-10	15-SEP-2016	ENR 3.5-11	20-MAY-2021	ENR 5.5-8	30-DEC-2021
ENR 1.14-11	15-SEP-2016	ENR 3.5-12	20-MAY-2021	ENR 5.5-9	15-JUL-2021
ENR 1.14-12	15-SEP-2016	ENR 3.5-13	02-JAN-2020	ENR 5.5-10	15-JUL-2021
ENR 2.1-1	02-JAN-2020	ENR 3.5-14	02-JAN-2020	ENR 5.5-11	15-JUL-2021
ENR 2.1-2	02-JAN-2020	ENR 3.6-1	28-JAN-2021	ENR 5.5-12	15-JUL-2021
ENR 2.1-3	02-DEC-2021	ENR 3.6-2	28-JAN-2021	ENR 5.5-13	15-JUL-2021
ENR 2.1-4	02-DEC-2021	ENR 4.1-1	12-AUG-2021	ENR 5.5-14	15-JUL-2021
ENR 2.1-5	22-APR-2021	ENR 4.1-2	12-AUG-2021	ENR 5.5-15	15-JUL-2021
ENR 2.1-6	22-APR-2021	ENR 4.2-1	04-FEB-2016	ENR 5.5-16	15-JUL-2021
ENR 2.1-7	23-APR-2020	ENR 4.2-2	04-FEB-2016	ENR 5.5-17	15-JUL-2021
ENR 2.1-8	23-APR-2020	ENR 4.3-1	26-MAR-2020	ENR 5.5-18	15-JUL-2021
ENR 2.1-9	23-APR-2020	ENR 4.3-2	26-MAR-2020	ENR 5.6-1	03-DEC-2020
ENR 2.1-10	23-APR-2020	ENR 4.4-1	20-MAY-2021	ENR 5.6-2	03-DEC-2020
ENR 2.1-11	10-SEP-2020	ENR 4.4-2	20-MAY-2021	ENR 5.6-3	03-DEC-2020
ENR 2.1-12	10-SEP-2020	ENR 4.4-3	09-SEP-2021	ENR 5.6-4	03-DEC-2020
ENR 2.1-13	02-JAN-2020	ENR 4.4-4	09-SEP-2021	ENR 6-1	10-SEP-2020
ENR 2.1-14	02-JAN-2020	ENR 4.4-5	09-SEP-2021	ENR 6-2	10-SEP-2020
ENR 2.1-15	28-MAR-2019	ENR 4.4-6	09-SEP-2021	ENR 6.ENRC.01-1	12-AUG-2021
ENR 2.1-16	28-MAR-2019	ENR 4.4-7	03-DEC-2020	ENR 6.ENRC.01-2	12-AUG-2021
ENR 2.1-17	27-FEB-2020	ENR 4.4-8	03-DEC-2020	ENR 6.ENRC.02-1	12-AUG-2021
ENR 2.1-18	27-FEB-2020	ENR 4.5-1	12-SEP-2019	ENR 6.ENRC.02-2	12-AUG-2021
ENR 2.2-1	03-DEC-2020	ENR 4.5-2	12-SEP-2019	ENR 6.ENRC.03-1	04-NOV-2021
ENR 2.2-2	03-DEC-2020	ENR 5.1-1	03-DEC-2020	ENR 6.ENRC.03-2	04-NOV-2021
ENR 2.2-3	28-MAR-2019	ENR 5.1-2	03-DEC-2020	ENR 6.ENRC.04-1	12-AUG-2021

ENR 6-ENRC.04-2	12-AUG-2021	AD 1.2-3	12-AUG-2021	AD 2.EBBR-12	12-AUG-2021
ENR 6-ENRC.05a-1	15-SEP-2016	AD 1.2-4	12-AUG-2021	AD 2.EBBR-13	12-AUG-2021
ENR 6-ENRC.05a-2	15-SEP-2016	AD 1.2-5	12-AUG-2021	AD 2.EBBR-14	12-AUG-2021
ENR 6-ENRC.05b-1	15-SEP-2016	AD 1.2-6	12-AUG-2021	AD 2.EBBR-15	02-DEC-2021
ENR 6-ENRC.05b-2	15-SEP-2016	AD 1.3-1	23-APR-2020	AD 2.EBBR-16	02-DEC-2021
ENR 6-ENRC.05c-1	15-SEP-2016	AD 1.3-2	23-APR-2020	AD 2.EBBR-17	12-AUG-2021
ENR 6-ENRC.05c-2	15-SEP-2016	AD 1.3-3	12-AUG-2021	AD 2.EBBR-18	12-AUG-2021
ENR 6-ENRC.05d-1	15-SEP-2016	AD 1.3-4	12-AUG-2021	AD 2.EBBR-19	07-OCT-2021
ENR 6-ENRC.05d-2	15-SEP-2016	AD 1.3-5	04-NOV-2021	AD 2.EBBR-20	07-OCT-2021
ENR 6-ENRC.05e-1	15-SEP-2016	AD 1.3-6	04-NOV-2021	AD 2.EBBR-21	12-AUG-2021
ENR 6-ENRC.05e-2	15-SEP-2016	AD 1.3-7	04-NOV-2021	AD 2.EBBR-22	12-AUG-2021
ENR 6-ENRC.05f-1	20-MAY-2021	AD 1.3-8	04-NOV-2021	AD 2.EBBR-23	07-OCT-2021
ENR 6-ENRC.05f-2	20-MAY-2021	AD 1.3-9	04-NOV-2021	AD 2.EBBR-24	07-OCT-2021
ENR 6-INDEX.01a-1	15-AUG-2019	AD 1.3-10	04-NOV-2021	AD 2.EBBR-25	12-AUG-2021
ENR 6-INDEX.01a-2	15-AUG-2019	AD 1.4-1	21-MAY-2020	AD 2.EBBR-26	12-AUG-2021
ENR 6-INDEX.01b-1	18-JUN-2020	AD 1.4-2	21-MAY-2020	AD 2.EBBR-27	12-AUG-2021
ENR 6-INDEX.01b-2	18-JUN-2020	AD 1.5-1	12-SEP-2019	AD 2.EBBR-28	12-AUG-2021
ENR 6-INDEX.01c-1	06-DEC-2018	AD 1.5-2	12-SEP-2019	AD 2.EBBR-29	25-MAR-2021
ENR 6-INDEX.01c-2	06-DEC-2018	AD 2.EBAW-1	22-APR-2021	AD 2.EBBR-30	25-MAR-2021
ENR 6-INDEX.01d-1	17-JUN-2021	AD 2.EBAW-2	22-APR-2021	AD 2.EBBR-31	25-MAR-2021
ENR 6-INDEX.01d-2	17-JUN-2021	AD 2.EBAW-3	12-AUG-2021	AD 2.EBBR-32	25-MAR-2021
ENR 6-INDEX.02-1	25-FEB-2021	AD 2.EBAW-4	12-AUG-2021	AD 2.EBBR-33	31-DEC-2020
ENR 6-INDEX.02-2	25-FEB-2021	AD 2.EBAW-5	31-DEC-2020	AD 2.EBBR-34	31-DEC-2020
ENR 6-INDEX.03a-1	30-DEC-2021	AD 2.EBAW-6	31-DEC-2020	AD 2.EBBR-35	12-AUG-2021
ENR 6-INDEX.03a-2	30-DEC-2021	AD 2.EBAW-7	04-NOV-2021	AD 2.EBBR-36	12-AUG-2021
ENR 6-INDEX.03b-1	09-SEP-2021	AD 2.EBAW-8	04-NOV-2021	AD 2.EBBR-37	12-AUG-2021
ENR 6-INDEX.03b-2	09-SEP-2021	AD 2.EBAW-9	28-JAN-2021	AD 2.EBBR-38	12-AUG-2021
ENR 6-INDEX.03c-1	16-JUL-2020	AD 2.EBAW-10	28-JAN-2021	AD 2.EBBR-39	31-DEC-2020
ENR 6-INDEX.03c-2	16-JUL-2020	AD 2.EBAW-11	28-JAN-2021	AD 2.EBBR-40	31-DEC-2020
ENR 6-INDEX.04a-1	15-JUL-2021	AD 2.EBAW-12	28-JAN-2021	AD 2.EBBR-41	15-JUL-2021
ENR 6-INDEX.04a-2	15-JUL-2021	AD 2.EBAW-13	21-MAY-2020	AD 2.EBBR-42	15-JUL-2021
ENR 6-INDEX.04b-1	04-FEB-2016	AD 2.EBAW-14	21-MAY-2020	AD 2.EBBR-43	15-JUL-2021
ENR 6-INDEX.04b-2	04-FEB-2016	AD 2.EBAW-15	12-AUG-2021	AD 2.EBBR-44	15-JUL-2021
ENR 6-INDEX.04c-1	04-FEB-2016	AD 2.EBAW-16	12-AUG-2021	AD 2.EBBR-45	15-JUL-2021
ENR 6-INDEX.04c-2	04-FEB-2016	AD 2.EBAW-ADC.01-1	04-NOV-2021	AD 2.EBBR-46	15-JUL-2021
ENR 6-INDEX.04d-1	12-SEP-2019	AD 2.EBAW-ADC.01-2	04-NOV-2021	AD 2.EBBR-47	04-NOV-2021
ENR 6-INDEX.04d-2	12-SEP-2019	AD 2.EBAW-ADC.02-1	22-APR-2021	AD 2.EBBR-48	04-NOV-2021
ENR 6-INDEX.04e-1	28-APR-2016	AD 2.EBAW-ADC.02-2	22-APR-2021	AD 2.EBBR-49	15-JUL-2021
ENR 6-INDEX.04e-2	28-APR-2016	AD 2.EBAW-ADC.03-1	22-APR-2021	AD 2.EBBR-50	15-JUL-2021
ENR 6-INDEX.04f-1	22-JUN-2017	AD 2.EBAW-ADC.03-2	22-APR-2021	AD 2.EBBR-51	15-JUL-2021
ENR 6-INDEX.04f-2	22-JUN-2017	AD 2.EBAW-AOC.01-1	20-MAY-2021	AD 2.EBBR-52	15-JUL-2021
ENR 6-INDEX.05-1	28-MAR-2019	AD 2.EBAW-AOC.01-2	20-MAY-2021	AD 2.EBBR-53	15-JUL-2021
ENR 6-INDEX.05-2	28-MAR-2019	AD 2.EBAW-ATCSMAC.01-1	28-JAN-2021	AD 2.EBBR-54	15-JUL-2021
ENR 6-INDEX.06-1	12-AUG-2021	AD 2.EBAW-ATCSMAC.01-2	28-JAN-2021	AD 2.EBBR-55	15-JUL-2021
ENR 6-INDEX.06-2	12-AUG-2021	AD 2.EBAW-STAR.01-1	22-APR-2021	AD 2.EBBR-56	15-JUL-2021
ENR 6-INDEX.07-1	07-OCT-2021	AD 2.EBAW-STAR.01-2	22-APR-2021	AD 2.EBBR-57	15-JUL-2021
ENR 6-INDEX.07-2	07-OCT-2021	AD 2.EBAW-SID.01-1	22-APR-2021	AD 2.EBBR-58	15-JUL-2021
ENR 6-INDEX.08-1	04-FEB-2016	AD 2.EBAW-SID.01-2	22-APR-2021	AD 2.EBBR-59	15-JUL-2021
ENR 6-INDEX.08-2	04-FEB-2016	AD 2.EBAW-SID.02-1	22-APR-2021	AD 2.EBBR-60	15-JUL-2021
ENR 6-INDEX.09-1	04-NOV-2021	AD 2.EBAW-SID.02-2	22-APR-2021	AD 2.EBBR-61	15-JUL-2021
ENR 6-INDEX.09-2	04-NOV-2021	AD 2.EBAW-IAC.01-1	09-SEP-2021	AD 2.EBBR-62	15-JUL-2021
ENR 6-INDEX.10-1	01-FEB-2018	AD 2.EBAW-IAC.01-2	09-SEP-2021	AD 2.EBBR-63	15-JUL-2021
ENR 6-INDEX.10-2	01-FEB-2018	AD 2.EBAW-IAC.02-1	09-SEP-2021	AD 2.EBBR-64	15-JUL-2021
		AD 2.EBAW-IAC.02-2	09-SEP-2021	AD 2.EBBR-65	15-JUL-2021
		AD 2.EBAW-IAC.02a-1	23-APR-2020	AD 2.EBBR-66	15-JUL-2021
		AD 2.EBAW-IAC.02a-2	23-APR-2020	AD 2.EBBR-67	07-OCT-2021
		AD 2.EBAW-IAC.03-1	09-SEP-2021	AD 2.EBBR-68	07-OCT-2021
		AD 2.EBAW-IAC.03-2	09-SEP-2021	AD 2.EBBR-69	12-AUG-2021
		AD 2.EBAW-IAC.04-1	09-SEP-2021	AD 2.EBBR-70	12-AUG-2021
		AD 2.EBAW-IAC.04-2	09-SEP-2021	AD 2.EBBR-ADC.01-1	04-NOV-2021
		AD 2.EBAW-VAC.01-1	22-APR-2021	AD 2.EBBR-ADC.01-2	04-NOV-2021
		AD 2.EBAW-VAC.01-2	22-APR-2021	AD 2.EBBR-ADC.02-1	08-OCT-2020
		AD 2.EBAW-VAC.02-1	22-APR-2021	AD 2.EBBR-ADC.02-2	08-OCT-2020
		AD 2.EBAW-VAC.02-2	22-APR-2021	AD 2.EBBR-ADC.03-1	08-OCT-2020
		AD 2.EBAW-VAC.03-1	28-JAN-2021	AD 2.EBBR-ADC.03-2	08-OCT-2020
		AD 2.EBAW-VAC.03-2	28-JAN-2021	AD 2.EBBR-GMC.01-1	04-NOV-2021
		AD 2.EBBR-1	12-AUG-2021	AD 2.EBBR-GMC.01-2	04-NOV-2021
		AD 2.EBBR-2	12-AUG-2021	AD 2.EBBR-GMC.02a-1	28-JAN-2021
		AD 2.EBBR-3	02-DEC-2021	AD 2.EBBR-GMC.02a-2	28-JAN-2021
		AD 2.EBBR-4	02-DEC-2021	AD 2.EBBR-GMC.02b-1	02-DEC-2021
		AD 2.EBBR-5	02-DEC-2021	AD 2.EBBR-GMC.02b-2	02-DEC-2021
		AD 2.EBBR-6	02-DEC-2021	AD 2.EBBR-GMC.02c-1	25-FEB-2021
		AD 2.EBBR-7	12-AUG-2021	AD 2.EBBR-GMC.02c-2	25-FEB-2021
		AD 2.EBBR-8	12-AUG-2021	AD 2.EBBR-GMC.02d-1	06-DEC-2018
		AD 2.EBBR-9	12-AUG-2021	AD 2.EBBR-GMC.02d-2	06-DEC-2018
		AD 2.EBBR-10	12-AUG-2021	AD 2.EBBR-GMC.03-1	04-NOV-2021
		AD 2.EBBR-11	12-AUG-2021	AD 2.EBBR-GMC.03-2	04-NOV-2021

