

AERONAUTICAL INFORMATION PUBLICATION

Belgium and Luxembourg

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AIRAC AMDT
013/2024

Publication date: 14 NOV 2024
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1. Amendment content:

Section	Subject	Change
ENR 1.2	Interpilot Communication	New
ENR 5.1	EBR04 vertical limits remarks	Updated
ENR 5.1	EBR06B and EBR07B remarks	Updated
EBKT AD 2.8	PCR values	New
EBKT AD 2.12	PCR values	New
EBKT AD 2.16	PCR values	New
EBKT AD 2.20	Specific Traffic Regulations	Updated
EBKT AD 2.21	Ground Procedures	Updated
EBKT AD 2.24	Aerodrome Chart - ICAO	Updated
EBKT AD 2.24	Aerodrome Ground Movement Chart - ICAO	Updated
EBLG AD 2.19	ILS 22R IBI frequencies	Updated
EBLG AD 2.24	Aerodrome Chart - ICAO	Updated
EBLG AD 2.24	Instrument Approach Chart - ICAO: ILS or LOC RWY 22R	Updated
EBOS AD 2.8	PCR values	New
EBOS AD 2.8	TWY characteristics	Updated
EBOS AD 2.12	PCR values	New
EBOS AD 2.24	Aerodrome Chart - ICAO	Updated
EBOS AD 2.24	Aircraft Parking Docking Chart - ICAO	Updated
EBFN AD 2.17	Hours of activation remarks	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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GEN 0.2 Record of AIP Amendments

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002/2022	10-Feb-2022	24-Feb-2022	
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ENR 1.14-3	21-MAR-2024	ENR 3.3-6	05-SEP-2024	ENR 5.2-29	05-SEP-2024
ENR 1.14-4	21-MAR-2024	ENR 3.3-7	05-SEP-2024	ENR 5.2-30	05-SEP-2024
ENR 1.14-5	21-MAR-2024	ENR 3.3-8	05-SEP-2024	ENR 5.2-31	05-SEP-2024
ENR 1.14-6	21-MAR-2024	ENR 3.3-9	05-SEP-2024	ENR 5.2-32	05-SEP-2024
ENR 1.14-7	21-MAR-2024	ENR 3.3-10	05-SEP-2024	ENR 5.3-1	21-APR-2022
ENR 1.14-8	21-MAR-2024	ENR 3.3-11	05-SEP-2024	ENR 5.3-2	21-APR-2022
ENR 1.14-9	21-MAR-2024	ENR 3.3-12	05-SEP-2024	ENR 5.4-1	28-NOV-2024
ENR 1.14-10	21-MAR-2024	ENR 3.3-13	05-SEP-2024	ENR 5.4-2	28-NOV-2024
ENR 1.14-11	21-MAR-2024	ENR 3.3-14	05-SEP-2024	ENR 5.4-3	28-NOV-2024
ENR 1.14-12	21-MAR-2024	ENR 3.4-1	06-OCT-2022	ENR 5.4-4	28-NOV-2024
ENR 2.1-1	28-DEC-2023	ENR 3.4-2	06-OCT-2022	ENR 5.5-1	08-AUG-2024
ENR 2.1-2	28-DEC-2023	ENR 4.1-1	28-NOV-2024	ENR 5.5-2	08-AUG-2024
ENR 2.1-3	06-OCT-2022	ENR 4.1-2	28-NOV-2024	ENR 5.5-3	08-AUG-2024
ENR 2.1-4	06-OCT-2022	ENR 4.2-1	04-FEB-2016	ENR 5.5-4	08-AUG-2024
ENR 2.1-5	21-APR-2022	ENR 4.2-2	04-FEB-2016	ENR 5.5-5	08-AUG-2024
ENR 2.1-6	21-APR-2022	ENR 4.3-1	26-MAR-2020	ENR 5.5-6	08-AUG-2024
ENR 2.1-7	21-APR-2022	ENR 4.3-2	26-MAR-2020	ENR 5.5-7	08-AUG-2024
ENR 2.1-8	21-APR-2022	ENR 4.4-1	05-SEP-2024	ENR 5.5-8	08-AUG-2024
ENR 2.1-9	21-APR-2022	ENR 4.4-2	05-SEP-2024	ENR 5.5-9	08-AUG-2024
ENR 2.1-10	21-APR-2022	ENR 4.4-3	28-NOV-2024	ENR 5.5-10	08-AUG-2024
ENR 2.1-11	30-NOV-2023	ENR 4.4-4	28-NOV-2024	ENR 5.5-11	08-AUG-2024
ENR 2.1-12	30-NOV-2023	ENR 4.4-5	28-NOV-2024	ENR 5.5-12	08-AUG-2024
ENR 2.1-13	30-NOV-2023	ENR 4.4-6	28-NOV-2024	ENR 5.5-13	08-AUG-2024
ENR 2.1-14	30-NOV-2023	ENR 4.4-7	28-NOV-2024	ENR 5.5-14	08-AUG-2024
ENR 2.1-15	21-APR-2022	ENR 4.4-8	28-NOV-2024	ENR 5.5-15	08-AUG-2024

ENR 5.5-16	08-AUG-2024	AD 0.2-1	04-FEB-2016	AD 2.EBAW-SID.01-2	22-FEB-2024
ENR 5.5-17	08-AUG-2024	AD 0.2-2	04-FEB-2016	AD 2.EBAW-SID.02-1	21-MAR-2024
ENR 5.5-18	08-AUG-2024	AD 0.3-1	31-MAR-2016	AD 2.EBAW-SID.02-2	21-MAR-2024
ENR 5.5-19	08-AUG-2024	AD 0.3-2	31-MAR-2016	AD 2.EBAW-SID.03a-1	21-MAR-2024
ENR 5.5-20	08-AUG-2024	AD 0.4-1	04-FEB-2016	AD 2.EBAW-SID.03a-2	21-MAR-2024
ENR 5.6-1	13-JUN-2024	AD 0.4-2	04-FEB-2016	AD 2.EBAW-SID.03b-1	21-MAR-2024
ENR 5.6-2	13-JUN-2024	AD 0.5-1	04-FEB-2016	AD 2.EBAW-SID.03b-2	21-MAR-2024
ENR 5.6-3	13-JUN-2024	AD 0.5-2	04-FEB-2016	AD 2.EBAW-IAC.01-1	21-MAR-2024
ENR 5.6-4	13-JUN-2024	AD 0.6-1	26-DEC-2024	AD 2.EBAW-IAC.01-2	21-MAR-2024
ENR 6-1	10-SEP-2020	AD 0.6-2	26-DEC-2024	AD 2.EBAW-IAC.02-1	21-MAR-2024
ENR 6-2	10-SEP-2020	AD 1.1-1	08-AUG-2024	AD 2.EBAW-IAC.02-2	21-MAR-2024
ENR 6.ENRC.01-1	28-NOV-2024	AD 1.1-2	08-AUG-2024	AD 2.EBAW-IAC.02a-1	23-APR-2020
ENR 6.ENRC.01-2	28-NOV-2024	AD 1.1-3	08-AUG-2024	AD 2.EBAW-IAC.02a-2	23-APR-2020
ENR 6-ENRC.02-1	18-APR-2024	AD 1.1-4	08-AUG-2024	AD 2.EBAW-IAC.03-1	21-MAR-2024
ENR 6-ENRC.02-2	18-APR-2024	AD 1.1-5	05-NOV-2020	AD 2.EBAW-IAC.03-2	21-MAR-2024
ENR 6-ENRC.03-1	25-JAN-2024	AD 1.1-6	05-NOV-2020	AD 2.EBAW-IAC.04-1	21-MAR-2024
ENR 6-ENRC.03-2	25-JAN-2024	AD 1.2-1	02-NOV-2023	AD 2.EBAW-IAC.04-2	21-MAR-2024
ENR 6-ENRC.04-1	18-APR-2024	AD 1.2-2	02-NOV-2023	AD 2.EBAW-IAC.05-1	11-JUL-2024
ENR 6-ENRC.04-2	18-APR-2024	AD 1.2-3	12-AUG-2021	AD 2.EBAW-IAC.05-2	11-JUL-2024
ENR 6-ENRC.05a-1	05-SEP-2024	AD 1.2-4	12-AUG-2021	AD 2.EBAW-IAC.05a-1	02-NOV-2023
ENR 6-ENRC.05a-2	05-SEP-2024	AD 1.2-5	06-OCT-2022	AD 2.EBAW-IAC.05a-2	02-NOV-2023
ENR 6-ENRC.05b-1	05-SEP-2024	AD 1.2-6	06-OCT-2022	AD 2.EBAW-VAC.01-1	13-JUN-2024
ENR 6-ENRC.05b-2	05-SEP-2024	AD 1.3-1	15-JUN-2023	AD 2.EBAW-VAC.01-2	13-JUN-2024
ENR 6-ENRC.05c-1	05-SEP-2024	AD 1.3-2	15-JUN-2023	AD 2.EBAW-VAC.02-1	21-MAR-2024
ENR 6-ENRC.05c-2	05-SEP-2024	AD 1.3-3	08-AUG-2024	AD 2.EBAW-VAC.02-2	21-MAR-2024
ENR 6-ENRC.05d-1	16-JUN-2022	AD 1.3-4	08-AUG-2024	AD 2.EBAW-VAC.03-1	24-MAR-2022
ENR 6-ENRC.05d-2	16-JUN-2022	AD 1.3-5	28-NOV-2024	AD 2.EBAW-VAC.03-2	24-MAR-2022
ENR 6-ENRC.05e-1	16-JUN-2022	AD 1.3-6	28-NOV-2024	AD 2.EBBR-1	18-APR-2024
ENR 6-ENRC.05e-2	16-JUN-2022	AD 1.3-7	28-NOV-2024	AD 2.EBBR-2	18-APR-2024
ENR 6-ENRC.05f-1	16-JUN-2022	AD 1.3-8	28-NOV-2024	AD 2.EBBR-3	28-NOV-2024
ENR 6-ENRC.05f-2	16-JUN-2022	AD 1.3-9	28-NOV-2024	AD 2.EBBR-4	28-NOV-2024
ENR 6-INDEX.01a-1	16-JUN-2022	AD 1.3-10	28-NOV-2024	AD 2.EBBR-5	28-NOV-2024
ENR 6-INDEX.01a-2	16-JUN-2022	AD 1.3-11	30-NOV-2023	AD 2.EBBR-6	28-NOV-2024
ENR 6-INDEX.01b-1	16-JUN-2022	AD 1.3-12	30-NOV-2023	AD 2.EBBR-7	28-NOV-2024
ENR 6-INDEX.01b-2	16-JUN-2022	AD 1.4-1	21-MAY-2020	AD 2.EBBR-8	28-NOV-2024
ENR 6-INDEX.01c-1	16-JUN-2022	AD 1.4-2	21-MAY-2020	AD 2.EBBR-9	28-NOV-2024
ENR 6-INDEX.01c-2	16-JUN-2022	AD 1.5-1	30-NOV-2023	AD 2.EBBR-10	28-NOV-2024
ENR 6-INDEX.01d-1	28-NOV-2024	AD 1.5-2	30-NOV-2023	AD 2.EBBR-11	28-NOV-2024
ENR 6-INDEX.01d-2	28-NOV-2024	AD 2.EBAW-1	03-OCT-2024	AD 2.EBBR-12	28-NOV-2024
ENR 6-INDEX.02-1	28-NOV-2024	AD 2.EBAW-2	03-OCT-2024	AD 2.EBBR-13	28-NOV-2024
ENR 6-INDEX.02-2	28-NOV-2024	AD 2.EBAW-3	03-OCT-2024	AD 2.EBBR-14	28-NOV-2024
ENR 6-INDEX.03a-1	05-SEP-2024	AD 2.EBAW-4	03-OCT-2024	AD 2.EBBR-15	28-NOV-2024
ENR 6-INDEX.03a-2	05-SEP-2024	AD 2.EBAW-5	03-OCT-2024	AD 2.EBBR-16	28-NOV-2024
ENR 6-INDEX.03b-1	16-JUN-2022	AD 2.EBAW-6	03-OCT-2024	AD 2.EBBR-17	28-NOV-2024
ENR 6-INDEX.03b-2	16-JUN-2022	AD 2.EBAW-7	03-OCT-2024	AD 2.EBBR-18	28-NOV-2024
ENR 6-INDEX.03c-1	16-JUN-2022	AD 2.EBAW-8	03-OCT-2024	AD 2.EBBR-19	28-NOV-2024
ENR 6-INDEX.03c-2	16-JUN-2022	AD 2.EBAW-9	03-OCT-2024	AD 2.EBBR-20	28-NOV-2024
ENR 6-INDEX.04a-1	08-AUG-2024	AD 2.EBAW-10	03-OCT-2024	AD 2.EBBR-21	28-NOV-2024
ENR 6-INDEX.04a-2	08-AUG-2024	AD 2.EBAW-11	03-OCT-2024	AD 2.EBBR-22	28-NOV-2024
ENR 6-INDEX.04b-1	16-JUN-2022	AD 2.EBAW-12	03-OCT-2024	AD 2.EBBR-23	28-NOV-2024
ENR 6-INDEX.04b-2	16-JUN-2022	AD 2.EBAW-13	03-OCT-2024	AD 2.EBBR-24	28-NOV-2024
ENR 6-INDEX.04c-1	16-JUN-2022	AD 2.EBAW-14	03-OCT-2024	AD 2.EBBR-25	03-OCT-2024
ENR 6-INDEX.04c-2	16-JUN-2022	AD 2.EBAW-15	03-OCT-2024	AD 2.EBBR-26	03-OCT-2024
ENR 6-INDEX.04d-1	14-JUL-2022	AD 2.EBAW-16	03-OCT-2024	AD 2.EBBR-27	03-OCT-2024
ENR 6-INDEX.04d-2	14-JUL-2022	AD 2.EBAW-17	03-OCT-2024	AD 2.EBBR-28	03-OCT-2024
ENR 6-INDEX.04e-1	16-JUN-2022	AD 2.EBAW-18	03-OCT-2024	AD 2.EBBR-29	31-OCT-2024
ENR 6-INDEX.04e-2	16-JUN-2022	AD 2.EBAW-19	03-OCT-2024	AD 2.EBBR-30	31-OCT-2024
ENR 6-INDEX.04f-1	23-MAR-2023	AD 2.EBAW-20	03-OCT-2024	AD 2.EBBR-31	03-OCT-2024
ENR 6-INDEX.04f-2	23-MAR-2023	AD 2.EBAW-21	03-OCT-2024	AD 2.EBBR-32	03-OCT-2024
ENR 6-INDEX.05-1	16-JUN-2022	AD 2.EBAW-22	03-OCT-2024	AD 2.EBBR-33	03-OCT-2024
ENR 6-INDEX.05-2	16-JUN-2022	AD 2.EBAW-ADC.01-1	21-MAR-2024	AD 2.EBBR-34	03-OCT-2024
ENR 6-INDEX.06-1	28-NOV-2024	AD 2.EBAW-ADC.01-2	21-MAR-2024	AD 2.EBBR-35	03-OCT-2024
ENR 6-INDEX.06-2	28-NOV-2024	AD 2.EBAW-ADC.02-1	30-NOV-2023	AD 2.EBBR-36	03-OCT-2024
ENR 6-INDEX.07-1	08-AUG-2024	AD 2.EBAW-ADC.02-2	30-NOV-2023	AD 2.EBBR-37	05-SEP-2024
ENR 6-INDEX.07-2	08-AUG-2024	AD 2.EBAW-ADC.03-1	28-DEC-2023	AD 2.EBBR-38	05-SEP-2024
ENR 6-INDEX.08-1	16-JUN-2022	AD 2.EBAW-ADC.03-2	28-DEC-2023	AD 2.EBBR-39	03-OCT-2024
ENR 6-INDEX.08-2	16-JUN-2022	AD 2.EBAW-ADC.04-1	21-MAR-2024	AD 2.EBBR-40	03-OCT-2024
ENR 6-INDEX.09-1	28-NOV-2024	AD 2.EBAW-ADC.04-2	21-MAR-2024	AD 2.EBBR-41	05-SEP-2024
ENR 6-INDEX.09-2	28-NOV-2024	AD 2.EBAW-AOC.01-1	21-MAR-2024	AD 2.EBBR-42	05-SEP-2024
ENR 6-INDEX.10-1	01-FEB-2018	AD 2.EBAW-AOC.01-2	21-MAR-2024	AD 2.EBBR-43	05-SEP-2024
ENR 6-INDEX.10-2	01-FEB-2018	AD 2.EBAW-ATCSMAC.01-1	28-JAN-2021	AD 2.EBBR-44	05-SEP-2024
		AD 2.EBAW-ATCSMAC.01-2	28-JAN-2021	AD 2.EBBR-45	28-NOV-2024
		AD 2.EBAW-STAR.01-1	22-FEB-2024	AD 2.EBBR-46	28-NOV-2024
		AD 2.EBAW-STAR.01-2	22-FEB-2024	AD 2.EBBR-47	11-JUL-2024
		AD 2.EBAW-STAR.02-1	22-FEB-2024	AD 2.EBBR-48	11-JUL-2024
		AD 2.EBAW-STAR.02-2	22-FEB-2024	AD 2.EBBR-49	11-JUL-2024
		AD 2.EBAW-SID.01-1	22-FEB-2024	AD 2.EBBR-50	11-JUL-2024
AD					
AD 0.1-1	04-FEB-2016				
AD 0.1-2	04-FEB-2016				

