

# AERONAUTICAL INFORMATION PUBLICATION

## Belgium and Luxembourg

AIM Belgium  
Control Tower  
Tervuursesteenweg 303  
1820 Steenokkerzeel  
BELGIUM

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**AIRAC AMDT**  
**012/2024**

Publication date: 17 OCT 2024  
Effective Date: 28 NOV 2024

### 1. Amendment content:

Section	Subject	Change
GEN 2.2	ABBR ACR, eFPL, PCR and PFP	New
GEN 2.2	ABBR FPL	Updated
ENR 2.2	ZEELAND AREA	Removed
ENR 2.2	ZEELAND A AREA and ZEELAND B AREA	New
ENR 4.1	Kleine-Brogel TACAN BBL, coordinates and MAG VAR	Updated
ENR 4.4	AWQAG, CERHU, CIHIH, CUFPU, DEBJE, DOCAW, EBLOQ, EMACE, ERPUD, FAGVE, IBZOG, IRBOR, UDRUR, ULRUD, ULTAV, UNLUP and URORI	New
ENR 4.4	DENOX and KONAN	Updated
ENR 5.1	EBR17D - LOMBARDSIJDE SECTOR DELTA	New
ENR 6	En-Route Chart - ICAO. RNAV Routes in the Lower Airspace	Updated
ENR 6	Index Chart. ATS Airspace: Other Control Areas	Updated
ENR 6	Index Chart. Prohibited, Restricted and Danger Areas	Updated
ENR 6	Index Chart. En-route Radio Navigation Aids	Updated
EBBR AD 2.8	Apron Strength. PCR values added	Updated
EBBR AD 2.12	RWY Strength. PCR values added	Updated
EBBR AD 2.16	Helicopter Landing Area Strength. PCR value added	Updated
EBBR AD 2.22	SID LNO7F, SPI7F, SOPOK7F, PITES7F, ROUSY7F, LNO3G, SPI3G, LNO3E and SPI3E	Updated
EBBR AD 2.22	SID Climb Requirements	Updated
EBBR AD 2.24	Aerodrome Chart - ICAO	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (a)	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (b)	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (c)	Updated
EBBR AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (d)	Updated

Section	Subject	Change
EBBR AD 2.24	Aircraft Parking Docking Chart - ICAO	Updated
EBBR AD 2.24	Aircraft Parking Docking Chart - ICAO: Apron 9	Updated
EBBR AD 2.24	Aircraft Parking Docking Chart - ICAO: General Aviation	Updated
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 01	Updated
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 19	Updated
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 25L (E Departures)	Updated
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 25L (P Departures)	Updated
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 25R (G Departures)	Updated
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 25R (K Departures)	Updated
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 25R (M Departures)	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC X RWY 25L	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC W RWY 25L	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: VOR RWY 25L	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: RNP RWY 25L	Updated
ELLX AD 2.12	RWY Strength. PCR values added	Updated
ELLX AD 2.18	Call sign APP	Updated
ELLX AD 2.20	Taxi and Apron Regulations	Updated
ELLX AD 2.21	Noise Abatement Procedures, Ground procedures	Updated
ELLX AD 2.22	STAR. Note on Path Terminators	New
ELLX AD 2.22	Approaches RWY 06/24	Updated
ELLX AD 2.24	Aerodrome Chart - ICAO	Updated
ELLX AD 2.24	Aerodrome Ground Movement Chart - ICAO. Appendix 2: Hot Spots	Updated
ELLX AD 2.24	Aircraft Parking Docking Charts	Updated
ELLX AD 2.24	ATC Surveillance Minimum Altitude Chart - ICAO	Updated
ELLX AD 2.24	Standard Arrival Charts - Instrument (STAR)	Updated
ELLX AD 2.24	Standard Departure Charts - Instrument (SID)	Updated
ELLX AD 2.24	Instrument Approach Charts	Updated
ELLX AD 2.24	Visual Approach Chart	Updated
EBOS AD 2.24	Standard Arrival Charts - Instrument (STAR)	Updated
EBOS AD 2.24	Standard Departure Charts - Instrument (SID)	Updated
EBOS AD 2.24	Instrument Approach Charts	Updated
EBOS AD 2.24	Visual Approach Chart	Updated
EBBE AD 2.18	APP, Beauvechain Final	New
EBBE AD 2.24	Aerodrome Chart	Updated
EBBE AD 2.24	Instrument Approach Chart - MIPS: RNP ARINC CODING	Updated
EBBE AD 2.24	Instrument Approach Chart - MIPS: RNP ARINC CODING	Updated



Section	Subject	Change
EBFS AD 2.24	Instrument Approach Chart - MIPS: HPMA-ILS or HPMA-LOC RWY 26R	Updated
EBFS AD 2.24	Instrument Approach Chart - MIPS: ILS or LOC RWY 26R	Updated
EBFS AD 2.24	Instrument Approach Chart - MIPS: QRA HPMA-ILS or QRA HPMA-LOC RWY 26R	Updated
EBFS AD 2.24	Instrument Approach Chart - MIPS: RNP RWY 26R	Updated
EBFS AD 2.24	Instrument Approach Chart - MIPS: RNP RWY 08L	Updated
EBFS AD 2.24	Instrument Approach Chart - MIPS: RNP RWY 26L	Updated
EBFS AD 2.24	Instrument Approach Chart - MIPS: RNP RWY 08R	Updated
EBFS AD 2.24	Instrument Approach Chart - MIPS: RNP (LNAV) ARINC CODING	Updated
EBFS AD 2.24	Instrument Approach Chart - MIPS: RNP (LNAV) ARINC CODING	Updated
EBBL AD 2.2	MAG VAR	Updated
EBBL AD 2.12	RWY Dimensions	Updated
EBBL AD 2.13	Declared Distances	Updated
EBBL AD 2.19	TACAN BBL, Coordinates and MAG VAR	Updated
EBBL AD 2.24	Aerodrome Chart	Updated
EBBL AD 2.24	Aerodrome Ground Movement Chart	Updated
EBBL AD 2.24	Aerodrome Obstacle Chart. Type A (Operating Limitations) RWY 05L/23R	Updated
EBBL AD 2.24	Aerodrome Obstacle Chart. Type A (Operating Limitations) RWY 05R/23L	Updated
EBBL AD 2.24	Aerodrome Obstacle Chart. Type B	Updated
EBBL AD 2.24	Standard Departure Charts - Instrument (SID)	Updated
EBBL AD 2.24	Minimum Vectoring Altitude - MIPS: MVA CHART	Updated
EBBL AD 2.24	Approach Surveillance Radar - MIPS: ASR CHART	Updated
EBBL AD 2.24	Instrument Approach Charts	New / Updated/ Removed
EBBL AD 2.24	Visual Approach Charts	Updated
EBFN AD 2.24	Visual Approach Charts	Updated

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

NIL

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

**NOTAM:** C0340/24

**SUP:** NIL

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





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**Insert the following pages**

AD 2.MIL-EBBL-IAC.16 - 1/2  
AD 2.MIL-EBBL-IAC.17 - 1/2  
AD 2.MIL-EBBL-IAC.18 - 1/2  
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## GEN 0.2 Record of AIP Amendments

AIP AMENDMENT			
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001/2022	13-Jan-2022	27-Jan-2022	
002/2022	10-Feb-2022	24-Feb-2022	
003/2022	10-Mar-2022	24-Mar-2022	
004/2022	07-Apr-2022	21-Apr-2022	
005/2022	05-May-2022	19-May-2022	
006/2022	02-Jun-2022	16-Jun-2022	
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001/2022	16-Dec-2021	27-Jan-2022	
002/2022	13-Jan-2022	24-Feb-2022	

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003/2022	10-Feb-2022	24-Mar-2022	
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005/2022	07-Apr-2022	19-May-2022	
006/2022	02-Jun-2022	14-Jul-2022	
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## GEN 0.4 Checklist of AIP Pages

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ENR 1.5-4	07-SEP-2023	ENR 2.2-3	28-NOV-2024	ENR 4.5-2	12-SEP-2019
ENR 1.6-1	28-DEC-2023	ENR 2.2-4	28-NOV-2024	ENR 5.1-1	05-SEP-2024
ENR 1.6-2	28-DEC-2023	ENR 2.2-5	28-NOV-2024	ENR 5.1-2	05-SEP-2024
ENR 1.6-3	02-NOV-2023	ENR 2.2-6	28-NOV-2024	ENR 5.1-3	05-SEP-2024
ENR 1.6-4	02-NOV-2023	ENR 2.2-7	28-NOV-2024	ENR 5.1-4	05-SEP-2024
ENR 1.6-5	02-NOV-2023	ENR 2.2-8	28-NOV-2024	ENR 5.1-5	28-NOV-2024
ENR 1.6-6	02-NOV-2023	ENR 3.1-1	06-OCT-2022	ENR 5.1-6	28-NOV-2024
ENR 1.7-1	02-NOV-2023	ENR 3.1-2	06-OCT-2022	ENR 5.1-7	28-NOV-2024
ENR 1.7-2	02-NOV-2023	ENR 3.2-1	13-JUL-2023	ENR 5.1-8	28-NOV-2024
ENR 1.8-1	04-FEB-2016	ENR 3.2-2	13-JUL-2023	ENR 5.1-9	28-NOV-2024
ENR 1.8-2	04-FEB-2016	ENR 3.2-3	21-MAR-2024	ENR 5.1-10	28-NOV-2024
ENR 1.9-1	21-MAR-2024	ENR 3.2-4	21-MAR-2024	ENR 5.1-11	18-APR-2024
ENR 1.9-2	21-MAR-2024	ENR 3.2-5	13-JUL-2023	ENR 5.1-12	18-APR-2024
ENR 1.9-3	21-MAR-2024	ENR 3.2-6	13-JUL-2023	ENR 5.1-13	13-JUN-2024
ENR 1.9-4	21-MAR-2024	ENR 3.2-7	13-JUL-2023	ENR 5.1-14	13-JUN-2024
ENR 1.10-1	11-JUL-2024	ENR 3.2-8	13-JUL-2023	ENR 5.1-15	05-SEP-2024
ENR 1.10-2	11-JUL-2024	ENR 3.2-9	13-JUL-2023	ENR 5.1-16	05-SEP-2024
ENR 1.10-3	11-JUL-2024	ENR 3.2-10	13-JUL-2023	ENR 5.2-1	05-SEP-2024
ENR 1.10-4	11-JUL-2024	ENR 3.2-11	13-JUL-2023	ENR 5.2-2	05-SEP-2024
ENR 1.10-5	18-MAY-2023	ENR 3.2-12	13-JUL-2023	ENR 5.2-3	05-SEP-2024
ENR 1.10-6	18-MAY-2023	ENR 3.2-13	13-JUL-2023	ENR 5.2-4	05-SEP-2024
ENR 1.10-7	18-MAY-2023	ENR 3.2-14	13-JUL-2023	ENR 5.2-5	05-SEP-2024
ENR 1.10-8	18-MAY-2023	ENR 3.2-15	13-JUL-2023	ENR 5.2-6	05-SEP-2024
ENR 1.10-9	18-MAY-2023	ENR 3.2-16	13-JUL-2023	ENR 5.2-7	05-SEP-2024
ENR 1.10-10	18-MAY-2023	ENR 3.2-17	13-JUL-2023	ENR 5.2-8	05-SEP-2024
ENR 1.10-11	18-MAY-2023	ENR 3.2-18	13-JUL-2023	ENR 5.2-9	05-SEP-2024
ENR 1.10-12	18-MAY-2023	ENR 3.2-19	13-JUL-2023	ENR 5.2-10	05-SEP-2024
ENR 1.10-13	03-OCT-2024	ENR 3.2-20	13-JUL-2023	ENR 5.2-11	05-SEP-2024
ENR 1.10-14	03-OCT-2024	ENR 3.2-21	13-JUL-2023	ENR 5.2-12	05-SEP-2024
ENR 1.10-15	18-MAY-2023	ENR 3.2-22	13-JUL-2023	ENR 5.2-13	05-SEP-2024
ENR 1.10-16	18-MAY-2023	ENR 3.2-23	22-FEB-2024	ENR 5.2-14	05-SEP-2024
ENR 1.10-17	13-JUN-2024	ENR 3.2-24	22-FEB-2024	ENR 5.2-15	05-SEP-2024
ENR 1.10-18	13-JUN-2024	ENR 3.2-25	13-JUL-2023	ENR 5.2-16	05-SEP-2024
ENR 1.10-19	18-MAY-2023	ENR 3.2-26	13-JUL-2023	ENR 5.2-17	05-SEP-2024
ENR 1.10-20	18-MAY-2023	ENR 3.2-27	13-JUL-2023	ENR 5.2-18	05-SEP-2024
ENR 1.10-21	18-MAY-2023	ENR 3.2-28	13-JUL-2023	ENR 5.2-19	05-SEP-2024
ENR 1.10-22	18-MAY-2023	ENR 3.2-29	13-JUL-2023	ENR 5.2-20	05-SEP-2024
ENR 1.11-1	21-APR-2022	ENR 3.2-30	13-JUL-2023	ENR 5.2-21	05-SEP-2024
ENR 1.11-2	21-APR-2022	ENR 3.2-31	13-JUL-2023	ENR 5.2-22	05-SEP-2024
ENR 1.12-1	15-SEP-2016	ENR 3.2-32	13-JUL-2023	ENR 5.2-23	05-SEP-2024
ENR 1.12-2	15-SEP-2016	ENR 3.2-33	13-JUL-2023	ENR 5.2-24	05-SEP-2024
ENR 1.12-3	03-DEC-2020	ENR 3.2-34	13-JUL-2023	ENR 5.2-25	05-SEP-2024
ENR 1.12-4	03-DEC-2020	ENR 3.3-1	05-SEP-2024	ENR 5.2-26	05-SEP-2024
ENR 1.13-1	12-OCT-2017	ENR 3.3-2	05-SEP-2024	ENR 5.2-27	05-SEP-2024
ENR 1.13-2	12-OCT-2017	ENR 3.3-3	05-SEP-2024	ENR 5.2-28	05-SEP-2024
ENR 1.14-1	21-MAR-2024	ENR 3.3-4	05-SEP-2024	ENR 5.2-29	05-SEP-2024
ENR 1.14-2	21-MAR-2024	ENR 3.3-5	05-SEP-2024	ENR 5.2-30	05-SEP-2024
ENR 1.14-3	21-MAR-2024	ENR 3.3-6	05-SEP-2024	ENR 5.2-31	05-SEP-2024
ENR 1.14-4	21-MAR-2024	ENR 3.3-7	05-SEP-2024	ENR 5.2-32	05-SEP-2024
ENR 1.14-5	21-MAR-2024	ENR 3.3-8	05-SEP-2024	ENR 5.3-1	21-APR-2022
ENR 1.14-6	21-MAR-2024	ENR 3.3-9	05-SEP-2024	ENR 5.3-2	21-APR-2022
ENR 1.14-7	21-MAR-2024	ENR 3.3-10	05-SEP-2024	ENR 5.4-1	03-OCT-2024
ENR 1.14-8	21-MAR-2024	ENR 3.3-11	05-SEP-2024	ENR 5.4-2	03-OCT-2024
ENR 1.14-9	21-MAR-2024	ENR 3.3-12	05-SEP-2024	ENR 5.4-3	13-JUN-2024
ENR 1.14-10	21-MAR-2024	ENR 3.3-13	05-SEP-2024	ENR 5.4-4	13-JUN-2024
ENR 1.14-11	21-MAR-2024	ENR 3.3-14	05-SEP-2024	ENR 5.5-1	08-AUG-2024
ENR 1.14-12	21-MAR-2024	ENR 3.4-1	06-OCT-2022	ENR 5.5-2	08-AUG-2024
ENR 2.1-1	28-DEC-2023	ENR 3.4-2	06-OCT-2022	ENR 5.5-3	08-AUG-2024
ENR 2.1-2	28-DEC-2023	ENR 4.1-1	28-NOV-2024	ENR 5.5-4	08-AUG-2024
ENR 2.1-3	06-OCT-2022	ENR 4.1-2	28-NOV-2024	ENR 5.5-5	08-AUG-2024
ENR 2.1-4	06-OCT-2022	ENR 4.2-1	04-FEB-2016	ENR 5.5-6	08-AUG-2024
ENR 2.1-5	21-APR-2022	ENR 4.2-2	04-FEB-2016	ENR 5.5-7	08-AUG-2024
ENR 2.1-6	21-APR-2022	ENR 4.3-1	26-MAR-2020	ENR 5.5-8	08-AUG-2024
ENR 2.1-7	21-APR-2022	ENR 4.3-2	26-MAR-2020	ENR 5.5-9	08-AUG-2024
ENR 2.1-8	21-APR-2022	ENR 4.4-1	05-SEP-2024	ENR 5.5-10	08-AUG-2024
ENR 2.1-9	21-APR-2022	ENR 4.4-2	05-SEP-2024	ENR 5.5-11	08-AUG-2024
ENR 2.1-10	21-APR-2022	ENR 4.4-3	28-NOV-2024	ENR 5.5-12	08-AUG-2024
ENR 2.1-11	30-NOV-2023	ENR 4.4-4	28-NOV-2024	ENR 5.5-13	08-AUG-2024
ENR 2.1-12	30-NOV-2023	ENR 4.4-5	28-NOV-2024	ENR 5.5-14	08-AUG-2024
ENR 2.1-13	30-NOV-2023	ENR 4.4-6	28-NOV-2024	ENR 5.5-15	08-AUG-2024
ENR 2.1-14	30-NOV-2023	ENR 4.4-7	28-NOV-2024	ENR 5.5-16	08-AUG-2024
ENR 2.1-15	21-APR-2022	ENR 4.4-8	28-NOV-2024	ENR 5.5-17	08-AUG-2024
ENR 2.1-16	21-APR-2022	ENR 4.4-9	28-NOV-2024	ENR 5.5-18	08-AUG-2024
ENR 2.1-17	08-AUG-2024	ENR 4.4-10	28-NOV-2024	ENR 5.5-19	08-AUG-2024
ENR 2.1-18	08-AUG-2024	ENR 4.4-11	28-NOV-2024	ENR 5.5-20	08-AUG-2024
ENR 2.2-1	28-NOV-2024	ENR 4.4-12	28-NOV-2024	ENR 5.6-1	13-JUN-2024
ENR 2.2-2	28-NOV-2024	ENR 4.5-1	12-SEP-2019	ENR 5.6-2	13-JUN-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	28-NOV-2024	AD 2.EBAW-IAC.01-2	21-MAR-2024
ENR 6-1	10-SEP-2020	AD 0.6-2	28-NOV-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	31-OCT-2024	AD 2.EBAW-VAC.03-2	24-MAR-2022
ENR 6-ENRC.05e-1	16-JUN-2022	AD 1.3-6	31-OCT-2024	AD 2.EBBR-1	18-APR-2024
ENR 6-ENRC.05e-2	16-JUN-2022	AD 1.3-7	31-OCT-2024	AD 2.EBBR-2	18-APR-2024
ENR 6-ENRC.05f-1	16-JUN-2022	AD 1.3-8	31-OCT-2024	AD 2.EBBR-3	28-NOV-2024
ENR 6-ENRC.05f-2	16-JUN-2022	AD 1.3-9	30-NOV-2023	AD 2.EBBR-4	28-NOV-2024
ENR 6-INDEXT.01a-1	16-JUN-2022	AD 1.3-10	30-NOV-2023	AD 2.EBBR-5	28-NOV-2024
ENR 6-INDEXT.01a-2	16-JUN-2022	AD 1.3-11	30-NOV-2023	AD 2.EBBR-6	28-NOV-2024
ENR 6-INDEXT.01b-1	16-JUN-2022	AD 1.3-12	30-NOV-2023	AD 2.EBBR-7	28-NOV-2024
ENR 6-INDEXT.01b-2	16-JUN-2022	AD 1.4-1	21-MAY-2020	AD 2.EBBR-8	28-NOV-2024
ENR 6-INDEXT.01c-1	16-JUN-2022	AD 1.4-2	21-MAY-2020	AD 2.EBBR-9	28-NOV-2024
ENR 6-INDEXT.01c-2	16-JUN-2022	AD 1.5-1	30-NOV-2023	AD 2.EBBR-10	28-NOV-2024
ENR 6-INDEXT.01d-1	28-NOV-2024	AD 1.5-2	30-NOV-2023	AD 2.EBBR-11	28-NOV-2024
ENR 6-INDEXT.01d-2	28-NOV-2024	AD 2.EBAW-1	03-OCT-2024	AD 2.EBBR-12	28-NOV-2024
ENR 6-INDEXT.02-1	28-NOV-2024	AD 2.EBAW-2	03-OCT-2024	AD 2.EBBR-13	22-FEB-2024
ENR 6-INDEXT.02-2	28-NOV-2024	AD 2.EBAW-3	03-OCT-2024	AD 2.EBBR-14	22-FEB-2024
ENR 6-INDEXT.03a-1	05-SEP-2024	AD 2.EBAW-4	03-OCT-2024	AD 2.EBBR-15	22-FEB-2024
ENR 6-INDEXT.03a-2	05-SEP-2024	AD 2.EBAW-5	03-OCT-2024	AD 2.EBBR-16	22-FEB-2024
ENR 6-INDEXT.03b-1	16-JUN-2022	AD 2.EBAW-6	03-OCT-2024	AD 2.EBBR-17	03-OCT-2024
ENR 6-INDEXT.03b-2	16-JUN-2022	AD 2.EBAW-7	03-OCT-2024	AD 2.EBBR-18	03-OCT-2024
ENR 6-INDEXT.03c-1	16-JUN-2022	AD 2.EBAW-8	03-OCT-2024	AD 2.EBBR-19	08-AUG-2024
ENR 6-INDEXT.03c-2	16-JUN-2022	AD 2.EBAW-9	03-OCT-2024	AD 2.EBBR-20	08-AUG-2024
ENR 6-INDEXT.04a-1	08-AUG-2024	AD 2.EBAW-10	03-OCT-2024	AD 2.EBBR-21	22-FEB-2024
ENR 6-INDEXT.04a-2	08-AUG-2024	AD 2.EBAW-11	03-OCT-2024	AD 2.EBBR-22	22-FEB-2024
ENR 6-INDEXT.04b-1	16-JUN-2022	AD 2.EBAW-12	03-OCT-2024	AD 2.EBBR-23	21-MAR-2024
ENR 6-INDEXT.04b-2	16-JUN-2022	AD 2.EBAW-13	03-OCT-2024	AD 2.EBBR-24	21-MAR-2024
ENR 6-INDEXT.04c-1	16-JUN-2022	AD 2.EBAW-14	03-OCT-2024	AD 2.EBBR-25	03-OCT-2024
ENR 6-INDEXT.04c-2	16-JUN-2022	AD 2.EBAW-15	03-OCT-2024	AD 2.EBBR-26	03-OCT-2024
ENR 6-INDEXT.04d-1	14-JUL-2022	AD 2.EBAW-16	03-OCT-2024	AD 2.EBBR-27	03-OCT-2024
ENR 6-INDEXT.04d-2	14-JUL-2022	AD 2.EBAW-17	03-OCT-2024	AD 2.EBBR-28	03-OCT-2024
ENR 6-INDEXT.04e-1	16-JUN-2022	AD 2.EBAW-18	03-OCT-2024	AD 2.EBBR-29	31-OCT-2024
ENR 6-INDEXT.04e-2	16-JUN-2022	AD 2.EBAW-19	03-OCT-2024	AD 2.EBBR-30	31-OCT-2024
ENR 6-INDEXT.04f-1	23-MAR-2023	AD 2.EBAW-20	03-OCT-2024	AD 2.EBBR-31	03-OCT-2024
ENR 6-INDEXT.04f-2	23-MAR-2023	AD 2.EBAW-21	03-OCT-2024	AD 2.EBBR-32	03-OCT-2024
ENR 6-INDEXT.05-1	16-JUN-2022	AD 2.EBAW-22	03-OCT-2024	AD 2.EBBR-33	03-OCT-2024
ENR 6-INDEXT.05-2	16-JUN-2022	AD 2.EBAW-ADC.01-1	21-MAR-2024	AD 2.EBBR-34	03-OCT-2024
ENR 6-INDEXT.06-1	28-NOV-2024	AD 2.EBAW-ADC.01-2	21-MAR-2024	AD 2.EBBR-35	03-OCT-2024
ENR 6-INDEXT.06-2	28-NOV-2024	AD 2.EBAW-ADC.02-1	30-NOV-2023	AD 2.EBBR-36	03-OCT-2024
ENR 6-INDEXT.07-1	08-AUG-2024	AD 2.EBAW-ADC.02-2	30-NOV-2023	AD 2.EBBR-37	05-SEP-2024
ENR 6-INDEXT.07-2	08-AUG-2024	AD 2.EBAW-ADC.03-1	28-DEC-2023	AD 2.EBBR-38	05-SEP-2024
ENR 6-INDEXT.08-1	16-JUN-2022	AD 2.EBAW-ADC.03-2	28-DEC-2023	AD 2.EBBR-39	03-OCT-2024
ENR 6-INDEXT.08-2	16-JUN-2022	AD 2.EBAW-ADC.04-1	21-MAR-2024	AD 2.EBBR-40	03-OCT-2024
ENR 6-INDEXT.09-1	31-OCT-2024	AD 2.EBAW-ADC.04-2	21-MAR-2024	AD 2.EBBR-41	05-SEP-2024
ENR 6-INDEXT.09-2	31-OCT-2024	AD 2.EBAW-AOC.01-1	21-MAR-2024	AD 2.EBBR-42	05-SEP-2024
ENR 6-INDEXT.10-1	01-FEB-2018	AD 2.EBAW-AOC.01-2	21-MAR-2024	AD 2.EBBR-43	05-SEP-2024
ENR 6-INDEXT.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 2.EBAW-SID.01-2	22-FEB-2024	AD 2.EBBR-51	28-NOV-2024
		AD 2.EBAW-SID.02-1	21-MAR-2024	AD 2.EBBR-52	28-NOV-2024
		AD 2.EBAW-SID.02-2	21-MAR-2024	AD 2.EBBR-53	28-NOV-2024
		AD 2.EBAW-SID.03a-1	21-MAR-2024	AD 2.EBBR-54	28-NOV-2024
		AD 2.EBAW-SID.03a-2	21-MAR-2024	AD 2.EBBR-55	22-FEB-2024
		AD 2.EBAW-SID.03b-1	21-MAR-2024	AD 2.EBBR-56	22-FEB-2024
		AD 2.EBAW-SID.03b-2	21-MAR-2024	AD 2.EBBR-57	22-FEB-2024
<b>AD</b>					
AD 0.1-1	04-FEB-2016				
AD 0.1-2	04-FEB-2016				
AD 0.2-1	04-FEB-2016				
AD 0.2-2	04-FEB-2016				
AD 0.3-1	31-MAR-2016				
AD 0.3-2	31-MAR-2016				
AD 0.4-1	04-FEB-2016				
AD 0.4-2	04-FEB-2016				
AD 0.5-1	04-FEB-2016				

AD 2.EBBR-58	22-FEB-2024	AD 2.EBBR-SID.01-1	28-NOV-2024	AD 2.EBCI-26	11-JUL-2024
AD 2.EBBR-59	11-JUL-2024	AD 2.EBBR-SID.01-2	28-NOV-2024	AD 2.EBCI-27	03-OCT-2024
AD 2.EBBR-60	11-JUL-2024	AD 2.EBBR-SID.02-1	11-JUL-2024	AD 2.EBCI-28	03-OCT-2024
AD 2.EBBR-61	11-JUL-2024	AD 2.EBBR-SID.02-2	11-JUL-2024	AD 2.EBCI-29	10-AUG-2023
AD 2.EBBR-62	11-JUL-2024	AD 2.EBBR-SID.03-1	11-JUL-2024	AD 2.EBCI-30	10-AUG-2023
AD 2.EBBR-63	11-JUL-2024	AD 2.EBBR-SID.03-2	11-JUL-2024	AD 2.EBCI-31	19-MAY-2022
AD 2.EBBR-64	11-JUL-2024	AD 2.EBBR-SID.04-1	28-NOV-2024	AD 2.EBCI-32	19-MAY-2022
AD 2.EBBR-65	11-JUL-2024	AD 2.EBBR-SID.04-2	28-NOV-2024	AD 2.EBCI-ADC.01-1	05-SEP-2024
AD 2.EBBR-66	11-JUL-2024	AD 2.EBBR-SID.05-1	28-NOV-2024	AD 2.EBCI-ADC.01-2	05-SEP-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	05-SEP-2024
AD 2.EBBR-70	28-NOV-2024	AD 2.EBBR-SID.07-1	28-NOV-2024	AD 2.EBCI-GMC.01-2	05-SEP-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	21-MAR-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	21-MAR-2024
AD 2.EBBR-ADC.02-1	03-OCT-2024	AD 2.EBBR-IAC.03-2	28-NOV-2024	AD 2.EBCI-PATC.01-1	13-SEP-2018
AD 2.EBBR-ADC.02-2	03-OCT-2024	AD 2.EBBR-IAC.04-1	28-NOV-2024	AD 2.EBCI-PATC.01-2	13-SEP-2018
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	03-OCT-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	03-OCT-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	03-OCT-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	03-OCT-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	03-OCT-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	03-OCT-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	03-OCT-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	03-OCT-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	05-SEP-2024	AD 2.EBKT-2	18-APR-2024
AD 2.EBBR-APDC.04-1	08-AUG-2024	AD 2.EBCI-2	05-SEP-2024	AD 2.EBKT-3	03-OCT-2024
AD 2.EBBR-APDC.04-2	08-AUG-2024	AD 2.EBCI-3	20-APR-2023	AD 2.EBKT-4	03-OCT-2024
AD 2.EBBR-AOC.01-1	21-MAR-2024	AD 2.EBCI-4	20-APR-2023	AD 2.EBKT-5	03-OCT-2024
AD 2.EBBR-AOC.01-2	21-MAR-2024	AD 2.EBCI-5	28-DEC-2023	AD 2.EBKT-6	03-OCT-2024
AD 2.EBBR-AOC.02-1	21-MAR-2024	AD 2.EBCI-6	28-DEC-2023	AD 2.EBKT-7	03-OCT-2024
AD 2.EBBR-AOC.02-2	21-MAR-2024	AD 2.EBCI-7	11-JUL-2024	AD 2.EBKT-8	03-OCT-2024
AD 2.EBBR-AOC.03-1	21-MAR-2024	AD 2.EBCI-8	11-JUL-2024	AD 2.EBKT-9	03-OCT-2024
AD 2.EBBR-AOC.03-2	21-MAR-2024	AD 2.EBCI-9	13-JUN-2024	AD 2.EBKT-10	03-OCT-2024
AD 2.EBBR-PATC.01-1	04-FEB-2016	AD 2.EBCI-10	13-JUN-2024	AD 2.EBKT-11	03-OCT-2024
AD 2.EBBR-PATC.01-2	04-FEB-2016	AD 2.EBCI-11	05-SEP-2024	AD 2.EBKT-12	03-OCT-2024
AD 2.EBBR-PATC.02-1	04-FEB-2016	AD 2.EBCI-12	05-SEP-2024	AD 2.EBKT-13	03-OCT-2024
AD 2.EBBR-PATC.02-2	04-FEB-2016	AD 2.EBCI-13	13-JUN-2024	AD 2.EBKT-14	03-OCT-2024
AD 2.EBBR-ATCSMAC.01-1	21-MAR-2024	AD 2.EBCI-14	13-JUN-2024	AD 2.EBKT-15	18-APR-2024
AD 2.EBBR-ATCSMAC.01-2	21-MAR-2024	AD 2.EBCI-15	13-JUN-2024	AD 2.EBKT-16	18-APR-2024
AD 2.EBBR-STAR.01-1	05-SEP-2024	AD 2.EBCI-16	13-JUN-2024	AD 2.EBKT-17	18-APR-2024
AD 2.EBBR-STAR.01-2	05-SEP-2024	AD 2.EBCI-17	13-JUN-2024	AD 2.EBKT-18	18-APR-2024
AD 2.EBBR-STAR.02-1	03-OCT-2024	AD 2.EBCI-18	13-JUN-2024	AD 2.EBKT-19	21-MAR-2024
AD 2.EBBR-STAR.02-2	03-OCT-2024	AD 2.EBCI-19	21-APR-2022	AD 2.EBKT-20	21-MAR-2024
AD 2.EBBR-STAR.03-1	03-OCT-2024	AD 2.EBCI-20	21-APR-2022	AD 2.EBKT-ADC.01-1	21-MAR-2024
AD 2.EBBR-STAR.03-2	03-OCT-2024	AD 2.EBCI-21	11-JUL-2024	AD 2.EBKT-ADC.01-2	21-MAR-2024
AD 2.EBBR-STAR.04-1	05-SEP-2024	AD 2.EBCI-22	11-JUL-2024	AD 2.EBKT-ADC.02-1	18-MAY-2023
AD 2.EBBR-STAR.04-2	05-SEP-2024	AD 2.EBCI-23	11-JUL-2024	AD 2.EBKT-ADC.02-2	18-MAY-2023
AD 2.EBBR-STAR.05-1	05-SEP-2024	AD 2.EBCI-24	11-JUL-2024	AD 2.EBKT-GMC.01-1	18-APR-2024
AD 2.EBBR-STAR.05-2	05-SEP-2024	AD 2.EBCI-25	11-JUL-2024	AD 2.EBKT-GMC.01-2	18-APR-2024

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

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



AD 2.PVT-EBKH-4	25-JAN-2024	AD 2.PVT-EBTY-1	24-FEB-2022	AD 3.HOSP-EBLS-2	25-MAR-2021
AD 2.PVT-EBKH-ADC.01-1	21-MAR-2024	AD 2.PVT-EBTY-2	24-FEB-2022	AD 3.HOSP-EBLX-1	23-APR-2020
AD 2.PVT-EBKH-ADC.01-2	21-MAR-2024	AD 2.PVT-EBTY-3	02-JAN-2020	AD 3.HOSP-EBLX-2	23-APR-2020
AD 2.PVT-EBKH-VAC.01-1	21-MAR-2024	AD 2.PVT-EBTY-4	02-JAN-2020	AD 3.HOSP-EBMC-1	23-FEB-2023
AD 2.PVT-EBKH-VAC.01-2	21-MAR-2024	AD 2.PVT-ELUS-1	18-APR-2024	AD 3.HOSP-EBMC-2	23-FEB-2023
AD 2.PVT-EBBT-1	24-FEB-2022	AD 2.PVT-ELUS-2	18-APR-2024	AD 3.HOSP-EBGE-1	23-APR-2020
AD 2.PVT-EBBT-2	24-FEB-2022	AD 2.PVT-EBTX-1	24-FEB-2022	AD 3.HOSP-EBGE-2	23-APR-2020
AD 2.PVT-EBBT-3	04-FEB-2016	AD 2.PVT-EBTX-2	24-FEB-2022	AD 3.HOSP-ELLC-1	10-AUG-2023
AD 2.PVT-EBBT-4	04-FEB-2016	AD 2.PVT-EBTX-3	20-MAY-2021	AD 3.HOSP-ELLC-2	10-AUG-2023
AD 2.PVT-EBCF-1	07-SEP-2023	AD 2.PVT-EBTX-4	20-MAY-2021	AD 3.HOSP-ELLC-ADC.01-1	05-SEP-2024
AD 2.PVT-EBCF-2	07-SEP-2023	AD 2.PVT-EBZR-1	30-NOV-2023	AD 3.HOSP-ELLC-ADC.01-2	05-SEP-2024
AD 2.PVT-EBCF-3	07-SEP-2023	AD 2.PVT-EBZR-2	30-NOV-2023	AD 3.HOSP-ELLZ-1	29-DEC-2022
AD 2.PVT-EBCF-4	07-SEP-2023	AD 2.PVT-EBSL-1	18-APR-2024	AD 3.HOSP-ELLZ-2	29-DEC-2022
AD 2.PVT-EBZW-1	24-FEB-2022	AD 2.PVT-EBSL-2	18-APR-2024	AD 3.HOSP-ELLK-1	29-DEC-2022
AD 2.PVT-EBZW-2	24-FEB-2022	AD 2.ULM-EBAR-1	20-APR-2023	AD 3.HOSP-ELLK-2	29-DEC-2022
AD 2.PVT-EBZW-3	31-JAN-2019	AD 2.ULM-EBAR-2	20-APR-2023	AD 3.HOSP-EBMT-1	23-APR-2020
AD 2.PVT-EBZW-4	31-JAN-2019	AD 2.ULM-EBML-1	13-AUG-2020	AD 3.HOSP-EBMT-2	23-APR-2020
AD 2.PVT-EBGG-1	21-APR-2022	AD 2.ULM-EBML-2	13-AUG-2020	AD 3.HOSP-EBNB-1	23-APR-2020
AD 2.PVT-EBGG-2	21-APR-2022	AD 2.ULM-EBIS-1	23-APR-2020	AD 3.HOSP-EBNB-2	23-APR-2020
AD 2.PVT-EBGG-3	04-FEB-2016	AD 2.ULM-EBIS-2	23-APR-2020	AD 3.HOSP-EBNG-1	25-MAR-2021
AD 2.PVT-EBGG-4	04-FEB-2016	AD 2.ULM-EBBN-1	23-APR-2020	AD 3.HOSP-EBNG-2	25-MAR-2021
AD 2.PVT-EBTN-1	24-FEB-2022	AD 2.ULM-EBBN-2	23-APR-2020	AD 3.HOSP-EBAD-1	23-APR-2020
AD 2.PVT-EBTN-2	24-FEB-2022	AD 2.ULM-EBMG-1	23-APR-2020	AD 3.HOSP-EBAD-2	23-APR-2020
AD 2.PVT-EBTN-3	05-OCT-2023	AD 2.ULM-EBMG-2	23-APR-2020	AD 3.HOSP-EBVS-1	23-APR-2020
AD 2.PVT-EBTN-4	05-OCT-2023	AD 2.ULM-EBBY-1	11-JUL-2024	AD 3.HOSP-EBVS-2	23-APR-2020
AD 2.PVT-EBGB-1	24-FEB-2022	AD 2.ULM-EBBY-2	11-JUL-2024	AD 3.PVT-EBDR-1	23-MAR-2023
AD 2.PVT-EBGB-2	24-FEB-2022	AD 2.ULM-EBAV-1	05-OCT-2023	AD 3.PVT-EBDR-2	23-MAR-2023
AD 2.PVT-EBGB-3	19-JUL-2018	AD 2.ULM-EBAV-2	05-OCT-2023	AD 3.PVT-EBJS-1	23-APR-2020
AD 2.PVT-EBGB-4	19-JUL-2018	AD 2.ULM-EBBZ-1	23-APR-2020	AD 3.PVT-EBJS-2	23-APR-2020
AD 2.PVT-EBGB-VAC.01-1	21-MAR-2024	AD 2.ULM-EBBZ-2	23-APR-2020	AD 3.PVT-EBBM-1	23-APR-2020
AD 2.PVT-EBGB-VAC.01-2	21-MAR-2024	AD 2.ULM-EBOR-1	25-FEB-2021	AD 3.PVT-EBBM-2	23-APR-2020
AD 2.PVT-EBZH-1	24-FEB-2022	AD 2.ULM-EBOR-2	25-FEB-2021	AD 3.PVT-EBBV-1	23-APR-2020
AD 2.PVT-EBZH-2	24-FEB-2022	AD 2.ULM-EBZU-1	16-MAY-2024	AD 3.PVT-EBBV-2	23-APR-2020
AD 2.PVT-EBZH-3	04-FEB-2016	AD 2.ULM-EBZU-2	16-MAY-2024	AD 3.PVT-EBOK-1	23-APR-2020
AD 2.PVT-EBZH-4	04-FEB-2016	AD 2.PERS-EBSM-1	16-JUL-2020	AD 3.PVT-EBOK-2	23-APR-2020
AD 2.PVT-EBHN-1	18-APR-2024	AD 2.PERS-EBSM-2	16-JUL-2020	AD 3.PVT-EBDV-1	29-DEC-2022
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## GEN 2.2 Abbreviations Used in AIS Publications

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

### A

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

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

**B**

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

BUFR	Binary universal form for the representation of meteorological data
*BVLOS	Beyond visual line of sight

**C**

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

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

**D**

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

**E**

E	East or eastern longitude
*eAIP	Electronic aeronautical information publication
EAT	Expected approach time
*EAUP	European airspace use plan
*EAW	Early access weekend routes
EB	Eastbound
*ECAC	European Civil Aviation Conference
EDA	Elevation differential area
EDTO	Extended diversion time operations
EEE	Error (signal for use in the teletypewriter service only; to be used in AFS as a procedure signal)
EET	Estimated elapsed time
EFC	Expect further clearance
EFIS	Electronic flight instrument system
eFPL	Filed flight plan exchanged via flight and flow – information for a collaborative environment (FF-ICE) services
EGNOS	European geostationary navigation overlay service
EHF	Extremely high frequency (30 000 to 300 000 MHz)
*EHS	Enhanced surveillance
ELBA	Emergency location beacon - aircraft
ELEV	Elevation
ELR	Extra long range
*ELS	Elementary surveillance
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
*En	English
END	Stop-end (related to RVR)
ENE	East-north-east
ENG	Engine
ENR	En-route
ENRC	En-route chart (followed by name/title)
EOBT	Estimated off block time
EQPT	Equipment
EQS	Equatorial latitudes southern hemisphere
*ESA	Emergency safety altitude
ESE	East-south-east
EST	Estimate or estimated or estimate (message type designator)
*EST	Estimated (preceded by time-group)
ETA	Estimated time of arrival or estimating arrival
ETD	Estimated time of departure or estimating departure
ETO	Estimated time over significant point

*ETOT	Estimated take-off time
EUR RODEX	European regional OPMET data exchange
*EUROAT	Eurocontrol harmonised rules for operational air traffic
*EUUP	European updated airspace use plan
EV	Every
EVS	Enhanced vision system
EXC	Except
*excl	Excluded
EXER	Exercises or exercising or to exercise
EXP	Expect or expected or expecting
EXTD	Extend or extending or extended

FRNG	Firing
FRONT	Front (relating to weather)
FROST	Frost (used in aerodrome warnings)
FRQ	Frequent
FSL	Full stop landing
FSS	Flight service station
FST	First
FT	Feet (dimensional unit)
FTE	Flight technical error
FTP	Fictitious threshold point
FTT	Flight technical tolerance
FU	Smoke
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

**F**

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

**G**

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

**H**

H	High pressure area or the centre of high pressure
H...	Significant wave height (followed by figures in METAR/SPECI)
H24	Continuous day and night service



HA	Holding/racetrack to an altitude
*HAA	Height above aerodrome elevation
HAPI	Helicopter approach path indicator
*HAT	Height above touch-down
HBN	Hazard beacon
HCH	Helicopter crossing height
HDF	High frequency direction-finding station
HDG	Heading
HEL	Helicopter
*HEMS	Helicopter emergency medical service
HF	High frequency (3000 to 30000 KHZ)
HF	Holding/racetrack to a fix
*HFDL	High frequency data link
HGT	Height or height above
HJ	Sunrise to sunset
HLDG	Holding
HLP	Heliport
HLS	Helicopter landing site
HM	Holding/racetrack to a manual termination
HN	Sunset to sunrise
HNH	High latitudes northern hemisphere
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
*HPMA	High performance military aircraft
HR	Hours
HRP	Heliport reference point
HS	Service available during hours of scheduled operations
HSH	High latitudes southern hemisphere
*HT	High tension
*HTA	Helicopter training area
HUD	Head-up display
HUM	Humanitarian
HURCN	Hurricane
HVDF	High and very high frequency direction-finding stations (at the same location)
HVY	Heavy
HVY	Heavy (used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain)
HX	No specific working hours
HYR	Higher
HZ	Haze
HZ	Hertz (cycles per second)

**I**

IAC	Instrument approach chart (followed by name/title)
IAF	Initial approach fix
IAO	In and out of clouds
IAP	Instrument approach procedure
IAR	Intersection of air routes
IAS	Indicated airspeed
*IATA	International Air Transport Association
IBN	Identification beacon
ICAO	International Civil Aviation Organization
ICE	Icing
*ICF	Initial contact frequency
ID	Identifier or identify
IDENT	Identification
IF	Intermediate approach fix
IFF	Identification friend/foe
*IFPS	Integrated Initial Flight Plan Processing System
*IFPU	Integrated Initial Flight Plan Processing Unit
IFR	Instrument flight rules
IGA	International general aviation
ILS	Instrument landing system
IM	Inner marker
IMC	Instrument meteorological conditions
IMG	Immigration
IMI	Interrogation sign (question mark) (to be used in AFS as a procedure signal)
IMPR	Improve or improving

IMT	Immediate or immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCORP	Incorporated
INCERFA	Uncertainty phase
*incl	Included
INFO	Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inertial navigation system
INSTL	Install or installed or installation
INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt or interruption or interrupted
INTSF	Intensify or intensifying
INTST	Intensity
IR	Ice on runway
*IRM	Institut Royal Météorologique de Belgique
IRS	Inertial reference system
*IRU	Inertial reference unit
ISA	International standard atmosphere
ISB	Independent sideband
ISOL	Isolated

**J**

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

**K**

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

**L**

L	Left (runway identification)
L	Litre
L	Locator (see LM, LO)
L	Low pressure area or the centre of low pressure
LAM	Logical acknowledgement (message type designator)
LAN	Inland
*LARA	Local and sub-Regional Airspace Management Support System
LAT	Latitude
*LB	Pounds
LCA	Local or locally or location or located
*LCN	Load classification number
*LCTA	Lower control area
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
*LED	Light-emitting diode
LEN	Length
LF	Low frequency (30 to 300 KHZ)

*LFA	Low flying area		orological code)
LGT	Light or lighting	MET REPORT	Local routine meteorological report (in abbreviated plain language)
LGTD	Lighted		
LIH	Light intensity high	MF	Medium frequency (300 to 3000 KHZ)
LIL	Light intensity low	MHA	Minimum holding altitude
LIM	Light intensity medium	MHDF	Medium and high frequency direction-finding stations (at the same location)
LINE	Line (used in SIGMET)		
*LLFC	Low level forecast chart	MHVDF	Medium, high and very high frequency direction-finding stations (at the same location)
LM	Locator, middle		
LMT	Local mean time	MHZ	Megahertz
LNAV	Lateral navigation	MID	Mid-point (related to RVR)
LNG	Long (used to indicate the type of approach desired or required)	MIFG	Shallow fog
		MIL	Military
LO	Locator, outer	*MILFAG	Military Low Flying Area Golf
LOC	Localizer	MIN	Minutes
*LOM	Compass locator at OM	*MIPS	Military instrument procedure standardization
LONG	Longitude	MIS	Missing . . . (transmission identification; to be used in AFS as a procedure signal)
LORAN	Long range air navigation system		
LOSS	Airspeed or headwind loss	*MJ	Megajoule
LPV	Localizer performance with vertical guidance	MKR	Marker radio beacon
LR	The last message received by me was . . . (to be used in AFS as a procedure signal)	MLS	Microwave landing system
		*MLW	Maximum landing weight
LRG	Long range	MM	Middle marker
LS	The last message sent by me was . . . or Last message was . . . (to be used in AFS as a procedure signal)	*MM	millimetre
		MNH	Middle latitudes northern hemisphere
*LSA	Light sport aircraft	MNM	Minimum
*LT	Left turn	MNPS	Minimum navigation performance specifications
LTA	Lower control area	MNT	Monitor or monitoring or monitored
LTD	Limited	MNTN	Maintain
LTP	Landing threshold point	MOA	Military operating area
*Lu	Luxembourgish	MOC	Minimum obstacle clearance (required)
LV	Light and variable (relating to wind)	MOCA	Minimum obstacle clearance altitude
LVE	Leave or leaving	MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports, e.g. MOD RA = moderate rain)
LVL	Level		
*LVO	Low Visibility Operations	MON	Above mountains
LVP	Low visibility procedures	MON	Monday
*LWEP	Live weapons emergency procedure	MOPS	Minimum operational performance standards
LYR	Layer or layered	*MOPSC	Maximum operational passenger seating configuration

**M**

M	Metres (preceded by figures)
M	Mach number (followed by figures)
M	Indicator for minimum value of runway visual range (used in the METAR/SPECI code forms)
MAA	Maximum authorized altitude
MAG	Magnetic
MAHF	Missed approach holding fix
MAINT	Maintenance
*MAN	Manual
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	At sea
MAR	March
*MARSAS	Military authority assumes responsibility for separation of aircraft
MATF	Missed approach turning fix
MATZ	Military aerodrome traffic zone
MAX	Maximum
MAY	May
MBST	Microburst
MCA	Minimum crossing altitude
MCTR	Military control zone
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDF	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en-route altitude
MEDEVAC	Medical evacuation flight
MEHT	Minimum eye height over threshold (for visual approach slope indicator systems)
MET	Meteorological or meteorology
METAR	Aviation routine weather report (in aeronautical mete-

MOV	Move or moving or movement
*MPH	Statute miles per hour
*MPM	Metres per minute
MPS	Metres per second
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS/MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSAS	Multi-functional transport satellite (MTSAT) satellite-based augmentation system
MSAW	Minimum safe altitude warning
*MSC	Mission Support Centre
MSG	Message
MSH	Middle latitudes southern hemisphere
MSL	Mean sea level
MSR	Message . . . (transmission identification) has been misrouted (signal for use in the teletypewriter service only; to be used in AFS as a procedure signal)
MSSR	Monopulse secondary surveillance radar
MT	Mountain
MTOM	Maximum take-off mass
*MTOW	Maximum authorized take-off weight
MTU	Metric units
MTW	Mountain waves
*MVA	Minimum vectoring altitude
MVDF	Medium and very high frequency direction-finding stations (at the same location)
MWO	Meteorological watch office
MX	Mixed type of ice formation (white and clear)

**N**

*N	Newton
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N	No distinct tendency (in RVR during previous 10 minutes)	OCS	Obstacle clearance surface
N	North or northern latitude	OCT	October
NADP	Noise abatement departure procedure	OFZ	Obstacle free zone
NASC	National AIS system centre	OGN	Originate (to be used in AFS as a procedure signal)
NAT	North Atlantic	OHD	Overhead
*NATO	North Atlantic Treaty Organisation	OIS	Obstacle identification surface
NAV	Navigation	OK	We agree / it is correct (to be used in AFS as a procedure signal)
NAVAID	Navigation aid	OLDI	On-line data interchange
NB	Northbound	OM	Outer marker
NBFR	Not before	*OMGWS	Outer main gear wheel span
NC	No change	OPA	Opaque, white type of ice formation
NCD	No cloud detected (used in automated METAR/SPECI)	OPC	Control indicated is operational control
NDB	Non-directional radio beacon	OPMET	Operational meteorological (information)
NDV	No directional variations available (used in automated METAR/SPECI)	OPN	Open or opening or opened
NE	North-east	OPR	Operator or operate or operative or operating or operational
NEB	North-eastbound	OPS	Operations
NEG	No or negative or permission not granted or that is not correct	O/R	On request
NGT	Night	*ORCAM	Originating region code assignment method
NIL	None or I have nothing to send to you	ORD	Order
*NI	Dutch	*ORP	Operational readiness platform
NM	Nautical miles	*ORRP	On request reporting point
NML	Normal	OSV	Ocean station vessel
NN	No name, unnamed	OTP	On top
NNE	North-north-east	OTS	Organized track system
NNW	North-north-west	OUBD	Outbound
NO	No (negative; to be used in AFS as a procedure signal)	OVC	Overcast
NOF	International NOTAM office	*OVH	Overhead
NONSTD	Non-standard		
NOSIG	No significant change (used in trend-type landing forecasts)		
NOTAM	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations		
NOTAMC	Cancelling NOTAM		
NOTAMN	New NOTAM		
NOTAMR	Replacing NOTAM		
NOV	November		
NOZ	Normal operation zone		
NPA	Non precision approach		
NR	Number		
NRH	No reply heard		
NS	Nimbostratus		
NSC	Nil significant cloud		
NSE	Navigation system error		
NSW	Nil significant weather		
NTL	National		
NTZ	No transgression zone		
*NVA	Night Vision Aid		
*NVG	Night Vision Goggles		
NW	North-west		
NWB	North-westbound		
NXT	Next		
<b>O</b>			
OAC	Oceanic area control centre		
OAS	Obstacle assessment surface		
*OAT	Operational air traffic		
OBS	Observe or observed or observation		
OBSC	Obscure or obscured or obscuring		
OBST	Obstacle		
OCA	Obstacle clearance altitude		
OCA	Oceanic control area		
OCC	Occulting (light)		
OCH	Obstacle clearance height		
OCNL	Occasional or occasionally		
<b>P</b>			
		P	Indicator for maximum value of wind speed or runway visual range (used in the METAR/SPECI and TAF code forms)
		P	Prohibited area (followed by identification)
		PA	Precision approach
		PALS	Precision approach lighting system (specify category)
		PANS	Procedures for air navigation services
		PAPI	Precision approach path indicator
		PAR	Precision approach radar
		PARL	Parallel
		PATC	Precision approach terrain chart (followed by name/title)
		PAX	Passenger(s)
		PBC	Performance-based communication
		PBN	Performance-based navigation
		PBS	Performance-based surveillance
		PCD	Proceed or proceeding
		PCL	Pilot-controlled lighting
		PCN	Pavement classification number
		*PCR	Pavement classification rating
		PCT	Per cent
		PDC	Pre-departure clearance
		PDG	Procedure design gradient
		PER	Performance
		PERM	Permanent
		*PFO	Permanent flying order
		PFP	Preliminary flight plan
		PIB	Pre-flight information bulletin
		PJE	Parachute jumping exercise
		PL	Ice pellets
		*PL	Plain language
		PLA	Practice low approach
		PLVL	Present level
		PN	Prior notice required
		PNR	Point of no return
		PO	Dust/sand whirls (dust devils)
		POB	Persons on board
		*POC	Point of contact
		POSS	Possible
		PPI	Plan position indicator
		PPR	Prior permission required

PPSN	Present position
PRFG	Aerodrome partially covered by fog
PRI	Primary
PRKG	Parking
*PRM	Persons with reduced mobility
PROB	Probability
PROC	Procedure
PROP	Propeller
PROV	Provisional
PRP	Point-in-space reference point
PS	Plus
PSG	Passing
*PSI	Pounds per square inch
PSN	Position
PSP	Pierced steel plank
PSR	Primary surveillance radar
PSYS	Pressure system(s)
PTN	Procedure turn
PTS	Polar track structure
PWR	Power

RAG	Runway arresting gear
RAI	Runway alignment indicator
RAIM	Receiver autonomous integrity monitoring
RASC	Regional AIS system centre
RASS	Remote altimeter setting source
RB	Rescue boat
RCA	Reach cruising altitude
*RCAM	Runway condition assessment matrix
RCC	Rescue co-ordination centre
RCF	Radiocommunication failure (message type designator)
RCH	Reach or reaching
RCL	Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RCP	Required communication performance
*RCR	Runway condition report
RDH	Reference datum height (for ILS)
RDL	Radial
RDO	Radio
RDOACT	Radioactive
RE	Recent (used to qualify weather phenomena, e.g. RERA = recent rain)

**Q**

*QC	Quota count
QDL	Do you intend to ask me for a series of bearings? or I intend to ask you for a series of bearings (to be used in radiotelegraphy as a Q Code)
QDM	Magnetic heading (zero wind)
QDR	Magnetic bearing
QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QGE	What is my distance to your station? or Your distance to my station is (distance figures and units) (to be used in radiotelegraphy as a Q Code)
QJH	Shall I run my test tape/a test sentence? or Run your test tape/a test sentence (to be used in AFS as a Q Code)
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
*QRA	Quick reaction alert
QSP	Will you relay to . . . free of charge? or I will relay to . . . free of charge (to be used in AFS as a Q Code)
QTA	Shall I cancel telegram number . . . ? or Cancel telegram number . . . (to be used in AFS as a Q Code)
QTE	True bearing
QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control? or The position of your station according to the bearings taken by the D/F stations that I control was . . . latitude . . . longitude (or other indication of position), class . . . at . . . hours (to be used in radiotelegraphy as a Q Code)
QUAD	Quadrant
QUJ	Will you indicate the TRUE track to reach you? or The TRUE track to reach me is . . . degrees at . . . hours (to be used in radiotelegraphy as a Q Code)

REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to . . . or refer to . . .
REG	Registration
*REJ	Rejected
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
TERTE	Re-route
RESA	Runway end safety area
*RETL	Rapid exit taxiway indicator lighting
RF	Constant radius arc to a fix
RFFS	Rescue and fire fighting services
*RFP	Replacement flight plan (related to ATFM)
RG	Range (lights)
RHC	Right-hand circuit
RIF	Reclearance in flight
RIME	Rime (used in aerodrome warnings)
*RIS	Radar information service
RL	Report leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Request level not available
*RMIB	Royal meteorological institute of Belgium
RMK	Remark
*RMZ	Radio mandatory zone
RNAV	Area navigation
RNG	Radio range
RNP	Required navigation performance
ROBEX	Regional OPMET bulletin exchange (scheme)
ROC	Rate of climb
ROD	Rate of descent
RON	Receiving only
*RPA	Remotely piloted aircraft
*RPAS	Remotely piloted aircraft system
RPDS	Reference path data selector
RPI	Radar position indicator
RPL	Repetitive flight plan
RPLC	Replace or replaced
RPS	Radar position symbol
RPT	Repeat / I repeat (to be used in AFS as a procedure signal)
RQ	Indication of a request (to be used in AFS as a procedure signal)
RQMNTS	Requirements
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type designator)
RR	Report reaching
RRR	(or RRB, RRC, etc. in sequence) Delayed meteorological message (message type designator)

**R**

R	Right (runway identification)
R	Rate of turn
R	Red
R	Radial from VOR (followed by three figures)
R	Restricted area (followed by identification)
R	Runway (used in the METAR/SPECI code forms)
R	Received (acknowledgement of receipt; to be used in AFS as a procedure signal)
RA	Rain
RA	Resolution advisory
RAC	Rules of the air and air traffic services
*RAD	Route availability document
RAG	Ragged

*RSA	Restricted airspace	SIG	Significant
RSC	Rescue sub-centre	SIGMET	Information concerning en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations
RSCD	Runway surface condition		
RSP	Responder beacon		
RSP	Required surveillance performance	*SIGWX	Significant weather
RSR	En-route surveillance radar	SIMUL	Simultaneous or simultaneously
RSS	Root sum square	*SITA	Société Internationale des Télécommunications Aéronautique
*RT	Right turn		
RTD	Delayed (used to indicate delayed meteorological message; message type designator)	SIWL	Single isolated wheel load
		SKED	Schedule or scheduled
RTE	Route	SLP	Speed limiting point
RTF	Radiotelephone	SLW	Slow
RTG	Radiotelegraph	SMC	Surface movement control
RTHL	Runway threshold light(s)	SMR	Surface movement radar
RTN	Return or returned or returning	SN	Snow
RTODAH	Rejected take-off distance available, helicopter	SNOCLO	Indicator for the aerodrome being closed due to snow on the runway
RTS	Return to service		
RTT	Radioteletypewriter	SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format
RTZL	Runway touchdown zone light(s)		
RUT	Standard regional route transmitting frequencies	SOC	Start of climb
RV	Rescue vessel	*SOF	Supervisor of flights
RVA	Radar vectoring area	SPECI	Aviation selected special weather report (in aeronautical meteorological code)
RVR	Runway visual range		
*RVSM	Reduced vertical separation minimum	SPECIAL	Special meteorological report (in abbreviated plain language)
RWY	Runway		
*RWYCC	Runway Condition Code		

**S**

S	South or southern latitude	SPI	Special position indicator
S	State of the sea (followed by figures in METAR/SPECI)	SPL	Supplementary flight plan (message type designator)
		SPOC	SAR point of contact
SA	Sand	SPOT	Spot wind
SALS	Simple approach lighting system	SQ	Squall
*SAM	Slot allocation message	SQL	Squall line
SAN	Sanitary	SR	Sunrise
SAR	Search and rescue	SRA	Surveillance radar approach
SARPS	Standards and Recommended Practices (ICAO)	SRE	Surveillance radar element of precision approach radar system
SAT	Saturday	SRG	Short range
SATCOM	Satellite communication (used only when referring generally to both voice and data satellite communication or only data satellite communication)	SRR	Search and rescue region
		SRY	Secondary
SATVOICE	Satellite voice communication	SS	Sandstorm
SB	Southbound	SS	Sunset
SBAS	Satellite-based augmentation system	SSB	Single sideband
SC	Stratocumulus	SSE	South-south-east
SCT	Scattered	SSR	Secondary surveillance radar
SD	Standard deviation	SST	Supersonic transport
SDBY	Stand by	SSW	South-south-west
SDF	Step down fix	ST	Stratus
SE	South-east	STA	Straight-in approach
SEA	Sea (used in connection with sea-surface temperature and state of the sea)	*STANAG	Standardization agreement (NATO)
		STAR	Standard instrument arrival
SEB	South-eastbound	STD	Standard
SEC	Seconds	STF	Stratiform
SECN	Section	STN	Station
SECT	Sector	STNR	Stationary
SELCAL	Selective calling system	STOL	Short take-off and landing
SEP	September	STS	Status
SER	Service or servicing or served	STWL	Stopway light(s)
SEV	Severe (used e.g. to qualify icing and turbulence reports)	SUBJ	Subject to
		SUN	Sunday
SFC	Surface	SUP	Supplement (AIP supplement)
SFO	Simulated flame out	SUPPS	Regional supplementary procedures
SG	Snow grains	SVC	Service (message type only)
SGL	Signal	SVCBL	Serviceable
SH	Showers (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow)	SW	South-west
		SWB	South-westbound
SHF	Super high frequency (3000 to 30000 MHz)	*SWC-LL	Significant weather chart - low level
SI	International system of units	SWX	Space weather
SID	Standard instrument departure	SWXC	Space weather centre
SIF	Selective identification feature	SWY	Stopway
		*SYNOP	Synopsis

**T**

T	Temperature
T	True (preceded by a bearing to indicate reference to True North)
*T	Metric tons
TA	Traffic advisory
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN	UHF tactical air navigation aid
TAF	Aerodrome forecast
TA/H	Turn at an altitude/height
TAIL	Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCAC	Tropical cyclone advisory centre
TCAS RA	Traffic alert and collision avoidance system resolution advisory
TCH	Threshold crossing height
*TCN	Terminal change notice
TCU	Towering cumulus
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	Temporary or temporarily
TF	Track to fix
TFC	Traffic
TGL	Touch-and-go landing
*TGL	Temporary Guidance Leaflet
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA	Traffic information broadcast by aircraft
TIL	Until
TIP	Until past . . . (place)
TKOF	Take-off
TL	Till (followed by time by which weather change is forecast to end)
TLOF	Touchdown and lift-off area
TMA	Terminal control area
*TMZ	Transponder mandatory zone
TN	Indicator for minimum temperature (used in the TAF code form)
TNA	Turn altitude
*TNC	Terminal navigation charge
TNH	Turn height
TO	To . . . (place)
*TOBT	Target off block time
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	Cloud top
TORA	Take-off run available
TOX	Toxic
TP	Turning point
TR	Track
TRA	Temporary reserved airspace
TRANS	Transmits or transmitter
TREND	Trend forecast
TRG	Training
TRL	Transition level
TROP	Tropopause
TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)
TS	Thunderstorm (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)
*TSA	Temporary segregated area

*TSAT	Target start-up approval time
TSUNAMI	Tsunami (used in aerodrome warnings)
TT	Teletypewriter
*TTOT	Target take-off time
TUE	Tuesday
TURB	Turbulence
T-VASIS	T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TX...	Maximum temperature (followed by figures in TAF)
TXL	Taxilane
TXT	Text [when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT] (to be used in AFS as a procedure signal)
TYP	Type of aircraft
TYPH	Typhoon

**U**

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

**V**

V	Indicator for variations from the mean wind direction (used in the METAR/SPECI code forms)
VA	Heading to an altitude
VA	Volcanic ash
VAAC	Volcanic ash advisory centre
VAC	Visual approach chart (followed by name/title)
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator system
*VAT	Value-added tax
VC	Vicinity of the aerodrome (followed by FG = fog, FC = funnel clouds, SH = showers, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, e.g. VC FG = vicinity fog)
VCY	Vicinity
VDF	Very high frequency direction-finding station
*VDL	Very high frequency data link
*VDP	Visual descent point

VER	Vertical	XS	Atmospherics
VFR	Visual flight rules		
VHF	Very high frequency (30 to 300 MHZ)		
VI	Heading to an intercept		<b>Y</b>
VIP	Very important person		
VIS	Visibility	Y	Yellow
*VLA	Very light aircraft	YCZ	Yellow caution zone (runway lighting)
VLF	Very low frequency (3 to 30 KHZ)	YES	Yes (affirmative; to be used in AFS as a procedure signal)
*VLOS	Visual line of sight		
VLR	Very long range	YR	Your
VM	Heading to a manual termination		
VMC	Visual meteorological conditions		
VNAV	Vertical navigation		<b>Z</b>
VOL	Volume (followed by I, II...)		
VOLMET	Meteorological information for aircraft in flight	Z	Coordinated Universal Time (in meteorological messages)
VOR	VHF omnidirectional radio range		
VORTAC	VOR and TACAN combination		
VOT	VOR airborne equipment test facility		
VPA	Vertical path angle		
VPT	Visual manoeuvre with prescribed track		
VRB	Variable		
VSA	By visual reference to the ground		
VSP	Vertical speed		
*VSS	Visual segment surface		
VTF	Vector to final		
VTOL	Vertical take-off and landing		
VV	Vertical visibility (used in the METAR/SPECI and TAF code forms)		

**W**

W	West or western longitude
W	White
W	Indicator for sea-surface temperature (used in the METAR/SPECI code forms)
WAAS	Wide area augmentation system
WAC	World Aeronautical Chart - ICAO 1:1 000 000 (followed by name/title)
WAFC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from or effective from
WGS-84	World Geodetic System - 1984
WI	Within
WID	Width or wide
WIE	With immediate effect or effective immediately
WILCO	Will comply
WIND	Wind
WIP	Work in progress
WKN	Weaken or weakening
WNW	West-north-west
WO	Without
*WPR	Way-point reporting
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSPD	Wind speed
WSW	West-south-west
WT	Weight
*WTC	Wake turbulence category
WTSPT	Waterspout
WWW	Worldwide web
WX	Weather
WXR	Weather radar

**X**

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

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## ENR 2.2 Other Regulated Airspace

### 1 ATS AIRSPACE

#### 1.1 The Netherlands

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

##### EIJSDEN AREA <sup>(1)</sup>

<b>Lateral limits</b>	504724N 0054146E - 504611N 0054446E - along the Dutch-Belgium border - 504724N 0054146E.		
<b>Vertical limits</b>	FL 095 / 2000FT AMSL		
<b>Airspace class</b>	C		
<b>Control units</b>	Brussels ACC <sup>(2)</sup>	<b>Call sign</b>	Brussels Control (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">ENR 2.1, § 3</a>
	Liège APP <sup>(3)</sup>	<b>Call sign</b>	Liège Approach (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">EBLG AD 2.18</a>
<b>Remarks</b>	(1) Area forming part of <a href="#">Brussels CTA East Four</a> and <a href="#">Liège TMA</a> (see ENR 2.1 for full description). (2) Above FL 055. (3) Below FL 055.		

##### KLEINE-BROGEL CTR TWO <sup>(1)</sup>

<b>Lateral limits</b>	511743N 0053057E - an arc of circle, 5 NM radius, centred at 511421N 0053650E and traced clockwise to 511052N 0054231E - along the Belgian-Dutch border - 511743N 0053057E. <sup>(2)</sup>		
<b>Vertical limits</b>	3000FT AMSL / GND		
<b>Airspace class</b>	D		
<b>Control units</b>	Kleine-Brogel TWR	<b>Call sign</b>	Kleine-Brogel Tower (En)
		<b>OPR HR</b>	HO
		<b>FREQ</b>	See <a href="#">EBBL AD 2.18</a>
<b>Remarks</b>	(1) Outside EBBL OPR HR, no entry without permission from Dutch MIL INFO (132.350 MHz). (2) ATZ and AFIZ Budel excluded when active (see AIP the Netherlands).		

##### L179 AREA

<b>Lateral limits</b>	511521N 0053324E - 511455N 0055708E - 511100N 0055825E - 511100N 0054606E - along the FIR boundary - 511521N 0053324E.		
<b>Vertical limits</b>	FL 195 / FL 095		
<b>Airspace class</b>	B		
<b>Control units</b>	Brussels ACC	<b>Call sign</b>	Brussels Control (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">ENR 2.1, § 3</a>

##### MAASTRICHT AREA

<b>Lateral limits</b>	511521N 0053324E - 511446N 0060454E - along the Dutch-German border - 504516N 0060114E - along the Dutch-Belgian border - 511521N 0053324E.		
<b>Vertical limits</b>	FL 245 / FL 195		
<b>Airspace class</b>	C		

**MAASTRICHT AREA**

<b>Control units</b>	Brussels ACC	<b>Call sign</b>	Brussels Control (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">ENR 2.1. § 3</a>
	Steenokkerzeel ATCC <sup>(1)</sup>	<b>Call sign</b>	Belga Radar (En)
		<b>OPR HR</b>	HO
		<b>FREQ</b>	See <a href="#">ENR 2.1. § 3</a>
<b>Remarks</b>	(1) During activation of <a href="#">TRA NB</a> , a corridor between the northern limit of the Maastricht Area and a line from 510131N 0054635E to 510654N 0060336E is attributed to Steenokkerzeel ATCC.		

**Part of MAASTRICHT TMA 2**

<b>Lateral limits</b>	511100N 0054604E - 511100N 0055000E - 511100N 0055825E - 510515N 0060018E - along the Dutch-German border - 505518N 0060331E - 505140N 0060441E - along the Dutch-German border - 504515N 0060116E - along the Dutch-Belgian border - 511100N 0054604E.		
<b>Vertical limits</b>	FL 195 / FL 095 <sup>(1)</sup>		
<b>Airspace class</b>	B		
<b>Control units</b>	Brussels ACC	<b>Call sign</b>	Brussels Control (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">ENR 2.1. § 3</a>

**SASKI A AREA**

<b>Lateral limits</b>	513814N 0023000E - 512536N 0032403E - 511610N 0040650E - along the FIR boundary - 512719N 0023000E - 513814N 0023000E.		
<b>Vertical limits</b>	FL 245 / FL 055		
<b>Airspace class</b>	A (up to FL 195) C (above FL 195)		
<b>Control units</b>	Brussels ACC	<b>Call sign</b>	Brussels Control (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">ENR 2.1. § 3</a>

**ZEELAND A AREA**

<b>Lateral limits</b>	512627N 0030740E - 512356N 0030600E - 512223N 0032147E - along the Dutch-Belgian border - 511821N 0033524E - 512014N 0033627E - 512627N 0030740E.		
<b>Vertical limits</b>	FL 055 / 3500FT AMSL		
<b>Airspace class</b>	E		
<b>Control units</b>	Oostende APP	<b>Call sign</b>	Oostende Approach (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">EBOS AD 2.18</a>

**ZEELAND B AREA**

<b>Lateral limits</b>	512014N 0033627E - 511436N 0040157E - along the Dutch-Belgian border - 511821N 0033524E - 512014N 0033627E.		
<b>Vertical limits</b>	FL 055 / 3500FT AMSL		
<b>Airspace class</b>	E		
<b>Control units</b>	Brussels ACC	<b>Call sign</b>	Brussels Control (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">ENR 2.1. § 3</a>

## 1.2 Germany

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

### MASKIRCHEN B AREA

<b>Lateral limits</b>	510515N 0060018E - 505518N 0060331E - along the Dutch-German border - 510515N 0060018E.		
<b>Vertical limits</b>	FL 195 / FL 095		
<b>Airspace class</b>	E (up to FL 100) C (above FL 100)		
<b>Control units</b>	Brussels ACC	<b>Call sign</b>	Brussels Control (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">ENR 2.1, § 3</a>

### VAALS B AREA

<b>Lateral limits</b>	505047N 0060427E - 504516N 0060114E - along the Dutch-German border - 505047N 0060427E.		
<b>Vertical limits</b>	FL 195 / FL 095		
<b>Airspace class</b>	E (up to FL 100) C (above FL 100)		
<b>Control units</b>	Brussels ACC	<b>Call sign</b>	Brussels Control (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">ENR 2.1, § 3</a>

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

### LUXEMBOURG TMA TWO A

<b>Lateral limits</b>	500748N 0060816E - 500748N 0061252E - 500149N 0061228E - 495714N 0061208E - along the German-Luxembourg border - 500748N 0060816E.		
<b>Vertical limits</b>	FL 145 / 2500FT AGL		
<b>Airspace class</b>	C/E <sup>(1)</sup>		
<b>Control units</b>	Luxembourg APP	<b>Call sign</b>	Luxembourg Approach (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">ELLX AD 2.18</a>
<b>Remarks</b>	<sup>(1)</sup> Airspace class C above FL 095.		

### LUXEMBOURG TMA TWO B

<b>Lateral limits</b>	495536N 0061319E - 495228N 0062026E - 495152N 0061852E - along the German-Luxembourg border - 495536N 0061319E.		
<b>Vertical limits</b>	FL 145 / 1000FT AGL		
<b>Airspace class</b>	C/D/E <sup>(1)</sup>		
<b>Control units</b>	Luxembourg APP	<b>Call sign</b>	Luxembourg Approach (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">ELLX AD 2.18</a>
<b>Remarks</b>	<sup>(1)</sup> Airspace class D at and above 5500 FT AMSL, airspace class C above FL 095.		