**AD**

AD 0.1-1	04-FEB-2016
AD 0.1-2	04-FEB-2016
AD 0.2-1	04-FEB-2016
AD 0.2-2	04-FEB-2016
AD 0.3-1	31-MAR-2016
AD 0.3-2	31-MAR-2016
AD 0.4-1	04-FEB-2016
AD 0.4-2	04-FEB-2016
AD 0.5-1	04-FEB-2016
AD 0.5-2	04-FEB-2016
AD 0.6-1	30-DEC-2021
AD 0.6-2	30-DEC-2021
AD 1.1-1	23-APR-2020
AD 1.1-2	23-APR-2020
AD 1.1-3	17-AUG-2017
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AD 1.1-5	05-NOV-2020
AD 1.1-6	05-NOV-2020
AD 1.2-1	12-AUG-2021
AD 1.2-2	12-AUG-2021

AD 2.EBBR-GMC.04-1	04-NOV-2021	AD 2.EBBR-IAC.03-2	09-SEP-2021	AD 2.EBCI-PATC.01-1	13-SEP-2018
AD 2.EBBR-GMC.04-2	04-NOV-2021	AD 2.EBBR-IAC.04-1	09-SEP-2021	AD 2.EBCI-PATC.01-2	13-SEP-2018
AD 2.EBBR-GMC.05-1	08-OCT-2020	AD 2.EBBR-IAC.04-2	09-SEP-2021	AD 2.EBCI-STAR.01-1	22-APR-2021
AD 2.EBBR-GMC.05-2	08-OCT-2020	AD 2.EBBR-IAC.05-1	09-SEP-2021	AD 2.EBCI-STAR.01-2	22-APR-2021
AD 2.EBBR-GMC.06a-1	04-NOV-2021	AD 2.EBBR-IAC.05-2	09-SEP-2021	AD 2.EBCI-STAR.02-1	22-APR-2021
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AD 2.EBBR-GMC.06b-1	04-NOV-2021	AD 2.EBBR-IAC.06-2	09-SEP-2021	AD 2.EBCI-SID.01-1	22-APR-2021
AD 2.EBBR-GMC.06b-2	04-NOV-2021	AD 2.EBBR-IAC.07a-1	09-SEP-2021	AD 2.EBCI-SID.01-2	22-APR-2021
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AD 2.EBBR-GMC.07-2	28-JAN-2021	AD 2.EBBR-IAC.07b-1	09-SEP-2021	AD 2.EBCI-SID.02-2	22-APR-2021
AD 2.EBBR-APDC.01-1	04-NOV-2021	AD 2.EBBR-IAC.07b-2	09-SEP-2021	AD 2.EBCI-SID.03-1	22-APR-2021
AD 2.EBBR-APDC.01-2	04-NOV-2021	AD 2.EBBR-IAC.08-1	09-SEP-2021	AD 2.EBCI-SID.03-2	22-APR-2021
AD 2.EBBR-APDC.02-1	04-NOV-2021	AD 2.EBBR-IAC.08-2	09-SEP-2021	AD 2.EBCI-SID.04-1	22-APR-2021
AD 2.EBBR-APDC.02-2	04-NOV-2021	AD 2.EBBR-IAC.09-1	09-SEP-2021	AD 2.EBCI-SID.04-2	22-APR-2021
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AD 2.EBBR-APDC.03-2	04-NOV-2021	AD 2.EBBR-IAC.10-1	09-SEP-2021	AD 2.EBCI-IAC.01-2	09-SEP-2021
AD 2.EBBR-APDC.04-1	28-JAN-2021	AD 2.EBBR-IAC.10-2	09-SEP-2021	AD 2.EBCI-IAC.02-1	09-SEP-2021
AD 2.EBBR-APDC.04-2	28-JAN-2021	AD 2.EBBR-IAC.11-1	09-SEP-2021	AD 2.EBCI-IAC.02-2	09-SEP-2021
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AD 2.EBBR-AOC.01-2	20-MAY-2021	AD 2.EBBR-IAC.11a-1	23-APR-2020	AD 2.EBCI-IAC.03-2	09-SEP-2021
AD 2.EBBR-AOC.02-1	20-MAY-2021	AD 2.EBBR-IAC.11a-2	23-APR-2020	AD 2.EBCI-IAC.04-1	09-SEP-2021
AD 2.EBBR-AOC.02-2	20-MAY-2021	AD 2.EBBR-IAC.12-1	09-SEP-2021	AD 2.EBCI-IAC.04-2	09-SEP-2021
AD 2.EBBR-AOC.03-1	20-MAY-2021	AD 2.EBBR-IAC.12-2	09-SEP-2021	AD 2.EBCI-IAC.04a-1	23-APR-2020
AD 2.EBBR-AOC.03-2	20-MAY-2021	AD 2.EBBR-IAC.12a-1	23-APR-2020	AD 2.EBCI-IAC.04a-2	23-APR-2020
AD 2.EBBR-AOC.04-1	20-MAY-2021	AD 2.EBBR-IAC.12a-2	23-APR-2020	AD 2.EBCI-IAC.05-1	09-SEP-2021
AD 2.EBBR-AOC.04-2	20-MAY-2021	AD 2.EBBR-IAC.13-1	09-SEP-2021	AD 2.EBCI-IAC.05-2	09-SEP-2021
AD 2.EBBR-PATC.01-1	04-FEB-2016	AD 2.EBBR-IAC.13-2	09-SEP-2021	AD 2.EBCI-IAC.05a-1	23-APR-2020
AD 2.EBBR-PATC.01-2	04-FEB-2016	AD 2.EBBR-IAC.13a-1	13-AUG-2020	AD 2.EBCI-IAC.05a-2	23-APR-2020
AD 2.EBBR-PATC.02-1	04-FEB-2016	AD 2.EBBR-IAC.13a-2	13-AUG-2020	AD 2.EBCI-VAC.01-1	04-NOV-2021
AD 2.EBBR-PATC.02-2	04-FEB-2016	AD 2.EBBR-IAC.14-1	09-SEP-2021	AD 2.EBCI-VAC.01-2	04-NOV-2021
AD 2.EBBR-ATCSMAC.01-1	28-JAN-2021	AD 2.EBBR-IAC.14-2	09-SEP-2021	AD 2.EBKT-1	04-NOV-2021
AD 2.EBBR-ATCSMAC.01-2	28-JAN-2021	AD 2.EBBR-IAC.14a-1	23-APR-2020	AD 2.EBKT-2	04-NOV-2021
AD 2.EBBR-STAR.01-1	22-APR-2021	AD 2.EBBR-IAC.14a-2	23-APR-2020	AD 2.EBKT-3	04-NOV-2021
AD 2.EBBR-STAR.01-2	22-APR-2021	AD 2.EBBR-VAC.01-1	22-APR-2021	AD 2.EBKT-4	04-NOV-2021
AD 2.EBBR-STAR.02-1	22-APR-2021	AD 2.EBBR-VAC.01-2	22-APR-2021	AD 2.EBKT-5	12-AUG-2021
AD 2.EBBR-STAR.02-2	22-APR-2021	AD 2.EBCI-1	25-MAR-2021	AD 2.EBKT-6	12-AUG-2021
AD 2.EBBR-SID.01-1	12-AUG-2021	AD 2.EBCI-2	25-MAR-2021	AD 2.EBKT-7	04-NOV-2021
AD 2.EBBR-SID.01-2	12-AUG-2021	AD 2.EBCI-3	12-AUG-2021	AD 2.EBKT-8	04-NOV-2021
AD 2.EBBR-SID.02-1	22-APR-2021	AD 2.EBCI-4	12-AUG-2021	AD 2.EBKT-9	04-NOV-2021
AD 2.EBBR-SID.02-2	22-APR-2021	AD 2.EBCI-5	04-NOV-2021	AD 2.EBKT-10	04-NOV-2021
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AD 2.EBBR-SID.02a-2	22-APR-2021	AD 2.EBCI-7	07-OCT-2021	AD 2.EBKT-12	07-OCT-2021
AD 2.EBBR-SID.02b-1	22-APR-2021	AD 2.EBCI-8	07-OCT-2021	AD 2.EBKT-13	12-AUG-2021
AD 2.EBBR-SID.02b-2	22-APR-2021	AD 2.EBCI-9	20-MAY-2021	AD 2.EBKT-14	12-AUG-2021
AD 2.EBBR-SID.03-1	12-AUG-2021	AD 2.EBCI-10	20-MAY-2021	AD 2.EBKT-15	12-AUG-2021
AD 2.EBBR-SID.03-2	12-AUG-2021	AD 2.EBCI-11	07-OCT-2021	AD 2.EBKT-16	12-AUG-2021
AD 2.EBBR-SID.03a-1	12-AUG-2021	AD 2.EBCI-12	07-OCT-2021	AD 2.EBKT-17	12-AUG-2021
AD 2.EBBR-SID.03a-2	12-AUG-2021	AD 2.EBCI-13	20-MAY-2021	AD 2.EBKT-18	12-AUG-2021
AD 2.EBBR-SID.03b-1	22-APR-2021	AD 2.EBCI-14	20-MAY-2021	AD 2.EBKT-19	12-AUG-2021
AD 2.EBBR-SID.03b-2	22-APR-2021	AD 2.EBCI-15	20-MAY-2021	AD 2.EBKT-20	12-AUG-2021
AD 2.EBBR-SID.04a-1	12-AUG-2021	AD 2.EBCI-16	20-MAY-2021	AD 2.EBKT-ADC.01-1	28-JAN-2021
AD 2.EBBR-SID.04a-2	12-AUG-2021	AD 2.EBCI-17	20-MAY-2021	AD 2.EBKT-ADC.01-2	28-JAN-2021
AD 2.EBBR-SID.04b-1	12-AUG-2021	AD 2.EBCI-18	20-MAY-2021	AD 2.EBKT-ADC.02-1	21-MAY-2020
AD 2.EBBR-SID.04b-2	12-AUG-2021	AD 2.EBCI-19	20-MAY-2021	AD 2.EBKT-ADC.02-2	21-MAY-2020
AD 2.EBBR-SID.05a-1	12-AUG-2021	AD 2.EBCI-20	20-MAY-2021	AD 2.EBKT-GMC.01-1	28-JAN-2021
AD 2.EBBR-SID.05a-2	12-AUG-2021	AD 2.EBCI-21	20-MAY-2021	AD 2.EBKT-GMC.01-2	28-JAN-2021
AD 2.EBBR-SID.05b-1	12-AUG-2021	AD 2.EBCI-22	20-MAY-2021	AD 2.EBKT-GMC.02-1	08-OCT-2020
AD 2.EBBR-SID.05b-2	12-AUG-2021	AD 2.EBCI-23	20-MAY-2021	AD 2.EBKT-GMC.02-2	08-OCT-2020
AD 2.EBBR-SID.05c-1	12-AUG-2021	AD 2.EBCI-24	20-MAY-2021	AD 2.EBKT-AOC.01-1	20-MAY-2021
AD 2.EBBR-SID.05c-2	12-AUG-2021	AD 2.EBCI-25	20-MAY-2021	AD 2.EBKT-AOC.01-2	20-MAY-2021
AD 2.EBBR-SID.05d-1	12-AUG-2021	AD 2.EBCI-26	20-MAY-2021	AD 2.EBKT-AOC.02-1	20-MAY-2021
AD 2.EBBR-SID.05d-2	12-AUG-2021	AD 2.EBCI-27	12-AUG-2021	AD 2.EBKT-AOC.02-2	20-MAY-2021
AD 2.EBBR-SID.06a-1	04-NOV-2021	AD 2.EBCI-28	12-AUG-2021	AD 2.EBKT-SID.01-1	28-JAN-2021
AD 2.EBBR-SID.06a-2	04-NOV-2021	AD 2.EBCI-29	12-AUG-2021	AD 2.EBKT-SID.01-2	28-JAN-2021
AD 2.EBBR-SID.06b-1	12-AUG-2021	AD 2.EBCI-30	12-AUG-2021	AD 2.EBKT-SID.02-1	28-JAN-2021
AD 2.EBBR-SID.06b-2	12-AUG-2021	AD 2.EBCI-ADC.01-1	04-NOV-2021	AD 2.EBKT-SID.02-2	28-JAN-2021
AD 2.EBBR-SID.06c-1	12-AUG-2021	AD 2.EBCI-ADC.01-2	04-NOV-2021	AD 2.EBKT-SID.03-1	12-AUG-2021
AD 2.EBBR-SID.06c-2	12-AUG-2021	AD 2.EBCI-ADC.02-1	07-OCT-2021	AD 2.EBKT-SID.03-2	12-AUG-2021
AD 2.EBBR-SID.06d-1	12-AUG-2021	AD 2.EBCI-ADC.02-2	07-OCT-2021	AD 2.EBKT-IAC.01-1	09-SEP-2021
AD 2.EBBR-SID.06d-2	12-AUG-2021	AD 2.EBCI-GMC.01-1	07-OCT-2021	AD 2.EBKT-IAC.01-2	09-SEP-2021
AD 2.EBBR-SID.06e-1	22-APR-2021	AD 2.EBCI-GMC.01-2	07-OCT-2021	AD 2.EBKT-IAC.01a-1	23-APR-2020
AD 2.EBBR-SID.06e-2	22-APR-2021	AD 2.EBCI-GMC.02-1	07-OCT-2021	AD 2.EBKT-IAC.01a-2	23-APR-2020
AD 2.EBBR-IAC.01-1	09-SEP-2021	AD 2.EBCI-GMC.02-2	07-OCT-2021	AD 2.EBKT-IAC.02-1	07-OCT-2021
AD 2.EBBR-IAC.01-2	09-SEP-2021	AD 2.EBCI-GMC.03-1	07-OCT-2021	AD 2.EBKT-IAC.02-2	07-OCT-2021
AD 2.EBBR-IAC.02-1	09-SEP-2021	AD 2.EBCI-GMC.03-2	07-OCT-2021	AD 2.EBKT-VAC.01-1	22-APR-2021
AD 2.EBBR-IAC.02-2	09-SEP-2021	AD 2.EBCI-AOC.01-1	04-NOV-2021	AD 2.EBKT-VAC.01-2	22-APR-2021
AD 2.EBBR-IAC.03-1	09-SEP-2021	AD 2.EBCI-AOC.01-2	04-NOV-2021	AD 2.EBKT-VAC.02-1	22-APR-2021