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

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

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

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

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

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

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

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

1.8 Special VFR Flights (SERA.5010)

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

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

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

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

1.9 Interpilot Communication

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

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

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

2 MILITARY

2.1 Minima for Visibility and Distance from Clouds

2.1.1 Military Fixed Wing Aircraft

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

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

2.1.1.1 Special VFR Flights

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

Jet aircraft:

- visibility ≥ 3.7KM
- cloud base ≥ 1000FT

Conventional aircraft:

- visibility ≥ 1.5KM
- cloud base ≥ 1000FT

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

2.1.1.2 VFR Flights at Night

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

- visibility ≥ 5KM
- cloud base ≥ 1500FT

2.1.2 Military Helicopters

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

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

2.2 Minimum safety height

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

2.3 Flight Level

VFR flights above 3000FT AGL shall select a level appropriate to their track as specified in ENR 1.7, § 3, except for:

- security flights
- when otherwise instructed by the appropriate ATS unit.

2.4 Change from VFR to IFR

When changing from VFR to IFR, pilots shall introduce an IFR flight plan by RTF if part of the flight is to be made within controlled airspace. Proceed in IFR, conforming to the IFR cruising levels (see ENR 1.7), if no part of the flight is to be made within a controlled airspace. The flight will pass from VFR to IFR status upon confirmation by ATC.

2.5 Uncontrolled VFR Flights

Uncontrolled VFR flights are provided with FIS and shall report to Belga Information or Brussels FIC when commencing and ending their mission in the Brussels FIR. These VFR flights shall at all times squawk mode 3/A and mode C.

In order to decrease the risk of collision between military aircraft proceeding VFR outside controlled airspace, the traffic shall be flown one-way between the CTRs as published on chart ENR 6-INDEX.08. Pilots are warned that these regulations are only applicable to military aircraft. Consequently, collision hazard still exists with civil aircraft. These regulations do not apply to helicopters flying at 500FT AGL.

Note1: The corridor between Liège CTR and EBD37 (direction Waremme) shall in no case be crossed south-westbound below 1500FT AMSL. When the cloudbase is below this altitude, this corridor will be avoided via the east and south of EBLG.

Note2: The corridor between Antwerpen CTR and Brussels CTR shall be crossed at 1000FT AMSL.

Note3: The corridor between Charleroi CTR and Chièvres CTR shall be crossed at 1500FT AMSL.

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ENR 5 NAVIGATION WARNINGS

ENR 5.1 Prohibited, Restricted and Danger Areas

1 PROHIBITED AREAS

NIL

2 RESTRICTED AREAS

EBR01 - BRUSSELS CITY

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

EBR02 - ROYAL ESTATE OF CIERGNON

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

EBR03 - DIEST

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

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

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

(3) Additional activation possible (see NOTAM).

EBR04 - ELSENBORN 01 ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503117N 0061200E - along the Belgian-German border - 502557N 0062234E - 502557N 0060956E - 502657N 0060841E - 503117N 0061200E.	FL 170 / GND ⁽²⁾⁽³⁾	Gunnery area, destruction centre of explosives, air exercises and UAS area. Entry prohibited to all aircraft. ⁽⁴⁾	HX ⁽⁵⁾⁽⁶⁾

(1) This airspace can be activated simultaneously with TSA28A, therefore UAS operators shall contact Shooting Range Safety Office Elsenborn, TEL + 32 (0) 2 442 76 70 or + 32 (0) 2 442 76 73 or FREQ 138.975MHZ to coordinate UAS operations with gunnery/destruction activities.

(2) Upper limit may be restricted to 4500 FT AMSL or FL 105 (see NOTAM).

(3) Highest usable altitude for UAS is 4300 FT AMSL.

(4) Except MIL aircraft transiting to/from Camp Elsenborn and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Elsenborn, TEL +32 (0) 2 442 76 70 or TEL + 32 (0) 2 442 76 73. During CAS Air exercises, MIL aircraft shall obtain an additional entry clearance from the ALO "RINGO Range" on FREQ 241.700MHZ (back up 377.725MHZ).

(5) Activation announced by NOTAM.

(6) Activation can be checked with Steenokkerzeel ATCC or Brussels ACC Supervisor. This area is contiguous to EDR117 (see *AIP Germany*). Activation of EDR117 will be announced by NOTAM and can be checked with Steenokkerzeel ATCC or Brussels ACC Supervisor.

EBR05A - HELCHTEREN

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510723N 0053455E - 510157N 0053455E - 505929N 0051951E - 510452N 0051951E - 510557N 0052255E - 510723N 0053455E.	FL 100 / GND ⁽¹⁾	Firing and bombing exercises. UAS flights (NATO Class III). Entry prohibited to non-participating aircraft.	HX ⁽²⁾⁽³⁾

(1) Upper limit may be restricted to 5000 FT AMSL.

(2) Announced by NOTAM. May be activated MON to FRI (HOL excl) at irregular times. Activation can be checked with Brussels FIC, Steenokkerzeel ATCC or Kleine-Brogel APP.

(3) Outside activation and between 2500 FT and 4500 FT AMSL, during EBBL OPR HR, Kleine-Brogel TMA TWO will be activated.

EBR05B - HELCHTEREN RUN-IN ⁽¹⁾

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510805N 0055036E - along the Belgian-Dutch border - 510333N 0054619E - 510157N 0053455E - 510607N 0053455E - 510805N 0055036E.	3300FT AMSL / 2050FT AMSL	Run-in lane for bombing exercises. Entry prohibited to non-participating aircraft.	HX ⁽²⁾⁽³⁾⁽⁴⁾

(1) Military aircraft proceeding to Helchteren range shall avoid to fly east of the river Meuse.

(2) Announced by NOTAM. May be activated MON to FRI (HOL excl) at irregular times. Activation can be checked with Brussels FIC, Steenokkerzeel ATCC or Kleine-Brogel APP.

(3) EBR05B will be activated automatically with EBR05A, unless EBR05A is limited to 5000 FT for firing exercises.

(4) Outside activation and between 2500FT and 4500FT AMSL, during EBBL OPR HR, Kleine-Brogel TMA TWO will be activated.