### LUXEMBOURG TMA TWO C1

<b>Lateral limits</b>	500149N 0061228E - 495719N 0062051E - 495528N 0061337E - 495608N 0061204E - 500149N 0061228E.		
<b>Vertical limits</b>	FL 095 / 5500FT AMSL		
<b>Airspace class</b>	E		
<b>Control units</b>	Luxembourg APP	<b>Call sign</b>	Luxembourg Approach (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">ELLX AD 2.18</a>

**LUXEMBOURG TMA TWO C2**

<b>Lateral limits</b>	495528N 0061337E - 495228N 0062026E - 494833N 0063010E - 494708N 0063341E - 495032N 0063325E - 495107N 0063220E - 495719N 0062051E - 495528N 0061337E.		
<b>Vertical limits</b>	FL 095 / 5500FT AMSL		
<b>Airspace class</b>	D		
<b>Control units</b>	Luxembourg APP	<b>Call sign</b>	Luxembourg Approach (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">ELLX AD 2.18</a>

**LUXEMBOURG TMA TWO D**

<b>Lateral limits</b>	495228N 0062026E - 494921N 0062812E - along the German-Luxembourg border - 495152N 0061852E - 495228N 0062026E.		
<b>Vertical limits</b>	FL 165 / 1000FT AGL		
<b>Airspace class</b>	C/D/E <sup>(1)</sup>		
<b>Control units</b>	Luxembourg APP	<b>Call sign</b>	Luxembourg Approach (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">ELLX AD 2.18</a>
<b>Remarks</b>	<sup>(1)</sup> Airspace class D at and above 5500 FT AMSL, airspace class C above FL 095.		

**LUXEMBOURG TMA TWO E1**

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

**LUXEMBOURG TMA TWO E2**

<b>Lateral limits</b>	493212N 0063453E - 492340N 0063534E - 493039N 0063055E - 493212N 0063453E.		
<b>Vertical limits</b>	FL 095 / 1000FT AGL <sup>(1)</sup>		
<b>Airspace class</b>	E		
<b>Control units</b>	Luxembourg APP	<b>Call sign</b>	Luxembourg Approach (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">ELLX AD 2.18</a>
<b>Remarks</b>	<sup>(1)</sup> Lower limit partially 2500FT AGL (see <i>AIP Germany</i> for further details).		

**LUXEMBOURG TMA TWO F1**

<b>Lateral limits</b>	493808N 0062543E - 493039N 0063055E - 492837N 0062541E - along the German-French border - 492810N 0062202E - along the German-Luxembourg border - 493808N 0062543E.		
<b>Vertical limits</b>	FL 165 / 1000FT AGL <sup>(1)</sup>		
<b>Airspace class</b>	C/D/E <sup>(2)</sup>		
<b>Control units</b>	Luxembourg APP	<b>Call sign</b>	Luxembourg Approach (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">ELLX AD 2.18</a>
<b>Remarks</b>	<sup>(1)</sup> Lower limit partially 2500FT AGL (see <i>AIP Germany</i> for further details). <sup>(2)</sup> Airspace class D at and above 3500 FT AMSL, airspace class C above FL 095.		



**LUXEMBOURG TMA TWO F2**

<b>Lateral limits</b>	493039N 0063055E - 492340N 0063534E - 492340N 0063308E - along the German-French border - 492837N 0062541E - 493039N 0063055E.		
<b>Vertical limits</b>	FL 165 / 1000FT AGL <sup>(1)</sup>		
<b>Airspace class</b>	C/E <sup>(2)</sup>		
<b>Control units</b>	Luxembourg APP	<b>Call sign</b>	Luxembourg Approach (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">ELLX AD 2.18</a>
<b>Remarks</b>	(1) Lower limit partially 2500FT AGL (see <i>AIP Germany</i> for further details). (2) Airspace class C above FL 095.		

**1.3 France**

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

**LUXEMBOURG TMA THREE**

<b>Lateral limits</b>	492717N 0062854E - 492705N 0061501E - 492652N 0060232E - along the French-Luxembourg border - 492810N 0062202E - along the French-German border - 492717N 0062854E.		
<b>Vertical limits</b>	FL 165 / 2500FT AMSL <sup>(1)</sup>		
<b>Airspace class</b>	D		
<b>Control units</b>	Luxembourg APP	<b>Call sign</b>	Luxembourg Approach (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">ELLX AD 2.18</a>
<b>Remarks</b>	(1) Excluding LF-R45 N3 when active.		

**LUXEMBOURG TMA FOUR**

<b>Lateral limits</b>	493233N 0054523E - along the French-Belgian border - 493247N 0054907E - along the French-Luxembourg border - 492652N 0060232E - 492706N 0055423E - 492708N 0055000E - 492709N 0054907E - 492710N 0054736E - 493233N 0054523E.		
<b>Vertical limits</b>	FL 165 / 2500FT AMSL <sup>(1)</sup>		
<b>Airspace class</b>	D		
<b>Control units</b>	Luxembourg APP	<b>Call sign</b>	Luxembourg Approach (En)
		<b>OPR HR</b>	H24
		<b>FREQ</b>	See <a href="#">ELLX AD 2.18</a>
<b>Remarks</b>	(1) Excluding LF-R45 N3 when active.		

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

**PART OF KOKSIJDE CTR <sup>(1)</sup>**

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

**PART OF KOKSIJDE CTR <sup>(1)</sup>**

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

**PART OF OOSTENDE TMA <sup>(1)</sup>**

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

**(U)L607 AREA**

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

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

**EBR18A - FLORENNES <sup>(1)</sup>**

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

**EBR18B - FLORENNES <sup>(1)</sup>**

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

**EBR24A - KOKSIJDE <sup>(1)</sup>**

<b>Lateral limits</b>	510225N 0022850E - 510131N 0023419E - along the Belgian-French border - 504848N 0023843E - 504322N 0023628E - an arc of circle, 22 NM radius, centered on position 510525N 0023910E and traced clockwise to 504957N 0021415E - 505813N 0022356E - 510225N 0022850E.
<b>Vertical limits</b>	FL 105 / 1500FT AMSL <sup>(2)</sup>
Type of restriction / nature of hazard	Let-down procedure space for jet aircraft.
<b>Remarks</b>	(1) For details, see <i>AIP France</i> (2) Lower limit: 1500 ft AMSL from lateral limits of Koksijde CTR to 16 NM from the ARP, then a slope of 10°30' to the extreme limit of this sector. Upper limit: FL 055 below AWY <u>L60Z</u> ; 1500 ft AMSL below <u>Oostende TMA One</u> .

**LFCBA16B - CROSS BORDER AREA 16 BRAVO <sup>(1)</sup>**

<b>Lateral limits</b>	494112N 0051434E - 494030N 0051133E - 494040N 0045055E - 494920N 0041830E - 495835N 0040853E - along the Belgian-French border - 494112N 0051434E.
<b>Vertical limits</b>	UNL / FL 065
Type of restriction / nature of hazard	Climb-out sector for jet aircraft and let-down procedure space for jet aircraft.
<b>Remarks</b>	(1) For details, see <i>AIP France</i>

**2 TRANSPONDER MANDATORY ZONES****TMZ BRUSSELS FIR**

<b>Lateral limits</b>	<u>Brussels FIR</u>
<b>Vertical limits</b>	FL 195 / GND
<b>Time of Activity</b>	HN

**TMZ KORTRIJK**

<b>Lateral limits</b>	See <u>EBKT AD 2.17</u>
<b>Vertical limits</b>	
<b>Time of Activity</b>	

**3 RADIO MANDATORY ZONES****RMZ BRUSSELS FIR**

<b>Lateral limits</b>	<u>Brussels FIR</u>
<b>Vertical limits</b>	FL 195 / GND
<b>Time of Activity</b>	HN

**RMZ KORTRIJK**

<b>Lateral limits</b>	See <u>EBKT AD 2.17</u>
<b>Vertical limits</b>	
<b>Time of Activity</b>	

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# ENR 4 RADIO NAVIGATION AIDS / SYSTEMS

## ENR 4.1 Radio Navigation Aids - En-route

Name of station (MAG VAR/year)	ID	Frequency (CH)	Hours of operation	Coordinates	DME antenna ELEV	Remarks
1	2	3	4	5	6	7
Affligem DVOR/DME (1°E/2020)	AFI	114.900MHZ (CH 96X)	H24	505428N 0040820E	300FT AMSL	DOC: 40NM - FL250 Sector E: 90NM - FL250.
Antwerpen DVOR/DME (1°E/2020)	ANT	113.500MHZ (CH 82X)	H24	511126N 0042821E	100FT AMSL	DOC: 40NM - FL250
Beauvechain TACAN (2°E/2022)	BBE	(CH 107X)	H24	504525N 0044607E	300FT AMSL	DOC: 100NM - FL250 OPR: Belgian Air Component. Might present azimuth unlocks in sector 094-096, 104-110, 128-130, 169-171, 192-196 DEG. No OPR limitation. Pilots are requested to report any abnormality to ATC.
Kleine-Brogel TACAN (3°E/2024)	BBL	(CH 33X)	H24	511004N 0052816E	200FT AMSL	DOC: 40NM - FL250 OPR: Belgian Air Component.
Florennes TACAN (2°E/2020)	BFS	(CH 52X)	H24	501429N 0043912E	1000FT AMSL	DOC: 100NM - FL600 Sector SE: 200NM - FL600. OPR: Belgian Air Component. TACAN restricted due to azimuth unlocks may be observed in sector R341-R347
Brussels DVOR/DME (1°E/2020)	BUB	114.600MHZ (CH 93X)	H24	505408N 0043217E	200FT AMSL	DOC: 100NM - FL500 FRA (IDA)
Bruno DVOR/DME (1°E/2020)	BUN	110.600MHZ (CH 43X)	H24	510707N 0045032E	100FT AMSL	DOC: 40NM - FL250
Chièvres DVOR (1°E/2020)	CIV	113.200MHZ	H24	503426N 0034958E		DOC: 60NM - FL500 DVOR is located 808M from TACAN. Both aids can therefore not be considered as collocated. FRA (ID)
Chièvres TACAN (2°E/2022)	CIV	(CH 79X)	H24	503420N 0034918E	200FT AMSL	DOC: 60NM - FL500 TACAN unreliable: 056°-234° and 315°-326° beyond 30NM BLW 3000FT. OPR: USAF
Costa DVOR/DME (1°E/2020)	COA	110.050MHZ (CH 37Y)	H24	512053N 0032119E	0FT AMSL	DOC: 60NM - FL500
Diekirch DVOR/DME (3°E/2024)	DIK	114.400MHZ (CH 91X)	H24	495141N 0060747E	1100FT AMSL	DOC DVOR: 100NM - FL500 FRA (IDA)
Flora DVOR/DME (2°E/2020)	FLO	112.050MHZ (CH 57Y)	H24	505236N 0050804E	100FT AMSL	DOC: 50NM - FL250
Gosly DVOR/DME (1°E/2020)	GSY	115.700MHZ (CH 104X)	H24	502714N 0042629E	600FT AMSL	DOC: 30NM - FL260

Name of station (MAG VAR/year)	ID	Frequency (CH)	Hours of operation	Coordinates	DME antenna ELEV	Remarks
1	2	3	4	5	6	7
Huldenberg DVOR/DME (1°E/2020)	HUL	117.550MHZ (CH 122Y)	H24	504458N 0043830E	400FT AMSL	DOC: 40NM - FL250 Sector NNW-NE: 32NM - FL250.
Koksy VORTAC (1°E/2020)	KOK	114.500MHZ (CH 92X)	H24	510541N 0023906E	0FT AMSL	DOC: 80NM - FL500 Sector SE: 100NM - FL500. FRA (I)
Koksy TACAN (1°E/2017)	KOK	(CH 92X)	H24	510557N 0023920E	0FT AMSL	DOC: 80NM - FL500 Sector SE: 100NM - FL500. OPR: Belgian Air Component.
Liège DME	LIE	CH 85Y	H24	504203N 0053258E	700 FT AMSL	DOC: 40NM - FL250
Olno DVOR/DME (2°E/2020)	LNO	112.800MHZ (CH 75X)	H24	503509N 0054237E	900FT AMSL	DOC: 60NM - FL500 Sector NW-SW: 80NM - FL500. FRA (ID)
Luxembourg DVOR/DME (3°E/2024)	LUX	112.250MHZ (CH 59Y)	H24	493822N 0061450E	1200FT AMSL	DOC: 60NM - FL250
Mackel NDB	MAK	360.500KHZ	H24	505752N 0032947E		DOC: 50NM
Maastricht VOR/DME (2°E/2020)	MAS	108.600MHZ (CH 23X)	H24	505819N 0055738E		DOC: 40NM - FL250 OPR: See AIP the Netherlands.
Nicky DVOR/DME (1E°/2020)	NIK	117.400MHZ (CH 121X)	H24	510954N 0041102E	100FT AMSL	DOC: 60NM - FL500 Sector E: 100NM - FL500. FRA (ID)
Oostende NDB	ONO	399.500KHZ	H24	511313N 0030042E		DOC: 50NM
Antwerpen NDB	ONW	355.000KHZ	H24	511003N 0043358E		DOC: 50NM
Sprimont DVOR/DME (2°E/2020)	SPI	113.100MHZ (CH 78X)	H24	503053N 0053725E	1000FT AMSL	DOC: 60NM - FL500 Sector NW-SW: 80NM - FL500. FRA (IDA)

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
AMCEW	502705N 0034520E		MIL BENE and FALCON route
AMHOB	512355N 0043838E		MIL DARK FALCON route
AMMOF	511855N 0041752E	N872	
AMPUM	493227N 0054848E	Z110	
ANETS	505556N 0054412E	UM617	
ANQUZ	504615N 0051904E		MIL BENE route
APHOQ	504600N 0055900E		MIL BENE route
APNIH	511724N 0043220E		MIL BENE and FALCON route
APSUH	503055N 0034002E		MIL BENE route
AQBEF	511500N 0041300E		MIL FALCON route
AQCID	501457N 0041156E		MIL BENE route
AQDAW	512819N 0043949E		MIL BENE route
AQFOF	495217N 0045552E		MIL BENE and FALCON route
ARCKY	501757N 0060756E	L607, N853, Q50, T181, T853	FRA (I), SID ELLX
ARDEN	495143N 0045128E		FRA (E)
ARPUR	511132N 0040505E		IAP EBAW
ARVOL	503245N 0032949E		STAR EBAW, STAR EBBR, STAR EBCI
ARVUG	495522N 0061345E	UN857	
ASDAK	503608N 0061507E	T880	
ASMOX	495410N 0061634E		SID ELLX
ASPIX	502907N 0052500E		SID EBCI
ASQAC	501758N 0041615E		MIL BENE route
ATUJE	502703N 0034345E		MIL DARK FALCON route
AUZON	510915N 0023417E		IAP EBOS
AVFIW	504957N 0025956E		MIL BENE and FALCON route
AWGAW	510256N 0052836E		MIL BENE route
AWQAG	511059N 0051327E		IAP EBBL

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
AXJUQ	504441N 0054117E		MIL BENE route
AZVIF	502856N 0053608E		MIL BENE and FALCON route
BARTU	510011N 0041018E	UY131	
BATTY	503857N 0055056E	L608, T855, T880, Y37	STAR EBAW, STAR EBBR, STAR EBCI
BEKEM	512556N 0043449E	Z311	STAR EBBR
BELOB	504234N 0031252E	UY873	FRA (E)
BETEX	494857N 0062531E	UN858, Z110	STAR ELLX FRA (I)
BEVRI	511522N 0041011E		IAP EBAW
BIBOS	502838N 0041625E		IAP EBCI
BIFXA	511834N 0033350E		MIL BENE route
BITBU	495859N 0063342E		STAR ELLX
BREDI	493120N 0061730E		STAR ELLX
BROGY	511057N 0052656E	N852	
BUGIB	502202N 0062158E	T181	
BULAM	512109N 0024501E	L610	
BULUX	503534N 0051505E		SID EBBR, SID EBCI
BUPAL	504323N 0043604E	UL607, UM617	
BURUS	504252N 0042515E		IAP EBBR
CERHU	502901N 0052929E		
CIHIH	510136N 0051206E		IAP EBBL
CUFPU	511721N 0052935E		IAP EBBL
DEBJE	510941N 0053948E		IAP EBBL
DELOM	501853N 0040523E	UY50, UZ319	FRA (X)
DEMUL	495747N 0055843E	M624, Y181	FRA (ID)
DENOX	505246N 0040140E	L607, N872, UZ319	FRA (ID)
DENOV	503812N 0061226E	T857	
DENUT	511410N 0033927E	L608, L610, UY873, Y18	SID EBBR, STAR EBOS FRA (I)



Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
DIBLI	512443N 0021545E	L610	
DIKBO	505849N 0045234E		IAP EBBR
DINAN	494955N 0051953E	M170, UY157	FRA (I)
DISUK	503533N 0035848E		IAP EBCV
DOCAW	503722N 0045026E		
EBLOQ	510332N 0051545E		IAP EBBL
EFFAP	494530N 0054210E		STAR ELLX
EGZOV	510303N 0043217E		IAP EBBR
ELSIK	511142N 0045955E	L179	SID EBBR FRA (ID)
EMACE	510540N 0050816E		IAP EBBL
EPZOZ	510400N 0050000E		MIL FALCON route
ERIGO	505017N 0053022E	M617	
ERPUD	510304N 0050251E		
ETENO	501055N 0061130E	Y863	
EVAXO	503444N 0035125E		IAP EBCV
EVSEN	502451N 0051832E		IAP EBLG
EXCOS	493420N 0062814E	Q763	SID/STAR ELLX
FAGVE	501005N 0053006E		
FAMEN	495830N 0043400E		DCT (see ENR 3.3. §1)
FERDI	505445N 0033813E	N873, UL607, UY50, Y18, Y50	SID/STAR EBOS FRA (IA)
FEWUZ	500405N 0060726E	TG1	
FOVXO	511936N 0041255E		MIL BENE route
GEBKI	493246N 0052704E	Y180	SID ELLX
GESLO	500445N 0060018E	N852, Z104	STAR EBLG, SID ELLX FRA (IA)
GIGAD	505142N 0025731E		IAP EBKT
GIKLI	504207N 0054402E		IAP EBLG
GIKNU	505738N 0044724E		IAP EBBR

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
GILHE	511452N 0034807E		MIL BENE route
GILOM	504507N 0044627E	L607, M624	STAR EBLG, SID EBAW
GIREL	501514N 0053229E		STAR EBLG
GIRVI	504644N 0030356E		DCT (see ENR 3.3, § 1) FRA (E)
GIVOR	483931N 0062329E		STAR ELLX
GOBNO	505856N 0055923E	Z717	
GOLEX	505643N 0033657E	L607, Y50	
GOPAS	495759N 0060411E	N852, Y181	
GUGNO	502821N 0044842E		IAP EBCI
HELEN	511407N 0035211E	L179, N873, Y28	SID EBBR FRA (I)
IBERA	493030N 0061630E	N853	FRA (I)
IBESA	502939N 0061958E	T853	FRA (I)
IBZOG	511643N 0054048		IAP EBBL
IDOKO	502026N 0035223E	Y50	
IDOSA	494430N 0055211E	UN857, Y180, Z283	FRA (I)
IKIFE	504650N 0025918E		IAP EBKT
IMVIX	502221N 0061706E	T181	
INRAB	510614N 0044115E		IAP EBBR
INTUX	503725N 0040730E		IAP EBCV
IPLAN	504657N 0052501E		IAP EBLG
IRBOR	501852N 0051618E		
IRTON	493300N 0053300E		STAR ELLX
ITDOH	510757N 0055156E		MIL BENE route
JAZFI	510544N 0040206E	Y28	
JUZPA	500557N 0050055E		MIL BENE route
KAQZI	503226N 0051727E		IAP EBLG
KEGIT	512425N 0030624E	L179, L608	

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

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
MATUG	502500N 0062211E	UL607	FRA (I)
MEDIL	502032N 0034030E	N872	SID EBCI FRA (EX)
MINLU	504745N 0030527E		IAP EBKT
MIRZO	505428N 0032821E		IAP EBKT, SID EBKT
MOSET	493247N 0062039E		STAR ELLX
NAVAK	504939N 0055505E	Y868, Z283	
NAXOD	510101N 0045154E		IAP EBBR
NEPIV	502805N 0052335E		IAP EBLG
NIBXE	503013N 0035943E		MIL BENE route
NILEM	501748N 0040708E	UY131	FRA (X)
NISIV	495334N 0061435E	Y180	
NIVOR	504138N 0041727E		IAP EBBR, STAR EBCI
NOYON	511443N 0031038E		IAP EBOS
NPT	512941N 0020000E	TL4	
OGBOL	504918N 0053917E	Y868	
OKLUP	510525N 0044253E		IAP EBBR
OLBUS	503611N 0032206E		IAP LFQQ
OLPUN	503918N 0053933E		IAP EBLG
ORVOS	493024N 0052956E		
OSLID	503020N 0032407E		IAP LFQQ, STAR LFQQ
OSNIZ	510427N 0043513E		IAP EBAW
OSTAT	503312N 0050529E		IAP EBLG
OSVAM	502617N 0044135E		IAP EBCI
OXCAM	494954N 0063018E		STAR ELLX
OXUBA	504717N 0024405E		IAP LFQT
PABLI	503547N 0045543E		SID EBBR
PEHEZ	504500N 0035200E		MIL BENE route

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
PELIX	502949N 0054545E	UL607	
PESOV	502239N 0062054E	T180	
PETAN	493310N 0055238E		STAR ELLX
PEVAD	511629N 0040317E	L191	
PINUS	504547N 0055145E	Z283	
PITES	494343N 0063110E	M150, Z111	SID EBBR FRA (I)
PIZVE	503021N 0052044E		IAP EBLG
PODAT	504145N 0060811E	M170	
PODEN	504121N 0060825E	Y862	
PONIG	494536N 0063410E		IAP ELLX, STAR ELLX
PUTTY	512157N 0042015E		SID EBAW
RAPIX	512635N 0020000E	L610	FRA (X)
RAPOR	493529N 0051247E		SID ELLX
RASCA	500845N 0045252E		FRA (X)
REKPI	502325N 0041251E		IAP EBCI
REMBA	503944N 0045451E	M624, UL607	SID EBBR, STAR ELLX FRA (IDA)
REMGO	494633N 0050116E	UY157	
RERTI	505036N 0053050E		IAP EBLG
RITAX	500440N 0054825E	M624, UT27, Z104, Z283	SID EBBR, SID EBCI, STAR EBLG, STAR ELLX FRA (IDA)
ROBAL	502824N 0033800E	M617, UM617	
ROBON	500442N 0060712E	Z104	
RODRI	505236N 0035146E		STAR EBBR
ROFAC	505330N 0054118E	M617	
ROUSY	492835N 0060654E	M624, UT27	SID EBBR FRA (I)
RUBUT	504905N 0024033E		DCT (see <a href="#">ENR 3.3, § 1</a> ) FRA (E)
RUDEL	504101N 0041337E		IAP EBBR
RUDIX	502504N 0050607E		STAR EBLG

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
RUHUW	505157N 0053756E		MIL BENE route
SASKI	513253N 0023000E	L179, L608	SID EBOS FRA (X)
SISGA	503705N 0040324E	UM617, UZ319	FRA (I)
SIWFI	505344N 0032404E		MIL BENE route
SKARD	510952N 0031229E		IAP EBOS
SOGRI	504823N 0050243E	L608, M617, UM617, Y868	FRA (IDA)
SONDI	511126N 0045018E	L179	SID EBAW
SOPOK	501510N 0054626E	Y863, Z283	SID EBBR, SID EBCI FRA (ID)
SORAL	490650N 0062616E		STAR ELLX
SORAT	511257N 0053548E	L179	
SUMAS	505635N 0060059E	Z283	
SUTAL	492800N 0062330E	N852	SID ELLX FRA (I)
SUXIM	501658N 0061719E	L607	
TALUD	493604N 0052514E	Q763	SID ELLX
TERLA	504057N 0053956E	L608, N852	
TEZCU	501906N 0050747E		MIL DARK FALCON route
TILVI	493630N 0053503E	Q763, Y180	SID ELLX
TOLVU	493731N 0052218E	UN857	FRA (X)
TOSCO	510424N 0023608E		IAP EBOS
TULNI	503327N 0031656E		STAR EBAW, STAR EBBR
TUTSO	502900N 0051204E		IAP EBLG
UBOLT	511934N 0030846E		IAP EBOS
UDRUR	502457N 0050455E		
ULPEN	504520N 0055539E		SID EHBK
ULRUD	510217N 0051555E		
ULTAV	504726N 0052833E		
UMPES	510356N 0044548E		IAP EBBR

Name-code designator	Coordinates	ATS route (ENR 3.2)	ATS route (other)
1	2	3	4
UNLUP	501656N 0052926E		
UPMIT	503907N 0032105E		IAP LFQQ
URORI	503301N 0051601E		
USODU	503642N 0040922E		IAP EBCV
UVETI	505914N 0044542E		IAP EBBR
UZFOW	503442N 0035126E		IAP EBCV
VABIK	511447N 0020000E	Q70	
VAMKA	503252N 0044528E		IAP EBCI
VAMVO	510713N 0043513E		IAP EBBR
VAVOT	492913N 0053400E		STAR ELLX
WOODY	512420N 0042159E	N872, Z310	STAR EBAW, STAR EBBR FRA (I)
ZAFRI	511407N 0023227E		IAP EBOS
ZAGRE	505638N 0045802E		STAR EBBR
ZATWU	500748N 0043053E		MIL BENE route

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**EBR13 - REDU**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 0.8NM radius, centred on 500004N 0050841E.	4500FT AMSL / GND	Prohibited to MIL aircraft. Satellite ground station.	PERM

**EBR16 - MOL**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 3NM radius, centred on 511232N 0050456E.	4500FT AMSL / GND	Entry prohibited to MIL aircraft. Nuclear installations in Mol, Dessel and Geel.	PERM

**EBR17A - LOMBARDSIJDE SECTOR ALPHA**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510907N 0024349E - 511015N 0023959E - an arc of circle, 2.5NM radius, centred on 510919N 0024340E and traced clockwise to 511055N 0024645E - 511008N 0024631E - 510907N 0024349E.	2500FT AMSL / SFC	Entry prohibited. <sup>(1)</sup> Gunnery and air exercises area.	HX <sup>(2)</sup>
<p>(1) Except MIL aircraft transiting to/from Shooting Range Lombardsijde and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Lombardsijde, TEL + 32 (0) 2 442 37 26.</p> <p>(2) Announced by NOTAM.</p>			

**EBR17B - LOMBARDSIJDE SECTOR BRAVO <sup>(1)</sup>**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510907N 0024349E - 511139N 0023503E - an arc of circle, 7.5NM radius, centred on 510839N 0024601E and traced clockwise to 511602N 0024819E - 511008N 0024631E - 510907N 0024349E.	FL240 / SFC <sup>(2)</sup>	Entry prohibited. <sup>(3)</sup> Gunnery and air exercises area.	HX <sup>(4)</sup>
<p>(1) This area includes <u>EBR17A</u>.</p> <p>(2) Upper limit may be restricted to FL 065 (see NOTAM).</p> <p>(3) Except MIL aircraft transiting to/from Shooting Range Lombardsijde and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Lombardsijde, TEL + 32 (0) 2 442 37 26.</p> <p>(4) Announced by NOTAM.</p>			

**EBR17C - LOMBARDSIJDE SECTOR CHARLIE <sup>(1)</sup>**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510907N 0024349E - 511351N 0022721E - an arc of circle, 12.8NM radius, centred on 510839N 0024601E and traced clockwise to 512114N 0024957E - 511008N 0024631E - 510907N 0024349E.	FL240 / SFC <sup>(2)(3)</sup>	Entry prohibited. <sup>(4)</sup> Gunnery and air exercises area.	HX <sup>(5)</sup>
<p>(1) This area includes <u>EBR17A</u> and <u>EBR17B</u>.</p> <p>(2) Firing activity may take place higher than FL240 (see NOTAM).</p> <p>(3) Upper limit may be restricted to FL065 (see NOTAM).</p> <p>(4) Except MIL aircraft transiting to/from Shooting Range Lombardsijde and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Lombardsijde, TEL + 32 (0) 2 442 37 26.</p> <p>(5) Announced by NOTAM.</p>			

**EBR17D - LOMBARDSIJDE SECTOR DELTA**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510907N 0024349E - 511015N 0023959E then a clockwise arc radius 2.5 NM centered on 510919N 0024340E - 511055N 0024645E - 511008N 0024631E - 510907N 0024349E.	500 FT AMSL / SFC <sup>(1)</sup>	BVLOS military UAS training zone. Entry prohibited to non-participating aircraft. <sup>(2)</sup>	HX <sup>(3)</sup>
<p>(1) UAS maximum operating altitude is 300 FT AMSL.</p> <p>(2) Except MIL aircraft transiting to/from Shooting Range Lombardsijde and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Lombardsijde, TEL + 32 (0) 2 442 37 26.</p> <p>(3) Announced by NOTAM. Status of the area can be checked with Oostende ATC. This airspace could be activated simultaneously with <u>EBR17A</u>.</p>			

**EBR19 - MARCHE-EN-FAMENNE**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
501820N 0052340E - 501642N 0052625E - 501506N 0052422E - 501358N 0052105E - 501418N 0052046E - 501717N 0052059E - 501820N 0052340E.	3250FT AMSL / GND	Entry prohibited. <sup>(1)</sup> Gunnery, UAS and air exercises area.	MON to FRI (HOL excl), 0730-2200 (0630-2100) <sup>(2)</sup>
<p>(1) Except MIL aircraft transiting to/from Camp Marche and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Marche-en-Famenne, TEL +32 (0) 473 79 17 05 (Prio 1) or Planning TEL +32 (0) 2 442 29 42 or <a href="mailto:campmarche-trg-securite@mil.be">campmarche-trg-securite@mil.be</a>.</p> <p>(2) Activation outside these hours announced by NOTAM.</p>			

**EBR20 - BRASSCHAAT**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
511827N 0043155E - 511857N 0043055E - 511957N 0043155E - 512327N 0043655E - 512217N 0043855E - 511827N 0043155E.	FL 140 / GND <sup>(1)</sup>	Entry prohibited. Gunnery and air exercises area. <sup>(2)</sup>	HX <sup>(3)</sup>
<p>(1) Upper limit may be restricted to FL070 (see NOTAM).</p> <p>(2) Except MIL aircraft transiting to/from Shooting Range Brasschaat and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Brasschaat, TEL + 32 (0) 2 442 16 37 or + 32 (0) 477 40 42 03.</p> <p>(3) Announced by NOTAM.</p>			

**EBR22 - CASTEAU**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 4NM radius, centred on 502957N 0035855E.	2500FT AMSL / GND	Entry prohibited. Supreme Headquarters Allied Powers Europe (SHAPE). <sup>(1)</sup>	PERM
<p>(1) Not applicable to State aircraft or if authorized by Chièvres TWR on ATC frequency.</p>			

**EBR23 - DOEL**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle radius 1 NM centered on 511930N 0041532E.	2000FT AMSL / GND	Prohibited to MIL aircraft. Nuclear installation.	PERM

**EBR24B - KOKSIJDE LET-DOWN**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510131N 0023419E - along the Belgian-French border - 504848N 0023843E - 505957N 0024337E - 510131N 0023419E.	4500FT AMSL / 1500FT AMSL	Let-down procedure space for jet aircraft. <sup>(1)</sup>	During EBFN OPR HR <sup>(2)</sup>
(1) Crossing clearance shall be requested from Koksijde APP.			
(2) EBFN OPR HR can be checked with Brussels FIC or Steenokkerzeel ATCC.			

**EBR25 - KOKSIJDE CLIMB-OUT**

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

**EBR27 - LOKEREN**

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

**EBR31 - WESTROZEBEKE-HOUTHULST**

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

**EBR41A - LAGLAND-ARLON**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
493901N 0054000E - 494053N 0054438E - 493939N 0054601E - 493745N 0054236E - 493901N 0054000E.	3 750 FT AMSL / GND <sup>(1)</sup>	Entry prohibited. <sup>(2)</sup> Gunnery and air exercises area.	<b>MON-FRI (HOL excl)</b> 0700-2300 (0600-2200) <b>SAT, SUN and HOL</b> 0700-1600 (0600-1500) <sup>(3)</sup>
(1) Upper limit may occasionally be raised to FL 075 or FL 095, to be announced by NOTAM.			
(2) Except MIL aircraft transiting to/from Camp Lagland and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Lagland, TEL + 32 (0) 2 441 49 01 or + 32 (0) 499 58 01 24.			
(3) Activation outside these hours will be announced by NOTAM.			

**EBR41B - LAGLAND-ARLON**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
493901N 0053945E - 494111N 0054259E - 494114N 0054724E - 493939N 0054601E - 493745N 0054236E - 493901N 0053945E.	3 750 FT AMSL / GND	Entry prohibited. <sup>(1)</sup> Gunnery, UAS and air exercises area.	<b>MON-FRI (HOL excl)</b> 0000-2359 (2300-2259) <sup>(2)</sup>
<p>(1) Except MIL aircraft transiting to/from Camp Lagland and those participating in (combined) land-air exercises, after coordination with Shooting Range Safety Office Lagland, TEL + 32 (0) 2 441 49 01 or + 32 (0) 499 58 01 24.</p> <p>(2) Activation outside these hours will be announced by NOTAM.</p>			

**EBR42 - BEVERLO 01**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510927N 0051530E - 510927N 0052125E - 510737N 0052125E - 510703N 0051530E - 510927N 0051530E.	FL065 / GND <sup>(1)</sup>	Entry prohibited. <sup>(2)</sup> Gunnery and air exercises area.	<b>MON-FRI (HOL excl)</b> JAN, FEB, NOV and DEC: 0700-1500 and 1700-2000 MAR and OCT: 0700-1500 (0600-1400) and 1900-2200 (1800-2100) APR and SEP: 0600-1400 and 1900-2200 MAY, JUN, JUL and AUG: 0600-1400 and 2000-2300 <b>SAT, SUN and HOL</b> 0730-1530 (0630-1430) <sup>(3)</sup>
<p>(1) Upper limit 2700FT AMSL on MON to FRI (HOL excl), unless announced by NOTAM.</p> <p>(2) Except MIL aircraft transiting to/from Camp Beverlo and those participating in combined Land and Air Component A/A exercises, after coordination with Shooting Range Safety Office Beverlo, TEL + 32 (0) 2 442 49 43 or + 32 (0) 2 442 49 15.</p> <p>(3) Activation outside these hours will be announced by NOTAM.</p>			

**EBR44 - MARCHOVELETTE**

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

**EBR45 - BEVERLO 02**

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

**EBR49 - ZUTENDAAL**

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

**EBR50 - CLERMONT-LEZ-HUY**

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

**EBR52 - PETIT-RŒULX**

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

**EBR54 - ANTWERP HARBOUR**

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

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

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

**EBR55 - GHENT HARBOUR**

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

**EBR56 - ZEEBRUGGE HARBOUR**

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

(1) Contact Port Authority Zeebrugge: TEL +32 (0) 50 54 68 67 or email [HKD.zeebrugge@portofantwerpbruges.com](mailto:HKD.zeebrugge@portofantwerpbruges.com).

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

**EBR57 - EEPOEL**

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

**EBR61 - SINT-TRUIDEN 1**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504752N 0051121E - 504739N 0051136E - 504731N 0051133E - 504732N 0051113E - 504743N 0051114E - 504752N 0051121E.	1000FT AMSL / GND	RPAS testing and training zone. Prohibited to non-participating aircraft.	HJ <sup>(1)</sup>

(1) ACT can be checked with EBST local authorities (see [EBST AD 2.2](#)).

**EBR62 - SINT-TRUIDEN 2**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504745N 0051214E - 504722N 0051116E - 504743N 0051113E - 504800N 0051125E - 504803N 0051154E - 504745N 0051214E.	2000FT AMSL / GND	RPAS testing and training zone. Prohibited to non-participating aircraft.	activation announced by NOTAM <sup>(1)</sup>

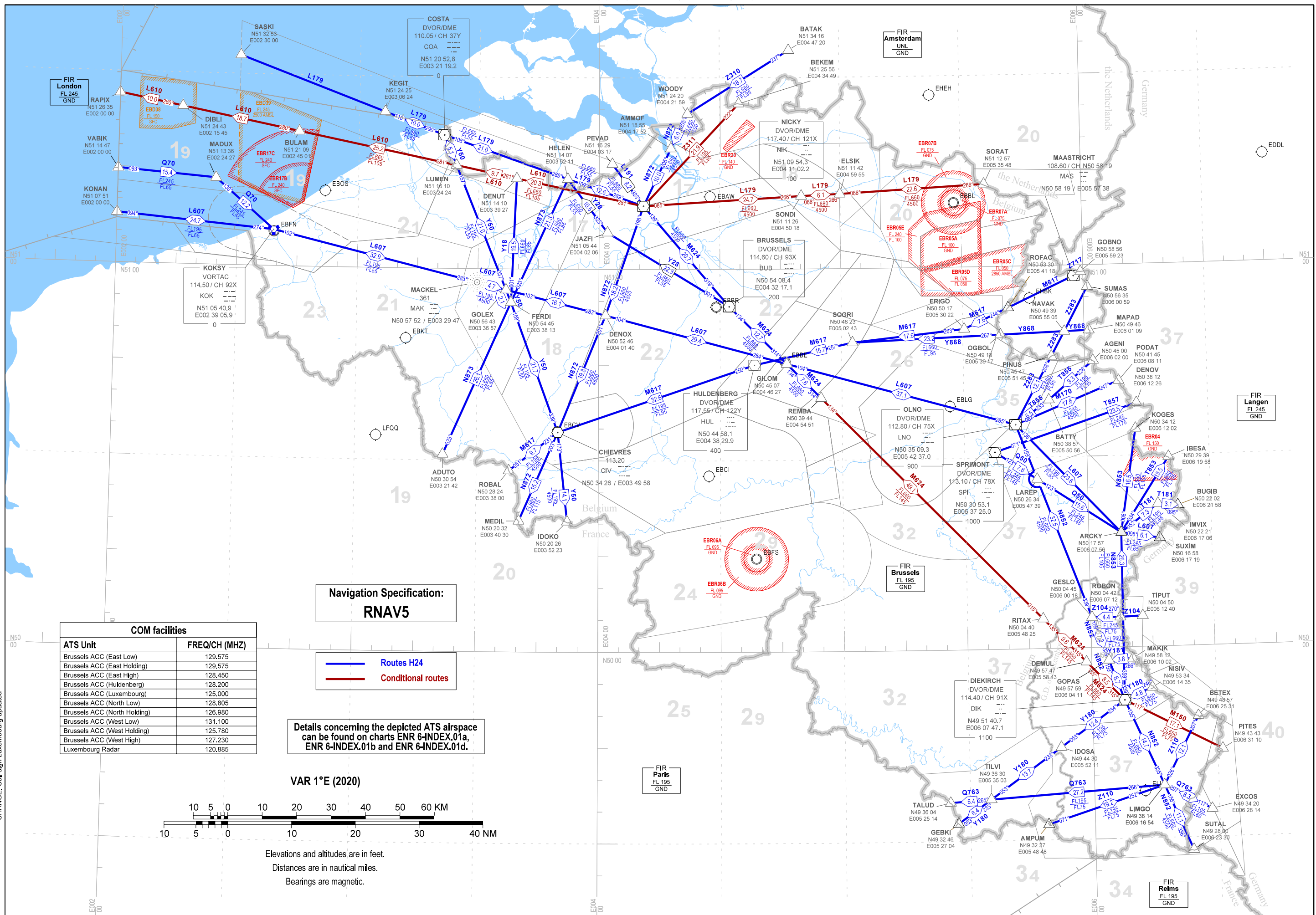
(1) ACT can be checked with EBST local authorities (see [EBST AD 2.2](#)).

**EBR63 - SINT-TRUIDEN 3**

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
504635N 0050920E - 504632N 0050957E - 504621N 0051026E - 504558N 0050956E - 504617N 0050855E - 504635N 0050920E.	650FT AMSL / GND	RPAS testing and training zone. Prohibited to non-participating aircraft.	activation announced by NOTAM <sup>(1)</sup>

(1) ACT can be checked with EBST local authorities (see [EBST AD 2.2](#)).

### En-route Chart - ICAO RNAV ROUTES IN THE LOWER AIRSPACE

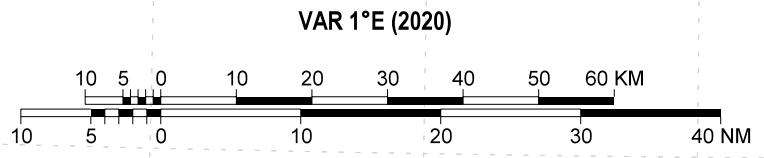


Navigation Specification:  
**RNAV5**

— Routes H24  
— Conditional routes

Details concerning the depicted ATS airspace can be found on charts ENR 6-INDEX.01a, ENR 6-INDEX.01b and ENR 6-INDEX.01d.

COM facilities	
ATS Unit	FREQ/CH (MHZ)
Brussels ACC (East Low)	129.575
Brussels ACC (East Holding)	129.575
Brussels ACC (East High)	128.450
Brussels ACC (Huldenberg)	128.200
Brussels ACC (Luxembourg)	125.000
Brussels ACC (North Low)	128.805
Brussels ACC (North Holding)	126.980
Brussels ACC (West Low)	131.100
Brussels ACC (West Holding)	125.780
Brussels ACC (West High)	127.230
Luxembourg Radar	120.885



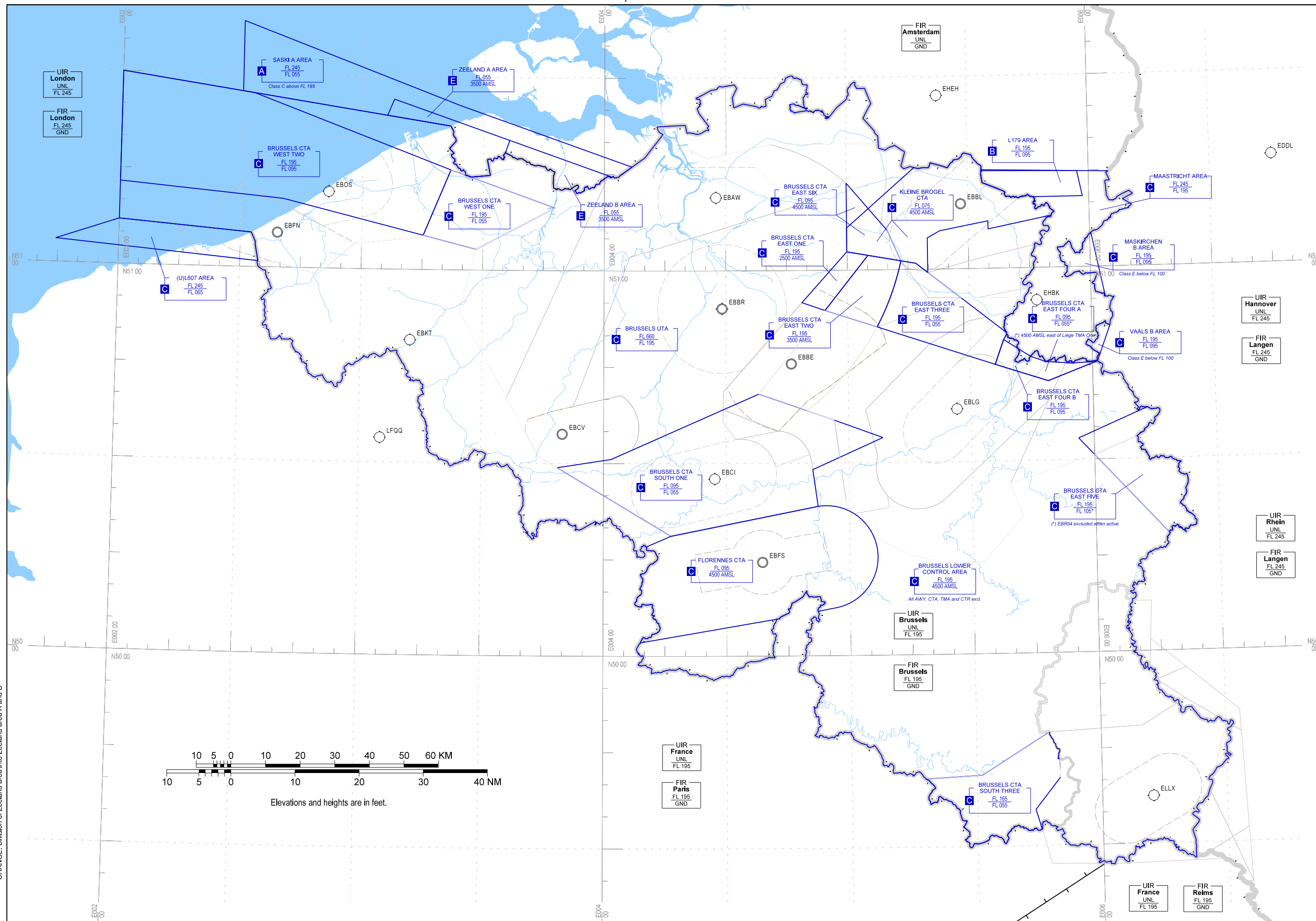
Elevations and altitudes are in feet.  
Distances are in nautical miles.  
Bearings are magnetic.

CHANGE: Call sign Luxembourg updated

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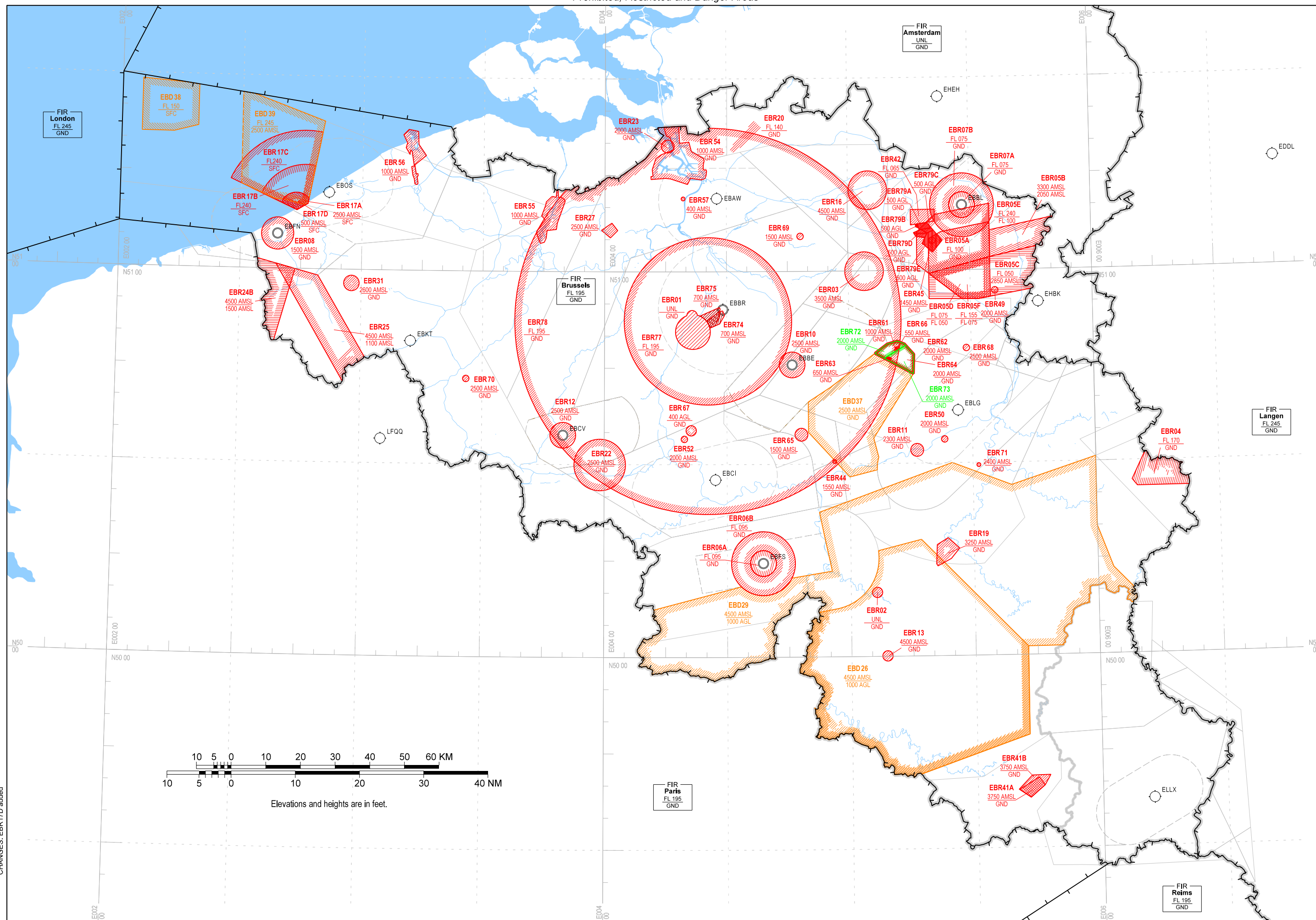
### Index Chart ATS Airspace: Other Control Areas



CHANGE: Division of Zeeland area into Zeeland area A and B

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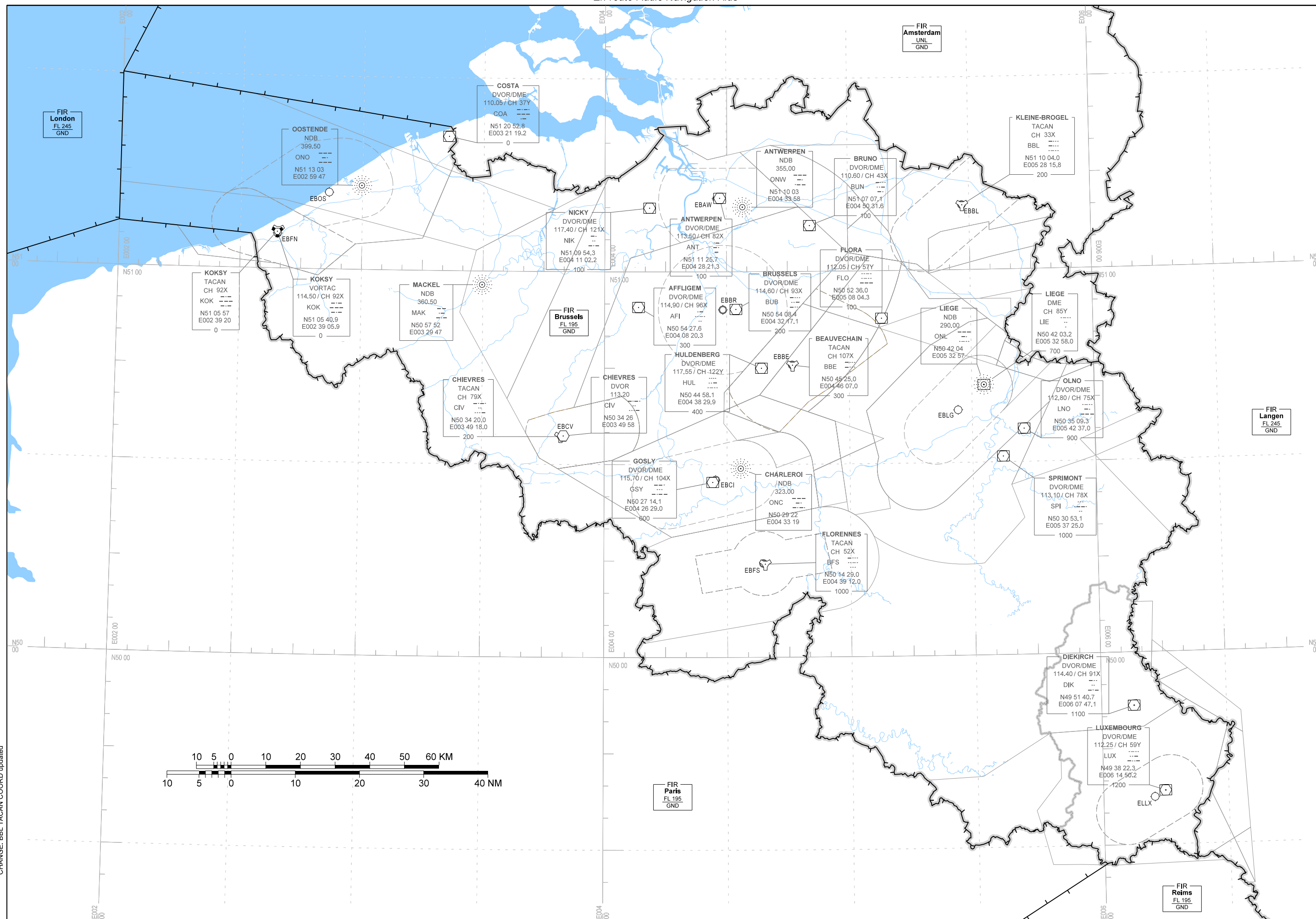
### Index Chart Prohibited, Restricted and Danger Areas



CHANGES: EBR17D added

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### Index Chart En-route Radio Navigation Aids



CHANGE: BBL TACAN COORD updated

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## **AD 0.6 Table of Contents to Part 3**

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### **AD 0 INTRODUCTION**

**AD 0.1 Preface**

**AD 0.2 Record of AIP Amendments**

**AD 0.3 Record of AIP Supplements**

**AD 0.4 Checklist of AIP Pages**

**AD 0.5 List of Hand Amendments to the AIP**

**AD 0.6 Table of Contents to Part 3**

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### **AD 1 AERODROMES/HELIPORTS - INTRODUCTION**

**AD 1.1 Aerodrome/Heliport Availability and Conditions of Use**

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

**AD 1.3 Index to Aerodromes and Heliports**

**AD 1.4 Grouping of Aerodromes / Heliports**

**AD 1.5 Status of Certification of Aerodromes**

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**AD 2 PUBLIC AERODROMES**

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**AD 2 MILITARY AERODROMES**

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**AD 2 PRIVATE AERODROMES**

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**AD 2 ULM AERODROMES**

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**AD 2 PERSONAL AERODROMES**

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**AD 3 MILITARY HELIPORTS**

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**AD 3 HOSPITAL HELIPORTS**

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**AD 3 PRIVATE HELIPORTS**

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**AD 3 PERSONAL HELIPORTS**

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

1	<b>Types of clearing equipment</b>	40 vehicles composed of: <ul style="list-style-type: none"> <li>• sweepers-blowers</li> <li>• tractors equipped with sweeper-blower</li> <li>• sprayers of de-icing liquid</li> <li>• snow blowers</li> <li>• stand-sweepers</li> <li>• spreaders</li> </ul>
2	<b>Clearance priorities</b>	<ol style="list-style-type: none"> <li>1. runways, appropriate important taxiways and holding bays</li> <li>2. important aprons and aircraft stands</li> <li>3. remaining part movement area and all roads outside the movement area</li> </ol>
3	<b>Use of material for movement area surface treatment</b>	KFOR (potassium formate fluids) and NAFO (sodium formate solids) used.
4	<b>Specially prepared winter runways</b>	Not applicable
5	<b>Remarks</b>	<p>Transmission of information by ATIS, SNOWTAM and RCR based on RCAM.</p> <p>Designated authority to co-ordinate information on the current state of progress of snow clearance operations and the condition of the movement area is the Airside Inspection:</p> <p>TEL: +32 (0) 2 753 69 00  FAX: +32 (0) 2 753 69 09  Email: <a href="mailto:airside.inspection@brusselsairport.be">airside.inspection@brusselsairport.be</a></p>

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

1	<b>Apron designation, surface and strength</b>	Apron 1 north: CONC, PCN 72/R/A/W/T; PCR 980/R/A/W/T Apron 1 south, 2 north and 2 south: CONC, PCN 77/R/A/W/T; PCR 980/R/A/W/T Apron 3 north/south: CONC, PCN 68/R/C/W/T; PCR 980/R/A/W/T Apron Satellite: CONC, PCN 110/R/B/W/T; PCR 1260/R/B/W/T Apron 4: CONC, PCN 63/R/D/W/; PCR INFO NOT AVBL Apron 9: CONC, PCN 117/R/B/W/T; PCR 1260/R/B/W/T Apron 10: CONC, PCN 75/R/B/W/T; PCR 610/R/A/W/T Apron 40: CONC, PCN 68/R/C/W/T; PCR 980/R/A/W/T Apron 51b: CONC, PCN 70/R/C/W/U; PCR 870/R/B/W/T Apron 51c: CONC, PCN 70/R/C/W/U; PCR 50/R/A/W/T Apron 53: CONC, PCN 76/R/C/W/T; PCR 400/R/A/W/T Apron 54: CONC, PCN 73/R/B/W/T (entry S and entry W: PCN 80/F/A/W/T); PCR 440/R/A/W/T Apron 55: CONC, PCN 43/R/C/W/T; PCR 220/R/B/W/T Apron 56: CONC, PCN 76/F/A/W/T; PCR 540/R/A/W/T Apron 60 north/south: CONC, PCN 120/R/B/W/T; PCR 980/R/A/W/T
2	<b>Taxiway width</b>	See chart <a href="#">AD2 EBBR-GMC.02</a>
	<b>Taxiway surface</b>	See chart <a href="#">AD2 EBBR-GMC.02</a>
	<b>Taxiway strength</b>	See chart <a href="#">AD2 EBBR-GMC.02</a>
3	<b>ACL and elevation</b>	On satellite and parking areas (mean elevation 175FT)
4	<b>VOR check points</b>	NIL
5	<b>INS check points</b>	See chart <a href="#">AD2 EBBR-APDC.01</a> and <a href="#">AD2 EBBR-APDC.02</a>
6	<b>Remarks</b>	Slopes: apron 9 1.30% MAX, stand 304 1.30% MAX.

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

<b>1</b>	<b>Aircraft stand identification signs</b>	Stands 142 to 172, 143, 145R to 169, 204 to 210, 228 to 240, 205 to 237, 680 to 694, 696 to 699, 951, 959 to 971
	<b>Taxiway guide lines</b>	AVBL
	<b>Visual docking/parking guidance system at aircraft stands</b>	Parking guidance lines are available at all stands. For docking guidance system, see EBBR AD 2.20, § 3.1.
<b>2</b>	<b>Runway markings and lighting</b>	Designation, threshold, touchdown zone, centre line and side stripe markings, aiming point
	<b>Taxiway markings and lighting</b>	Centre line, edge lines and holding positions (CAT I and CAT II/III operations) at the TWY/ RWY intersections. Intermediate holding positions are available (not lighted).
<b>3</b>	<b>Stop bars</b>	AVBL (see chart AD2 EBBR GMC.01)
	<b>Runway guard lights</b>	All runway holding positions CAT I or CAT II/III are equipped with runway guard lights, except for TWY B1-E7 and TWY W41-W42, which only have runway guard lights on one side of the taxiways respectively due to the proximity of both taxiways. Runway guard lights Configuration A (two pairs of yellow lights) are used.
<b>4</b>	<b>Other runway protection measures</b>	NO ENTRY markings and signs on TWY C5
<b>5</b>	<b>Remarks</b>	<p>Line-up position signs at RWY 07R:</p> <ul style="list-style-type: none"> <li>• sign "PSN 1" (line-up position 1) on the left beyond the PAPI at 461.4M from THR 07R</li> <li>• sign "PSN 2" (line-up position 2) on the left at 743.7M from THR 07R (BTN TWY C6 and C5)</li> <li>• sign "PSN H" (line-up position heavy) on the left at 194m from THR 07R</li> </ul>

## EBBR AD 2.10 Aerodrome Obstacles

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

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

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

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

### Close-in Obstacles

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

## Close-in Obstacles

Name	Latitude	Longitude	ALT (M)	ALT (FT)	Controlling	Vegetation
EBBR_135	505443.62N	0043027.08E	43.3	142	Close-in RWY07L	NO
Tree2147	505453.57N	0043024.25E	40.7	134	Close-in RWY07L	YES
Tree2174	505445.76N	0043046.88E	50.3	165	Close-in RWY07L	YES
Tree2112	505445.78N	0043030.89E	41	135	Close-in RWY07L	YES
Tree2136	505449.17N	0043027.94E	40.8	134	Close-in RWY07L	YES
Tree2120	505457.75N	0043023.24E	41.5	136	Close-in RWY07L	YES
Tree2126	505451.40N	0043026.79E	40.8	134	Close-in RWY07L	YES
Tree2115	505445.47N	0043032.57E	41.6	136	Close-in RWY07L	YES
Tree2124	505452.13N	0043026.19E	40.7	134	Close-in RWY07L	YES
Tree2130	505451.16N	0043026.83E	40.6	133	Close-in RWY07L	YES
Tree2098	505449.40N	0043038.05E	45.9	151	Close-in RWY07L	YES
Tree2109	505446.23N	0043031.63E	41.2	135	Close-in RWY07L	YES
Tree2114	505445.49N	0043031.81E	40.8	134	Close-in RWY07L	YES
Tree2140	505451.82N	0043026.13E	40.1	132	Close-in RWY07L	YES
Tree2183	505446.65N	0043044.34E	47.5	156	Close-in RWY07L	YES
Tree2127	505451.72N	0043027.44E	40.6	133	Close-in RWY07L	YES
Tree2128	505450.86N	0043025.42E	39.2	129	Close-in RWY07L	YES
Tree2096	505448.75N	0043039.15E	45.3	149	Close-in RWY07L	YES
Tree2132	505450.26N	0043025.90E	39.2	129	Close-in RWY07L	YES
Tree2138	505448.41N	0043027.29E	39.2	129	Close-in RWY07L	YES
Tree2135	505449.17N	0043026.42E	39	128	Close-in RWY07L	YES
Tree2171	505447.20N	0043048.88E	49.4	162	Close-in RWY07L	YES
Tree2134	505449.83N	0043027.90E	39.7	130	Close-in RWY07L	YES
Tree2159	505451.46N	0043047.77E	50	164	Close-in RWY07L	YES
Tree2177	505446.93N	0043045.83E	46.9	154	Close-in RWY07L	YES
Tree2182	505447.38N	0043043.19E	45.8	150	Close-in RWY07L	YES
Tree2172	505447.06N	0043048.26E	48	157	Close-in RWY07L	YES
Tree2180	505449.93N	0043046.33E	47.8	157	Close-in RWY07L	YES
Tree2125	505451.49N	0043024.86E	38.4	126	Close-in RWY07L	YES
Tree2129	505450.76N	0043026.40E	38.6	127	Close-in RWY07L	YES
Tree2232	505352.80N	0043149.88E	62.8	206	Close-in RWY07R	YES
Tree2233	505353.69N	0043148.84E	58.9	193	Close-in RWY07R	YES
Tree2234	505353.45N	0043149.13E	58.9	193	Close-in RWY07R	YES
Tree2349	505403.34N	0043128.30E	50.1	164	Close-in RWY07R	YES
Tree2235	505354.17N	0043148.27E	56.4	185	Close-in RWY07R	YES
Tree71	505314.06N	0042847.97E	62.5	205	Close-in RWY25L	YES
ID_8	505312.04N	0042843.57E	74.5	244	Close-in RWY25L	NO
ID_8	505312.07N	0042843.40E	74.5	244	Close-in RWY25L	NO
ID_8	505311.88N	0042843.45E	74.5	244	Close-in RWY25L	NO
ID_8	505311.94N	0042843.31E	74.5	244	Close-in RWY25L	NO
Tree72	505314.24N	0042846.62E	61.4	201	Close-in RWY25L	YES
Tree52	505313.52N	0042846.78E	61.2	201	Close-in RWY25L	YES
Tree53	505313.54N	0042847.01E	60.6	199	Close-in RWY25L	YES
EBBR_109	505312.03N	0042843.52E	71.9	236	Close-in RWY25L	NO
Tree76	505315.32N	0042841.79E	66.6	219	Close-in RWY25L	YES
Tree2388	505312.57N	0042844.90E	64.1	210	Close-in RWY25L	YES
Tree74	505314.72N	0042843.90E	63.5	208	Close-in RWY25L	YES
Tree75	505314.94N	0042842.76E	63.4	208	Close-in RWY25L	YES
Tree73	505314.35N	0042845.67E	59.9	197	Close-in RWY25L	YES
Tree2250	505315.14N	0042850.41E	53	174	Close-in RWY25L	YES

## Close-in Obstacles

Name	Latitude	Longitude	ALT (M)	ALT (FT)	Controlling	Vegetation
Tree55	505311.67N	0042842.18E	65.4	215	Close-in RWY25L	YES
Tree2347	505311.63N	0042842.19E	65.4	215	Close-in RWY25L	YES
Tree50	505313.54N	0042845.09E	59.3	195	Close-in RWY25L	YES
Tree51	505313.52N	0042845.50E	58.8	193	Close-in RWY25L	YES
Tree77	505315.53N	0042840.55E	62.7	206	Close-in RWY25L	YES
Tree46	505312.26N	0042843.32E	61.2	201	Close-in RWY25L	YES
Tree81	505313.94N	0042839.82E	63.5	208	Close-in RWY25L	YES
Tree78	505316.09N	0042840.42E	61.2	201	Close-in RWY25L	YES
Tree56	505311.46N	0042838.08E	65.3	214	Close-in RWY25L	YES
Tree2343	505311.43N	0042838.08E	65.3	214	Close-in RWY25L	YES
Tree57	505311.45N	0042837.42E	64.4	211	Close-in RWY25L	YES
Tree2256	505311.39N	0042837.46E	64	210	Close-in RWY25L	YES
Tree59	505311.77N	0042837.09E	62.7	206	Close-in RWY25L	YES
Tree2257	505311.74N	0042837.09E	62.7	206	Close-in RWY25L	YES
Tree2258	505311.67N	0042836.66E	62.5	205	Close-in RWY25L	YES
Tree58	505311.71N	0042836.68E	62.5	205	Close-in RWY25L	YES
Tree62	505313.27N	0042837.32E	61.2	201	Close-in RWY25L	YES
Tree79	505315.08N	0042839.53E	58.9	193	Close-in RWY25L	YES
Tree48	505312.86N	0042844.43E	56.5	185	Close-in RWY25L	YES
Tree49	505312.93N	0042844.58E	56.3	185	Close-in RWY25L	YES
Tree60	505310.97N	0042837.00E	61.7	202	Close-in RWY25L	YES
Tree2254	505310.96N	0042836.94E	61.7	202	Close-in RWY25L	YES
Tree66	505312.08N	0042831.49E	64.2	211	Close-in RWY25L	YES
Tree65	505312.33N	0042831.39E	64.1	210	Close-in RWY25L	YES
Tree47	505312.48N	0042842.74E	57.1	187	Close-in RWY25L	YES
Tree64	505313.00N	0042832.06E	63	207	Close-in RWY25L	YES
Tree33	505312.31N	0042831.17E	63.4	208	Close-in RWY25L	YES
Tree30	505319.41N	0042830.40E	61.1	200	Close-in RWY25L	YES
Tree95	505312.99N	0042842.51E	56.2	184	Close-in RWY25L	YES
Tree100	505308.90N	0042834.20E	61.5	202	Close-in RWY25L	YES
Tree2345	505308.93N	0042834.22E	61.4	201	Close-in RWY25L	YES
Tree61	505314.88N	0042836.11E	58.3	191	Close-in RWY25L	YES
Tree63	505313.19N	0042837.77E	58	190	Close-in RWY25L	YES
EBBR_129	505342.15N	0042703.61E	64.4	211	Close-in RWY25R	NO
EBBR_130	505338.96N	0042657.31E	70.8	232	Close-in RWY25R	NO
EBBR_88	505337.96N	0042609.31E	83	272	Close-in RWY25R	NO
Tree2092	505503.13N	0043017.04E	49.6	163	Close-in RWY01	YES
Tree2091	505503.48N	0043017.50E	49	161	Close-in RWY01	YES
Tree2121	505456.60N	0043022.54E	41.1	135	Close-in RWY01	YES
Tree2120	505457.75N	0043023.24E	41.5	136	Close-in RWY01	YES
Tree209	505231.80N	0042920.75E	82.3	270	Close-in RWY19	YES
Tree210	505231.94N	0042920.75E	82.2	270	Close-in RWY19	YES
Tree208	505231.62N	0042920.78E	81.4	267	Close-in RWY19	YES
Tree108	505249.48N	0042908.49E	70.4	231	Close-in RWY19	YES

**Visual Segment Surface (VSS) Penetration**

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

**EBBR AD 2.11 Meteorological Information Provided**

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

**EBBR AD 2.12 Runway Physical Characteristics**

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

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) / (PCR) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				RWY end COORD	
				THR geoid undulation	
1	2	3	4	5	6
07R	069.89°	3211 x 45	120/F/A/W/T 720/F/A/X/T ASPH	505321.89N 0042855.40E	THR 166.4FT
				505356.18N 0043123.84E	
				149.1FT	
25L	249.89°	3211 x 45	120/F/A/W/T 720/F/A/X/T ASPH	505356.18N 0043123.84E	THR 150.3FT TDZ 156.9FT
				505320.54N 0042849.54E	
				149.2FT	
07L	65.35°	3638 x 45	120/F/A/W/T 720/F/A/X/T ASPH	505400.54N 0042735.80E	THR 120.8FT
				505445.60N 0043011.75E	
				149.0FT	
25R	245.35°	3638 x 45	120/F/A/W/T 720/F/A/X/T ASPH	505441.57N 0042957.79E	THR 102.1FT TDZ 103.9FT
				505356.66N 0042722.38E	
				149.1FT	

RWY designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	Dimensions of RESA
7	8	9	10	11	12
01	-0.78%	NIL	NIL	3 107 x 300	236 x 100
19	+0.78%	NIL	NIL	3 107 x 300	158 x 100
07R	-0.15%	NIL	NIL	3 331 x 300	153 x 90
25L	+0.15%	NIL	NIL	3 331 x 300	107 x 90
07L	-0.21%	NIL	NIL	3 758 x 300	175 x 90
25R	+0.21%	NIL	NIL	3 758 x 300	516 x 90

RWY designator	Location and description of arresting gear	OFZ	RMK
13	14	15	16
01	NIL	yes	Longitudinal slope first quarter > 0,8% and < 1,0% For details on obstacles present in the OFZ, see chart <a href="#">AD 2 EBBR-ADC.01</a>
19	NIL	yes	Longitudinal slope last quarter > 0,8% and < 1,0% For details on obstacles present in the OFZ, see chart <a href="#">AD 2 EBBR-ADC.01</a>
07R	NIL	yes	Maximum steering angle on turn pad is 64° For details on obstacles present in the OFZ, see chart <a href="#">AD 2 EBBR-ADC.01</a>
25L	NIL	yes	Maximum steering angle on turn pad is 64° For details on obstacles present in the OFZ, see chart <a href="#">AD 2 EBBR-ADC.01</a>
07L	NIL	yes	For details on obstacles present in the OFZ, see chart <a href="#">AD 2 EBBR-ADC.01</a>
25R	NIL	yes	For details on obstacles present in the OFZ, see chart <a href="#">AD 2 EBBR-ADC.01</a>

**EBBR AD 2.13 Declared Distances**

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
01	2987	2987	2987	2941	NIL
19	2987	2987	2987	2767	NIL
07R	2893	2893	2893	3089	No TKOF before PSN H
25L	3211	3211	3211	3211	NIL
07L	3638	3638	3638	3350	NIL
25R	3638	3638	3638	3339	NIL

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

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

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

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

**EBBR AD 2.14 Approach and Runway Lighting**

RWY 01			
Approach lighting system	Type:	PALS CAT II / III	VASIS
	Length:	900M (*)	
	Intensity:	LIH	
Runway threshold lights	Colour:	green	Touchdown zone lights
	Wing bars:	NIL	
Runway end lights	Colour:	red	Stopway lights
	Wing bars:	NIL	
			Type: PAPI (left / 3°)
			MEHT: 58 FT
			900M
			NIL

RWY 01			
Runway centre line lights	Length:	2987M	white: from 0 to 2087M
	Spacing:	15M	red / white: from 2087 to 2687M
	Intensity:	LIH	red: from 2687 to 2987M
Runway edge lights	Length:	2987M	red: from 0 to 45M
	Spacing:	30M	white: from 45 to 2387M
	Intensity:	LIH	yellow: from 2387M to 2987M
Remarks	(*) Barrette at 570M omitted due to railway LED (except PAPI which are halogen)		

RWY 19					
Approach lighting system	Type:	PALS CAT I	VASIS	Type:	PAPI (left / 3°)
	Length:	630M		MEHT:	56 FT
	Intensity:	LIH			
Runway threshold lights	Colour:	green	Touchdown zone lights	NIL	
	Wing bars:	NIL			
Runway end lights	Colour:	red	Stopway lights	NIL	
	Wing bars:	NIL			
Runway centre line lights	Length:	2987M	white:	from 0 to 2087M	
	Spacing:	15M	red / white:	from 2087 to 2687M	
	Intensity:	LIH	red:	from 2687 to 2987M	
Runway edge lights	Length:	2987M	red:	from 0 to 220M	
	Spacing:	30M	white:	from 220 to 2387M	
	Intensity:	LIH	yellow:	from 2387M to 2987M	
Remarks	LED (except PAPI which are halogen)				

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

RWY 25L					
Approach lighting system	Type:	PALS CAT II / III	VASIS	Type:	PAPI (left / 3°)
	Length:	900M		MEHT:	65 FT
	Intensity:	LIH			
Runway threshold lights	Colour:	green	Touchdown zone lights	900M	
	Wing bars:	NIL			
Runway end lights	Colour:	red	Stopway lights	NIL	
	Wing bars:	NIL			



RWY 25L			
Runway centre line lights	Length:	3211M	white: from 0 to 2311M
	Spacing:	15M	red / white: from 2311 to 2911M
	Intensity:	LIH	red: from 2911 to 3211M
Runway edge lights	Length:	3211M	white: from 0 to 2611M
	Spacing:	30M	yellow: from 2611 to 3211M
	Intensity:	LIH	
Remarks	LED (except PAPI, THR and RWY end lights which are halogen)		

RWY 07L			
Approach lighting system	Type:	PALS CAT I	Type: PAPI (left / 3°)
	Length:	900M	MEHT: 65 FT
	Intensity:	LIH	
Runway threshold lights	Colour:	green	Touchdown zone lights
	Wing bars:	NIL	
Runway end lights	Colour:	red	Stopway lights
	Wing bars:	NIL	
Runway centre line lights	Length:	3638M	white: from 0 to 2738M
	Spacing:	15M	red / white: from 2738 to 3338M
	Intensity:	LIH	red: from 3338 to 3638M
Runway edge lights	Length:	3638M	red: from 0 to 288M
	Spacing:	30M	white: from 288 to 3038M
	Intensity:	LIH	yellow: from 3038 to 3638M
Remarks	LED (except PAPI which are halogen)		

RWY 25R			
Approach lighting system	Type:	PALS CAT II / III	Type: PAPI (right / 3°)
	Length:	600M	MEHT: 60 FT
	Intensity:	LIH	
Runway threshold lights	Colour:	green	Touchdown zone lights
	Wing bars:	NIL	
Runway end lights	Colour:	red	Stopway lights
	Wing bars:	NIL	
Runway centre line lights	Length:	3608M	white: from 30 to 2738M
	Spacing:	15M	red / white: from 2738 to 3338M
	Intensity:	LIH	red: from 3338 to 3638M
Runway edge lights	Length:	3638M	red: from 0 to 300M
	Spacing:	30M	white: from 300 to 3038M
	Intensity:	LIH	yellow: from 3038 to 3638M
Remarks	LED (except PAPI which are halogen)		

## EBBR AD 2.15 Other Lighting and Secondary Power Supply

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

## EBBR AD 2.16 Helicopter Landing Area

1	<b>Coordinates TLOF or THR of FATO</b>	505348.28N 0042758.57E The FATO is located on TWY R2
	<b>Geoid undulation</b>	149 FT
2	<b>TLOF and/or FATO elevation</b>	35 M/115 FT
3	<b>TLOF and FATO area dimensions</b>	Rectangle 22 x 22 M
	<b>Surface</b>	ASPH
	<b>Strength</b>	PCN 75/F/C/W/T; PCR 720/F/A/X/T
4	<b>Marking</b>	Marked with a conventional H (dimensions 6 M x 3.6M). There is no aiming point provided, a WDI is located on the west side
	<b>True BRG of FATO</b>	065.31°/245.31°
	<b>Declared distance available</b>	INFO not AVBL. See remarks on the restrictions of use.
6	<b>APCH and FATO lighting</b>	INFO not AVBL. See remarks.
7	<b>Remarks</b>	<p>State and military flights are exempted.</p> <p>Performance class 1 operations are not allowed to/from the FATO due to the slope of obstacle limitation surfaces that comply to performance class 2 and 3 only.</p> <p>The maximum allowed D-value on the EBBR FATO is 14.6 M.</p> <p>The take-off and climb surface has been protected with a slope of 8% for the first 245 M and 16% for the next 830 M to the east and west of the FATO for performance class 3 helicopter operations. The take-off and climb surface has been protected with a slope of 12.5% for 1220 M to the east and west of the FATO for performance class 2 helicopter operations.</p> <p>Caution must be exercised when operating to and from the FATO due to possible moving aircraft and vehicles.</p> <p>The FATO shall be vacated immediately after landing according ATC instructions.</p> <p>Helicopters with skid-type landing gear proceeding to and from the FATO shall hover taxi to and from the parking area.</p> <p>Helicopters with wheel-type landing gear proceeding to and from the FATO shall ground taxi to and from the parking area.</p>

## 3.2 Departure Procedures

### 3.2.1 Standard Instrument Departures

SID have been established as shown on the EBBR SID charts (see [EBBR AD 2.24](#)) and as listed below. Pilots unable to comply shall inform ATC when requesting start-up clearance.