AD 2.EBKT-VAC.02-2	22-APR-2021	AD 2.EBLG-SID.02-1	22-APR-2021	AD 2.ELLX-GMC.03-2	04-NOV-2021
AD 2.EBKT-MISC.01-1	28-JAN-2021	AD 2.EBLG-SID.02-2	22-APR-2021	AD 2.ELLX-APDC.01-1	07-OCT-2021
AD 2.EBKT-MISC.01-2	28-JAN-2021	AD 2.EBLG-SID.03-1	22-APR-2021	AD 2.ELLX-APDC.01-2	07-OCT-2021
AD 2.EBKT-MISC.02-1	28-JAN-2021	AD 2.EBLG-SID.03-2	22-APR-2021	AD 2.ELLX-APDC.02-1	04-NOV-2021
AD 2.EBKT-MISC.02-2	28-JAN-2021	AD 2.EBLG-SID.04-1	22-APR-2021	AD 2.ELLX-APDC.02-2	04-NOV-2021
AD 2.EBLG-1	25-MAR-2021	AD 2.EBLG-SID.04-2	22-APR-2021	AD 2.ELLX-AOC.01-1	12-AUG-2021
AD 2.EBLG-2	25-MAR-2021	AD 2.EBLG-IAC.01-1	09-SEP-2021	AD 2.ELLX-AOC.01-2	12-AUG-2021
AD 2.EBLG-3	09-SEP-2021	AD 2.EBLG-IAC.01-2	09-SEP-2021	AD 2.ELLX-PATC.01-1	12-AUG-2021
AD 2.EBLG-4	09-SEP-2021	AD 2.EBLG-IAC.02-1	09-SEP-2021	AD 2.ELLX-PATC.01-2	12-AUG-2021
AD 2.EBLG-5	09-SEP-2021	AD 2.EBLG-IAC.02-2	09-SEP-2021	AD 2.ELLX-PATC.02-1	12-AUG-2021
AD 2.EBLG-6	09-SEP-2021	AD 2.EBLG-IAC.03-1	09-SEP-2021	AD 2.ELLX-PATC.02-2	12-AUG-2021
AD 2.EBLG-7	02-DEC-2021	AD 2.EBLG-IAC.03-2	09-SEP-2021	AD 2.ELLX-ATCSMAC.01-1	02-DEC-2021
AD 2.EBLG-8	02-DEC-2021	AD 2.EBLG-IAC.04-1	09-SEP-2021	AD 2.ELLX-ATCSMAC.01-2	02-DEC-2021
AD 2.EBLG-9	09-SEP-2021	AD 2.EBLG-IAC.04-2	09-SEP-2021	AD 2.ELLX-STAR.01-1	02-DEC-2021
AD 2.EBLG-10	09-SEP-2021	AD 2.EBLG-IAC.05-1	09-SEP-2021	AD 2.ELLX-STAR.01-2	02-DEC-2021
AD 2.EBLG-11	09-SEP-2021	AD 2.EBLG-IAC.05-2	09-SEP-2021	AD 2.ELLX-STAR.02-1	02-DEC-2021
AD 2.EBLG-12	09-SEP-2021	AD 2.EBLG-IAC.06-1	09-SEP-2021	AD 2.ELLX-STAR.02-2	02-DEC-2021
AD 2.EBLG-13	09-SEP-2021	AD 2.EBLG-IAC.06-2	09-SEP-2021	AD 2.ELLX-STAR.03-1	02-DEC-2021
AD 2.EBLG-14	09-SEP-2021	AD 2.EBLG-IAC.07-1	09-SEP-2021	AD 2.ELLX-STAR.03-2	02-DEC-2021
AD 2.EBLG-15	07-OCT-2021	AD 2.EBLG-IAC.07-2	09-SEP-2021	AD 2.ELLX-STAR.04-1	02-DEC-2021
AD 2.EBLG-16	07-OCT-2021	AD 2.EBLG-IAC.08-1	09-SEP-2021	AD 2.ELLX-STAR.04-2	02-DEC-2021
AD 2.EBLG-17	07-OCT-2021	AD 2.EBLG-IAC.08-2	09-SEP-2021	AD 2.ELLX-STAR.05-1	02-DEC-2021
AD 2.EBLG-18	07-OCT-2021	AD 2.EBLG-IAC.09-1	09-SEP-2021	AD 2.ELLX-STAR.05-2	02-DEC-2021
AD 2.EBLG-19	09-SEP-2021	AD 2.EBLG-IAC.09-2	09-SEP-2021	AD 2.ELLX-SID.01-1	02-DEC-2021
AD 2.EBLG-20	09-SEP-2021	AD 2.EBLG-IAC.09a-1	23-APR-2020	AD 2.ELLX-SID.01-2	02-DEC-2021
AD 2.EBLG-21	09-SEP-2021	AD 2.EBLG-IAC.09a-2	23-APR-2020	AD 2.ELLX-SID.02-1	02-DEC-2021
AD 2.EBLG-22	09-SEP-2021	AD 2.EBLG-IAC.10-1	09-SEP-2021	AD 2.ELLX-SID.02-2	02-DEC-2021
AD 2.EBLG-23	09-SEP-2021	AD 2.EBLG-IAC.10-2	09-SEP-2021	AD 2.ELLX-IAC.01-1	02-DEC-2021
AD 2.EBLG-24	09-SEP-2021	AD 2.EBLG-IAC.10a-1	23-APR-2020	AD 2.ELLX-IAC.01-2	02-DEC-2021
AD 2.EBLG-25	09-SEP-2021	AD 2.EBLG-IAC.10a-2	23-APR-2020	AD 2.ELLX-IAC.02-1	02-DEC-2021
AD 2.EBLG-26	09-SEP-2021	AD 2.EBLG-IAC.11-1	09-SEP-2021	AD 2.ELLX-IAC.02-2	02-DEC-2021
AD 2.EBLG-27	09-SEP-2021	AD 2.EBLG-IAC.11-2	09-SEP-2021	AD 2.ELLX-IAC.03-1	02-DEC-2021
AD 2.EBLG-28	09-SEP-2021	AD 2.EBLG-VAC.01-1	28-JAN-2021	AD 2.ELLX-IAC.03-2	02-DEC-2021
AD 2.EBLG-29	09-SEP-2021	AD 2.EBLG-VAC.01-2	28-JAN-2021	AD 2.ELLX-IAC.04-1	02-DEC-2021
AD 2.EBLG-30	09-SEP-2021	AD 2.ELLX-1	04-NOV-2021	AD 2.ELLX-IAC.04-2	02-DEC-2021
AD 2.EBLG-31	09-SEP-2021	AD 2.ELLX-2	04-NOV-2021	AD 2.ELLX-IAC.05-1	02-DEC-2021
AD 2.EBLG-32	09-SEP-2021	AD 2.ELLX-3	12-AUG-2021	AD 2.ELLX-IAC.05-2	02-DEC-2021
AD 2.EBLG-33	09-SEP-2021	AD 2.ELLX-4	12-AUG-2021	AD 2.ELLX-IAC.06-1	02-DEC-2021
AD 2.EBLG-34	09-SEP-2021	AD 2.ELLX-5	04-NOV-2021	AD 2.ELLX-IAC.06-2	02-DEC-2021
AD 2.EBLG-ADC.01-1	09-SEP-2021	AD 2.ELLX-6	04-NOV-2021	AD 2.ELLX-IAC.07-1	02-DEC-2021
AD 2.EBLG-ADC.01-2	09-SEP-2021	AD 2.ELLX-7	02-DEC-2021	AD 2.ELLX-IAC.07-2	02-DEC-2021
AD 2.EBLG-ADC.02-1	08-NOV-2018	AD 2.ELLX-8	02-DEC-2021	AD 2.ELLX-IAC.07a-1	26-MAR-2020
AD 2.EBLG-ADC.02-2	08-NOV-2018	AD 2.ELLX-9	02-DEC-2021	AD 2.ELLX-IAC.07a-2	26-MAR-2020
AD 2.EBLG-GMC.01-1	02-DEC-2021	AD 2.ELLX-10	02-DEC-2021	AD 2.ELLX-IAC.08-1	02-DEC-2021
AD 2.EBLG-GMC.01-2	02-DEC-2021	AD 2.ELLX-11	17-JUN-2021	AD 2.ELLX-IAC.08-2	02-DEC-2021
AD 2.EBLG-GMC.02a-1	09-SEP-2021	AD 2.ELLX-12	17-JUN-2021	AD 2.ELLX-IAC.08a-1	26-MAR-2020
AD 2.EBLG-GMC.02a-2	09-SEP-2021	AD 2.ELLX-13	17-JUN-2021	AD 2.ELLX-IAC.08a-2	26-MAR-2020
AD 2.EBLG-GMC.02b-1	09-SEP-2021	AD 2.ELLX-14	17-JUN-2021	AD 2.ELLX-VAC.01-1	02-DEC-2021
AD 2.EBLG-GMC.02b-2	09-SEP-2021	AD 2.ELLX-15	31-DEC-2020	AD 2.ELLX-VAC.01-2	02-DEC-2021
AD 2.EBLG-GMC.03-1	09-SEP-2021	AD 2.ELLX-16	31-DEC-2020	AD 2.ELLX-VAC.02-1	20-MAY-2021
AD 2.EBLG-GMC.03-2	09-SEP-2021	AD 2.ELLX-17	31-DEC-2020	AD 2.ELLX-VAC.02-2	20-MAY-2021
AD 2.EBLG-GMC.04-1	21-MAY-2020	AD 2.ELLX-18	31-DEC-2020	AD 2.EBOS-1	12-AUG-2021
AD 2.EBLG-GMC.04-2	21-MAY-2020	AD 2.ELLX-19	31-DEC-2020	AD 2.EBOS-2	12-AUG-2021
AD 2.EBLG-GMC.05-1	09-SEP-2021	AD 2.ELLX-20	31-DEC-2020	AD 2.EBOS-3	12-AUG-2021
AD 2.EBLG-GMC.05-2	09-SEP-2021	AD 2.ELLX-21	31-DEC-2020	AD 2.EBOS-4	12-AUG-2021
AD 2.EBLG-AOC.01-1	20-MAY-2021	AD 2.ELLX-22	31-DEC-2020	AD 2.EBOS-5	12-AUG-2021
AD 2.EBLG-AOC.01-2	20-MAY-2021	AD 2.ELLX-23	31-DEC-2020	AD 2.EBOS-6	12-AUG-2021
AD 2.EBLG-AOC.02-1	20-MAY-2021	AD 2.ELLX-24	31-DEC-2020	AD 2.EBOS-7	12-AUG-2021
AD 2.EBLG-AOC.02-2	20-MAY-2021	AD 2.ELLX-25	31-DEC-2020	AD 2.EBOS-8	12-AUG-2021
AD 2.EBLG-PATC.01-1	17-AUG-2017	AD 2.ELLX-26	31-DEC-2020	AD 2.EBOS-9	04-NOV-2021
AD 2.EBLG-PATC.01-2	17-AUG-2017	AD 2.ELLX-27	17-JUN-2021	AD 2.EBOS-10	04-NOV-2021
AD 2.EBLG-PATC.02-1	17-AUG-2017	AD 2.ELLX-28	17-JUN-2021	AD 2.EBOS-11	12-AUG-2021
AD 2.EBLG-PATC.02-2	17-AUG-2017	AD 2.ELLX-29	31-DEC-2020	AD 2.EBOS-12	12-AUG-2021
AD 2.EBLG-PATC.03-1	17-AUG-2017	AD 2.ELLX-30	31-DEC-2020	AD 2.EBOS-13	28-JAN-2021
AD 2.EBLG-PATC.03-2	17-AUG-2017	AD 2.ELLX-31	25-FEB-2021	AD 2.EBOS-14	28-JAN-2021
AD 2.EBLG-ATCSMAC.01-1	23-APR-2020	AD 2.ELLX-32	25-FEB-2021	AD 2.EBOS-15	04-NOV-2021
AD 2.EBLG-ATCSMAC.01-2	23-APR-2020	AD 2.ELLX-33	25-FEB-2021	AD 2.EBOS-16	04-NOV-2021
AD 2.EBLG-STAR.01-1	22-APR-2021	AD 2.ELLX-34	25-FEB-2021	AD 2.EBOS-17	04-NOV-2021
AD 2.EBLG-STAR.01-2	22-APR-2021	AD 2.ELLX-ADC.01-1	04-NOV-2021	AD 2.EBOS-18	04-NOV-2021
AD 2.EBLG-STAR.02-1	22-APR-2021	AD 2.ELLX-ADC.01-2	04-NOV-2021	AD 2.EBOS-ADC.01-1	28-JAN-2021
AD 2.EBLG-STAR.02-2	22-APR-2021	AD 2.ELLX-ADC.02-1	17-JUN-2021	AD 2.EBOS-ADC.01-2	28-JAN-2021
AD 2.EBLG-STAR.03-1	22-APR-2021	AD 2.ELLX-ADC.02-2	17-JUN-2021	AD 2.EBOS-ADC.02-1	30-JAN-2020
AD 2.EBLG-STAR.03-2	22-APR-2021	AD 2.ELLX-GMC.01-1	04-NOV-2021	AD 2.EBOS-ADC.02-2	30-JAN-2020
AD 2.EBLG-STAR.04-1	22-APR-2021	AD 2.ELLX-GMC.01-2	04-NOV-2021	AD 2.EBOS-ADC.03-1	05-DEC-2019
AD 2.EBLG-STAR.04-2	22-APR-2021	AD 2.ELLX-GMC.02-1	07-OCT-2021	AD 2.EBOS-ADC.03-2	05-DEC-2019
AD 2.EBLG-SID.01-1	22-APR-2021	AD 2.ELLX-GMC.02-2	07-OCT-2021	AD 2.EBOS-APDC.01-1	28-JAN-2021
AD 2.EBLG-SID.01-2	22-APR-2021	AD 2.ELLX-GMC.03-1	04-NOV-2021	AD 2.EBOS-APDC.01-2	28-JAN-2021