EBR05C - HELCHTEREN DOWNWIND⁽¹⁾

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

EBR05D - HELCHTEREN LOFT

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

EBR05E - HELCHTEREN MEDIUM LEVEL

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

EBR05F - HELCHTEREN STRAFING

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

EBR06A - FLORENNES

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

EBR06B - FLORENNES

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

EBR07A - KLEINE-BROGEL

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

EBR07B - KLEINE-BROGEL

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

EBR08 - KOKSIJDE

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

EBR10 - BEAUVECHAIN

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

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

1	Types of clearing equipment	NIL
2	Clearance priorities	<ol style="list-style-type: none"> 1. RWY 06/24 2. TWY B between B2 and B3, INT B2 and B3 3. Apron 2 4. Apron 1 5. TWY A, INT A1, A3 and A4 6. TWY B, INT B1, B4, B5, B6 and INT A5 7. Apron 3
3	Use of material for movement area surface treatment	KAC (potassium acetate fluids) and KFOR (potassium formate fluids) used.
4	Specially prepared winter runways	Not applicable.
5	Remarks	<p>Clearing is outsourced, AFIS can give information on clearing schedule for flight planning. Designated authority to co-ordinate information about the current state of progress of snow clearance operations and the conditions of the movement area is the AFIS:</p> <p style="padding-left: 40px;">TEL: +32 (0) 56 36 20 44</p> <p>Strong caution advised during snow and ice conditions.</p> <p>Transmission of information by SNOWTAM and RCR based on RCAM (evaluated by airport authority and communicated to the AFIS).</p> <p>The AD operator will report to AIS and ATS on matters of operational significance affecting aircraft and aerodrome operations on the movement area, particularly in respect of runway contamination, as per the Global Reporting Format (GRF).</p> <p>When these conditions apply, airport inspection will issue a Runway Condition Report (RCR) after assessment of the runway condition, which will report the condition over each third of the runway.</p> <p>It will contain a Runway Condition Code (RWYCC), code number from 0 to 6, which will be derived via the Runway Condition Assessment Matrix (RCAM).</p> <p>The appropriate condition will be reported by AFIS.</p> <p>A SNOWTAM will be published when a significant change in runway condition occurs due to water, snow, slush, ice or frost. A SNOWTAM will be published to reflect significant changes until the runway is no longer contaminated.</p> <p>Pilots shall report (AIREP) to ATC whenever the braking action experienced during landing is less good than indicated on the RWYCC.</p>

EBKT AD 2.8 Aprons, Taxiways and Check Locations/Positions Data

1	Apron designation, surface and strength	<p>Apron 1: ASPH, MAX 5700 KG MTOW allowed</p> <p>Apron 2: CONC, PCR 580/R/B/W/T, PCN 41/R/B/X/T</p> <p>Apron 3: ASPH, PCR 244/F/B/X/T, PCN 36/F/B/X/T</p>
2	Taxiway designation, width, surface and strength	<p>TWY A and B: 10.5 M, ASPH, PCR 530/F/B/X/T, PCN 36/F/B/X/T (TWY B 15 M between B2 and B3)</p> <p>TWY A1, A3, A4, B1, B4, B5 and B6: 12 M, ASPH, PCR 440/F/B/X/T, PCN 36/F/B/X/T</p> <p>TWY A5: 11 M, ASPH, PCR 240/F/B/X/T, PCN 4/F/B/Z/T</p> <p>TWY A6: 5 M, ASPH, Air-taxi only</p> <p>TWY B2 and B3: 18 M, ASPH, PCR 530/F/B/X/T, PCN 36/F/B/X/T</p>
3	ACL and elevation	At aprons (53FT)
4	VOR check points	NIL
5	INS check points	On aircraft stands, see chart AD 2 EBKT-GMC.01
6	Remarks	<p>TWY A5 and A6 only available for home-based recreational aircraft, TWY's not compliant with relevant regulations.</p> <p>Aircraft with OMGWS greater than 9 M shall only use TWY B2 and aircraft stand 210.</p> <p>Aircraft with OMGWS between 6 M and 9 M shall only use TWY B2, B3, TWY B between B2 and B3. All other TWY's are limited to OMGWS up to 6 M.</p>

EBKT AD 2.9 Surface Movement Guidance and Control System and Markings

1	Aircraft stand identification signs	Aircraft stand identification markings available on apron 2 only, signs not available
	Taxiway guide lines	Illuminated sign-boards at entrance of TWY to RWY and intersections of RWY A1, A3, A4, B1, B2, B3, B4, B5, B6. INT A3, B1, B2, B3, B4, B5 and B6 have TWY edge lights. TWY A and B have edge markers.
	Visual docking/parking guidance system at aircraft stands	NIL
2	Runway markings and lighting	Designation, threshold, touchdown zone, centre line and side stripe markings, aiming point
	Taxiway markings and lighting	Centre line and holding positions
3	Stop bars	NIL
	Runway guard lights	High intensity runway guard lights are provided on intersections A1, A3, A4, B1, B2, B3, B4, B5 and B6
4	Other runway protection measures	NIL
5	Remarks	NIL

EBKT AD 2.10 Aerodrome Obstacles

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

Position	Elevation (M)	Description	Marked
1	2	3	4
504832.5N 0031102.9E	69.0	Church Wevelgem	YES
504922.2N 0031338.1E	59.0	Church Bissegem	YES
504825.2N 0031325.5E	86.9	Chimney	NO
504827.0N 0031400.1E	70.9	Church Marke	NO
504853.3N 0031429.5E	80.8	Light mast	NO
504901.3N 0031450.9E	80.8	Light mast	NO
504908.9N 0031455.8E	80.8	Light mast	NO
504859.8N 0031435.6E	80.8	Light mast	NO
504724.3N 0031215.3E	83.7	Chimney	NO

RNP RWY 06 LNAV minima: penetration of the VSS by the church of Wevelgem, 71.08 M AMSL 504833N 0031103E.

EBKT AD 2.11 Meteorological Information Provided

1	Associated MET Office	EBBR MET
2	Hours of service	See EBBR AD 2.11
	MET Office outside hours	See EBBR AD 2.11
3	Office responsible for TAF preparation	NIL
	Periods of validity	NIL
	Periods of validity	NIL
4	Trend forecast	Not AVBL
	Interval of issuance	NIL
5	Briefing / consultation provided	Not AVBL

6	Flight documentation	Charts, abbreviated plain language text
	Languages used	En
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	AFIS
10	Additional information	International aviation: Contact EBBR AMO (see EBBR AD 2.11) VFR flights, gliding, ballooning: TEL: 0902 / 88 173 (CONSUTEL) <i>Note: Communications automatically recorded on tape.</i>

EBKT AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (m)	Strength (PCR/PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				RWY end COORD	
				THR geoid undulation	
1	2	3	4	5	6
06	061.89°	1900 x 45	490/F/B/X/T 52/F/B/X/T ASPH	504853.18N 0031149.67E	THR 55FT
				504922.08N 0031315.33E	
				147FT	
24	241.89°	1900 x 45	490/F/B/X/T 52/F/B/X/T ASPH	504919.40N 0031307.37E	THR 52FT
				504853.18N 0031149.67E	
				147FT	

RWY designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	Dimensions of RESA
7	8	9	10	11	12
06	-0.045% (transverse 0.98%)	NIL	NIL	2020 x 140	90 x 90
24	+0.045% (transverse 0.98%)	NIL	NIL	2020 x 140	90 x 90

RWY designator	Location and description of arresting gear	OFZ	RMK
13	14	15	16
06	NIL	NIL	NIL
24	NIL	NIL	NIL

EBKT AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
06	1776	1776	1776	1776	NIL
24	1900	1900	1900	1722	NIL

EBKT AD 2.14 Approach and Runway Lighting

RWY 06			
Approach lighting system	NIL	VASIS	<i>Type:</i> PAPI (left / 3.1°) <i>MEHT:</i> 50 FT
Runway threshold lights	<i>Colour:</i> green <i>Wing bars:</i> NIL	Touchdown zone lights	NIL
Runway end lights	<i>Colour:</i> red <i>Wing bars:</i> NIL	Stopway lights	NIL
Runway centre line lights	<i>Length:</i> 1776 M <i>Spacing:</i> 15 M <i>Intensity:</i> LIH	<i>white:</i> from 0 to 888 M <i>red / white:</i> from 888 to 1 482 M <i>red:</i> from 1482 to 1 776 M	
Runway edge lights	<i>Length:</i> 1776 M <i>Spacing:</i> 30 M <i>Intensity:</i> LIH	<i>white:</i> from 0 to 1 176 M <i>amber:</i> from 1 176 to 1 776 M	
Remarks	NIL		

RWY 24			
Approach lighting system	<i>Type:</i> SALS <i>Length:</i> 420 M <i>Intensity:</i> LIH	VASIS	<i>Type:</i> PAPI (left / 3°) <i>MEHT:</i> 50 FT
Runway threshold lights	<i>Colour:</i> green <i>Wing bars:</i> NIL	Touchdown zone lights	NIL
Runway end lights	<i>Colour:</i> red <i>Wing bars:</i> NIL	Stopway lights	NIL
Runway centre line lights	<i>Length:</i> 1900 M <i>Spacing:</i> 15 M <i>Intensity:</i> LIH	<i>white:</i> from 0 to 1 000 M <i>red / white:</i> from 1 000 to 1588 M <i>red:</i> from 1 588 to 1 900 M	
Runway edge lights	<i>Length:</i> 1900 M <i>Spacing:</i> 30 M <i>Intensity:</i> LIH	<i>red:</i> from 0 to 158 M <i>white:</i> from 158 to 1 288 M <i>amber:</i> from 1 288 to 1 900 M	
Remarks	Runway threshold identification lights (RTIL) present		

EBKT AD 2.15 Other Lighting and Secondary Power Supply

1	ABN / IBN location, characteristics and hours of operation	NIL
2	LDI location and lighting	South of Tower Building (lighted)
	WDI location and lighting	At THR 06 (not lighted) At THR 24 (lighted)
3	Taxiway edge lighting	At RWY intersections only (except A1, A4, A5 and A6)
	Taxiway centre line lighting	NIL
4	Secondary power supply	AVBL
	Switch-over time	10SEC
5	Remarks	NIL

EBKT AD 2.16 Helicopter Landing Area

1	Coordinates TLOF or THR of FATO	504911.08N 0031242.78E FATO/TLOF is situated on RWY 06/24
	Geoid undulation	147 FT
2	TLOF and/or FATO elevation	17 M/55 FT
3	TLOF and FATO area dimensions	RWY type FATO
	Surface	ASPH
	Strength	PCR 490/F/B/X/T; PCN 52/F/B/X/T
	Marking	Standard markings
4	True BRG of FATO	062°/242°
5	Declared distance available	NIL
6	APCH and FATO lighting	NIL
7	Remarks	<p>Helicopter take-off and final approach only on RWY 06/24.</p> <p>Helicopters shall only enter the RWY via the holding points.</p> <p>Entry/exit via the grass subject to prior permission of the airport authority.</p> <p>Helicopter stands available on apron 1, 2 and 3.</p> <p>Handling mandatory for all non home-based helicopters > 2 T MTOW.</p> <p>JET A1 refuelling only allowed on Apron 2.</p> <p>Stand allocation and marshalling mandatory for helicopters parking on apron 2. These services are provided by FIA FBO exclusively.</p> <p>Helicopter parking on private property at north side at own risk, no dedicated stands available.</p>

EBKT AD 2.17 ATS Airspace

1	Designation	Kortrijk RMZ/TMZ
	Lateral limits	505449N 0032102E - 505025N 0032446E - 504532N 0031017E - along the French-Belgian border - 504623N 0030459E - 504844N 0030300E - 505449N 0032102E.
2	Vertical limits	2500 FT AMSL
3	Airspace classification	G
4	ATS unit call sign	Kortrijk Information
	Language(s)	En
5	Transition altitude	4500 FT AMSL
6	Hours of activation	As AD Operator. See AD-2.3
7	Remarks	<p>Non-controlled aerodrome with AFIS.</p> <p>Pilots entering Kortrijk RMZ and receiving no reply on 120.250 MHZ can obtain flight info from Brussels FIC on 126.900 MHZ.</p> <p>Maximum 185 KIAS recommended.</p> <p>Mode S transponder compulsory. An exemption to this rule may be granted for a single (ferry-) flight to a maintenance facility, provided the request is made before the flight to Kortrijk AFIS (TEL +32 (0) 56 36 20 44).</p> <p>For TCAS equipped aircraft, the use of the TCAS in Auto or TA/RA mode is compulsory.</p>

EBKT AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
AFIS	Kortrijk Information	120.250MHZ	HO	Spare frequency 8.33 KHZ CH
		134.055	HO	

EBKT AD 2.19 Radio Navigation and Landing Aids

NIL

EBKT AD 2.20 Local Aerodrome Regulations

1 GENERAL

1.1 Airport Safety Briefing

Mandatory safety briefing for all pilots planning to fly to/from EBKT airport on <https://kortrijkairportsafety.be>.

Following the briefing and applying for a certificate one time is sufficient. When a new version is published pilots shall follow the briefing again (registered pilots will receive an email when a new version is published).

Current safety briefing version in effect: 2020-001.

1.2 Use of the Aerodrome at Night**1.2.1 IFR and VFR Flights**

Operational Hours form 0500 (0400) to 2000 (1900). Extension possible till 2200 (2100) on request via FIA handling.