After take-off, aircraft shall remain on TWR frequency.

*Note: ATC may deviate from these routes.*

3.2.1.1 Route Description

RWY 01

Designator	Route		Remarks
	Lateral	Vertical	
LNO7F	At 700FT QNH TR 028. At 1700 FT QNH RT to intercept R-354 HUL INBD. At 6.0 DME HUL LT to intercept R-286 LNO INBD to LNO.	Cross R-044 HUL at FL060 or above (or FL070 when TRL is FL 065 or higher).	For TFC requesting a cruising or initial FL below FL195.
SPI7F	At 700FT QNH TR 028. At 1700FT QNH RT to intercept R-354 HUL INBD. At 6.0 DME HUL LT to intercept R-286 LNO INBD, RT to intercept R-294 SPI INBD to SPI.	Cross R-044 HUL at FL060 or above (or FL070 when TRL is FL 065 or higher).	NIL
SOPOK7F	At 700FT QNH TR 028. At 1700FT QNH RT to intercept R-354 HUL INBD. LT to intercept R-286 SPI INBD. When passing BULUX or climbing through FL170, whichever is later, RT direct to SOPOK.	Cross HUL at FL060 or above (or FL070 when TRL is FL 065 or higher). Cross SOPOK at FL240 or above.	ATC climb requirements: see § 3.2.2 below.
PITES7F	At 700FT QNH TR 028. At 1700FT QNH RT to intercept R-354 HUL INBD. LT to intercept R-286 SPI INBD. When passing REMBA, RT direct to RITAX, DIK, PITES next.	Cross HUL at FL060 or above (or FL070 when TRL is FL 065 or higher).	ATC climb requirements: see § 3.2.2 below. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK7F-SOPOK - RITAX - DIK - PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK7F - SOPOK - ETENO).
ROUSY7F	At 700FT QNH TR 028. At 1700FT QNH RT to intercept R-354 HUL INBD. LT to intercept R-286 SPI INBD. When passing REMBA, RT direct to RITAX, ROUSY next.	Cross HUL at FL60 or above (or FL070 when TRL is FL 065 or higher).	ATC climb requirements: see § 3.2.2 below. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK7F - SOPOK - RITAX - ROUSY).
CIV1F	At 700FT QNH TR 028. At 1700FT QNH RT to intercept R-354 HUL INBD. At 3 DME HUL RT to intercept R-071 CIV INBD to CIV.		AVBL when RWY 01 in single RWY operations. ATC climb requirements: see § 3.2.2 below. M617 southbound, MAX FL170. Y50 southbound, MAX FL190, compulsory for TFC DEST Paris TMA. N872 southbound, only for TFC flight planned above FL195.
KOK2F	Climb straight ahead. At 1700FT QNH LT direct to KOK.		L607 westbound.
DENUT8F	At 700FT QNH TR 008. At 1800FT QNH DCT to DENUT.		RNAV5 above MSA.
HELEN8F	At 700FT QNH TR 008. At 1800FT QNH DCT to HELEN.		RNAV5 above MSA.
NIK5F	At 700FT QNH TR 008. At 1700FT QNH LT direct to NIK.		M624 northbound. Not to be used by TFC DEST EHAM.
ELSIK2F	At 700FT QNH RT direct to BUN, ELSIK next.		L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.

## RWY 25R

Designator	RNAV1 Route	Remarks
<b>ROUSY3G</b>	[A1700+; L] -> BR101 - HUL[A6000+] - BR102 - REMBA - RITAX - ROUSY	<b>AVBL from 0500 to 2159 (0400 to 2059).</b> ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and whose performances permit to adhere to the SID. CDR 1 - H24 TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3G - SOPOK - RITAX - ROUSY).
<b>LNO3G</b>	[A1700+; L] -> BR101 - BR103[A6000+] - LNO	<b>AVBL from 0500 to 2159 (0400 to 2059).</b> AVBL for TFC requesting a cruising or initial flight level below FL 195. To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and whose performances permit to adhere to the SID. Cross BR103 at FL 060 or above (FL 070 when TRL is FL 065 or higher).
<b>SPI3G</b>	[A1700+; L] -> BR103[T107; A6000+] - BR105 - SPI	<b>AVBL from 0500 to 2159 (0400 to 2059).</b> To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and whose performances permit to adhere to the SID. Cross BR103 at FL 060 or above (FL 070 when TRL is FL 065 or higher).
<b>CIV1K</b>	[A700+] -> BR045 - BR009 - CIV	<b>AVBL from 2200 to 0459 (2100 to 0359). H24 on SAT and SUN.</b> ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 southbound, only for TFC flight planned ABV FL 195. Between 2200 and 0459, only to be used by aircraft with QC≤4.
<b>LNO3K</b>	[A700+] -> BR301[T245] - [T245; A4000+; L] - HUL[T103; A6000+] - LNO	<b>AVBL from 0500 to 2159 (0400 to 2059).</b> For TFC requesting a cruising or initial FL below FL 195. To be used by four-engine aircraft.
<b>SPI3K</b>	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - SPI	<b>AVBL from 0500 to 2159 (0400 to 2059).</b> To be used by four-engine aircraft.
<b>SOPOK3K</b>	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - BULUX - [F170+; R] -> SOPOK[F240+]	<b>AVBL from 0500 to 2159 (0400 to 2059).</b> To be used by four-engine aircraft. ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2).
<b>PITES3K</b>	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - REMBA - RITAX - DIK - PITES	<b>AVBL from 0500 to 2159 (0400 to 2059).</b> To be used by four-engine aircraft. ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3K - SOPOK - RITAX - DIK - PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK 3K - SOPOK - ETENO).

**RWY 25R**

Designator	RNAV1 Route	Remarks
<b>ROUSY3K</b>	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - REMBA - RITAX - ROUSY	<b>AVBL from 0500 to 2159 (0400 to 2059).</b> To be used by four-engine aircraft. ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3K - SOPOK - RITAX - ROUSY).
<b>ELSIK3K</b>	[A700+; R] -> NIK - ELSIK	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up. L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT. To be used at ATC discretion.
<b>LNO3M</b>	[A700+; R] -> BR421[T291] - BR422 - BR413 - HUL[A6000+] - LNO	<b>AVBL from 2200 to 0459 (2100 to 0359).</b> ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). For TFC requesting a cruising or initial FL below FL 195.
<b>SPI3M</b>	[A700+; R] -> BR421[T291] - BR422 - BR413 - HUL[A6000+] - SPI	<b>AVBL from 2200 to 0459 (2100 to 0359).</b> ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2).
<b>SOPOK3M</b>	[A700+; R] -> BR421[T291] - BR422 - BR413 - BR414 - BR415[A6000+] - BULUX - [F170+; R] -> SOPOK[F240+]	<b>AVBL from 2200 to 0459 (2100 to 0359).</b> ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2).
<b>PITES3M</b>	[A700+; R] -> BR421[T291] - BR422 - BR413 - BR414 - BR416[A6000+] - DIK - PITES	<b>AVBL from 2200 to 0459 (2100 to 0359).</b> ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3M - SOPOK - RITAX - DIK - PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK 3M - SOPOK - ETENO).
<b>ROUSY3M</b>	[A700+; R] -> BR421[T291] - BR422 - BR413 - BR417 - BR418[A6000+] - ROUSY	<b>AVBL from 2200 to 0459 (2100 to 0359).</b> ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR1- H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3M - SOPOK - RITAX - ROUSY).

## RWY 25L

Designator	RNAV1 Route	Remarks
<b>CIV1E</b>	[A700+; R] -> [T293; L] - BR251[T273] - CIV	<b>Not AVBL during weekends from 0500 to 2159 (0400 to 2059).</b> ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flightplanned ABV FL 195.
<b>KOK1E</b>	[A700+; R] -> BR252[T291; A1700+] - KOK	L607 westbound.
<b>DENUT1E</b>	[A700+; R] -> [T298; L] - BR253[T278; A1700+] - DENUT	L610 westbound. For TFC overflying London TMA with requested FL ABV FL 245. For TFC DEST EGKK, EGGH and EGGI.
<b>HELEN1E</b>	[A700+; R] -> BR255[T305] - HELEN	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up For TFC INBD London TMA except DEST EGKK, EGGH and EGGI: route connection HELEN - COA. For TFC overflying London TMA with requested flight level below FL 245: route connection HELEN - COA. For TFC DEST EHAM: route connection HELEN - HSD.
<b>NIK1E</b>	[A700+; R] -> NIK	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up M624 northbound. Not to be used by TFC DEST EHAM.
<b>ELSIK1E</b>	[A700+; R] -> BUN - ELSIK	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT. To be used by all TFC at ATC discretion.
<b>SOPOK1E</b>	[A1700+; L] -> HUL[A6000+] - BR102 - BULUX - [F170+; R] -> SOPOK[F240+]	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and whose performances permit to adhere to the SID.
<b>PITES1E</b>	[A1700+; L] -> HUL [A6000+] - BR102 - REMBA - RITAX - DIK - PITES	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR Part 36 Stage 3 and whose performances permit to adhere to the SID. CDR1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 1E - SOPOK - RITAX - DIK - PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK 1E - SOPOK - ETENO).

RWY 25L

Designator	RNAV1 Route	Remarks
<b>ROUSY1E</b>	[A1700+; L] -> BR101 - HUL [A6000+] - BR102 - REMBA - RITAX - ROUSY	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and whose performances permit to adhere to the SID. CDR1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 1E - SOPOK - RITAX - ROUSY).
<b>LNO3E</b>	[A700+; L] -> BR101 - BR103[A6000+] - LNO	To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR part 36 Stage 3 and whose performances permit to adhere to the SID. For TFC requesting a cruising or initial FL below FL 195. Cross BR103 at FL 060 or above (FL 070 when TRL is FL 065 or higher).
<b>SPI3E</b>	[A700+; L] -> BR103[T107; A6000+] - BR105 - SPI	To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to ICAO Annex 16, Chapter 3/FAR Part 36 Stage 3 and whose performances permit to adhere to the SID. Cross BR103 at FL 060 or above (FL 070 when TRL is FL 065 or higher).
<b>LNO1P</b>	[A700+] -> BR301[T245] - [T245; A4000+; L] - HUL[T103; A6000+] - LNO	For TFC requesting a cruising or initial FL below FL 195. To be used by four-engine aircraft.
<b>SPI1P</b>	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - SPI	To be used by four-engine aircraft.
<b>SOPOK1P</b>	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - BULUX - [F170+; R] -> SOPOK[F240+]	To be used by four-engine aircraft. ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2).
<b>PITES1P</b>	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - REMBA - RITAX - DIK - PITES	To be used by four-engine aircraft. ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 1P - SOPOK - RITAX - DIK - PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK 1P - SOPOK - ETENO).
<b>ROUSY1P</b>	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - REMBA - RITAX - ROUSY	To be used by four-engine aircraft. ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). CDR1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 1P - SOPOK - RITAX - ROUSY).
<b>ELSIK1P</b>	[A700+; R] -> NIK - ELSIK	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up. L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT. To be used at ATC discretion.



## SOPOK1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		1700+		RNAV1
2	HUL	DF	N		L	6000+		RNAV1
3	BR102	TF	N	131.2			5.1	RNAV1
4	BULUX	TF	N	107.1			20.3	RNAV1
5		CA		107.1		FL 170+		RNAV1
6	SOPOK	DF	N	135.3		FL240+		RNAV1

## ROUSY1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		1700+		RNAV1
2	BR101	DF	N		L			RNAV1
3	HUL	TF	N	131.1		6000+	7.3	RNAV1
4	BR102	TF	N	131.2			5.1	RNAV1
5	REMBA	TF	N	105.8			6.8	RNAV1
6	RITAX	TF	N	135.3			49.1	RNAV1
7	ROUSY	TF	N	161.5			38.1	RNAV1

## PITES1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		1700+		RNAV1
2	HUL	DF	N		L	6000+		RNAV1
3	BR102	TF	N	131.2			5.1	RNAV1
4	REMBA	TF	N	105.8			6.8	RNAV1
5	RITAX	TF	N	135.3			49.1	RNAV1
6	DIK	TF	N	136.0			18.0	RNAV1
7	PITES	TF	N	117.6			17.1	RNAV1

## LNO1P

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BR301	CF	Y	245.5				RNAV1
3		CA		245.5		4000+		RNAV1
4	HUL	CF	N	103.1	L	6000+		RNAV1
5	LNO	TF	N	103.1			42.0	RNAV1

## SPI1P

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BR301	CF	Y	245.5				RNAV1
3		CA		245.5		4000+		RNAV1
4	BR302	CF	N	107.0	L	6000+		RNAV1
5	SPI	TF	N	107.2			41.1	RNAV1

## SOPOK1P

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BR301	CF	Y	245.5				RNAV1
3		CA		245.5		4000+		RNAV1
4	BR302	CF	N	107.0	L	6000+		RNAV1
5	BULUX	TF	N	107.0			26.1	RNAV1
6		CA		107.0		FL 170+		RNAV1
7	SOPOK	DF	N			FL240+		RNAV1

**PITES1P**

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BR301	CF	Y	245.5				RNAV1
3		CA		245.5		4000+		RNAV1
4	BR302	CF	N	107.0	L	6000+		RNAV1
5	REMBA	TF	N	106.4			12.6	RNAV1
6	RITAX	TF	N	135.3			49.1	RNAV1
7	DIK	TF	N	136.0			18.0	RNAV1
8	PITES	TF	N	117.6			17.1	RNAV1

**ROUSY1P**

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BR301	CF	Y	245.5				RNAV1
3		CA		245.5		4000+		RNAV1
4	BR302	CF	N	106.4	L	6000+		RNAV1
5	REMBA	TF	N	106.4			12.6	RNAV1
6	RITAX	TF	N	135.3			49.1	RNAV1
7	ROUSY	TF	N	161.5			38.1	RNAV1

**ELSIK1P**

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	NIK	DF	N		R			RNAV1
3	ELSIK	TF	N	086.3			30.8	RNAV1

**3.2.2 Climb Requirements**

All traffic shall initially climb to FL 060 (or FL 070 when TRL is FL 065 or higher), unless instructed otherwise by ATC. Brussels APP or Brussels ACC will allocate a higher level as soon as possible.

Following additional requirements apply:

- Traffic proceeding via SOPOK - ETENO - LIRSU shall cross BULUX at FL170 MNM;
- Traffic proceeding via SOPOK - ETENO - LIRSU and planned above FL245 shall cross BULUX at FL170 MNM and SOPOK at FL240 MNM;
- Traffic proceeding via REMBA - RITAX shall cross REMBA at FL 100 MNM;
- Traffic proceeding via RITAX - ROUSY or RITAX - PITES and planned above FL245 shall cross RITAX or abeam at FL250 MNM;
- Traffic proceeding via CIV - MEDIL and planned above FL265 shall cross MEDIL at FL210 MNM.

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

**4 LOW VISIBILITY OPERATIONS**

**4.1 Facilities and Equipment Available**

**4.1.1 Runways**

During LVO, RWY 25L (arrivals only) and RWY 25R shall be used by preference.

Arrival runways:

- RWY 25L and 25R are equipped with ILS and are approved for CAT III operations with a minimum RVR of 50 M.
- RWY 01 is equipped with ILS and is approved for CAT I operations with a minimum RVR of 550 M.

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

Departing aircraft are required to use the following holding points:

- RWY 25R: CAT II/III holding points B1 and B3, W41/W42 or A1. Holding point B3 shall only be used when B1 is not available
- RWY 25L: CAT I/II/III holding point C1

AERODROME CHART - ICAO

ARP: 505405N  
0042904E

ELEV: 175 FT

GND 121.880 118.055 TWR 118.605 120.780 ATIS DEP 121.755 CLR 121.955

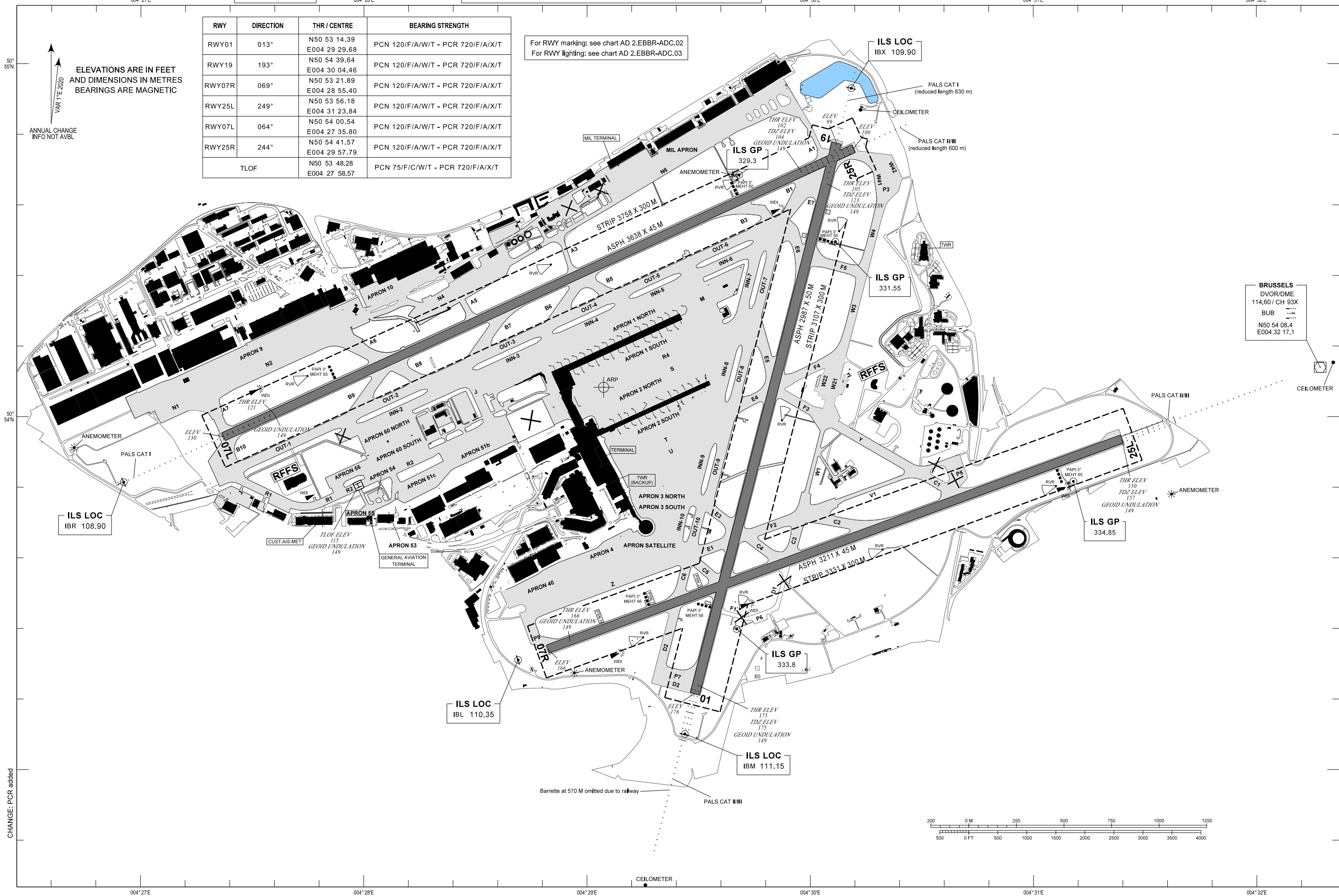
BRUSSELS / Brussels-National (EBBR)

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

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

ELEVATIONS ARE IN FEET  
AND DIMENSIONS IN METRES  
BEARINGS ARE MAGNETIC

ANNUAL CHANGE  
INFO NOT AVBL



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

CHANGE: PCR added

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## APPENDIX TO AERODROME GROUND MOVEMENT CHART - ICAO

## TAXIWAYS

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

• Led

• Halogen

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

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

• Led

• Halogen

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

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## TAXIWAYS

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

• Led

• Halogen

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

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## AIRCRAFT STAND TAXILANES

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

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

## HOLDING PLATFORMS

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

• Led

• Halogen

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

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AIRCRAFT PARKING/DOCKING CHART - ICAO

GND 121.880 118.055 CLR 121.955

BRUSSELS / Brussels-National (EBBR)



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

Apron	Stands	Coordinates	
1 North	120	505404.61N	0042834.44E
	122	505405.36N	0042837.07E
	126	505406.03N	0042839.40E
	134	505406.70N	0042841.73E
	136	505407.38N	0042844.06E
	138	505408.05N	0042846.38E
	140	505408.54N	0042849.54E
	142	505409.12N	0042851.55E
	144	505409.70N	0042853.56E
	146	505410.29N	0042855.57E
	148	505410.84N	0042857.61E
	150	505411.42N	0042859.61E
	152	505411.99N	0042901.63E
	154	505412.57N	0042903.64E
	156	505413.16N	0042905.65E
	158	505413.74N	0042907.66E
	160	505414.32N	0042909.68E
162	505415.15N	0042912.59E	
164	505415.71N	0042914.61E	
166	505416.32N	0042916.60E	
168	505416.87N	0042918.63E	
170	505417.48N	0042920.62E	
172	505418.03N	0042922.66E	
174	505418.41N	0042924.88E	
1 South	143	505407.32N	0042858.46E
	145L	505408.04N	0042859.55E
	145R	505408.16N	0042900.28E
	147	505408.74N	0042902.29E
	149L	505409.12N	0042903.62E
	149R	505409.32N	0042904.31E
	151	505409.90N	0042906.32E
	153L	505410.29N	0042907.64E
	153R	505410.48N	0042908.33E
	155	505411.06N	0042910.34E
	157L	505411.45N	0042911.67E
	157R	505411.64N	0042912.35E
	159	505412.05N	0042914.48E
	161	505413.18N	0042917.27E
	163	505413.65N	0042919.29E
	165L	505414.03N	0042920.60E
	165R	505414.22N	0042921.28E
167	505414.81N	0042923.30E	
169L	505415.32N	0042925.07E	
169R	505415.27N	0042925.39E	
171	505416.04N	0042926.91E	
2 North	204	505359.37N	0042905.33E
	206L	505400.02N	0042908.41E
	206R	505400.10N	0042907.43E
	208	505400.56N	0042909.38E
	210L	505400.99N	0042911.73E
	210R	505401.20N	0042911.22E
	214	505401.94N	0042915.05E
	228	505402.90N	0042918.38E
	230L	505403.84N	0042921.62E
	230R	505403.90N	0042920.77E
	232	505404.96N	0042922.29E
	234L	505404.93N	0042925.41E
	234R	505405.00N	0042924.58E
	236	505406.08N	0042926.10E
	238	505406.05N	0042929.30E
	240	505406.85N	0042931.29E
	2 South	205L	505357.45N
205R		505357.57N	0042910.24E
207		505358.20N	0042912.07E
209		505358.71N	0042914.00E
211L		505359.10N	0042915.10E
211R		505359.17N	0042915.97E
215		505359.76N	0042917.83E
217L		505400.19N	0042918.89E
217R		505400.26N	0042919.75E
227		505400.86N	0042921.62E
229L		505401.29N	0042922.69E
229R		505401.36N	0042923.56E
231		505401.13N	0042926.01E
233L		505402.31N	0042926.63E
233R		505402.47N	0042927.34E
237		505403.56N	0042930.23E
Hangar 5		505351.46N	0042827.65E

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

Apron	Stands	Coordinates	
3 North	312	505347.41N	0042915.32E
	314	505348.79N	0042916.92E
	316	505348.39N	0042918.70E
	318	505349.38N	0042918.97E
	320	505349.92N	0042920.85E
	322	505349.48N	0042922.61E
	324	505350.47N	0042922.74E
	326	505351.15N	0042925.11E
	328	505350.76N	0042927.03E
	330	505351.90N	0042927.72E
3 South	313	505345.42N	0042917.17E
	315	505345.97N	0042919.06E
	317	505346.84N	0042918.91E
	319	505346.51N	0042920.94E
	321	505347.81N	0042922.28E
	323	505348.61N	0042924.97E
SATELLITE	304	505339.45N	0042918.16E
	354	505341.15N	0042919.76E
4	400	505335.45N	0042855.96E
	401	505331.97N	0042858.17E
	402	505335.95N	0042858.11E
	403	505332.47N	0042901.33E
	404	505336.45N	0042900.26E
	405	505333.02N	0042903.69E
	406	505337.55N	0042903.46E
	407	505333.57N	0042906.04E
	408	505338.05N	0042905.63E
	409	505334.11N	0042908.40E
51b	510	505358.74N	0042837.76E
	512	505356.41N	0042836.80E
	514	505355.55N	0042836.44E
	516	505355.81N	0042834.71E
	518	505354.58N	0042833.06E
	520	505354.60N	0042830.52E
	522	505353.60N	0042829.69E
	524	505353.99N	0042828.42E
	526	505352.69N	0042826.29E
	51c	550	505350.77N
552		505350.55N	0042821.70E
554		505350.51N	0042821.02E
556		505350.16N	0042820.47E
558		505350.25N	0042820.20E
560		505349.93N	0042819.19E
562		505349.71N	0042819.05E
564		505349.67N	0042818.37E
566		505349.32N	0042817.81E
568		505349.40N	0042817.54E
60 North	680	505354.67N	0042801.41E
	682	505355.25N	0042803.39E
	684	505355.36N	0042804.50E
	686	505355.82N	0042805.37E
	688	505356.39N	0042807.34E
	690	505356.50N	0042808.46E
	692	505356.96N	0042809.32E
	694	505357.53N	0042811.30E
	696	505357.67N	0042812.40E
	698	505358.10N	0042813.28E
60 South	681	505353.32N	0042802.39E
	683	505353.75N	0042803.27E
	685	505353.89N	0042804.36E
	687	505354.46N	0042806.34E
	689	505354.90N	0042807.22E
	691	505355.04N	0042808.32E
	693	505355.61N	0042810.30E
	695	505356.04N	0042811.18E
	697	505356.18N	0042812.28E
	699	505356.43N	0042814.49E

**LEGEND**

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

0 M  
0 FT

1000 500

E004 28

E004 29

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**AIRCRAFT PARKING/DOCKING CHART - ICAO**  
**APRON 9**

E004 27

<b>GND</b>	<b>121.880</b>	<b>118.055</b>	<b>CLR</b>	<b>121.955</b>
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**BRUSSELS / Brussels-National (EBBR)**

E004 28

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



N50 54

N50 54

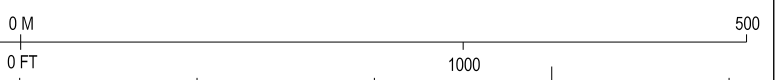


Apron	Stands	Coordinates	
9	950	505403.08N	0042702.77E
	951	505403.88N	0042703.42E
	952	505403.67N	0042704.81E
	953	505404.30N	0042707.00E
	954	505405.13N	0042707.63E
	955	505404.90N	0042709.05E
	957	505407.38N	0042714.99E
	959	505409.02N	0042720.78E
	960	505409.50N	0042723.92E
	961	505410.68N	0042726.55E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

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

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

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



CHANGE: PCR added

E004 27

E004 28

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AIRCRAFT PARKING/DOCKING CHART - ICAO  
GENERAL AVIATION

GND	CLR
121.880 118.055	121.955

BRUSSELS / Brussels-National (EBBR)

**LEGEND**

	RUNWAY-HOLDING PSN
	RUNWAY-HOLDING PSN
	STOP BAR LIGHT
	INTERMEDIATE HOLDING POSITION'S LIGHTS
	INTERMEDIATE HOLDING POSITIONS

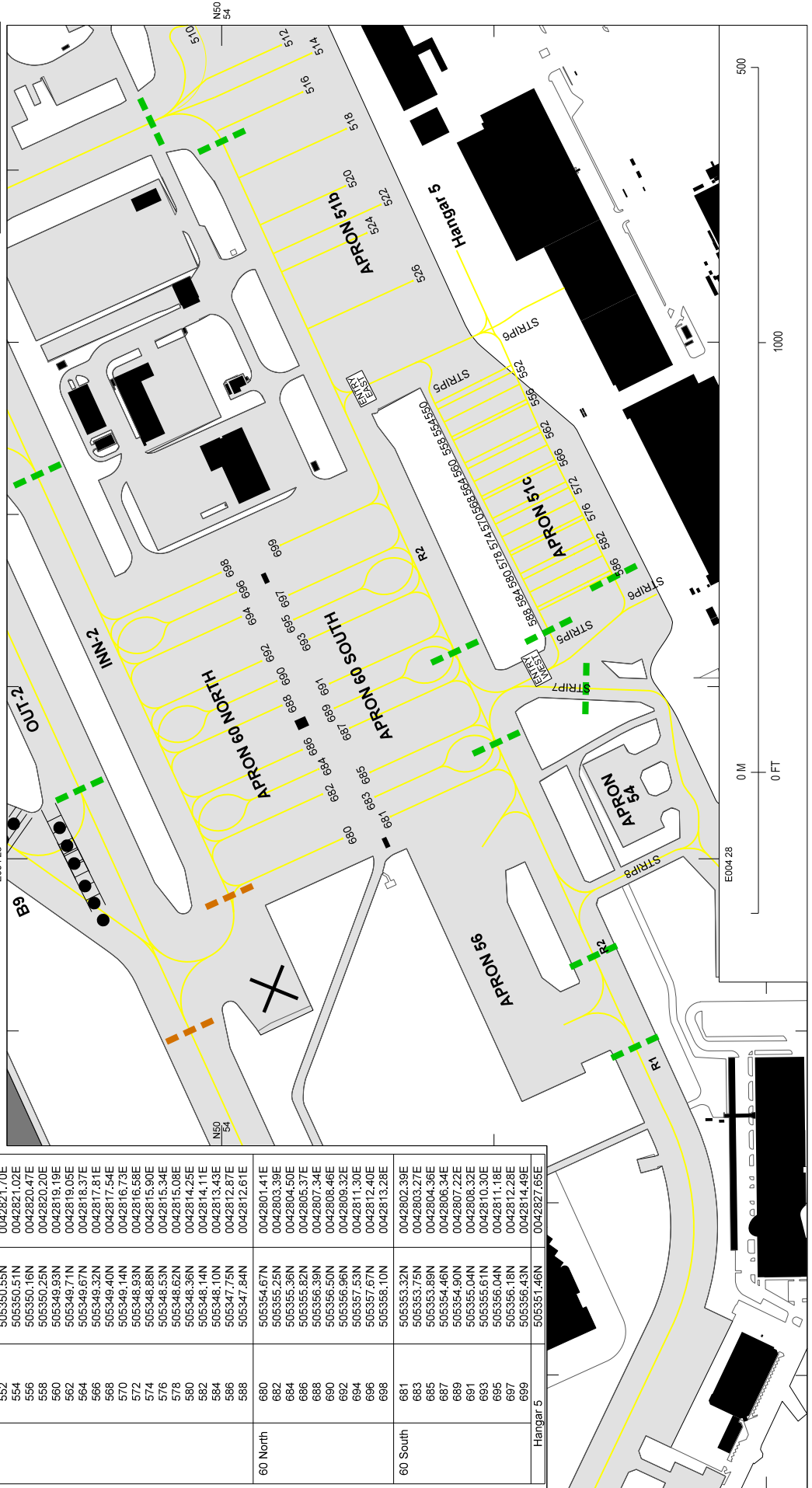
**APRON 51c**  
entry east: wingspan 36 M  
entry west: wingspan 40 M

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

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

CHANGE: PCR added

Apron	Stands	Coordinates	
51b	510	0042837,76E	
	512	0042836,80E	
	514	0042836,44E	
	516	0042834,71E	
	518	0042833,06E	
	520	0042830,52E	
	522	0042829,69E	
	524	0042828,42E	
	526	0042826,29E	
	51c	550	0042821,85E
		552	0042821,70E
		554	0042821,02E
		556	0042820,47E
		558	0042820,20E
560		0042819,19E	
562		0042819,05E	
564		0042818,37E	
566		0042817,81E	
568		0042816,54E	
570		0042816,73E	
572		0042816,58E	
574		0042815,90E	
576		0042815,34E	
578	0042815,08E		
580	0042814,25E		
582	0042814,11E		
584	0042813,43E		
586	0042812,87E		
588	0042812,61E		
60 North	680	0042801,41E	
	682	0042803,89E	
	684	0042804,50E	
	686	0042805,37E	
	688	0042807,34E	
	690	0042808,46E	
	692	0042809,32E	
	694	0042811,30E	
	696	0042812,40E	
	698	0042813,28E	
	681	0042802,39E	
	683	0042803,27E	
	685	0042804,36E	
	687	0042806,34E	
689	0042807,22E		
691	0042808,32E		
693	0042810,30E		
695	0042811,18E		
697	0042812,28E		
699	0042814,49E		
Hangar 5		0042827,65E	



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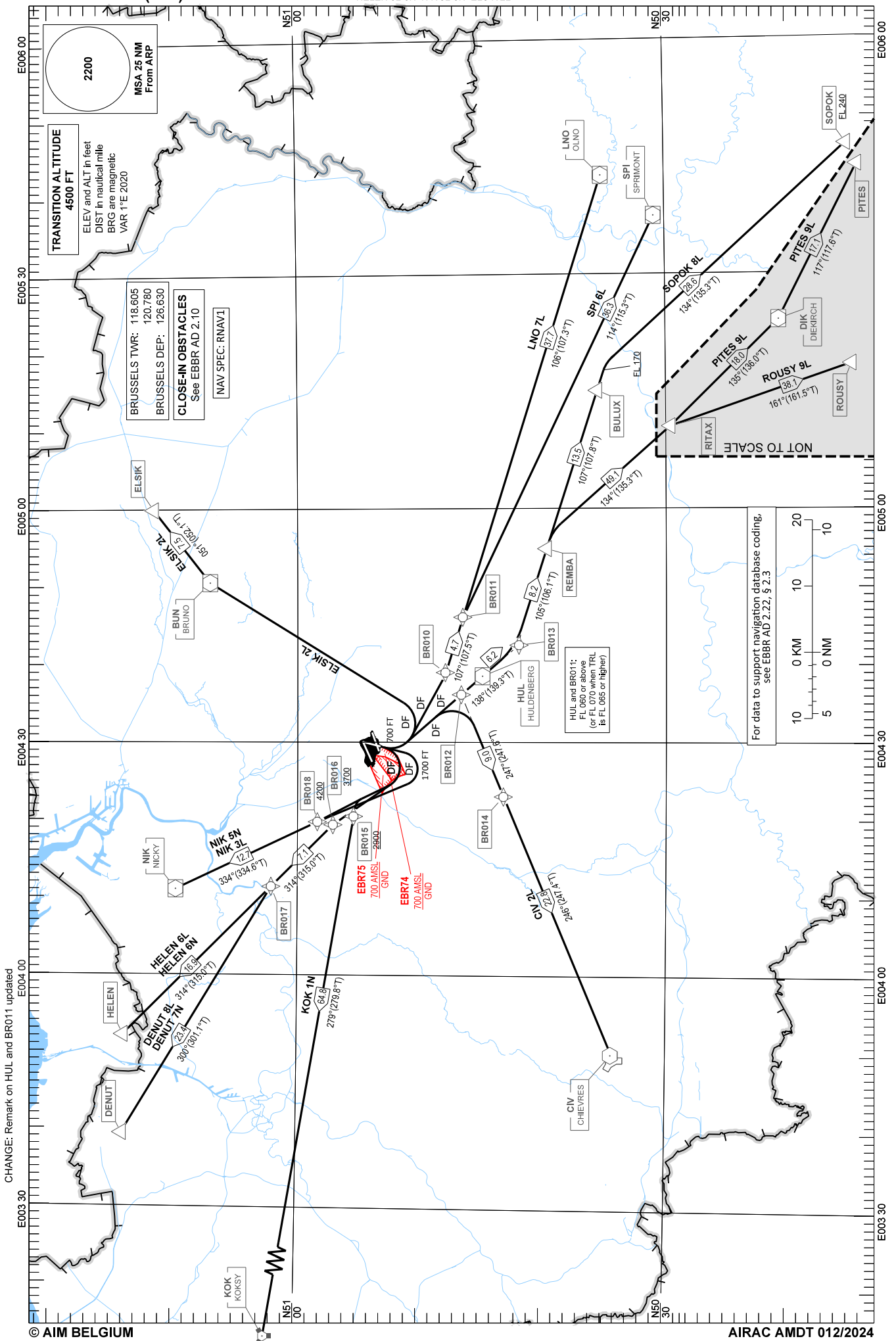
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LNO 7L SPI 6L SOPOK 8L PITES 9L ROUSY 9L CIV 2L KOK 1N DENUT 8L-7N HELEN 6L-6N NIK 3L-5N ELSIK 2L

BRUSSELS / Brussels-National (EBBR)

RWY 19



2200  
MSA 25 NM  
From ARP

TRANSITION ALTITUDE  
4500 FT  
ELEV and ALT in feet  
DIST in nautical mile  
BRG are magnetic  
VAR 1°E 2020

BRUSSELS TWR: 118.605  
120.780  
BRUSSELS DEP: 126.630  
CLOSE-IN OBSTACLES  
See EBBR AD 2.10  
NAV SPEC: RNAV1

HUL and BR011:  
FL 060 or above  
(or FL 070 when TRL  
is FL 065 or higher)

For data to support navigation database coding,  
see EBBR AD 2.22, § 2.3



NOT TO SCALE

CHANGE: Remark on HUL and BR011 updated

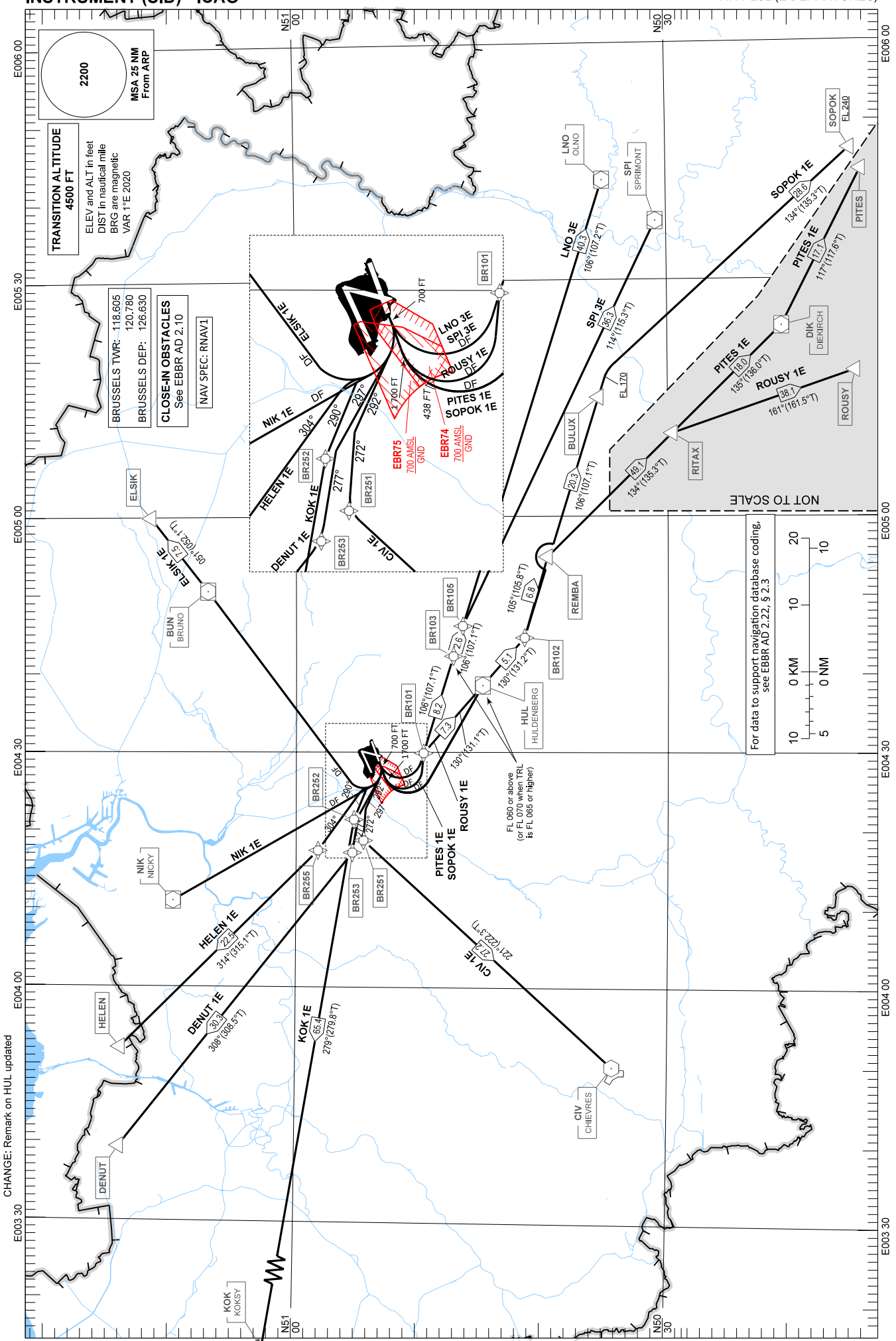
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# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LNO 3E SPI 3E SOPOK 1E PITES 1E ROUSY 1E CIV 1E KOK 1E DENUT 1E HELEN 1E NIK 1E ELSIK 1E

# BRUSSELS / Brussels-National (EBBR)

RWY 25L (E DEPARTURES)



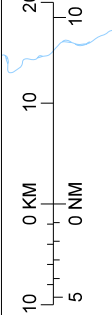
2200  
MSA 25 NM  
From ARP

TRANSITION ALTITUDE  
4500 FT  
ELEV and ALT in feet  
DIST in nautical mile  
BRG are magnetic  
VAR 1° E 2020

BRUSSELS TWR: 118.605  
120.780  
BRUSSELS DEP: 126.630  
CLOSE-IN OBSTACLES  
See EBBR AD 2.10  
NAV SPEC: RNAV1

NOT TO SCALE

For data to support navigation database coding,  
see EBBR AD 2.22, § 2.3



CHANGE: Remark on HUL updated

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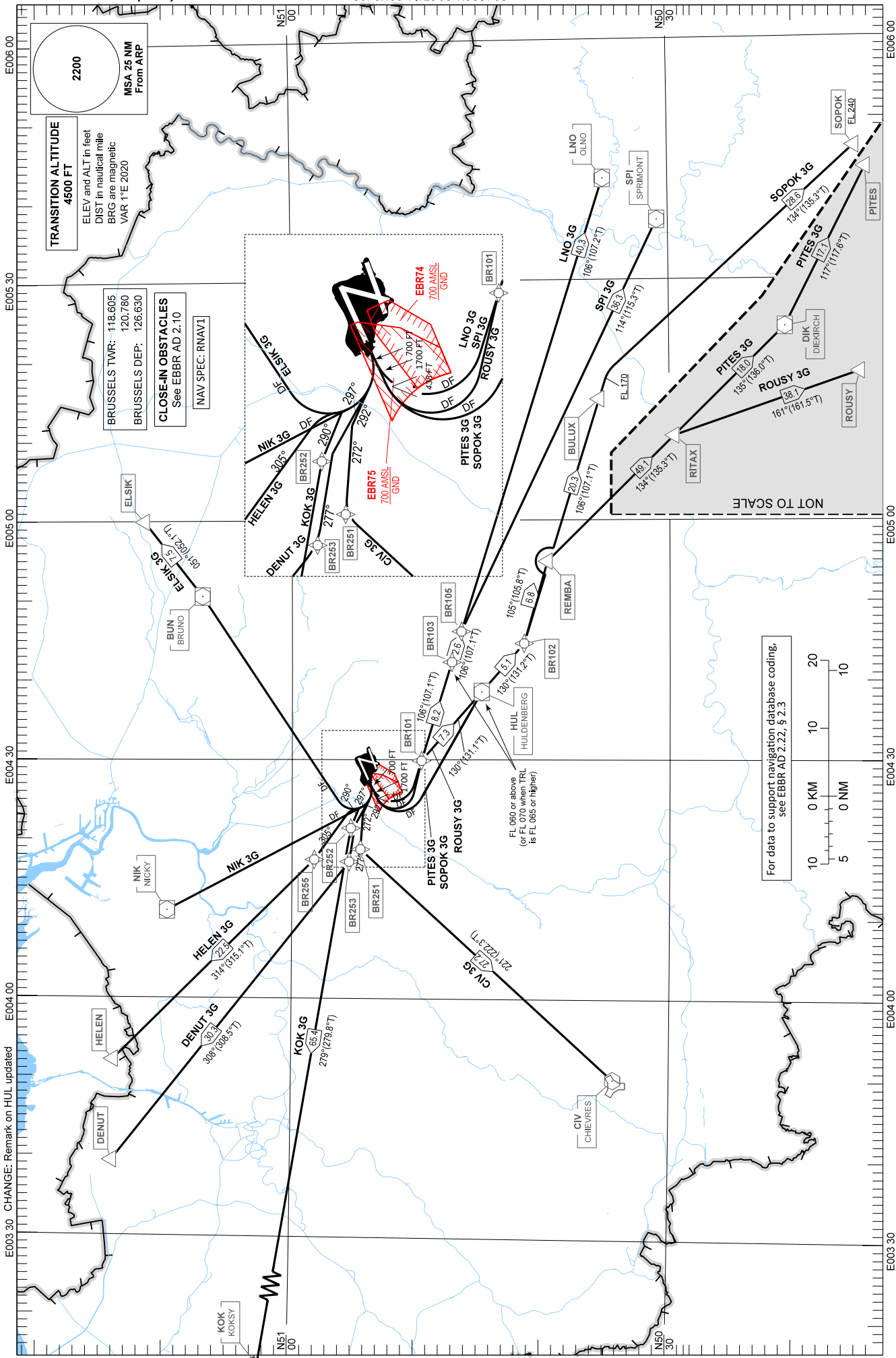
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CIV 3G KOK 3G DENUT 3G HELEN 3G  
NIK 3G ELSIK 3G LNO 3G SPI 3G  
SOPOK 3G PITES 3G ROUSY 3G

BRUSSELS / Brussels-National (EBBR)

RWY 25R (G DEPARTURES)



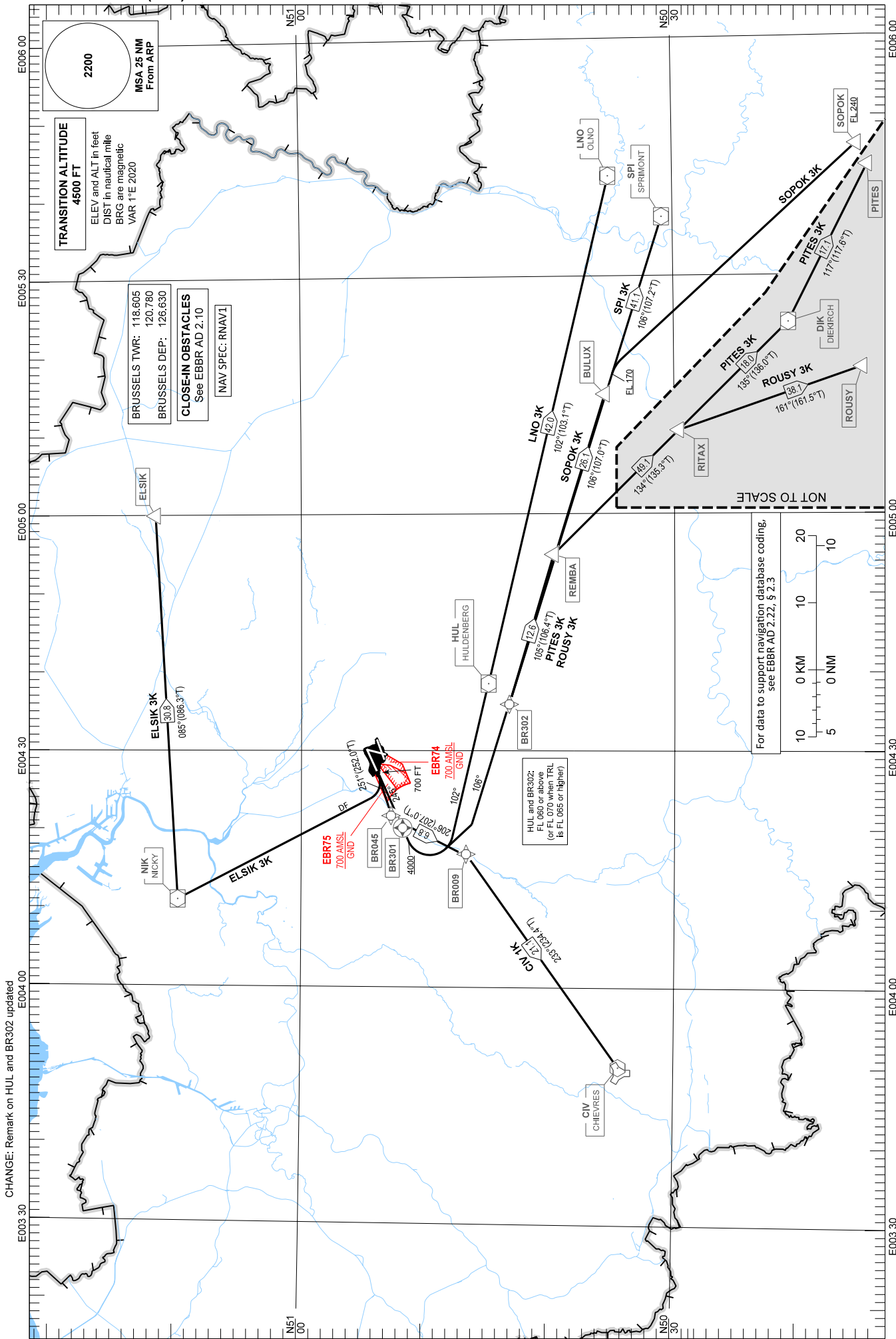
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

SOPOK 3K PITES 3K ROUSY 3K LNO 3K SPI 3K ELSIK 3K CIV 1K

BRUSSELS / Brussels-National (EBBR)

RWY 25R (K DEPARTURES)



CHANGE: Remark on HUL and BR302 updated

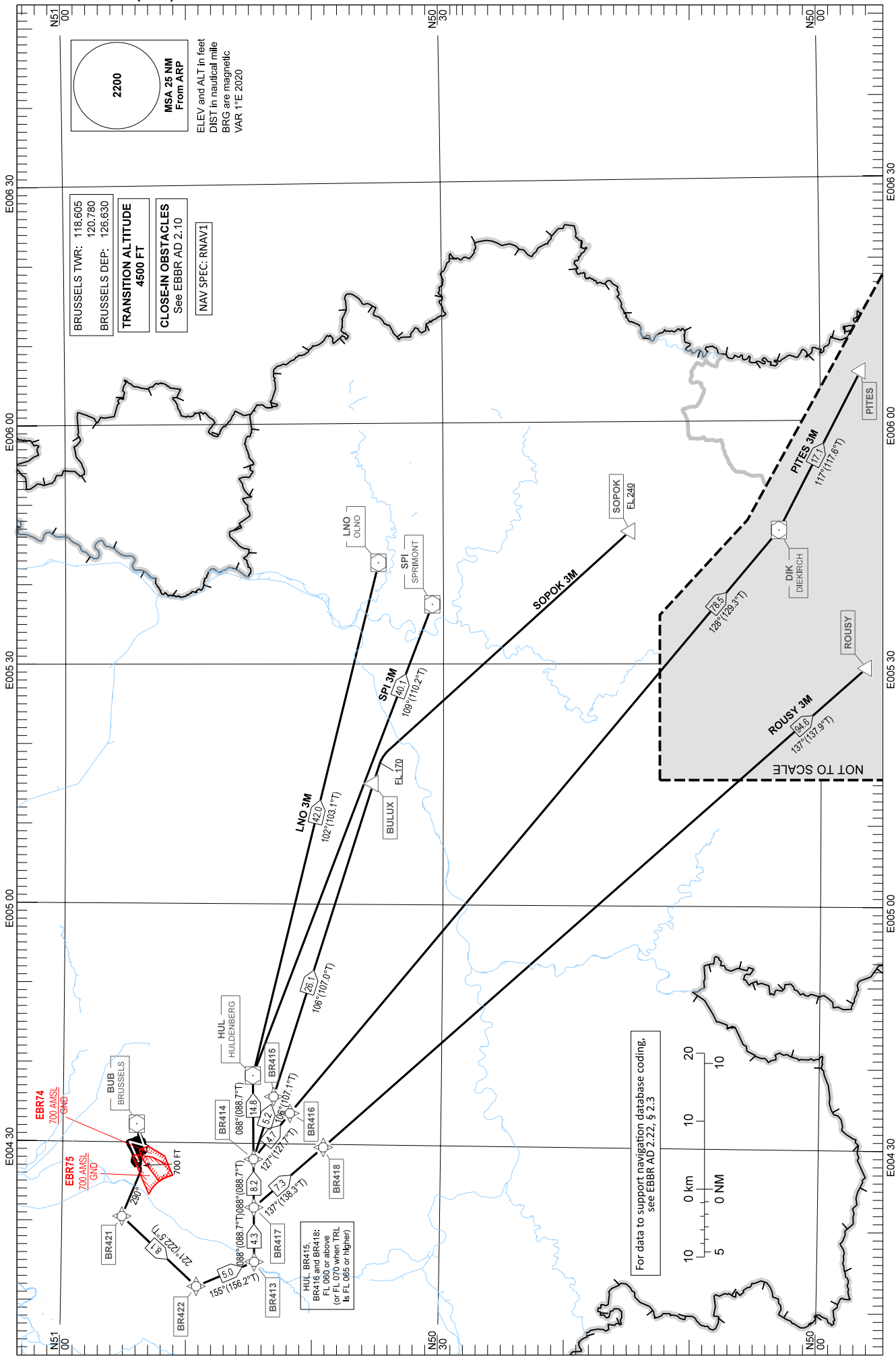
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LNO 3M SPI 3M SOPOK 3M PITES 3M ROUSY 3M

BRUSSELS / Brussels-National (EBBR)

RWY 25R (M DEPARTURES)



CHANGE: Remark on HUL, BR415, BR416 and BR418 updated

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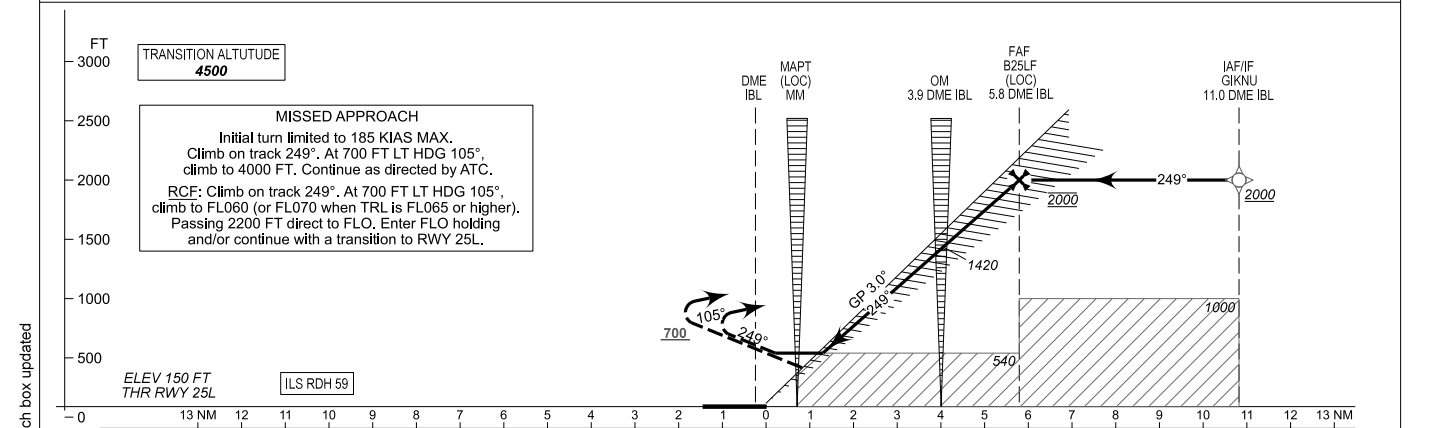
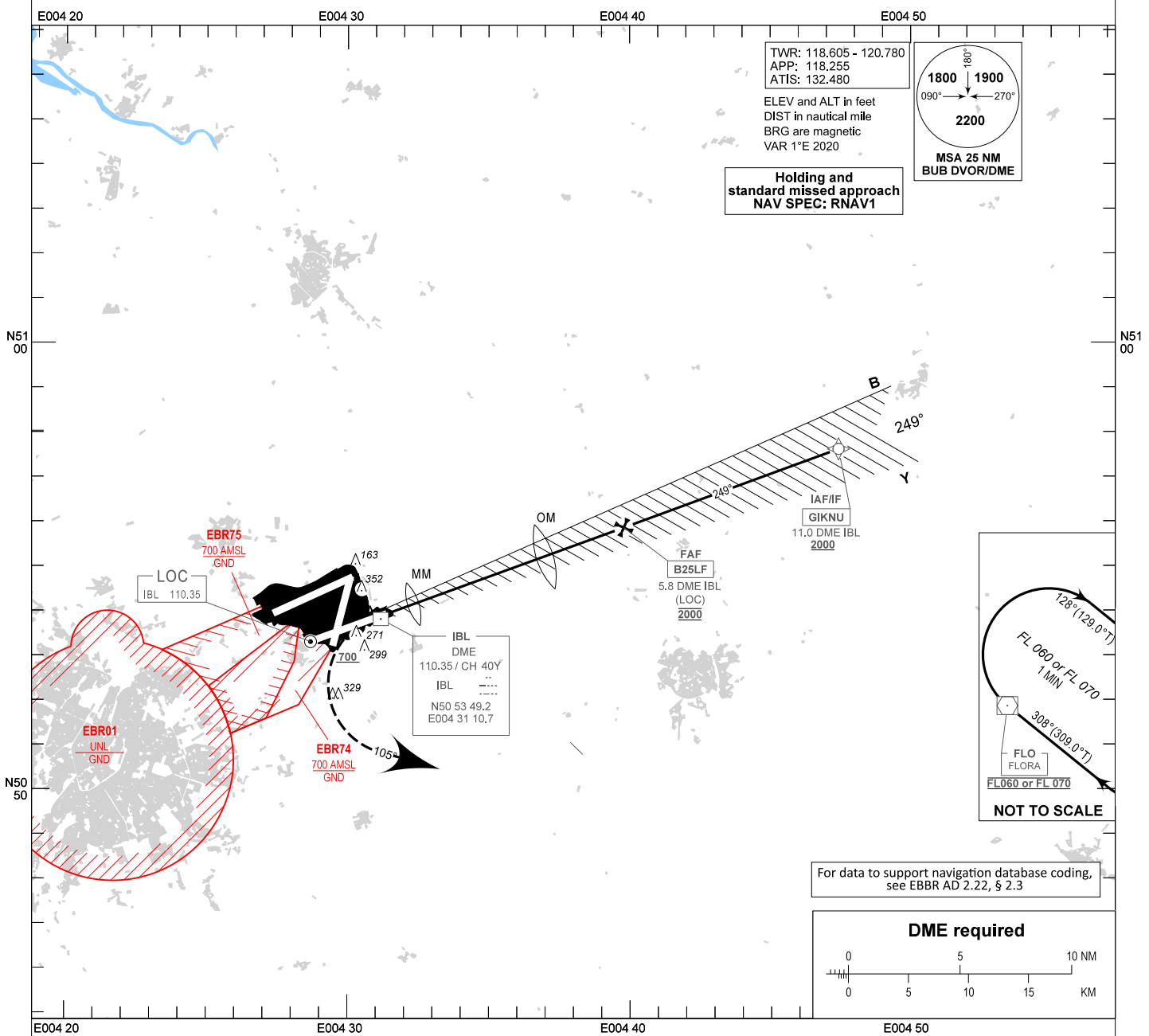


**INSTRUMENT APPROACH CHART - ICAO**

AD ELEV 175  
OCH RELATED TO  
THR 25L ELEV 150

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

ILS CAT II & III or LOC X RWY 25L



**TRANSITION ALTITUDE**  
4500

**MISSED APPROACH**  
Initial turn limited to 185 KIAS MAX.  
Climb on track 249°. At 700 FT LT HDG 105°, climb to 4000 FT. Continue as directed by ATC.  
RCE: Climb on track 249°. At 700 FT LT HDG 105°, climb to FL060 (or FL070 when TRL is FL065 or higher). Passing 2200 FT direct to FLO. Enter FLO holding and/or continue with a transition to RWY 25L.

ELEV 150 FT  
THR RWY 25L

ILS RDH 59

CHANGES: Missed approach box updated

OCA (OCH)						FAF to MAPT - 5.0 NM							
CAT of ACFT	A	B	C	D	DL	Speed (GS)	KT	70	90	120	150	180	
ILS CAT I	350 (200)	350 (200)	350 (200)	350 (200)		Rate of descent	FT/MIN	375	480	640	800	960	
ILS CAT II	200 (50)	212 (62)	226 (76)	246 (96)	251 (101)	<b>PROCEDURE ALTITUDES</b>							
LOC	540 (390)	540 (390)	540 (390)	540 (390)		DME IBL		5.0	4.0	3.0	2.0		
						Altitude		1740	1420	1110	790		

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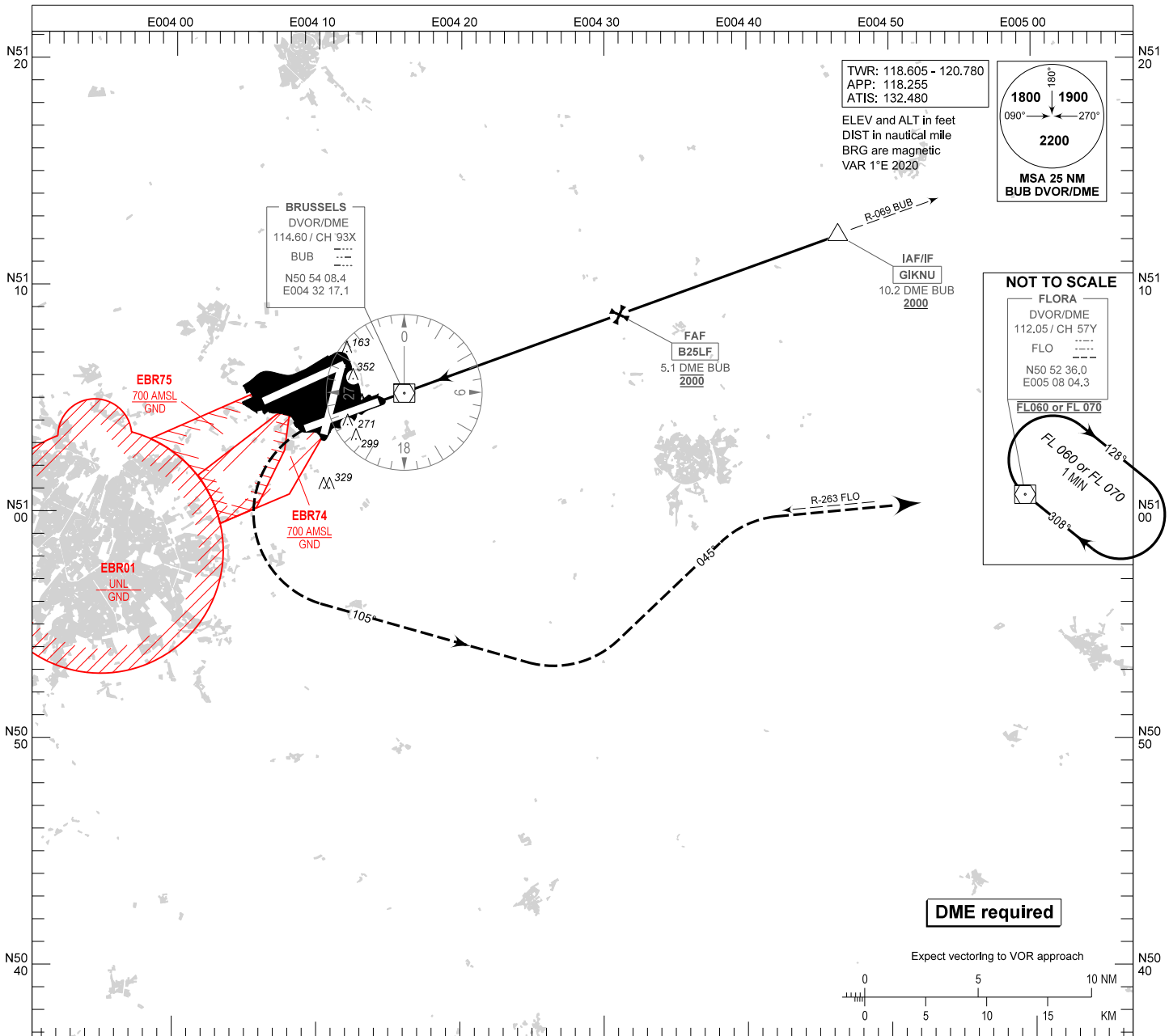
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**INSTRUMENT APPROACH CHART - ICAO**

AD ELEV 175  
OCH RELATED TO  
THR 25L ELEV 150

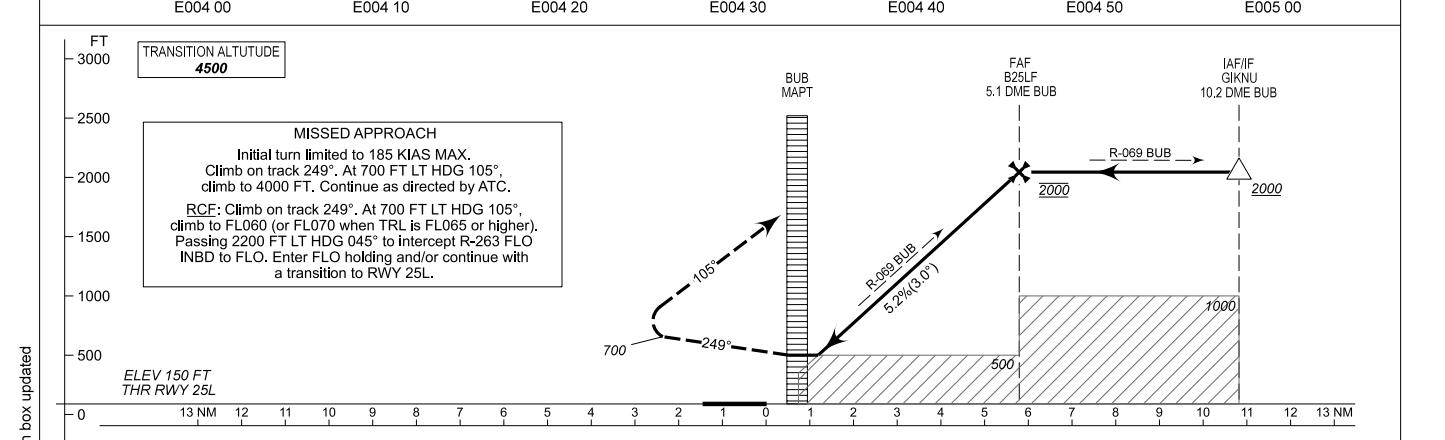
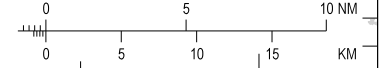
**BRUSSELS / Brussels-National (EBBR)**

VOR RWY 25L



**DME required**

Expect vectoring to VOR approach



**MISSED APPROACH**  
Initial turn limited to 185 KIAS MAX.  
Climb on track 249°. At 700 FT LT HDG 105°, climb to 4000 FT. Continue as directed by ATC.  
RCF: Climb on track 249°. At 700 FT LT HDG 105°, climb to FL060 (or FL070 when TRL is FL065 or higher). Passing 2200 FT LT HDG 045° to intercept R-263 FLO INBD to FLO. Enter FLO holding and/or continue with a transition to RWY 25L.