AD 2.MIL-EBFS-VAC.01-2	16-JUL-2020	AD 2.MIL-EBBL-IAC.13-1	04-NOV-2021	AD 2.PVT-EBZW-4	31-JAN-2019
AD 2.MIL-EBFS-VAC.02-1	16-JUL-2020	AD 2.MIL-EBBL-IAC.13-2	04-NOV-2021	AD 2.PVT-EBGG-1	23-APR-2020
AD 2.MIL-EBFS-VAC.02-2	16-JUL-2020	AD 2.MIL-EBBL-IAC.14-1	04-NOV-2021	AD 2.PVT-EBGG-2	23-APR-2020
AD 2.MIL-EBFS-VAC.03-1	16-JUL-2020	AD 2.MIL-EBBL-IAC.14-2	04-NOV-2021	AD 2.PVT-EBGG-3	04-FEB-2016
AD 2.MIL-EBFS-VAC.03-2	16-JUL-2020	AD 2.MIL-EBBL-IAC.15-1	04-NOV-2021	AD 2.PVT-EBGG-4	04-FEB-2016
AD 2.MIL-EBFS-VAC.04-1	16-JUL-2020	AD 2.MIL-EBBL-IAC.15-2	04-NOV-2021	AD 2.PVT-EBTN-1	28-JAN-2021
AD 2.MIL-EBFS-VAC.04-2	16-JUL-2020	AD 2.MIL-EBBL-VAC.01-1	16-JUL-2020	AD 2.PVT-EBTN-2	28-JAN-2021
AD 2.MIL-EBBL-1	25-MAR-2021	AD 2.MIL-EBBL-VAC.01-2	16-JUL-2020	AD 2.PVT-EBTN-3	05-NOV-2020
AD 2.MIL-EBBL-2	25-MAR-2021	AD 2.MIL-EBBL-VAC.02-1	16-JUL-2020	AD 2.PVT-EBTN-4	05-NOV-2020
AD 2.MIL-EBBL-3	25-MAR-2021	AD 2.MIL-EBBL-VAC.02-2	16-JUL-2020	AD 2.PVT-EBGB-1	28-JAN-2021
AD 2.MIL-EBBL-4	25-MAR-2021	AD 2.MIL-EBBL-VAC.03-1	16-JUL-2020	AD 2.PVT-EBGB-2	28-JAN-2021
AD 2.MIL-EBBL-5	04-NOV-2021	AD 2.MIL-EBBL-VAC.03-2	16-JUL-2020	AD 2.PVT-EBGB-3	19-JUL-2018
AD 2.MIL-EBBL-6	04-NOV-2021	AD 2.MIL-EBFN-1	25-FEB-2021	AD 2.PVT-EBGB-4	19-JUL-2018
AD 2.MIL-EBBL-7	15-JUL-2021	AD 2.MIL-EBFN-2	25-FEB-2021	AD 2.PVT-EBGB-VAC.01-1	28-JAN-2021
AD 2.MIL-EBBL-8	15-JUL-2021	AD 2.MIL-EBFN-3	25-FEB-2021	AD 2.PVT-EBGB-VAC.01-2	28-JAN-2021
AD 2.MIL-EBBL-9	04-NOV-2021	AD 2.MIL-EBFN-4	25-FEB-2021	AD 2.PVT-EBZH-1	23-APR-2020
AD 2.MIL-EBBL-10	04-NOV-2021	AD 2.MIL-EBFN-5	15-JUL-2021	AD 2.PVT-EBZH-2	23-APR-2020
AD 2.MIL-EBBL-ADC.01-1	04-NOV-2021	AD 2.MIL-EBFN-6	15-JUL-2021	AD 2.PVT-EBZH-3	04-FEB-2016
AD 2.MIL-EBBL-ADC.01-2	04-NOV-2021	AD 2.MIL-EBFN-7	15-JUL-2021	AD 2.PVT-EBZH-4	04-FEB-2016
AD 2.MIL-EBBL-GMC.01-1	04-NOV-2021	AD 2.MIL-EBFN-8	15-JUL-2021	AD 2.PVT-EBHN-1	23-APR-2020
AD 2.MIL-EBBL-GMC.01-2	04-NOV-2021	AD 2.MIL-EBFN-9	04-NOV-2021	AD 2.PVT-EBHN-2	23-APR-2020
AD 2.MIL-EBBL-AOC.01-1	04-NOV-2021	AD 2.MIL-EBFN-10	04-NOV-2021	AD 2.PVT-EBHN-3	04-FEB-2016
AD 2.MIL-EBBL-AOC.01-2	04-NOV-2021	AD 2.MIL-EBFN-ADC.01-1	04-NOV-2021	AD 2.PVT-EBHN-4	04-FEB-2016
AD 2.MIL-EBBL-AOC.02-1	04-NOV-2021	AD 2.MIL-EBFN-ADC.01-2	04-NOV-2021	AD 2.PVT-EBEH-1	21-MAY-2020
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## GEN 2.2 Abbreviations Used in AIS Publications

Abbreviations marked by an asterisk (\*) are either different from or not contained in *ICAO Doc 8400*.

<b>A</b>			
A	Amber	AGA	Aerodromes, air routes and ground aids
*A	Ampere	AGL	Above ground level
AAA	(or AAB, AAC, etc. in sequence) Amended meteorological message (message type designator)	AGN	Again
A/A	Air-to-air	AIC	Aeronautical information circular
AAD	Assigned altitude deviation	AIDC	Air traffic services interfacility data communication
AAIM	Aircraft autonomous integrity monitoring	*AIM	ATFM information message
AAL	Above aerodrome level	AIM	Aeronautical Information Management
AAR	Air to air refuelling	AIP	Aeronautical information publication
ABI	Advance boundary information	AIRAC	Aeronautical information regulation and control
ABM	Abeam	AIREP	Air-report
ABN	Aerodrome beacon	AIRMET	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations
ABT	About		
ABV	Above	*AIRPROX	Aircraft proximity
AC	Alto cumulus	AIS	Aeronautical Information Services
ACARS	Aircraft communication addressing and reporting system	ALA	Lighting area
ACAS	Airborne collision avoidance system	ALERFA	Alert phase
ACC	Area control centre or area control	*ALO	Air Liaison Officer
ACCID	Notification of an aircraft accident	ALR	Alerting (message type designator)
*A-CDM	Airport collaborative decision making	ALRS	Alerting service
ACFT	Aircraft	ALS	Approach lighting system
ACID	Aircraft identification	ALT	Altitude
ACK	Acknowledge	ALTN	Alternate or alternating (light alternates in colour)
ACL	Altimeter check location	ALTN	Alternate (aerodrome)
*ACL	ATC clearances and instructions	AMA	Area minimum altitude
*ACM	ATC Communications Management	*AMC	Airspace Management Cell
ACN	Aircraft classification number	*AMC	ATC microphone check
ACP	Acceptance (message type designator)	AMD	Amend or amended (used to indicate amended meteorological message; message type designator)
ACPT	Accept or accepted	AMDT	Amendment (AIP amendment)
ACT	Active or activated or activity	*AMHS	ATS message handling system
*ACU	Air control unit	*AMO	Aerodrome Meteorological Office
AD	Aerodrome	AMS	Aeronautical mobile service
ADA	Advisory area	AMSL	Above mean sea level
ADC	Aerodrome chart	AMSS	Aeronautical mobile satellite service
*ADC	Air defence controller	*ANA	Administration de la navigation aérienne
ADDN	Addition or additional	ANC	Aeronautical chart - 1:500000 (followed by name/title)
*ADEP	Airport of departure	ANCS	Aeronautical navigation chart - small scale (followed by name/title and scale)
*ADES	Airport of destination	*ANM	ATFM notification message
ADF	Automatic direction-finding equipment	ANS	Answer
ADIZ	Air defence identification zone	AO	Aircraft Operator
ADJ	Adjacent	AOC	Aerodrome obstacle chart (followed by type and name/title)
*ADNC	Air Defence Notification Cell	AP	Airport
ADO	Aerodrome office (specify service)	APAPI	Abbreviated precision approach path indicator
*ADP	Automatic data processing	APCH	Approach
ADR	Advisory route	APDC	Aircraft parking/docking chart (followed by name/title)
ADS-B	Automatic dependent surveillance - broadcast	APN	Apron
ADS-C	Automatic dependent surveillance - contract	APP	Approach control office or approach control or approach control service
ADS	The address [when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS] (to be used in AFS as a procedure signal)	APR	April
ADSU	Automatic dependent surveillance unit	APRX	Approximate or approximately
ADVS	Advisory service	APSG	After passing
ADZ	Advise	APU	Auxiliary power unit
AES	Aircraft earth station	APV	Approach procedure with vertical guidance
AFIL	Flight plan filed in the air	*AR	Authorization required
AFIS	Aerodrome flight information service	ARC	Area chart
*AFIZ	Aerodrome flight information zone	*ARES	Airspace reservation
AFM	Yes or affirm or affirmative or that is correct	ARNG	Arrange
AFS	Aeronautical fixed service	ARO	Air traffic services reporting office
AFT	After . . . (time or place)	ARP	Aerodrome reference point
AFTN	Aeronautical fixed telecommunication network	ARP	Air-report (message type designator)
A/G	Air-to-ground	ARQ	Automatic error correction
		ARR	Arrival (message type designator)
		ARR	Arrive or arrival
		ARS	Special air-report (message type designator)
		ARST	Arresting [specify (part of) aircraft arresting equipment]
		AS	Altostratus

ASAP	As soon as possible
ASC	Ascend to or ascending to
ASDA	Accelerate-stop distance available
ASE	Altimetry system error
ASHTAM	Special series of NOTAM notifying, by means of a specific format, change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations
ASPH	Asphalt
*ASR	Aerodrome surveillance radar
AT	At (followed by time at which weather change is forecast to occur)
ATA	Actual time of arrival
ATC	Air traffic control (in general)
*ATCC	Air traffic control centre (military abbreviation)
ATCSMAC	Air traffic control surveillance minimum altitude chart (followed by name/title)
ATD	Actual time of departure
ATFCM	Air traffic flow and capacity management
ATFM	Air traffic flow management
ATIS	Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATP	At . . . (time or place)
ATS	Air traffic services
ATTN	Attention
AT-VASIS	Abbreviated T visual approach slope indicator system
ATZ	Aerodrome traffic zone
AUG	August
*AUP	Airspace Use Plan
AUTH	Authorized or authorization
AUTO	Automatic
AUW	All up weight
AUX	Auxiliary
AVBL	Available or availability
AVG	Average
AVGAS	Aviation gasoline
AWOS	Automatic Weather Observation System
AWTA	Advise at what time able
AWY	Airway
AZM	Azimuth

**B**

B	Blue
BA	Braking action
BARO-VNAV	Barometric vertical navigation
BASE	Cloud base
BCFG	Fog patches
BCN	Beacon (aeronautical ground light)
BCST	Broadcast
BDRY	Boundary
BECMG	Becoming
BFR	Before
BKN	Broken
BL	Blowing (followed by DU = dust, SA = sand or SN = snow)
BLDG	Building
BLO	Below clouds
BLW	Below . . .
BOMB	Bombing
BR	Mist
BRF	Short (used to indicate the type of approach desired or required)
BRG	Bearing
BRKG	Braking
BS	Commercial broadcasting station
BTL	Between layers
BTN	Between
BUFR	Binary universal form for the representation of meteorological data

**C**

C	Centre (runway identification)
C	Degrees Celsius (centigrade)
CA	Course to an altitude
CAA	Civil Aviation Authority or Civil Aviation Administration
*CANAC	Computer Assisted National Air traffic control Centre
*CAS	Close Air Support
CAT	Category
CAT	Clear air turbulence
CAVOK	Visibility, cloud and present weather better than prescribed values or conditions
CB	Cumulonimbus
*CBA	Cross-border area
CC	Cirrocumulus
CCA	(or CCB, CCC, etc. in sequence) Corrected meteorological message (message type designator)
CCO	Continuous climb operations
*CCTV	Closed circuit television
CD	Candela
CDN	Co-ordination (message type designator)
CDO	Continuous descent operations
CDR	Conditional route
*CENOR	Central and Northern region (an organisation of NATO nations that developed specifications for aeronautical charts for the use of MIL crew)
*CEU	Central executive unit
CF	Change frequency to . . .
CF	Course to a fix
*CFIT	Controlled flight into terrain
CFM	Confirm or I confirm (to be used in AFS as a procedure signal)
CGL	Circling guidance light(s)
CH	Channel
CHEM	Chemical
CHG	Modification (message type designator)
CI	Cirrus
CIDIN	Common ICAO data interchange network
CIV	Civil
CK	Check
CL	Centre line
CLA	Clear type of ice formation
CLBR	Calibration
CLD	Cloud
CLG	Calling
CLIMB-OUT	Climb-out area
CLR	Clear(s) or cleared to . . . or clearance
CLRD	Runway(s) cleared
CLSD	Close or closed or closing
CM	Centimetre
CMB	Climb to or climbing to
CMPL	Completion or completed or complete
CNL	Cancel or cancelled
CNL	Flight plan cancellation (message type designator)
CNS	Communications, navigation and surveillance
COM	Communications
*COMAO	Composite Air Operations
*COMOPSAIR	Commando Air Operations
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction or constructed
CONT	Continue(s) or continued
COOR	Coordinate or coordination
COORD	Coordinates
COP	Change-over point
COR	Correct or correction or corrected (used to indicate corrected meteorological message; message type designator)
COT	At the coast
COV	Cover or covered or covering
CPDLC	Controller-pilot data link communications
CPL	Current flight plan (message type designator)