1.2.2 VFR Night Circuit Training Flights with Touch-and-go

- On weekdays from SS to 1900 (1800);
- PPR (AFIS: +32 (0) 56 36 20 44);
- MAX 1 aircraft in circuit;
- Only authorized for home based aircraft;
- MAX noise level permitted for night flight circuit training is 72 dB(A);

1.3 Safety Instructions

All aircraft crew, operational crew and airport personnel shall wear high visibility clothing on airside at all times.

1.4 Security Information

RWY, TWYs and aprons are under camera recording H24.

All movements of ACFT, vehicles and persons on airside can be filmed for security and safety reasons.

1.5 Additional Requirements

ICAO flight plan for non EU flights, inbound and outbound, has to be filed min 1HR in advance of EOBT on customs request.

2 TAXI REGULATIONS

Mandatory to contact Kortrijk Information on 120.250 MHZ and request taxi information before taxi and at the holding points, before lining-up, crossing and after vacating the RWY.

TWY A maximum wingspan 15 M except crossing traffic to Flyinggroup or ASL hangar via intersection A3.

TWY B maximum wingspan 24 M.

Upon activation of the higher code aircraft operations, maximum wingspan on TWY B up to 36 M between intersections B2 and B3.

Provided traffic permits, turboprop and jet aircraft may be asked to taxi via TWY B and B2 and backtrack to THR 24. Kortrijk Information will advise.

Helicopter air-taxi overhead another aircraft/vehicle/person is forbidden.

Aircraft or vehicles leaving air side by gate 4, 5 or 6 enter a public area at their own risk.

A follow-me car is available on request.

Taxi outside the AD perimeter is at own responsibility.

3 APRON REGULATIONS

3.1 Apron 1

General aviation apron.

Self-parking for general aviation aircraft within the red parking box, no jet or turboprop aircraft allowed.

Unmarked apron, only for non-commercial aircraft with wingspan < 15 M.

Helicopter stands, AVGAS refuelling: maximum allowed D-value 12 M, customs and border control: maximum allowed D-value 13 M.

3.2 Apron 2

Business and commercial aviation apron.

Stand allocation and marshalling mandatory for all aircraft on apron 2, these services are provided by FIA exclusively, + 32 (0) 56 37 34 34.

- Aircraft shall be parked towable: brakes off and locks off. Operators/crew shall allow handling agent to tow aircraft for obstacle limitation or operational reasons.
- Pilots shall use minimal power when moving on the apron.
- Stands 210 and 250: maximum wingspan 36 M, helicopters maximum allowed D-value 20 M. If parking for longer than 2 HR on stand 210/250, nose of aircraft shall be directed to the RWY.
- Stands 212/222, 224/232, 234/242 and 244/252: maximum wingspan 24 M, helicopters maximum allowed D-value 13 M.
- Stands 211/221, 223/231, 233/241 and 243/251: maximum wingspan 17 M, helicopters maximum allowed D-value 13 M.

Simultaneous helicopter movements on adjacent helicopter stands are not allowed.

Vehicle access on request and under supervision by FIA only, + 32 (0) 56 37 34 34.

3.3 Apron 3

Helicopter parking and longer term parking apron.

Self-parking for helicopters and general aviation aircraft within the red parking box.

Unmarked apron, only for non-commercial aircraft with wingspan < 15 M.

4 helicopter stands, maximum allowed D-value 13 M.

Simultaneous helicopter movements on adjacent helicopter stands are not allowed.

Also available for longer term parking of business/commercial aviation aircraft, contact airport authority for information and availability.

Business/Commercial aviation aircraft can only enter/leave apron 3 under tow.

3.4 Helicopters

3.4.1 AVGAS refuelling instructions for helicopters

Helicopters should land within the provided AVGAS refuelling helicopter stand. After landing and engine shut-down, the heli-wheels that are provided at the AVGAS station shall be used to push the helicopter to the refuelling area.

After refuelling, the pilot should push the helicopter back to the AVGAS refuelling helicopter stand for air-taxi. After returning the heli-wheels, the pilot can contact Kortrijk Information to request start-up advice.

3.4.2 Customs/border control instructions for helicopters

A dedicated helicopter stand for a short stop, to pass customs/border control is provided on apron 1. It can only be used when no other traffic is present on apron 1, and can only be used for customs/border control.

No long-term parking allowed, for this apron 3 shall be used. Should other traffic prohibit the use of this dedicated stand, apron 3 shall be used for helicopter parking.

3.4.3 First solo flight preferred location

Preferred location for student helicopter pilots to commence their first solo flight is on Apron 3, provided sufficient space is available.

Kortrijk Information will advise on most appropriate location.

4 RUNWAY REGULATIONS

Intersection take-off prohibited for fixed wing aircraft.

5 SPECIFIC TRAFFIC REGULATIONS

5.1 Glider Flights

Take-off and landing of glider flights (towing incl) is prohibited. Only home based motorglider flights are permitted.

5.2 ULM Flights

Only home based ULM and ULM visiting Lambert Aircraft Engineering are permitted.

All ULM flights require prior permission from the Airport Authority.

Take-off and landing are only allowed for ULM complying with the following:

- 3-axis ULM;
- 4-stroke motor;
- equipped with radio able to transmit and receive on the airband;
- able to maintain an airspeed of 70KT MNM;
- radio and transponder equipped.

5.3 Balloon Flights

Take-off and landing of balloon flights is prohibited, except with permission from the Airport Authority.

Balloon aircrew intending to lift-off, to land or to transit in the RMZ/TMZ, are requested to inform the AFIS at least 15MIN before taking off, landing or entering the area:

- TEL: +32 (0) 56 36 20 44
- AFIS: 120.250MHZ

5.4 Parachuting

Parachuting overhead the aerodrome is prohibited.

5.5 Acrobatic Flights

Acrobatic flights above the airfield and inside the vertical limits of the aerodrome traffic pattern are prohibited. In principle, ONLY examination flights requested by the Belgian CAA after co-ordination with the Airport Authority are an exception thereto.

5.6 Banner Towing

Take-off and landing of banner towing flights is prohibited.

5.7 Training and Test Flights

5.7.1 Local Training Flights (Circuits)

Local training flights (circuit training, simulated forced landings,...) are only allowed during following periods (HOL excl):

- MON-FRI: 0800-1900 (0700-1800);
- SAT from SEP to JUN: 0800-1100 (0700-1000) and 1300-1700 (1200-1600);
- SAT in JUL and AUG: 0800-1100 (0700-1000);
- HEL training flights not allowed on SAT, SUN and HOL

For night VFR circuit training, see § 1.1.2.

Following general conditions apply:

- a. a maximum of 3 aircraft for touch-and-go applies. In case of dense traffic, the AFIS can reduce the number of touch-and-go flights to a maximum of 2 aircraft in the circuit; for night VFR training a maximum of 1 aircraft for touch-and-go applies;
- b. follow strictly the circuit pattern as published on AD 2.EBKT-VAC.01 and VAC.02;
- c. take-off from the beginning of the runway is mandatory;
- d. before any touch-and-go flights, a copy of the noise certificate must be delivered to the Airport Authority;
- e. keep an altitude of 1000FT until turning final, if compatible with the safety of the aircraft;
- f. keep the angle of descent as high as compatible with the safety of the aircraft;
- g. perform an approach $\geq 3^\circ$ with the lowest power setting possible;
- h. low approach with full flaps setting, high motor rotation speed and high pitch setting is forbidden for noise reduction reasons;
- i. IFR training flights are made PPR (contact AFIS by TEL).

Additional conditions for training flights on weekdays:

- a. On weekdays, after 1600 (1500), for VFR circuit training including touch & go's, MAX noise level permitted is 72 dB(A)

Additional conditions apply for training flights on SAT:

- a. only authorised for home-based aircraft;
- b. no precautionary circuit allowed;
- c. helicopter circuit training flights not allowed;
- d. MAX noise level permitted for VFR circuit training incl touch & go's is 72 dB(A).

5.7.2 Training Flights Without Full Stop

Training flights without full stop are prohibited for non-home-based aircraft, unless prior permission has been obtained from the Airport Authority.

5.7.3 Helicopter Training Flights

A helicopter is counted as an aircraft performing touch-and-go. Maximum one helicopter in the circuit is allowed for training. Helicopter touch-and-go training flights are only allowed for home based helicopters.

Helicopter training exercises are restricted to the RWY exclusively, no exercises are allowed on the grass strips of the airport. Helicopter ground exercises shall be performed on Apron 3, on condition that Apron 3 and aircraft stand 250 are unoccupied.

5.7.4 Training Flights with "Aborted Take-off"

After an aborted take-off, the aircraft shall return to the beginning of the runway.

5.7.5 Training Precautionary Circuit

Precautionary circuit training is only allowed for home-based aircraft. The minimum altitude for precautionary circuit training is 600 FT.

5.7.6 IFR Training Flights

IFR training: PPR. Contact AFIS:

- TEL:+32 (0) 56 36 20 44

5.8 Helicopter Flights

Helicopter take off and final approach only on RWY 06/24.

6 HIGHER CODE AIRCRAFT OPERATIONS

ICAO aerodrome reference code C aircraft ($24\text{ M} \leq \text{wingspan} < 36\text{ M}$) can operate to/from EBKT provided that Higher Code Aircraft Procedure is active.

PPR 24HR: ops@fia.aero or +32 (0) 56 37 34 34

Higher code aircraft procedure in general:

- Procedure is activated by NOTAM.
- When procedure is active, all movements on the airport are PPR. Contact AFIS 120.250 MHZ or +32 (0) 56 36 20 44.
- During movement of higher code aircraft, no other conflicting movements (taxi, towing, take-off, landing, fuelling of other aircraft and vehicles) will be allowed.
- Crew operating a higher code aircraft shall adhere strictly to any taxi instruction given by EBKT AFIS.
- The higher code aircraft is only allowed to operate on the RWY, INT B2 and B3, TWY B between INT B2 and B3 and on aircraft stands 210 and 250. See chart AD 2.EBKT-GMC.02.

- Turn-pads are available at the left hand side of each RWY end, suited for all code C aircraft.
- If parking longer than 2 HR on stand 210/250, nose of aircraft shall be directed to the RWY.

EBKT AD 2.21 Noise Abatement Procedures

1 GENERAL

1.1 Noise Certification

Aircraft operating to and from EBKT must be noise-certified according to *ICAO Annex 16*.

For touch-and-go flights, an airplane $\leq 2T$ must be noise certified $\leq 76dB(A)$ according to *ICAO Annex 16*.

On weekdays after 1600 (1500), and on SAT, for touch-and-go circuit training, the aircraft must be noise certified $\leq 72 dB(A)$ according to *ICAO Annex 16*.

1.2 Reverse Thrust

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

2 GROUND PROCEDURES

2.1 Engine Test Runs and Idle Checks

Engine test runs in the open air must be restricted to the very minimum and are only allowed between 0800-1100 (0700-1000) and 1300-1700 (1200-1600). The Airport Authority has the right to stop or restrict all ongoing tests in case of violation of airport regulations or other circumstances that require such decision.

Preferred location for engine test runs are Apron 3 or aircraft stands 243/251, 244/252. Engine test runs on aircraft stand 250 are prohibited.

When Apron 3 is used, no other aircraft shall be parked on Apron 3.

When stand 243 or 244 is used, crew shall ensure the taxilane behind the stand is free when performing idle and low power engine test runs. When performing high power test runs, also stand 241, 242 respectively has to be kept free.

When stand 251 is used, crew shall ensure apron 3 is free until intersection B3 for idle and low power engine test runs. When performing high power test runs up to 75% N1, apron 3 shall be kept completely free.

Take-off power engine test runs and high power test runs above 75% N1 are only allowed on the RWY, after prior approval of the airport authority and when traffic permits.

2.2 Power Supply

Use of APU shall be limited to a strict minimum. The APU shall be shut down at the earliest opportunity after arrival, not exceeding 30MIN, and it may only be restarted when essential aircraft checks or cabin conditions require so before the planned departure, and this also not exceeding 40MIN.

3 ARRIVAL PROCEDURES

3.1 VFR arrivals (Except High Performance Aircraft)

Keep an altitude of 1000FT until turning final, if compatible with the safety of the aircraft.

Keep the angle of descent as high as compatible with the safety of the aircraft.

Perform an approach $\geq 3^\circ$ with the lowest power setting possible.

Low approach with full flaps setting, high motor rotation speed and high pitch setting is forbidden.