CHANGES: Missed approach box updated

OCA (OCH)					FAF to MAPT - 5.1 NM							
CAT of ACFT	A	B	C	D	Speed (GS)	KT	70	90	120	150	180	
VOR	500 (350)	500 (350)	500 (350)	500 (350)	Rate of descent	FT/MIN	375	480	640	800	960	
					<b>PROCEDURE ALTITUDES</b>							
					DME BUB	4.0	3.0	2.0	1.0			
					DIST THR	4.6	3.6	2.6	1.6			
					Altitude	1670	1350	1030	710			

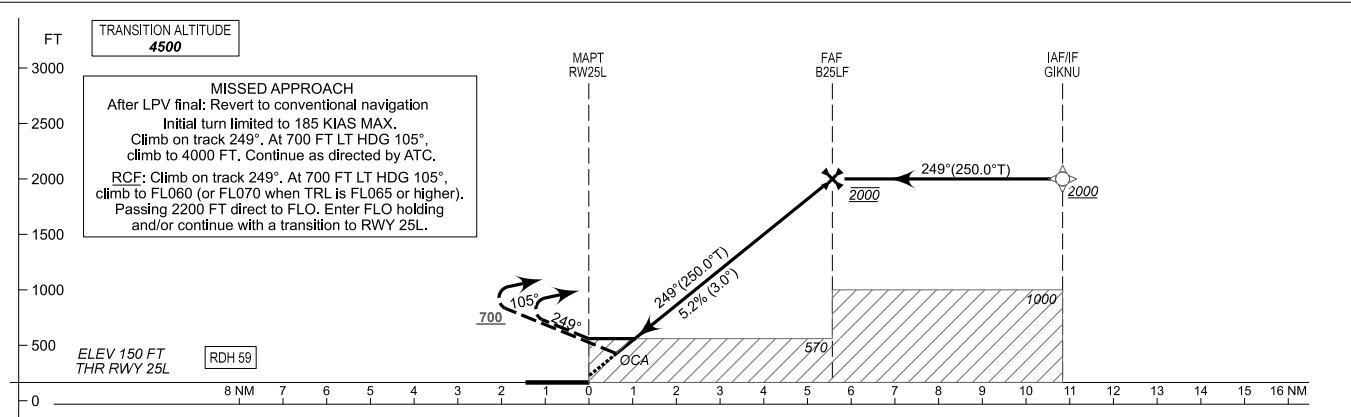
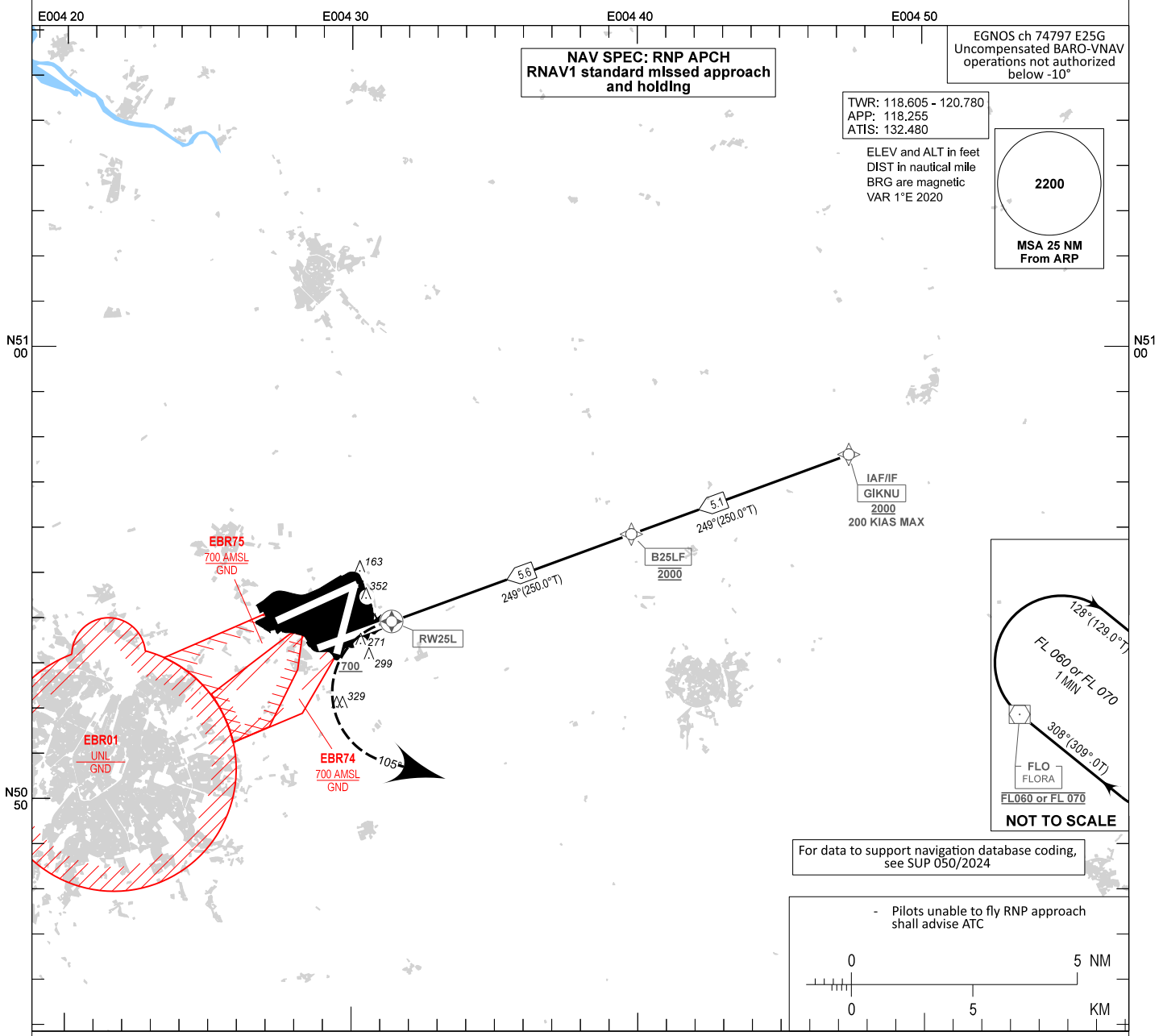
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**INSTRUMENT APPROACH  
CHART - ICAO**

AD ELEV 175  
OCH RELATED TO  
THR 25L ELEV 150

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

RNP RWY 25L



CHANGES: Missed approach box updated

CAT of ACFT	OCA (OCH)				FAF to MAPT - 5.6 NM						
	A	B	C	D	Speed (GS)	KT	70	90	120	150	180
LNAV	570 (420)	570 (420)	570 (420)	570 (420)	Rate of descent	FT/MIN	375	480	640	800	960
LNAV/VNAV	457 (306)	465 (314)	473 (322)	480 (330)	PROCEDURE ALTITUDES						
LPV	350 (200)	350 (200)	350 (200)	350 (200)	DIST THR	5.0	4.0	3.0	2.0		
					Altitude	1800	1480	1160	840		

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

1	Apron designation	See chart <a href="#">AD 2.ELLX-GMC.02</a>
	Apron surface	CONC / ASPH
	Apron strength	See chart <a href="#">AD 2.ELLX-GMC.02</a>
2	Taxiway width	See chart <a href="#">AD 2.ELLX-GMC.02</a>
	Taxiway surface	ASPH
	Taxiway strength	See chart <a href="#">AD 2.ELLX-GMC.02</a>
3	ACL and elevation	At apron P2 (1233FT)
4	VOR check points	NIL
5	INS check points	See chart <a href="#">AD 2.ELLX-APDC.01</a>
6	Remarks	NIL

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

1	Aircraft stand identification signs	No
	Taxiway guide lines	Guidance sign-boards at entrance of TWY to RWY and at intersections of TWYs
	Visual docking/parking guidance system at aircraft stands	NIL
2	Runway markings and lighting	Designation, THR, TDZ, aiming point, centre line and side stripe markings
	Taxiway markings and lighting	Centre line, enhanced centre line and RWY holding positions at the TWY/RWY intersections RWY AHEAD markings on all RWY/TWY intersections
3	Stop bars	See <a href="#">AD 2.ELLX-GMC.01</a>
	Runway guard lights	Inset RWY guard lights on TWY A1, A2, B4, C, E, F, H and I Elevated RWY guard lights on TWY D1, D2 and G
4	Other runway protection measures	NIL
5	Remarks	NIL

## ELLX AD 2.10 Aerodrome Obstacles

### Close-In Obstacles

ID	Type	Latitude	Longitude	ELEV (FT)	Marked	Area	RWY affected
EL479637	Vegetation	493818.5N	0061415.0E	1279.1	No	2C	06
EL041439	Vegetation	493808.5N	0061432.8E	1270.7	No	2C	06
EL467209	Vegetation	493655.1N	0061112.3E	1194.5	No	2C	24

### Visual Segment Surface (VSS) Penetration

ID	Type	Latitude	Longitude	ELEV (FT)	Marked	Area	Procedure minima affected
EL041248	Vegetation	493652.5N	0061101.1E	1198.2	No	2B	VOR 06, LNAV 06 and LNAV/VNAV 06
EL481126	Vegetation	493820.1N	0061421.5E	1291.5	No	2C	VOR 24, LNAV 24 and LNAV/VNAV 24
EL449378	Vegetation	493808.5N	0061431.9E	1271.6	No	2C	VOR 24, LNAV 24 and LNAV/VNAV 24

## ELLX AD 2.11 Meteorological Information Provided

1	Associated MET Office	ELLX MET
2	Hours of service	H24
	MET Office outside hours	NIL
3	Office responsible for TAF preparation	ELLX
	Periods of validity	30HR
4	Trend forecast	AVBL
	Interval of issuance	30MIN
5	Briefing / consultation provided	Official in charge, TEL, full display and CCTV
6	Flight documentation	Plain language, tables and schedules, charts
	Languages used	Lu, Ge, Fr and En
7	Charts and other information available for briefing or consultation	Surface charts, altitude charts, prognostic altitude charts, prognostic chart of significant weather, tropopause and maximum wind chart
8	Supplementary equipment available for providing information	Weather radar, IR, HRV (high resolution visible) and WV (water vapour), NWP (numerical weather prediction)
9	ATS units provided with information	Luxembourg TWR and Luxembourg APP
10	Additional information	TEL: +352 47 98 27 01 1 FAX: +352 47 98 27 09 0 Email: <a href="mailto:metprv@airport.etat.lu">metprv@airport.etat.lu</a>

## ELLX 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	060.18°	4002 x 45	800/F/A/W/T 79/F/A/W/T ASPH	493703.08N 0061115.05E	THR 1158.5 FT TDZ 1204 FT
				493807.42N 0061408.17E	
				157.6FT	
24	240.18°	4002 x 45	800/F/A/W/T 79/F/A/W/T ASPH	493807.42N 0061408.17E	THR 1212.6 FT TDZ 1213 FT
				493703.08N 0061115.05E	
				157.7FT	

RWY designator	Slope of RWY and SWY (*)	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	Dimensions of RESA (M)
7	8	9	10	11	12
06	+1.50% (from 0 to 1512 M) -0.41% (from 1512 to 2982 M) -0.02% (from 2982 to 4002 M)	NIL	NIL	4122 x 280	130 x 150
24	+0.02% (from 0 to 1020 M) +0.41% (from 1020 to 2490 M) -1.50% (from 2490 to 4002 M)	NIL	NIL	4122 x 280	97 x 150

(\*) High slope between THR06 and TWY F. Slope variation might generate optical illusion, especially during approach on RWY 06. Opposite THR not visible.

### ELLX AD 2.18 ATS Communication Facilities

Service designation	Call sign	Channel/ Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Luxembourg Radar	120.885	H24	Primary 8.33 KHZ CH DOC: 80NM - FL200
		362.300 MHz	H24	NIL
		121.500MHz	H24	Emergency
		120.165	H24	Spare 8.33 KHZ CH DOC: 25NM - FL 100
		119.950MHz	H24	Spare DOC: 25NM - FL 100
	Luxembourg Arrival	118.905	HX	Control service on final approach with radar. 8.33 KHZ CH On ATC instructions only. Only state CS on initial contact. DOC: 40NM - FL200
TWR	Luxembourg Tower	118.105	H24	Primary 8.33 KHZ CH DOC: 25NM - FL040
		362.300 MHz	H24	NIL
		121.500MHz	H24	Emergency
		120.165	H24	Spare 8.33 KHZ CH DOC: 25NM - FL 100
		119.950MHz	H24	Spare DOC: 25NM - FL 100
	Luxembourg Delivery	121.855	HS	Clearance delivery. 8.33 KHZ CH Operational hours: 0500-2200 (0400-2100) DOC: 5NM - GND See <a href="#">ELLX AD 2.22, § 3.1</a>
ATIS	Luxembourg ATIS	134.755	H24	8.33 KHZ CH DOC: 40NM - FL 150 See <a href="#">ELLX AD 2.23</a>
VDF	Luxembourg Homer	118.105	H24	8.33 KHZ CH
		120.885		
		121.500MHz	H24	NIL

### ELLX AD 2.19 Radio Navigation and Landing Aids

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
DVOR/DME (3° E/2024)	DIK	114.400MHZ (CH 91X)	H24	495140.7N 0060747.1E	1100FT	349° GEO / 14.58NM from ARP DOC DVOR: 100NM - FL500
DVOR/DME (3° E/2024)	LUX	112.250MHZ CH 59Y	H24	493822.3N 0061450.2E	1200FT	060° GEO / 1.93NM from ARP DOC: 60NM - FL250

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
ILS 06 (CAT I)						
LOC	ILE	109.900MHZ	H24	493818.6N 0061438.4E		060° GEO / 2.55NM from THR 06 DOC: 25NM - FL060
GP		333.800MHZ	H24	493703.4N 0061128.1E		Slope 3° RDH 57FT DOC: 25NM - FL060
DME	ILE	CH 36X	H24	493703.4N 0061128.1E	1200 FT	Type N Collocated with GP 0 at 230M from THR 06 DOC: 25NM - FL100
ILS 24 (CAT III)						
LOC	ILW	110.700MHZ	H24	493658.7N 0061103.6E		240° GEO / 2.31NM from THR 24 DOC: 25NM - FL060
GP		330.200MHZ	H24	493758.5N 0061359.1E		Slope 3° RDH 50FT DOC: 25NM - FL060
DME	ILW	CH 44X	H24	493758.5N 0061359.1E	1300 FT	Type N Collocated with GP 0 at 300M from THR 24 (ABM antenna) DOC: 25NM - FL100

## ELLX AD 2.20 Local Aerodrome Regulations

### 1 GENERAL

#### 1.1 Ground Surveillance - Use of Mode A, C and S Transponders

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

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

- from the request for push-back or start-up, whichever is earlier;
- after landing, continuously until the aircraft is fully parked on stand. When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

Whenever possible, the aircraft identification (i.e. call sign used in flight) shall be entered as from the request for push-back or start-up, whichever is earlier (through the FMS or the transponder control panel). Pilots shall use the ICAO format for aircraft identification, as entered in item 7 of the flight plan form (e.g. "LGL123").

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

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

#### 1.2 Aircraft Code F

Aircraft code F other than B747-8F are subject to a special permission. Requests for special permission have to be sent minimum 72 hours in advance to [dutymanager.ops@lux-airport.lu](mailto:dutymanager.ops@lux-airport.lu).

At holding points RWY 24 on TWY A1 and TWY A2, no simultaneous holding positions will be allowed for B747 type aircraft.

#### 1.3 Adverse Weather

During adverse weather situations such as lightning activity above or in the proximity of the aerodrome and high winds exceeding 40 KT expect suspension of ground handling activities. Arriving aircraft are to follow the Follow Me guidance for parking of aircraft, no marshalling on stand.

#### 1.4 Wildlife strikes

Pilots are requested to report wildlife strikes as well as observed wildlife risks in flight immediately to ATC.

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

**Wildlife Unit**

TEL: +352 24 64 31 00

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

**Safety Management Unit**

Email: [safety@lux-airport.lu](mailto:safety@lux-airport.lu)

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## 2 TAXI REGULATIONS

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

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

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

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

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

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

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## 3 APRON REGULATIONS

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**On all aprons:**

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

**On apron P1:**

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

**On apron P2:**

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

**On apron P6:**

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

**On apron P7:**

- Apron shall only be entered behind a follow-me vehicle.
- Use minimum thrust, maximum 30 PCT N1, when entering aircraft stands to avoid jet blast damage and injuries. Aircraft entering stands Z05, Z06, Z07 and Z08 use caution due to slight upslope.

**On apron P9:**

- Aircraft movement under towing only.

**On apron P10:**

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

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## 4 RUNWAY REGULATIONS

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### 4.1 Reduced Runway Separation Minima

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

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

### 4.2 Minimum Runway Occupancy Time

#### 4.2.1 Departure

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

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

#### 4.2.2 Arrival

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

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## 5 SPECIFIC TRAFFIC REGULATIONS

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### 5.1 Aircraft without Radio

Aircraft without radio are prohibited.

### 5.2 Glider Flights

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

### 5.3 ULM Flights

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

### 5.4 Balloon Flights

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

### 5.5 Parachuting

Parachuting is prohibited.

### 5.6 Acrobatic Flights

Acrobatic flights are prohibited.

### 5.7 Training and Test Flights

Are considered as training flights:

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

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

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

Overview of allowed training times:

Type of training	MON to SAT	SUN and HOL
Training flights performing successive touch-and-goes in the traffic circuit	0700-0830 (0600-0730) 1100-1600 (1000-1500) 1900-2000 (1800-1900)	0700-0830 (0600-0730) 1300-1600 (1200-1500) 1900-2000 (1800-1900)
IFR training flights (see Note 3)	0530-0830 (0430-0730) 1100-1600 (1000-1500) 1900-2000 (1800-1900)	0700-0830 (0600-0730) 1100-1600 (1000-1500) 1900-2000 (1800-1900)

Note 1: Training flights with multi-engine aircraft are not allowed on SUN and HOL.

Note 2: RWY maintenance/inspection has priority over training flights.

Note 3: Exceptions to IFR training flight times may be granted upon request on day of operations via telephone with ELLX ARO (+352 47 98 23 01 0 or 1).

Note 4: ATC may refuse training flights on short notice in case of adverse traffic situation.

## 5.8 Local Flights

Any flight departing from and arriving at ELLX without intermediate landing abroad is considered as a local flight.

Local flights are allowed: MON to SAT 0530-2100 (0430-2000); SUN and HOL 0700-2100 (0600-2000).

## 5.9 Green Lane

The green lane is a designated corridor on the manoeuvring area along TWY B1, intended for use by vehicles to reduce congestion on the taxiway.

Access to the green lane is subject to authorization from TWR.

Wingtip clearance between all code A, B, C and D aircraft and vehicles on green lane guaranteed.

For aircraft inbound to Apron P1, follow-me vehicle may position itself on the green lane to be more visible to the pilot, except in case of LVP.

# 6 HANDLING OF GENERAL AVIATION FLIGHTS

## 6.1 Principles

Except for cases listed in § 6.3, handling is mandatory and will be coordinated by Business Aviation Center: MON-SUN 0500-2200 (0400-2100).

Aircraft will be parked on apron P2 by default. Apron P5 East can only be used for Luxembourg Air Ambulance and Police activities. Apron P5 West can only be used for:

- AVGAS refuelling of single engine, propeller aircraft without commercial passengers;
- Pre-flight checks on positions W01, W02, W03 and W04;
- W02/W12 can only be used by rotary wing aircraft;
- The use of any of these positions for a period longer than needed for the pre-flight checks, is subject to approval by lux-Airport;
- Temporary parking during standard times, of single engine, propeller aircraft without commercial passengers on GA1 box only (wingspan ≤ 15 M). Aircraft shall not operate under own power within the parking area. Engine(s) must be turned off prior to entry and may only be turned on after exiting the parking box.

In case apron P5 West parking spaces are full, aircraft will be positioned on apron P2 where handling is mandatory.

Aircraft based on apron P6 can apply for JET A1 fuelling permission on apron P5.

The standard time allowed on the ground is 72 hours. Extended stays must be notified as repositioning can be required.

Operating without prior permission can result in an additional fee of up to a maximum of 4 times the regular handling fee and lead to refusal of future requests.

## 6.2 Procedure

- Handling requests must be sent at the latest 6 business hours prior to the flight to [bac@lux-airport.lu](mailto:bac@lux-airport.lu) in order to obtain a general aviation PPR.
- The request must include the noise certificate and specify arrival & departure date and times (no open-ended schedule).
- The permission number must be specified in item 18 of the FPL.
- Immediately notify any changes, cancellations or parking extension requests.

## 6.3 Exempted Flights

Following aircraft can be exempted from the mandatory handling on the condition that they do not perform any commercial passenger transport and where the crew is in possession of a valid and correct lux-Airport access badge:

- Aircraft based on apron P6;
- Non ELLX-based, single engine, propeller aircraft temporarily parking on apron P5;
- Ambulance, police, military, state and search and rescue flights;
- Flights diverting for safety or emergency landing and for weather or technical reasons.

## 6.4 Payment Methods

- Handling fees: Credit card or credit account. No other payment accepted.
- JET A1 payment: Fuel contract, fuel release or fuel card.

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# ELLX AD 2.21 Noise Abatement Procedures

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## 1 GENERAL

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### 1.1 "Chapter 2" Aircraft

In accordance with European Directive 2002/30, take-off and landing of aircraft noise certified according to the criteria of *ICAO Annex 16*, Chapter 2, are forbidden.

State and military aircraft are exempted from this prohibition.

### 1.2 Use of Reverse Thrust

Except for reasons of safety, aircraft crews using the airport must conform to all relevant noise abatement techniques laid down for the type of aircraft and appropriate to the operations undertaken.

Aircraft must be operated at all times in a manner designed to cause the least disturbance practicable in areas surrounding the airport. In particular, the use of reverse thrust should be limited to idle power wherever possible and higher power used only for reasons of safety or for compliance with operational instructions.

## 2 GROUND PROCEDURES

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Engine run-ups are only allowed for aircraft meeting the standards of *ICAO Annex 16. Volume 1, Chapter 3* and shall only be conducted on the engine test area located on TWY I.

Except when specifically authorised, engine test runs are only allowed from MON to FRI between 0600 and 2000 (0500 and 1900), and on SAT between 0700 and 1900 (0600 and 1800). Engine test runs are prohibited on SUN and public holidays.

An aircraft wanting to perform an engine run-up must request prior approval 2 hours in advance to the Airport Duty Manager. In the request, the operator must indicate the aircraft type, the foreseen start and end time, as well as the power settings used for the engine test. After approval received from Airport Duty Manager, the operator can contact ATC to access the area and perform the run, according to the conditions allowed for.

Ground idle runs are not considered to be engine test runs and need to be pre-approved by Airport Duty Manager.

For conditions regarding the use of the APU refer to ELLX AD 2.20, § 3.

### Airport Duty Manager

TEL: +352 24 64 31 10

Email: [dutymanager.ops@lux-airport.lu](mailto:dutymanager.ops@lux-airport.lu)

## 3 ARRIVAL PROCEDURES

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### 3.1 Noise Abatement Approach and Landing Procedures

Aircraft performing a visual approach shall intercept the final approach leg not earlier than 6NM from the threshold.

### 3.2 Continuous Descent Operations (CDO)

When the traffic situation permits, ATC will facilitate continuous descent for all RWY, based on radar vectoring or RNAV1 procedure. Facilitation of CDO will be provided at ATC discretion only.



When a CDO can be approved by ATC, as soon as practicable after first call on the APP frequency, ATC will provide a clearance to proceed on a CDO via one or more of the following significant points: IRTON, LX242, LX243, LX063, LX062, BREDI & PONIG.

After passing either LX242 or LX243 (for RWY24), respectively LX063 or LX062 (for RWY06), aircraft on CDO are expected to turn inbound and intercept the ILS prior to the FAF.

Following phraseology shall be used:

<b>CDO Request</b>	[ <i>aircraft call sign</i> ], [ <i>position report</i> ], REQUEST CDO.
<b>CDO Approval</b>	[ <i>aircraft call sign</i> ], CLEARED CDO ILS RWY XX VIA [ <i>significant point</i> ], QNH ( <i>number</i> )[ <i>units</i> ], ( <i>report established</i> ).

Descent clearance to 3000FT is included in the ILS clearance.

Following restrictions apply:

RWY	Route	Restriction
06	MMD – IRTON – LX06I	MNM FL 080 abeam IRTON
	AKELU – BREDI – LX062	MNM FL 080 2 NM north of AKELU MNM 4 700 FT above LX062
24	MMD – IRTON – LX242	MNM FL 080 abeam IRTON
	SORAL – AKELU – LX243	MNM FL 080 2 NM north of AKELU
	PONIG – LX24I	MNM FL 060 above PONIG

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

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

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

## 4 DEPARTURE PROCEDURES

### 4.1 General

The SID (see ELLX AD 2.22, § 3.2.1) constitute noise abatement procedures. It is therefore emphasized that pilots shall adhere to these routes as closely as performance permits. If unable to comply with these procedures, they shall advise ATC immediately.

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

Climb until 4000FT shall be performed with most noise abatement efficient aircraft setting if available, or at maximum climb gradient compatible with safety.

## ELLX AD 2.22 Flight Procedures

## 1 GENERAL

### 1.1 Aerodrome Minima

Except in case of emergency, no pilot shall land or take off when RVR is below 125M.

Specific minima apply for following procedures:

- ILS/DME CAT I RWY 06: 600M RVR;
- ILS/DME CAT I RWY 24: 550M RVR;
- ILS/DME CAT II RWY 24: 300M RVR;
- ILS/DME CAT IIIA RWY 24: 200M RVR;
- ILS/DME CAT IIIB RWY 24: 125M RVR;
  
- LOC/DME RWY 06 (CAT A/B/C): 800M RVR or VIS;
- LOC/DME RWY 06 (CAT D): 1200M RVR or VIS;
- LOC/DME RWY 24 (CAT A/B/C): 800M RVR or VIS;
- LOC/DME RWY 24 (CAT D): 1200M RVR or VIS;

- VOR/DME RWY 06 (CAT A/B/C): 1200M RVR or VIS;
- VOR/DME RWY 06 (CAT D): 1600M RVR or VIS;
- VOR/DME RWY 24 (CAT A/B/C): 1200M RVR or VIS;
- VOR/DME RWY 24 (CAT D): 1600M RVR or VIS.

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## 2 IFR FLIGHTS (INBOUND)

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### 2.1 General

ILS is the default approach procedure. Pilots planning for any other type of procedure must ask for explicit ATC clearance.

#### 2.1.1 Aircraft Equipment

DME is compulsory for all inbound IFR traffic.

#### 2.1.2 Radar Vectoring

Radar vectoring may be expected.

Aircraft receiving radar vectors to intercept an instrument approach to Luxembourg Airport may be assigned levels by ATC below the minimum sector altitude/terminal arrival level. Levels assigned will assure that the aircraft remains at least 1000FT above the highest obstacle located within 3NM or 5NM of the aircraft, as appropriate (in accordance with *ICAO Doc 8168 PANS-OPS, Volume II, Section 2, § 6.2.3*). Refer to [AD 2.ELLX-ATCSMAC.01](#).

#### 2.1.3 Speed Limitations

Aircraft being radar vectored shall reduce speed to 250KIAS MAX when crossing 25 DME LUX or when below FL 100.

Unless instructed otherwise, the speed on final approach shall not exceed 180KIAS at the FAF/FAP.

Pilots are requested to comply as promptly as feasible within operational constraints with any speed adjustments requested by ATC. Aircraft unable to comply with the requested speed shall inform ATC and indicate the speed that will be used.

## 2.2 Conventional Navigation

### 2.2.1 Holding Patterns

#### DIEKIRCH

<b>Fix</b>	DIK DVOR/DME
<b>Turn / inbound track (MAG)</b>	Right / 120°
<b>Levels (MAX / MNM)</b>	FL 100 / 4000FT QNH
<b>Remarks</b>	Holding pattern shall be flown at 220KIAS MAX

#### HOLDING 24

<b>Fix</b>	R-057/5.0 DME LUX
<b>Turn / inbound track (MAG)</b>	Right / 237°
<b>Levels (MAX / MNM)</b>	4000FT QNH / 3000FT QNH
<b>Remarks</b>	Holding/racetrack pattern shall be flown at 200 KIAS MAX Limit of the outbound track is 9 DME LUX

#### HOLDING 06

<b>Fix</b>	R-237/9.0 DME LUX
<b>Turn / inbound track (MAG)</b>	Left / 057°
<b>Levels (MAX / MNM)</b>	FL070 / 3000FT QNH
<b>Remarks</b>	Holding/racetrack pattern shall be flown at 220KIAS MAX Limit of the outbound track is 14 DME LUX

### 2.2.2 Standard Instrument Arrivals

STAR have been established as shown on the STAR charts (see [ELLX AD 2.24](#)) and as listed below. ATC may deviate from these routes and pilots may expect radar vectors for separation reasons or in order to expedite traffic flow.

#### HOLDING DIK DVOR/DME

Designator	Route	Track (MAG)	Distance (NM)	MNM IFR level	Remarks
REMBA5K	REMBA				Holding entry: direct
		132°	49.1	FL 100	
	RITAX				
		133°	3.0	FL 100	
	TMA BDRY				
LNO7K	DIK DVOR				Holding entry: direct
	LNO DVOR				
		156°	27.5	FL070	
	TMA BDRY				
BETEX4K		156°	18.9	4000FT QNH	Holding entry: offset
	BETEX				
		280°	11.8	4000FT QNH	
EXCOS2K	DIK DVOR				Holding entry: parallel
	EXCOS				
		292°	9.6	4000FT QNH	
	LUX DVOR				
		338°	14.1	4000FT QNH	
	DIK DVOR				

**HOLDING DIK DVOR/DME**

Designator	Route	Track (MAG)	Distance (NM)	MNM IFR level	Remarks
AKELU5K	AKELU				Holding entry: parallel
		334°	2.0	FL080	
	27NM north of GTQ VOR				
		334°	3.6	FL060	
	TMA BDRY				
		334°	6.0	4000FT QNH	
	MOSET				
		333°	20.7	4000FT QNH	
MMD6K	DIK DVOR				Holding entry: parallel
	MMD VOR				
		068°	26.2	FL080	
	TMA BDRY				
		068°	4.8	4000FT QNH	
	PETAN				
		025°	21.0	4000FT QNH	
	DIK DVOR				

**2.3 Performance Based Navigation**

**2.3.1 Holding Patterns**

**2.3.1.1 Waypoints**

ID	Latitude	Longitude	Remarks
DIK	495140.7N	0060747.1E	
EXCOS	493419.7N	0062813.8E	
LX06F	493415.3N	0060344.6E	
LX24F	494049.8N	0062125.9E	

**2.3.1.2 Path Terminators**

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

**DIEKIRCH**

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST	Speed limit (KT)	NAV Spec	Remarks
1	DIK	HM	Y	120 (123.0)	R	FL 140/4000	1 MIN	-230	RNAV1	GNSS required

**EXCOS**

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST	Speed limit (KT)	NAV Spec	Remarks
1	EXCOS	HM	Y	042 (045.0)	L	FL 090 / FL 060	1 MIN	-230	RNAV1	GNSS required Direct entry only Not AVBL for RCF

**LX06F**

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST	Speed limit (KT)	NAV Spec	Remarks
1	LX06F	HM	Y	057 (060.1)	L	FL 070 / 3000	1 MIN	-220	RNAV1	GNSS required Direct entry only

LX24F

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

2.3.2 Standard Instrument Arrivals

2.3.2.1 Waypoints

ID	Latitude	Longitude	Remarks
BETEX	494857.0N	0062531.0E	
BITBU	495858.6N	0063341.9E	
BREDI	493120.0N	0061730.0E	
DIK	495140.7N	0060747.1E	
EXCOS	493419.7N	0062813.8E	
GIVOR	483930.6N	0062329.1E	
GTQ	485911.2N	0064258.4E	
IRTON	493300.0N	0053300.0E	
LNO	503509.3N	0054237.0E	
LX770	490407.2N	0064106.5E	
LX771	491350.2N	0063725.1E	
LX772	492540.2N	0062915.7E	
LX776	490224.4N	0063244.5E	
LX873	500911.5N	0055744.6E	
LX875	490315.5N	0063820.8E	
LX887	490204.7N	0062546.7E	
LX889	500229.0N	0055141.5E	
LX896	492307.1N	0062009.0E	
LX898	492908.5N	0062651.3E	
LX899	491315.0N	0062655.2E	
MMD	492328.5N	0050727.9E	
OXCAM	494954.5N	0063017.6E	
PONIG	494536.0N	0063410.0E	
REMBA	503944.0N	0045450.5E	
RITAX	500440.0N	0054825.0E	
SORAL	490649.6N	0062615.6E	
VAVOT	492913.0N	0053400.0E	

2.3.2.2 Path Terminators

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

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

REMBA3D

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

**LNO3D**

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

**BITBU3D**

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

**MMD2W**

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

**MMD2V**

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

**GTQ4S**

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

**GIVOR4S**

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

## GIVOR1B

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	GIVOR	IF							RNAV1	GNSS required
2	LX887	TF		001 (003.8)		+FL 160	22.6		RNAV1	
3	SORAL	TF		001 (003.8)			4.8		RNAV1	
4	LX899	TF		001 (003.9)		+FL 150	6.4		RNAV1	
5	LX896	TF		333 (335.9)		+FL 080	10.8		RNAV1	
6	BREDI	TF		345 (348.1)		+FL 060	8.4	-250	RNAV1	

## GTQ1B

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	GTQ	IF							RNAV1	GNSS required
2	LX875	TF		320 (323.3)		+FL 160	5.1		RNAV1	
3	LX899	TF		320 (323.2)		+FL 150	12.5		RNAV1	
4	LX896	TF		333 (335.9)		+FL 080	10.8		RNAV1	
5	BREDI	TF		345 (348.1)		+FL 060	8.4	-250	RNAV1	

2.3.3 Transitions (RWY 06)

2.3.3.1 Waypoints

ID	Latitude	Longitude	Remarks
AKELU	492201.0N	0062750.0E	
BETEX	494857.0N	0062531.0E	
BREDI	493120.0N	0061730.0E	
DIK	495140.7N	0060747.1E	
EFFAP	494529.9N	0054210.0E	
EXCOS	493419.7N	0062813.8E	
IRTON	493300.0N	0053300.0E	
LX062	492747.8N	0060153.5E	
LX063	493622.3N	0055352.9E	
LX066	493449.9N	0054417.4E	
LX067	493006.5N	0054623.4E	
LX069	493039.0N	0055404.8E	
LX06F	493415.3N	0060344.6E	
LX06I	493208.4N	0055804.5E	
LX777	493958.9N	0054915.6E	
LX861	494812.7N	0060437.2E	
LX862	495831.8N	0054936.7E	
LX863	494746.7N	0055141.5E	
LX871	492433.7N	0062501.1E	
RITAX	500440.0N	0054825.0E	
VAVOT	492913.0N	0053400.0E	

2.3.3.2 Path Terminators

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

DIK3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	DIK	IF						-250	RNAV1	GNSS required
2	LX861	TF		208 (210.6)		+4000	4.0		RNAV1	
3	LX063	TF		208 (210.5)			13.7	-220	RNAV1	
4	LX06I	TF		144 (147.2)		+3000	5.0		RNAV1	

Expect ILS, LOC, VOR or RNP APCH at LX06F.

IRTON4D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	IRTON	IF						-250	RNAV1	GNSS required
2	LX066	TF		073 (075.9)		+FL 070	7.6		RNAV1	
3	LX06I	TF		104 (106.6)		+3000	9.4	-220	RNAV1	

Expect ILS, LOC, VOR or RNP APCH at LX06F.

VAVOT3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	VAVOT	IF						-250	RNAV1	GNSS required
2	LX067	TF		081 (083.6)		+FL 080	8.1		RNAV1	
3	LX069	TF		081 (083.8)			5.0		RNAV1	
4	LX06I	TF		057 (060.1)		+3000	3.0	-220	RNAV1	

Expect ILS, LOC, VOR or RNP APCH at LX06F.



## RITAX3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	RITAX	IF							RNAV1	GNSS required
2	LX862	TF		170 (172.8)		+FL 100	6.2	-250	RNAV1	
3	LX863	TF		170 (172.9)		+4000	10.8		RNAV1	
4	LX063	TF		170 (172.9)			11.5	-220	RNAV1	
5	LX06I	TF		144 (147.2)		+3000	5.0		RNAV1	

Expect ILS, LOC, VOR or RNP APCH at LX06F.

## EFFAP1D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	EFFAP	IF						-250	RNAV1	GNSS required
2	LX777	TF		137 (140.1)		+FL 070	7.2		RNAV1	+FL 060 when QNH ≥ 1013
3	LX063	TF		137 (140.2)		+3000	4.7	-220	RNAV1	
4	LX06I	TF		144 (147.2)		+3000	5.0		RNAV1	

Expect ILS, LOC, VOR or RNP APCH at LX06F.

## EXCOS3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	EXCOS	IF						-250	RNAV1	GNSS required
2	LX062	TF		246 (249.3)		+4700	18.4	-220	RNAV1	
3	LX06I	TF		327 (330.2)		+3000	5.0		RNAV1	

Expect ILS, LOC, VOR or RNP APCH at LX06F.

## AKELU3D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	AKELU	IF						-250	RNAV1	GNSS required
2	LX871	TF		321 (324.2)		+FL 080	3.1		RNAV1	
3	BREDI	TF		321 (324.2)		+FL 060	8.4		RNAV1	
4	LX062	TF		248 (250.9)		+4700	10.8	-220	RNAV1	
5	LX06I	TF		327 (330.2)		+3000	5.0		RNAV1	

Expect ILS, LOC, VOR or RNP APCH at LX06F.

## BREDI2D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	BREDI	IF				+FL 060		-250	RNAV1	GNSS required
2	LX062	TF		248 (250.9)		+4700	10.8	-220	RNAV1	
3	LX06I	TF		327 (330.2)		+3000	5.0		RNAV1	

Expect ILS, LOC, VOR or RNP APCH at LX06F.

## BETEX1D

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	BETEX	IF				+FL 070		-250	RNAV1	GNSS required
2	LX063	TF		236 (238.7)			24.1	-220	RNAV1	
3	LX06I	TF		144 (147.2)		+3000	5.0		RNAV1	

Expect ILS, LOC, VOR or RNP APCH at LX06F.

2.3.4 Transitions (RWY 24)

2.3.4.1 Waypoints

ID	Latitude	Longitude	Remarks
BETEX	494857.0N	0062531.0E	
BREDI	493120.0N	0061730.0E	
DIK	495140.7N	0060747.1E	
EXCOS	493419.7N	0062813.8E	
IRTON	493300.0N	0053300.0E	
LX062	492747.8N	0060153.5E	
LX066	493449.9N	0054417.4E	
LX242	494716.6N	0062317.8E	
LX243	493836.0N	0063056.0E	
LX24F	494049.8N	0062125.9E	
LX24I	494256.2N	0062706.8E	
LX864	494956.2N	0061356.8E	
LX869	492833.7N	0054707.8E	
PONIG	494536.0N	0063410.0E	
VAVOT	492913.0N	0053400.0E	

2.3.4.2 Path Terminators

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

DIK3C

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	DIK	IF						-250	RNAV1	GNSS required
2	LX864	TF		111 (113.6)		+4000	4.4		RNAV1	
3	LX242	TF		111 (113.7)			6.6	-220	RNAV1	
4	LX24I	TF		147 (150.3)		+3000	5.0		RNAV1	

Expect ILS, LOC, VOR or RNP APCH at LX24F.

PONIG4C

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	PONIG	IF				+5000		-220	RNAV1	GNSS required
2	LX24I	TF		237 (239.8)		+3000	5.3		RNAV1	

Expect ILS, LOC, VOR or RNP APCH at LX24F.

EXCOS3C

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	EXCOS	IF						-250	RNAV1	GNSS required
2	LX243	TF		019 (022.3)		+4000	4.6	-220	RNAV1	
3	LX24I	TF		327 (330.3)		+3000	5.0		RNAV1	

Expect ILS, LOC, VOR or RNP APCH at LX24F.

**IRTON4N**

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	IRTON	IF						-250	RNAV1	GNSS required
2	LX066	TF		073 (075.9)		+FL 070	7.6		RNAV1	
3	LX242	TF		061 (063.6)			28.2	-220	RNAV1	
4	LX24I	TF		147 (150.3)		+3000	5.0		RNAV1	

Expect ILS, LOC, VOR or RNP APCH at LX24F.

**VAVOT3S**

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	VAVOT	IF						-250	RNAV1	GNSS required
2	LX869	TF		091 (094.3)		+FL 080	8.6		RNAV1	
3	LX062	TF		091 (094.5)			9.7		RNAV1	
4	BREDI	TF		068 (070.7)		+FL 060	10.8		RNAV1	
5	LX243	TF		047 (050.2)		+4000	11.4	-220	RNAV1	
6	LX24I	TF		327 (330.3)		+3000	5.0		RNAV1	

Expect ILS, LOC, VOR or RNP APCH at LX24F.

**BETEX1C**

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	BETEX	IF				+FL 070		-220	RNAV1	GNSS required Caution descent rate
2	LX24I	TF		167 (170.2)		+3000	6.1		RNAV1	

Expect ILS, LOC, VOR or RNP APCH at LX24F.

2.3.5 Approaches (RWY 06)

2.3.5.1 Waypoints

ID	Latitude	Longitude	Remarks
LX872	494919.3N	0061223.0E	
LX062	492747.8N	0060153.5E	IAF
LX063	493622.3N	0055352.9E	IAF
LX069	493039.0N	0055404.8E	IAF
LX06I	493208.4N	0055804.5E	IF
LX06F	493415.3N	0060344.6E	FAF
RW06	493703.08N	0061115.05E	MAPt
LX24F	494049.8N	0062125.9E	MATF
DIK	495140.7N	0060747.1E	MAHF

2.3.5.2 Path Terminators

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

RNP RWY06 via LX063

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/TCH (FT)	NAV Spec	Remarks
1	LX063	IF	N					-220		RNP APCH	IAF
2	LX06I	TF	N	144 (147.2)		+3000	5.0			RNP APCH	IF
3	LX06F	TF	N	057 (060.1)	L	@3000	4.3			RNP APCH	FAF
4	RW06	TF	Y	057 (060.1)			5.6		-3.00/57	RNP APCH	MAPt
5	LX24F	DF	Y			@3000				RNP APCH	MATF
6	LX872	DF	N		L	@4000				RNP APCH	
7	DIK	TF	N	305 (308.4)		@4000	3.8	-250		RNP APCH	MAHF
8	DIK	HM	Y	120 (123.0)	R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

RNP RWY06 via LX069

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/TCH (FT)	NAV Spec	Remarks
1	LX069	IF	N					-220		RNP APCH	IAF
2	LX06I	TF	N	057 (060.1)		+3000	3.0			RNP APCH	IF
3	LX06F	TF	N	057 (060.1)		@3000	4.3			RNP APCH	FAF
4	RW06	TF	Y	057 (060.1)			5.6		-3.00/57	RNP APCH	MAPt
5	LX24F	DF	Y			@3000				RNP APCH	MATF
6	LX872	DF	N		L	@4000				RNP APCH	
7	DIK	TF	N	305 (308.4)		@4000	3.8	-250		RNP APCH	MAHF
8	DIK	HM	Y	120 (123.0)	R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

## RNP RWY06 via LX062

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX062	IF	N			+4700		-220		RNP APCH	IAF
2	LX06I	TF	N	327 (330.2)		+3000	5.0			RNP APCH	IF
3	LX06F	TF	N	057 (060.1)	R	@3000	4.3			RNP APCH	FAF
4	RW06	TF	Y	057 (060.1)			5.6		-3.00/57	RNP APCH	MAPt
5	LX24F	DF	Y			@3000				RNP APCH	MATF
6	LX872	DF	N		L	@4000				RNP APCH	
7	DIK	TF	N	305 (308.4)		@4000	3.8	-250		RNP APCH	MAHF
8	DIK	HM	Y	120 (123.0)	R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

## ILS Z RWY06 via LX062

#	ID	P/T	F/O	Course °M (°T)	Recom. NAVAID	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX062	IF	N				+4700		-220		RNAV1	IAF GNSS required
2	LX06I	TF (*)	N	327 (330.2)			+3000	5.0			RNAV1	IF (*) Or CI ILE
3		CONV ILS										
4												
5	LX24F	DF	Y				@3000				RNAV1	MATF
6	LX872	DF	N			L	@4000				RNAV1	
7	DIK	TF	N	305 (308.4)			@4000	3.8	-250		RNAV1	MAHF
8	DIK	HM	Y	120 (123.0)		R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

## ILS Z RWY06 via LX063

#	ID	P/T	F/O	Course °M (°T)	Recom. NAVAID	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/ TCH (FT)	NAV Spec	Remarks
1	LX063	IF	N						-220		RNAV1	IAF GNSS required
2	LX06I	TF (*)	N	144 (147.2)			+3000	5.0			RNAV1	IF (*) Or CI ILE
3		CONV ILS										
4												
5	LX24F	DF	Y				@3000				RNAV1	MATF
6	LX872	DF	N			L	@4000				RNAV1	
7	DIK	TF	N	305 (308.4)			@4000	3.8	-250		RNAV1	MAHF
8	DIK	HM	Y	120 (123.0)		R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

### 2.3.6 Approaches (RWY 24)

#### 2.3.6.1 Waypoints

ID	Latitude	Longitude	Remarks
LX878	494814.5N	0060534.8E	
LX242	494716.6N	0062317.8E	IAF
LX243	493836.0N	0063056.0E	IAF
PONIG	494536.0N	0063410.0E	IAF
LX24I	494256.2N	0062706.8E	IF
LX24F	494049.8N	0062125.9E	FAF
RW24	493807.42N	0061408.17E	MAPt
LX891	493404.1N	0060314.7E	MATF
DIK	495140.7N	0060747.1E	MAHF

#### 2.3.6.2 Path Terminators

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

##### RNP RWY24 via LX242

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/TCH (FT)	NAV Spec	Remarks
1	LX242	IF	N					-220		RNP APCH	IAF
2	LX24I	TF	N	147 (150.3)		+3000	5.0			RNP APCH	IF
3	LX24F	TF	N	237 (240.3)	R	@3000	4.2			RNP APCH	FAF
4	RW24	TF	Y	237 (240.3)			5.5		-3.00/50	RNP APCH	MAPt
5	LX891	DF	Y			@3000				RNP APCH	MATF
6	LX878	DF	N		R	@4000				RNP APCH	
7	DIK	TF	N	020 (022.5)		@4000	3.7	-250		RNP APCH	MAHF
8	DIK	HM	Y	120 (123.0)	R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

##### RNP RWY24 via PONIG

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/TCH (FT)	NAV Spec	Remarks
1	PONIG	IF	N			+5000		-220		RNP APCH	IAF
2	LX24I	TF	N	237 (239.8)		+3000	5.3			RNP APCH	IF
3	LX24F	TF	N	237 (240.3)		@3000	4.2			RNP APCH	FAF
4	RW24	TF	Y	237 (240.3)			5.5		-3.00/50	RNP APCH	MAPt
5	LX891	DF	Y			@3000				RNP APCH	MATF
6	LX878	DF	N		R	@4000				RNP APCH	
7	DIK	TF	N	020 (022.5)		@4000	3.7	-250		RNP APCH	MAHF
8	DIK	HM	Y	120 (123.00)	R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

## RNP RWY24 via LX243

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/TCH (FT)	NAV Spec	Remarks
1	LX243	IF	N			+4000		-220		RNP APCH	IAF
2	LX24I	TF	N	327 (330.3)		+3000	5.0			RNP APCH	IF
3	LX24F	TF	N	237 (240.3)	L	@3000	4.2			RNP APCH	FAF
4	RW24	TF	Y	237 (240.3)			5.5		-3.00/50	RNP APCH	MAPt
5	LX891	DF	Y			@3000				RNP APCH	MATF
6	LX878	DF	N		R	@4000				RNP APCH	
7	DIK	TF	N	020 (022.5)		@4000	3.7	-250		RNP APCH	MAHF
8	DIK	HM	Y	120 (123.0)	R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

## ILS Z RWY24 via LX242

#	ID	P/T	F/O	Course °M (°T)	Recom. NAVAID	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/TCH (FT)	NAV Spec	Remarks
1	LX242	IF	N						-220		RNAV1	IAF GNSS required
2	LX24I	TF (*)	N	147 (150.3)			+3000	5.0			RNAV1	IF (*) Or CI ILW
3		CONV ILS										
4												
5	LX891	DF	Y				@3000				RNAV1	MATF
6	LX878	DF	N			R	@4000				RNAV1	
7	DIK	TF	N	020 (022.5)			@4000	3.7	-250		RNAV1	MAHF
8	DIK	HM	Y	120 (123.0)		R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

## ILS Z RWY24 via LX243

#	ID	P/T	F/O	Course °M (°T)	Recom. NAVAID	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	VPA (°)/TCH (FT)	NAV Spec	Remarks
1	LX243	IF	N				+4000		-220		RNAV1	IAF GNSS required
2	LX24I	TF (*)	N	327 (330.3)			+3000	5.0			RNAV1	IF (*) Or CI ILW
3		CONV ILS										
4												
5	LX891	DF	Y				@3000				RNAV1	MATF
6	LX878	DF	N			R	@4000				RNAV1	
7	DIK	TF	N	020 (022.5)			@4000	3.7	-250		RNAV1	MAHF
8	DIK	HM	Y	120 (123.0)		R	FL 140 / 4000	1 MIN	-230		RNAV1	GNSS required

## 2.4 Circling Approach

Circling approaches are prohibited.

### 3 IFR FLIGHTS (OUTBOUND)

#### 3.1 Starting Procedures

All outbound flights shall check their EOBT and update via handling or ARO if necessary. If CTOT cannot be met request delay via handling or ARO.

- All outbound flights contact Luxembourg Delivery. Start-up shall be requested from Luxembourg Delivery EOBT-15 MIN or CTOT-30 MIN earliest if attributed and ready to push-back and/or taxi accordingly. Pilots shall request departure clearance to Luxembourg Delivery after start-up has been granted by Luxembourg Delivery.
- If Luxembourg Delivery closed by ATIS, start-up shall be requested from Luxembourg TWR EOBT-15 MIN or CTOT-30 MIN earliest if attributed and ready to push-back and/or taxi immediately. Pilots shall request their departure clearance after start-up has been granted by TWR.

ATC start-up and/or push-back clearances are based on the assumption that an average of 15 MIN is required for start-up, push-back, taxi and take-off manoeuvres.

Pilots shall report their parking stand with the request for start-up clearance. Start-up and/or push-back shall be performed without delay after reception of the respective clearance. An ATC departure clearance shall only be requested after start-up and/or push-back has been granted by ATC.

If a time check is required and other sources such as GPS UTC time are not available, pilots can request a time check on the ATC frequency.

#### 3.2 Departure Procedures

##### 3.2.1 Standard Instrument Departures

SID have been established as shown on the SID charts (see [ELLX AD 2.24](#)) and as listed below. Pilots unable to comply shall inform ATC when requesting start-up clearance. ATC may deviate from these routes and pilots may expect radar vectors for separation reasons or in order to expedite traffic flow.

After take-off, aircraft shall immediately contact Luxembourg Radar on CH 120.885.

The initial turns are based upon 250 KIAS, a bank angle of 25° and a temperature of ISA+15°C. PBN SID Navigation Specification is "RNAV1 - GNSS required".

Although initial departure legs might be coded as to maintain a course to an AT or Above altitude 'CA', ATC expects flights to turn at the specified minimum altitude and not later.

#### RWY 06 - Conventional

Designator	Route	Remarks
DIK5T	Intercept R-057 LUX. At 6 DME LUX, LT to intercept R-119 DIK to DIK.	NIL
ASMOX4T	Intercept R-057 LUX. At 6 DME LUX, LT to intercept R-119 DIK INBD. RT to intercept R-001 LUX to ASMOX.	Cross ASMOX FL 080 MNM
EXCOS4T	Intercept R-057 LUX. At 2 700 FT, RT to intercept R-112 LUX to EXCOS. No turn before DER.	Cross EXCOS FL 060 MNM Always AVBL for traffic DEST EDDR, EDRZ and ETAR Additionally AVBL FRI, 1700 (1600) to MON, 0700 (0600) to join Q760 and Z729
GTQ4T	Intercept R-057 LUX. At 2 700 FT, RT to intercept R-334 GTQ INBD to LX890, GTQ next. No turn before DER.	Cross 27 DME GTQ FL 080 MNM Flights filing FL 130 or above, cross 25 DME GTQ FL 130 MNM. If unable to comply or if filing lower, advise ATC.
MMD2T	Intercept R-057 LUX. At 6 DME LUX, LT to intercept R-017 LUX to LUX. RT to intercept R-263 LUX to TILVI, MMD next.	Cross 19 DME LUX FL 080 MNM
RAPOR8T	Intercept R-057 LUX. At 6 DME LUX, LT to intercept R-017 LUX to LUX. RT to intercept R-263 LUX to TILVI, RAPOR next.	Cross 19 DME LUX FL 080 MNM



## RWY 06 - PBN

Designator NAV Spec	Route	Remarks
<b>LNO1P [RNAV1]</b>	Climb on course 057° MAG; At 1 700 FT direct to <u>LX24F</u> , turn left; Direct to DIK; To GESLO; To LX873 at or above FL 080; To LNO.	If unable RNAV, advise ATC.
<b>ARCKY1P [RNAV1]</b>	Climb on course 057° MAG; At 1 700 FT direct to <u>LX24F</u> , turn left; Direct to DIK; To GESLO; To LX866 at or above FL 110; To ARCKY at or above FL 180.	If unable RNAV, advise ATC. Cross ARCKY FL 180 MNM. If unable to comply, advise ATC. Expect LNO1P.
<b>RAPOR1P [RNAV1]</b>	Climb on course 057° MAG; At 1 700 FT direct to <u>LX24F</u> , turn left; Direct to LX101 at 250 KT MAX; To LX063; To LX894 at or above FL 080; To TILVI; To TALUD; To RAPOR.	If unable RNAV, advise ATC.
<b>MMD1P [RNAV1]</b>	Climb on course 057° MAG; At 1 700 FT direct to <u>LX24F</u> , turn left; Direct to LX101 at 250 KT MAX; To LX063; To LX894 at or above FL 080; To TILVI; To GEBKI; To MMD.	If unable RNAV, advise ATC.
<b>ASMOX1P [RNAV1]</b>	Climb on course 057° MAG; At 1 700 FT direct to <u>LX24F</u> , turn left; Direct to ASMOX at or above FL 080.	If unable RNAV, advise ATC.
<b>EXCOS1P [RNAV1]</b>	Climb on course 057° MAG; At 2 700 FT turn right; Direct to EXCOS at or above FL 060.	If unable RNAV, advise ATC. No turn before DER.
<b>GTQ2P [RNAV1]</b>	Climb on course 057° MAG; At 2 700 FT turn right; Direct to LX775 at or above 4 000 FT and at or below FL 090; To LX898 at or above FL 060; To LX772 at or above FL 080; To LX773 at or above FL 130; To LX771; To GTQ.	If unable RNAV, advise ATC. No turn before DER. Cross LX773 FL 130 MNM. If unable to comply or if filling lower, advise ATC.

**RWY 24 - Conventional**

Designator	Route	Remarks
<b>DIK5X</b>	Intercept R-237 LUX. At 8 DME LUX, RT to intercept R-198 DIK to DIK.	NIL
<b>ASMOX4Z</b>	Intercept R-237 LUX. At 8 DME LUX, RT to intercept R-198 DIK to DIK. RT to intercept R-063 DIK to ASMOX.	Cross ASMOX FL 080 MNM
<b>EXCOS4X</b>	Intercept R-237 LUX. At 5.4 DME LUX, LT to intercept R-076 MMD to EXCOS.	Climb gradient: 5.2% MNM until 4 000FT AMSL due to NAVAID performance. Maximum speed 220 KIAS until interception R-076 MMD to EXCOS Cross EXCOS FL 060 MNM Always AVBL for traffic DEST EDDR, EDRZ and ETAR Additionally AVBL FRI, 1700 (1600) to MON, 0700 (0600) to join Q760 and Z729 For NON-RNAV equipped aircraft
<b>GTQ4X</b>	Intercept R-237 LUX. At 5.4 DME LUX, LT to intercept R-076 MMD INBD EXCOS. RT to intercept R-334 GTQ to GTQ.	Climb gradient: 5.2% MNM until 4 000FT AMSL due to NAVAID performance. Maximum speed 220 KIAS until interception R-334 GTQ to GTQ Cross 27 DME GTQ FL 080 MNM Flights filing FL 130 or above, cross 25 DME GTQ FL 130 MNM. If unable to comply, advise ATC. For NON-RNAV equipped aircraft
<b>MMD2X</b>	Intercept R-237 LUX. At 8 DME LUX, RT to intercept R-263 LUX to TILVI, MMD next.	Cross 19 DME LUX FL 080 MNM
<b>RAPOR8X</b>	Intercept R-237 LUX. At 8 DME LUX, RT to intercept R-263 LUX to TILVI, RAPOR next.	Cross 19 DME LUX FL 080 MNM

**RWY 24 - PBN**

Designator NAV Spec	Route	Remarks
<b>LNO1R [RNAV1]</b>	Climb on course 237° MAG; At 1 700 FT direct to <u>LX06F</u> , turn right; Direct to GESLO; To LX873 at or above FL 080; To LNO.	If unable RNAV, advise ATC.
<b>ARCKY1R [RNAV1]</b>	Climb on course 237° MAG; At 1 700 FT direct to <u>LX06F</u> , turn right; Direct to GESLO; To LX866 at or above FL 110; To ARCKY at or above FL 180.	If unable RNAV, advise ATC. Cross ARCKY FL 180 MNM. If unable to comply, advise ATC. Expect LNO1R.
<b>RAPOR1R [RNAV1]</b>	Climb on course 237° MAG; At 1 700 FT direct to <u>LX06F</u> , turn right; Direct to LX063; To LX894 at or above FL 080; To TILVI; To TALUD; To RAPOR.	If unable RNAV, advise ATC.

## RWY 24 - PBN

Designator NAV Spec	Route	Remarks
<b>MMD1R</b> [RNAV1]	Climb on course 237° MAG; At 1 700 FT direct to <u>LX06F</u> , turn right; Direct to LX063; To LX894 at or above FL 080; To TILVI; To GEBKI; To MMD.	If unable RNAV, advise ATC.
<b>ASMOX1R</b> [RNAV1]	Climb on course 237° MAG; At 1 700 FT direct to <u>LX06F</u> , turn right; Direct to ASMOX at or above FL 080.	If unable RNAV, advise ATC.
<b>EXCOS2R</b> [RNAV1]	Climb to <u>LX892</u> on course 237° MAG, turn left; Direct to LX893; To EXCOS at or above FL 060.	If unable RNAV, advise ATC. Always AVBL for traffic DEST EDDR, EDRZ and ETAR. Additionally AVBL FRI, 1700 (1600) to MON, 0700 (0600) to join Q760 and Z729.
<b>GTQ2R</b> [RNAV1]	Climb to <u>LX892</u> on course 237° MAG, turn left; Direct to LX893, turn right; To SUTAL at or above FL 060; To LX883 at or above FL 080; To AKELU at or above FL 130; To GTQ.	If unable RNAV, advise ATC. Cross AKELU FL 130 MNM. If unable to comply or if filing lower, advise ATC.
<b>GTQ1Q</b> [RNAV1]	Climb to <u>LX892</u> on course 237° MAG, turn left; Direct to LX895 at or above 4500 FT, turn right; To LX896 at or above FL 080; To LX880 at or above FL 130; To LX899; To GTQ.	If unable RNAV, advise ATC. Cross LX880 FL 130 MNM. If unable to comply or if filing lower, advise ATC.

## 3.2.2 Climb Requirements

All traffic shall initially climb to 4000FT QNH with climb gradient 3.3% MNM, unless instructed otherwise by ATC.

3.2.3 Waypoints

ID	Latitude	Longitude	Remarks
AKELU	492201.0N	0062750.0E	
ARCKY	501757.0N	0060756.0E	
ASMOX	495410.4N	0061634.2E	
DIK	495140.7N	0060747.1E	
EXCOS	493419.7N	0062813.8E	
GEBKI	493246.4N	0052704.5E	
GESLO	500445.0N	0060018.0E	
GTQ	485911.2N	0064258.4E	
LNO	503509.3N	0054237.0E	
LX063	493622.3N	0055352.9E	
LX06F	493415.3N	0060344.6E	
LX101	494344.7N	0061210.7E	
LX24F	494049.8N	0062125.9E	
LX771	491350.2N	0063725.1E	
LX772	492540.2N	0062915.7E	
LX773	492256.3N	0063109.0E	
LX775	493329.3N	0062350.0E	
LX866	500924.8N	0060259.3E	
LX873	500911.5N	0055744.6E	
LX880	492023.0N	0062201.8E	
LX883	492448.1N	0062549.1E	
LX890	492937.8N	0062245.9E	
LX892	493542.1N	0060737.3E	
LX893	493315.4N	0061954.1E	
LX894	493626.3N	0054456.1E	
LX895	492948.0N	0061532.2E	
LX896	492307.1N	0062009.0E	
LX898	492908.5N	0062651.3E	
LX899	491315.0N	0062655.2E	
MMD	492328.5N	0050727.9E	
RAPOR	493529.0N	0051247.0E	
SUTAL	492800.0N	0062330.0E	
TALUD	493604.0N	0052514.0E	
TILVI	493630.0N	0053503.0E	

3.2.4 Path Terminators RWY 06

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

ARCKY1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+ 1 700			RNAV1	GNSS required
2	LX24F	DF	Y						RNAV1	
3	DIK	DF	N		L				RNAV1	
4	GESLO	TF	N	337 (339.8)			13.9		RNAV1	
5	LX866	TF	N	017 (020.3)		+FL 110	5.0		RNAV1	
6	ARCKY	TF	N	017 (020.4)		+FL 180	9.1		RNAV1	

## LNO1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+1 700			RNAV1	GNSS required
2	LX24F	DF	Y						RNAV1	
3	DIK	DF	N		L				RNAV1	
4	GESLO	TF	N	337 (339.8)			13.9		RNAV1	
5	LX873	TF	N	337 (339.7)		+FL 080	4.7		RNAV1	
6	LNO	TF	N	337 (339.7)			27.7		RNAV1	

## ASMOX1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+1 700			RNAV1	GNSS required
2	LX24F	DF	Y						RNAV1	
3	ASMOX	DF	N		L	+FL 080			RNAV1	

## RAPOR1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+1 700			RNAV1	GNSS required
2	LX24F	DF	Y						RNAV1	
3	LX101	DF	N		L			-250	RNAV1	
4	LX063	TF	N	235 (238.3)			14.0		RNAV1	
5	LX894	TF	N	268 (270.7)		+FL 080	5.8		RNAV1	
6	TILVI	TF	N	268 (270.6)			6.4		RNAV1	
7	TALUD	TF	N	263 (266.2)			6.4		RNAV1	
8	RAPOR	TF	N	263 (266.0)			8.1		RNAV1	

## MMD1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+1 700			RNAV1	GNSS required
2	LX24F	DF	Y						RNAV1	
3	LX101	DF	N		L			-250	RNAV1	
4	LX063	TF	N	235 (238.3)			14.0		RNAV1	
5	LX894	TF	N	268 (270.7)		+FL 080	5.8		RNAV1	
6	TILVI	TF	N	268 (270.6)			6.4		RNAV1	
7	GEBKI	TF	N	231 (234.3)			6.4		RNAV1	
8	MMD	TF	N	231 (234.1)			15.8		RNAV1	

## EXCOS1P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+2 700			RNAV1	GNSS required
2	EXCOS	DF	N		R	+FL 060			RNAV1	

## GTQ2P

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		057 (060.2)		+ 2 700			RNAV1	GNSS required
2	LX775	DF	N		R	-FL 090 / +4 000			RNAV1	

**GTQ2P**

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
3	LX898	TF	N	153 (155.6)		+FL 060	4.8		RNAV1	
4	LX772	TF	N	153 (155.7)		+FL 080	3.8		RNAV1	
5	LX773	TF	N	153 (155.7)		+FL 130	3.0		RNAV1	
6	LX771	TF	N	153 (155.7)			10.0		RNAV1	
7	GTQ	TF	N	163 (166.0)			15.1		RNAV1	

**3.2.5 Path Terminators RWY 24**

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

**ARCKY1R**

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		237 (240.2)		+1 700			RNAV1	GNSS required
2	LX06F	DF	Y						RNAV1	
3	GESLO	DF	N		R				RNAV1	
4	LX866	TF	N	017 (020.3)		+FL 110	5.0		RNAV1	
5	ARCKY	TF	N	017 (020.4)		+FL 180	9.1		RNAV1	

**LNO1R**

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		237 (240.2)		+1 700			RNAV1	GNSS required
2	LX06F	DF	Y						RNAV1	
3	GESLO	DF	N		R				RNAV1	
4	LX873	TF	N	337 (339.7)		+FL 080	4.7		RNAV1	
5	LNO	TF	N	337 (339.7)			27.7		RNAV1	

**ASMOX1R**

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		237 (240.2)		+1 700			RNAV1	GNSS required
2	LX06F	DF	Y						RNAV1	
3	ASMOX	DF	N		R	+FL 080			RNAV1	

**RAPOR1R**

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		237 (240.2)		+1 700			RNAV1	GNSS required
2	LX06F	DF	Y						RNAV1	
3	LX063	DF	N		R				RNAV1	
4	LX894	TF	N	268 (270.7)		+FL 080	5.8		RNAV1	
5	TILVI	TF	N	268 (270.6)			6.4		RNAV1	
6	TALUD	TF	N	263 (266.2)			6.4		RNAV1	
7	RAPOR	TF	N	263 (266.0)			8.1		RNAV1	

## MMD1R

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1		CA		237 (240.2)		+1 700			RNAV1	GNSS required
2	LX06F	DF	Y						RNAV1	
3	LX063	DF	N		R				RNAV1	
4	LX894	TF	N	268 (270.7)		+FL 080	5.8		RNAV1	
5	TILVI	TF	N	268 (270.6)			6.4		RNAV1	
6	GEBKI	TF	N	231 (234.3)			6.4		RNAV1	
7	MMD	TF	N	231 (234.1)			15.8		RNAV1	

## EXCOS2R

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	LX892	CF	Y	237 (240.2)					RNAV1	GNSS required
2	LX893	DF	N		L				RNAV1	
3	EXCOS	TF	N	076 (078.8)		+FL 060	5.5		RNAV1	

## GTQ2R

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	LX892	CF	Y	237 (240.2)					RNAV1	GNSS required
2	LX893	DF	N		L				RNAV1	
3	SUTAL	TF	N	153 (156.0)	R	+FL 060	5.8		RNAV1	
4	LX883	TF	N	152 (154.7)		+FL 080	3.5		RNAV1	
5	AKELU	TF	N	152 (154.7)		+FL 130	3.1		RNAV1	
6	GTQ	TF	N	153 (156.4)			24.9		RNAV1	

## GTQ1Q

#	ID	P/T	F/O	Course °M (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KT)	NAV Spec	Remarks
1	LX892	CF	Y	237 (240.2)					RNAV1	GNSS required
2	LX895	DF	N		L	+4 500			RNAV1	
3	LX896	TF	N	153 (155.7)		+FL 080	7.3		RNAV1	
4	LX880	TF	N	153 (155.8)		+FL 130	3.0		RNAV1	
5	LX899	TF	N	153 (155.8)			7.8		RNAV1	
6	GTQ	TF	N	140 (143.0)			17.6		RNAV1	

## 4 LOW VISIBILITY PROCEDURES

### 4.1 Facilities and Equipment Available

#### 4.1.1 Runways

RWY 06 is equipped with ILS and approved for CAT I operations.

RWY 24 is equipped with ILS and approved for CAT II and III operations.

Guided take-off is only available for RWY 24, if requested upon start-up.

Aerodrome operating minima can be found under [§ 1.1](#).

#### 4.1.2 Taxiways

Information on airport ground lighting can be found on charts [AD2.ELLX-ADC.02](#) and [AD2.ELLX-GMC.02](#).

During LVP, arriving aircraft shall respect the following restrictions when vacating RWY 06:

- TWY A1, A2, C or D1: preferably to be used when vacating RWY 06;
- TWY A1, A2: if planned to use, advise ATC as soon as possible;
- TWY G, F, E and D2: only usable on ATC instructions;
- TWY B4 or I: not usable.

During LVP, arriving aircraft shall respect the following restrictions when vacating RWY 24:

- TWY D2, E or F: preferably to be used when vacating RWY 24;
- TWY B4, G or H: if planned to use, advise ATC as soon as possible;
- TWY C, D1, H or I: only usable on ATC instructions;
- TWY A1 or A2: not usable.

ATC may use ground surveillance information to assist in monitoring aircraft and vehicles on the manoeuvring area. Any ground surveillance derived information is however to be considered as advice only.

#### 4.1.3 Communications

Pilots will be informed by ATIS or ATC when LVP are in progress. The ATIS message will contain the phrase "LOW VISIBILITY PROCEDURES IN OPERATION. DEPARTING AIRCRAFT, USE CAT TWO THREE HOLDING POINTS. ARRIVING AIRCRAFT, LATEST RVR WILL BE GIVEN ON THE ATC FREQUENCY. CHECK YOUR MINIMA".

In addition to the current readings for the landing runway and information on significant changes in surface wind, ATC will provide details of any unavailability of equipment relevant to LVP (NOTAM will be issued if the unavailability is expected to last more than 1HR).

Pilots will be informed by ATC when LVP are terminated.

Pilots shall report when runway and taxiway are vacated and when approaching any CAT II/III holding points.

Pilots should be ready for departure at the CAT II/III holding point.

#### 4.2 Criteria for Initiation and Termination of LVP

The preparation phase will start when visibility is at or below 1500M and/or ceiling is at or below 300FT, and further weather deterioration is expected. The notification phase will start when RVR is at or below 800M and/or ceiling/vertical visibility is at or below 200FT.

LVP will be terminated when RVR increases above 800M and ceiling/vertical visibility is higher than 200FT, and a further improvement of the weather conditions is expected.

*Note: The ILS sensitive area shall remain clear of vehicles until the visibility exceeds 1500M and the ceiling is higher than 300FT.*

#### 4.3 Other Information

Pilots wishing to practice a CAT II/III approach shall inform Luxembourg Radar using the phraseology "REQUEST PRACTICE CAT II/III APPROACH." They should be aware that protection of the ILS sensitive area is not guaranteed and no special ATC procedures will be applied.

During low visibility operations and provided adjacent airspace is available, arriving aircraft are typically vectored to intercept ILS at 10NM final. Due to airspace limitations arriving aircraft may be vectored to be established at 8NM final latest. Aircraft requiring a longer than 8NM line-up shall inform ATC as soon as practicable to allow time for the necessary coordination with adjacent sectors.

The spacing between inbound flights established on the ILS is typically 10NM, but may vary depending on actual weather conditions and runway contamination.

During low visibility operations, all guided take-offs shall be requested upon start-up, otherwise there is no ILS protection for departures.

During low visibility operations, the aerodrome capacity is reduced. Major delay should be expected.

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## 5 VFR FLIGHTS

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### 5.1 General

A flight plan is compulsory for all VFR flights to and from ELLX (see [ENR 1.10. § 1.1](#)).

The published inbound and outbound routes indicate the optimum routing with regard to safety and noise abatement. The indicated routes are compulsory and shall be followed as accurately as possible, unless otherwise instructed by ATC or necessary for the safety of the aircraft or flight. 2 000FT AMSL are to be maintained as far as cloud separation permits.

Centreline crossing closer than 11NM from ARP should be done at 2000FT MAX. Aircraft unable to comply shall contact Luxembourg Radar on CH 120.885.

VFR pilots should expect delay during ATC peak hours which are defined as follows: MON to SUN 0830-1100 (0730-1000), 1600-1900 (1500-1800) and 2000-2100 (1900-2000).



## 5.2 Visual Reporting Points

VFR traffic shall only use following compulsory reporting points:

Name	Associated landmark	Relative position	Position
ALPHA	Church of Keispelt	R-292 LUX / 7.7 DME	494138N 0060407E
MERSA	Red bridge over railway at Mersch	R-318 LUX / 8.5 DME	494459N 0060639E
BRAVO	Road crossing Waldhof	R-297 LUX / 2.4 DME	493933N 0061139E
CARLI	Castle of Fischbach	R-337 LUX / 6.9 DME	494451N 006112E
OSCAR	Bridge of Wormeldange	R-105 LUX / 6.4 DME	493626N 0062414E
REMIK	Bridge of Remich	R-137 LUX / 7.5 DME	493236N 0062214E
SIERA	Railway crossing at Moutfort	R-173 LUX / 2.8 DME	493534N 0061507E
TANGO	Water tower at Frisange	R-194 LUX / 7.8 DME	493053N 0061123E

## 5.3 Inbound Traffic

Inbound flights shall proceed via the arrival routes depicted on chart [AD 2.ELLX-VAC.01](#).

The VFR holding patterns and aerodrome traffic circuits are depicted on chart [AD 2.ELLX-VAC.02](#) and take into consideration preferred operational routes and avoidance of noise nuisance to neighbouring communities.

If PAPI required for approach, advise ATC.

## 5.4 Outbound Traffic

Outbound flights shall contact Luxembourg Delivery with relevant flight plan information (e.g. exit point, touch and go) except HEMS and police flights by local operators.

Outbound flights shall proceed via the departure routes depicted on chart [AD 2.ELLX-VAC.01](#) and

- if RWY 06 is in use, via CARLI or OSCAR;
- if RWY 24 is in use, via ALPHA or TANGO.

## 5.5 8.33 KHZ Channel Spacing

Luxembourg CTR has been designated as controlled airspace (airspace class D).

Voice communications with ATC within this airspace are performed in a 8.33 KHZ channel.

Airspace users planning to enter or operate within this airspace shall ensure that proper radio communications equipment is available on board their aircraft.

Operators equipped only with 25 KHZ channel spacing radios capability shall not use these radios in trying to communicate on a 8.33 KHZ spaced channel due to potential interferences.

25 KHZ voice channel spaced frequencies published as "contingency" shall only be used in these remote situations (e.g. airspace infringement by flights not planned to operate within the Luxembourg CTR) and only when directed by ATC.

Non-adherence to the procedures related to communication requirements mentioned above may result in the flight being refused to enter the CTR or being instructed to leave the CTR.

# 6 RADIO COMMUNICATION FAILURE

## 6.1 General

DIK is the only holding available in case of RCF.

Aircraft equipped with an on-board telephone/mobile phone, dial +352 47 98 24 01 0 or +352 47 98 24 01 1 and mention last RTF channel used.

## 6.2 IFR

### 6.2.1 Conventional Navigation

- Set transponder on code 7600;
- Proceed to DIK at last assigned and acknowledged flight level or, if assigned a level below 4 000 FT whilst receiving radar vectors to intercept an instrument approach, climb immediately to 4 000 FT;
- At last received and acknowledged EAT or, in the absence of an EAT, at FPL ETA, descend to 4 000 FT QNH in the DIK holding pattern;
- Descend to initial approach altitude to carry out a standard instrument approach according to IAC.

**6.2.2 Performance Based Navigation**

**6.2.2.1 Standard Instrument Arrivals**

- Set transponder code 7600;
- Follow STAR to end waypoint;
- Proceed to DIK at last assigned and acknowledged flight level;
- Continue with a published approach.

**6.2.2.2 Transitions**

- Set transponder code 7600;
- Follow Transition to FAF/FAP;
- Adhere to published profile and speed;
- Continue with a published approach.

**6.2.2.3 Holding Patterns**

- Commence descent from the last NAVAID or fix at or as close as possible to the last expected approach time that has been received and acknowledged;
- If no expected approach time has been received and acknowledged, the estimated time of arrival as indicated in the FPL shall be used;
- Continue with a published approach;
- Land, if possible, within 30 MIN after the ETA or the last acknowledged expected approach time, whichever is earlier.

**6.3 VFR**

- Set transponder on code 7600;
- Without clearance do not enter Luxembourg CTR and land on alternate aerodrome;
- If already cleared to join aerodrome circuit: hold on downwind and look out for light signals from TWR.

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**ELLX AD 2.23 Additional Information**

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**1 ATIS**

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ATIS messages serving both inbound and outbound traffic are broadcast H24 (see [ELLX AD 2.18](#)) and available via phone under: +352 47 98 27 30 0.

The messages contain following elements in the order as listed:

Item	Remarks
Name of aerodrome	
Arrival and departure indicator with alphabetical designator	
Time of observation	Expressed in HR and MIN UTC.
Type of approach(es) to be expected	
Runway-in-use	
-	Significant runway surface conditions are reported at end of message, see below.
Holding delay	If appropriate.
Transition level	
ATC operational information	
Operational status LVP	Low visibility operations are announced when RVR is at or below 800 M or ceiling or vertical visibility is at or below 200 FT.
Surface wind direction (in degrees magnetic) and speed (average and gusts when appropriate)	Expressions "variable" and "calm" are used when appropriate.
Visibility, and when applicable, RVR with the indication of the runway and the section of the runway to which the information refers	The expression CAVOK is used when VIS is 10 KM MNM, no clouds exist below 5000 FT and no CB are present and no precipitation or thunderstorms exist.
Present weather	
Clouds (amount expressed by SCT, BKN and OVC, height in feet. Types CB and TCU only are specified)	

Item	Remarks
Air temperature and dew point temperature	
QNH	In HPA.
Information on recent weather of operational significance	Reported over the ATC frequencies.
Wind shear	
Trend forecast	
Significant runway surface conditions (RWYCC for all three parts of the runway, for each of the three parts of the runway the coverage, the depth of loose contaminant in MM as applicable and the condition description)	Runway condition information is always provided starting from THR RWY06. Runway condition for a dry runway (RWYCC 6/6/6) will not be included in ATIS messages.

## 2 Wildlife Inspections

Wildlife inspections are active MON-SUN: 0430-2100 (0330-2000) and use various equipment, including remote control gas cannons, flare shell crackers, alternating wildlife dispersal guns and amplified cries of distress.