CRC	Cyclic redundancy check	DR	Low drifting (followed by DU = dust, SA = sand or SN = snow)
*CRC	Control and reporting centre	DRG	During
CRM	Collision risk model	DS	Duststorm
*CRNA	Centre en Route de la Navigation Aérienne	DSB	Double sideband
CRP	Compulsory reporting point	DTAM	Descend to and maintain
CRZ	Cruise	DTG	Date-time group
CS	Call sign	DTHR	Displaced runway threshold
CS	Cirrostratus	DTRT	Deteriorate or deteriorating
*CSAR	Combat search and rescue	DTW	Dual tandem wheels
CTA	Control area	DU	Dust
CTAM	Climb to and maintain	DUC	Dense upper cloud
CTC	Contact	DUPE	This is a duplicate message (signal for use in the teletypewriter service only; to be used in AFS as a procedure signal)
CTL	Control	DUR	Duration
CTN	Caution	D-VOLMET	Data link VOLMET
*CTOT	Calculated take-off time	DVOR	Doppler VOR
CTR	Control zone	DW	Dual wheels
CU	Cumulus	DZ	Drizzle
CUF	Cumuliform		
CUST	Customs		
CVR	Cockpit voice recorder		
CW	Continuous wave		
CWY	Clearway		

**D**

D	Downward (tendency in RVR during previous 10 minutes)
D	Danger area (followed by identification)
DA	Decision altitude
*DAT	Significant data related to data link capability
D-ATIS	Data link automatic terminal information service
*dB	Decibel
DCD	Double channel duplex
DCKG	Docking
*DCL	Data link clearance delivery service
DCP	Datum crossing point
DCPC	Direct controller-pilot communications
DCS	Double channel simplex
DCT	Direct (in relation to flight plan clearances and type of approach)
DE	From (used to precede the call sign of the calling station; to be used in AFS as a procedure signal)
DEC	December
DEG	Degrees
DEP	Depart or departure
DEP	Departure (message type designator)
DEPO	Deposition
DER	Departure end of the runway
DES	Descend to or descending to
DEST	Destination
DETRESFA	Distress phase
DEV	Deviation or deviating
DF	Direction finding
DFDR	Digital flight data recorder
*D-FIS	Data link flight information service
DFTI	Distance from touchdown indicator
*DGS	Docking guidance system
DH	Decision height
DIF	Diffuse
DIST	Distance
DIV	Divert or diverting
DLA	Delay or delayed
DLA	Delay (message type designator)
DLIC	Data link initiation capability
DLY	Daily
DME	Distance measuring equipment
DNG	Danger or dangerous
*DOC	Designated operational coverage
DOF	Date of flight
DOM	Domestic
DP	Dew point temperature
*DPM	Motorized deltaplane
DPT	Depth
DR	Dead reckoning

**E**

E	East or eastern longitude
*eAIP	Electronic aeronautical information publication
EAT	Expected approach time
*EAUP	European airspace use plan
*EAW	Early access weekend routes
EB	Eastbound
*ECAC	European Civil Aviation Conference
EDA	Elevation differential area
EDTO	Extended diversion time operations
EEE	Error (signal for use in the teletypewriter service only; to be used in AFS as a procedure signal)
EET	Estimated elapsed time
EFC	Expect further clearance
EFIS	Electronic flight instrument system
EGNOS	European geostationary navigation overlay service
EHF	Extremely high frequency (30000 to 300000 MHZ)
EHS	Enhanced surveillance
ELBA	Emergency location beacon - aircraft
ELEV	Elevation
ELR	Extra long range
ELS	Elementary surveillance
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
*En	English
END	Stop-end (related to RVR)
ENE	East-north-east
ENG	Engine
ENR	En-route
ENRC	En-route chart (followed by name/title)
EOBT	Estimated off block time
EQPT	Equipment
*ESA	Emergency safety altitude
ESE	East-south-east
EST	Estimate or estimated or estimate (message type designator)
*EST	Estimated (preceded by time-group)
ETA	Estimated time of arrival or estimating arrival
ETD	Estimated time of departure or estimating departure
ETO	Estimated time over significant point
*ETOT	Estimated take-off time
EUR RODEX	European regional OPMET data exchange
*EUROAT	Eurocontrol harmonised rules for operational air traffic
*EUUP	European updated airspace use plan
EV	Every
EVS	Enhanced vision system
EXC	Except
*excl	Excluded

EXER Exercises or exercising or to exercise  
\*EXP Expect or expected or expecting  
EXTD Extend or extending or extended

FU Smoke  
FZ Freezing  
FZDZ Freezing drizzle  
FZFG Freezing fog  
FZRA Freezing rain

**F**

F Fixed  
FA Course from a fix to an altitude  
\*FAC Facilities  
FAF Final approach fix  
FAL Facilitation of international air transport  
\*FANS Future air navigation system  
FAP Final approach point  
FAS Final approach segment  
\*FASID Facilities and Services Implementation Document  
FATO Final approach and take-off area  
FAX Facsimile transmission  
FBL Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain)  
\*FBZ Flight planning buffer zone  
FC Funnel cloud (tornado or water spout)  
FCST Forecast  
FCT Friction coefficient  
FDPS Flight data processing system  
FEB February  
FEW Few  
FG Fog  
FIC Flight information centre  
FIR Flight information region  
FIS Flight information service  
FISA Automated flight information service  
FL Flight level  
FLD Field  
FLG Flashing  
\*FLIP Flight information publication  
FLR Flares  
FLT Flight  
FLTCK Flight check  
FLUC Fluctuating or fluctuation or fluctuated  
FLW Follow(s) or following  
FLY Fly or flying  
FM Course from a fix to manual termination (used in navigation database coding)  
FM From  
FM From (followed by time weather change is forecast to begin)  
FMC Flight management computer  
\*FMP Flow management position  
FMS Flight management system  
FMU Flow management unit  
FNA Final approach  
\*FOD Foreign object damage  
FPAP Flight path alignment point  
FPL Flight plan  
FPM Feet per minute  
FPR Flight plan route  
\*FPS Federal Public Service  
FR Fuel remaining  
\*Fr French  
\*FRA Free route airspace  
FREQ Frequency  
FRI Friday  
FRNG Firing  
FRONT Front (relating to weather)  
FROST Frost (used in aerodrome warnings)  
FRQ Frequent  
FSL Full stop landing  
FSS Flight service station  
FST First  
FT Feet (dimensional unit)  
FTE Flight technical error  
FTP Fictitious threshold point  
FTT Flight technical tolerance

**G**

\*G Gram  
G Green  
G Variations from the mean wind speed (gusts) (used in METAR/SPECI and TAF)  
G/A Ground-to-air  
GA Go ahead, resume sending (to be used in AFS as a procedure signal)  
GA General Aviation  
G/A/G Ground-to-air and air-to-ground  
GAGAN GPS and geostationary earth orbit augmented navigation  
GAIN Airspeed or headwind gain  
GAMET Area forecast for low-level flights  
GARP GBAS azimuth reference point  
\*GAT General air traffic  
GBAS Ground-based augmentation system  
GCA Ground controlled approach system or ground controlled approach  
\*Ge German  
GEN General  
GEO Geographic or true  
GES Ground earth station  
GLD Glider  
GLONASS Global orbiting navigation satellite system  
GLS GBAS landing system  
GMC Ground movement chart (followed by name/title)  
GND Ground  
GNDCK Ground check  
GNSS Global navigation satellite system  
GOV Government  
GP Glide path  
GPA Glide path angle  
GPIP Glide path intercept point  
GPS Global positioning system  
GPU Ground power unit  
GPWS Ground proximity warning system  
GR Hail  
GRAS Ground-based regional augmentation system  
GRASS Grass landing area  
GRIB Processed meteorological data in the form of grid point values expressed in binary form (aeronautical meteorological code)  
GRVL Gravel  
GS Ground speed  
GS Small hail and/or snow pellets  
\*GSM Global System for Mobile Communications  
GUND Geoid undulation

**H**

H High pressure area or the centre of high pressure  
H... Significant wave height (followed by figures in METAR/SPECI)  
H24 Continuous day and night service  
HA Holding/racetrack to an altitude  
\*HAA Height above aerodrome elevation  
HAPI Helicopter approach path indicator  
\*HAT Height above touch-down  
HBN Hazard beacon  
HCH Helicopter crossing height  
HDF High frequency direction-finding station  
HDG Heading  
HEL Helicopter  
\*HEMS Helicopter emergency medical service  
HF High frequency (3000 to 30000 KHZ)

HF	Holding/racetrack to a fix
*HFDL	High frequency data link
HGT	Height or height above
HJ	Sunrise to sunset
HLDG	Holding
HLP	Heliport
HLS	Helicopter landing site
HM	Holding/racetrack to a manual termination
HN	Sunset to sunrise
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
*HPMA	High performance military aircraft
HR	Hours
HRP	Heliport reference point
HS	Service available during hours of scheduled operations
*HT	High tension
*HTA	Helicopter training area
HUD	Head-up display
HUM	Humanitarian
HURCN	Hurricane
HVDF	High and very high frequency direction-finding stations (at the same location)
HVY	Heavy
HVY	Heavy (used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain)
HX	No specific working hours
HYR	Higher
HZ	Haze
HZ	Hertz (cycles per second)

**I**

IAC	Instrument approach chart (followed by name/title)
IAF	Initial approach fix
IAO	In and out of clouds
IAP	Instrument approach procedure
IAR	Intersection of air routes
IAS	Indicated airspeed
*IATA	International Air Transport Association
IBN	Identification beacon
ICAO	International Civil Aviation Organization
ICE	Icing
*ICF	Initial contact frequency
ID	Identifier or identify
IDENT	Identification
IF	Intermediate approach fix
IFF	Identification friend/foe
*IFPS	Integrated Initial Flight Plan Processing System
*IFPU	Integrated Initial Flight Plan Processing Unit
IFR	Instrument flight rules
IGA	International general aviation
ILS	Instrument landing system
IM	Inner marker
IMC	Instrument meteorological conditions
IMG	Immigration
IMI	Interrogation sign (question mark) (to be used in AFS as a procedure signal)
IMPR	Improve or improving
IMT	Immediate or immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCORP	Incorporated
INCERFA	Uncertainty phase
*incl	Included
INFO	Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inertial navigation system
INSTL	Install or installed or installation

INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt or interruption or interrupted
INTSF	Intensify or intensifying
INTST	Intensity
IR	Ice on runway
*IRM	Institut Royal Météorologique de Belgique
IRS	Inertial reference system
*IRU	Inertial reference unit
ISA	International standard atmosphere
ISB	Independent sideband
ISOL	Isolated

**J**

*JAA	Joint Aviation Authorities
JAN	January
JTST	Jet stream
JUL	July
JUN	June

**K**

KG	Kilograms
KHZ	Kilohertz
KIAS	Knots indicated airspeed
KM	Kilometres
KMH	Kilometres per hour
*KMI	Koninklijk Meteorologisch Instituut
KPA	Kilopascal
KT	Knots
*kVA	Kilovolt-ampere
KW	Kilowatts

**L**

L	Left (runway identification)
L	Locator (see LM, LO)
L	Low pressure area or the centre of low pressure
L	Litre
LAM	Logical acknowledgement (message type designator)
LAN	Inland
LAT	Latitude
*LB	Pounds
LCA	Local or locally or location or located
*LCN	Load classification number
*LCTA	Lower control area
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LEN	Length
LF	Low frequency (30 to 300 KHZ)
*LFA	Low flying area
LGT	Light or lighting
LGTD	Lighted
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LINE	Line (used in SIGMET)
*LLFC	Low level forecast chart
LM	Locator, middle
LMT	Local mean time
LNAV	Lateral navigation
LNG	Long (used to indicate the type of approach desired or required)
LO	Locator, outer
LOC	Localizer
*LOM	Compass locator at OM

LONG	Longitude		AFS as a procedure signal)
LORAN	Long range air navigation system	*MJ	Megajoule
LOSS	Airspeed or headwind loss	MKR	Marker radio beacon
LPV	Localizer performance with vertical guidance	MLS	Microwave landing system
LR	The last message received by me was . . . (to be used in AFS as a procedure signal)	*MLW	Maximum landing weight
LRG	Long range	MM	Middle marker
LS	The last message sent by me was . . . or Last message was . . . (to be used in AFS as a procedure signal)	*MM	millimetre
*LSA	Light sport aircraft	MNM	Minimum
*LT	Left turn	MNPS	Minimum navigation performance specifications
LTA	Lower control area	MNT	Monitor or monitoring or monitored
LTD	Limited	MNTN	Maintain
LTP	Landing threshold point	MOA	Military operating area
*Lu	Luxembourgish	MOC	Minimum obstacle clearance (required)
LV	Light and variable (relating to wind)	MOCA	Minimum obstacle clearance altitude
LVE	Leave or leaving	MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports, e.g. MOD RA = moderate rain)
LVL	Level	MON	Above mountains
LVP	Low visibility procedures	MON	Monday
*LWEP	Live weapons emergency procedure	MOPS	Minimum operational performance standards
LYR	Layer or layered	*MOPSC	Maximum operational passenger seating configuration