4 DEPARTURE PROCEDURES

4.1 VFR Take-off and Climb Procedures

For turbo-jet aircraft:

- From take-off to 1500FT QNH:

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

For propeller aircraft:

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

EBKT AD 2.22 Flight Procedures

1 GENERAL

1.1 Aerodrome Minima

1.1.1 VMC Aerodrome Minima

See [ENR 1.2, § 1.1](#).

1.1.2 Aerodrome Declared IFR

When the MET conditions are below VMC minima or for another reason (e.g. high density traffic predicted), the AFIS shall declare the aerodrome IFR. In principle, only IFR flights are permitted.

Airport minimum is 800 M.

1.2 Communication

Incoming traffic shall contact Kortrijk Information at least 5MIN before entering the aerodrome traffic circuit. However, contact shall be made at MAX 15NM from EBKT and MAX 3000FT AMSL.

All traffic shall contact Kortrijk Information before taxiing.

1.3 Traffic Regulation

As the aerodrome is situated in uncontrolled airspace class G, it shall be noted that flights into and from EBKT operate at own risk as no ATC separation service is provided.

SERA.3210 rules "avoidance of collisions" are applicable: landing aircraft have priority. When more than one aircraft are landing, the lowest has priority.

1.4 Traffic Information Between IFR and VFR Flights

- On first contact, all traffic report position, altitude and intentions.
- Usage of compulsory reporting points:
 - IFR flights shall report flying over the IAF MAK, IF and FAF indicating position, altitude and intentions;
 - Additionally, IFR traffic shall report when vacating the runway or when initiating missed approach
 - VFR flights shall report flying over the entry reporting points (N1, S1, E1 and W1) and, when in the traffic circuit, report beginning of downwind, turning base leg and final;
 - VFR flights are recommended to report flying over the intermediate points (N2, S2, E2 and W2).
- All pilots shall maintain two-way radio communication on **FREQ 120.250MHZ**.

- To enhance the “see and avoid” concept, all aircraft operating locally at EBKT:
 - shall keep their navigation, landing and anti-collision lights switched on;
 - will keep a sharp look-out for other traffic;
 - is highly recommended not to exceed 185 KIAS, unless prescribed otherwise by the relevant flight procedures.
- Kortrijk Information will inform the IFR flight of the position of all known VFR flights in the vicinity of the airfield and broadcast to the VFR flights the position of the IFR flight.
- IFR traffic proceeding for a visual approach are recommended to proceed for the entire VFR circuit. Provided traffic permits, a visual straight in approach might be available, AFIS will advise.
- VFR flights are recommended not to fly overhead the field when entering the RMZ/TMZ via the mandatory entry reporting points. AFIS will provide pilots with aerodrome information.
- VFR pilots are recommended to join beginning of downwind of their applicable circuit. Provided traffic permits, a straight in approach might be available, AFIS will advise.
- For traffic separation, orbits are allowed in the circuit, or if necessary pilots should extend downwind slightly or leave the traffic circuit and re-join beginning of downwind in order to avoid conflicts with other traffic.
- Student pilots should include the word “SOLO” immediately after the aircraft call sign at initial contact with Kortrijk Information (ref SERA.8035).
- All pilots shall report left/right hand downwind, base and final.

2 IFR FLIGHTS

2.1 General

- Only 3 IFR movements at the same time are allowed.
- 3 IFR movements at a time means that skeyes (Brussels info, Brussels departure/control, EBKT info) provides traffic info to the maximum extend to pilots in order to strive for a maximum of 1 IFR departure, 1 IFR arrival and 1 IFR in holding at the same time and that pilots have to keep in mind that they fly in class G where the ultimate responsibility for separation remains with the pilot.
- Unless prescribed otherwise by the relevant flight procedures, all traffic in Kortrijk RMZ/TMZ is highly recommended not to exceed 185 KIAS.
- Arriving IFR flights shall announce their ETO MAK at least 10 MIN in advance on the EBKT AFIS FREQ 120.250 MHZ.

2.2 Holding pattern

Only one holding level is available at 3000FT.

Holding is not allowed for training purposes.

Fix	MAK NDB
Turn / inbound track (MAG)	Right / 194°
Levels	3000FT QNH
Remarks	RNAV 1, 185 KIAS MAX

Path terminators - EBKT holding MAK

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

MAK

#	ID	P/T	F/O	Course (°T / °M)	Turn Dir.	ALT (ft)	DIST	Speed limit (kts)	NAV Spec	Remarks
1	MAK	HM	Y	194.9/ 194	R	@3000	1 MIN	-185	RNAV1	

2.3 Approach Procedures RWY 24

2.3.1 General

When released by Brussels ACC/APP, report MAK at 3000FT QNH to Kortrijk Information for approach and landing on RWY 24.

Circling is not allowed.

RWY	DIRECTION	THR	BEARING STRENGTH
RWY06	061.00°	N50 48 53.18 E003 11 49.67	PCR 490/F/B/X/T - PCN 52/F/B/X/T
RWY24	241.00°	N50 49 19.40 E003 13 07.37	PCR 490/F/B/X/T - PCN 52/F/B/X/T
TLOF		N50 49 11.08 E003 12 42.78	PCR 490/F/B/X/T - PCN 52/F/B/X/T

ANNUAL CHANGE
INFO NOT AVBL

ELEVATIONS ARE IN FEET
AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

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



Unmarked Aprons 1 and 3 only available for
non-commercial aircraft with wingspan < 15 M

CHANGE: PCR added

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AERODROME GROUND MOVEMENT CHART - ICAO

AFIS
120.250

KORTRIJK / Wevelgem (EBKT)

E003 12

E003 13

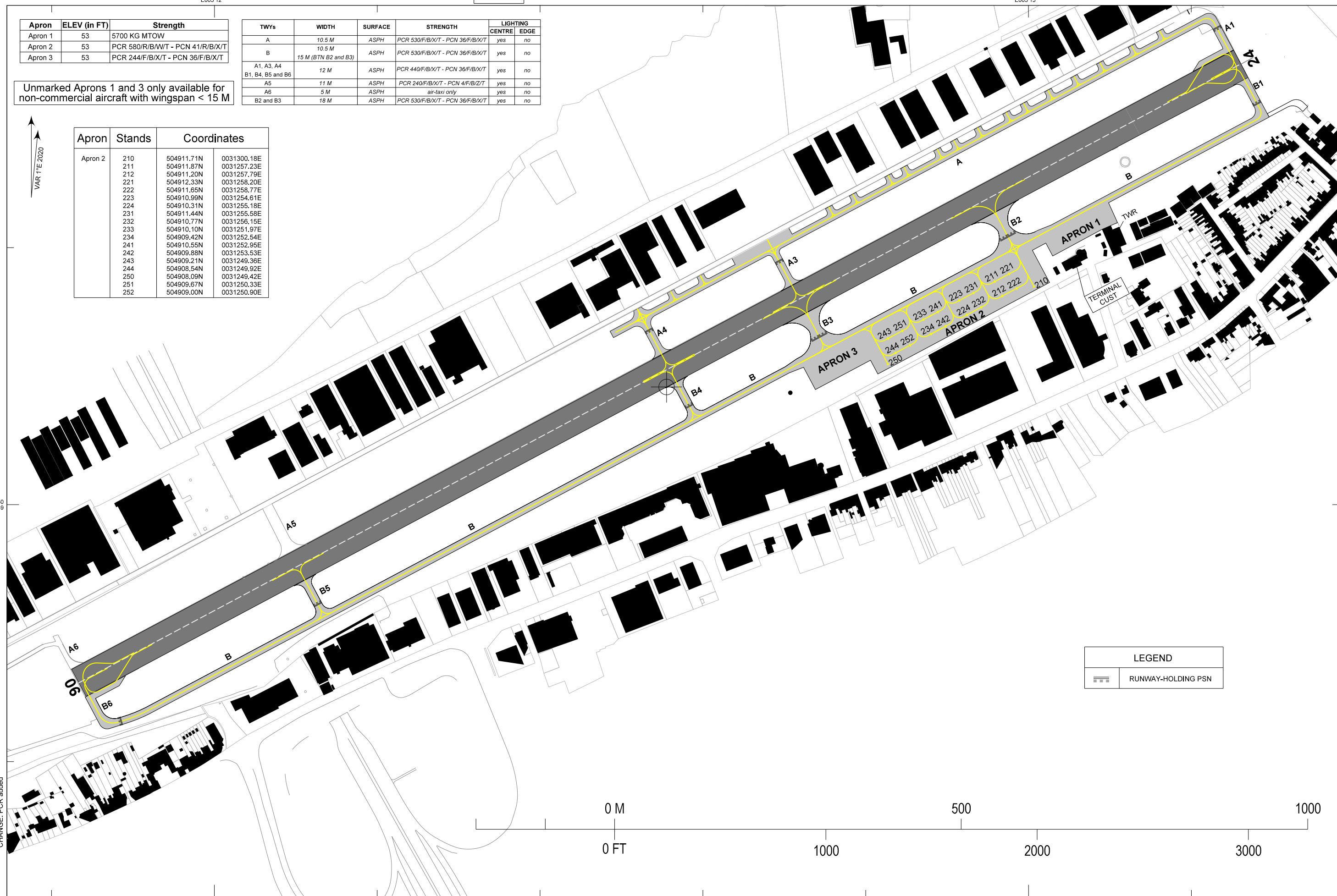
Apron	ELEV (in FT)	Strength
Apron 1	53	5700 KG MTOW
Apron 2	53	PCR 580/R/B/W/T - PCN 41/R/B/X/T
Apron 3	53	PCR 244/F/B/X/T - PCN 36/F/B/X/T

TWYs	WIDTH	SURFACE	STRENGTH	LIGHTING	
				CENTRE	EDGE
A	10.5 M	ASPH	PCR 530/F/B/X/T - PCN 36/F/B/X/T	yes	no
B	10.5 M	ASPH	PCR 530/F/B/X/T - PCN 36/F/B/X/T	yes	no
15 M (BTN B2 and B3)					
A1, A3, A4	12 M	ASPH	PCR 440/F/B/X/T - PCN 36/F/B/X/T	yes	no
B1, B4, B5 and B6					
A5	11 M	ASPH	PCR 240/F/B/X/T - PCN 4/F/B/Z/T	yes	no
A6	5 M	ASPH	air-taxi only	yes	no
B2 and B3	18 M	ASPH	PCR 530/F/B/X/T - PCN 36/F/B/X/T	yes	no

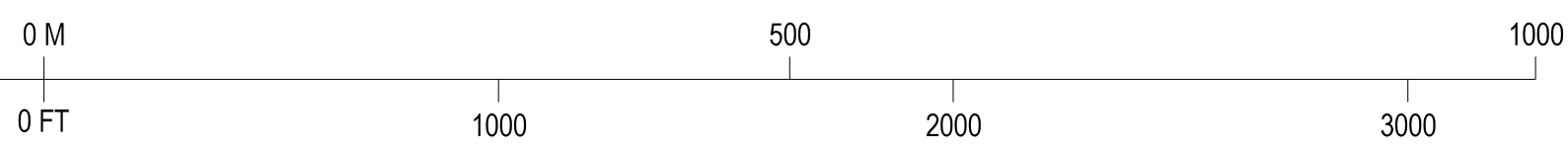
Unmarked Aprons 1 and 3 only available for non-commercial aircraft with wingspan < 15 M

Apron	Stands	Coordinates	
Apron 2	210	504911.71N	0031300.18E
	211	504911.87N	0031257.23E
	212	504911.20N	0031257.79E
	221	504912.33N	0031258.20E
	222	504911.65N	0031258.77E
	223	504910.99N	0031254.61E
	224	504910.31N	0031255.18E
	231	504911.44N	0031255.58E
	232	504910.77N	0031256.15E
	233	504910.10N	0031251.97E
	234	504909.42N	0031252.54E
	241	504910.55N	0031252.95E
	242	504909.88N	0031253.53E
	243	504909.21N	0031249.36E
	244	504908.54N	0031249.92E
250	504908.09N	0031249.42E	
251	504909.67N	0031250.33E	
252	504909.00N	0031250.90E	

VAR 1°E 2020



LEGEND	
	RUNWAY-HOLDING PSN



CHANGE: PCR added

E003 12

E003 13

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Type of aid MAG VAR	ID	FREQ	Hours of operation	Position of transmitting antenna	DME antenna elevation	RMK
1	2	3	4	5	6	7
ILS 22L (CAT III)						
LOC	ILG	109.350MHZ	H24	503733.6N 0052533.8E		225° GEO / 1.87NM from THR 22L No back beam available LOC only reliable within 35° either side of course line
GP		331.850MHZ	H24	503847.1N 0052721.6E		Slope 3° RDH 56FT
DME	ILG	CH 30Y	H24	503846.9N 0052721.8E	642FT	Collocated with GP 0 at 370 M from THR 22L
OM	dash / dash	75MHZ	H24	504204N 0053257E		4.64NM from THR 22L or use ILG DME Fix
MM	dot / dash	75MHZ	H24	503920N 0052823E		0.65NM from THR 22L
ILS 22R (CAT I)						
LOC	IBI	108.750MHZ	H24	503742.7N 0052532.8E		225° GEO / 1.50NM from THR 22R No back beam available LOC only reliable within 35° either side of course line
GP		330.350MHZ	H24	503839.9N 0052654.7E		Slope 3° RDH 54FT Operations restricted to 5° left and right from course line Full fly down indications may not be maintained when high above GP
DME	IBI	CH 24Y	H24	503839.5N 0052654.4E	583FT	Collocated with GP 0 at 400 M from THR 22R

Note 1: Aircraft vacating via TWY S6 will induce ILS04R (LOC) distortion exceeding tolerance.