### ELLX AD 2.24 Charts Related to ELLX

AD 2.ELLX-ADC.01	Aerodrome Chart - ICAO
AD 2.ELLX-ADC.02	Aerodrome Chart - ICAO. Appendix 1: Runway Markings and Lighting Aids
AD 2.ELLX-GMC.01	Aerodrome Ground Movement Chart - ICAO
AD 2.ELLX-GMC.02	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways
AD 2.ELLX-GMC.03	Aerodrome Ground Movement Chart - ICAO. Appendix 2: Hot Spots
AD 2.ELLX-APDC.01	Aircraft Parking Docking Chart - ICAO: Apron P1, P2, P7 & P10
AD 2.ELLX-APDC.02	Aircraft Parking Docking Chart - ICAO: Apron P5
AD 2.ELLX-APDC.03	Aircraft Parking Docking Chart - ICAO: Apron P8 & P9
AD 2.ELLX-AOC.01	Aerodrome Obstacle Chart – ICAO: Type A (Operating Limitations): RWY 06/24
AD 2.ELLX-PATC.01	Precision Approach Terrain Chart - ICAO: RWY 24
AD 2.ELLX-ATCSMAC.01	ATC Surveillance Minimum Altitude Chart - ICAO
AD 2.ELLX-STAR.01	Standard Arrival Chart - Instrument (STAR) - ICAO: Conventional
AD 2.ELLX-STAR.02	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV
AD 2.ELLX-STAR.03	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION TO RWY 06
AD 2.ELLX-STAR.04	Standard Arrival Chart - Instrument (STAR) - ICAO: RNAV TRANSITION TO RWY 24
AD 2.ELLX-SID.01	Standard Departure Chart - Instrument (SID) - ICAO: RWY 06
AD 2.ELLX-SID.02	Standard Departure Chart - Instrument (SID) - ICAO: RWY 24
AD 2.ELLX-SID.03	Standard Departure Chart - Instrument (SID) - ICAO: RNAV RWY 06
AD 2.ELLX-SID.04	Standard Departure Chart - Instrument (SID) - ICAO: RNAV RWY 24
AD 2.ELLX-IAC.01a	Instrument Approach Chart - ICAO: ILS or LOC z RWY 06
AD 2.ELLX-IAC.01b	Instrument Approach Chart - ICAO: ILS or LOC y RWY 06
AD 2.ELLX-IAC.02a	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC z RWY 24
AD 2.ELLX-IAC.02b	Instrument Approach Chart - ICAO: ILS CAT II & III or LOC y RWY 24
AD 2.ELLX-IAC.03	Instrument Approach Chart - ICAO: VOR RWY 06
AD 2.ELLX-IAC.04	Instrument Approach Chart - ICAO: VOR RWY 24
AD 2.ELLX-IAC.05	Instrument Approach Chart - ICAO: RNP RWY 06
AD 2.ELLX-IAC.05a	Instrument Approach Chart - ICAO: RNP RWY 06. Appendix: FAS Datablock
AD 2.ELLX-IAC.06	Instrument Approach Chart - ICAO: RNP RWY 24
AD 2.ELLX-IAC.06a	Instrument Approach Chart - ICAO: RNP RWY 24. Appendix: FAS Datablock
AD 2.ELLX-VAC.01	Visual Approach Chart - ICAO
AD 2.ELLX-VAC.02	Visual Approach Chart - ICAO. Appendix 1: Aerodrome Traffic Circuit

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AERODROME CHART - ICAO

ARP: 493724N  
0061216E

ELEV: 1234 FT

TWR 118.105  
ATIS 134.755  
CLR 121.855

LUXEMBOURG / Luxembourg (ELLX)

RWY	DIRECTION	THR	BEARING STRENGTH
RWY06	057°	N493703.08 E0061115.05	PCN 79/F/A/W/T PCR 800/F/A/W/T
RWY24	237°	N493807.42 E0061408.17	PCN 79/F/A/W/T PCR 800/F/A/W/T



ELEVATIONS ARE IN FEET  
AND DIMENSIONS IN METRES  
BEARINGS ARE MAGNETIC

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

LUXEMBOURG  
DVOR/DME  
112.25 / CH 59Y  
LUX  
N49 38 22.3  
E006 14 50.2

ILS LOC  
ILE 109.90

THR ELEV  
1213  
TDZ ELEV  
1213  
GUND  
158

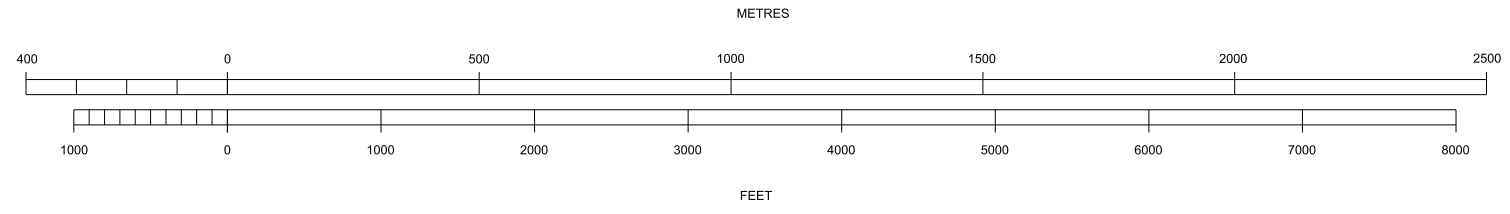
ILS GP/DME  
330.200 / CH 44X

THR ELEV  
1158  
TDZ ELEV  
1204  
GUND  
158

ILS LOC  
ILW 110.70

ILS GP/DME  
333.800 / CH 36X

LEGEND	
	SLIDING GATE
	APRON BOUNDARY



CHANGE: PCN updated. PCR added.

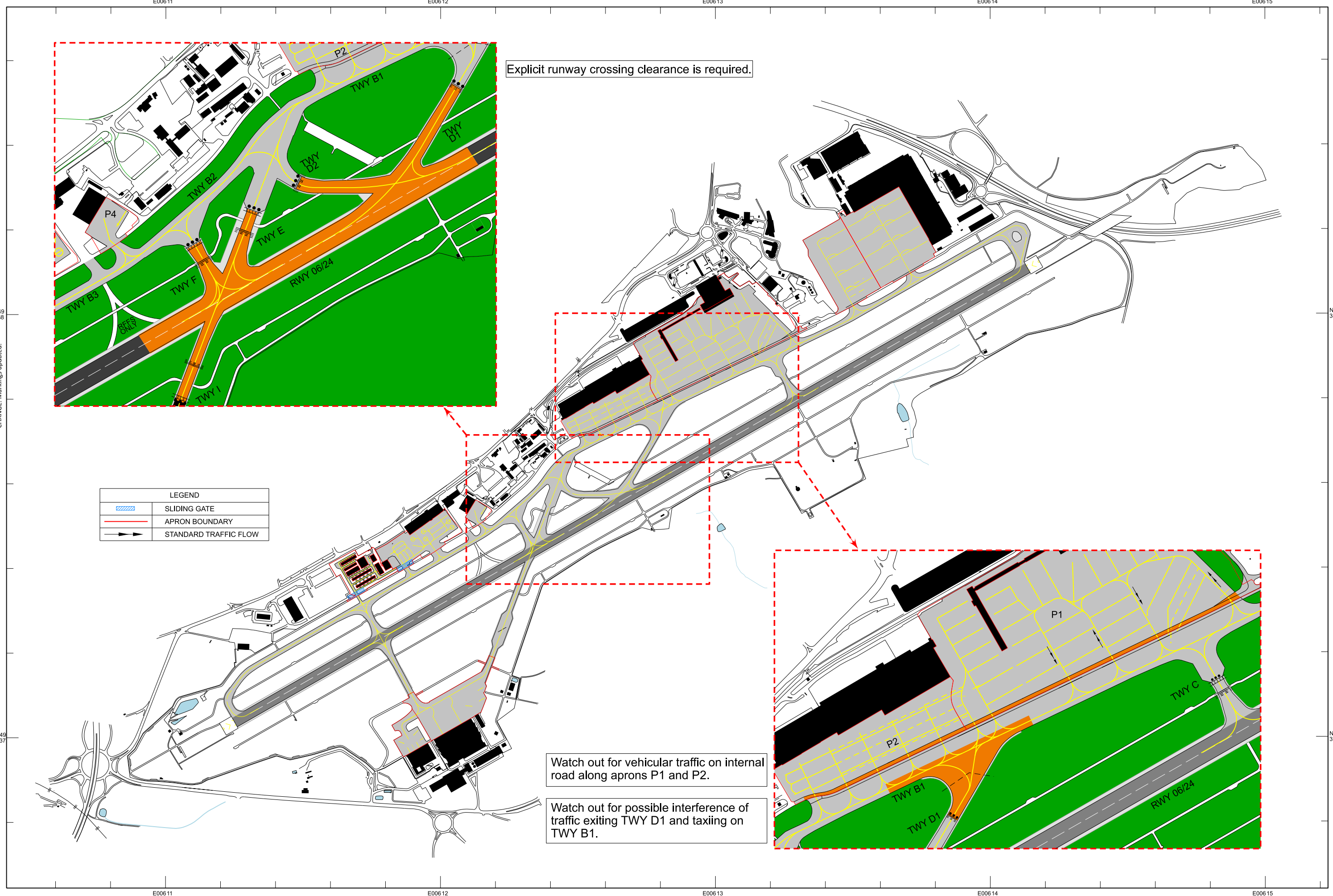
N49 37

N49 37

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AERODROME GROUND MOVEMENT CHART - ICAO  
APPENDIX 2 : HOT SPOTS

LUXEMBOURG / Luxembourg (ELLX)



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AIRCRAFT PARKING/DOCKING CHART - ICAO

TWR 118.105 ATIS 134.755 CLR 121.855

LUXEMBOURG / Luxembourg (ELLX)

E006 13 00

E006 13 40

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

\*See AD 2.20 §3 Apron Regulations.

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

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

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

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

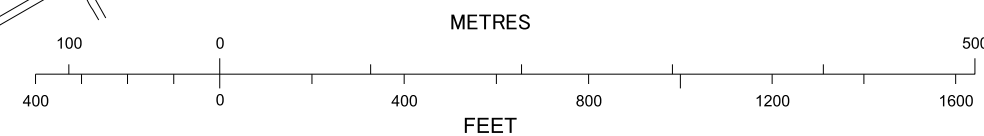
MEAN APRON ELEV AND BEARING STRENGTH			
APRON	ELEV IN FEET	MNM BEARING STRENGTH	REMARKS
P1	1226	PCN 86/F/A/W/T PCR 753/F/A/W/T	Stands A02 only if in / out via TXL L: PCN 109/F/A/W/T PCR 920/F/A/W/T
P2	1233	PCN 43/F/A/W/T PCR 369/F/A/W/T	Stands G01, G02, G03, G04 and G05 (if limited movements): PCN 109/F/A/W/T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

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

TERMINAL  
CUST-AIS-MET

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

LEGEND	
	APRON BOUNDARY
	STANDARD TRAFFIC FLOW



VAR 3° E 2020

CHANGE: PCN updated. PCR added.

N49 37 40

N49 38 00

N49 37 40

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AIRCRAFT PARKING/DOCKING CHART - ICAO

TWR 118.105 ATIS 134.755 CLR 121.855

LUXEMBOURG / Luxembourg (ELLX)

E006 11 40

E006 12 00

Apron	Stands	Coordinates
P5	R02a	493728.00N 0061155.36E
	R02b	493728.10N 0061154.45E
	R05a	493730.97N 0061158.75E
	R05b	493731.06N 0061158.95E
	R06a	493730.31N 0061159.47E
	R06b	493730.40N 0061159.67E
	R07a	493732.02N 0061200.66E
	R07b	493732.30N 0061201.25E
	R08a	493731.37N 0061201.38E
	R08b	493731.64N 0061201.97E
	W01	493726.49N 0061152.04E
	W02	493726.83N 0061152.77E
W03	493727.23N 0061153.63E	
W04	493727.77N 0061150.87E	

Apron	Stands	Coordinates
P5	R01	493729.02N 0061153.92E
	R03	493730.08N 0061156.21E
	R04	493729.06N 0061156.73E
	R09	493730.71N 0061202.49E
	R18	493731.50N 0061201.66E
	W12	493726.92N 0061152.67E

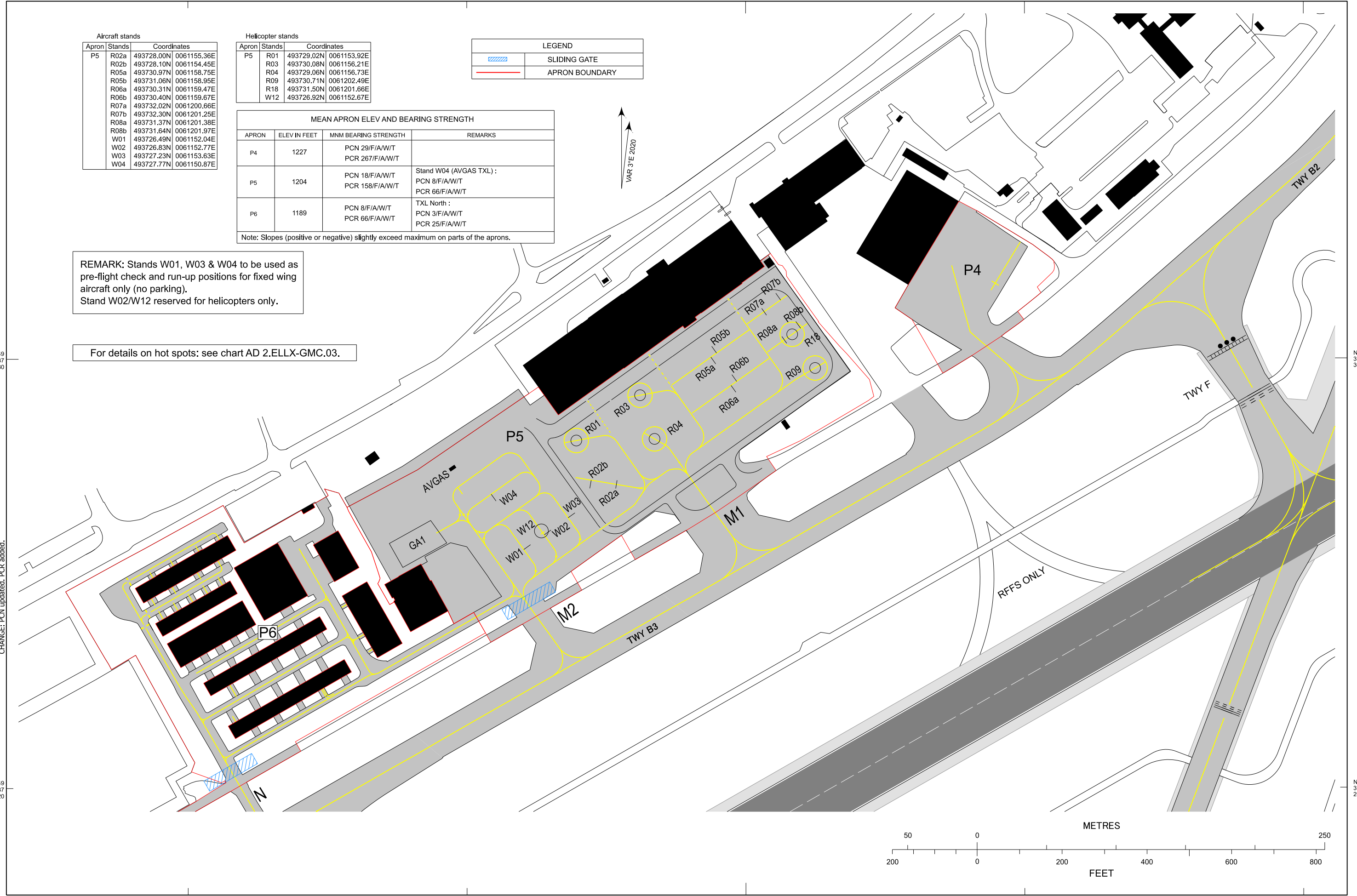
LEGEND	
	SLIDING GATE
	APRON BOUNDARY

MEAN APRON ELEV AND BEARING STRENGTH			
APRON	ELEV IN FEET	MNM BEARING STRENGTH	REMARKS
P4	1227	PCN 29/F/A/W/T PCR 267/F/A/W/T	
P5	1204	PCN 18/F/A/W/T PCR 158/F/A/W/T	Stand W04 (AVGAS TXL) : PCN 8/F/A/W/T PCR 66/F/A/W/T
P6	1189	PCN 8/F/A/W/T PCR 66/F/A/W/T	TXL North : PCN 3/F/A/W/T PCR 25/F/A/W/T

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

REMARK: Stands W01, W03 & W04 to be used as pre-flight check and run-up positions for fixed wing aircraft only (no parking). Stand W02/W12 reserved for helicopters only.

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



CHANGE: PCN updated, PCR added.

N49 37 20

E006 11 40

E006 12 00

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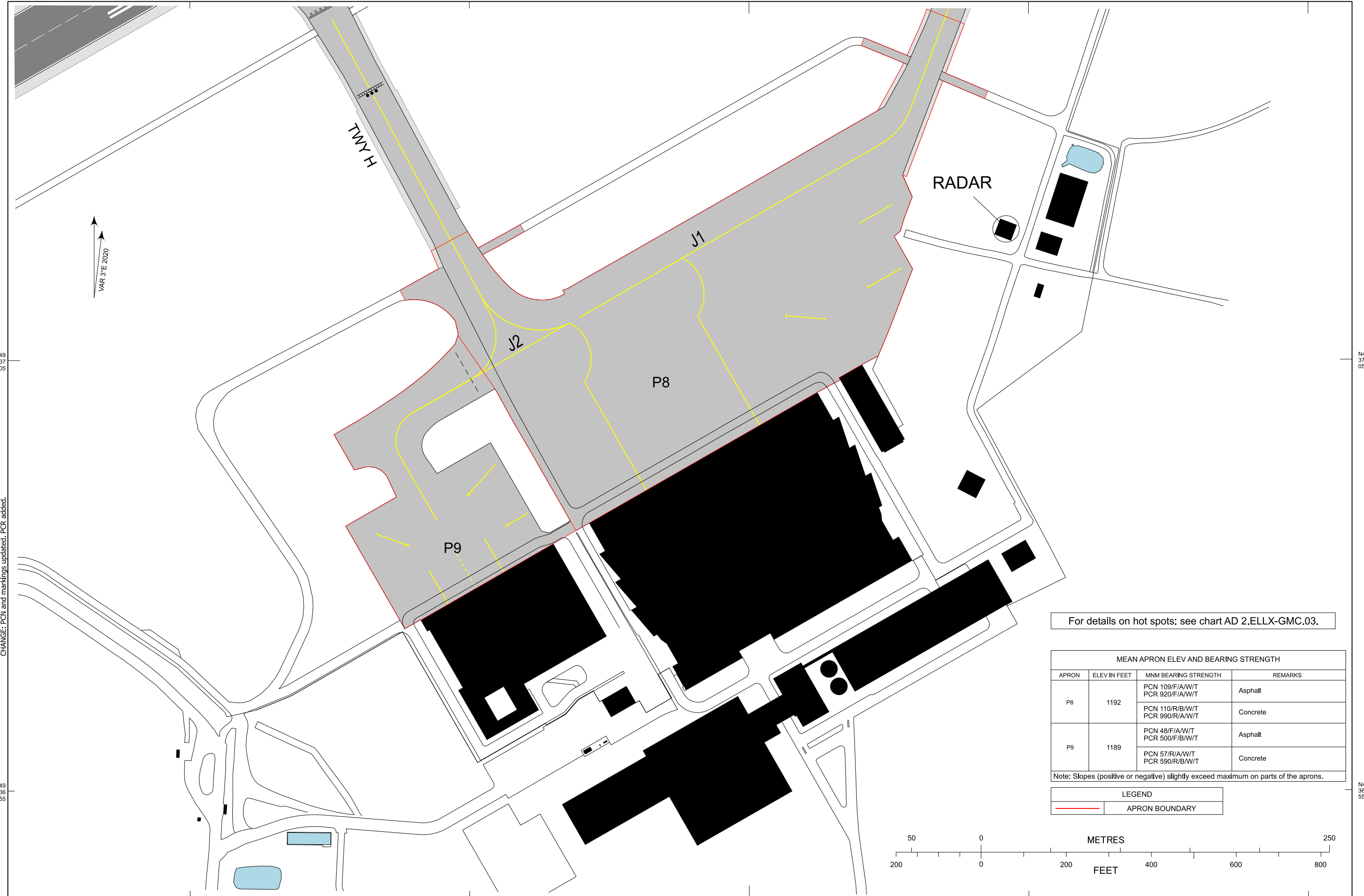
AIRCRAFT PARKING/DOCKING CHART - ICAO

TWR	ATIS	CLR
118.105	134.755	121.855

LUXEMBOURG / Luxembourg (ELLX)

E006 11 40

E006 12 00



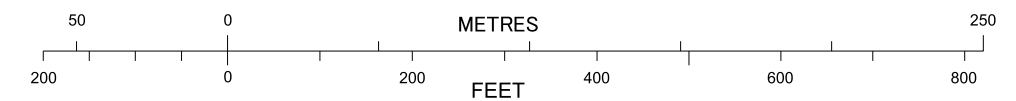
CHANGE: PCN and markings updated. PCR added.

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

MEAN APRON ELEV AND BEARING STRENGTH			
APRON	ELEV IN FEET	MNM BEARING STRENGTH	REMARKS
P8	1192	PCN 109/F/A/W/T PCR 920/F/A/W/T	Asphalt
		PCN 110/R/B/W/T PCR 990/R/A/W/T	Concrete
P9	1189	PCN 48/F/A/W/T PCR 500/F/B/W/T	Asphalt
		PCN 57/R/A/W/T PCR 590/R/B/W/T	Concrete

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

LEGEND	
	APRON BOUNDARY



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ATC Surveillance Minimum  
Altitude Chart - ICAO

AD ELEV 1234 FT  
TA 5000 FT

LUXEMBOURG Radar: 120.885  
LUXEMBOURG TWR: 118.105

LUXEMBOURG / Luxembourg (ELLX)

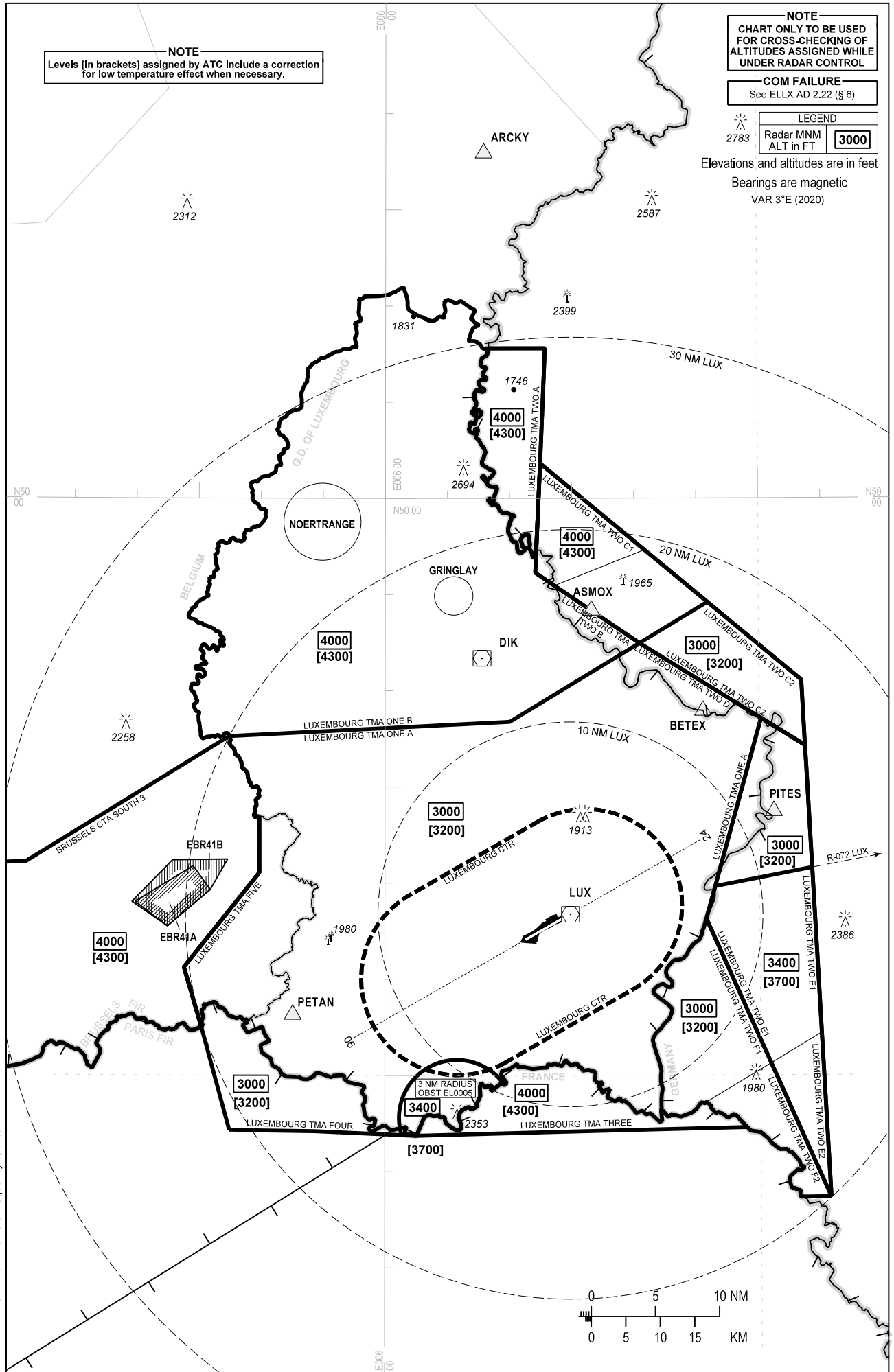
NOTE  
Levels [in brackets] assigned by ATC include a correction for low temperature effect when necessary.

NOTE  
CHART ONLY TO BE USED FOR CROSS-CHECKING OF ALTITUDES ASSIGNED WHILE UNDER RADAR CONTROL

COM FAILURE  
See ELLX AD 2.22 (§ 6)

LEGEND  
Radar MNM ALT in FT 3000

Elevations and altitudes are in feet  
Bearings are magnetic  
VAR 3°E (2020)



CHANGE: Name of frequency updated

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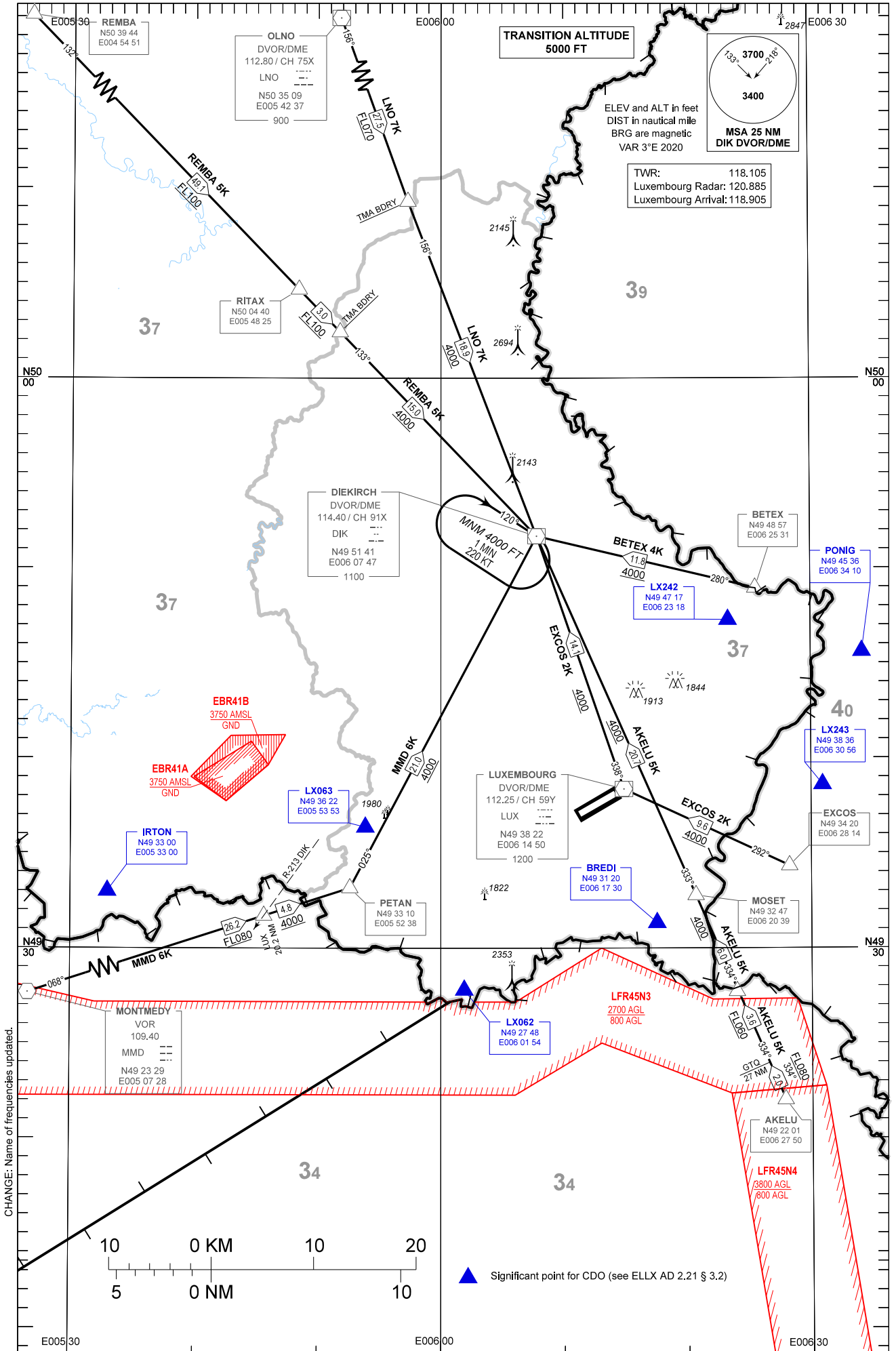


STANDARD ARRIVAL CHART -  
INSTRUMENT (STAR) - ICAO

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

LUXEMBOURG / Luxembourg (ELLX)

Conventional



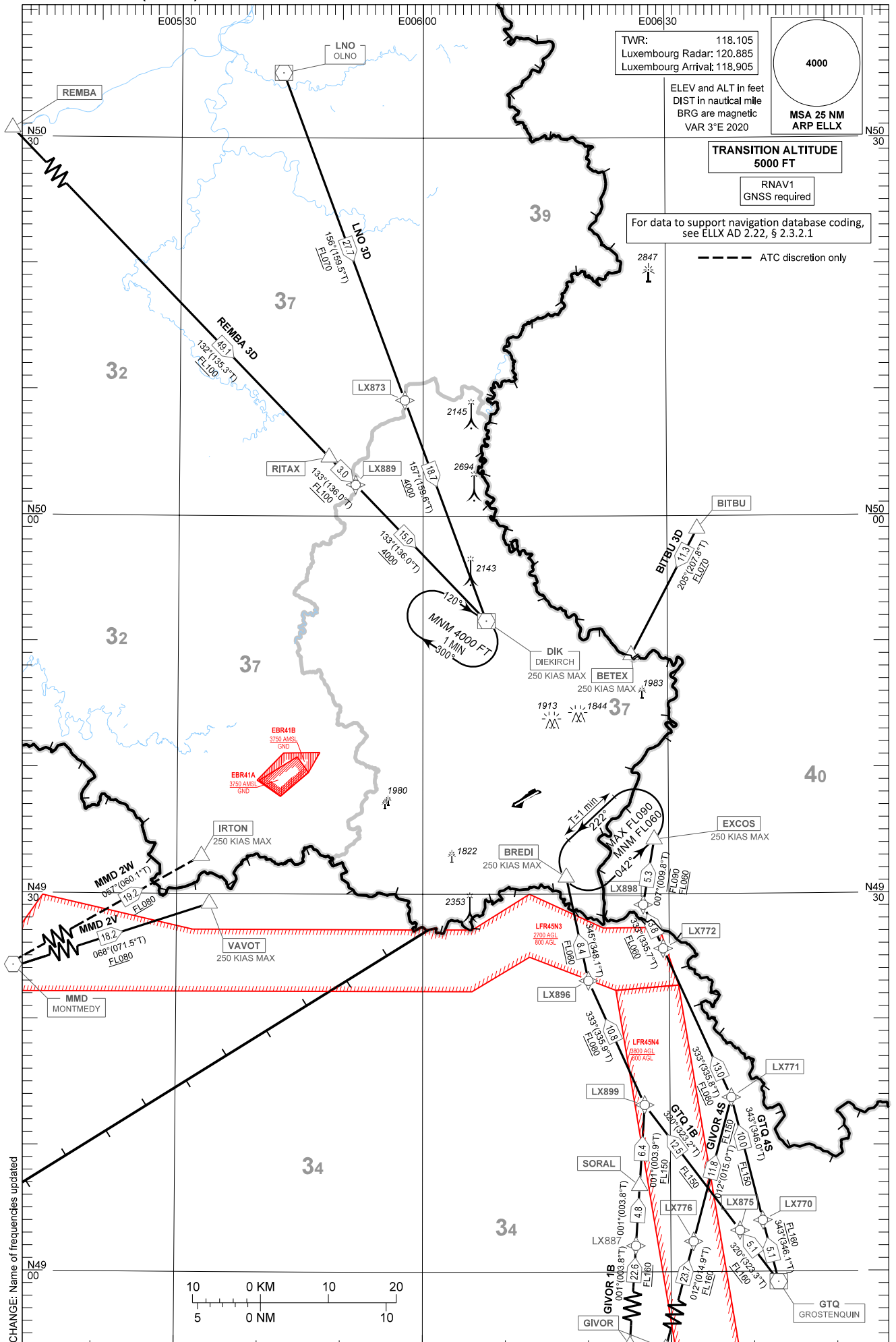
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STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LUXEMBOURG / Luxembourg (ELLX)

RNAV



TWR: 118.105  
 Luxembourg Radar: 120.885  
 Luxembourg Arrival: 118.905

ELEV and ALT in feet  
 DIST in nautical mile  
 BRG are magnetic  
 VAR 3°E 2020

4000

MSA 25 NM  
 ARP ELLX

TRANSITION ALTITUDE  
 5000 FT

RNAV1  
 GNSS required

For data to support navigation database coding,  
 see ELLX AD 2.22, § 2.3.2.1

2847

----- ATC discretion only

CHANGE: Name of frequencies updated

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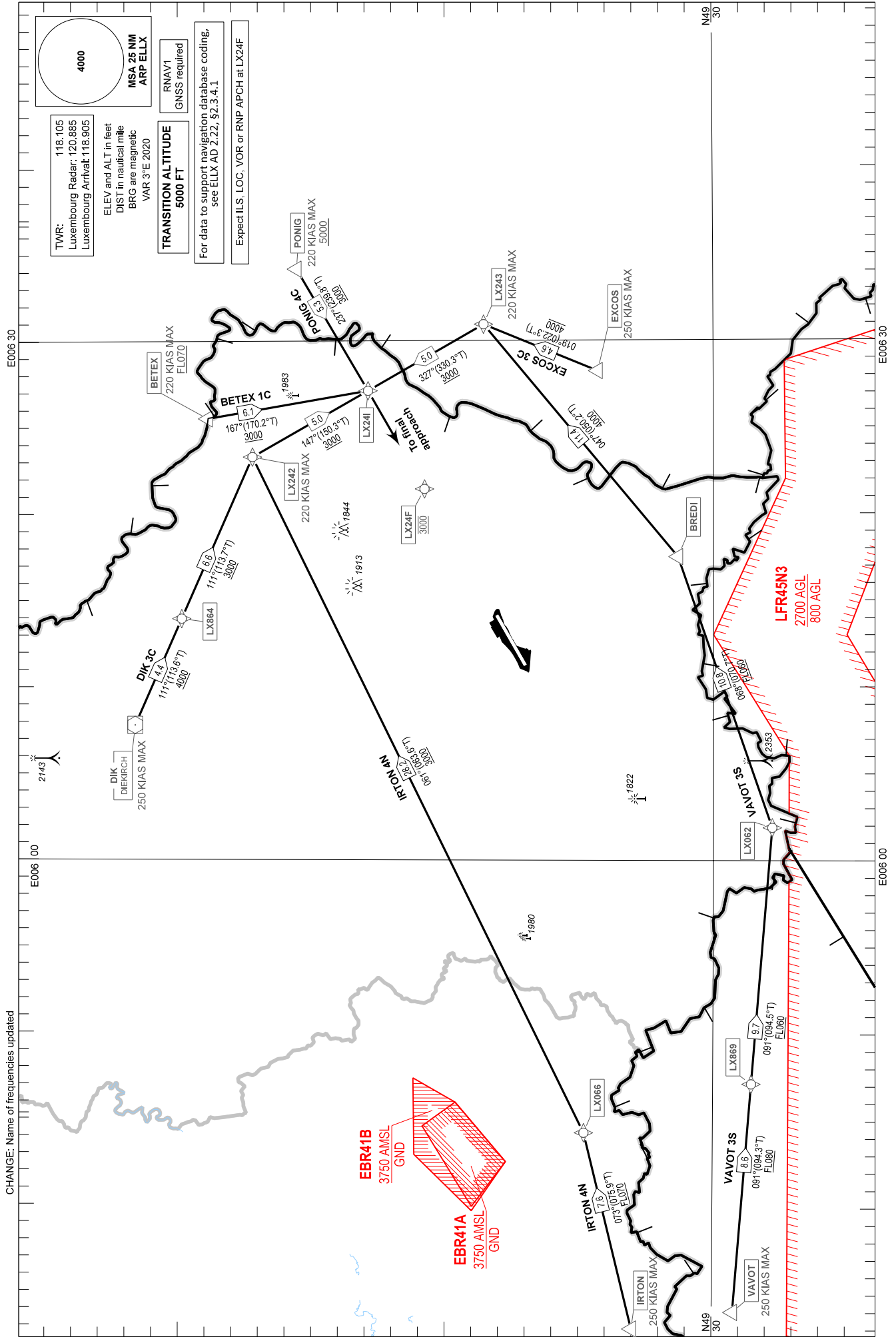
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STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

BETEX 1C PONIG 4C EXCOS 3C VAVOT 3S IRTON 4N DIK 3C

LUXEMBOURG / Luxembourg (ELLX)

RNAV TRANSITION TO RWY 24



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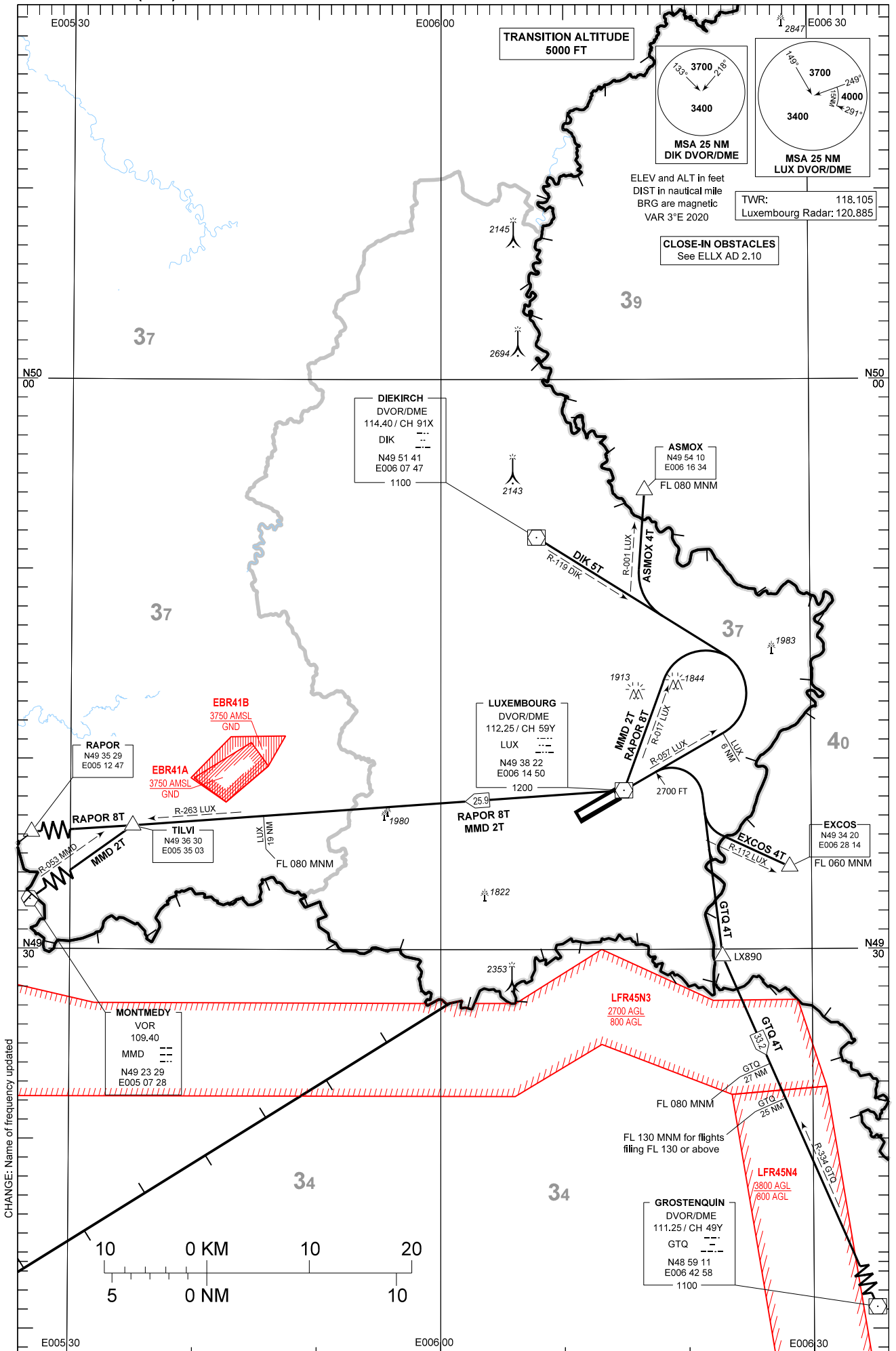


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DIK 5T ASMOX 4T GTQ 4T MMD 2T RAPOR 8T EXCOS 4T

LUXEMBOURG / Luxembourg (ELLX)

RWY 06



CHANGE: Name of frequency updated

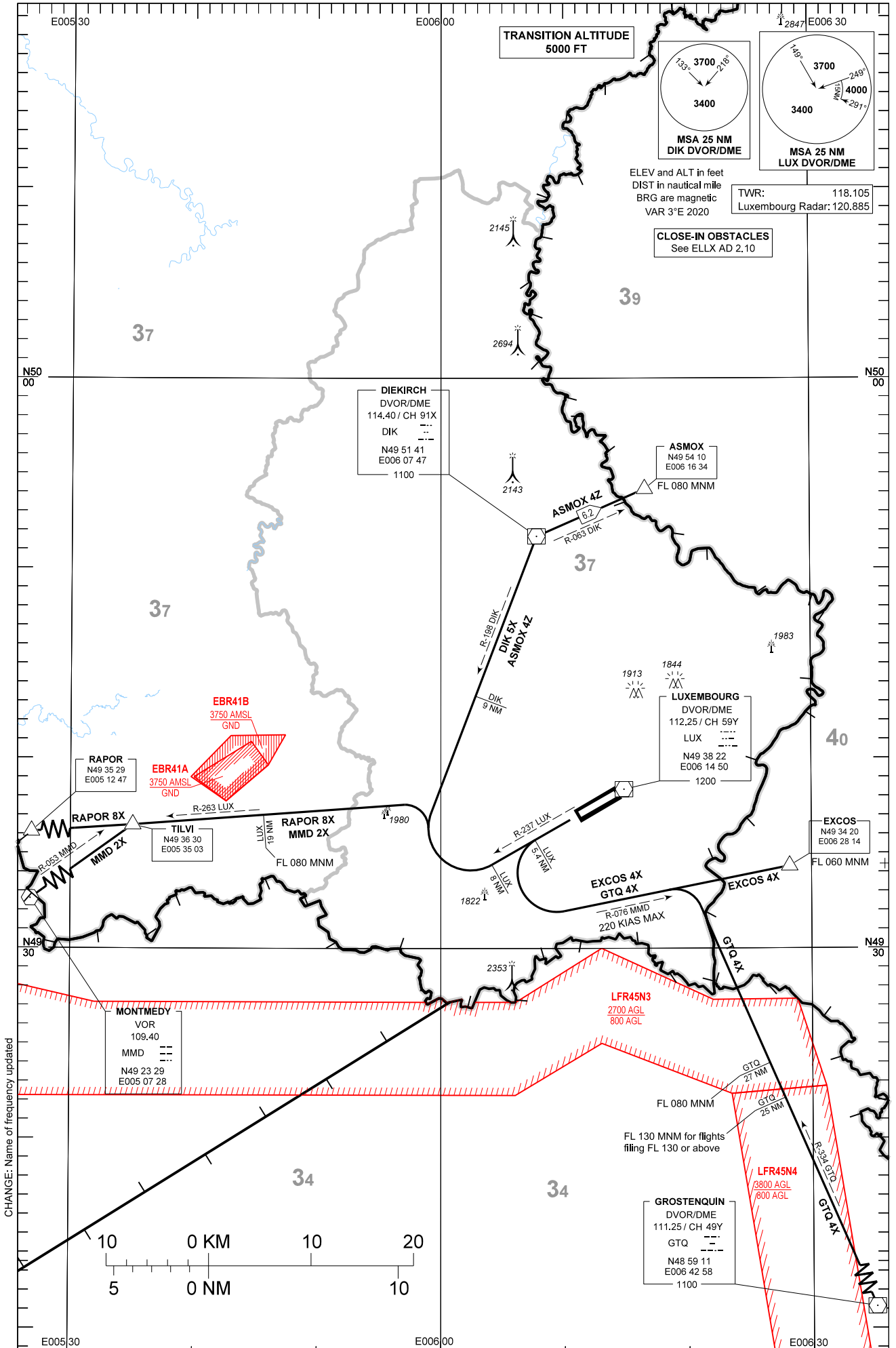
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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

DIK 5X ASMOX 4Z GTQ 4X  
MMD 2X RAPOR 8X EXCOS 4X

LUXEMBOURG / Luxembourg (ELLX)

RWY 24



CHANGE: Name of frequency updated

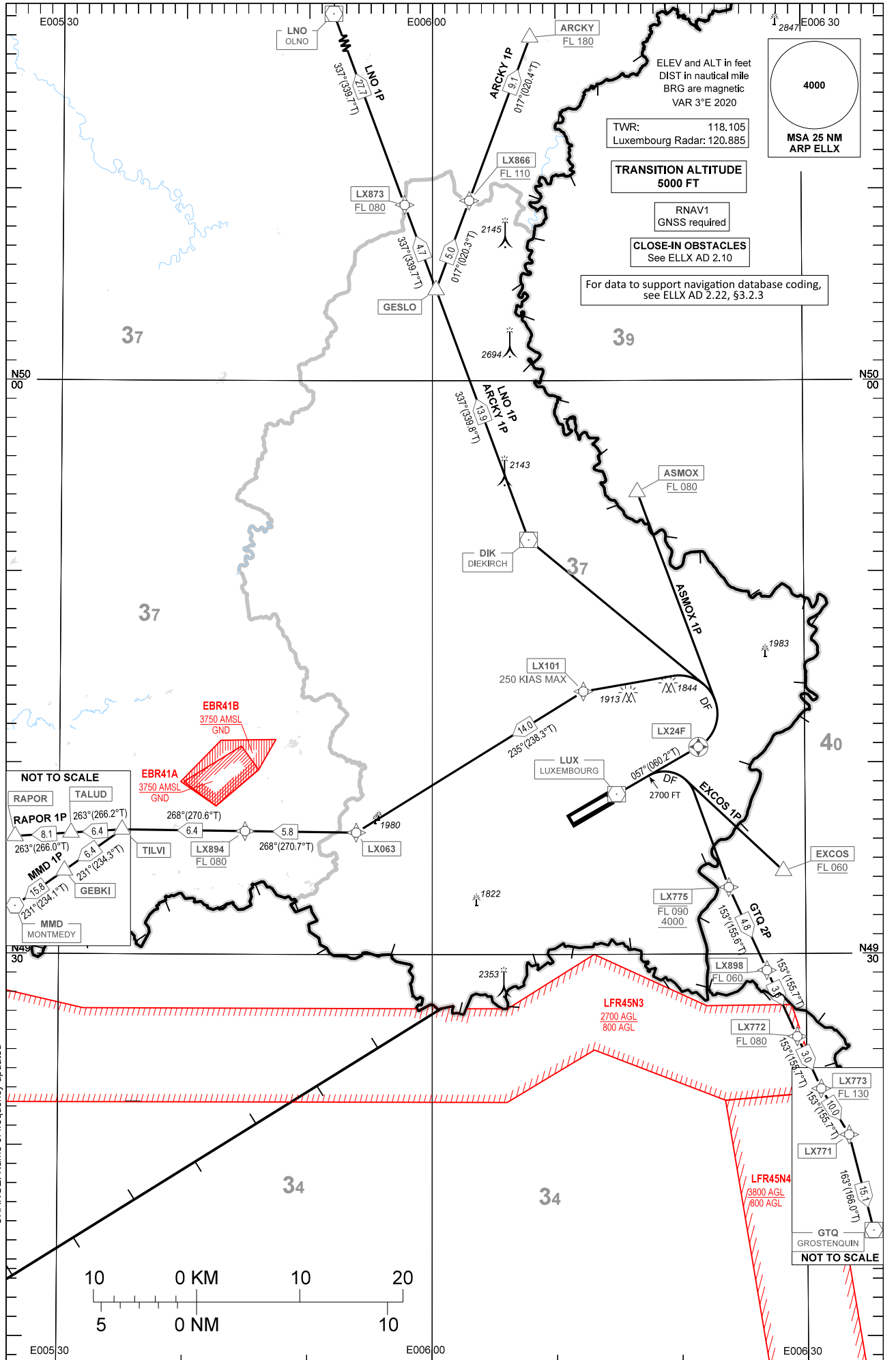
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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

ARCKY 1P ASMOX 1P EXCOS 1P  
GTQ 2P MMD 1P RAPOR 1P LNO 1P

LUXEMBOURG / Luxembourg (ELLX)

RNAV RWY 06



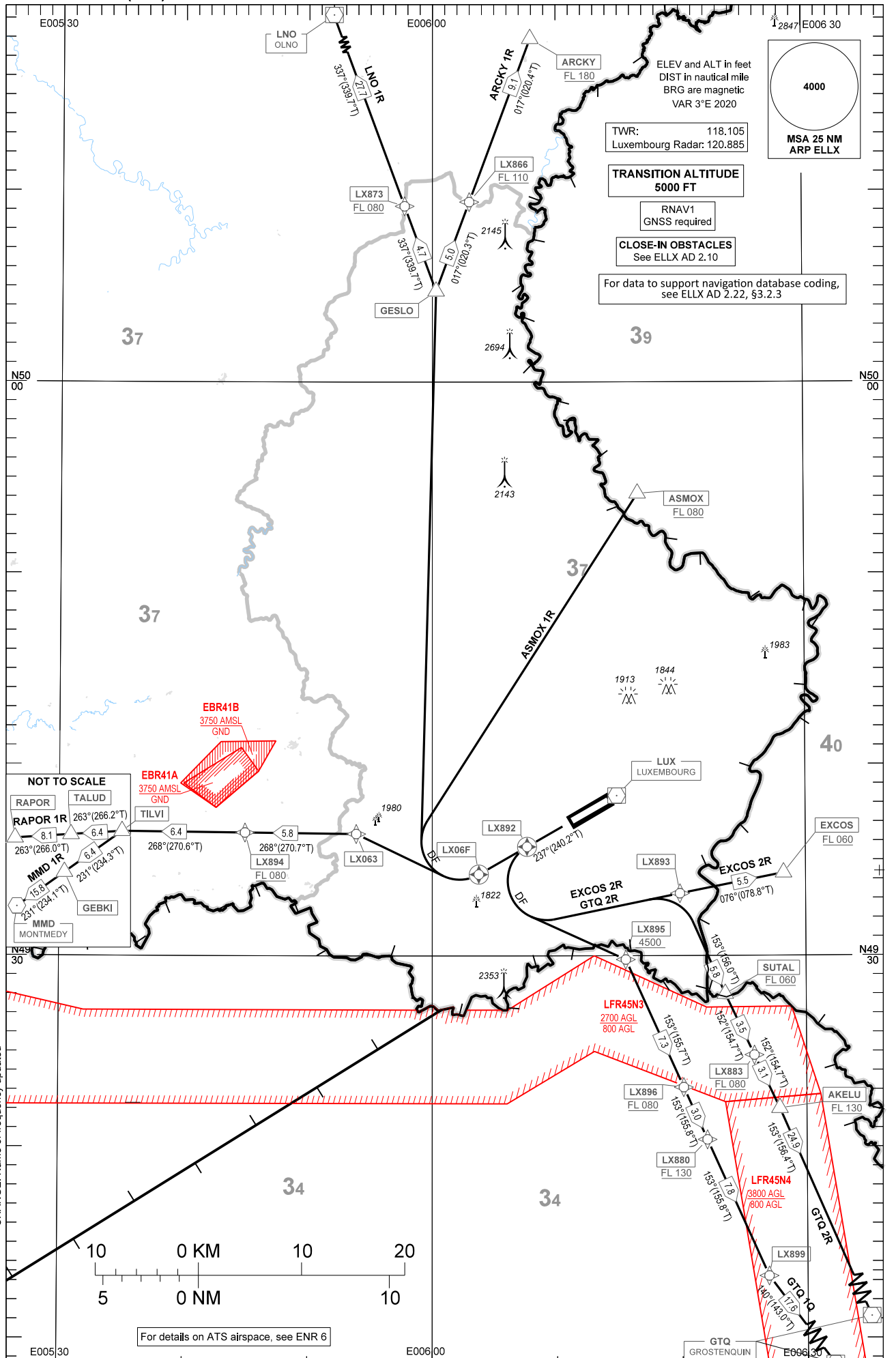
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STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO

ARCKY 1R ASMOX 1R EXCOS 2R  
GTQ 1Q-2R MMD 1R RAPOR 1R LNO 1R

LUXEMBOURG / Luxembourg (ELLX)

RNAV Rwy 24



CHANGE: Name of frequency updated

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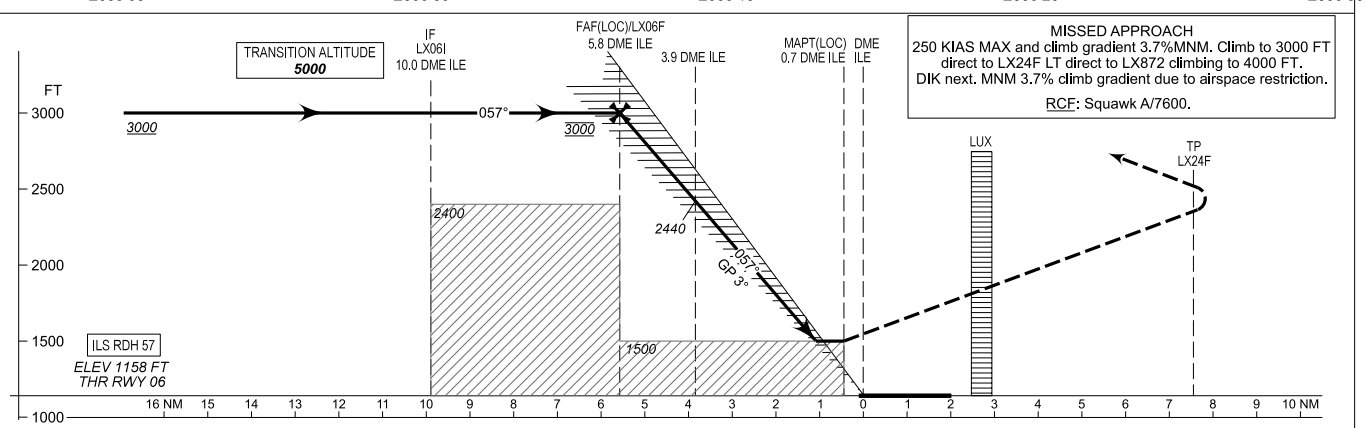
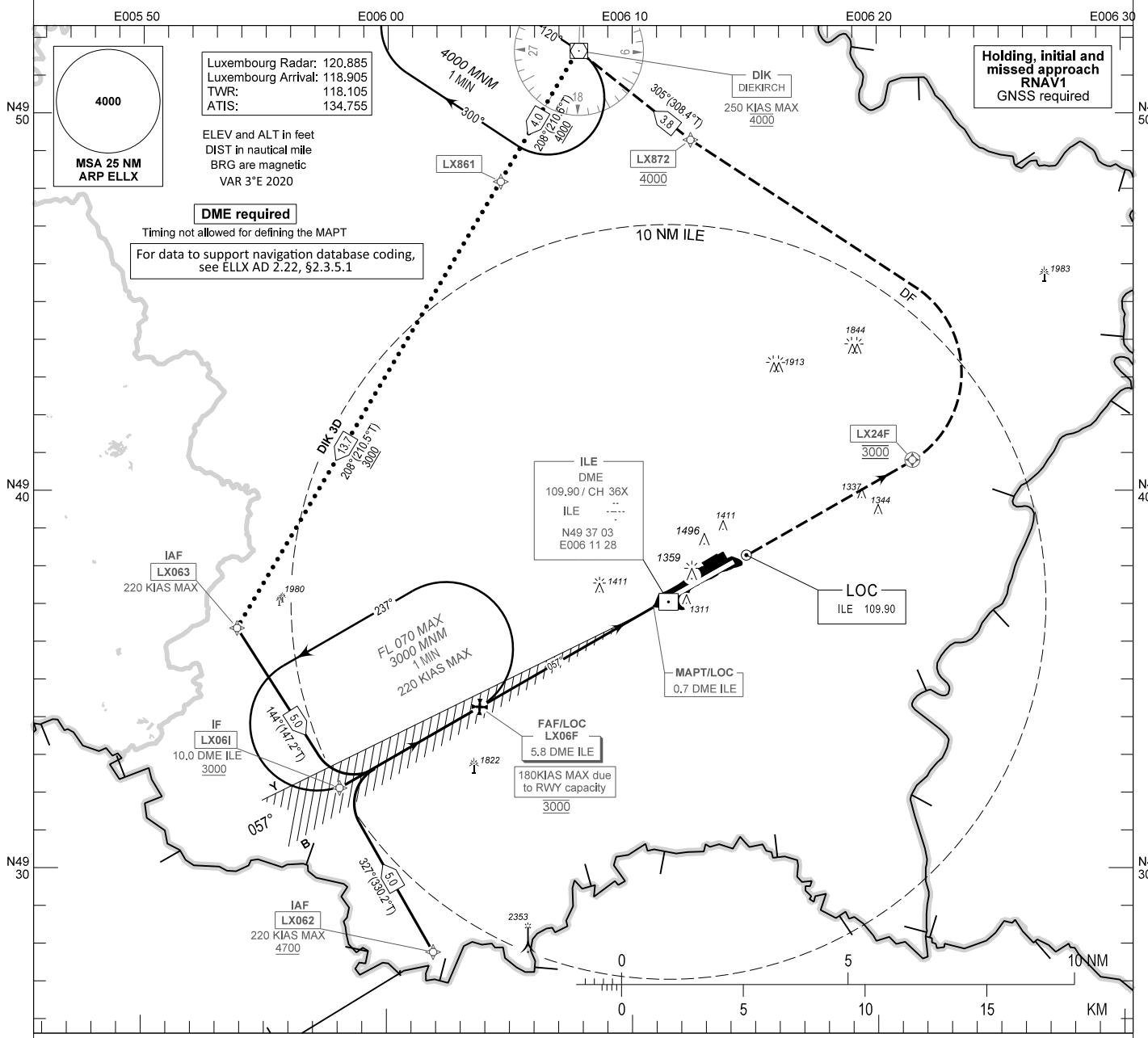


**INSTRUMENT APPROACH CHART - ICAO**

AD ELEV 1234  
OCH RELATED TO  
THR 06 ELEV 1158

**LUXEMBOURG / Luxembourg (ELLX)**

ILS or LOC z RWY 06



CHANGE: Name of frequencies updated

OCA (OCH)					FAF to MAPT - 5.0 NM						
CAT of ACFT	A	B	C	D	Speed (GS)	KT	70	90	120	150	180
ILS CAT I	1358 (200)	1358 (200)	1358 (200)	1358 (200)	Rate of descent	FT/MIN	375	480	640	800	960
LOC	1500 (340)	1500 (340)	1500 (340)	1500 (340)	<b>PROCEDURE ALTITUDES</b>						
<b>MINIMA (RVR/VIS)</b>											
ILS	600 M RVR	600 M RVR	600 M RVR	600 M RVR	Altitude	2760	2450	2130	1810		
LOC	800 M	800 M	800 M	1200 M							

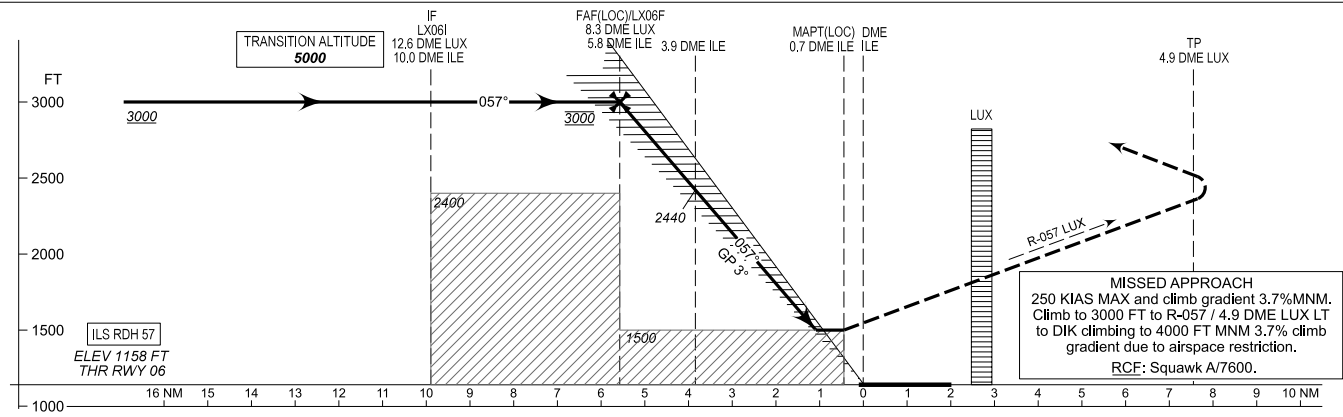
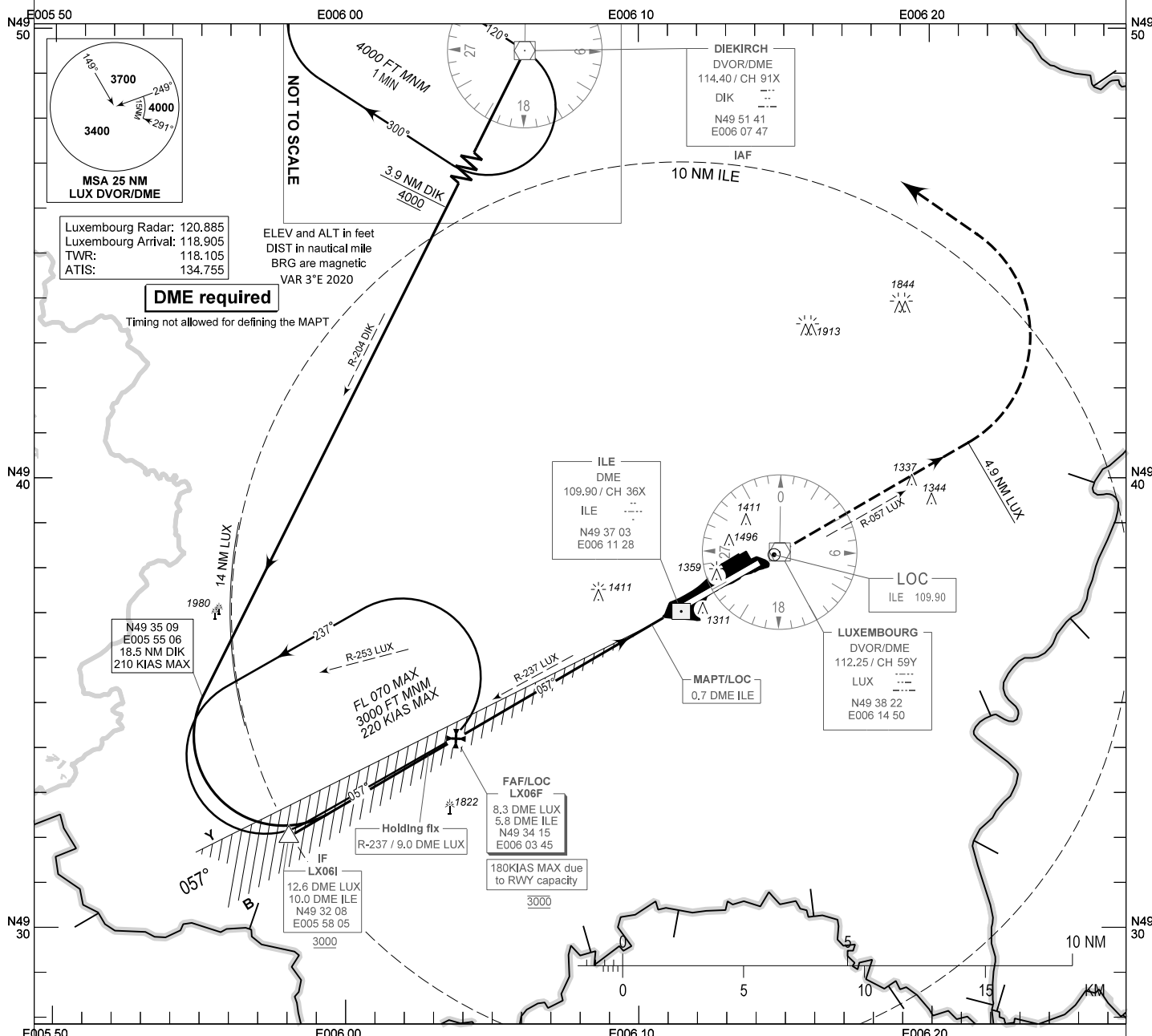
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**INSTRUMENT APPROACH CHART - ICAO**

AD ELEV 1234  
OCH RELATED TO  
THR 06 ELEV 1158

**LUXEMBOURG / Luxembourg (ELLX)**

ILS or LOC y RWY 06



CHANGE: Name of frequencies updated

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

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

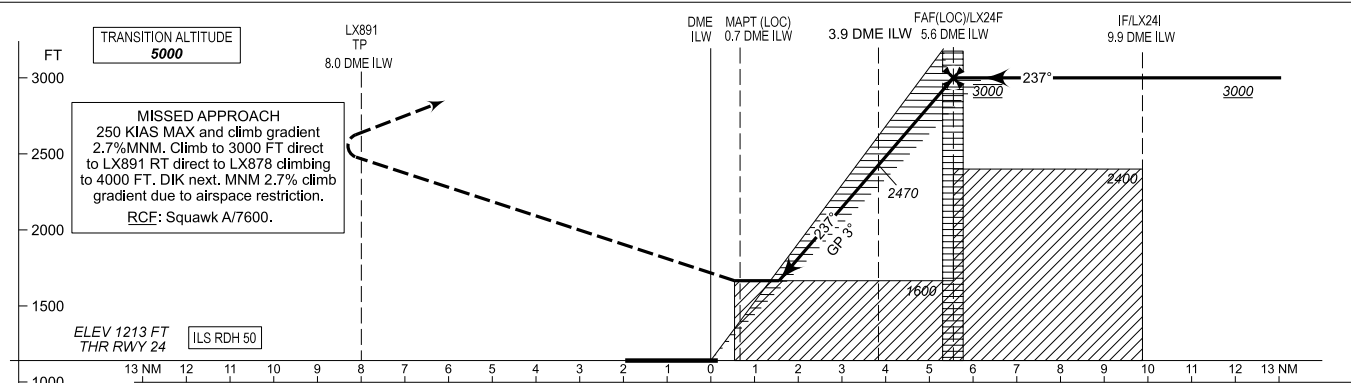
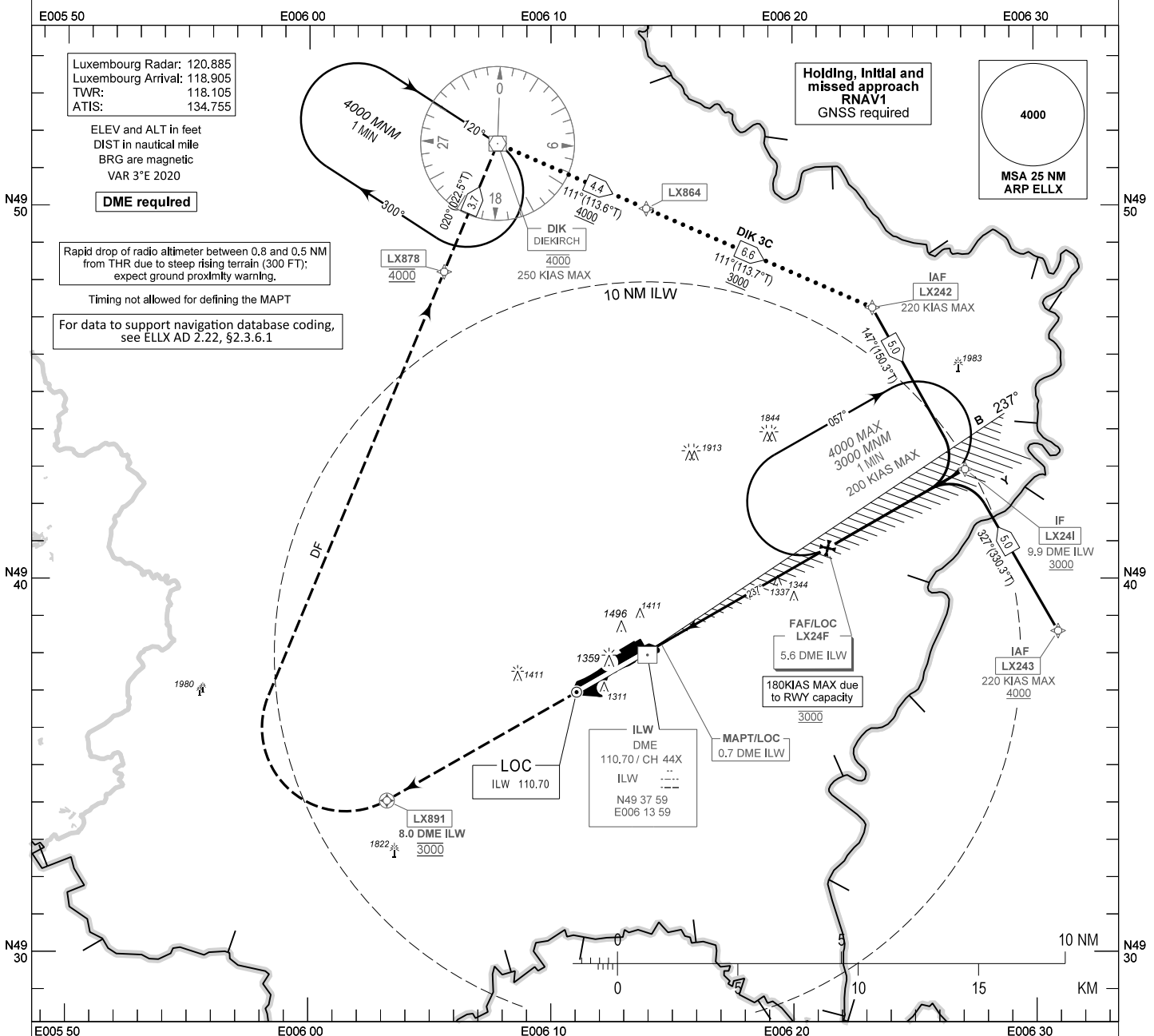
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**INSTRUMENT APPROACH CHART - ICAO**

AD ELEV 1234  
OCH RELATED TO  
THR 24 ELEV 1213

**LUXEMBOURG / Luxembourg (ELLX)**

ILS CAT II & III or LOC z RWY 24



CHANGE: Name of frequencies updated

OCA (OCH)						FAF to MAPT - 4.9 NM						
CAT of ACFT	A	B	C	D	DL	Speed (GS)	KT	70	90	120	150	180
ILS CAT I	1413 (200)	1413 (200)	1413 (200)	1414 (201)	1417 (204)	Rate of descent	FT/MIN	375	480	640	800	960
ILS CAT II	1304 (91)	1307 (94)	1315 (102)	1330 (117)	1334 (121)	<b>PROCEDURE ALTITUDES</b>						
LOC	1600 (390)	1600 (390)	1600 (390)	1600 (390)	-	DIST ILW	5.0	4.0	3.0	2.0		
<b>MINIMA (RVR/VIS)</b>						Altitude	2810	2490	2170	1850		
ILS CAT I	550 M RVR	550 M RVR	550 M RVR	550 M RVR	550 M RVR							
ILS CAT II	300 M RVR	300 M RVR	300 M RVR	300 M RVR	300 M RVR							
ILS CAT IIIA	200 M RVR	200 M RVR	200 M RVR	200 M RVR	200 M RVR							
ILS CAT IIIB	125 M RVR	125 M RVR	125 M RVR	125 M RVR	125 M RVR							
LOC	800 M	800 M	800 M	1200 M	1200 M							