**M**

M	Indicator for minimum value of runway visual range (used in the METAR/SPECI code forms)	MOV	Move or moving or movement
M	Mach number (followed by figures)	*MPH	Statute miles per hour
M	Metres (preceded by figures)	*MPM	Metres per minute
MAA	Maximum authorized altitude	MPS	Metres per second
MAG	Magnetic	MRA	Minimum reception altitude
MAHF	Missed approach holding fix	MRG	Medium range
MAINT	Maintenance	MRP	ATS/MET reporting point
*MAN	Manual	MS	Minus
MAP	Aeronautical maps and charts	MSA	Minimum sector altitude
MAPT	Missed approach point	MSAS	Multi-functional transport satellite (MTSAT) satellite-based augmentation system
MAR	March	MSAW	Minimum safe altitude warning
MAR	At sea	*MSC	Mission Support Centre
*MARSA	Military authority assumes responsibility for separation of aircraft	MSG	Message
MATF	Missed approach turning fix	MSL	Mean sea level
MATZ	Military aerodrome traffic zone	MSR	Message . . . (transmission identification) has been misrouted (signal for use in the teletypewriter service only; to be used in AFS as a procedure signal)
MAX	Maximum	MSSR	Monopulse secondary surveillance radar
MAY	May	MT	Mountain
MBST	Microburst	MTOM	Maximum take-off mass
MCA	Minimum crossing altitude	*MTOW	Maximum authorized take-off weight
MCTR	Military control zone	MTU	Metric units
MCW	Modulated continuous wave	MTW	Mountain waves
MDA	Minimum descent altitude	*MVA	Minimum vectoring altitude
MDF	Medium frequency direction-finding station	MVDF	Medium and very high frequency direction-finding stations (at the same location)
MDH	Minimum descent height	MWO	Meteorological watch office
MEA	Minimum en-route altitude	MX	Mixed type of ice formation (white and clear)
MEDEVAC	Medical evacuation flight		
MEHT	Minimum eye height over threshold (for visual approach slope indicator systems)		
MET	Meteorological or meteorology		
METAR	Aviation routine weather report (in aeronautical meteorological code)		
MET REPORT	Local routine meteorological report (in abbreviated plain language)		
MF	Medium frequency (300 to 3000 KHZ)		
MHA	Minimum holding altitude		
MHDF	Medium and high frequency direction-finding stations (at the same location)		
MHVDF	Medium, high and very high frequency direction-finding stations (at the same location)		
MHZ	Megahertz		
MID	Mid-point (related to RVR)		
MIFG	Shallow fog		
MIL	Military		
*MILFAG	Military Low Flying Area Golf		
MIN	Minutes		
*MIPS	Military instrument procedure standardization		
MIS	Missing . . . (transmission identification; to be used in		

**N**

*N	Newton
N	No distinct tendency (in RVR during previous 10 minutes)
N	North or northern latitude
NADP	Noise abatement departure procedure
NASC	National AIS system centre
NAT	North Atlantic
*NATO	North Atlantic Treaty Organisation
NAV	Navigation
NAVAID	Navigation aid
NB	Northbound
NBFR	Not before
NC	No change
NCD	No cloud detected (used in automated METAR/SPECI)
NDB	Non-directional radio beacon
NDV	No directional variations available (used in automated METAR/SPECI)
NE	North-east
NEB	North-eastbound

NEG	No or negative or permission not granted or that is not correct
NGT	Night
NIL	None or I have nothing to send to you
*NI	Dutch
NM	Nautical miles
NML	Normal
NN	No name, unnamed
NNE	North-north-east
NNW	North-north-west
NO	No (negative; to be used in AFS as a procedure signal)
NOF	International NOTAM office
NONSTD	Non-standard
NOSIG	No significant change (used in trend-type landing forecasts)
NOTAM	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOTAMC	Cancelling NOTAM
NOTAMN	New NOTAM
NOTAMR	Replacing NOTAM
NOV	November
NOZ	Normal operation zone
NPA	Non precision approach
NR	Number
NRH	No reply heard
NS	Nimbostratus
NSC	Nil significant cloud
NSE	Navigation system error
NSW	Nil significant weather
NTL	National
NTZ	No transgression zone
*NVA	Night Vision Aid
*NVG	Night Vision Goggles
NW	North-west
NWB	North-westbound
NXT	Next

**O**

OAC	Oceanic area control centre
OAS	Obstacle assessment surface
*OAT	Operational air traffic
OBS	Observe or observed or observation
OBSC	Obscure or obscured or obscuring
OBST	Obstacle
OCA	Oceanic control area
OCA	Obstacle clearance altitude
OCC	Occulting (light)
OCH	Obstacle clearance height
OCNL	Occasional or occasionally
OCS	Obstacle clearance surface
OCT	October
OFZ	Obstacle free zone
OGN	Originate (to be used in AFS as a procedure signal)
OHD	Overhead
OIS	Obstacle identification surface
OK	We agree / it is correct (to be used in AFS as a procedure signal)
OLDI	On-line data interchange
OM	Outer marker
OPA	Opaque, white type of ice formation
OPC	Control indicated is operational control
OPMET	Operational meteorological (information)
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OPS	Operations
O/R	On request
*ORCAM	Originating region code assignment method

ORD	Order
*ORP	Operational readiness platform
*ORRP	On request reporting point
OSV	Ocean station vessel
OTP	On top
OTS	Organized track system
OUBD	Outbound
OVC	Overcast
*OVH	Overhead

**P**

P	Indicator for maximum value of wind speed or runway visual range (used in the METAR/SPECI and TAF code forms)
P	Prohibited area (followed by identification)
PA	Precision approach
PALS	Precision approach lighting system (specify category)
PANS	Procedures for air navigation services
PAPI	Precision approach path indicator
PAR	Precision approach radar
PARL	Parallel
PATC	Precision approach terrain chart (followed by name/title)
PAX	Passenger(s)
PBC	Performance-based communication
PBN	Performance-based navigation
PBS	Performance-based surveillance
PCD	Proceed or proceeding
PCL	Pilot-controlled lighting
PCN	Pavement classification number
PCT	Per cent
PDC	Pre-departure clearance
PDG	Procedure design gradient
PER	Performance
PERM	Permanent
PFO	Permanent flying order
PIB	Pre-flight information bulletin
PJE	Parachute jumping exercise
PL	Ice pellets
*PL	Plain language
PLA	Practice low approach
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust/sand whirls (dust devils)
POB	Persons on board
*POC	Point of contact
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRFG	Aerodrome partially covered by fog
PRI	Primary
PRKG	Parking
*PRM	Persons with reduced mobility
PROB	Probability
PROC	Procedure
PROP	Propeller
PROV	Provisional
PRP	Point-in-space reference point
PS	Plus
PSG	Passing
*PSI	Pounds per square inch
PSN	Position
PSP	Pierced steel plank
PSR	Primary surveillance radar
PSYS	Pressure system(s)
PTN	Procedure turn
PTS	Polar track structure
PWR	Power

**Q**

*QC	Quota count
QDM	Magnetic heading (zero wind)
QDR	Magnetic bearing
QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
*QRA	Quick reaction alert
QTE	True bearing
QUAD	Quadrant

**R**

R	Rate of turn
R	Runway (used in the METAR/SPECI code forms)
R	Red
R	Right (runway identification)
R	Received (acknowledgement of receipt; to be used in AFS as a procedure signal)
R	Restricted area (followed by identification)
R	Radial from VOR (followed by three figures)
RA	Rain
RA	Resolution advisory
RAC	Rules of the air and air traffic services
*RAD	Route availability document
RAG	Ragged
RAG	Runway arresting gear
RAI	Runway alignment indicator
RAIM	Receiver autonomous integrity monitoring
RASC	Regional AIS system centre
RASS	Remote altimeter setting source
RB	Rescue boat
RCA	Reach cruising altitude
*RCAM	Runway condition assessment matrix
RCC	Rescue co-ordination centre
RCF	Radiocommunication failure (message type designator)
RCH	Reach or reaching
RCL	Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RCP	Required communication performance
*RCR	Runway condition report
RDH	Reference datum height (for ILS)
RDL	Radial
RDO	Radio
RDOACT	Radioactive
RE	Recent (used to qualify weather phenomena, e.g. RERA = recent rain)
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to . . . or refer to . . .
REG	Registration
*REJ	Rejected
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
RE RTE	Re-route
RESA	Runway end safety area
*RETIL	Rapid exit taxiway indicator lighting
RF	Constant radius arc to a fix
RFFS	Rescue and fire fighting services
*RFP	Replacement flight plan (related to ATFM)
RG	Range (lights)
RHC	Right-hand circuit
RIF	Reclearance in flight
RIME	Rime (used in aerodrome warnings)
*RIS	Radar information service
RL	Report leaving
RLA	Relay to

RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Request level not available
*RMIB	Royal meteorological institute of Belgium
RMK	Remark
*RMZ	Radio mandatory zone
RNAV	Area navigation
RNG	Radio range
RNP	Required navigation performance
ROBEX	Regional OPMET bulletin exchange (scheme)
ROC	Rate of climb
ROD	Rate of descent
RON	Receiving only
*RPA	Remotely piloted aircraft
*RPAS	Remotely piloted aircraft system
RPDS	Reference path data selector
RPI	Radar position indicator
RPL	Repetitive flight plan
RPLC	Replace or replaced
RPS	Radar position symbol
RPT	Repeat / I repeat (to be used in AFS as a procedure signal)
RQ	Indication of a request (to be used in AFS as a procedure signal)
RQMNTS	Requirements
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type designator)
RR	Report reaching
RRR	(or RRB, RRC, etc. in sequence) Delayed meteorological message (message type designator)
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Required surveillance performance
RSP	Responder beacon
RSR	En-route surveillance radar
RSS	Root sum square
*RT	Right turn
RTD	Delayed (used to indicate delayed meteorological message; message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVA	Radar vectoring area
RVR	Runway visual range
*RVSM	Reduced vertical separation minimum
RWY	Runway
*RWYCC	Runway Condition Code

**S**

S	Indicator for state of the sea (used in the METAR/SPECI code forms)
S	South or southern latitude
SA	Sand
SALS	Simple approach lighting system
*SAM	Slot allocation message
SAN	Sanitary
SAR	Search and rescue
SARPS	Standards and Recommended Practices (ICAO)
SAT	Saturday
SATCOM	Satellite communication (used only when referring generally to both voice and data satellite communication or only data satellite communication)
SATVOICE	Satellite voice communication
SB	Southbound



SBAS	Satellite-based augmentation system	SSR	Secondary surveillance radar
SC	Stratocumulus	SST	Supersonic transport
SCT	Scattered	SSW	South-south-west
SD	Standard deviation	ST	Stratus
SDBY	Stand by	STA	Straight-in approach
SDF	Step down fix	*STANAG	Standardization agreement (NATO)
SE	South-east	STAR	Standard instrument arrival
SEA	Sea (used in connection with sea-surface temperature and state of the sea)	STD	Standard
SEB	South-eastbound	STF	Stratiform
SEC	Seconds	STN	Station
SECN	Section	STNR	Stationary
SECT	Sector	STOL	Short take-off and landing
SELCAL	Selective calling system	STS	Status
SEP	September	STWL	Stopway light(s)
SER	Service or servicing or served	SUBJ	Subject to
SEV	Severe (used e.g. to qualify icing and turbulence reports)	SUN	Sunday
SFC	Surface	SUP	Supplement (AIP supplement)
SFO	Simulated flame out	SUPPS	Regional supplementary procedures
SG	Snow grains	SVC	Service (message type only)
SGL	Signal	SVCBL	Serviceable
SH	Showers (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow)	SW	South-west
SHF	Super high frequency (3000 to 30000 MHZ)	SWB	South-westbound
SI	International system of units	*SWC-LL	Significant weather chart - low level
SID	Standard instrument departure	SWY	Stopway
SIF	Selective identification feature	*SYNOP	Synopsis
SIG	Significant		
SIGMET	Information concerning en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations		
*SIGWX	Significant weather		
SIMUL	Simultaneous or simultaneously		
*SITA	Société Internationale des Télécommunications Aéronautique		
SIWL	Single isolated wheel load		
SKED	Schedule or scheduled		
SLP	Speed limiting point		
SLW	Slow		
SMC	Surface movement control		
SMR	Surface movement radar		
SN	Snow		
SNOCLO	Indicator for the aerodrome being closed due to snow on the runway		
SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format		
SOC	Start of climb		
*SOF	Supervisor of flights		
SPECI	Aviation selected special weather report (in aeronautical meteorological code)		
SPECIAL	Special meteorological report (in abbreviated plain language)		
SPI	Special position indicator		
SPL	Supplementary flight plan (message type designator)		
SPOC	SAR point of contact		
SPOT	Spot wind		
SQ	Squall		
SQL	Squall line		
SR	Sunrise		
SRA	Surveillance radar approach		
SRE	Surveillance radar element of precision approach radar system		
SRG	Short range		
SRR	Search and rescue region		
SRY	Secondary		
SS	Sandstorm		
SS	Sunset		
SSB	Single sideband		
SSE	South-south-east		

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**T**

T	Temperature
T	True (preceded by a bearing to indicate reference to True North)
*T	Metric tons
TA	Traffic advisory
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN	UHF tactical air navigation aid
TAF	Aerodrome forecast
TA/H	Turn at an altitude/height
TAIL	Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCAC	Tropical cyclone advisory centre
TCAS RA	Traffic alert and collision avoidance system resolution advisory
TCH	Threshold crossing height
*TCN	Terminal change notice
TCU	Towering cumulus
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	Temporary or temporarily
TF	Track to fix
TFC	Traffic
TGL	Touch-and-go landing
*TGL	Temporary Guidance Leaflet
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA	Traffic information broadcast by aircraft
TIL	Until
TIP	Until past . . . (place)
TKOF	Take-off
TL	Till (followed by time by which weather change is forecast to end)
TLOF	Touchdown and lift-off area
TMA	Terminal control area
*TMZ	Transponder mandatory zone
TN	Indicator for minimum temperature (used in the TAF code form)
TNA	Turn altitude

*TNC	Terminal navigation charge
TNH	Turn height
TO	To . . . (place)
*TOBT	Target off block time
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	Cloud top
TORA	Take-off run available
TOX	Toxic
TP	Turning point
TR	Track
TRA	Temporary reserved airspace
TRANS	Transmits or transmitter
TREND	Trend forecast
TRG	Training
TRL	Transition level
TROP	Tropopause
TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)
TS	Thunderstorm (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)
*TSA	Temporary segregated area
*TSAT	Target start-up approval time
TSUNAMI	Tsunami (used in aerodrome warnings)
TT	Teletypewriter
*TTOT	Target take-off time
TUE	Tuesday
TURB	Turbulence
T-VASIS	T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TX...	Maximum temperature (followed by figures in TAF)
TXL	Taxilane
TXT	Text [when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT] (to be used in AFS as a procedure signal)
TYP	Type of aircraft
TYPH	Typhoon

**U**

U	Upward (tendency in RVR during previous 10 minutes)
UA	Unmanned aircraft
UAB	Until advised by . . .
UAC	Upper area control centre
UAR	Upper air route
UAS	Unmanned aircraft system
*UAT	Universal access receiver
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	Ultra high frequency (300 to 3000 MHZ)
UIC	Upper information centre
UIR	Upper flight information region
ULM	Ultra light motorized aircraft
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation (used in automated METAR/SPECI)
*UPS	Uninterrupted power supply
U/S	Unserviceable
*USAF	United States Air Force
UTA	Upper control area
UTC	Coordinated Universal Time