Note 2: Aircraft with a wingspan exceeding 43.9M, lining up on RWY 04R from TWY C0 holding point will induce GP distortion exceeding CAT I tolerance when passing in front of the GP04R antenna. Line up from TWY C0 will only be done in respect of any inbound traffic for the ILS 04R.

EBLG AD 2.20 Local Aerodrome Regulations

1 GENERAL

1.1 Use of SSR

In order to improve safety, the carriage of a serviceable Mode S transponder with basic functionality is mandatory for all aircraft operating within Liège TMA/CTR. An exemption to this rule may be granted, provided that the request is made before the flight by telephone to the Liège ATS authority.

1.2 Security

Security rules for aircraft not handled and with origin different than EBLG:

- When full stop landing, transit parking mandatory in GAT area with engine(s) shut down.
- Airport security shuttle mandatory for flat fee of 60 EUR, excluding VAT. All people on board must stay in aircraft until arrival of airport security staff.
- People leaving the airport will immediately be taken by airport security to the airside/landside boundary located at the passenger terminal. Airport security will perform a hand search of crew members staying in the aircraft as well as a hand search of their personal effects.

1.3 Ground Surveillance - Use of Mode S Transponders

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

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

- from the request for push-back or taxi, whichever is earlier;

- after landing, continuously until the aircraft is fully parked on stand. When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

The aircraft identification (i.e. call sign used in flight) shall be entered as from the request for push-back or taxi, whichever is earlier (through the FMS or the transponder control panel). Pilots shall use the ICAO format for aircraft identification, as entered in item 7 of the flight plan form (e.g. "DAT123").

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

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

2 TAXI REGULATIONS

2.1 General

Pilots are advised to consult chart [AD2 EBLG-GMC.05](#), depicting the hot spots on the manoeuvring area.

"Follow-me" car services only available on pilot's request.

2.2 Use of Stop bars

During LVP, stop bars at entry points of active RWY are operated permanently.

Aircraft and vehicles shall never cross a lit stop bar.

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

3 APRON REGULATIONS

3.1 General

Stands 110 to 140 are mandatory nose-in positions.

A124:

- Only stands 110, 112, 130 and 132 are available.

B747-8:

- Only stands 110, 112, 130, 132, 134, 136, 138 and 140 are available;
- Stands 114, 116 and 118 are available also for B747-8, but in these cases adjacent stands are limited to code D.

Apron P0 available only for aircraft wingspan MAX 30M and landing gear MAX 6M.

Parking stands 110 to 140 are equipped with a docking guidance system.

The clearance distance is reduced to 4.5 M on aircraft stand 120.

General and business aviation flights are located either in the CPSRA or on apron P0. Once the aircraft has arrived on its parking stand, ground handling activities start if required.

3.2 Docking Guidance

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

System messages on parking stands 110 to 140	
WAIT (in red)	Self test after starting of the system or when losing track of aircraft 15 M before stop-position.
"Aircraft type" + "rolling arrows"	DGS ready for docking. Aircraft not yet detected.
"Aircraft type" + "yellow centre line"	Aircraft detected and tracked. The yellow centreline shrinks as the aircraft nears its configured stop-position.
"Aircraft type" + "distance"	Distance from stop position in meters.
Arrow >	Correction to the right required. A flashing red and/or yellow arrow indicates the direction to turn for the azimuth guidance. The yellow arrow indicates the aircraft position in relation to the centerline.

AERODROME CHART - ICAO

ARP: 503811N
0052634E

ELEV: 651 FT

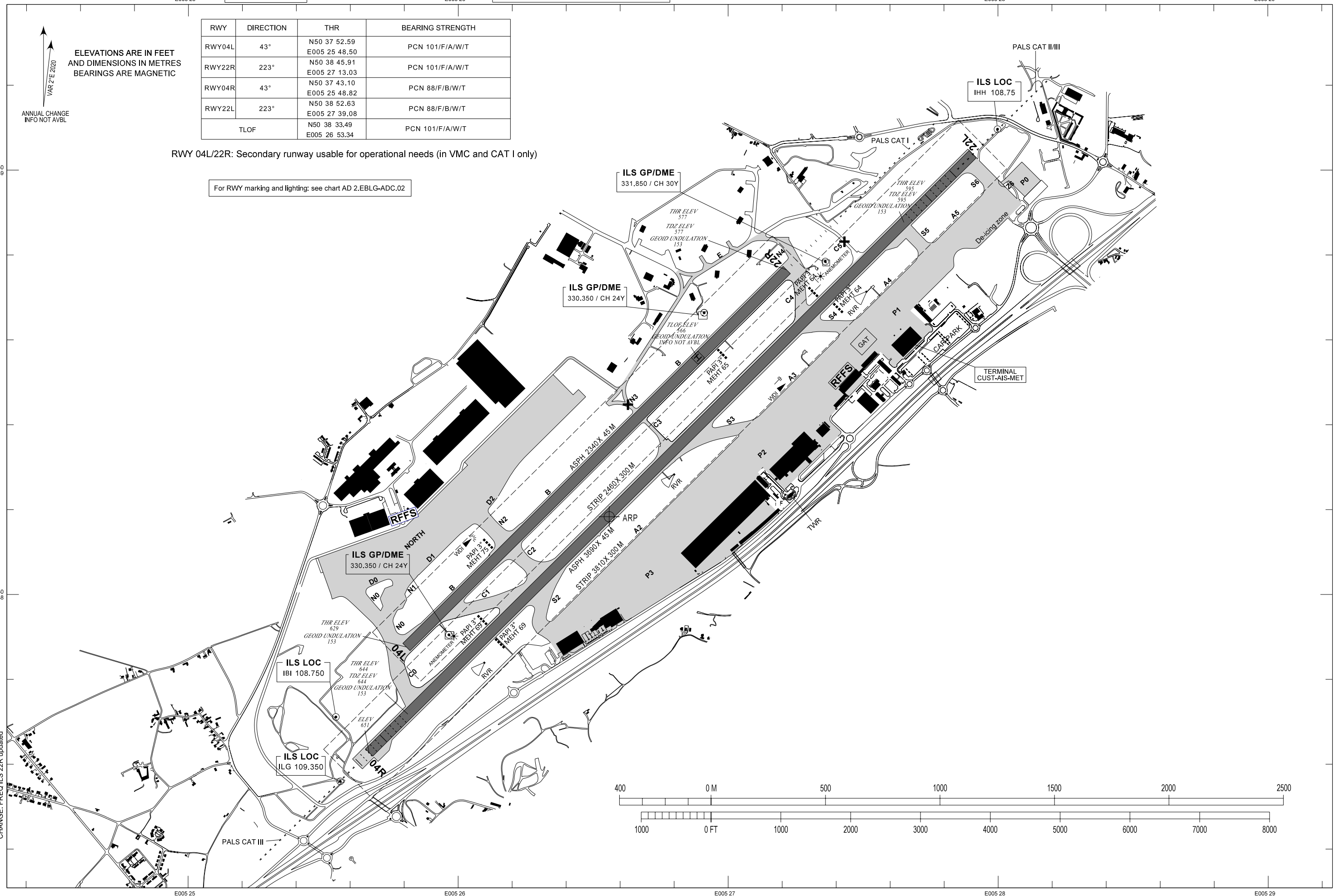
GND 121.915 TWR 118.130 ATIS 126.255

LIÈGE/Liège (EBLG)

RWY	DIRECTION	THR	BEARING STRENGTH
RWY04L	43°	N50 37 52.59 E005 25 48.50	PCN 101/F/A/W/T
RWY22R	223°	N50 38 45.91 E005 27 13.03	PCN 101/F/A/W/T
RWY04R	43°	N50 37 43.10 E005 25 48.82	PCN 88/F/B/W/T
RWY22L	223°	N50 38 52.63 E005 27 39.08	PCN 88/F/B/W/T
TLOF		N50 38 33.49 E005 26 53.34	PCN 101/F/A/W/T

RWY 04L/22R: Secondary runway usable for operational needs (in VMC and CAT I only)

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

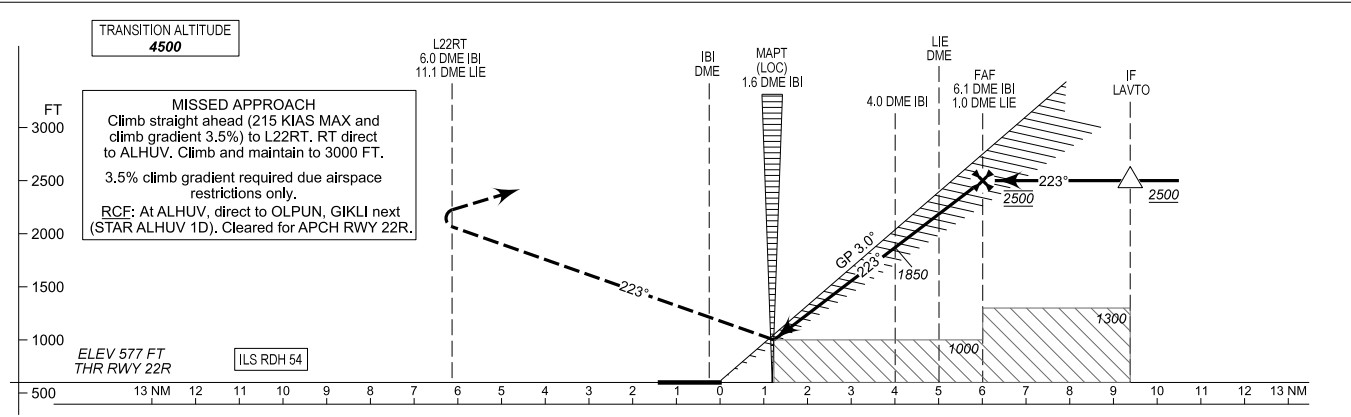
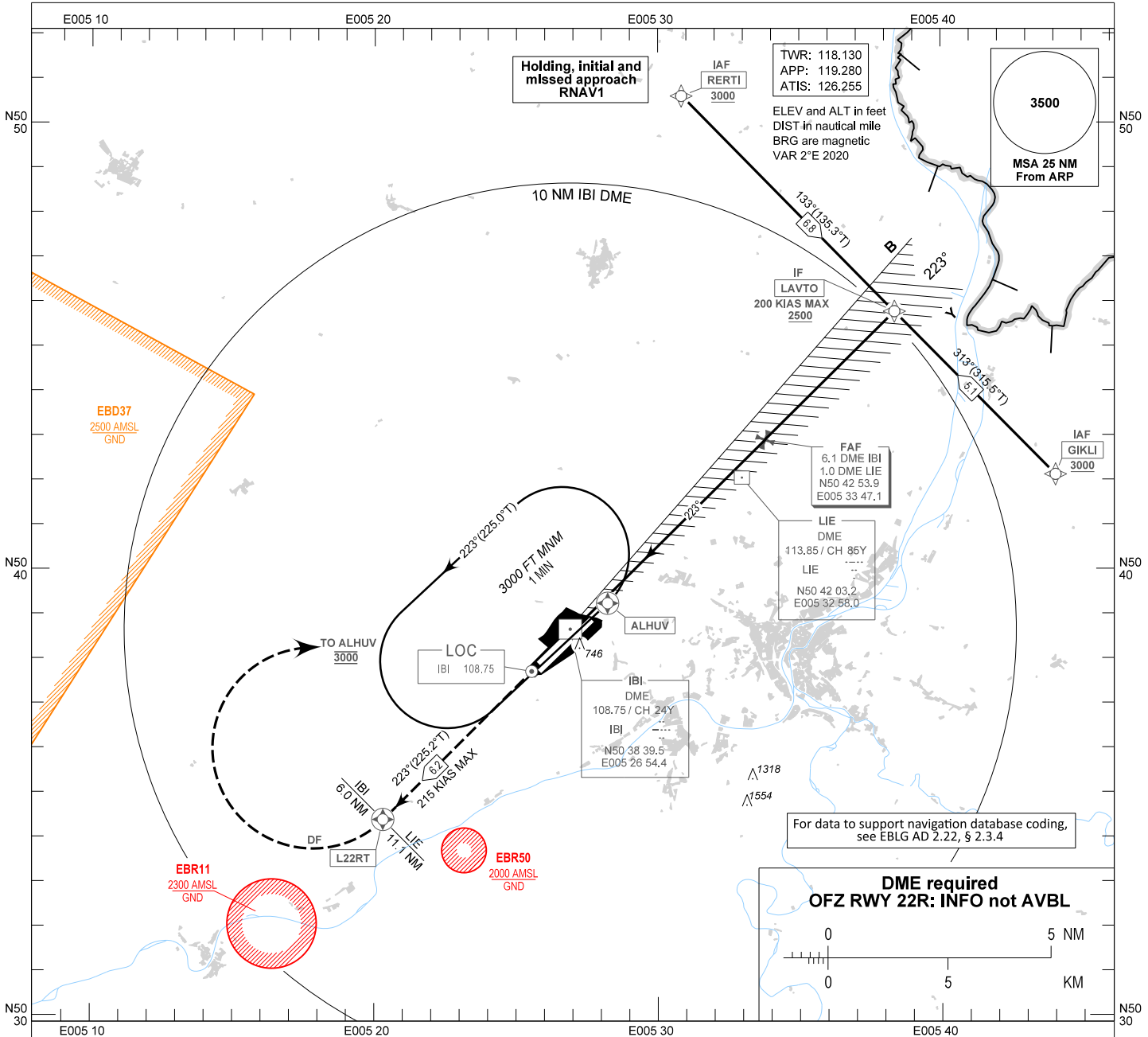