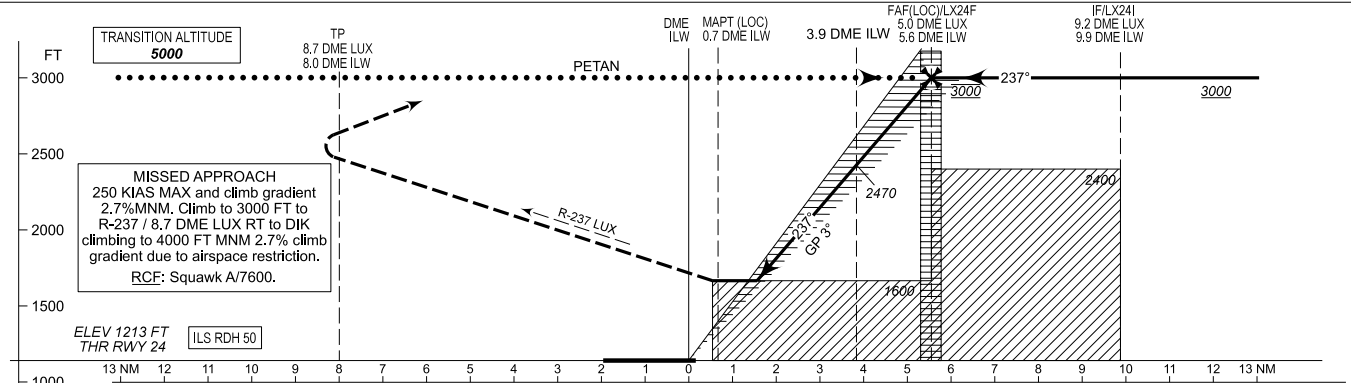
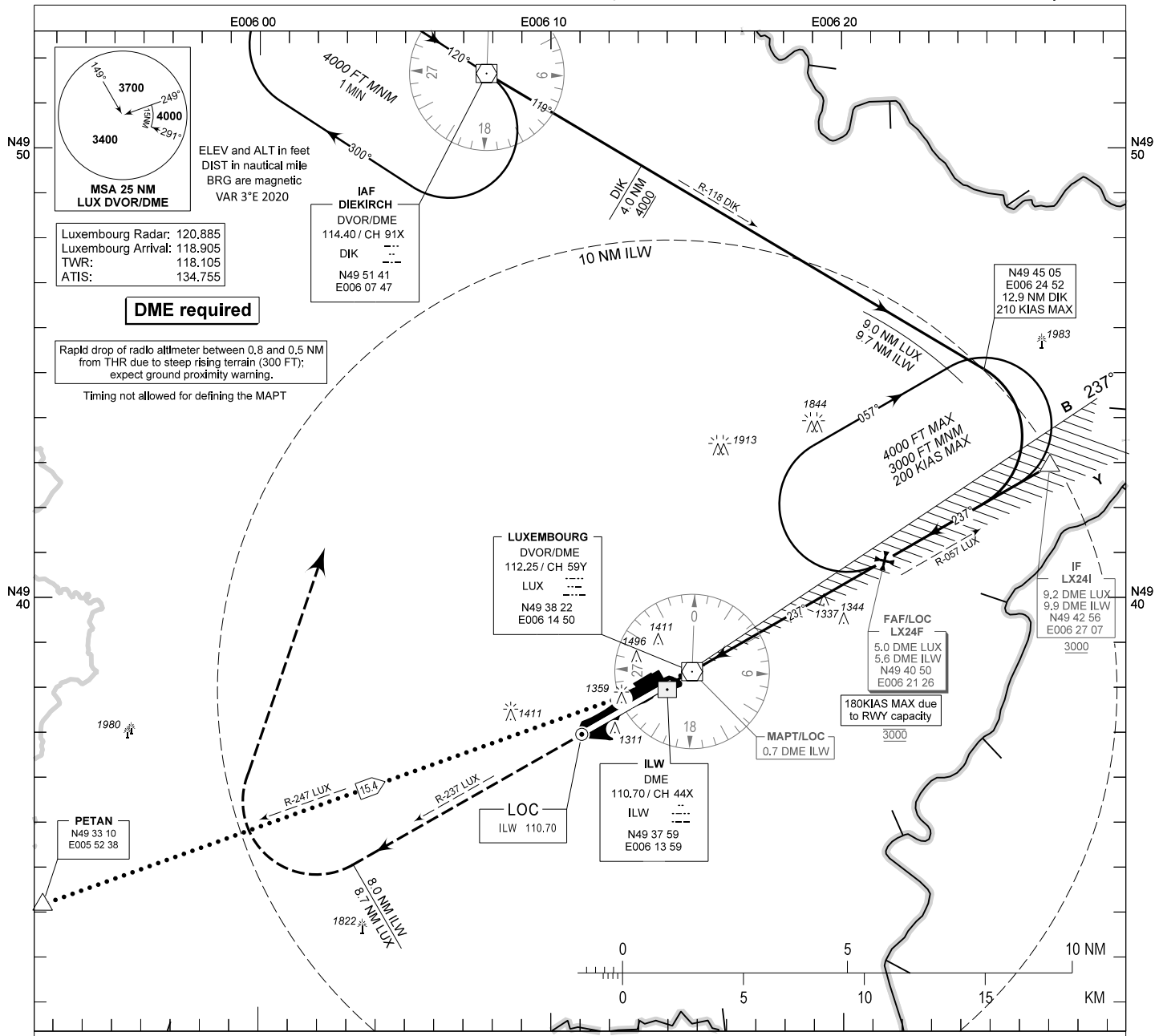
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**INSTRUMENT APPROACH CHART - ICAO**

AD ELEV 1234  
OCH RELATED TO  
THR 24 ELEV 1213

**LUXEMBOURG / Luxembourg (ELLX)**

ILS CAT II & III or LOC y RWY 24



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

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

CHANGE: Name of frequencies updated

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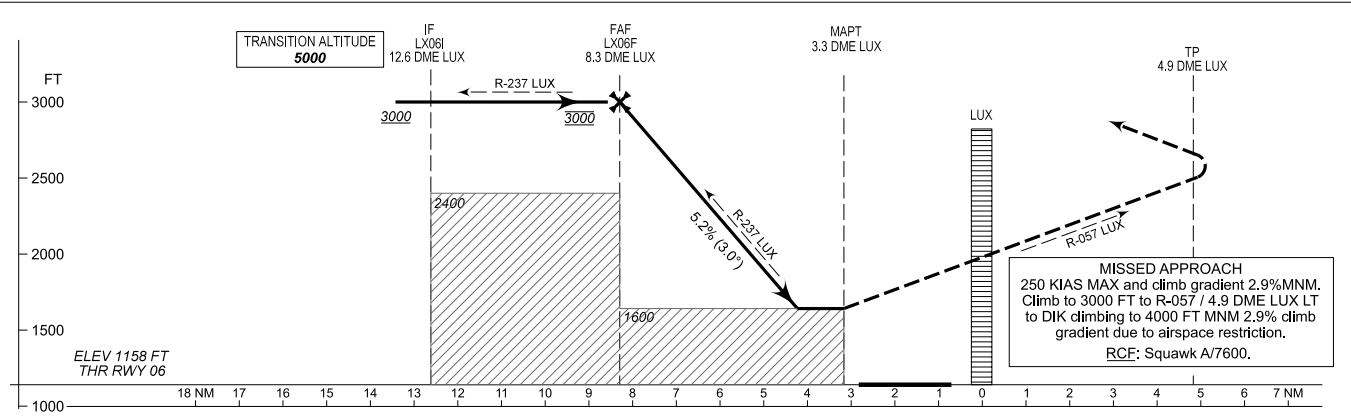
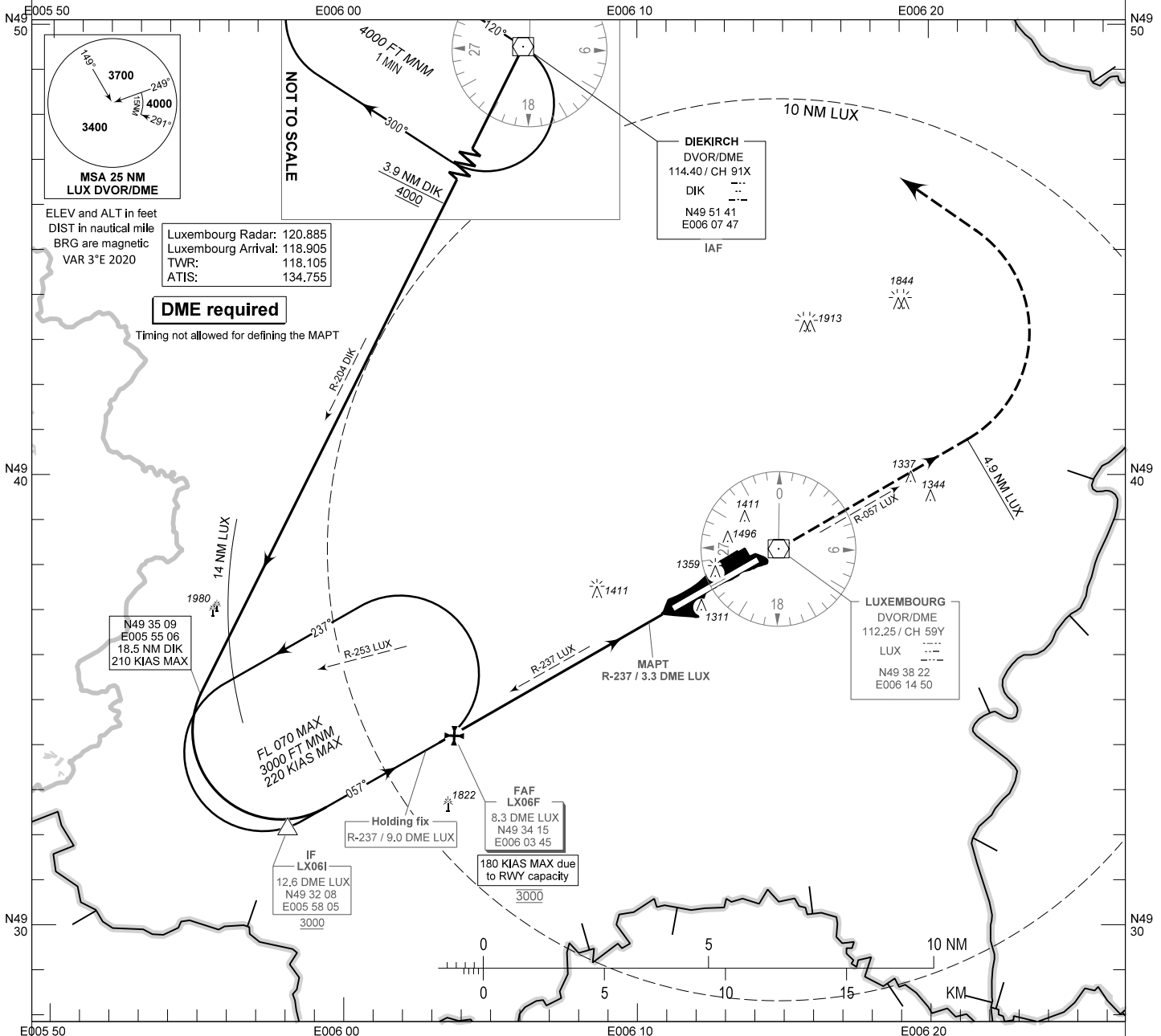


**INSTRUMENT APPROACH CHART - ICAO**

AD ELEV 1234  
OCH RELATED TO  
THR 06 ELEV 1158

**LUXEMBOURG / Luxembourg (ELLX)**

VOR RWY 06



CHANGE: Name of frequencies updated

OCA (OCH)					FAF to MAPT - 5.0 NM						
CAT of ACFT	A	B	C	D	Speed (GS)	KT	70	90	120	150	180
VOR	1600 (440)	1600 (440)	1600 (440)	1600 (440)	Rate of descent	FT/MIN	375	480	640	800	960
<b>MINIMA (RVR/VIS)</b>					<b>PROCEDURE ALTITUDES</b>						
	1200 M	1200 M	1200 M	1600 M	DIST LUX	8.0	7.0	6.0	5.0	4.0	
					Altitude	2910	2590	2270	1950	1630	

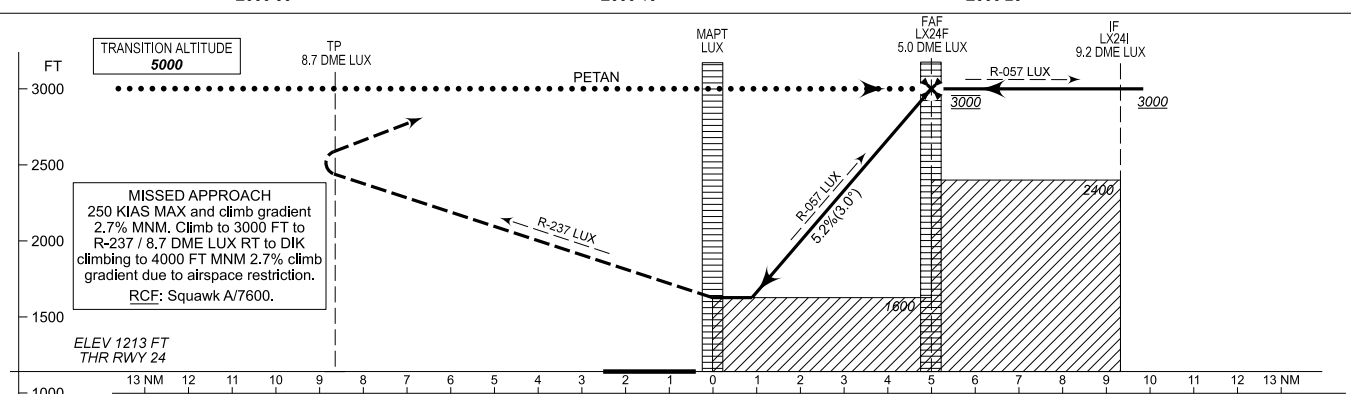
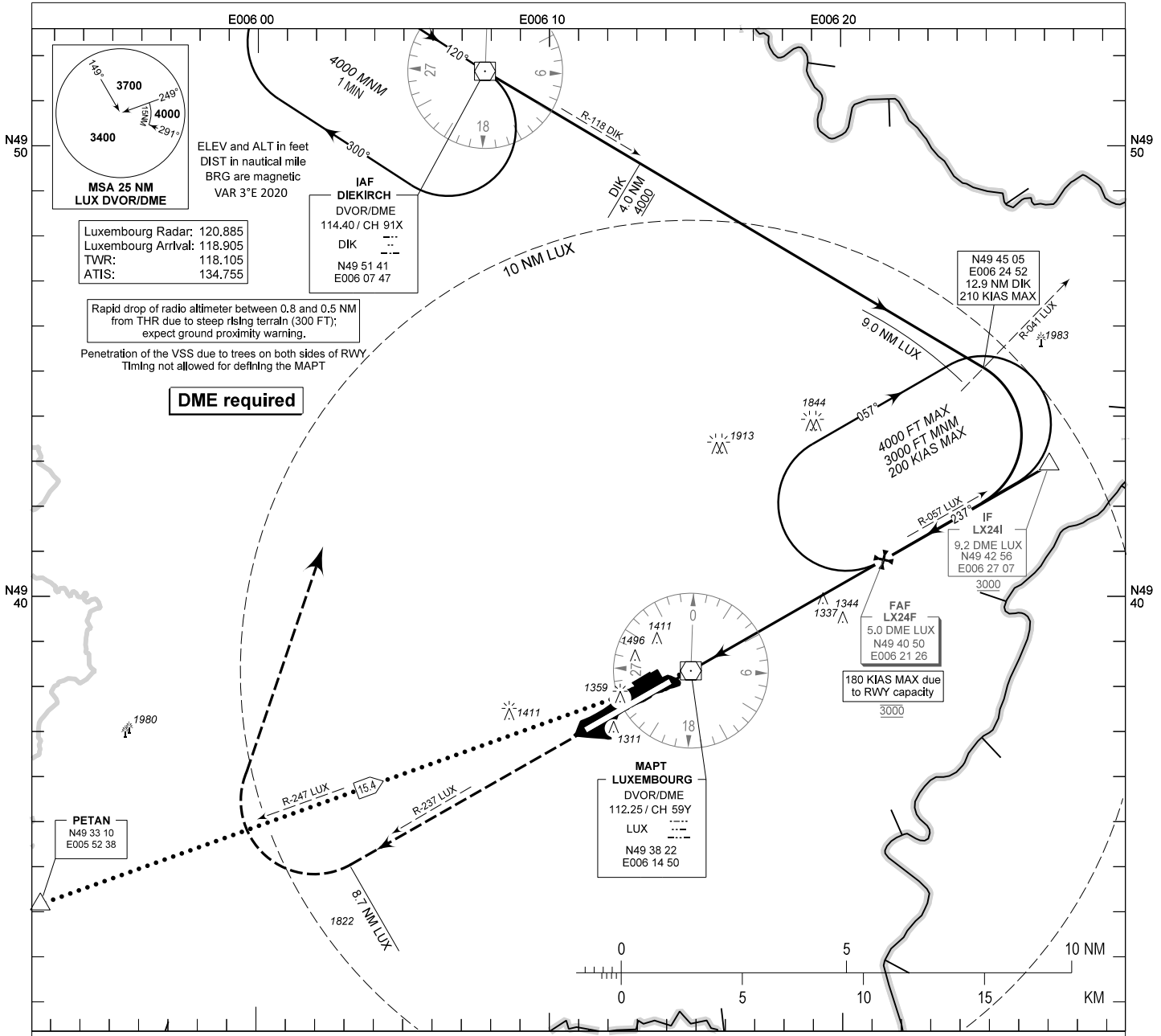
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**INSTRUMENT APPROACH CHART - ICAO**

AD ELEV 1234  
OCH RELATED TO  
THR 24 ELEV 1213

**LUXEMBOURG / Luxembourg (ELLX)**

VOR RWY 24



OCA (OCH)					FAF to MAPT - 4.9 NM						
CAT of ACFT	A	B	C	D	Speed (GS)	KT	70	90	120	150	180
VOR	1600 (390)	1600 (390)	1600 (390)	1600 (390)	Rate of descent	FT/MIN	375	480	640	800	960
<b>MINIMA (RVR/VIS)</b>					<b>PROCEDURE ALTITUDES</b>						
	1200 M	1200 M	1200 M	1600 M	DIST LUX	5.0	4.0	3.0	2.0	1.0	
					Altitude	3000	2700	2390	2070	1750	

CHANGE: Name of frequencies updated

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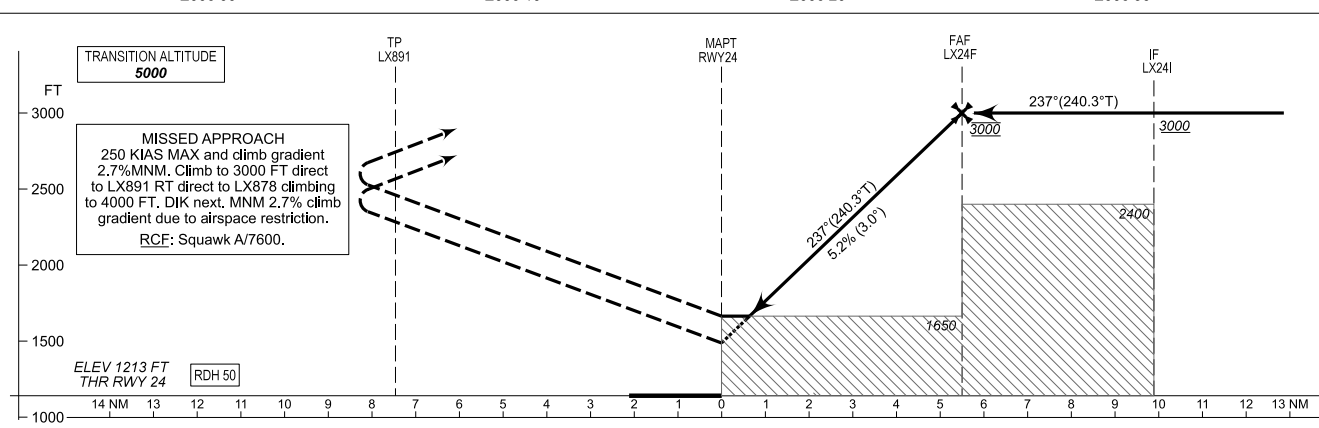
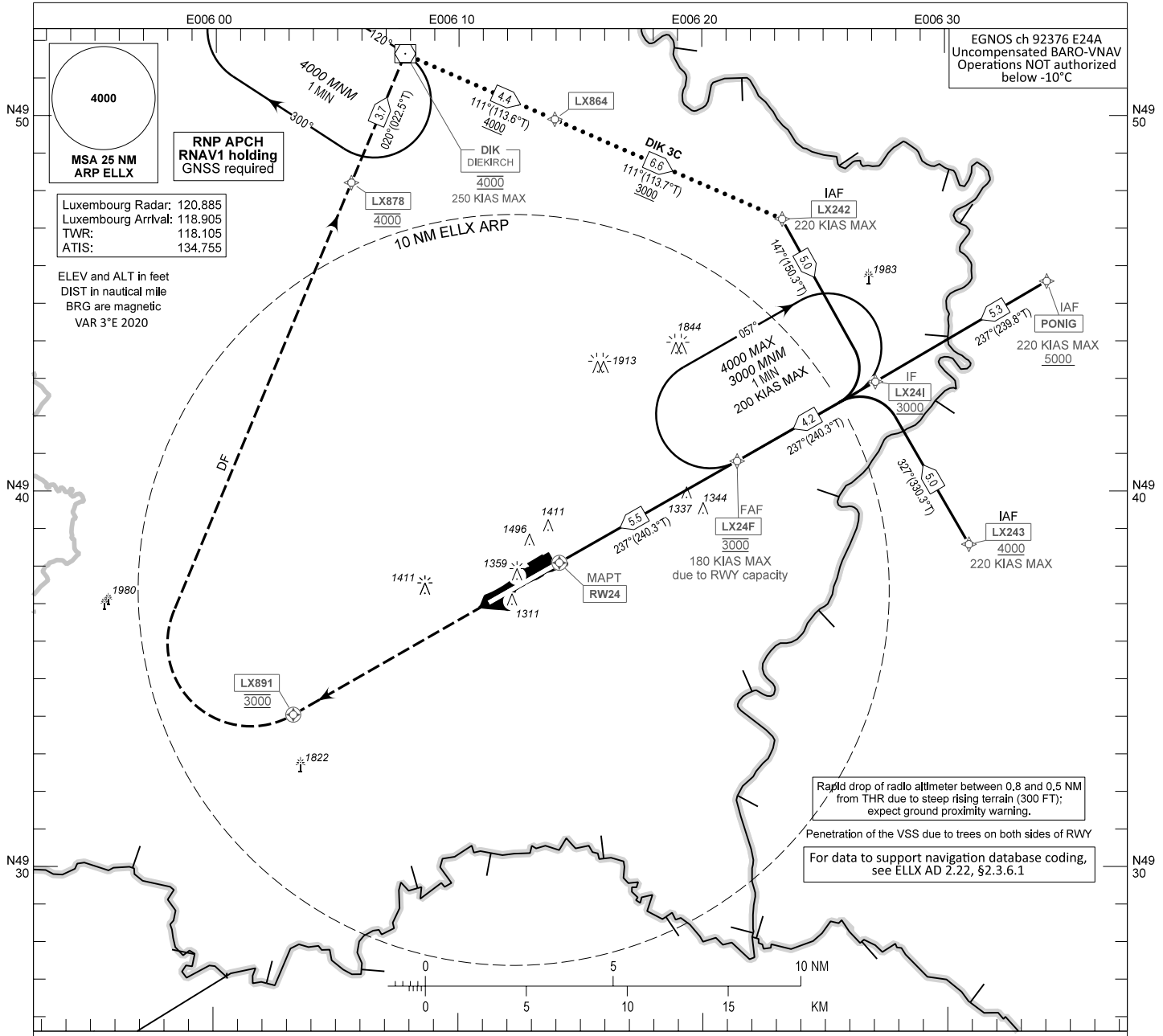
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**INSTRUMENT APPROACH CHART - ICAO**

AD ELEV 1234  
OCH RELATED TO  
THR 24 ELEV 1213

**LUXEMBOURG / Luxembourg (ELLX)**

RNP RWY 24



CHANGE: Name of frequencies updated

OCA (OCH)						FAF to MAPT - 5.5 NM						
CAT of ACFT	A	B	C	D	DL	Speed (GS)	KT	70	90	120	150	180
LNAV	1650 (440)	1650 (440)	1650 (440)	1650 (440)	-	Rate of descent	FT/MIN	375	480	640	800	960
LNAV/VNAV	1582 (369)	1588 (375)	1593 (380)	1599 (386)	-	PROCEDURE ALTITUDES						
LPV	1413 (200)	1413 (200)	1413 (200)	1414 (201)	1417 (204)	DIST THR		5.0	4.0	3.0	2.0	
						Altitude		2860	2540	2220	1900	

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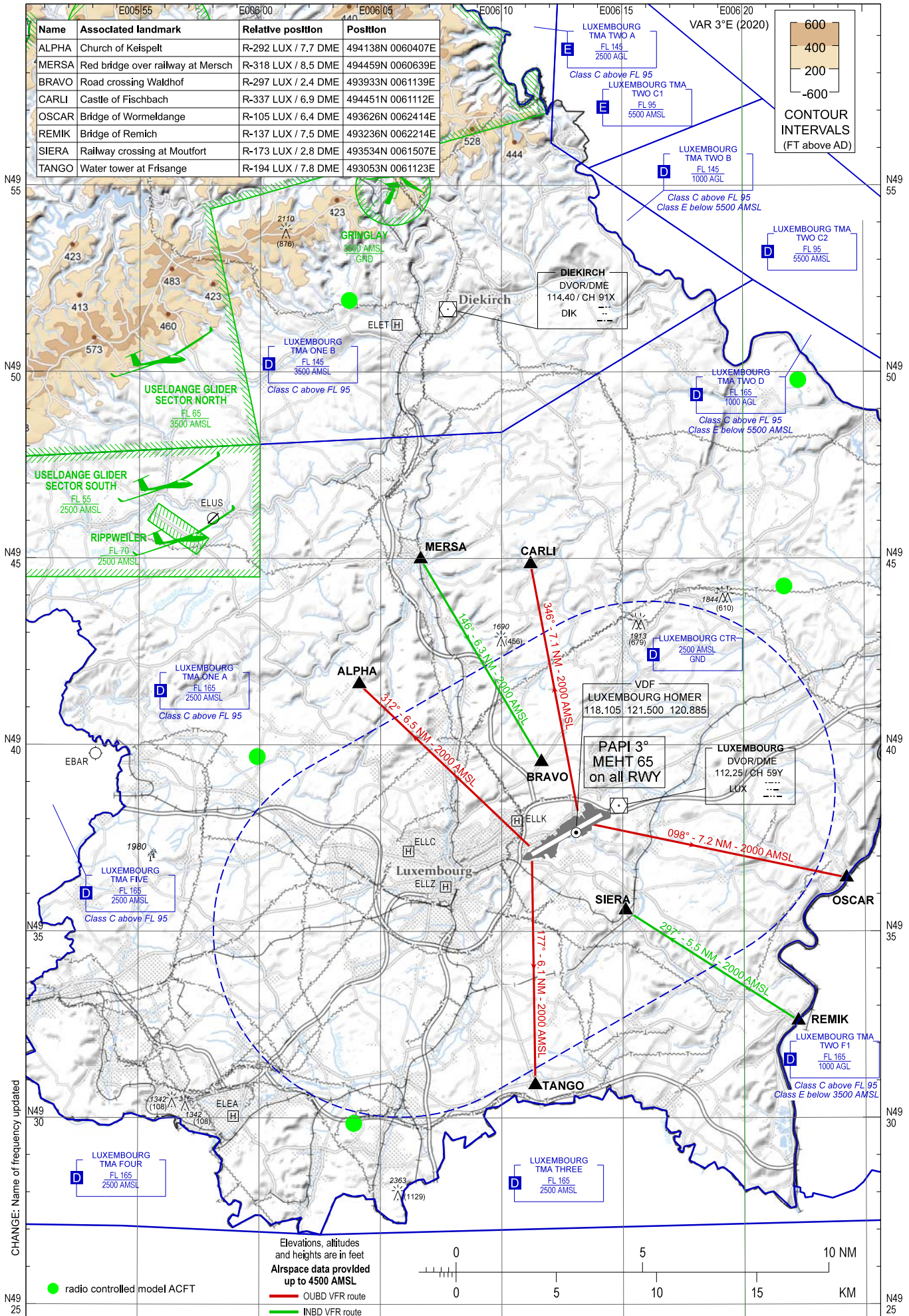
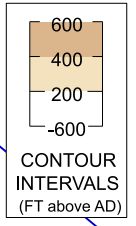
Visual Approach Chart - ICAO

AD ELEV 1234 ft  
Heights related to AD ELEV

Luxembourg Radar: 120.885  
TWR: 118.105  
ATIS: 134.755

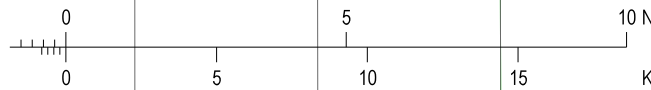
LUXEMBOURG / Luxembourg (ELLX)

Name	Associated landmark	Relative position	Position
ALPHA	Church of Keispelt	R-292 LUX / 7.7 DME	494138N 0060407E
MERSA	Red bridge over railway at Mersch	R-318 LUX / 8.5 DME	494459N 0060639E
BRAVO	Road crossing Waldhof	R-297 LUX / 2.4 DME	493933N 0061139E
CARLI	Castle of Fischbach	R-337 LUX / 6.9 DME	494451N 006112E
OSCAR	Bridge of Wormeldange	R-105 LUX / 6.4 DME	493626N 0062414E
REMIK	Bridge of Remich	R-137 LUX / 7.5 DME	493236N 0062214E
SIERA	Railway crossing at Moutfort	R-173 LUX / 2.8 DME	493534N 0061507E
TANGO	Water tower at Frisange	R-194 LUX / 7.8 DME	493053N 0061123E



CHANGE: Name of frequency updated

Elevations, altitudes and heights are in feet  
Airspace data provided up to 4500 AMSL



● radio controlled model ACFT

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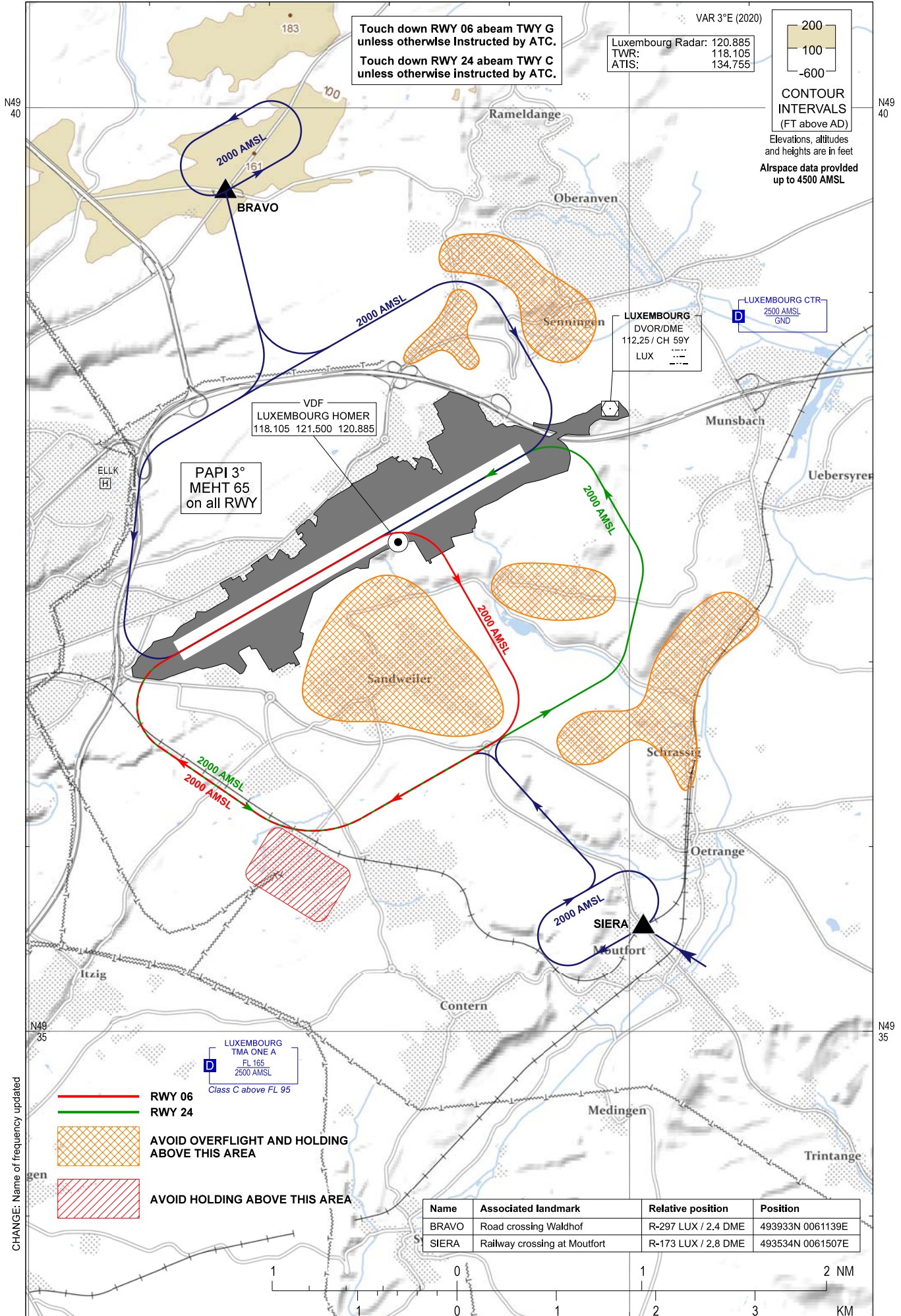


Visual Approach Chart - ICAO  
Appendix 1: Aerodrome Traffic Circuit

AD ELEV 1234 ft  
Heights related  
to AD ELEV

LUXEMBOURG / Luxembourg (ELLX)

E006 15



Touch down RWY 06 abeam TWY G unless otherwise instructed by ATC.  
Touch down RWY 24 abeam TWY C unless otherwise instructed by ATC.

Luxembourg Radar: 120.885  
TWR: 118.105  
ATIS: 134.755

200  
100  
-600  
CONTOUR INTERVALS (FT above AD)  
Elevations, altitudes and heights are in feet  
Airspace data provided up to 4500 AMSL

VDF  
LUXEMBOURG HOMER  
118.105 121.500 120.885

PAPI 3°  
MEHT 65  
on all RWY

LUXEMBOURG  
DVOR/DME  
112.25 / CH 59Y  
LUX

LUXEMBOURG CTR  
2500 AMSL  
GND

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

- RWY 06
- RWY 24
- AVOID OVERFLIGHT AND HOLDING ABOVE THIS AREA
- AVOID HOLDING ABOVE THIS AREA

Name	Associated landmark	Relative position	Position
BRAVO	Road crossing Waldhof	R-297 LUX / 2.4 DME	493933N 0061139E
SIERA	Railway crossing at Moutfort	R-173 LUX / 2.8 DME	493534N 0061507E

CHANGE: Name of frequency updated

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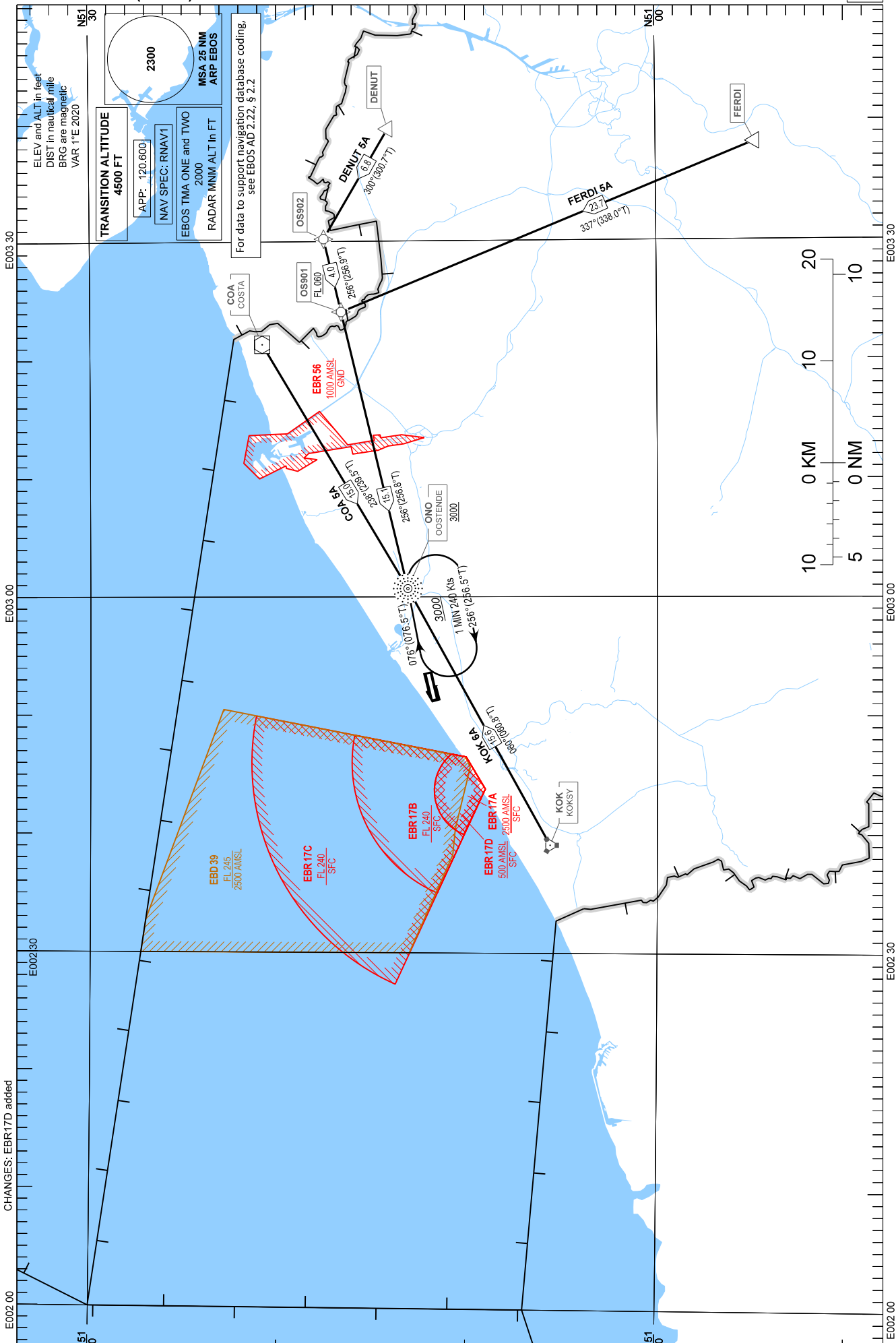
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STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

COA 5A DENUT 5A  
FERDI 5A KOK 6A

OOSTENDE-BRUGGE / Oostende (EBOS)

[RNAV1]



CHANGES: EBR17D added

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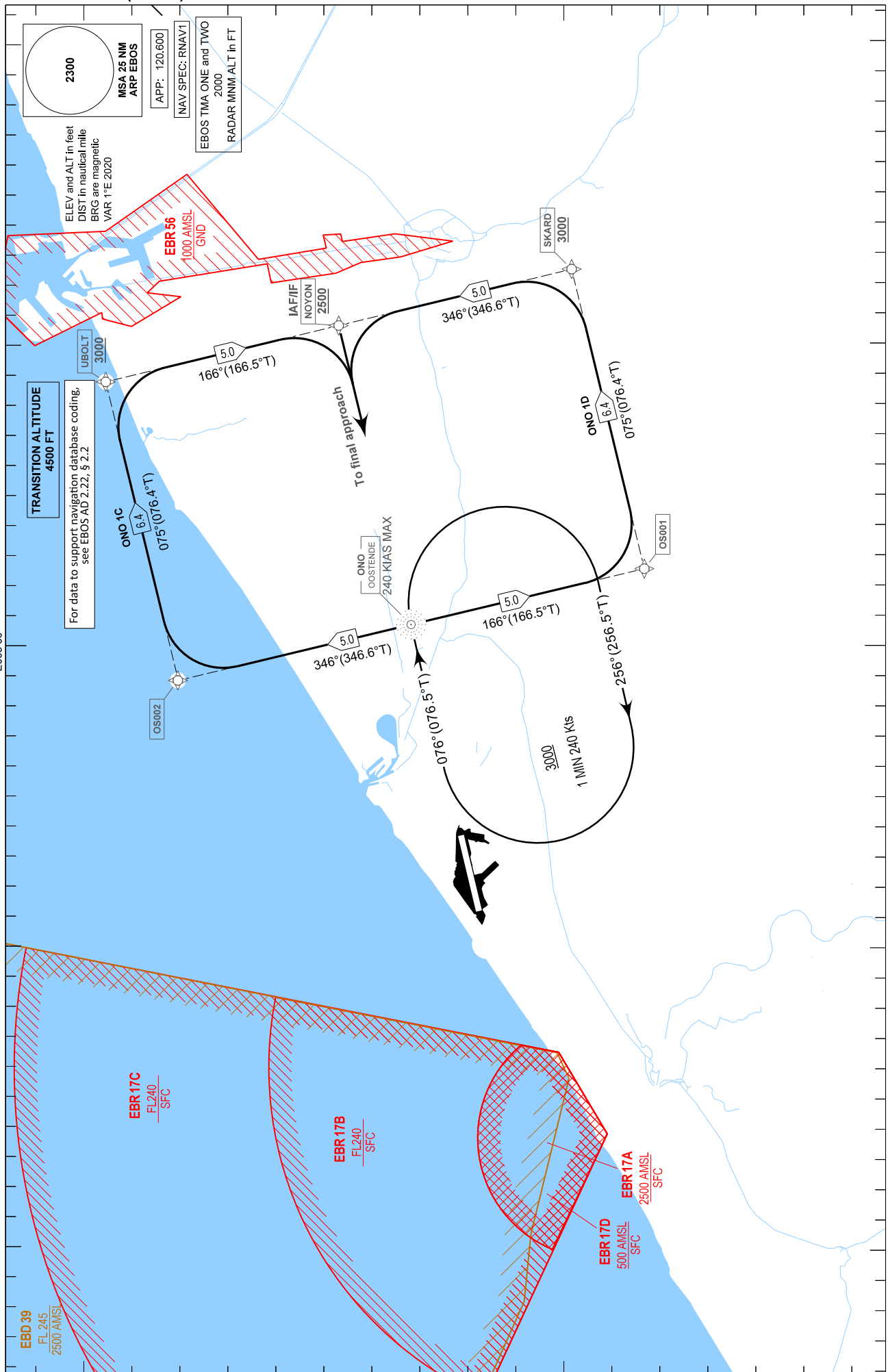


STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

OOSTENDE-BRUGGE / Oostende (EBOS)

ONO 1C-1D

RNAV TRANSITION TO RWY 26



E003 00

E003 00

CHANGES: EBR17D added

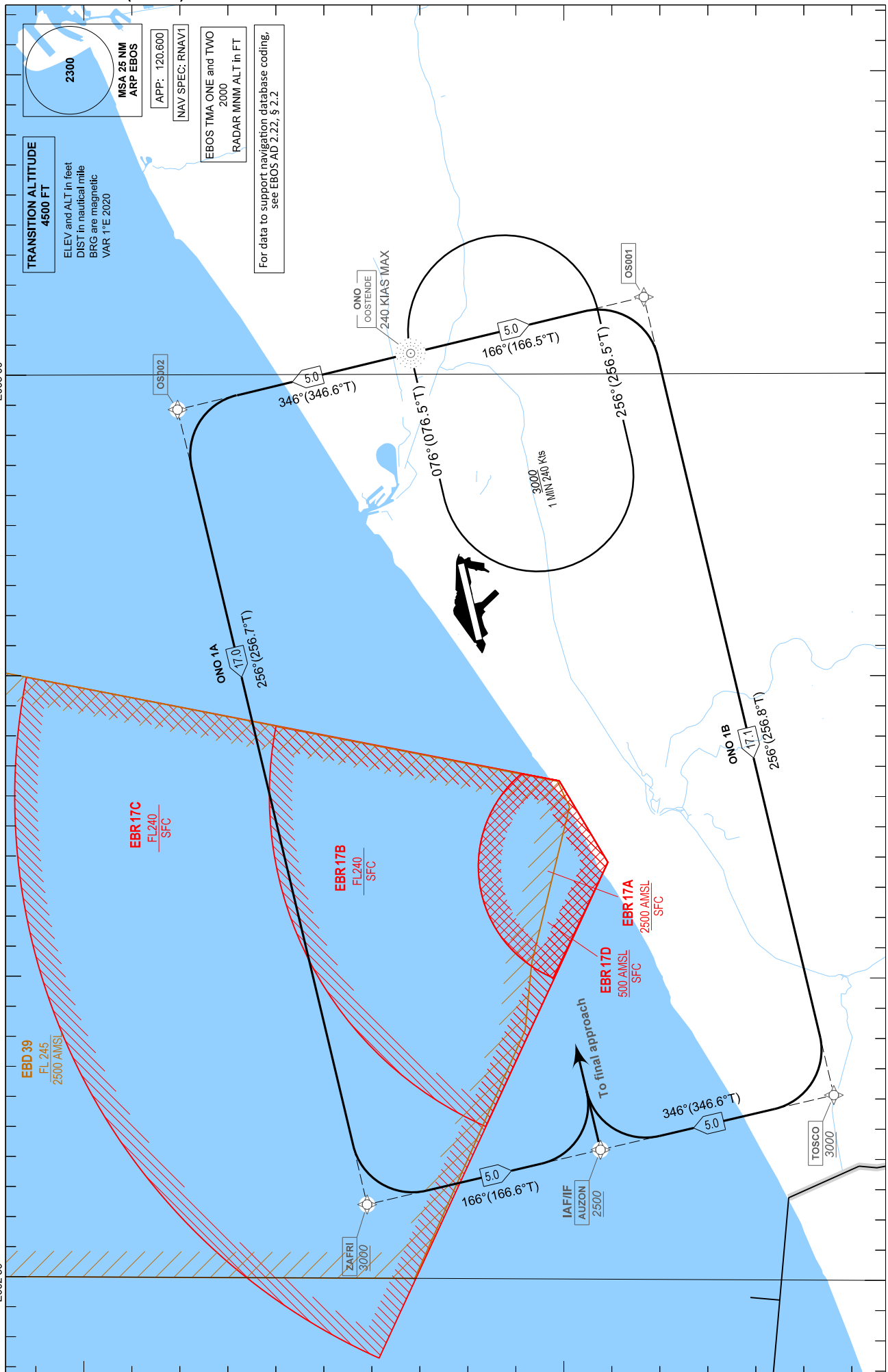
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STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

OOSTENDE-BRUGGE / Oostende (EBOS)

ONO 1A-1B

RNAV TRANSITION TO RWY 08



CHANGES: EBR17D added

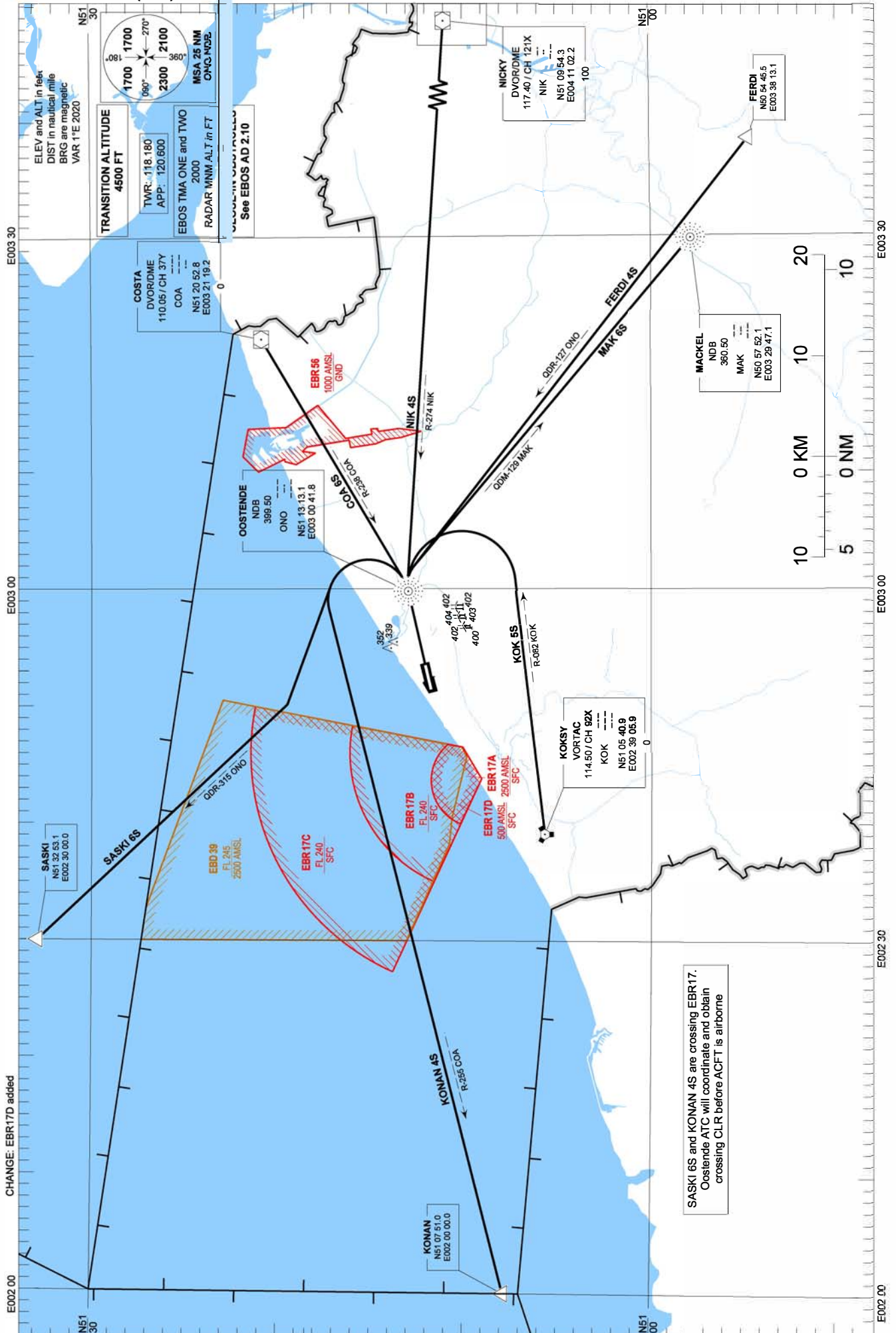
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

COA 6S KOK 5S KONAN 4S  
MAK 6S FERDI 4S NIK 4S SASKI 6S

OOSTENDE-BRUGGE / Oostende (EBOS)

RWY 08



CHANGE: EBR17D added

SASKI 6S and KONAN 4S are crossing EBR17.  
Oostende ATC will coordinate and obtain crossing CLR before ACFT is airborne

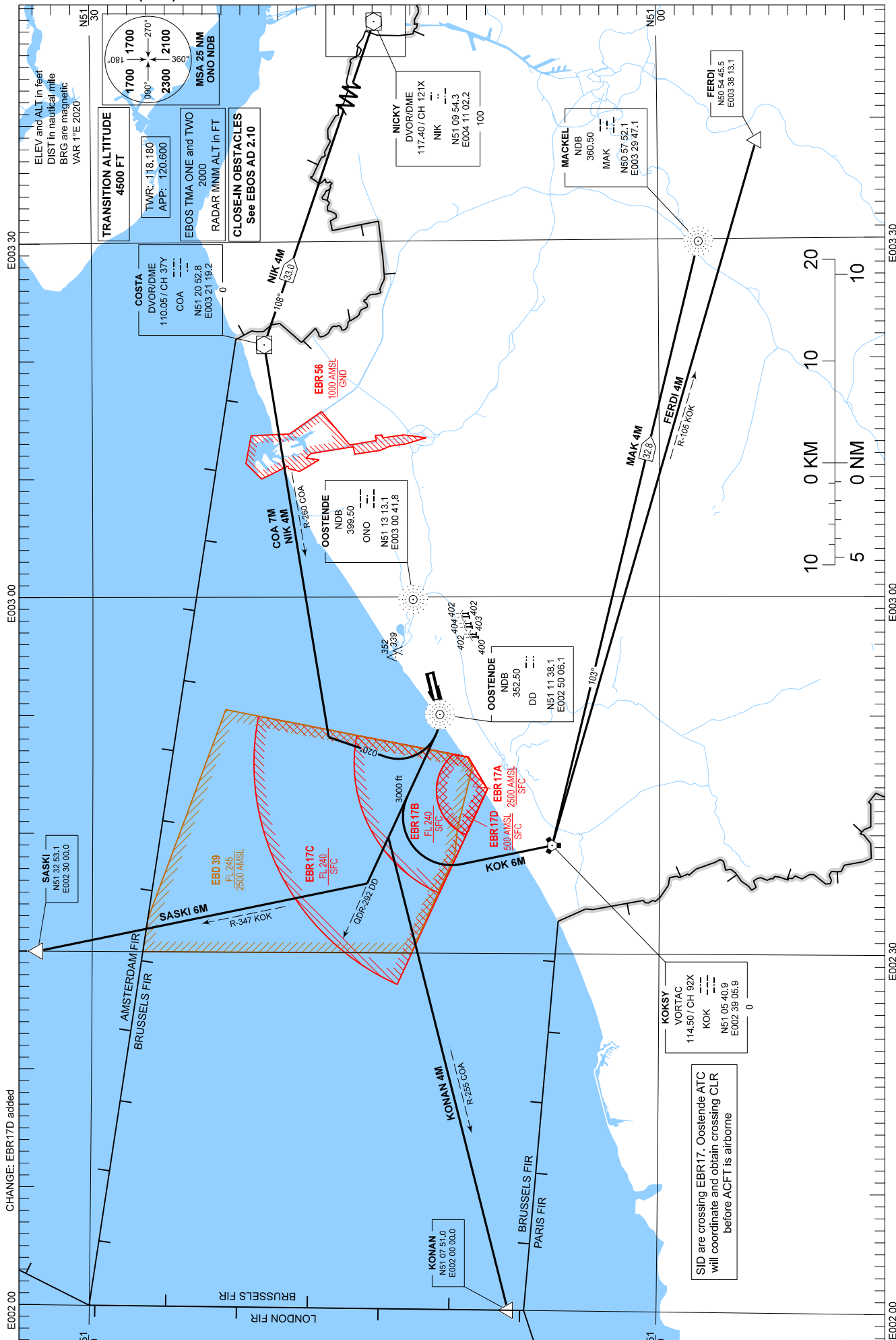
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

KONAN 4M COA 7M KOK 6M  
MAK 4M FERDI 4M SASKI 6M NIK 4M

OOSTENDE-BRUGGE / Oostende (EBOS)

RWY 26



CHANGE: EBR17D added

SID are crossing EBR17. Oostende ATC will coordinate and obtain crossing CLR before ACFT is airborne

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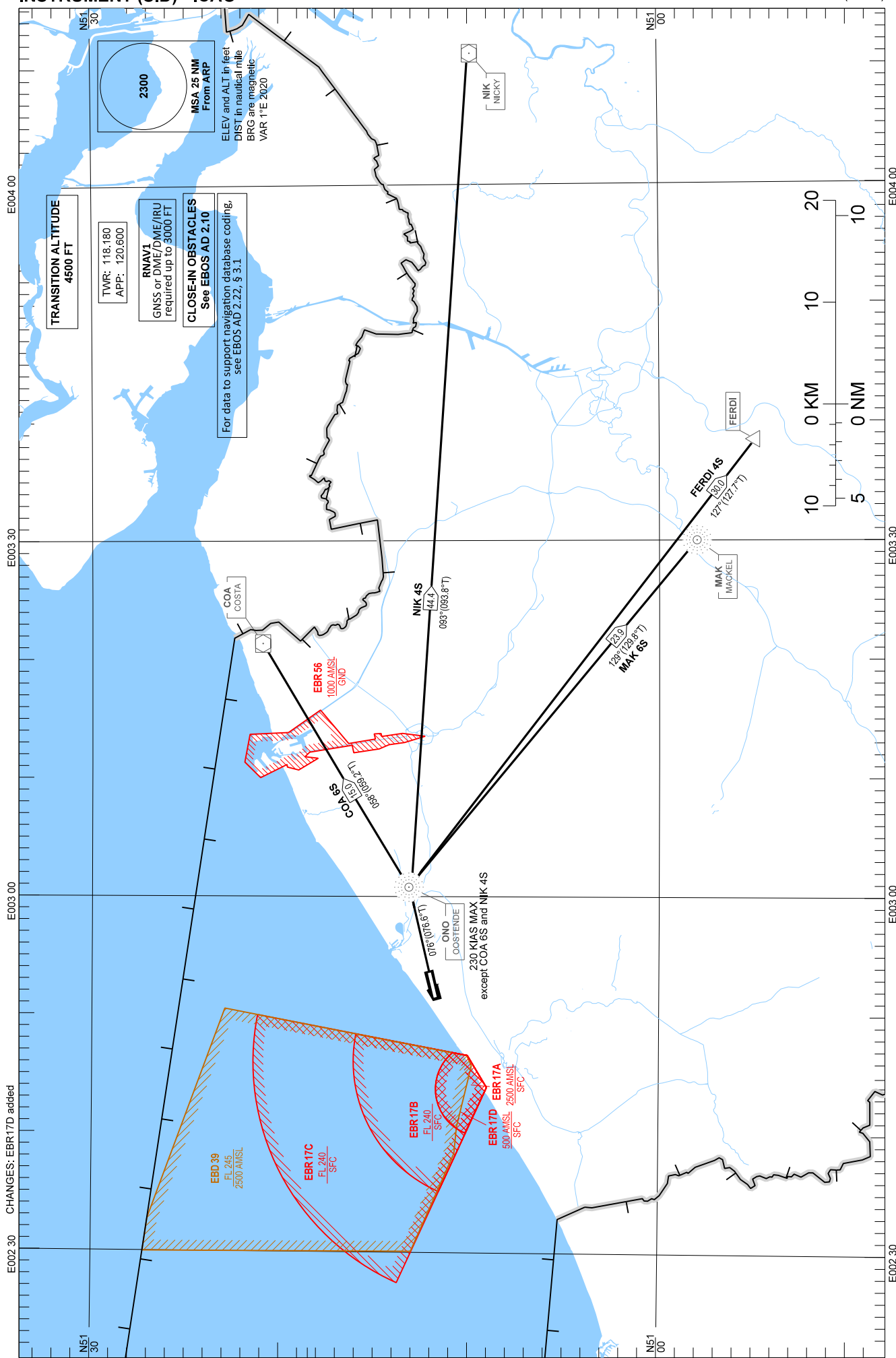


STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

COA 6S MAK 6S FERDI 4S NIK 4S

OOSTENDE-BRUGGE / Oostende (EBOS)

RNAV RWY 08 (Part a)



CHANGES: EBR17D added

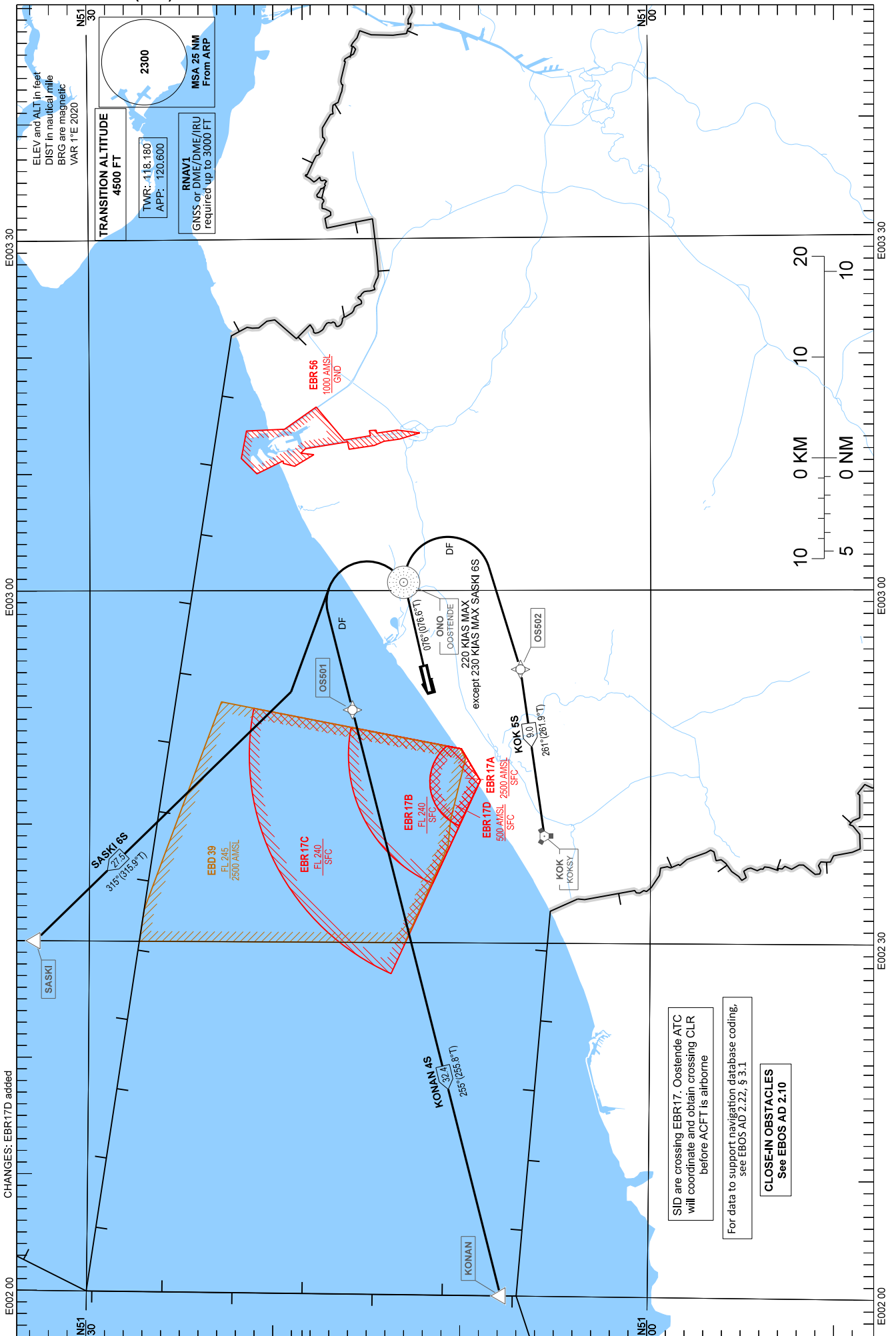
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

KOK 5S KONAN 4S SASKI 6S

OOSTENDE-BRUGGE / Oostende (EBOS)

RNAV RWY 08 (Part b)



CHANGES: EBR17D added

SID are crossing EBR17 Oostende ATC will coordinate and obtain crossing CLR before ACFT is airborne

For data to support navigation database coding, see EBOS AD 2.22, § 3.1

**CLOSE-IN OBSTACLES**  
See EBOS AD 2.10

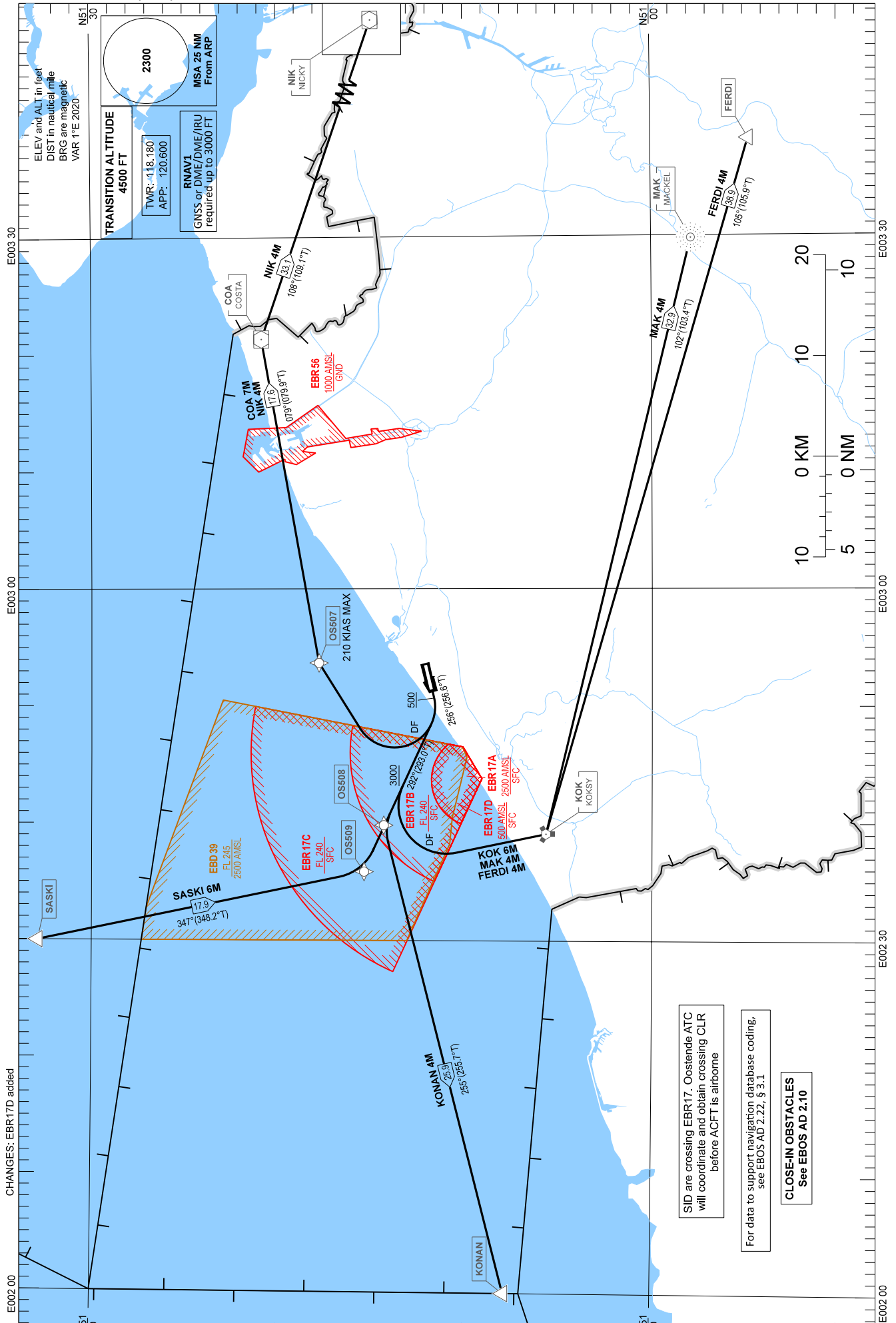
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

KONAN 4M COA 7M KOK 6M  
MAK 4M FERDI 4M SASKI 6M NIK 4M

OOSTENDE-BRUGGE / Oostende (EBOS)

RNAV RWY 26



SID are crossing EBR17. Oostende ATC will coordinate and obtain crossing CLR before ACFT is airborne

For data to support navigation database coding, see EBOS AD 2.22, § 3.1

**CLOSE-IN OBSTACLES**  
See EBOS AD 2.10

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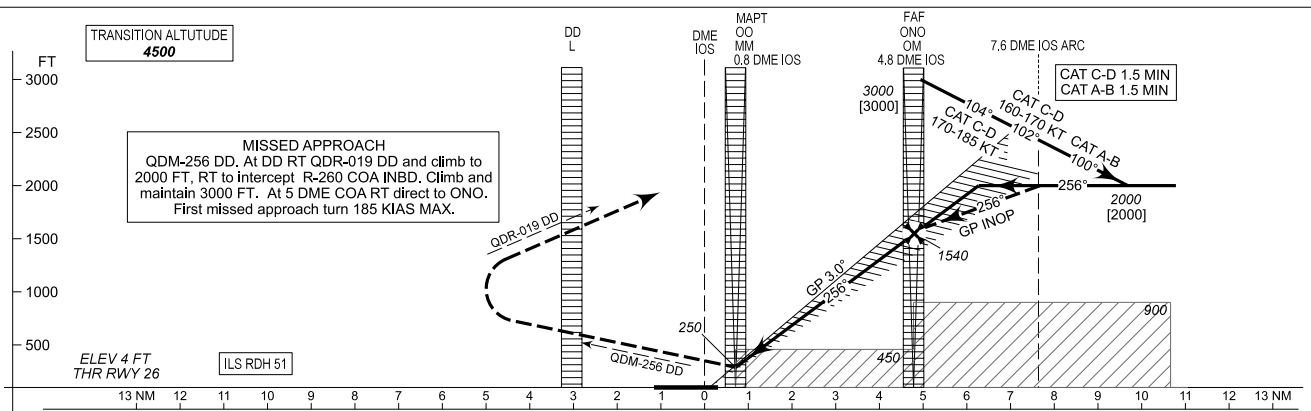
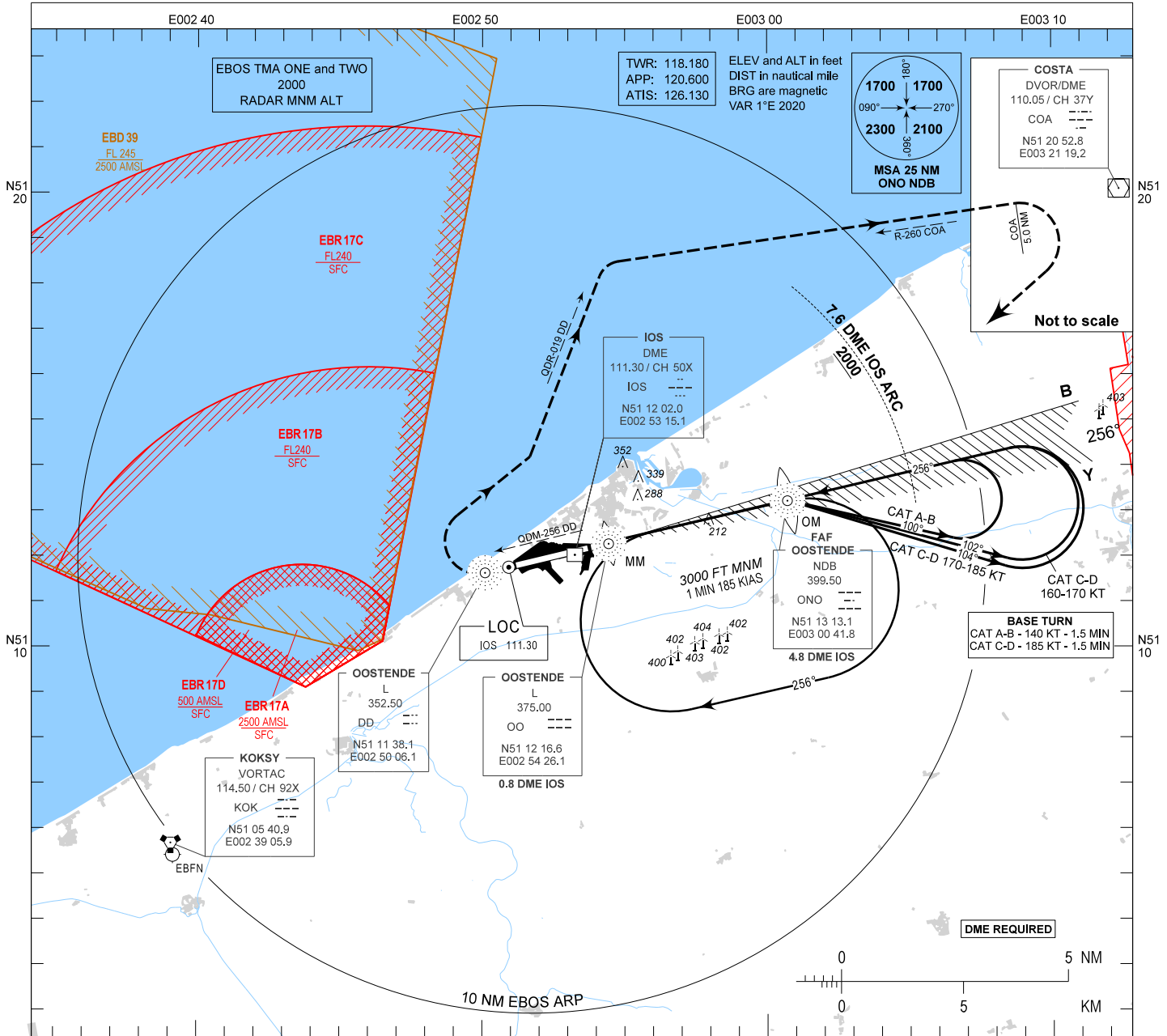


**INSTRUMENT APPROACH CHART - ICAO**

AD ELEV 7  
OCH RELATED TO  
THR RWY 26 - ELEV 4

**OOSTENDE-BRUGGE / Oostende (EBOS)**

ILS or LOC RWY 26



CAT of ACFT	OCA (OCH)			
	A	B	C	D/DL
ILS CAT I	204 (200)	204 (200)	204 (200)	204 (200)
LOC	450 (450)	450 (450)	450 (450)	450 (450)
CIRCLING	580 (570)	650 (650)	800 (790)	800 (790)

Speed (GS)	FAF to MAPT - 4.1 NM					
	KT	70	90	120	150	180
Rate of descent	FT/MIN	375	480	640	800	960
PROCEDURE ALTITUDES (HEIGHTS)						
DIST IOS		6.0	5.0	4.0	3.0	2.0
Altitude		1910	1600	1280	960	640