*UWT	Upper winds and temperature
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<b>V</b>	
V	Indicator for variations from the mean wind direction (used in the METAR/SPECI code forms)
VA	Heading to an altitude
VA	Volcanic ash
VAAC	Volcanic ash advisory centre
VAC	Visual approach chart (followed by name/title)
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator system
*VAT	Value-added tax
VC	Vicinity of the aerodrome (followed by FG = fog, FC = funnel clouds, SH = showers, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, e.g. VC FG = vicinity fog)
VCY	Vicinity
VDF	Very high frequency direction-finding station
*VDL	Very high frequency data link
*VDP	Visual descent point
VER	Vertical
VFR	Visual flight rules
VHF	Very high frequency (30 to 300 MHZ)
VI	Heading to an intercept
VIP	Very important person
VIS	Visibility
*VLA	Very light aircraft
VLF	Very low frequency (3 to 30 KHZ)
*VLOS	Visual line of sight
VLR	Very long range
VM	Heading to a manual termination
VMC	Visual meteorological conditions
VNAV	Vertical navigation
VOL	Volume (followed by I, II...)
VOLMET	Meteorological information for aircraft in flight
VOR	VHF omnidirectional radio range
VORTAC	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VPA	Vertical path angle
VPT	Visual manoeuvre with prescribed track
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
*VSS	Visual segment surface
VTF	Vector to final
VTOL	Vertical take-off and landing
VV	Vertical visibility (used in the METAR/SPECI and TAF code forms)

**W**

W	Indicator for sea-surface temperature (used in the METAR/SPECI code forms)
W	West or western longitude
W	White
WAAS	Wide area augmentation system
WAC	World Aeronautical Chart - ICAO 1:1 000 000 (followed by name/title)
WAFC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from or effective from
WGS-84	World Geodetic System - 1984
WI	Within
WID	Width or wide
WIE	With immediate effect or effective immediately

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WILCO	Will comply
WIND	Wind
WIP	Work in progress
WKN	Weaken or weakening
WNW	West-north-west
WO	Without
*WPR	Way-point reporting
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSPD	Wind speed
WSW	West-south-west
WT	Weight
*WTC	Wake turbulence category
WTSPT	Waterspout
WWW	Worldwide web
WX	Weather
WXR	Weather radar

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**X**

X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing
XS	Atmospherics

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**Y**

Y	Yellow
YCZ	Yellow caution zone (runway lighting)
YES	Yes (affirmative; to be used in AFS as a procedure signal)
YR	Your

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**Z**

Z	Coordinated Universal Time (in meteorological messages)
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**TSA29B - ARDENNES 07**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502627N 0053920E - 503042N 0055956E - 501955N 0055956E - 501324N 0060343E - 501011N 0060832E - along the Belgian-German border - 500748N 0060816E - along the Belgian-Luxembourg border - 500426N 0055210E - 502627N 0053920E.	FL95 / 4500FT AMSL <sup>(1)</sup>	CSAR exercises.	HX <sup>(2)</sup>
(1) Upper limit may be lowered to FL75 (see NOTAM).			
(2) Announced by NOTAM. May be active MON to FRI (HOL excl). Activation can be checked with Steenokkerzeel ATCC.			

**TSA29C - LUXEMBOURG**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500748N 0060816E - along the German-Luxembourg border - 500118N 0060843E - 500120N 0055102E - along the Belgian-Luxembourg border - 500748N 0060816E.	FL95 / 3500FT AMSL <sup>(1)</sup>	COMAO exercises.	HX <sup>(2)</sup>
(1) Upper limit may be lowered to FL65 (see NOTAM).			
(2) Announced by NOTAM. May be active MON to FRI (HOL excl). Activation can be checked with Steenokkerzeel ATCC.			

**TSA32A - LIBRAMONT WEST <sup>(1)</sup>**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495900N 0050700E - 495900N 0052200E - 494700N 0052200E - 494700N 0050700E - 495300N 0050400E - 495900N 0050700E.	4500FT AMSL <sup>(2)</sup> / GND <sup>(3)</sup>	CAS exercises target zone. Prohibited to non-participating aircraft. <sup>(4)</sup>	HX <sup>(5)(6)</sup>
(1) May be active MON 1230-1600 (1130-1500), TUE to THU 0830-1100 (0730-1000) and 1230-1600 (1130-1500), FRI 0830-1100 (0730-1000).			
(2) May be activated up to FL 65.			
(3) Military users: during opening hours and within the lateral limits of LFA Ardennes the lowest usable level is 250 FT AGL. Outside opening hours of LFA Ardennes the lowest usable level is 500 FT AGL. For non-Belgian participants the lowest usable level is 1000 FT AGL at all times.			
(4) When medium level CAS is performed in combination with <u>TSA32A</u> , the <u>TRA/TSA S5 - NEUFCHATEAU AREA</u> and <u>TRA/TSA S2 - BEAURAING AREA</u> have to be booked from 4500 FT AMSL (or FL65) within the Brussels FIR and FL65 within the <u>LFCBA16B</u> up to FL150. Radio contact with Steenokkerzeel ATCC is compulsory for medium level CAS. When CAS is combined with and Air Defense Mission, <u>TSA26A</u> , <u>TSA26B</u> and <u>EBD26</u> have to be booked and Tactical Air Control is provided by CRC Beauvechain.			
(5) Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC.			
(6) May not be active at the same time as <u>TSA34A</u> or <u>TSA34B</u> .			

**TSA32B - LIBRAMONT EAST <sup>(1)</sup>**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495900N 0052200E - 495900N 0053700E - 495300N 0054000E - 494700N 0053700E - 494700N 0052200E - 495900N 0052200E.	4500FT AMSL <sup>(2)</sup> / GND <sup>(3)</sup>	CAS exercises target zone. Prohibited to non-participating aircraft. <sup>(4)</sup>	HX <sup>(5)(6)</sup>
(1) May be active MON 1230-1600 (1130-1500), TUE to THU 0830-1100 (0730-1000) and 1230-1600 (1130-1500), FRI 0830-1100 (0730-1000).			

**TSA32B - LIBRAMONT EAST <sup>(1)</sup>**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
<p>(2) May be activated up to FL 65.</p> <p>(3) Military users: during opening hours and within the lateral limits of LFA Ardennes the lowest usable level is 250 FT AGL. Outside opening hours of LFA Ardennes the lowest usable level is 500 FT AGL. For non-Belgian participants the lowest usable level is 1000 FT AGL at all times.</p> <p>(4) When medium level CAS is performed in combination with <u>TSA32B</u>, the <u>TRA/TSA S5 - NEUFCHATEAU AREA</u> and <u>TRA/TSA S2 - BEAURAING AREA</u> have to be booked from 4500 FT AMSL (or FL65) within the Brussels FIR and FL65 within the <u>LFCBA16B</u> up to FL 150. Radio contact with Steenokkerzeel ATCC is compulsory for medium level CAS. When CAS is combined with and Air Defense Mission, <u>TSA26A</u>, <u>TSA26B</u> and <u>EBD26</u> have to be booked and Tactical Air Control is provided by CRC Beauvechain.</p> <p>(5) Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC.</p> <p>(6) May not be active at the same time as <u>TSA34A</u> or <u>TSA34B</u>.</p>			

**TSA34A - CHAMPLON WEST <sup>(1)</sup>**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
501500N 0051200E - 501400N 0052700E - 500500N 0052700E - 500500N 0052200E - 500300N 0051900E - 500300N 0051200E - 500900N 0050900E - 501500N 0051200E.	4500FT AMSL <sup>(2)</sup> / GND <sup>(3)</sup>	CAS exercises target zone. Prohibited to non-participating aircraft. <sup>(4)</sup>	HX <sup>(5)(6)</sup>
<p>(1) May be active MON 1230-1600 (1130-1500), TUE to THU 0830-1100 (0730-1000) and 1230-1600 (1130-1500), FRI 0830-1100 (0730-1000).</p> <p>(2) May be activated up to FL 65.</p> <p>(3) Military users: during opening hours and within the lateral limits of LFA Ardennes the lowest usable level is 250 FT AGL. Outside opening hours of LFA Ardennes the lowest usable level is 500 FT AGL. For non-Belgian participants the lowest usable level is 1000 FT AGL at all times.</p> <p>(4) When medium level CAS is performed in combination with <u>TSA34A</u>, the <u>TRA/TSA S6 - DURBUY AREA</u> and <u>TRA/TSA S2 - BEAURAING AREA</u> have to be booked from 4500 FT AMSL (or FL65) within the Brussels FIR and FL65 within the <u>LFCBA16B</u> up to FL 150. Radio contact with Steenokkerzeel ATCC is compulsory for medium level CAS. Can not be booked for combined CAS and Air Defense Mission.</p> <p>(5) Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC.</p> <p>(6) May not be active at the same time as <u>TSA32A</u> or <u>TSA32B</u>.</p>			

**TSA34B - CHAMPLON EAST <sup>(1)</sup>**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
501400N 0052700E - 501500N 0054200E - 500900N 0054500E - 500300N 0054200E - 500300N 0052900E - 500500N 0052700E - 501400N 0052700E.	4500FT AMSL <sup>(2)</sup> / GND <sup>(3)</sup>	CAS exercises target zone. Prohibited to non-participating aircraft. <sup>(4)</sup>	HX <sup>(5)(6)</sup>
<p>(1) May be active MON 1230-1600 (1130-1500), TUE to THU 0830-1100 (0730-1000) and 1230-1600 (1130-1500), FRI 0830-1100 (0730-1000).</p> <p>(2) May be activated up to FL 65.</p> <p>(3) Military users: during opening hours and within the lateral limits of LFA Ardennes the lowest usable level is 250 FT AGL. Outside opening hours of LFA Ardennes the lowest usable level is 500 FT AGL. For non-Belgian participants the lowest usable level is 1000 FT AGL at all times.</p> <p>(4) When medium level CAS is performed in combination with <u>TSA34B</u>, the <u>TRA/TSA S6 - DURBUY AREA</u> and <u>TRA/TSA S2 - BEAURAING AREA</u> have to be booked from 4500 FT AMSL (or FL65) within the Brussels FIR and FL65 within the <u>LFCBA16B</u> up to FL 150. Radio contact with Steenokkerzeel ATCC is compulsory for medium level CAS. Can not be booked for combined CAS and Air Defense Mission.</p> <p>(5) Announced by NOTAM. Activation can be checked with Steenokkerzeel ATCC.</p> <p>(6) May not be active at the same time as <u>TSA32A</u> or <u>TSA32B</u>.</p>			

### 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:** Reservation of the airspace shall be requested to EBSZ NOF via S3 Camp Elsenborn TEL + 32 (0) 2 442 76 70 or TEL + 32 (0) 2 442 76 73.

**TSA28B:** Reservation of the airspace shall be requested to EBSZ NOF via S3 Camp Elsenborn TEL + 32 (0) 2 442 76 70 or TEL + 32 (0) 2 442 76 73.

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

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

**TSA29C:** The reservation request should be forwarded to ANA Luxembourg at least one month in advance to allow coordination and decision on availability, while Luxembourg Armed Forces need to be informed of any request via [opscell@armee.etat.lu](mailto:opscell@armee.etat.lu) and [dair@armee.etat.lu](mailto: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 on the permeability of the area by non participating traffic, temporary limitations can be imposed upon the traffic using the affected area (e.g. Large scale exercise departures/recoveries).

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

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

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

### 1.3.5 Confirmation and cancellation

#### 1.3.5.1 Tactical Air Ops

All bookings shall be confirmed by the military user at least three hours before the activation time of the slot, including the requested airspace and number of aircraft participating to CRC. When CRC Beauvechain does not receive the confirmation, the reservation will automatically be cancelled. CRC Beauvechain will check if all conditions for the reservation are met and confirm the reservation to the Steenokkerzeel ATCC supervisor. 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 issues the NOTAM proposal to Steenokkerzeel ATCC NOF for modification of the current TSA26 NOTAM.

#### 1.3.5.2 Other than Tactical Air Ops except EBR05

All bookings shall be confirmed by the military user at least three hours before the activation time of the slot, including the requested airspace and number of aircraft participating to ATCC Supervisor. When Steenokkerzeel ATCC does not receive the confirmation, the reservation will automatically be cancelled. ATCC Supervisor will check if all conditions for the reservation are met. If not all conditions are met, Steenokkerzeel ATCC 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 ATCC Supervisor in order to allow other airspace users to occupy the airspace.

#### 1.3.5.3 EBR05

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

#### 1.3.5.4 Changes to Reservations

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

### 1.3.6 Contact Information

#### 1.3.6.1 CRC Beauvechain Current Operations Weapons Office

Contact info for booking

TEL: +32 (0) 2 443 86 34

Email: [CRC-11SQN-CURROPS-WEAPONS@mil.be](mailto: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](mailto:atcc-atc-flops-secatm-datco@mil.be)

Email: [atcc-atc-flnof-ais@mil.be](mailto:atcc-atc-flnof-ais@mil.be)

*Note: Send email to both addresses.*

#### 1.3.6.4 COMOPSAIR Air Operations Support Current Ops Officer

TEL: +32 (0) 2 441 66 42

Email: [comopsair-a3-air-ctrl-ops@mil.be](mailto: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](mailto: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](mailto: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](mailto: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 COMOPSAIR.