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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 651
OCH RELATED TO
THR RWY 22R - ELEV 577

LIÈGE / Liège (EBLG)
ILS or LOC RWY 22R



OCA (OCH)				
CAT of ACFT	A	B	C	D
ILS CAT I	777 (200)	777 (200)	777 (200)	777 (200)
LOC	1000 (420)	1000 (420)	1000 (420)	1000 (420)

FAF to MAPT - 5.0 NM						
Speed (GS)	KT	70	90	120	150	180
Rate of descent	FT/MIN	375	480	640	800	960
PROCEDURE ALTITUDES						
DME IBI		6.0	5.0	4.0	3.0	2.0
Altitude		2470	2150	1840	1520	1200

CHANGE: FREQ ILS 22R updated

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EBOS AD 2.6 Rescue and Fire Fighting Services

1	Aerodrome category for fire fighting	CAT 9
2	Rescue equipment	CAT 9 compliant
3	Capability for removal of disabled aircraft	NIL
4	Remarks	No dedicated removal equipment on site, contact Airside Inspection (+32 59 55 12 02) or operations@ostendairport.aero for coordination.

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

1	Types of clearing equipment	<ul style="list-style-type: none"> • 3 sweeper-blowers with snowplough (working width: 4M) • 1 sprayer of de-icing liquids (capacity: 4600L, spraying width: 23M) • 1 spreader of de-icing solid NAAC (capacity: 6T, spraying width: 12M)
2	Clearance priorities	<ol style="list-style-type: none"> 1. RWY 08/26 (inclusive turn path) 2. TWY to the aprons 1 and 2 3. Important aircraft stands on the apron 1 and 2 4. Remaining part of the aprons and the access roads
3	Use of material for movement area surface treatment	KAC (potassium acetate fluids) and NAAC (sodium acetate solid)
4	Specially prepared winter runways	Not applicable
5	Remarks	<p>Transmission of information by SNOWTAM, ATIS and RCR based on RCAM (evaluated by airport inspection and communicated to ATC).</p> <p>Designated authority to co-ordinate information about the current state of progress of snow clearance operations and the conditions of the movement area are the Airport Inspectors: TEL: +32 (0) 59 55 12 02 Email: operations@ostendairport.aero</p> <p>The AD operator will report to AIS and ATS on matters of operational significance affecting aircraft and aerodrome operations on the movement area, particularly in respect of runway contamination, as per the Global Reporting Format (GRF).</p> <p>When these conditions apply, airport inspection will issue a Runway Condition Report (RCR) after assessment of the runway condition, which will report the condition over each third of the runway.</p> <p>It will contain a Runway Condition Code (RWYCC), code number from 0 to 6, which will be derived via the Runway Condition Assessment Matrix (RCAM).</p> <p>The appropriate condition will be disseminated by means of ATIS.</p> <p>A SNOWTAM will be published when a significant change in runway condition occurs due to water, snow, slush, ice or frost. A SNOWTAM will be published to reflect significant changes until the runway is no longer contaminated.</p> <p>Pilots shall report (AIREP) to ATC whenever the braking action experienced during landing is less good than indicated on the RWYCC.</p>

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

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

EBOS AD 2.9 Surface Movement Guidance and Control System and Markings

1	Aircraft stand identification signs	Markings
	Taxiway guide lines	Illuminated guidance signs
	Visual docking/parking guidance system at aircraft stands	Parking guide lines at all stands
2	Runway markings and lighting	Designation, threshold, touchdown zone, centre line and side stripe markings, aiming point
	Taxiway markings and lighting	Centre line, edge lines and holding positions with enhanced taxi centreline markings at the TWY/RWY intersections. Intermediate holding positions are available (not lighted).
3	Stop bars	On all runway holding positions
	Runway guard lights	Elevated runway guard lights available at all holding positions
4	Other runway protection measures	NIL
5	Remarks	NIL

EBOS AD 2.10 Aerodrome Obstacles

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

Details on EBOS aerodrome obstacles can be found on chart [AD 2.EBOS-AOC.01](#).

Close-in Obstacles

ID	Latitude	Longitude	ALT (M)	ALT (FT)	Remarks	Vegetation
EBOS_1848	511152.48N	0025100.95E	10.0	33	RWY 08 Close-in	Yes
EBOS_1852	511151.60N	0025058.44E	9.9	33	RWY 08 Close-in	Yes
EBOS_1851	511151.45N	0025058.75E	8.6	29	RWY 08 Close-in	Yes
EBOS_5124	511147.19N	0025045.62E	13.7	45	RWY 08 Close-in	Yes
EBOS_5126	511147.03N	0025045.11E	14.0	46	RWY 08 Close-in	Yes
EBOS_5123	511148.31N	0025048.23E	11.5	38	RWY 08 Close-in	Yes
EBOS_5102	511219.64N	0025401.16E	16.8	56	RWY 26 Close-in	Yes
EBOS_3664	511219.29N	0025357.25E	10.5	35	RWY 26 Close-in	Yes
EBOS_3663	511219.24N	0025357.42E	10.5	35	RWY 26 Close-in	Yes
EBOS_3659	511219.43N	0025359.20E	12.2	41	RWY 26 Close-in	Yes
EBOS_3661	511219.47N	0025357.47E	10.5	35	RWY 26 Close-in	Yes

Close-in Obstacles

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

EBOS AD 2.11 Meteorological Information Provided

1	Associated MET Office	EBOS MET
2	Hours of service	H24
	MET Office outside hours	NIL
3	Office responsible for TAF preparation	EBBR
	Periods of validity	30HR
	Interval of issuance	6HR
4	Trend forecast	AVBL
	Interval of issuance	30MIN
5	Briefing / consultation provided	Personal consultation, TEL
6	Flight documentation	Charts, abbreviated plain language text
	Languages used	En
7	Charts and other information available for briefing or consultation	Surface charts, altitude charts, prognostic altitude charts, prognostic chart of significant weather, tropopause and maximum wind chart
8	Supplementary equipment available for providing information	Self-briefing terminal, FAX, real-time weather display
9	ATS units provided with information	Oostende TWR and Oostende APP
10	Additional information	International aviation: TEL: +32 (0) 59 55 14 52 FAX: +32 (0) 2 206 28 29 (EBBR) VFR flights, gliding, ballooning: TEL: 0902 / 88 173 (CONSUTEL) <i>Note: Communications automatically recorded on tape.</i>

EBOS AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (m)	Strength (PCR/PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				RWY end COORD	
				THR geoid undulation	
1	2	3	4	5	6
08	076.51°	3200 x 45	1660/F/B/X/T 86/F/C/W/T CONC / ASPH	511149.85N 0025124.68E	THR 7FT TDZ 7FT
				511211.69N 0025349.97E	
				146FT	
26	256.51°	3200 x 45	1660/F/B/X/T 86/F/C/W/T CONC / ASPH	511208.57N 0025329.17E	THR 4FT TDZ 4FT
				511147.57N 0025109.54E	
				146FT	

RWY designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	Dimensions of RESA
7	8	9	10	11	12
08	+0.03%	NIL	NIL	3320 x 300	210 x 150
26	-0.01%	NIL	NIL	3320 x 300	240 x 150

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

Warning: RWY strip soft after heavy rain.

EBOS AD 2.13 Declared Distances

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

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

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

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

AERODROME CHART - ICAO

ARP: **511156N**
0025144E

ELEV: **7 FT**

GND **121.980** TWR **118.180** ATIS **126.130**

OOSTENDE-BRUGGE / Oostende (EBOS)

E002 51

E002 52

E002 53

E002 54

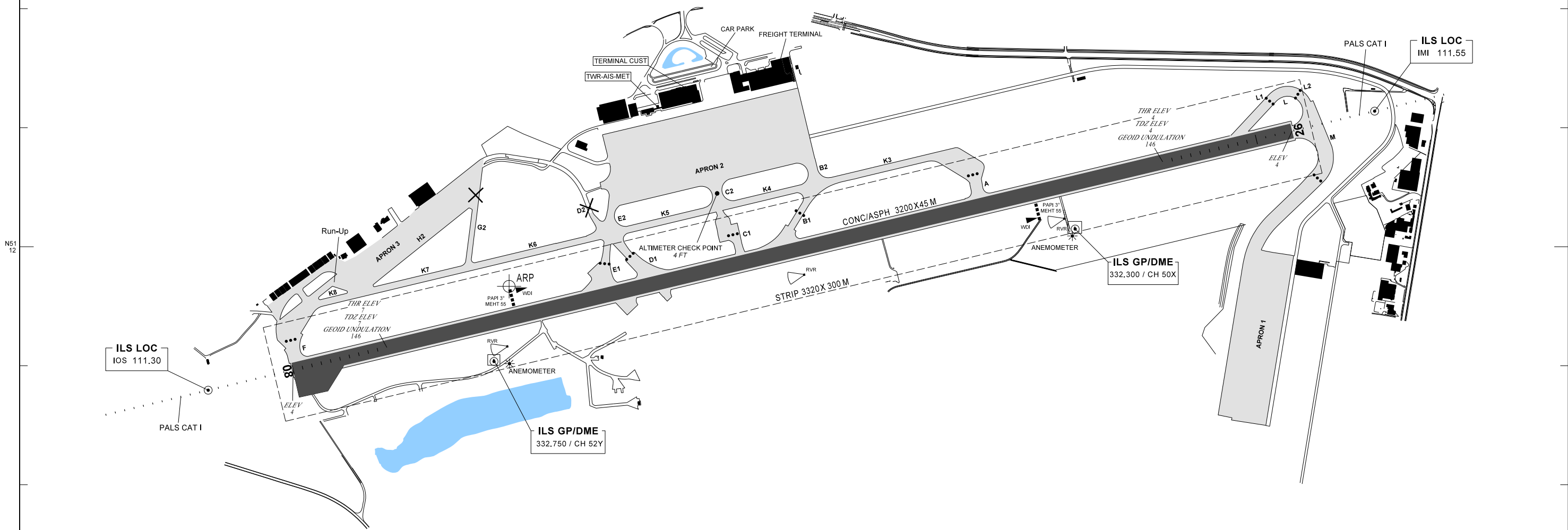
↑
VAR 1°E 2020
ANNUAL CHANGE
INFO NOT AVBL

ELEVATIONS ARE IN FEET
AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

RWY	DIRECTION	THR	BEARING STRENGTH
RWY08	076.00°	N51 11 49.85 E002 51 24.68	PCR 1660/F/B/X/T - PCN 86/F/C/W/T
RWY26	256.00°	N51 12 08.57 E002 53 29.17	PCR 1660/F/B/X/T - PCN 86/F/C/W/T