CHANGES: EBR17D added

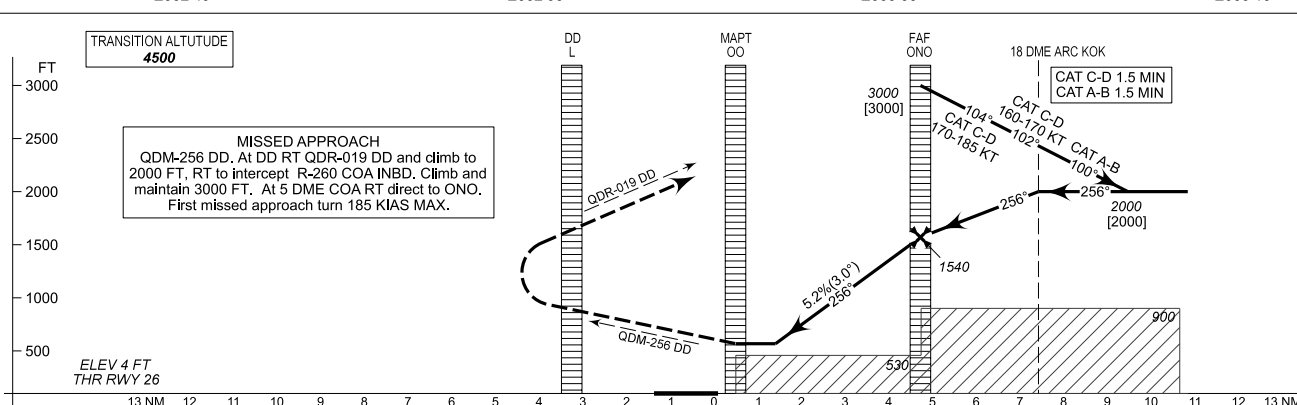
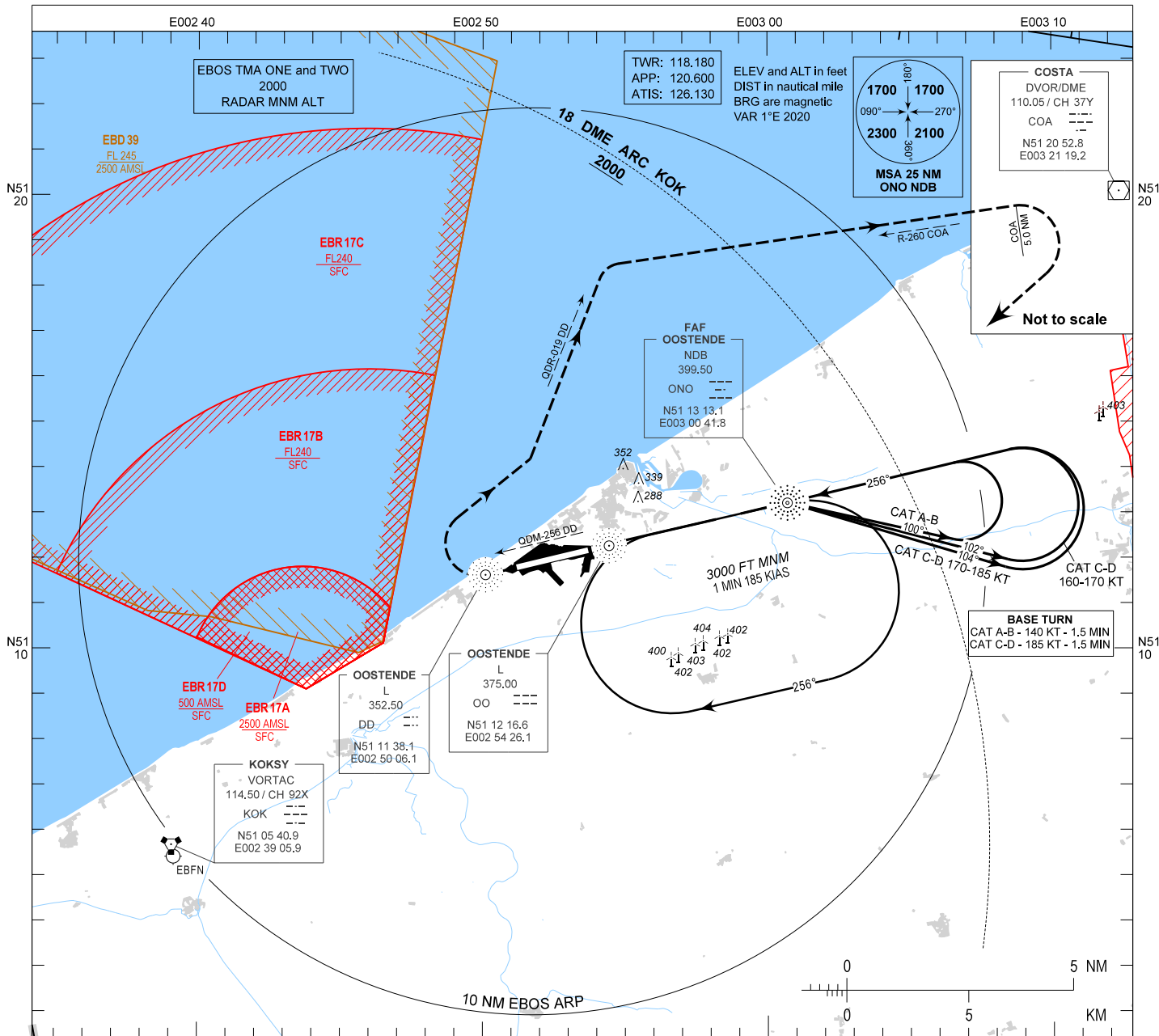
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**INSTRUMENT APPROACH CHART - ICAO**

HGT RELATED TO AD ELEV 7

**OOSTENDE-BRUGGE / Oostende (EBOS)**

NDB RWY 26



CAT of ACFT	OCA (OCH)				FAF to MAPT - 4.1 NM						
	A	B	C	D	Speed (GS)	KT	70	90	120	150	180
NDB	530 (530)	530 (530)	530 (530)	530 (530)	Rate of descent	FT/MIN	375	480	640	800	960
CIRCLING	580 (570)	650 (650)	800 (790)	800 (790)	PROCEDURE ALTITUDES (HEIGHTS)						
					DIST THR	4.7	4.0	3.0	2.0		
					Altitude	1540	1330	1010	700		
					Height	(1540)	(1330)	(1010)	(690)		

CHANGES: EBR17D added

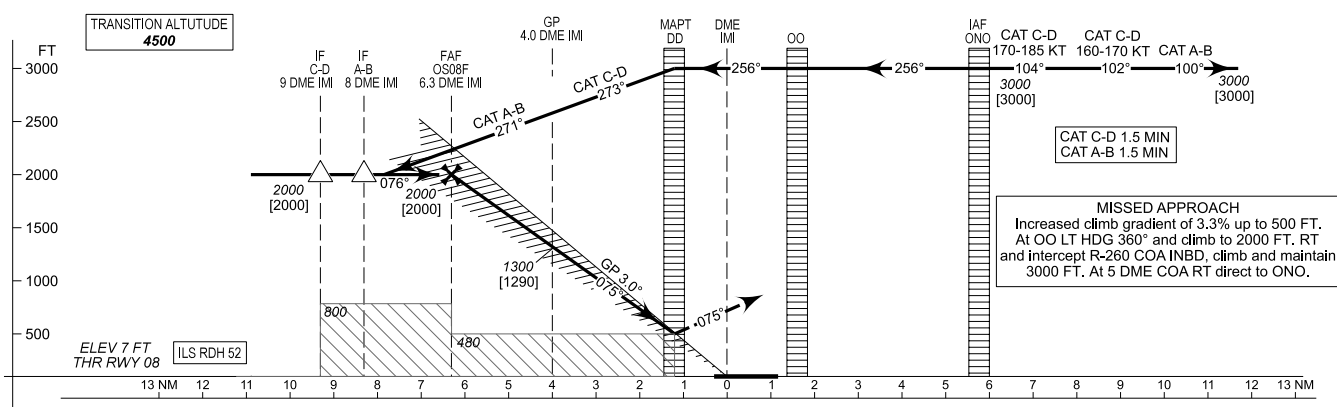
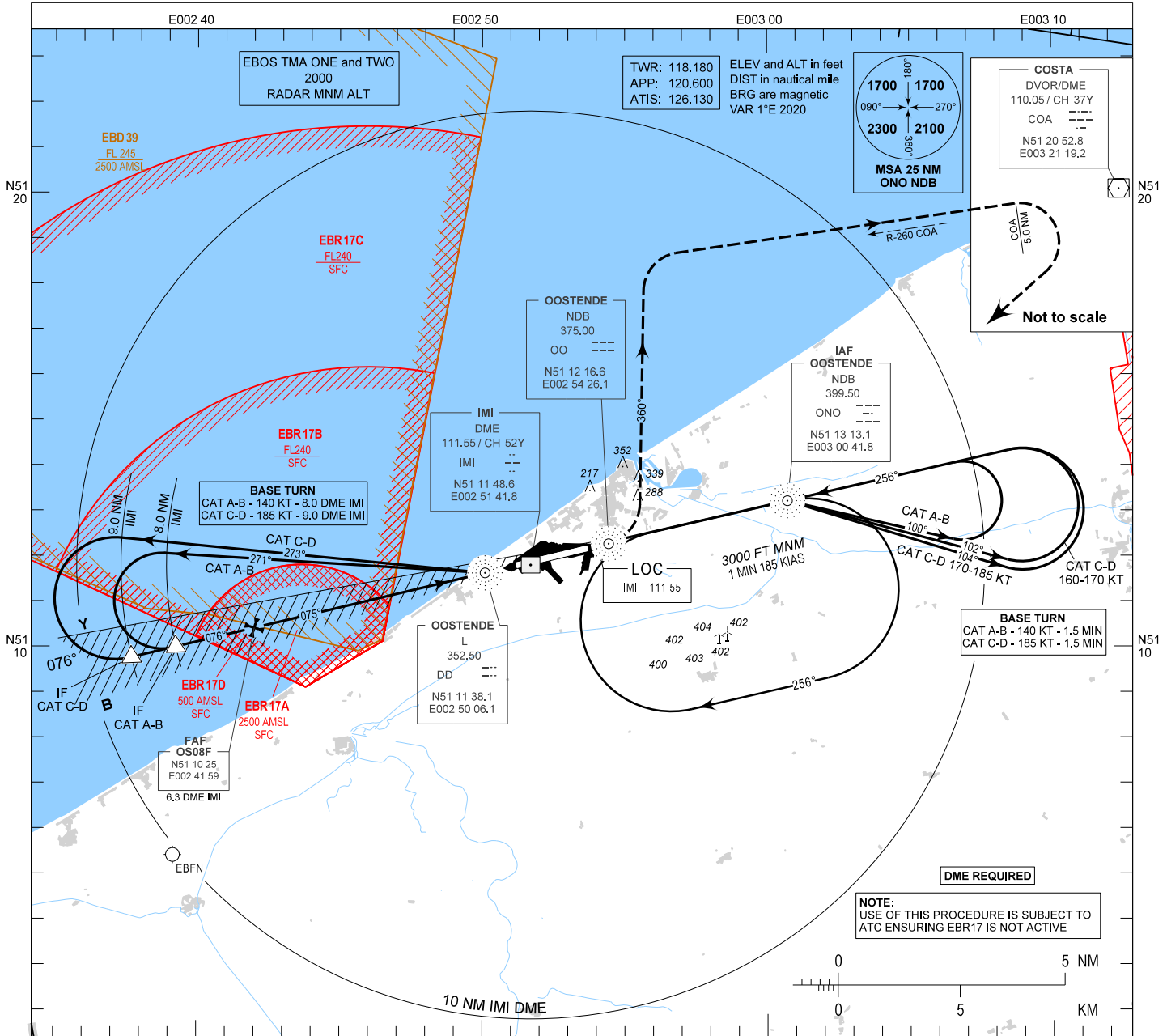
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**INSTRUMENT APPROACH CHART - ICAO**

AD ELEV 7  
OCH RELATED TO  
THR RWY 08 - ELEV 7

**OOSTENDE-BRUGGE / Oostende (EBOS)**

ILS or LOC RWY 08



CAT of ACFT	OCA (OCH)			
	A	B	C	D/DL
ILS CAT I	207 (200)	207 (200)	207 (200)	207 (200)
LOC	480 (470)	480 (470)	480 (470)	480 (470)
CIRCLING	580 (570)	650 (650)	800 (790)	800 (790)

Speed (GS)	FAF to MAPT - 5.3 NM					
	KT	70	90	120	150	180
Rate of descent	FT/MIN	375	480	640	800	960

DME IMI	PROCEDURE ALTITUDES (HEIGHTS)				
	6.0	5.0	4.0	3.0	2.0
	Altitude	1920	1600	1280	960
Height	(1910)	(1590)	(1280)	(960)	(640)

DME IMI	PROCEDURE ALTITUDES (HEIGHTS)				
	6.0	5.0	4.0	3.0	2.0
	Altitude	1920	1600	1280	960
Height	(1910)	(1590)	(1280)	(960)	(640)

CHANGES: EBR17D added

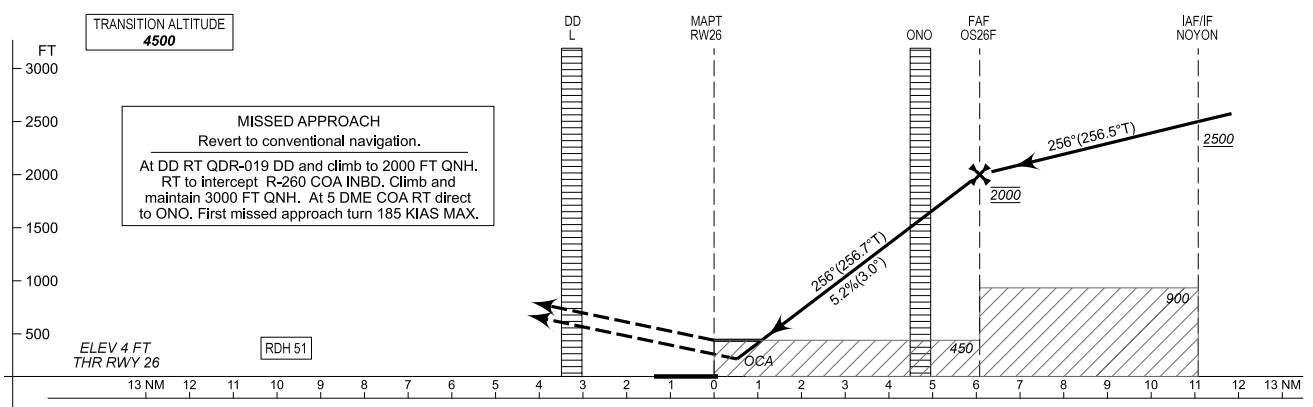
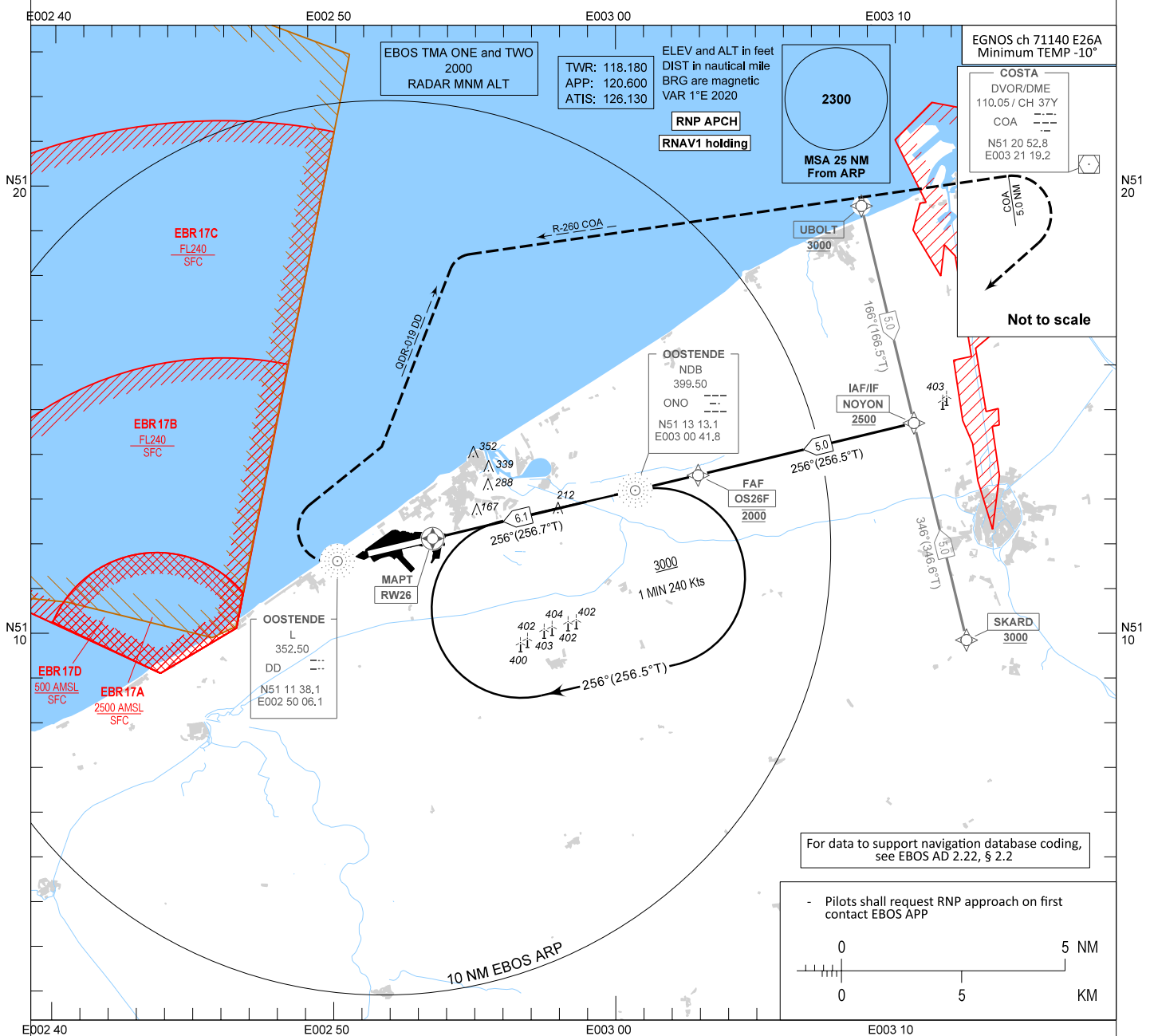
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**INSTRUMENT APPROACH CHART - ICAO**

AD ELEV 7  
OCH RELATED TO  
THR RWY 26 - ELEV 4

**OOSTENDE-BRUGGE / Oostende (EBOS)**

RNP RWY 26



CAT of ACFT	OCA (OCH)				FAF to MAPT - 6.1 NM						
	A	B	C	D/DL	Speed (GS)	KT	70	90	120	150	180
LNAV	450 (450)	450 (450)	450 (450)	450 (450)	Rate of descent	FT/MIN	375	480	640	800	960
LNAV/VNAV	290 (286)	300 (296)	310 (306)	319 (315)	<b>PROCEDURE ALTITUDES (HEIGHTS)</b>						
LPV	204 (200)	204 (200)	204 (200)	204 (200)	DIST THR		6.0	5.0	4.0	3.0	2.0
CIRCLING	580 (570)	650 (650)	800 (790)	800 (790)	Altitude		1970	1650	1330	1010	700
					Height		(1970)	(1650)	(1330)	(1010)	(690)

CHANGES: EBR17D added

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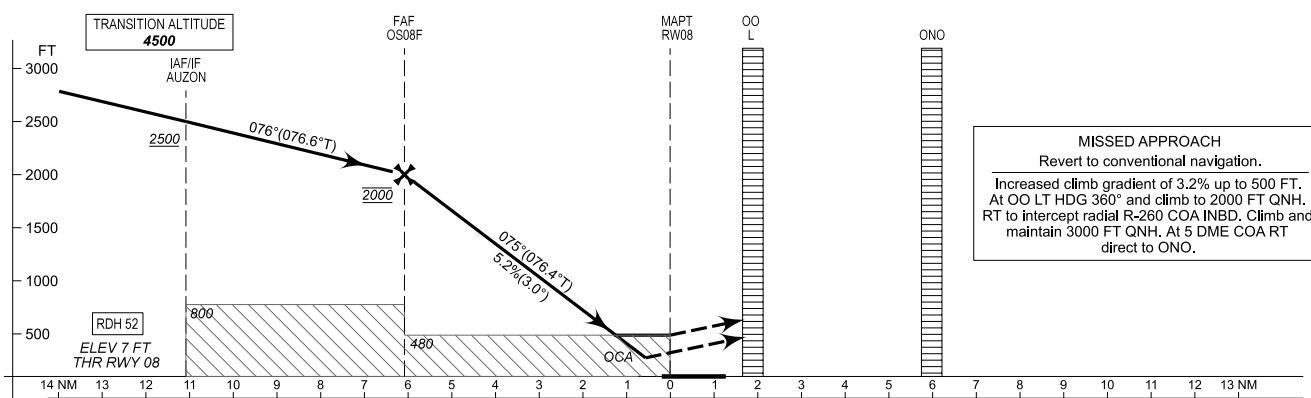
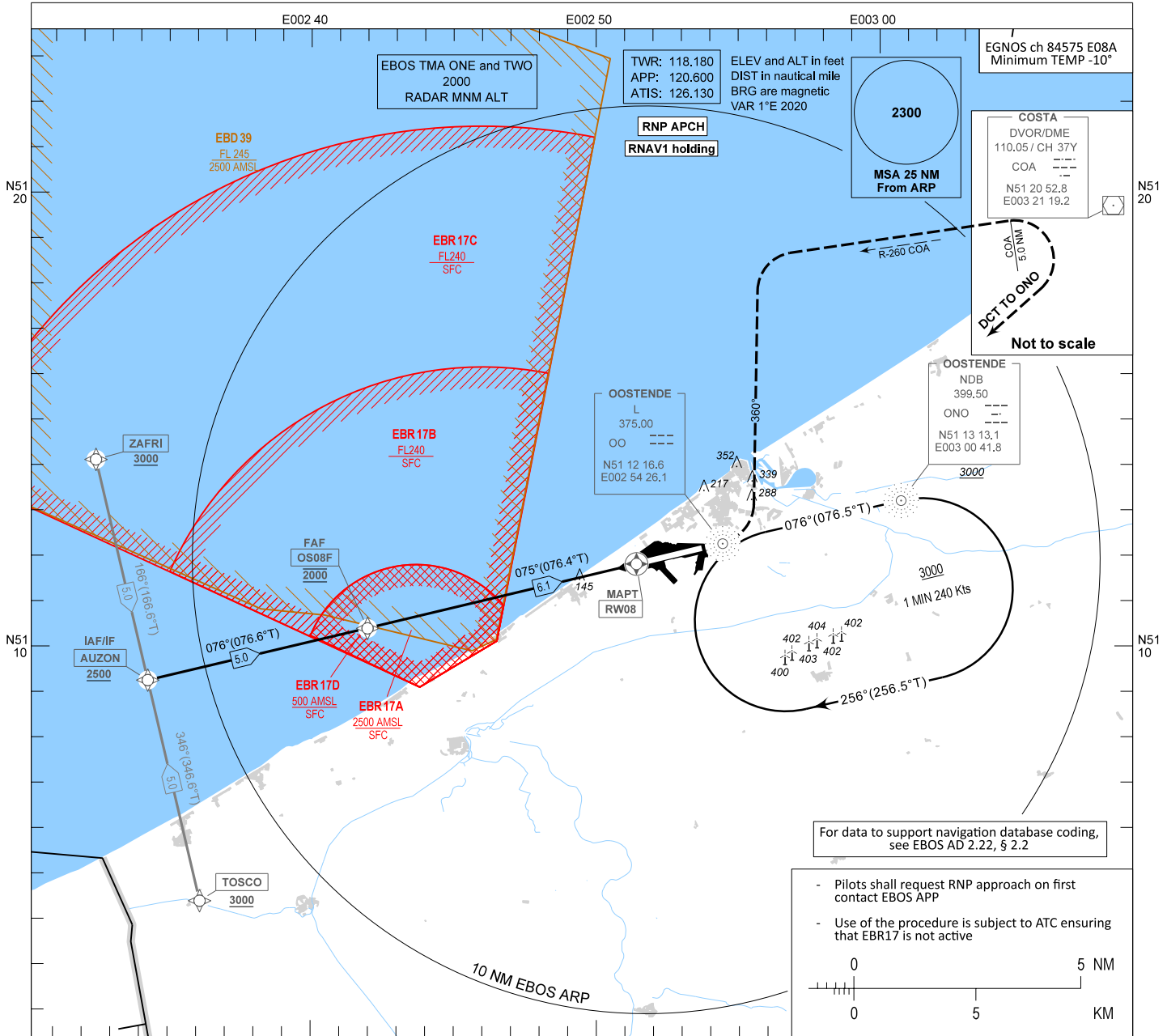


**INSTRUMENT APPROACH CHART - ICAO**

AD ELEV 7  
OCH RELATED TO  
THR RWY 08 - ELEV 7

**OOSTENDE-BRUGGE / Oostende (EBOS)**

RNP RWY 08



CHANGES: EBR17D added

CAT of ACFT	OCA (OCH)				FAF to MAPT - 6.1 NM						
	A	B	C	D/DL	Speed (GS)	KT	70	90	120	150	180
LNAV	480 (470)	480 (470)	480 (470)	480 (470)	Rate of descent	FT/MIN	375	480	640	800	960
LNAV/VNAV	269 (262)	279 (272)	288 (281)	298 (291)	PROCEDURE ALTITUDES (HEIGHTS)						
LPV	207 (200)	207 (200)	207 (200)	207 (200)	DIST THR	6.0	5.0	4.0	3.0	2.0	
CIRCLING	580 (570)	650 (650)	800 (790)	800 (790)	Altitude	1970	1660	1340	1020	700	
					Height	(1970)	(1650)	(1330)	(1010)	(690)	

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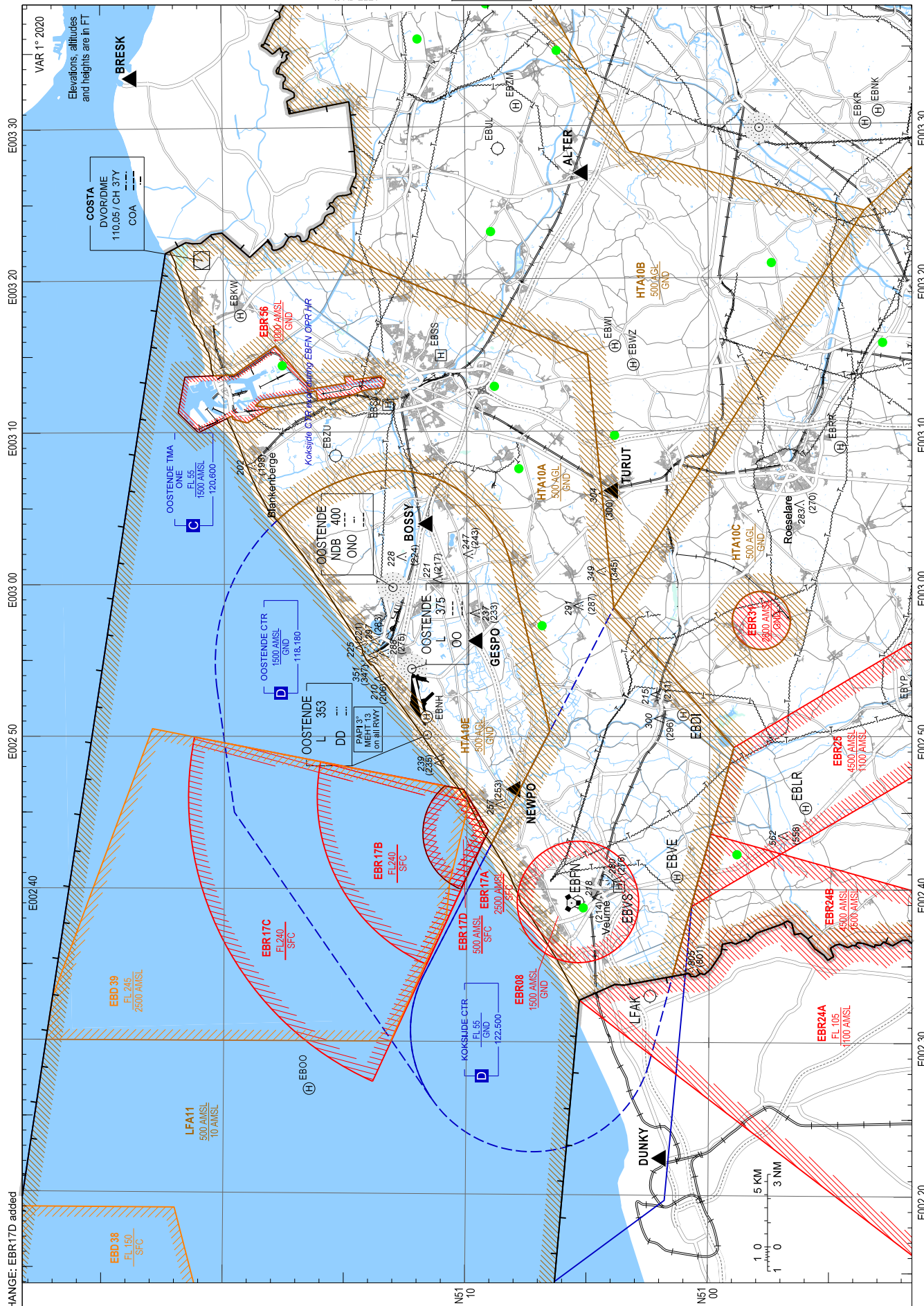
# Visual Approach Chart - ICAO

AD ELEV 7

Heights related to AD ELEV

TWR 118.180  
APP 120.600

# OOSTENDE-Brugge/Oostende (EBOS)



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3	<b>TLOF and FATO area dimensions</b>	45 M x 30 M
	<b>Surface</b>	CONC
	<b>Strength</b>	INFO not AVBL
	<b>Marking</b>	Standard helipad markings
4	<b>True BRG of FATO</b>	NIL
5	<b>Declared distance available</b>	NIL
6	<b>APCH and FATO lighting</b>	No
7	<b>Remarks</b>	NIL

### EBBE AD 2.17 ATS Airspace

1	<b>Designation</b>	Beauvechain CTR <sup>(1)</sup>
	<b>Lateral limits</b>	504151N 0043016E - 505718N 0045201E - 505356N 0050240E - an arc of circle, 7.7 NM radius, centred at 504654N 0045728E and traced clockwise to 504836N 0050925E - 504157N 0045525E - 503941N 0044955E - 503502N 0044248E - an arc of circle, 10.6 NM radius, centred at 504528N 0044601E and traced clockwise to 504151N 0043016E.
2	<b>Vertical limits</b>	2500FT AMSL
3	<b>Airspace classification</b>	D
4	<b>ATS unit call sign</b>	Beauvechain Tower <sup>(2)</sup>
	<b>Language(s)</b>	En
5	<b>Transition altitude</b>	4500FT AMSL
6	<b>Hours of activation</b>	As ATS operational hours. See <a href="#">AD-2.3</a>
7	<b>Remarks</b>	(1) Outside EBBE OPR HR, airspace is not active. As EBBE may be re-activated at any time, civil pilots are advised to avoid crossing whenever possible. Activation can be checked with Steenokkerzeel ATCC or Brussels FIC. (2) For crossing clearance only, contact Beauvechain APP.

### EBBE AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Beauvechain Tower	130.730 <sup>(1)</sup> 362.025 MHZ	HO	Primary frequency
		122.100 MHZ <sup>(2)</sup> 257.800 MHZ	HO	Secondary frequency
		121.500 MHZ 243.000 MHZ	HO	Emergency frequency
	Beauvechain Ground	121.855 <sup>(1)</sup> 359.825 MHZ	HO	Primary frequency
		122.100 MHZ <sup>(2)</sup>	HO	Secondary frequency
APP	Beauvechain Approach	122.830 <sup>(1)</sup> 282.100 MHZ	HO	Primary frequency
		122.500 MHZ <sup>(2)</sup> 362.300 MHZ	HO	Secondary frequency
		121.500 MHZ 243.000 MHZ	HO	Emergency frequency
	Beauvechain Final <sup>(3)</sup>	119.630 <sup>(1)</sup> 378.525 MHZ	HO	Primary frequency
		123.300 MHZ <sup>(2)</sup> 276.850 MHZ	HO	Secondary frequency

(1) 8.33 KHZ CH.

(2) If no UHF, nor VHF 8.33 KHZ, contact this FREQ.

(3) For ASR approaches only.

## EBBE AD 2.19 Radio Navigation and Landing Aids

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
TACAN (2°E/2022)	BBE	CH107X	H24	504524.7N 0044607.5E	300 FT	Coverage: 100NM/FL250
ILS 04L (CAT I)						
LOC	I-BEV	111.350 MHZ	H24	504608.2N 0044652.5E	312 FT	
GP		332.150 MHZ	H24	504504.2N 0044539.2E	342 FT	Slope 3°, RDH 50FT TACAN required for ILS approach
ILS 22R (CAT I)						
LOC	I-BBE	111.350MHZ	H24	504447.6N 0044510.3E	358 FT	
GP		332.150 MHZ	H24	504548.9N 0044635.9E	320 FT	Slope 3°, RDH 50FT TACAN required for ILS approach

## EBBE AD 2.20 Local Traffic Regulations

### 1 GENERAL

- Military use only;
- PPR 24 HR minimum;
- Due to student flights, pilots are urged to use extreme caution when flying in the vicinity of EBBE;
- An agreement for flying ACT outside MIL OPS HR has been given to a CIV club and to the Belgian Cadets. Paragliding, delta plane, ultra-light glider and ULM activities may take place from the RWY 22R/04L and 22L/04R; and within a radius of 5 NM up to 2500 ft AMSL. Only members of the club are allowed to take off and land in EBBE. No foreign aircraft are allowed to land;

### 2 TAXI REGULATIONS

- Holding positions S1 and S7 towards RWY 22R/04L are situated at 150M from the RWY centreline due to the ILS critical area, indicated by (illuminated) ICAO panels;
- Holding positions (except S1 and S7) are situated at 90M from the main and secondary RWY centrelines, indicated by (illuminated) ICAO panels;
- TWY S5 closed for F-16 traffic;
- Some visiting transport ACFT shall not taxi via TWY N1, N2, C1 and S8 due to insufficient TWY clearance. ACFT will be guided by Follow-me or other vehicle or detailed taxi instructions will be given by ATC.

### 3 APRON REGULATIONS

C3, C7 and B28 platforms are not accessible for visiting ACFT due to danger for FOD. In doubt ask ATC.

### 4 RUNWAY REGULATIONS

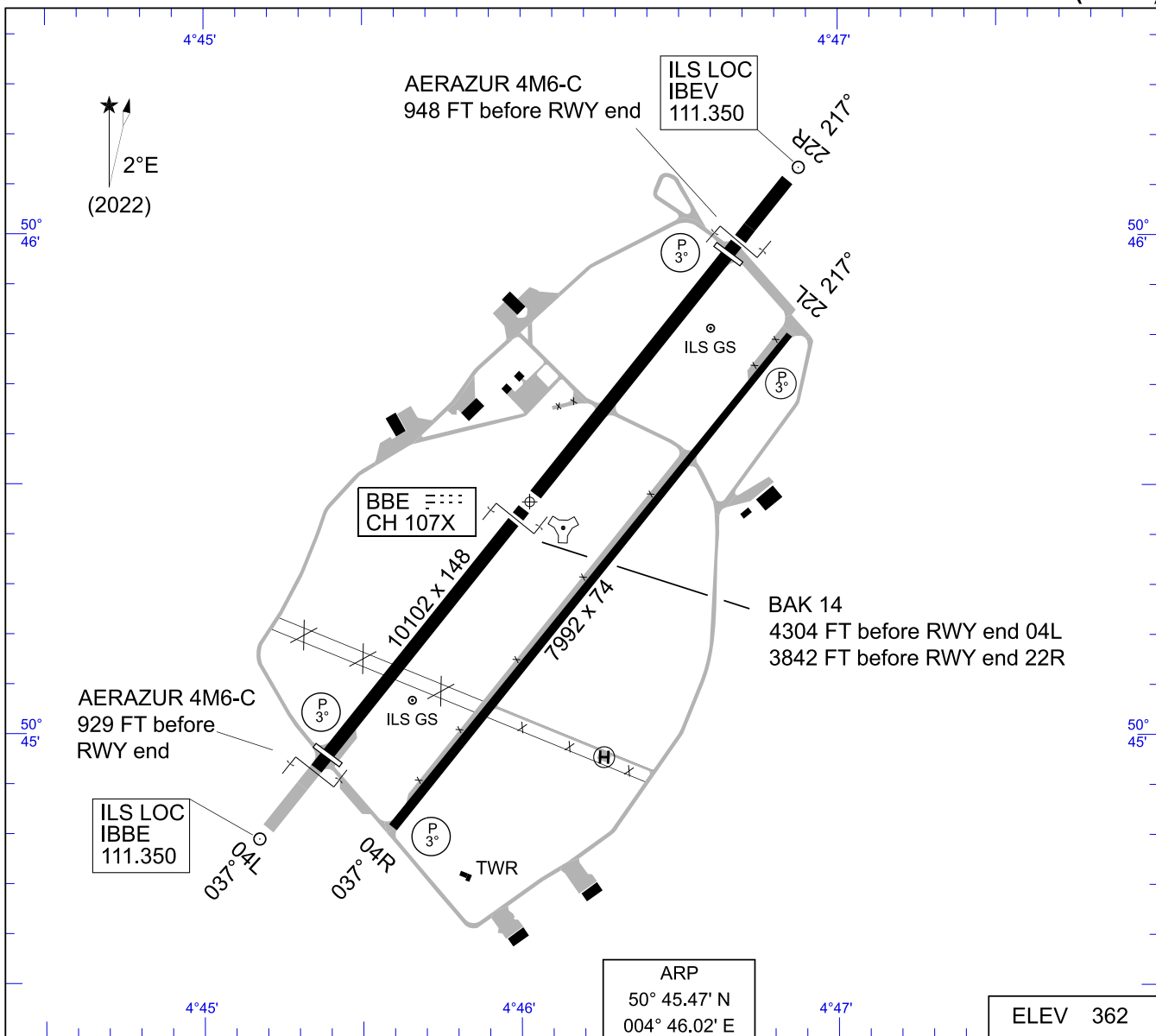
NIL

### 5 SPECIFIC TRAFFIC REGULATIONS

NIL

**AERODROME CHART**

**BEAUVECHAIN (EBBE)**



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR	TDZE	THR PSN
04L	93 F/C/W/T	8996	9904	9986	7959	3°	349	350	50° 44.96' N - 004° 45.39' E
22R	93 F/C/W/T	9055	9904	10019	7988	3°	315	331	50° 45.96' N - 004° 46.65' E
04R	24 F/B/W/T	7992	7992	7992	7792	3°	362	362	50° 44.83' N - 004° 45.61' E
22L	24 F/B/W/T	7992	7992	7992	7795	3°	316	333	50° 45.80' N - 004° 46.84' E

BEAUVECHAIN APP	282.100	362.300	122.830	122.500	BEAUVECHAIN TWR	362.025	257.800	130.730	122.100
BEAUVECHAIN GND	121.855	359.825	122.100		BEAUVECHAIN FINAL	378.525	276.850	119.630	123.300

PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

CHANGE: FINAL FREQ added

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THIS

**AERODROME CHART**

**BEAUVECHAIN (EBBE)**

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**MIPS**  
**INSTRUMENT APPROACH CHART**

AD ELEV 362

**RNP ARINC CODING**  
**BEAUVECHAIN (EBBE)**

**EBBE RNP RWY 22R COORDINATES AND CODING (PAGE 1-28):**

**WAYPOINTS COORDINATES:**

BE400: 50°46.50' N 004°57.86' E - IAF  
 BE401: 50°50.38' N 005°02.82' E  
 BE402: 50°53.65' N 004°56.44' E - IF  
 BE404: 50°49.77' N 004°51.50' E - FAP  
 RW22R: 50°45.96' N 004°46.65' E - THR 22R / MAPT  
 BE411: 50°43.95' N 004°44.09' E  
 BE405: 50°42.07' N 004°41.72' E  
 BE415: 50°38.82' N 004°48.09' E

Seq Number	Path Terminator	WP Name	Role of the FIX	Fly-Over	Course (T°)	Turn Direction	Altitude Constraint	Speed Constraint	Vertical Path Angle
010	IF	BE400	IAF	N	-	-	4000/3000	-	-
020	TF	BE401	Other	N	039.0	-	3000/2500	-	-4.94%
030	TF	BE402	IF	N	309.0	L	+2500	-	-
040	TF	BE404	FAF	N	218.9	L	@ 1900	-	-2.06%
050	TF	RW22R	MAPT	Y	218.9	-	+366	-	-5.24%(3.00°)
MISSED APPROACH									
010	IF	RW22R	MAPT	Y	-	-	See Minima	MAX 190Kts	-
020	TF	BE411	Other	N	219.0	-	-1000	MAX 190Kts	+2.5%
030	TF	BE405	Other	N	218.7	-	+1300	MAX 190Kts	+2.5%
040	TF	BE415	Other	N	128.7	L	+1975	MAX 190Kts	+2.5%
050	TF	BE400	IAF/MAHF	Y	038.9	L	+3000	MAX 190Kts	+2.5%

**EBBE RNP RWY 04L COORDINATES AND CODING (PAGE 1-29):**

**WAYPOINTS COORDINATES:**

BE500: 50°42.20' N 004°52.42' E - IAF  
 BE508: 50°36.92' N 004°45.68' E  
 BE507: 50°39.24' N 004°38.15' E - IF  
 BE511: 50°42.77' N 004°42.59' E - FAP  
 RW04L: 50°44.97' N 004°45.38' E - THR 04L / MAPT  
 BE505: 50°47.08' N 004°48.07' E  
 BE403: 50°49.76' N 004°51.49' E  
 BE400: 50°46.50' N 004°57.86' E

Seq Number	Path Terminator	WP Name	Role of the FIX	Fly-Over	Course (T°)	Turn Direction	Altitude Constraint	Speed Constraint	Vertical Path Angle
010	IF	BE500	IAF	N	-	-	4000/3000	-	-
020	TF	BE508	Other	N	219.1	-	@ 3000	-	-2.4%
030	TF	BE507	IF	N	295.9	R	+2200	-	-2.9%
040	TF	BE511	FAF	N	038.6	R	@ 1300	-	-3.0%
050	TF	RW04L	MAPT	Y	038.8	-	+399	-	-5.24%(3.00°)
MISSED APPROACH									
010	IF	RW04L	MAPT	Y	-	-	See Minima	MAX 190Kts	-
020	TF	BE505	Other	N	038.9	-	-1000	MAX 190Kts	+2.5%
030	TF	BE403	Other	N	038.9	-	+1447	MAX 190Kts	+2.5%
040	TF	BE400	Other	N	128.9	R	+2095	MAX 190Kts	+2.5%
050	TF	BE500	IAF/MAHF	Y	218.8	R	+3000	MAX 190Kts	+2.5%

CHANGES: Mention (LNAV) removed

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

**RNP ARINC CODING**

50°45.47' N  
004°46.02' E

**BEAUVECHAIN (EBBE)**

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**MIPS**  
**INSTRUMENT APPROACH CHART**

AD ELEV 362

**RNP ARINC CODING**  
**BEAUVECHAIN (EBBE)**

**EBBE RNP RWY 22L COORDINATES AND CODING (PAGE 1-30):**

**WAYPOINTS COORDINATES:**

BE400: 50°46.50' N 004°57.86' E - IAF  
 BE401: 50°50.38' N 005°02.82' E  
 BE407: 50°53.53' N 004°56.68' E - IF  
 BE416: 50°49.54' N 004°51.60' E - FAP  
 RW22L: 50°45.80' N 004°46.84' E - THR 22L / MAPT  
 BE412: 50°43.82' N 004°44.34' E  
 BE410: 50°41.95' N 004°41.97' E  
 BE415: 50°38.82' N 004°48.09' E

Seq Number	Path Terminator	WP Name	Role of the FIX	Fly-Over	Course (T°)	Turn Direction	Altitude Constraint	Speed Constraint	Vertical Path Angle
010	IF	BE400	IAF	N	-	-	4000/3000	-	-
020	TF	BE401	Other	N	039.0	-	3000/2500	-	-4.94%
030	TF	BE407	IF	N	309.1	L	+2500	-	-
040	TF	BE416	FAF	N	218.9	L	@ 1900	-	-2.0%
050	TF	RW22L	MAPT	Y	218.9	-	+367	-	-5.24%(3.00°)
MISSED APPROACH									
010	IF	RW22L	MAPT	Y	-	-	See Minima	MAX 190Kts	-
020	TF	BE412	Other	N	218.8	-	-1000	MAX 190Kts	+2.5%
030	TF	BE410	Other	N	218.8	-	+1202	MAX 190Kts	+2.5%
040	TF	BE415	Other	N	128.8	L	+1794	MAX 190Kts	+2.5%
050	TF	BE400	IAF/MAHF	Y	040.0	L	+3000	MAX 190Kts	-2.5%

**EBBE RNP RWY 04R COORDINATES AND CODING (PAGE 1-31):**

**WAYPOINTS COORDINATES:**

BE500: 50°42.20' N 004°52.42' E - IAF  
 BE508: 50°36.92' N 004°45.68' E  
 BE513: 50°39.15' N 004°38.44' E - IF  
 BE512: 50°42.63' N 004°42.83' E - FAP  
 RW04R: 50°44.83' N 004°45.61' E - THR 04R / MAPT  
 BE509: 50°46.95' N 004°48.32' E  
 BE510: 50°49.64' N 004°51.73' E  
 BE400: 50°46.50' N 004°57.86' E

Seq Number	Path Terminator	WP Name	Role of the FIX	Fly-Over	Course (T°)	Turn Direction	Altitude Constraint	Speed Constraint	Vertical Path Angle
010	IF	BE500	IAF	N	-	-	4000/3000	-	-
020	TF	BE508	Other	N	219.1	-	@ 3000	-	-2.4%
030	TF	BE513	IF	N	295.9	R	+2200	-	-2.6%
040	TF	BE512	FAF	N	038.7	R	@ 1300	-	-3.3%
050	TF	RW04R	MAPT	Y	038.7	-	+412	-	-5.24%(3.00°)
MISSED APPROACH									
010	IF	RW04R	MAPT	Y	-	-	See Minima	MAX 190Kts	-
020	TF	BE509	Other	N	039.0	-	-1000	MAX 190Kts	+2.5%
030	TF	BE510	Other	N	038.8	-	+1454	MAX 190Kts	+2.5%
040	TF	BE400	Other	N	128.9	R	+2071	MAX 190Kts	+2.5%
050	TF	BE500	IAF/MAHF	Y	218.8	R	+3000	MAX 190Kts	+2.5%

CHANGES: Mention (LNAV) removed

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

**RNP ARINC CODING**

50°45.47' N  
004°46.02' E

**BEAUVECHAIN (EBBE)**

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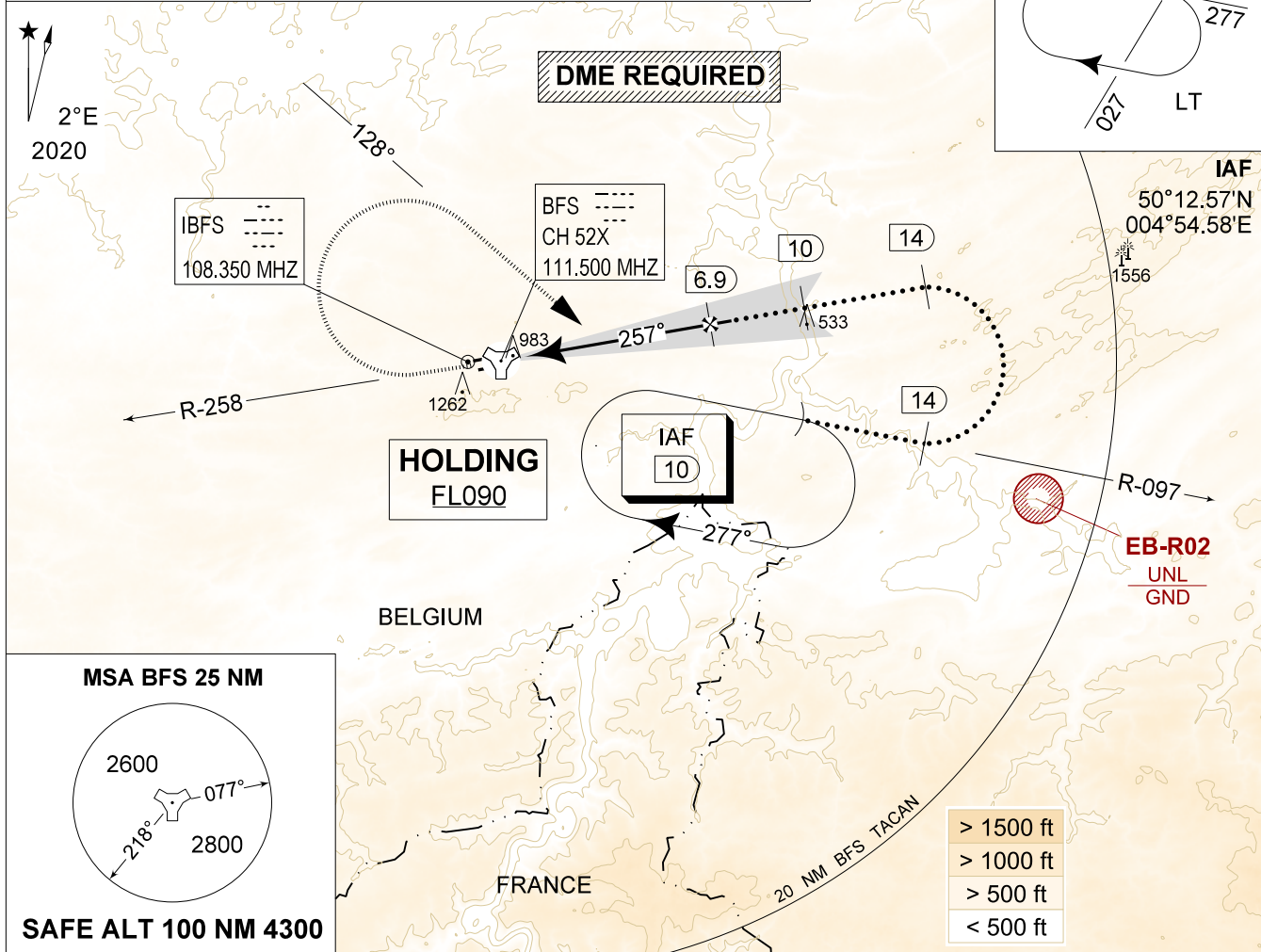
AD 2.MIL-EBFS-IAC.01	Instrument Approach Chart - MIPS: HPMA-ILS or HPMA-LOC RWY 26R
AD 2.MIL-EBFS-IAC.02	Instrument Approach Chart - MIPS: HPMA-ILS or HPMA-LOC RWY 08L
AD 2.MIL-EBFS-IAC.03	Instrument Approach Chart - MIPS: HPMA-TACAN RWY 26R
AD 2.MIL-EBFS-IAC.04	Instrument Approach Chart - MIPS: HPMA-TACAN RWY 26L
AD 2.MIL-EBFS-IAC.05	Instrument Approach Chart - MIPS: HPMA-TACAN RWY 08L
AD 2.MIL-EBFS-IAC.06	Instrument Approach Chart - MIPS: HPMA-TACAN RWY 08R
AD 2.MIL-EBFS-IAC.07	Instrument Approach Chart - MIPS: ILS or LOC RWY 26R
AD 2.MIL-EBFS-IAC.08	Instrument Approach Chart - MIPS: ILS or LOC RWY 08L
AD 2.MIL-EBFS-IAC.09	Instrument Approach Chart - MIPS: TACAN RWY 26R
AD 2.MIL-EBFS-IAC.10	Instrument Approach Chart - MIPS: TACAN RWY 26L
AD 2.MIL-EBFS-IAC.11	Instrument Approach Chart - MIPS: TACAN RWY 08L
AD 2.MIL-EBFS-IAC.12	Instrument Approach Chart - MIPS: TACAN RWY 08R
AD 2.MIL-EBFS-IAC.13	Instrument Approach Chart - MIPS: QRA HPMA-ILS or QRA HPMA-LOC RWY 26R
AD 2.MIL-EBFS-IAC.14	Instrument Approach Chart - MIPS: QRA HPMA-ILS or QRA HPMA-LOC RWY 08L
AD 2.MIL-EBFS-IAC.15	Instrument Approach Chart - MIPS: QRA HPMA-TACAN RWY 26R
AD 2.MIL-EBFS-IAC.16	Instrument Approach Chart - MIPS: QRA HPMA-TACAN RWY 08L
AD 2.MIL-EBFS-IAC.17	Instrument Approach Chart - MIPS: QRA HPMA-TACAN RWY 26L
AD 2.MIL-EBFS-IAC.18	Instrument Approach Chart - MIPS: QRA HPMA-TACAN RWY 08R
AD 2.MIL-EBFS-IAC.19	Instrument Approach Chart - MIPS: RNP RWY 26R
AD 2.MIL-EBFS-IAC.20	Instrument Approach Chart - NATIONAL: AA RWY 26R
AD 2.MIL-EBFS-IAC.21	Instrument Approach Chart - MIPS: RNP RWY 08L
AD 2.MIL-EBFS-IAC.22	Instrument Approach Chart - NATIONAL: AA RWY 08L
AD 2.MIL-EBFS-IAC.23	Instrument Approach Chart - MIPS: RNP RWY 26L
AD 2.MIL-EBFS-IAC.24	Instrument Approach Chart - MIPS: RNP RWY 08R
AD 2.MIL-EBFS-IAC.25	Instrument Approach Chart - MIPS: RNP ARINC CODING
AD 2.MIL-EBFS-IAC.26	Instrument Approach Chart - MIPS: RNP ARINC CODING
AD 2.MIL-EBFS-VAC.01	Visual Approach Chart: JET RWY 08 - 26
AD 2.MIL-EBFS-VAC.02	Visual Approach Chart: PROP RWY 08 - 26
AD 2.MIL-EBFS-VAC.03	Visual Approach Chart: DEP RWY 08 - 26
AD 2.MIL-EBFS-VAC.04	Visual Approach Chart: HEL RWY 08 - 26

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**MIPS INSTRUMENT APPROACH CHART** AD ELEV 927 **HPMA-ILS or HPMA-LOC RWY 26R FLORENNES (EBFS)**

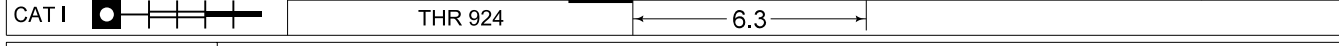
BELGA RADAR 374.400 129.325		FLORENNES APP 372.275 124.380		FLORENNES TWR 234.800 125.880		FLORENNES GND 356.925 122.100	
LOC / DME IBFS 108.350 / 52X	APP COURSE 257°	GS INTCP ALT 3000 FT	GS 3.00°	DA 1124	THR 924 FT	ALS 900 M	LDA 8763 FT

**NOTE:**  
a) DME INFORMATION AVAILABLE UNDER FREQUENCY 111.500 MHZ



DME BFS	6	5	4	3	2	TACAN	TA 4500
Altitude	2690	2380	2060	1790	1420		
Height	(1766)	(1456)	(1136)	(816)	(496)		

**MISSED APPROACH**  
Climb to 2000 FT on R-258. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn right on track 128° at MAX 300 KIAS to intercept IAF ILS RWY 26R.



CAT I	THR 924	6.3	GS 3.00°	TCH 50 FT
CATEGORY	HPMA			
S-ILS 26R	1124 - 0.8 200 (200 - 0.8 / 1.0) GS 3.00°			
S-LOC 26R	1320 - 1.3 396 (400 - 1.3 / 2.2)			
CIRCLING	1560 - 3.2 633 (700 - 3.2)			

**HPMA-ILS or HPMA-LOC RWY 26R** 50°14.60' N 004°38.74' E **FLORENNES (EBFS)**

CHANGES: GS updated to 3.00°

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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**MIPS**  
**INSTRUMENT APPROACH CHART**

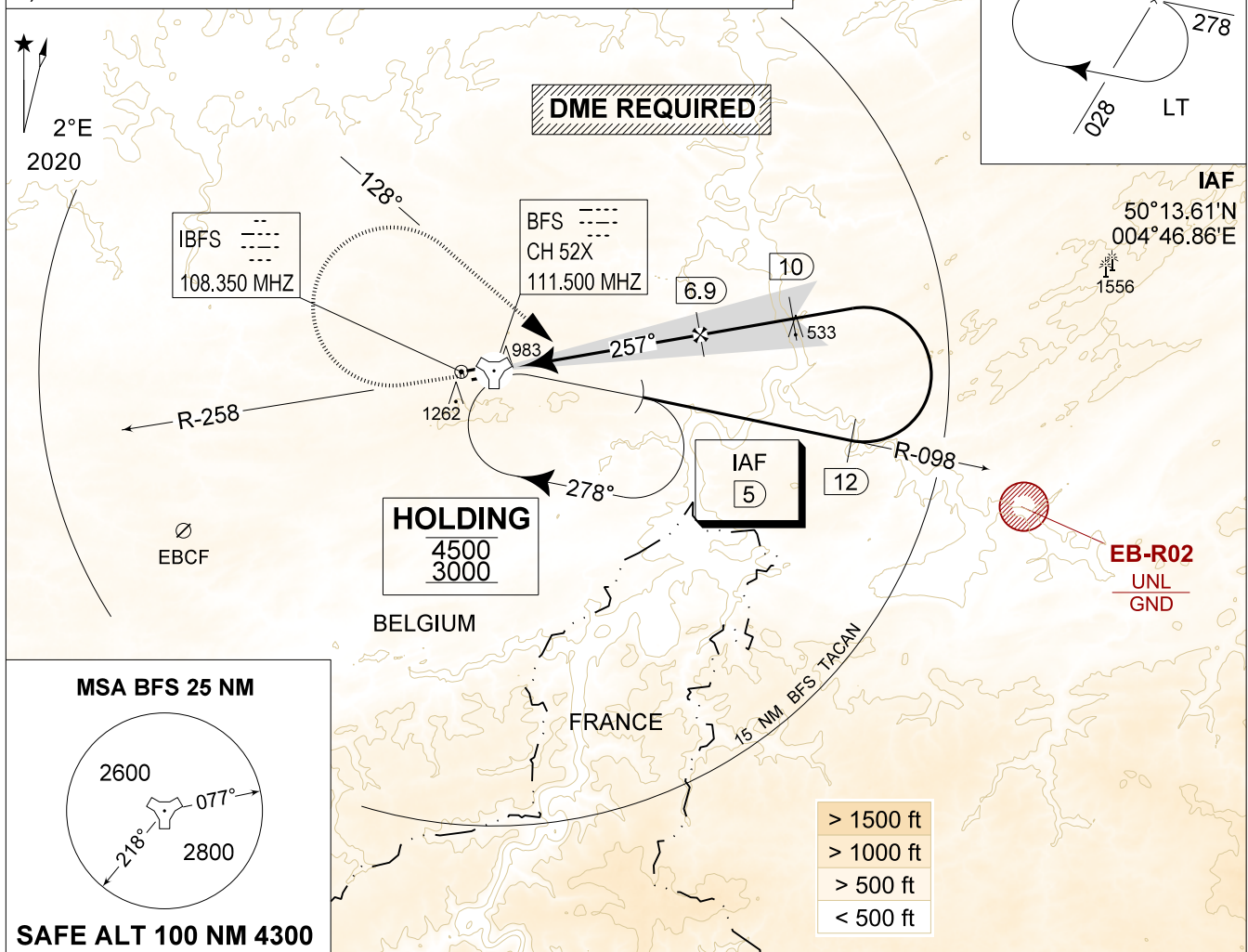
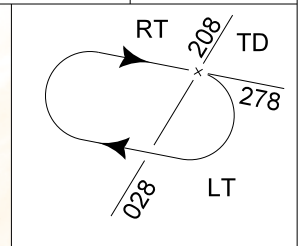
AD ELEV 927

**ILS or LOC RWY 26R**  
**FLORENNES (EBFS)**

BELGA RADAR 374.400 129.325		FLORENNES APP 372.275 124.380		FLORENNES TWR 234.800 125.880		FLORENNES GND 356.925 122.100	
LOC / DME IBFS 108.350 / 52X	APP COURSE 257°	GS INTCP ALT 3000 FT	GS 3.00°	DA 1124	THR 924 FT	ALS 900 M	LDA 8763 FT

**NOTE:**

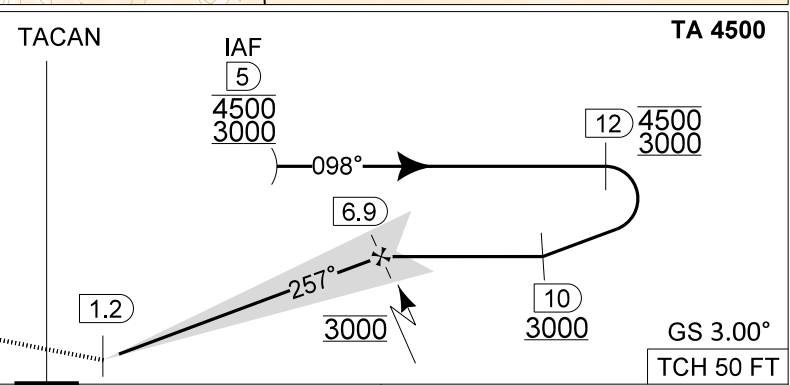
a) DME INFORMATION AVAILABLE UNDER FREQUENCY 111.500 MHZ



DME BFS	6	5	4	3	2
Altitude	2690	2380	2060	1790	1420
Height	(1766)	(1456)	(1136)	(816)	(496)

**MISSED APPROACH**

Climb to 2000 FT on R-258. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn right on track 128° at MAX 210 KIAS (MAX 300 KIAS for HPMA) to intercept IAF TACAN RWY 26R or ILS RWY 26R.



CAT I	THR 924	6.3	GS 3.00°	TCH 50 FT
-------	---------	-----	----------	-----------

CATEGORY	A	B	C	D	HPMA
S-ILS 26R	1124 - 0.8 200 (200 - 0.8 / 1.0) GS 3.00°				
S-LOC 26R	1320 - 1.3 396 (400 - 1.3 / 2.2)				
CIRCLING	1560 - 1.6 633 (700 - 1.6)	1660 - 3.6 733 (800 - 3.6)		1560 - 3.2 633 (700 - 3.2)	

**ILS or LOC RWY 26R**

50°14.60' N  
004°38.74' E

**FLORENNES (EBFS)**

CHANGES: GS updated to 3.00°

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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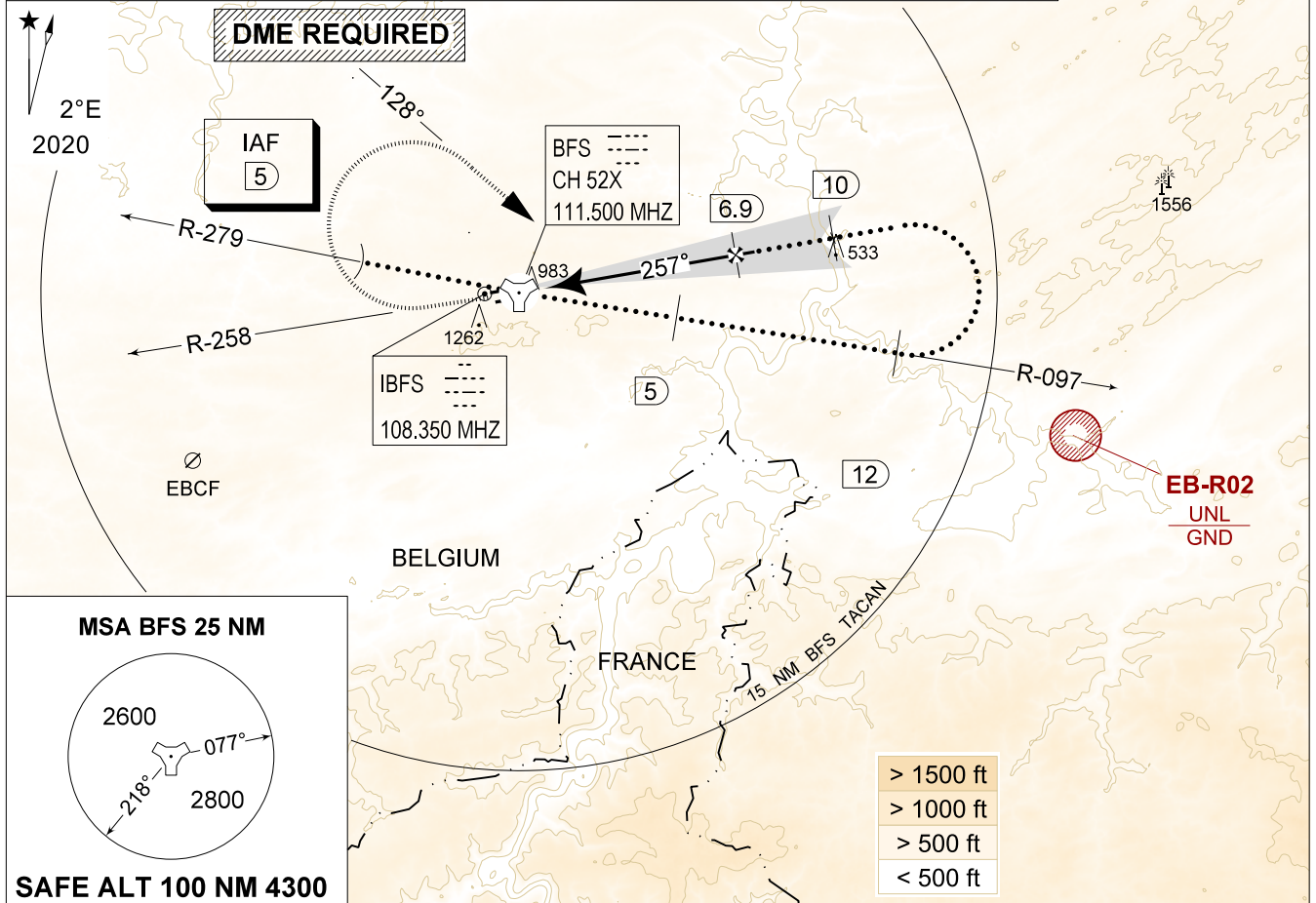
**MIPS INSTRUMENT APPROACH CHART** **QRA HPMA-ILS or QRA HPMA-LOC RWY 26R FLORENNES (EBFS)**  
AD ELEV 927

BELGA RADAR 374.400 129.325		FLORENNES APP 372.275 124.380		FLORENNES TWR 234.800 125.880		FLORENNES GND 356.925 122.100	
LOC / DME IBFS 108.350 / 52X	APP COURSE 257°	GS INTCP ALT 3000 FT	GS 3.00°	DA 1124	THR 924 FT	ALS 900 M	LDA 8763 FT

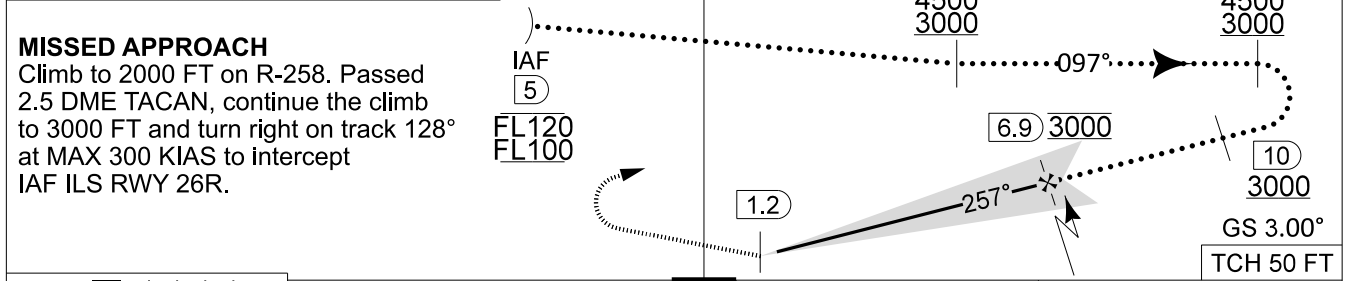
**WARNING:**  
a) ONLY TO BE USED FOR QRA RECOVERY OUTSIDE MIL FLYING HOURS OF FOR TRG PURPOSES OF HOMEBASE AIRCRAFT AFTER PRIOR COORDINATION WITH ATC.

**NOTE:**  
a) DME INFORMATION AVAILABLE UNDER FREQUENCY 111.500 MHZ

**IAF**  
50°15.43'N  
004°31.55'E



DME BFS	6	5	4	3	2	TACAN	REMAIN WITHIN 16 DME	TA 4500
Altitude	2690	2380	2060	1790	1420		(5) 4500 3000	(12) 4500 3000
Height	(1766)	(1456)	(1136)	(816)	(496)			



CAT I	THR 924	6.3	TCH 50 FT
-------	---------	-----	-----------

MIPS	CATEGORY	HPMA
	S-ILS 26R	1124 - 0.8 200 (200 - 0.8 / 1.0) GS 3.00°
	S-LOC 26R	1320 - 1.3 396 (400 - 1.3 / 2.2)
	CIRCLING	1560 - 3.2 633 (700 - 3.2)

**QRA HPMA-ILS or QRA HPMA-LOC RWY 26R FLORENNES (EBFS)**  
50°14.60' N  
004°38.74' E

CHANGES: GS updated to 3.00°

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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**MIPS**  
**INSTRUMENT APPROACH CHART**

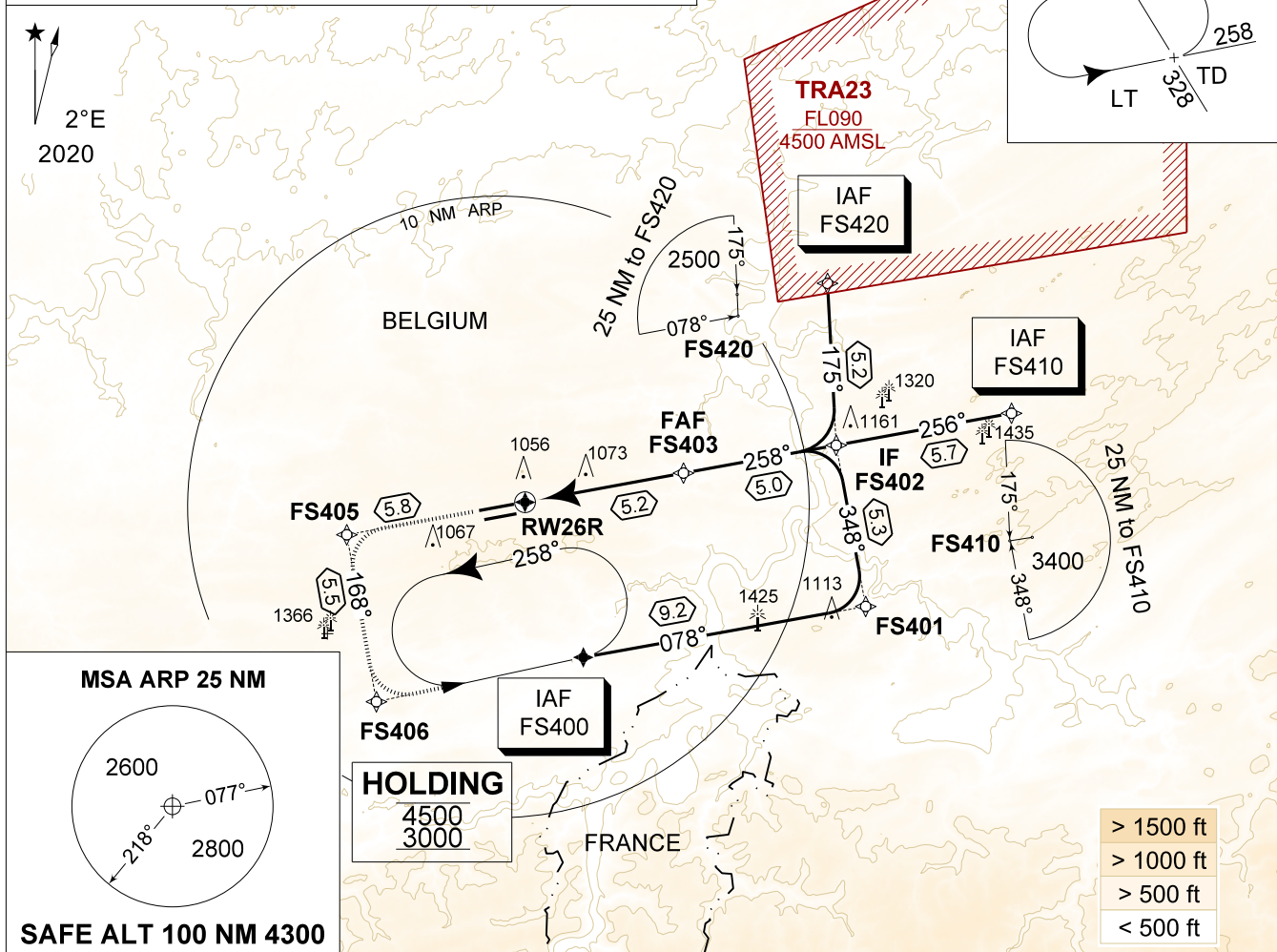
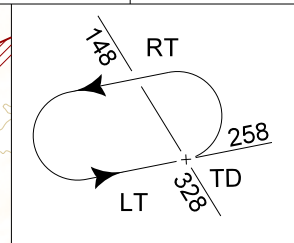
AD ELEV 927

**RNP RWY 26R**  
**FLORENNES (EBFS)**

BELGA RADAR 374.400 129.325		FLORENNES APP 372.275 124.380		FLORENNES TWR 234.800 125.880		FLORENNES GND 356.925 122.100	
-	APP COURSE 258°	FAF ALT 2500 FT	DESCENT GR 4.8%(2.75°)	MDA 1310	THR 924 FT	ALS 900 M	LDA 8763 FT

**WARNING:**

a) TO AVOID LEAVING CONTROLLED AIRSPACE, HOLDING TO BE FLOWN ONLY UNDER RADAR CONTROL.