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 ATCC Supervisor should contact the users and try to find a solution. If the users have different priority, the ATCC Supervisor shall approve the mission with the highest priority. If users with equal priority cannot agree, 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 1100 (1000). TSA27A/B/D/E airspace reservations will have priority over TSA26B airspace reservations made after THU Week -1 1100 (1000) 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	Not later than	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	COMOPSAIR	Preceding day 1600 (1500)	COMOPSAIR
	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 COMOPSAIR approval and /or requesting prio				
10	Exercise calendar airspace requirements	10 working days prior	ATCC		ATCC (LARA)
11-14	Scheduled TSA24/25/26 or CBA1 slots	THU of the preceding week 1000 (0900)	CRC	Preceding THU 1400 (1300)	CRC (TTY = Tele Type Message)
15	Foreign military users requesting TSA24, TSA25 A/B or TSA26A				
20	Belgian Air Force COMAO departures and recoveries	Preceding day 1500 (1400)	ATCC	Preceding day 1600 (1500)	ATCC (LARA)
21	Military paratroops	10 working days prior			
30-34	Exercises requesting one or more aerobatic areas (or portions thereof).	Preferably on D-1 1500 (1400) at the latest	ATCC (LARA)	Preceding day 1600 (1500)	ATCC (LARA)
35	Foreign military users or civil users requesting TRA N1-N3, S1-S6 or TRA W for missions NOT subject to COMOPSAIR approval and/or NOT requesting prio.	NLT H-3	ATCC	After H-3	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	COMOPSAIR 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 Paratroop	(ATC)

**1.3.7.2 Airspace Reservation Priorities (as defined in LARA)**

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 - 503142N 0051458E - 502935N 0050415E - 502804N 0045453E - 502730N 0045125E - 502240N 0045228E.	250FT AGL / GND	Low level flights.	HX <sup>(1)</sup>
<i>(1)</i> 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.	250FT AGL / GND	Low level flights.	HX <sup>(1)</sup>
<i>(1)</i> 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.	250FT AGL / GND	Low level flights.	HX <sup>(1)</sup>
(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.	250FT AGL / GND	Low level flights.	HX <sup>(1)</sup>
(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. <sup>(1)</sup>	250FT AGL / GND	Low level flights.	HX <sup>(2)</sup>
(1) <u>EBR13</u> excl and <u>TRA/TSA22</u> 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).			

## 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. <sup>(1)</sup>	250FT AGL / GND	Low level flights.	HX <sup>(2)</sup>
(1) <u>EBR02</u> excl and <u>TRA/TSA22</u> 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).			

## 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.	250FT AGL / GND	Low level flights.	HX <sup>(1)</sup>
(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).			

## 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.	250FT AGL / GND	Low level flights.	HX <sup>(1)</sup>
(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. <sup>(1)</sup>	250FT AGL / GND	Low level flights.	HX <sup>(2)</sup>
(1) <u>IRATA/ISA22</u> 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.	250FT AGL / GND	Low level flights.	HX <sup>(1)</sup>
(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

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 - 503142N 0051458E - 502935N 0050415E - 502804N 0045453E. <sup>(1)</sup>	500FT AGL / GND	Low level flights.	HX <sup>(2)</sup>
(1) <u>EBR11</u> excl.			
(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).			

HTA10A - COASTAL HELICOPTER TRAINING AREA <sup>(1)</sup>

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 0023243E - along the coastline - 512223N 0032147E - along the Belgian-Dutch border - 511635N 0032236E. <sup>(2)</sup>	2000FT AMSL / GND	Training area for helicopters.	HX <sup>(3)</sup>
(1) Helicopter flights conducted within <u>Oostende TMA</u> shall be coordinated with Oostende APP. Helicopter flights inbound from non-controlled airspace will call 10MIN before reaching <u>Oostende TMA</u> for instructions and clearance.			
(2) <u>EBR56</u> excl.			
(3) 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 - 511257N 0035731E - along the Belgian-Dutch border - 511635N 0032236E. <sup>(1)</sup>	2000FT AMSL / GND	Training area for helicopters.	HX <sup>(2)</sup>
(1) <u>EBR55</u> excl.			
(2) 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. <sup>(1)</sup>	2000FT AMSL / GND	Training area for helicopters.	HX <sup>(2)</sup>
(1) <u>EBR31</u> 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.	2000FT AMSL / GND <sup>(1)</sup>	Training area for helicopters.	HX <sup>(2)</sup>
<p>(1) Upper limit 1000FT AMSL below <u>Lille TMA Two</u>. Lowest usable level is 500FT AGL unless permission or instructions from Comopsair Air Operations Support.</p> <p>(2) Activated by NOTAM (not later than 1500 (1400) the day before activation).</p>			

**HTA12A**

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.	250FT AGL / GND	Low level flights.	HX <sup>(1)</sup>
<p>(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).</p>			

**HTA12B**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504836N 0050925E - 504928N 0051342E - 505104N 0051436E - 505429N 0052029E - 505220N 0052946E - 504803N 0053112E - 504634N 0053321E then a counter-clockwise arc radius 5 NM centered on 504137N 0053205E - 504512N 0052633E - 504201N 0052128E - 504225N 0051445E - 504157N 0051009E - 504332N 0045844E - 504836N 0050925E. <sup>(1)</sup>	250FT AGL / GND	Low level flights.	HX <sup>(2)</sup>
<p>(1) <u>EBR61</u>, <u>EBR62</u> and <u>EBR64</u> excl.</p> <p>(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).</p>			

**HTA13**

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.	250FT AGL / GND	Low level flights.	HX <sup>(1)</sup>
<p>(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).</p>			

**HTA14A**

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.	250FT AGL / GND <sup>(1)</sup>	Low level flights.	HX <sup>(1)</sup>
(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**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511400N 0044110E - 511435N 0044200E - 511441N 0044700E - 511738N 0045212E - 511801N 0050834E - 511403N 0050954E - 510536N 0050817E - 510625N 0050313E - 511019N 0044902E - 511005N 0044746E - 511400N 0044110E. <sup>(1)</sup>	250FT AGL / GND <sup>(2)</sup>	Low level flights.	HX <sup>(2)</sup>
(1) <b>EBR16</b> 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).

COMOPSAIR 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, COMOPSAIR 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 <sup>(1)</sup>
(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 <sup>(1)</sup>
(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 <sup>(1)</sup>
(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. <sup>(1)</sup>	500FT AGL / 250FT AGL	Low level flights.	HX <sup>(2)</sup>
(1) <u>TRA/TSA22</u> 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 <sup>(1)</sup>
(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. <sup>(1)</sup>	500FT AGL/ 250FT AGL	Low level flights.	HX <sup>(2)</sup>
(1) <u>TRA/TSA22</u> 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 <sup>(1)</sup>
(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 - 510521N 0023244E. <sup>(1)</sup>	500FT AMSL / 10FT AMSL	Training area for helicopters and fixed-wing aircraft. <sup>(2)</sup>	HX <sup>(3)</sup>
(1) <u>EBR56</u> excl.			
(2) Can be activated for rotary wing and fixed wing aircraft at the same time.			
(3) Activated by NOTAM.			

**3.2 Booking procedures (MIL only)**

The LFA 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).

COMOPSAIR 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, COMOPSAIR 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

**RIPPWEILER**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494532N 0055753E - 494506N 0055723E - 494601N 0055521E - 494628N 0055548E - 494532N 0055753E.	FL 70 / 2500FT AMSL <sup>(1)</sup>	Aerobatic sector for gliders.	HX. In VMC only
(1) Release between 2500FT AMSL and FL 70 subject to approval from Luxembourg APP (CH 120.885).			

**SAINT-HUBERT**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 10NM radius, centred on 500209N 0052415E.	4500FT AMSL / GND	Glider activity.	During EBSH OPR HR. In VMC only. <sup>(1)</sup>
(1) See <a href="#">AD 2.PVT-EBSH</a> .			

**SEPT MEUSES**

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

**SPA**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 2NM radius, centred on 502857N 0055437E.	FL 145 / GND <sup>(1)</sup>	Parachuting.	During EBSP OPR HR. In VMC only <sup>(2)</sup>
(1) MAX usable level: FL 140.			
(2) See <a href="#">AD 2.PVT-EBSP</a> . Permission for dropping shall be obtained from Brussels ACC (FREQ 128.200MHZ). Continuous listening watch is compulsory as dropping at FL50 and above may be suspended at any time for traffic reasons.			
<b>Operator:</b>			
Post: Skydiving Promotion (Spa) Rue de la Sauvenière 122 4900 Spa BELGIUM			
TEL: +32 (0) 87 26 99 06			
TEL: +32 (0) 476 62 71 67			
Email: <a href="mailto:info@skydivespa.be">info@skydivespa.be</a>			

**TOURNAI - MAUBRAY**

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

**USELDANGE GLIDER SECTOR NORTH <sup>(1)</sup>**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494738N 0054729E - along the Belgian-Luxembourg border - 500748N 0060816E - along the German-Luxembourg border - 495656N 0061151E - 495422N 0055755E - 494804N 0060000E - 494738N 0054729E <sup>(2)</sup> .	FL65 / 3500FT AMSL	Glider activity. <sup>(3)</sup>	HX <sup>(4)(5)</sup>
<p>(1) Non-public glider sector. All non-Useldange based VFR traffic shall contact Luxembourg APP on CH 120.885.</p> <p>(2) Noertrange Area excl.</p> <p>(3) No traffic information on individual glider flights will be issued by ATC</p> <p>(4) HJ only. On request of the "Cercle Luxembourgeois de Vol à Voile". Activation can be checked with Luxembourg APP on CH 120.885.</p> <p>(5) Any conflicting areas announced by NOTAM are excluded for glider use during activation.</p>			

**USELDANGE GLIDER SECTOR SOUTH <sup>(1)</sup>**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494738N 0054729E - 494804N 0060000E - 494430N 0060000E - 494430N 0054958E - along the Belgian-Luxembourg border - 494738N 0054729E.	FL55 / 2500FT AMSL	Glider activity. <sup>(2)</sup>	HX <sup>(3)</sup>
<p>(1) Non-public glider sector. All non-Useldange based VFR traffic shall contact Luxembourg APP on CH 120.885.</p> <p>(2) No traffic information on individual glider flights will be issued by ATC</p> <p>(3) HJ only. On request of the "Cercle Luxembourgeois de Vol à Voile". Activation can be checked with Luxembourg APP on CH 120.885.</p>			

**VERVIERS - THEUX**

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

**WEELDE**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
512620N 0045943E - an arc of circle, 3NM radius, centred on 512339N 0045733E and traced clockwise to 512455N 0045311E - along the Belgian-Dutch border - 512620N 0045943E.	3500FT AMSL / GND	Glider activity. Glider towing. Glider winching up to 3000FT AMSL	HJ. In VMC only <sup>(1)(2)</sup>
<p>(1) See <a href="#">AD 2.MIL-EBWE</a>.</p> <p>(2) Additional activities of the Belgian Air Cadets at EBWE will be announced by NOTAM.</p> <p>(3) It is recommended not to cross the RWY axis below 3000FT AMSL during glider activity (winch launch). Take prior contact with Weelde radio 119.605 (8.33 KHZ CH).</p>			

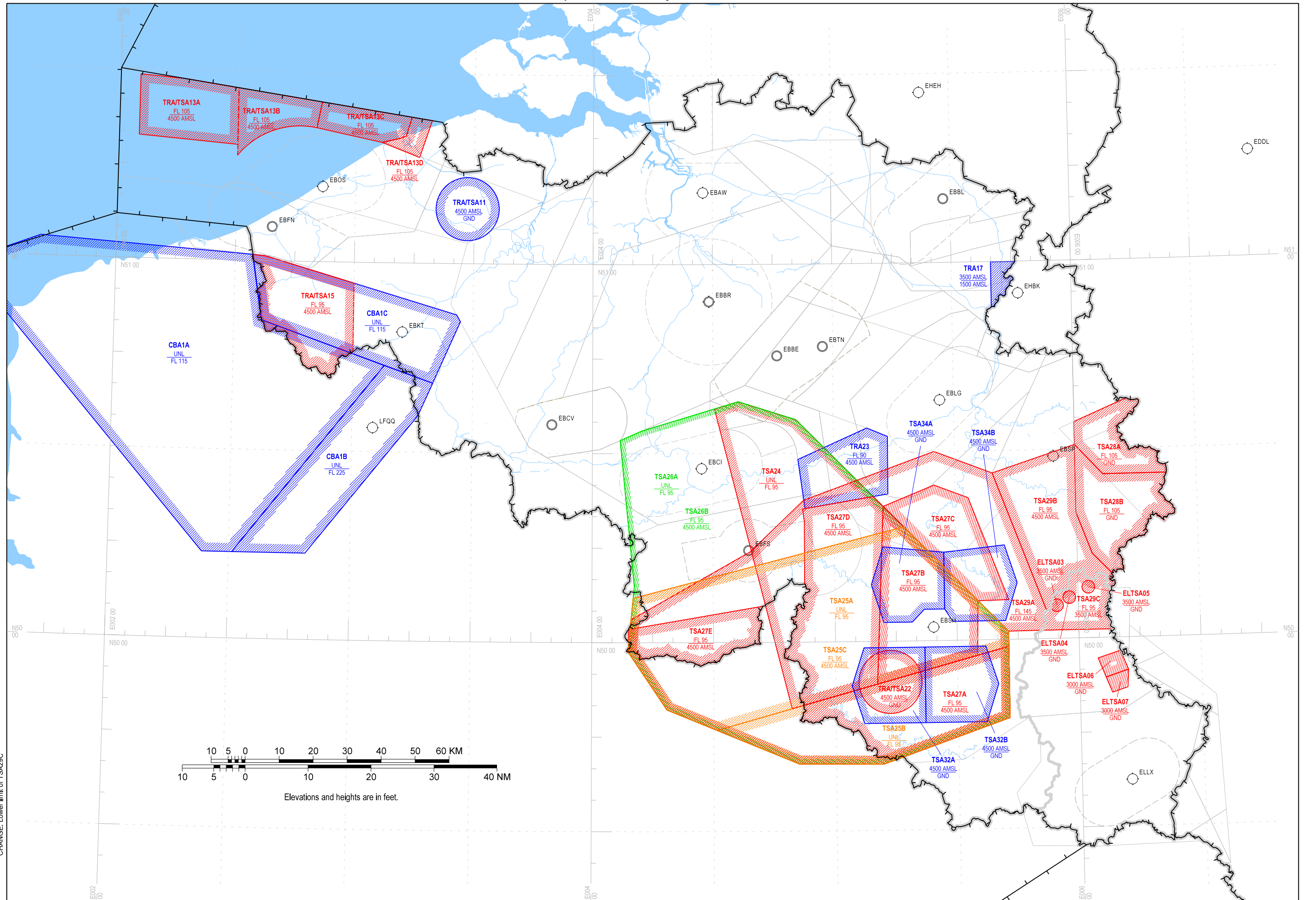
**ZOERSEL**

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



### Index Chart

Military Exercise and Training Areas: TRA and TSA



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