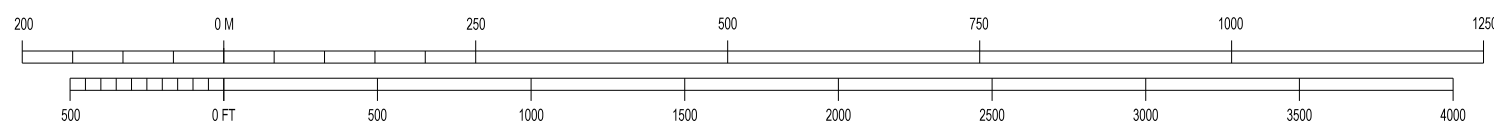
For RWY marking and lighting: see chart AD 2.EBOS-ADC.02
For details on hot spots: see chart AD 2.EBOS-ADC.03
For details on the boundaries of ATC: see chart AD 2.EBOS-ADC.04

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



LEGEND

●●● STOP BAR LIGHT



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AIRCRAFT PARKING/DOCKING CHART - ICAO

OOSTENDE-BRUGGE / Oostende (EBOS)

GND 121.980 TWR 118.180 ATIS 126.130

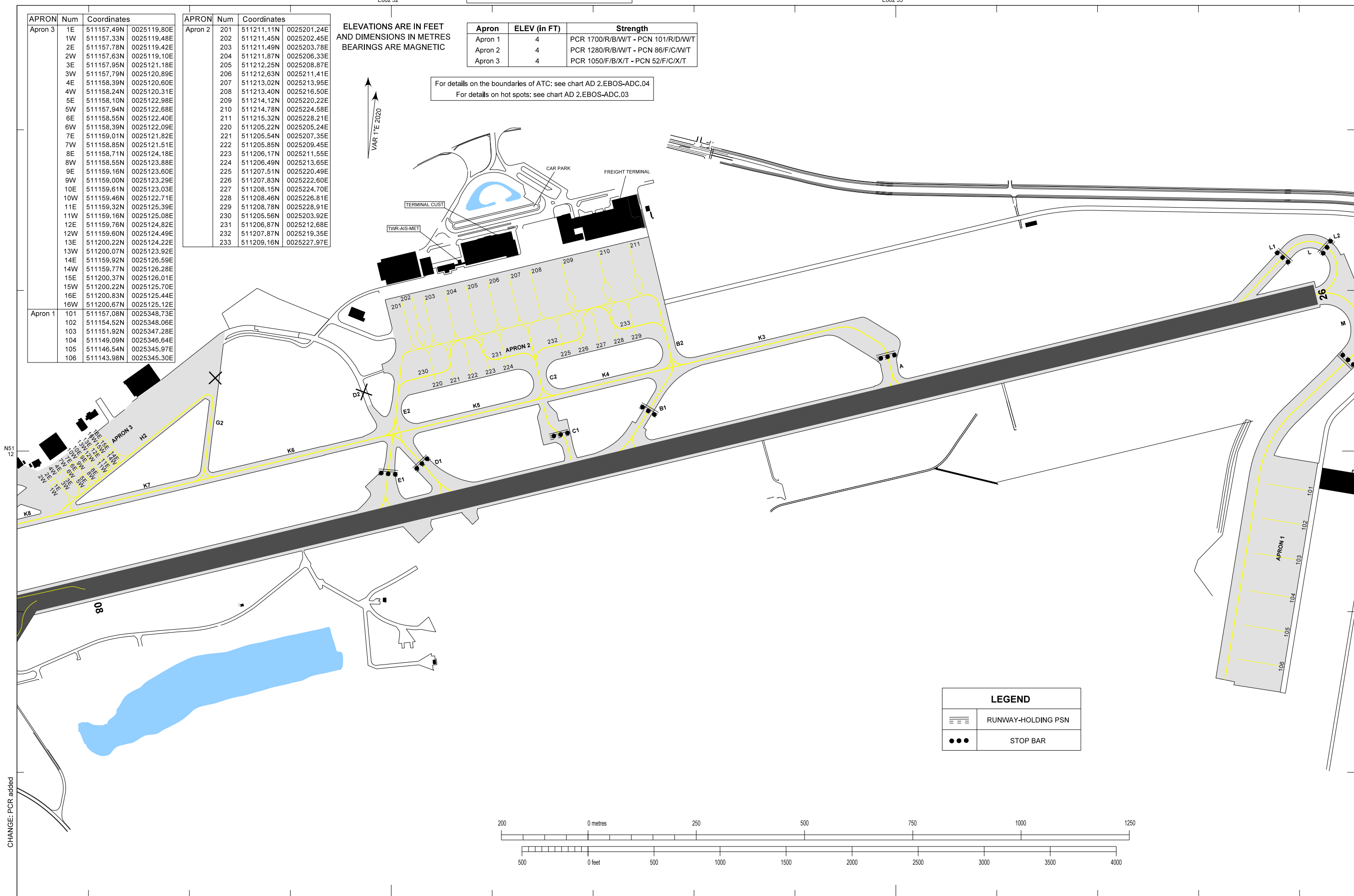
APRON	Num	Coordinates
Apron 3	1E	511157.49N 0025119.80E
	1W	511157.33N 0025119.48E
	2E	511157.78N 0025119.42E
	2W	511157.63N 0025119.10E
	3E	511157.95N 0025121.18E
	3W	511157.79N 0025120.89E
	4E	511158.39N 0025120.60E
	4W	511158.24N 0025120.31E
	5E	511158.10N 0025122.98E
	5W	511157.94N 0025122.68E
	6E	511158.55N 0025122.40E
	6W	511158.39N 0025122.09E
	7E	511159.01N 0025121.82E
	7W	511158.85N 0025121.51E
	8E	511158.71N 0025124.18E
	8W	511158.55N 0025123.88E
9E	511159.16N 0025123.60E	
9W	511159.00N 0025123.29E	
10E	511159.61N 0025123.03E	
10W	511159.46N 0025122.71E	
11E	511159.32N 0025125.39E	
11W	511159.16N 0025125.08E	
12E	511159.76N 0025124.82E	
12W	511159.60N 0025124.49E	
13E	511200.22N 0025124.22E	
13W	511200.07N 0025123.92E	
14E	511159.92N 0025126.59E	
14W	511159.77N 0025126.28E	
15E	511200.37N 0025126.01E	
15W	511200.22N 0025125.70E	
16E	511200.83N 0025125.44E	
16W	511200.67N 0025125.12E	
Apron 1	101	511157.08N 0025348.73E
	102	511154.52N 0025348.06E
	103	511151.92N 0025347.28E
	104	511149.09N 0025346.64E
	105	511146.54N 0025345.97E
	106	511143.98N 0025345.30E

APRON	Num	Coordinates
Apron 2	201	511211.11N 0025201.24E
	202	511211.45N 0025202.45E
	203	511211.49N 0025203.78E
	204	511211.87N 0025206.33E
	205	511212.25N 0025208.87E
	206	511212.63N 0025211.41E
	207	511213.02N 0025213.95E
	208	511213.40N 0025216.50E
	209	511214.12N 0025220.22E
	210	511214.78N 0025224.58E
	211	511215.32N 0025228.21E
	220	511205.22N 0025205.24E
	221	511205.54N 0025207.35E
222	511205.85N 0025209.45E	
223	511206.17N 0025211.55E	
224	511206.49N 0025213.65E	
225	511207.51N 0025220.49E	
226	511207.83N 0025222.60E	
227	511208.15N 0025224.70E	
228	511208.46N 0025226.81E	
229	511208.78N 0025228.91E	
230	511205.56N 0025203.92E	
231	511206.87N 0025212.68E	
232	511207.87N 0025219.35E	
233	511209.16N 0025227.97E	

ELEVATIONS ARE IN FEET
AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

Apron	ELEV (in FT)	Strength
Apron 1	4	PCR 1700/R/B/W/T - PCN 101/R/D/W/T
Apron 2	4	PCR 1280/R/B/W/T - PCN 86/F/C/W/T
Apron 3	4	PCR 1050/F/B/X/T - PCN 52/F/C/X/T

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



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RWY 11	
Runway centre line lights	Length: Spacing: Intensity:
Runway edge lights	Length: Spacing: 90M Intensity: LIH directional & omnidirectional
Remarks	

RWY 29			
Approach lighting system	Type: ALS with sequenced flashing lights Length: 420M Intensity: LIH	VASIS	Type: PAPI: not usable MEHT:
Runway threshold lights	Colour: green Wing bars: NIL	Touchdown zone lights	NIL
Runway end lights	Colour: red Wing bars: NIL	Stopway lights	
Runway centre line lights	Length: Spacing: Intensity:		
Runway edge lights	Length: Spacing: 90M Intensity: LIH directional & omnidirectional		
Remarks			

EBFN AD 2.15 Other Lighting and Secondary Power Supply

1	ABN / IBN location, characteristics and hours of operation	
2	LDI location and lighting	
	WDI location and lighting	
3	Taxiway edge lighting	Omnidirectional lighting, except TWY N3 and N4 no lighting.
	Taxiway centre line lighting	
4	Secondary power supply	NIL
	Switch-over time	
5	Remarks	NIL

EBFN AD 2.16 Helicopter Landing Area

1	Coordinates TLOF or THR of FATO	510512.2N 0023920.0E Beginning of old RWY 02, see AD 2.24 ADC.01 or AD 2.24 GMC.01 or BEMIL FLIP VFR and IFR
	Geoid undulation	INFO not AVBL
2	TLOF and/or FATO elevation	2 M/6 FT

3	TLOF and FATO area dimensions	20 M x 20 M
	Surface	CONC
	Strength	INFO not AVBL
	Marking	Standard heliport markings
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APCH and FATO lighting	No
7	Remarks	NIL

EBFN AD 2.17 ATS Airspace

1	Designation	Koksijde CTR ⁽¹⁾
	Lateral limits	510227N 0022840E - an arc of circle, 5 NM radius, centred at 510717N 0023045E and traced clockwise to 511145N 0023423E - 510357N 0025825E - 505900N 0024917E - 510227N 0022840E. ⁽²⁾
2	Vertical limits	FL055
3	Airspace classification	D
4	ATS unit call sign	Koksijde Tower ⁽³⁾
	Language(s)	En
5	Transition altitude	4500FT AMSL
6	Hours of activation	As ATS operational hours. See AD-2.3 ⁽⁴⁾
7	Remarks	<p>⁽¹⁾ Partially situated in France (see ENR 2.2).</p> <p>⁽²⁾ The area overhead LFAK is excluded between GND and 800FTAMSL (510131N 0023419E - along the Belgian-French border - 510330N 0023344E - 510213N 0023003E - 510131N 0023419E).</p> <p>⁽³⁾ During OPS hours EBFN: ATS can be delegated to Oostende APP. Information on the status of Koksijde CTR can be obtained from Koksijde APP or Oostende APP. Outside OPS hours EBFN: the responsibility for providing ATS between 1500 FT AMSL and FL 055 is transferred to Oostende APP (airspace class C).</p> <p>⁽⁴⁾ Activation may be checked with Steenokkerzeel ATCC or Brussels FIC. OPR HR may vary. Therefore, outside activation times, pilots shall maintain a listening watch with Koksijde ATC, with the exception of traffic on frequency of Oostende APP/TWR or Brussels FIC</p>

EBFN AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Koksijde Tower	122.100 MHZ ⁽²⁾ 231.800 MHZ	HO	Primary frequency
		257.800 MHZ	HO	Secondary frequency
		121.500 MHZ 243.000 MHZ	HO	Emergency frequency
	Koksijde Ground	122.100 MHZ ⁽²⁾ 231.800 MHZ	HO	Primary frequency