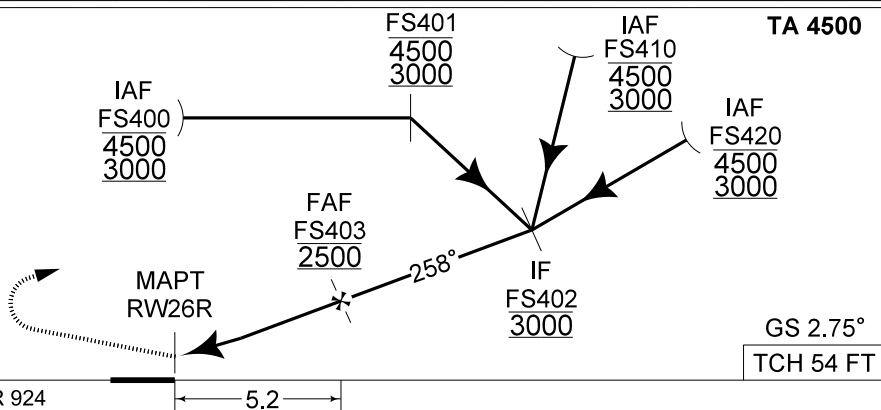


THR 26R	5	4	3	2
Altitude	2440	2150	1850	1560
Height	(1520)	(1230)	(930)	(640)

**MISSED APPROACH**

**MAX 190 KIAS**

Climb inbound FS405 then FS406 to reach IAF FS400 at 3000 FT.



MIPS	CATEGORY	A	B	C	D
	LNAV 26R (MDA)	1310 - 1.3 386 (400 - 1.3 / 2.2)			
	CIRCLING	1560 - 1.6 633 (700 - 1.6)		1660 - 3.6 733 (800 - 3.6)	

**RNP RWY 26R**

50°14.60' N  
004°38.74' E

**FLORENNES (EBFS)**

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**MIPS**  
**INSTRUMENT APPROACH CHART**

AD ELEV 927

**RNP RWY 08L**  
**FLORENNES (EBFS)**

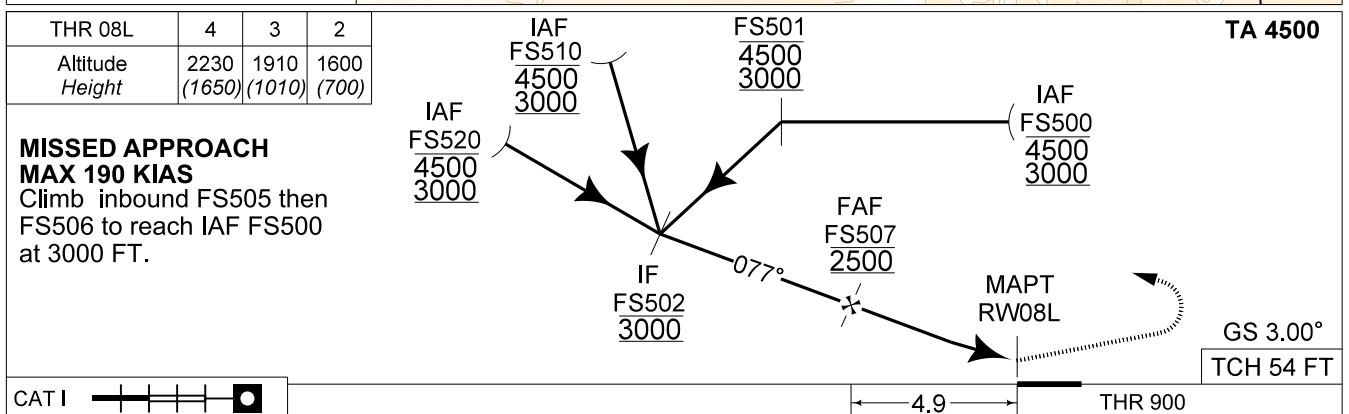
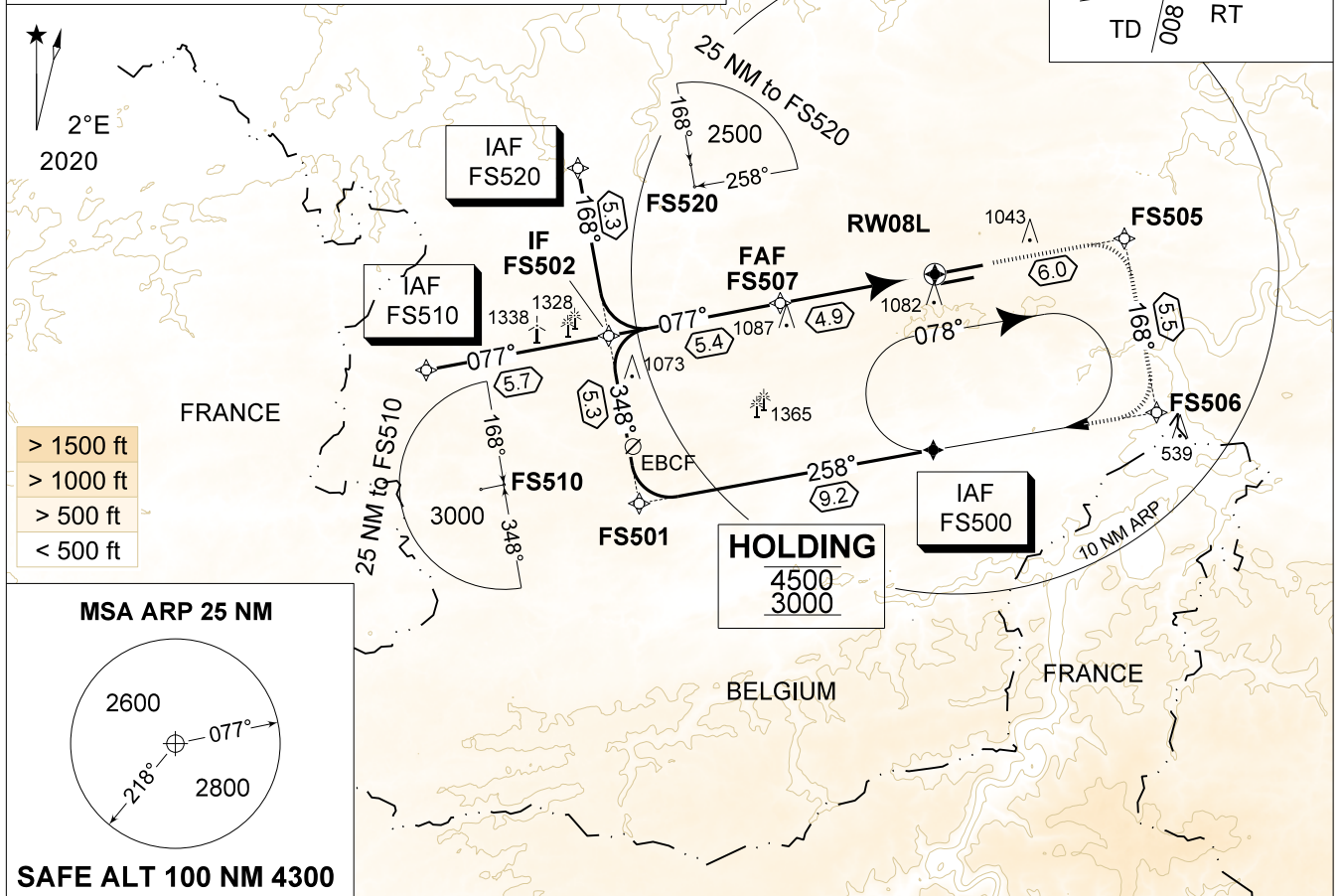
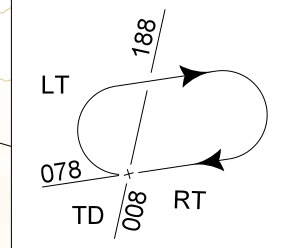
BELGA RADAR 374.400 129.325		FLORENNES APP 372.275 124.380		FLORENNES TWR 234.800 125.880		FLORENNES GND 356.925 122.100	
-	APP COURSE 077°	FAF ALT 2500 FT	DESCENT GR 5.24%(3.00°)	MDA <b>1330</b>	THR 900 FT	ALS 750 M	LDA 8648 FT

**WARNING:**

a) TO AVOID LEAVING CONTROLLED AIRSPACE, HOLDING TO BE FLOWN ONLY UNDER RADAR CONTROL.

**CAUTION:**

a) LOCALIZER ANTENNA 1000 FT BEFORE THR RWY08L, 10 FT ABOVE THR ELEV.



CATEGORY	A	B	C	D
LNAV 08L (MDA)	<b>1330</b> - 1.5 430 (500 - 1.5 / 2.2)			
CIRCLING	<b>1560</b> - 1.6 633 (700 - 1.6)		<b>1660</b> - 3.6 733 (800 - 3.6)	

**RNP RWY 08L** 50°14.60' N  
004°38.74' E **FLORENNES (EBFS)**

CHANGES: Title updated

**MIPS**

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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**MIPS**  
**INSTRUMENT APPROACH CHART**

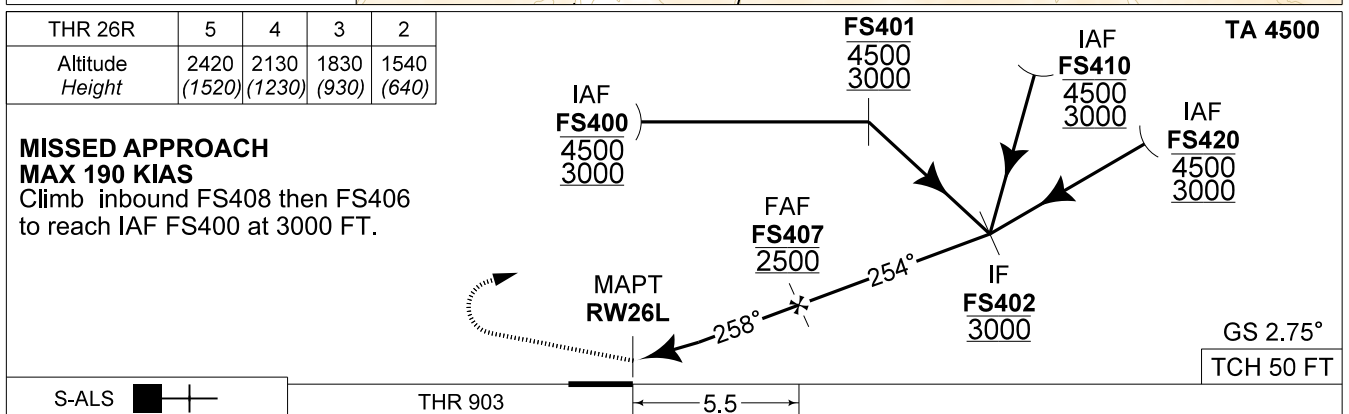
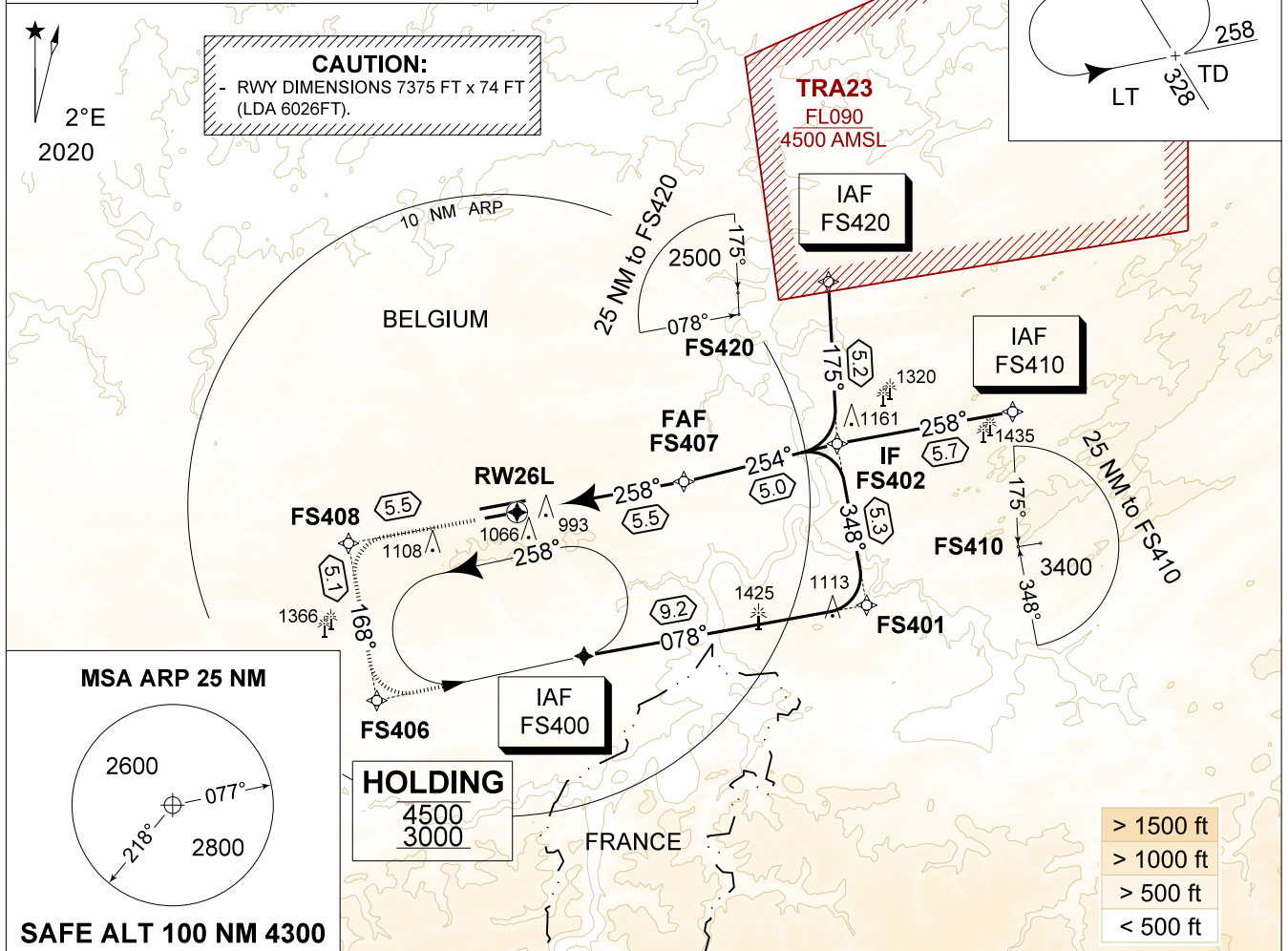
AD ELEV 927

**RNP RWY 26L**  
**FLORENNES (EBFS)**

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100
-	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
-	258°	2500 FT	4.8%(2.75°)	1320	903 FT	210 M	6026 FT

**WARNING:**

a) TO AVOID LEAVING CONTROLLED AIRSPACE, HOLDING TO BE FLOWN ONLY UNDER RADAR CONTROL.



CATEGORY	A	B	C	D
LNAV 26L (MDA)		1320 - 2.2 417 (500 - 2.2 / 2.4)		
CIRCLING		1660 - 3.6 733 (800 - 3.6)		

**RNP RWY 26L** 50°14.60' N  
004°38.74' E **FLORENNES (EBFS)**

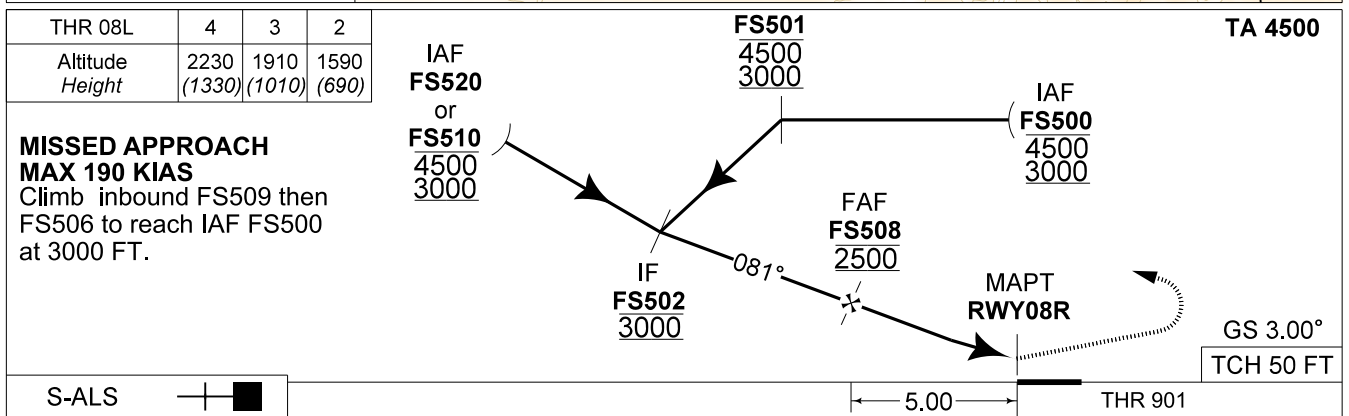
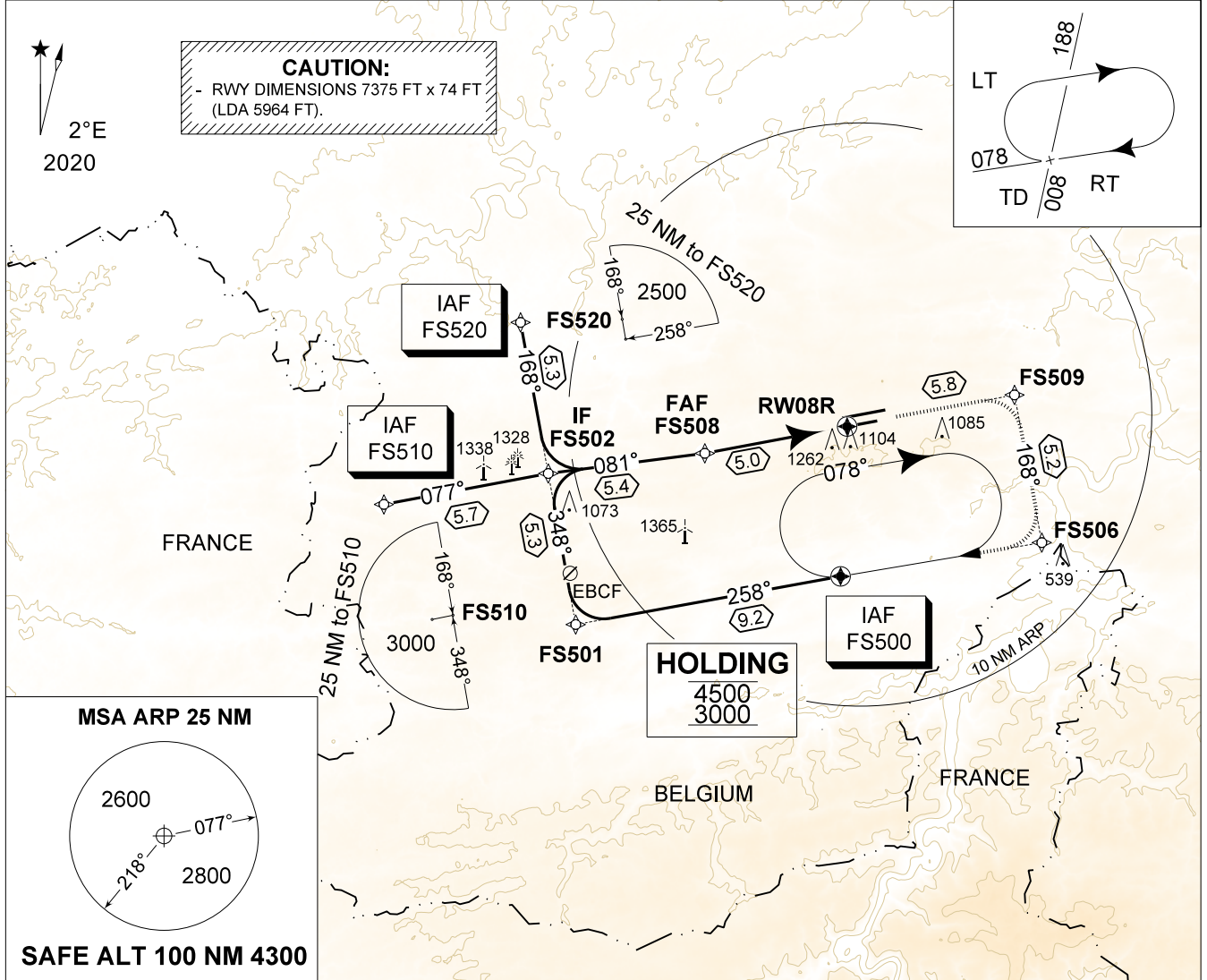
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**MIPS**  
**INSTRUMENT APPROACH CHART**

AD ELEV 927

**RNP RWY 08R**  
**FLORENNES (EBFS)**

BELGA RADAR 374.400 129.325		FLORENNES APP 372.275 124.380		FLORENNES TWR 234.800 125.880		FLORENNES GND 356.925 122.100	
-	APP COURSE 077°	FAF ALT 2500 FT	DESCENT GR 5.24%(3.00°)	MDA 1380	THR 901 FT	ALS 335 M	LDA 5964 FT



MIPS	CATEGORY	A	B	C	D
	LNAV 08R (MDA)		1380 - 2.2 479 (500 - 2.2 / 2.5)		
	CIRCLING		1660 - 3.6 733 (800 - 3.6)		

**RNP RWY 08R** 50°14.60' N 004°38.74' E **FLORENNES (EBFS)**

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**MIPS**  
**INSTRUMENT APPROACH CHART**

AD ELEV 927

**RNP ARINC CODING**  
**FLORENNES (EBFS)**

**EBFS RNP RWY 26R COORDINATES AND CODING (PAGE 3-28) :**

**WAYPOINTS COORDINATES:**

FS400: 50°09.76' N 004°43.01' E - IAF  
 FS401: 50°11.39' N 004°57.16' E  
 FS402: 50°16.58' N 004°55.70' E  
 FS403: 50°15.69' N 004°48.03' E - FAF  
 RW26R: 50°14.75' N 004°40.08' E - MAPT  
 FS405: 50°13.69' N 004°31.14' E  
 FS406: 50°08.32' N 004°32.65' E  
 FS410: 50°17.59' N 005°04.51' E - IAF  
 FS420: 50°21.79' N 004°55.28' E - IAF

Seq Number	Path Terminator	WP Name	Role of the FIX	Fly-Over	Course (T°)	Turn Direction	Altitude Constraint	Speed Constraint	Vertical Path Angle
INITIAL APPROACH FS400									
010	IF	FS400	IAF	N	-	-	4500/3000	-	-
020	HM	FS400	IAF	Y	080	L	4500/3000	-	-
030	TF	FS401	OTHER	N	079.4	-	4500/3000	-	-
040	TF	FS402	IF	N	349.8	L	@3000	-	-
INITIAL APPROACH FS410									
010	IF	FS410	IAF	N	-	-	4500/3000	-	-
020	TF	FS402	IF	N	258.2	-	@3000	-	-
INITIAL APPROACH FS420									
010	IF	FS420	IAF	N	-	-	4500/3000	-	-
020	TF	FS402	IF	N	177.0	-	@3000	-	-
FINAL APPROACH RWY 26R									
010	IF	FS402	IF	N	-	-	@3000	-	-
020	TF	FS403	FAF	N	259.8	-	@2500	-	-1.67%
030	TF	RW26R	MAPT	Y	259.6	-	+0978	MAX 190Kts	-4.80%(2.75°)
MISSED APPROACH									
010	IF	RW26R	MAPT	Y	-	-	See Minima	MAX 190Kts	-
020	TF	FS405	Other	N	259.6	-	+1936	MAX 190Kts	+2.5%
030	TF	FS406	Other	N	169.8	L	+2616	MAX 190Kts	+2.5%
040	TF	FS400	IAF/MAHF	Y	077.7	L	@3000	MAX 190Kts	+2.5%

**EBFS RNP RWY 08L COORDINATES AND CODING (PAGE 3-30) :**

**WAYPOINTS COORDINATES:**

FS500: 50°09.05' N 004°37.67' E - IAF  
 FS501: 50°07.41' N 004°23.53' E  
 FS502: 50°12.59' N 004°22.06' E  
 FS507: 50°13.59' N 004°30.34' E - IAF  
 RW08L: 50°14.48' N 004°37.77' E - MAPT  
 FS505: 50°15.56' N 004°46.91' E  
 FS506: 50°10.18' N 004°48.42' E  
 FS510: 50°11.52' N 004°13.28' E - IAF  
 FS520: 50°17.77' N 004°20.57' E - IAF

Seq Number	Path Terminator	WP Name	Role of the FIX	Fly-Over	Course (T°)	Turn Direction	Altitude Constraint	Speed Constraint	Vertical Path Angle
INITIAL APPROACH FS500									
010	IF	FS500	IAF	N	-	-	4500/3000	-	-
020	HM	FS500	IAF	Y	260	R	4500/3000	-	-
030	TF	FS501	OTHER	N	259.9	-	4500/3000	-	-
040	TF	FS502	IF	N	349.7	R	@3000	-	-
INITIAL APPROACH FS510									
010	IF	FS510	IAF	N	-	-	4500/3000	-	-
020	TF	FS502	IF	N	079.2	-	@3000	-	-
INITIAL APPROACH FS520									
010	IF	FS520	IAF	N	-	-	4500/3000	-	-
020	TF	FS502	IF	N	169.5	-	@3000	-	-
FINAL APPROACH RWY 08L									
010	IF	FS502	IF	N	-	-	@3000	-	-
020	TF	FS507	FAF	N	079.3	-	@2500	-	-1.52%
030	TF	RW08L	MAPT	Y	079.4	-	+0954	MAX 190Kts	-5.24%(3.00°)
MISSED APPROACH									
010	IF	RW08L	MAPT	Y	-	-	See Minima	MAX 190Kts	-
020	TF	FS505	Other	N	079.5	-	+1975	MAX 190Kts	+2.5%
030	TF	FS506	Other	N	169.8	R	+2659	MAX 190Kts	+2.5%
040	TF	FS500	IAF/MAHF	Y	260.8	R	@3000	MAX 190Kts	-

CHANGES: Mention (LNAV) removed

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

**RNP ARINC CODING**

50°14.60' N  
004°38.74' E

**FLORENNES (EBFS)**

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**MIPS**  
**INSTRUMENT APPROACH CHART**

AD ELEV 927

**RNP ARINC CODING**  
**FLORENNES (EBFS)**

**EBFS RNP RWY 26L COORDINATES AND CODING (PAGE 3-32) :**

**WAYPOINTS COORDINATES:**

FS400: 50°09.76' N 004°43.01' E - IAF  
 FS401: 50°11.39' N 004°57.16' E  
 FS402: 50°16.58' N 004°55.70' E - IF  
 FS407: 50°15.37' N 004°48.01' E - FAF  
 RW26L: 50°14.38' N 004°39.65' E - MAPT  
 FS408: 50°13.37' N 004°31.21' E  
 FS406: 50°08.32' N 004°32.65' E  
 FS410: 50°17.59' N 005°04.51' E - IAF  
 FS420: 50°21.79' N 004°55.28' E - IAF

Seq Number	Path Terminator	WP Name	Role of the FIX	Fly-Over	Course (T°)	Turn Direction	Altitude Constraint	Speed Constraint	Vertical Path Angle
INITIAL APPROACH FS400									
010	IF	FS400	IAF	N	-	-	4500/3000	-	-
020	HM	FS400	IAF	Y	080.0	L	4500/3000	-	-
030	TF	FS401	OTHER	N	079.7	-	4500/3000	-	-
040	TF	FS402	IF	N	349.8	L	@3000	-	-
INITIAL APPROACH FS410									
010	IF	FS410	IAF	N	-	-	4500/3000	-	-
020	TF	FS402	IF	N	258.2	-	@3000	-	-
INITIAL APPROACH FS420									
010	IF	FS420	IAF	N	-	-	4500/3000	-	-
020	TF	FS402	IF	N	177.0	-	@3000	-	-
FINAL APPROACH RWY 26R									
010	IF	FS402	IF	N	-	-	@3000	-	-
020	TF	FS407	FAF	N	256.3	-	@2500	-	-1.47%
030	TF	RW26L	MAPT	Y	259.6	-	+0953	MAX 190Kts	-4.80%(2.75°)
MISSED APPROACH									
010	IF	RW26L	MAPT	Y	-	-	See Minima	MAX 190Kts	-
020	TF	FS408	Other	N	259.5	-	+1897	MAX 190Kts	+2.5%
030	TF	FS406	Other	N	169.6	L	+2529	MAX 190Kts	+2.5%
040	TF	FS400	IAF/MAHF	Y	077.7	L	@3000	MAX 190Kts	+2.5%

**EBFS RNP RWY 08R COORDINATES AND CODING (PAGE 3-33) :**

**WAYPOINTS COORDINATES:**

FS500: 50°09.05' N 004°37.67' E - IAF  
 FS501: 50°07.41' N 004°23.53' E  
 FS502: 50°12.59' N 004°22.06' E - IF  
 FS508: 50°13.28' N 004°30.43' E - FAF  
 RW08R: 50°14.19' N 004°38.04' E - MAPT  
 FS509: 50°15.25' N 004°47.00' E  
 FS506: 50°10.18' N 004°48.42' E  
 FS510: 50°11.52' N 004°13.28' E - IAF  
 FS520: 50°17.77' N 004°20.57' E - IAF

Seq Number	Path Terminator	WP Name	Role of the FIX	Fly-Over	Course (T°)	Turn Direction	Altitude Constraint	Speed Constraint	Vertical Path Angle
INITIAL APPROACH FS500									
010	IF	FS500	IAF	N	-	-	4500/3000	-	-
020	HM	FS500	IAF	Y	260.0	R	4500/3000	-	-
030	TF	FS501	OTHER	N	259.9	-	4500/3000	-	-
040	TF	FS502	IF	N	349.7	R	@3000	-	-
INITIAL APPROACH FS510									
010	IF	FS510	IAF	N	-	-	4500/3000	-	-
020	TF	FS502	IF	N	079.2	-	@3000	-	-
INITIAL APPROACH FS520									
010	IF	FS520	IAF	N	-	-	4500/3000	-	-
020	TF	FS502	IF	N	169.5	-	@3000	-	-
FINAL APPROACH RWY 08L									
010	IF	FS502	IF	N	-	-	@3000	-	-
020	TF	FS508	FAF	N	082.6	-	@2500	-	-1.41%
030	TF	RW08R	MAPT	Y	079.4	-	+0951	MAX 190Kts	-5.24%(3.00°)
MISSED APPROACH									
010	IF	RW08R	MAPT	Y	-	-	See Minima	MAX 190Kts	-
020	TF	FS509	Other	N	079.5	-	+2007	MAX 190Kts	+2.5%
030	TF	FS506	Other	N	169.8	R	+2643	MAX 190Kts	+2.5%
040	TF	FS500	IAF/MAHF	Y	260.8	R	@3000	MAX 190Kts	-

CHANGES: Mention (LNAV) removed

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

**RNP ARINC CODING**

50°14.60' N  
004°38.74' E

**FLORENNES (EBFS)**

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# EBBL - KLEINE-BROGEL (MIL)

## EBBL AD 2.1 Aerodrome Location Indicator and Name

EBBL - KLEINE-BROGEL (MIL)

## EBBL AD 2.2 Aerodrome Geographical and Administrative Data

1	ARP coordinates	511006N 0052812E
	Site of ARP at aerodrome	
2	Direction and distance from (city)	0.8NM E of Kleine-Brogel
3	Elevation / reference temperature	192 FT / 23.1°C
4	Geoid undulation at AD ELEV PSN	148 FT
5	Magnetic variation / annual change	3° (2024) / INFO not AVBL
6	Name of AD operator	Belgian Air Component
	Address	10 W TAC Vliegbasis Kleine-Brogel 3990 Peer BELGIUM
	TEL	+32 (0) 2 443 31 35 (ATC SUP) +32 (0) 2 443 30 09 (Wing OPS)
	FAX	NIL
	Email	NIL
	AFS	EBBLZPZX
	Website	Not applicable
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

## EBBL AD 2.3 Operational Hours

1	AD Operator	The following schedule applies (HOL excl) <sup>(1)</sup> : <ul style="list-style-type: none"> <li>• From 01 NOV to 28 or 29 FEB: <ul style="list-style-type: none"> <li>• 0800-2030 on MON and TUE</li> <li>• 0730-1630 on WED, THU and FRI</li> </ul> </li> <li>• From 01 MAR to 31 MAY: <ul style="list-style-type: none"> <li>• 0730-2300 (0630-2200) on MON and TUE</li> <li>• 0730-1630 (0630-1530) on WED, THU and FRI</li> </ul> </li> <li>• From 01 JUN to 31 AUG: <ul style="list-style-type: none"> <li>• 0630-1530 on MON, TUE, WED, THU and FRI</li> </ul> </li> <li>• From 01 SEP to 31 OCT: <ul style="list-style-type: none"> <li>• 0730-2300 (0630-2200) on MON and TUE</li> <li>• 0730-1630 (0630-1530) on WED, THU and FRI</li> </ul> </li> </ul>
2	Customs and immigration	HS
3	Health and sanitation	HS
4	AIS Briefing Office	As AD Operator
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	As AD Operator
7	ATS	As AD Operator

8	Fuelling	As AD Operator
9	Handling	As AD Operator
10	Security	As AD Operator
11	De-icing	As AD Operator
12	Remarks	(1) Planned opening of the aerodrome outside normal operational hours will be announced by NOTAM. Aerodrome may be activated outside normal hours of operation without previous notice. Activity must always be checked via Steenokkerzeel ATCC or Brussels FIC.

### EBBL AD 2.4 Handling Services and Facilities

1	Cargo-handling facilities	AVBL
2	Fuel types	F-18, F-34 <sup>(1)</sup> / <sub>(2)</sub>
	Oil types	O-148, O-156, O-160 <sup>(1)</sup> / <sub>(2)</sub>
3	Fuelling facilities and capacity	No limitations (single point and gravity)
4	De-icing facilities	NIL
5	Oxygen	LHOX, LOX <sup>(1)</sup>
6	Starting units	DSA 300 - A1 <sup>(1)</sup>
7	Hangar space for visiting aircraft	Limited
8	Repair facilities for visiting aircraft	F-16 only
9	Remarks	(1) See <a href="#">AD 1.1, § 2.2</a> (2) 'SOAP' AVBL during HO

### EBBL AD 2.5 Passenger Facilities

1	Hotels	AVBL
2	Restaurants	AVBL
3	Transportation	AVBL
4	Medical facilities	Medical officer, first aid - ambulance(s)
5	Bank	
	Post office	
6	Tourist office	
7	Remarks	NIL

### EBBL AD 2.6 Rescue and Fire Fighting Services

1	Aerodrome category for fire fighting	STANAG 3712 - CAT 8
2	Rescue equipment	STANAG 3712 - CAT 8 compliant <sup>(1)</sup>
3	Capability for removal of disabled aircraft	Not applicable for crash fire rescue services
4	Remarks	(1) See <a href="#">AD 1.2</a>

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

1	Types of clearing equipment	<ul style="list-style-type: none"> <li>Snow removal equipment (sweeper-blowers)</li> <li>De-icing chemicals PROVIRON, CRYOTECH E-36 and NACC</li> <li>Friction testing EQPT not AVBL</li> </ul>
2	Clearance priorities	<ol style="list-style-type: none"> <li>Primary RWY, appropriate important TWY and holding bays</li> <li>Important ACFT stands</li> <li>Remaining part movement area</li> </ol>
3	Remarks	NIL

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

1	Apron designation, surface and strength	Apron Alfa, CONC, 40 R/D/W/T Apron QRZ, CONC, 28 R/D/W/T Apron Mike, CONC, 20 R/B/W/T Apron NHCP, CONC, 62 R/C/W/T Apron Sierra, CONC, 30 R/C/W/T
2	Taxiway designation, width, surface and strength	TWY A, 15 M, ASPH, 94 F/A/W/T TWY C1, 15 M, CONC, 64 R/D/W/T TWY C2, 15 M, CONC, 64 R/D/W/T TWY C3, 15 M, CONC, 32 R/C/W/T TWY C4, 15 M, CONC, 30 R/C/W/T TWY M, 15 M, ASPH, 110 F/A/X/T TWY N1, 15 M, CONC, 31 R/C/W/T TWY N2, 15 M, ASPH, 82 F/A/X/T TWY N3, 22 M, CONC, 60 R/C/W/T TWY N4, 15 M, CONC, 20 R/C/W/T TWY N5, 15 M, CONC+ASPH, 58 R/C/W/T (Concrete part. Asphalt part PCN 84 F/A/X/T.) TWY Q, 15 M, CONC, 69 R/D/W/T
3	ACL and elevation	NIL
4	VOR check points	NIL
5	INS check points	NIL
6	Remarks	NIL

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

1	Aircraft stand identification signs	NIL
	Taxiway guide lines	NIL
	Visual docking/parking guidance system at aircraft stands	NIL
2	Runway markings and lighting	Designation, threshold, centre line
	Taxiway markings and lighting	Centre line, holding positions
3	Distance markers	Every 1000FT signalling remaining RWY distance (illuminated on primary RWY 05L/23R)
	Runway guard lights	NIL
4	Other runway protection measures	NIL
5	Stop bars	NIL
6	Other	Indicating panels and follow-me car
7	Remarks	NIL

## EBBL AD 2.10 Aerodrome Obstacles

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

Details on EBBL aerodrome obstacles can be found on the aerodrome obstacle charts (see [EBBL AD 2.24](#)).

## EBBL AD 2.11 Meteorological Information Provided

1	Associated MET Office	EBBL MET
2	Hours of service	As AD OPR HR
	MET Office outside hours	
3	Office responsible for TAF preparation	EBBL MET
	Periods of validity	9 HR
4	Type of landing forecast	Colour state
	Interval of issuance	1 HR or more often when necessary
5	Briefing / consultation provided	TEL, personal consultation, MOSA computer system
6	Flight documentation	Charts, abbreviated plain language text
	Languages used	En
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Kleine-Brogel TWR and Kleine-Brogel APP
10	Additional information	NIL

## EBBL AD 2.12 Runway Physical Characteristics

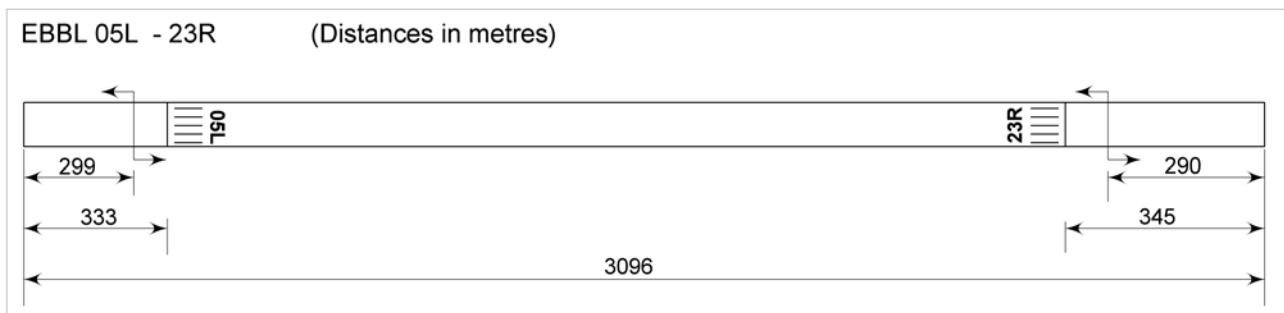
RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR ELEV and highest ELEV of TDZ of precision APCH RWY
				RWY end COORD	
				THR geoid undulation	
1	2	3	4	5	6
05L	050°	3096 x 45	PCN 114 F/A/X/T ASPH / CONC	510941.53N 0052724.61E	THR 185FT TDZ 185FT
				511038.83N 0052913.46E	
				148 FT	
23R	230°	3096 x 45	PCN 114 F/A/X/T ASPH / CONC	511031.69N 0052859.98E	THR 161FT TDZ 171FT
				510934.55N 0052711.26E	
				147 FT	
05R	050°	2438 x 23	PCN 76 F/A/X/T ASPH / CONC	510936.36N 0052731.81E	THR 190FT
				511026.15N 0052906.45E	
				148 FT	
23L	230°	2438 x 23	PCN 76 F/A/X/T ASPH / CONC	511026.06N 0052906.35E	THR 161FT
				510935.94N 0052730.97E	
				148 FT	

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
05L	Long: 0.5 % Trans: 1.0 %				NIL
23R	Long: 0.5 % Trans: 1.0 %				NIL
05R					NIL
23L					NIL

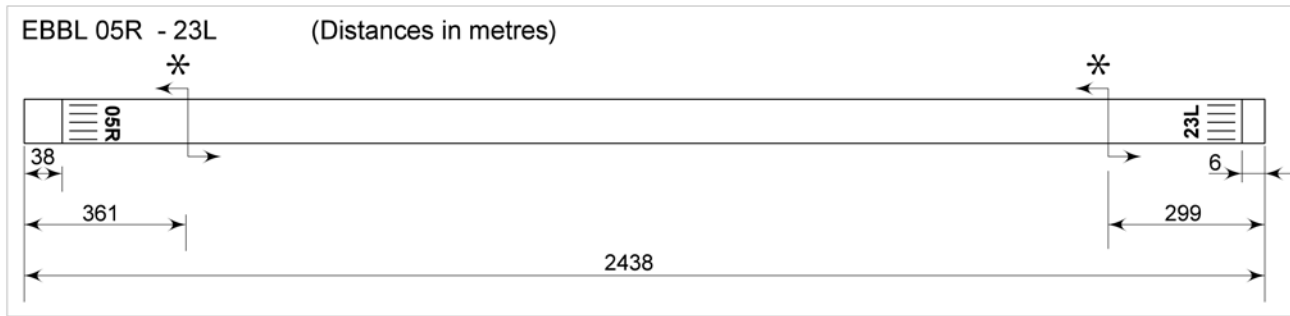
RWY designator	Location and description of arresting system	OFZ	RMK
13	14	15	16
05L	See below		
23R	See below		
05R	See below		
23L	See below		

**Aircraft Arresting Systems**

1	Type	Cable for bi-directional engagement with tailhook.
2	Nomenclature	AERAZUR 4M6-C
3	Energy-absorbing capacity	180MJ / 135 x 10 <sup>6</sup> FT x lb
4	Nominal stop distance	285M (935FT)
5	Hook-load	50000lbs (160kn - 33 000lbs)
6	Cable diameter	1"
7	Location on RWY	See diagram below
8	Remarks	NIL



1	Type	PORTARREST, mobile arresting cable for bi-directional engagement with tailhook.
2	Nomenclature	500 S6
3	Energy-absorbing capacity	70 x 10 <sup>6</sup> FT x lb
4	Nominal stop distance	290M (950FT)
5	Hook-load	40 000lbs
6	Cable diameter	1"
7	Location on RWY	Indicated on the diagram below with an asterisk (*)
8	Remarks	The portable aircraft arresting system (PORTARREST) for tailhook equipped aircraft can be installed for planned OPS on the secondary RWY (05R/23L).



### EBBL AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
05L	2451	2768	2768	2416	NIL
23R	2471	2806	2806	2416	NIL
05R	2101	2394	2394	2101	NIL
23L	2070	2394	2394	2070	NIL

### EBBL AD 2.14 Approach and Runway Lighting

RWY 05L			
<b>Approach lighting system</b>	Type: ALS with sequenced flashing lights Length: 931 M Intensity: LIH	<b>VASIS</b>	Type: PAPI (both sides / 3°) MEHT:
<b>Runway threshold lights</b>	Colour: green Wing bars: NIL	<b>Touchdown zone lights</b>	NIL
<b>Runway end lights</b>	Colour: red Wing bars: NIL	<b>Stopway lights</b>	
<b>Runway centre line lights</b>	Length: Spacing: Intensity:		
<b>Runway edge lights</b>	Length: Spacing: 30M Intensity: LIH directional & omnidirectional		
<b>Remarks</b>			

RWY 23R			
<b>Approach lighting system</b>	Type: ALS with sequenced flashing lights Length: 931 M Intensity: LIH	<b>VASIS</b>	Type: PAPI (both sides / 3°) MEHT:
<b>Runway threshold lights</b>	Colour: green Wing bars: NIL	<b>Touchdown zone lights</b>	NIL
<b>Runway end lights</b>	Colour: red Wing bars: NIL	<b>Stopway lights</b>	

## EBBL AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Kleine-Brogel Tower	134.105 <sup>(1)</sup> 248.075 MHZ	HO	Primary frequency
		122.100 MHZ <sup>(2)</sup> 257.800 MHZ	HO	Secondary frequency
		121.500 MHZ 243.000 MHZ	HO	Emergency frequency
	Kleine-Brogel Ground	362.775 MHZ	HO	Primary frequency
		122.100 MHZ <sup>(2)</sup>	HO	Secondary frequency
APP	Kleine-Brogel Approach	134.480 <sup>(1)</sup> 337.600 MHZ	HO	Primary frequency
		122.500 MHZ <sup>(2)</sup> 362.300 MHZ	HO	Secondary frequency
		121.500 MHZ 243.000 MHZ	HO	Emergency frequency
	Kleine-Brogel PAR	123.300 MHZ 141.550 MHZ 282.200 MHZ 388.950 MHZ	HO	Primary frequency
(1) 8.33 KHZ CH.				
(2) If no UHF, nor VHF 8.33 KHZ, contact this FREQ.				

## EBBL AD 2.19 Radio Navigation and Landing Aids

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
TACAN (3°/2024)	BBL	CH33X	H24	511004.0N 0052815.8E	200 FT	Coverage: 40NM/FL250
ILS 23R (CAT I)						
LOC	I-BBL	109.950MHZ	H24 <sup>(1)</sup>	510932.5N 0052707.5E	200 FT	<sup>(1)</sup> Switched off when RWY 05L/R in use
GP		333.650MHZ	H24 <sup>(1)</sup>	511022.5N 0052852.2E	200 FT	Slope 3.00°, RDH 52 FT TACAN required for ILS approach <sup>(1)</sup> Switched off when RWY 05L/R in use
ILS 05L (CAT I)						
LOC	I-KNB	109.950MHZ	H24 <sup>(1)</sup>	511040.0N 0052915.7E	200 FT	<sup>(1)</sup> Switched off when RWY 23L/R in use
GP		333.650MHZ	H24 <sup>(1)</sup>	510946.1N 0052743.0E	200 FT	Slope 3.00°, RDH 54 FT TACAN required for ILS approach <sup>(1)</sup> Switched off when RWY 23L/R in use

## EBBL AD 2.20 Local Traffic Regulations

### 1 FLYING RESTRICTIONS

- Military use only;
- PPR 24 HR minimum.

## 2 OPERATIONS ON SECONDARY RWY (05R/23L)

- Close-in obstacles on short final of the secondary RWY shall be avoided visually. Only aircrew familiar with EBBL AOC are allowed to operate on that RWY;
- Only low intensity omni-directional white lights along RWY, no approach lighting AVBL;
- Significant obstacle: trees at 30M along SE side of the RWY.

## 3 TAKE-OFF AND LANDING

- Pilots shall avoid overflying [EBR42](#) and the cities of Peer and Leopoldsburg;
- The overflight of Nederweert (511500N 0054500E) and Weert (511500N 0054200E) shall be avoided below 3000FT AGL.

## EBBL AD 2.21 Noise Abatement Procedures

### 1 GENERAL

- Only one approach, practice PAR / ILS or TACAN is permitted;
- PPR for training at EBBL by AWACS, KDC-10 or equivalent heavy aircraft due to noise complaints and training is limited to one session every month with a maximum of five approaches;
- Low approach followed by a close pattern is restricted to the case of a missed approach and low fuel reserve.

## EBBL AD 2.22 Flight Procedures

The information concerning IFR and VFR procedures is contained in [EBBL AD 2.24](#) and the BEMIL FLIPs IFR & VFR.

Radar hand-over procedures to ensure uninterrupted radio communication with Kleine Brogel Approach, facilitating effective ATC monitoring and adherence to EBR42 airspace restrictions:

- SID:
  - RWY 05L/R: passing FL 065.
  - RWY 23L/R: passing FL 065 or BBL R-261, whichever comes first.
- TACAN / ILS IAP RWY 05L/R: prior the ARC 9 DME.

## EBBL AD 2.23 Additional Information

EBBL TACAN RWY 23 limited OPS.

## EBBL AD 2.24 Charts Related to EBBL

AD 2.MIL-EBBL-ADC.01	Aerodrome Chart
AD 2.MIL-EBBL-GMC.01	Aerodrome Ground Movement Chart
AD 2.MIL-EBBL-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations) RWY 05L/23R
AD 2.MIL-EBBL-AOC.02	Aerodrome Obstacle Chart. Type A (Operating Limitations) RWY 05R/23L
AD 2.MIL-EBBL-AOC.03	Aerodrome Obstacle Chart. Type B
AD 2.MIL-EBBL-SID.01	Instrument Departure Chart - MIPS: HPMA BL 05A - 05B
AD 2.MIL-EBBL-SID.02	Instrument Departure Chart - MIPS: BL 05A - 05B
AD 2.MIL-EBBL-SID.03	Instrument Departure Chart - MIPS: HPMA BL 23A - 23B
AD 2.MIL-EBBL-SID.04	National Corridor EBBL to TSA 24, 25 & 26: REMBA CORRIDOR SB or NB
AD 2.MIL-EBBL-SID.05	Instrument Departure Chart - MIPS: HPMA BL 05C - 23C
AD 2.MIL-EBBL-SID.06	National Corridor TRA South to EBBL: LIEGE CORRIDOR SB or NB
AD 2.MIL-EBBL-SID.07	Instrument Departure Chart - MIPS: HPMA BL 05E - 23E

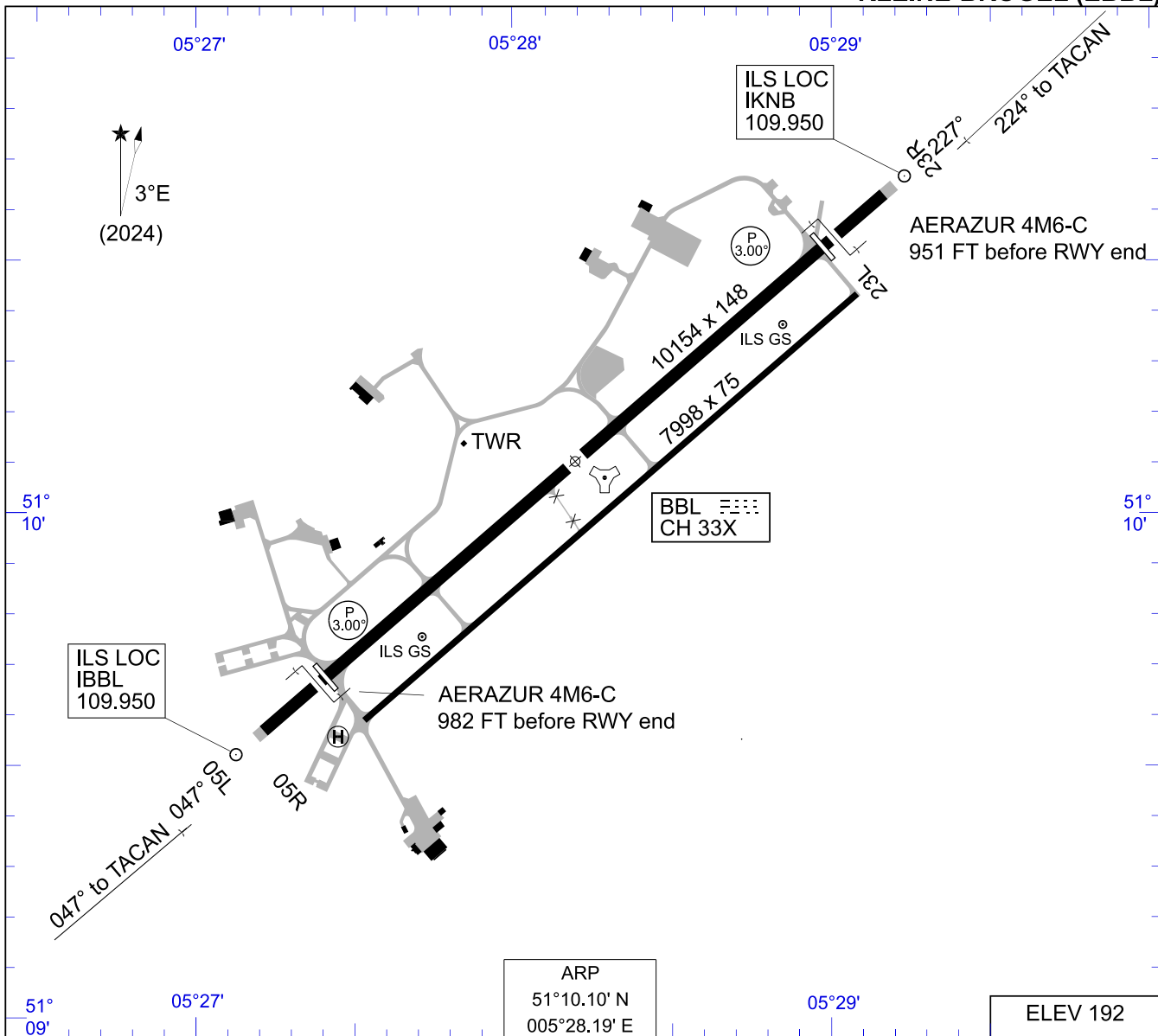


AD 2.MIL-EBBL-SID.08	Instrument Departure Chart - MIPS: BL 23F
AD 2.MIL-EBBL-SID.09	Instrument Departure Chart - MIPS: PAMPA
AD 2.MIL-EBBL-MISC.01	Minimum Vectoring Altitude - MIPS: MVA CHART
AD 2.MIL-EBBL-MISC.02	Approach Surveillance Radar - MIPS: ASR CHART
AD 2.MIL-EBBL-IAC.01	Instrument Approach Chart - MIPS: HPMA-ILS or HPMA-LOC RWY 23R
AD 2.MIL-EBBL-IAC.02	Instrument Approach Chart - MIPS: HPMA-ILS or HPMA-LOC RWY 05L
AD 2.MIL-EBBL-IAC.03	Instrument Approach Chart - MIPS: HPMA-TACAN RWY 23R
AD 2.MIL-EBBL-IAC.04	Instrument Approach Chart - MIPS: HPMA-TACAN RWY 05L
AD 2.MIL-EBBL-IAC.05	Instrument Approach Chart - MIPS: HPMA-TACAN RWY 23L
AD 2.MIL-EBBL-IAC.06	Instrument Approach Chart - MIPS: HPMA-TACAN RWY 05R
AD 2.MIL-EBBL-IAC.07	Instrument Approach Chart - MIPS: ILS or LOC RWY 23R
AD 2.MIL-EBBL-IAC.08	Instrument Approach Chart - MIPS: ILS x or LOC x RWY 05L
AD 2.MIL-EBBL-IAC.09	Instrument Approach Chart - MIPS: ILS y or LOC y RWY 05L
AD 2.MIL-EBBL-IAC.10	Instrument Approach Chart - MIPS: TACAN RWY 23R
AD 2.MIL-EBBL-IAC.11	Instrument Approach Chart - MIPS: TACAN x RWY 05L
AD 2.MIL-EBBL-IAC.12	Instrument Approach Chart - MIPS: TACAN y RWY 05L
AD 2.MIL-EBBL-IAC.13	Instrument Approach Chart - MIPS: TACAN RWY 23L
AD 2.MIL-EBBL-IAC.14	Instrument Approach Chart - MIPS: TACAN x RWY 05R
AD 2.MIL-EBBL-IAC.15	Instrument Approach Chart - MIPS: TACAN y RWY 05R
AD 2.MIL-EBBL-IAC.16	Instrument Approach Chart - MIPS: QRA HPMA-ILS or QRA HPMA-LOC RWY 23R
AD 2.MIL-EBBL-IAC.17	Instrument Approach Chart - MIPS: QRA HPMA-ILS or QRA HPMA-LOC RWY 05L
AD 2.MIL-EBBL-IAC.18	Instrument Approach Chart - MIPS: RNP RWY 23R
AD 2.MIL-EBBL-IAC.18a	Instrument Approach Chart - MIPS: RNP RWY 23R. Appendix: FAS Datablock
AD 2.MIL-EBBL-IAC.19	Instrument Approach Chart - NATIONAL: AA RWY 23R
AD 2.MIL-EBBL-IAC.20	Instrument Approach Chart - MIPS: RNP RWY 05L
AD 2.MIL-EBBL-IAC.20a	Instrument Approach Chart - MIPS: RNP RWY 05L. Appendix: FAS Datablock
AD 2.MIL-EBBL-IAC.21	Instrument Approach Chart - NATIONAL: AA RWY 05L
AD 2.MIL-EBBL-IAC.22	Instrument Approach Chart - MIPS: RNP RWY 23L
AD 2.MIL-EBBL-IAC.23	Instrument Approach Chart - MIPS: RNP RWY 05R
AD 2.MIL-EBBL-IAC.24	Instrument Approach Chart - MIPS: RNP ARINC CODING
AD 2.MIL-EBBL-IAC.25	Instrument Approach Chart - MIPS: RNP ARINC CODING
AD 2.MIL-EBBL-VAC.01	Visual Departure Chart: DEP - RWY 05L
AD 2.MIL-EBBL-VAC.02	Visual Departure Chart: DEP - RWY 23R
AD 2.MIL-EBBL-VAC.03	Visual Approach Chart: APP RWY 05L - 23R

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**AERODROME CHART**

**KLEINE-BROGEL (EBBL)**



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR	TDZE	THR PSN
05L	114 F/A/X/T	8042	9048	9048	7926	3.00°	185	185	51°09.70' N - 005°27.41' E
23R	114 F/A/X/T	8106	9205	9205	7926	3.00°	161	171	51°10.53' N - 005°29.00' E
05R	76 F/A/X/T	6893	7854	7854	6893	-	190	190	51°09.61' N - 005°27.53' E
23L	76 F/A/X/T	6791	7854	7854	6791	-	161	162	51°10.43' N - 005°29.11' E

KLEINE-BROGEL APP	337.600	362.300	134.480	122.500	KLEINE-BROGEL TWR	248.075	257.800	134.105	121.500
KLEINE-BROGEL PAR	388.950	282.200	141.550	123.300	KLEINE-BROGEL GND	362.775	122.100		

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
PAR	MIPS	05L	3.00°	54	87	901	ABCD	MIPS	445 - 0.8 260 (300 - 0.8 / 1.2)
		23R	3.00°	54	87	1091	HPMA		385 - 0.8 200 (200 - 0.8 / 0.9)
		05R	3.00°	50	-	915	ABCD		429 - 0.8 268 (300 - 0.8 / 1.3)
		23L	3.00°	33	-	633	HPMA		366 - 0.8 205 (300 - 0.8 / 0.9)
									399 - 1.0 209 (300 - 1.0 / 1.0)
									388 - 1.2 227 (300 - 1.2 / 1.2)

CHANGE: General revision

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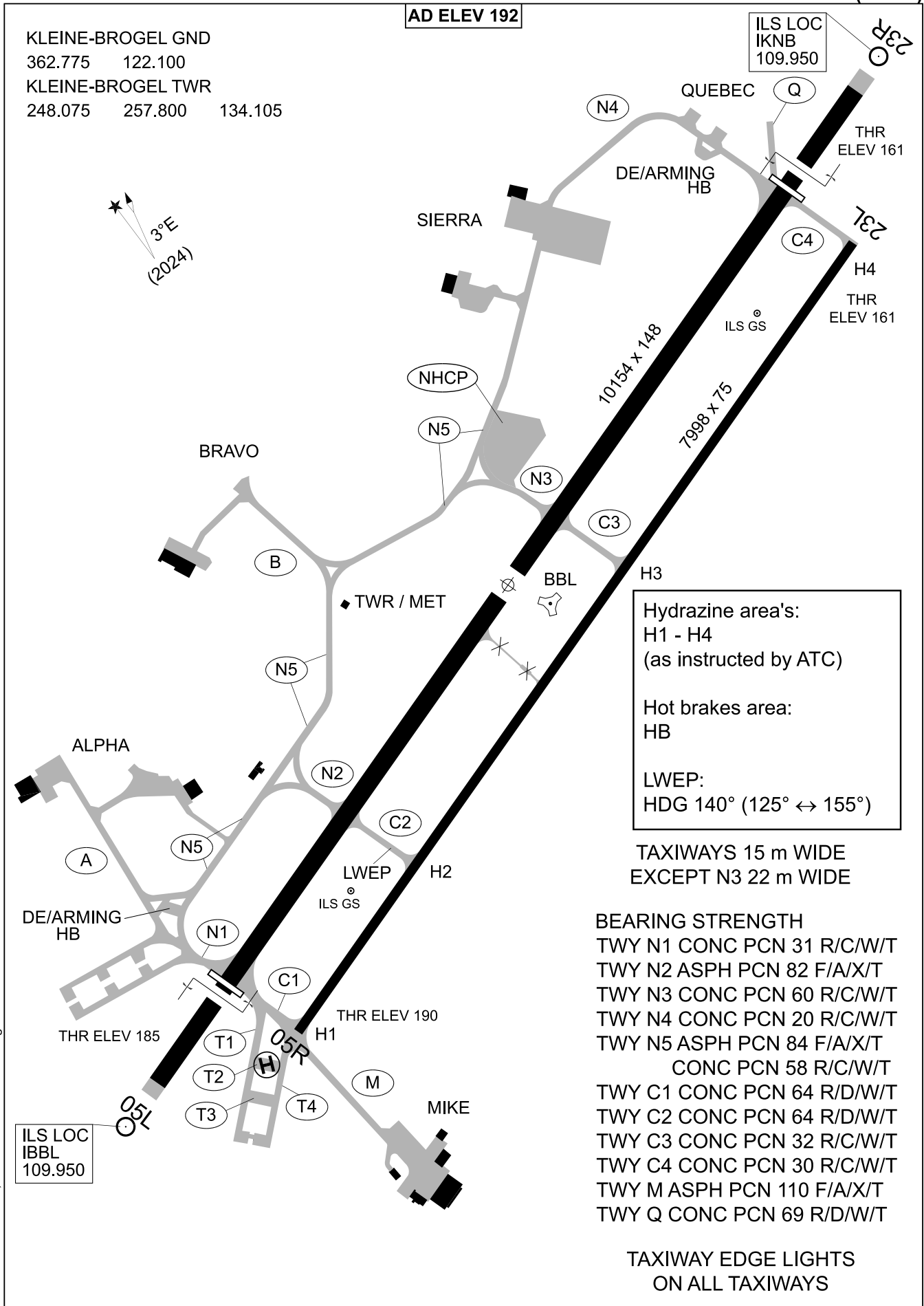
**AERODROME CHART**

**KLEINE-BROGEL (EBBL)**

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**AERODROME GROUND MOVEMENT CHART**

**KLEINE-BROGEL (EBBL)**



CHANGE: MAG VAR, POS BBL TACAN and length RWY

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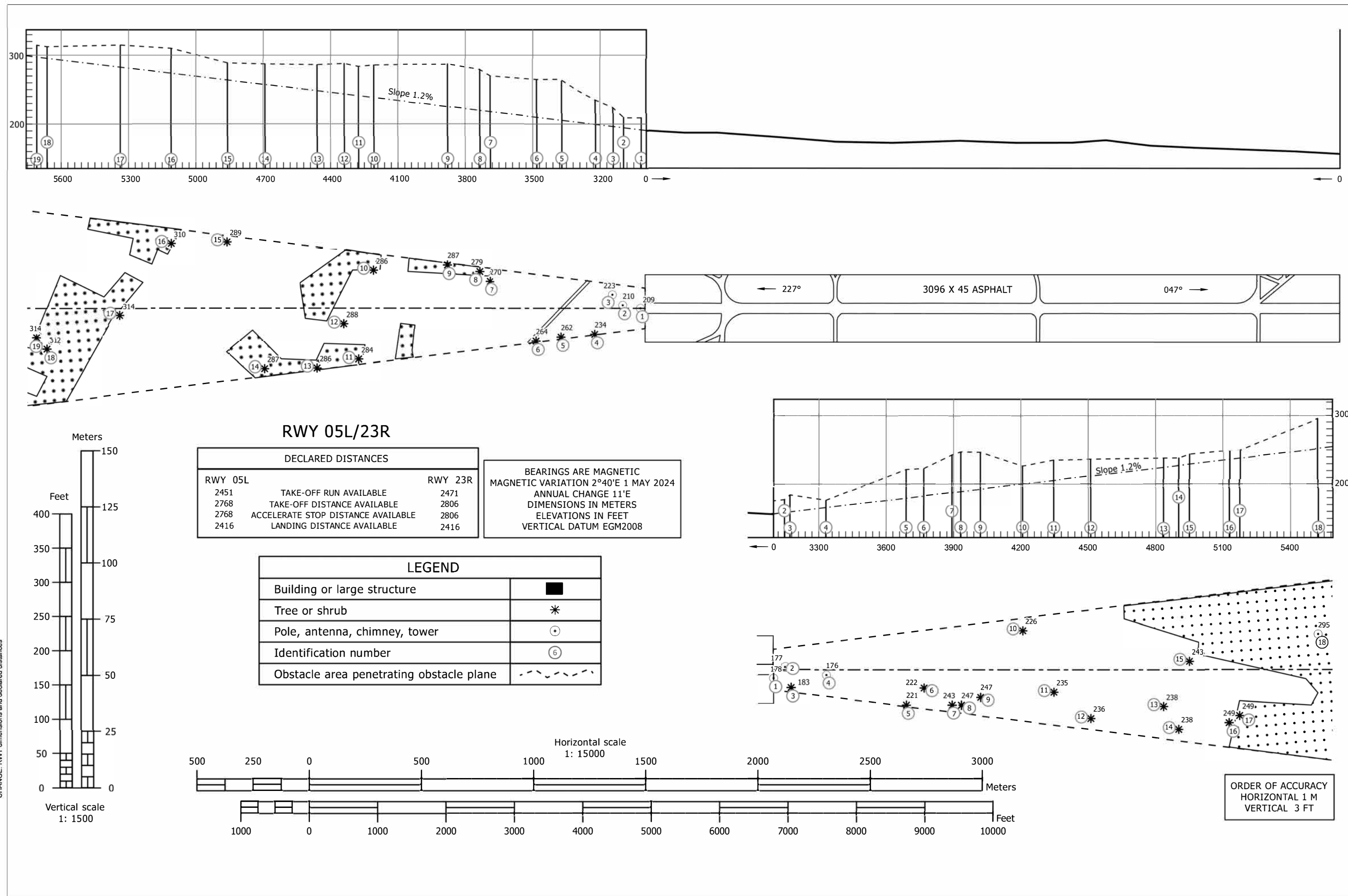
**AERODROME GROUND MOVEMENT CHART**

**KLEINE-BROGEL (EBBL)**

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**AERODROME OBSTACLE CHART**  
TYPE A (OPERATING LIMITATIONS)

**KLEINE-BROGEL (EBBL)**

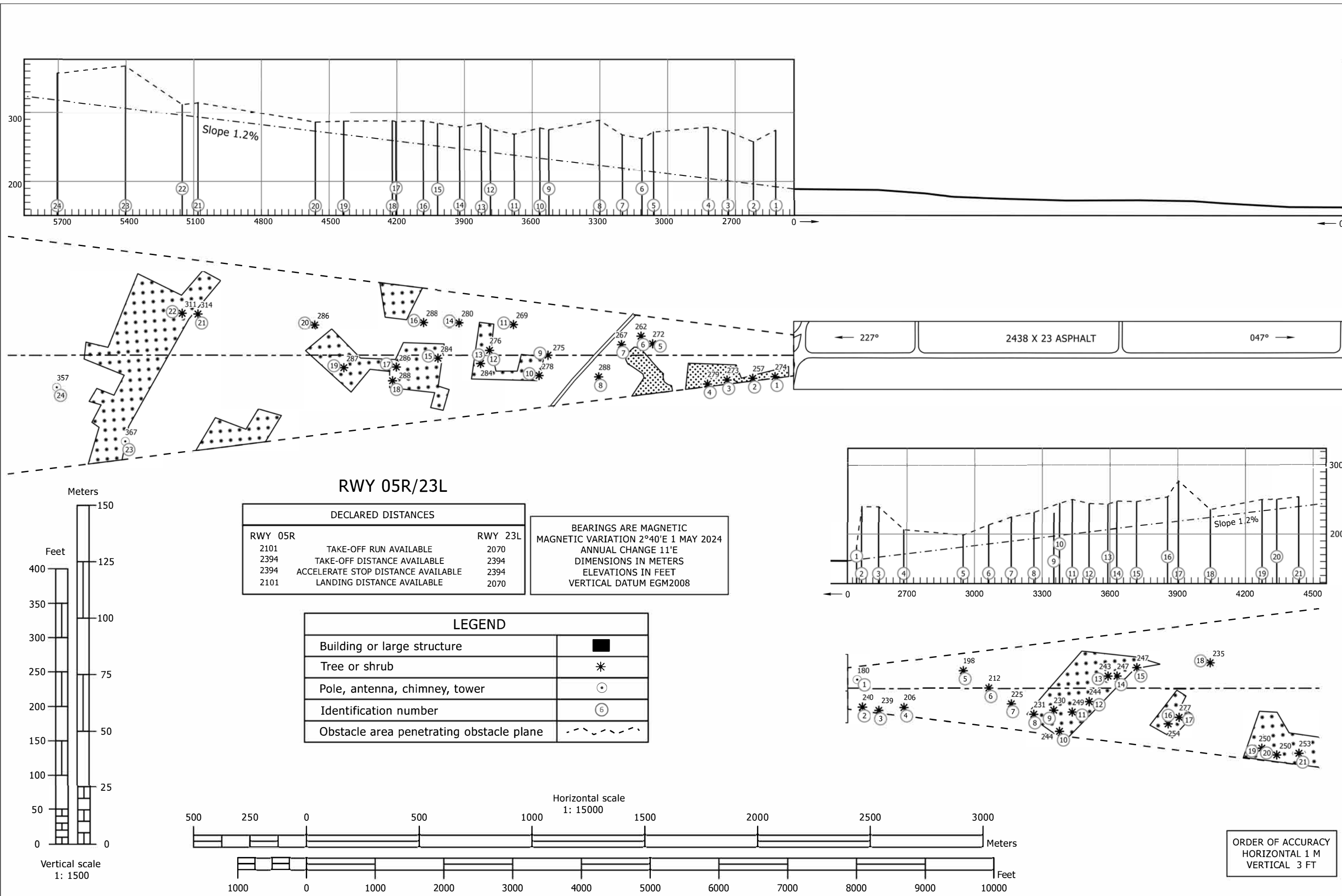


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**AERODROME OBSTACLE CHART**  
TYPE A (OPERATING LIMITATIONS)

**KLEINE-BROGEL (EBBL)**



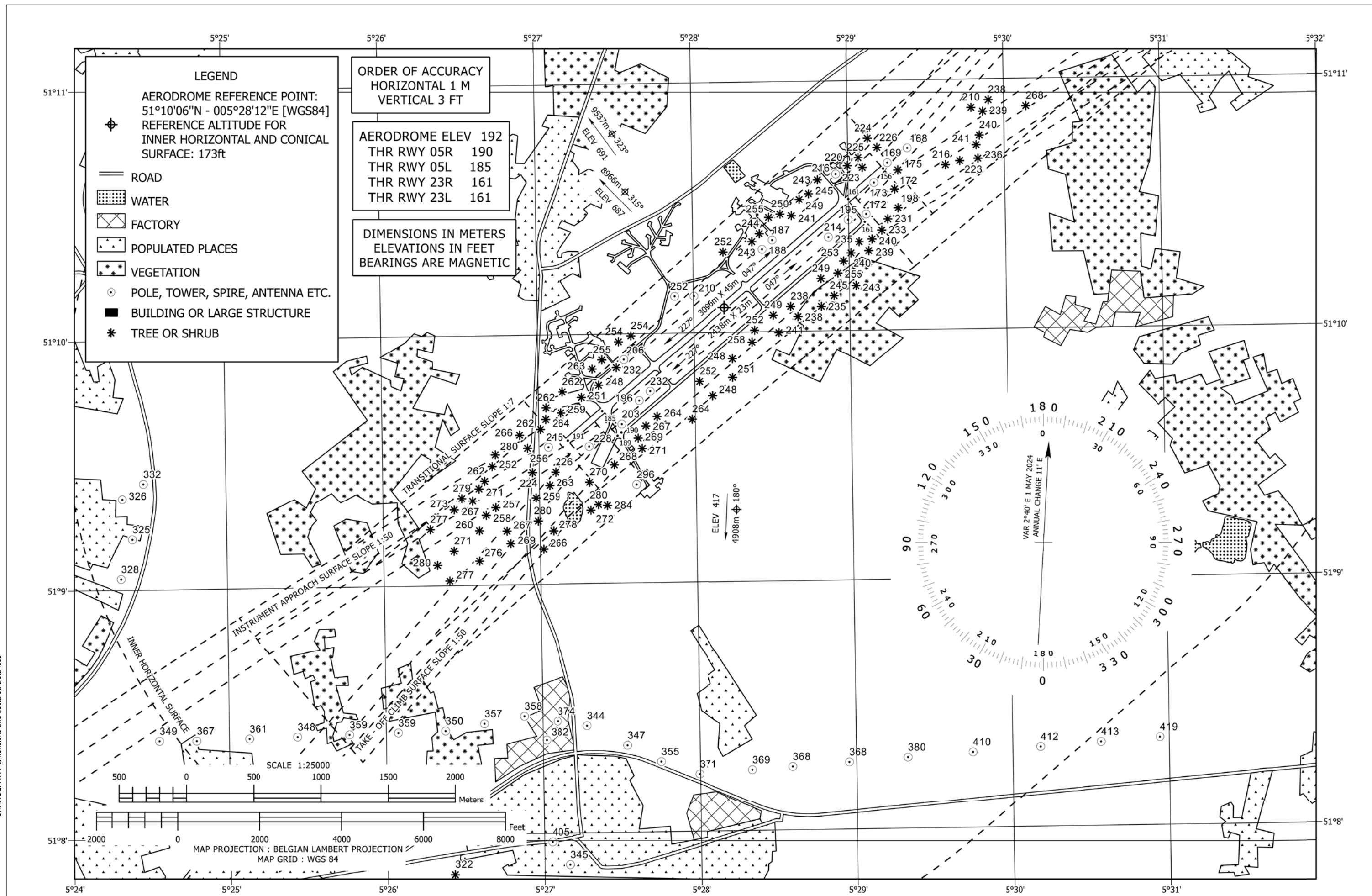
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# AERODROME OBSTACLE CHART

TYPE B

# KLEINE-BROGEL (EBBL)



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**MIPS**

**INSTRUMENT DEPARTURE CHART**

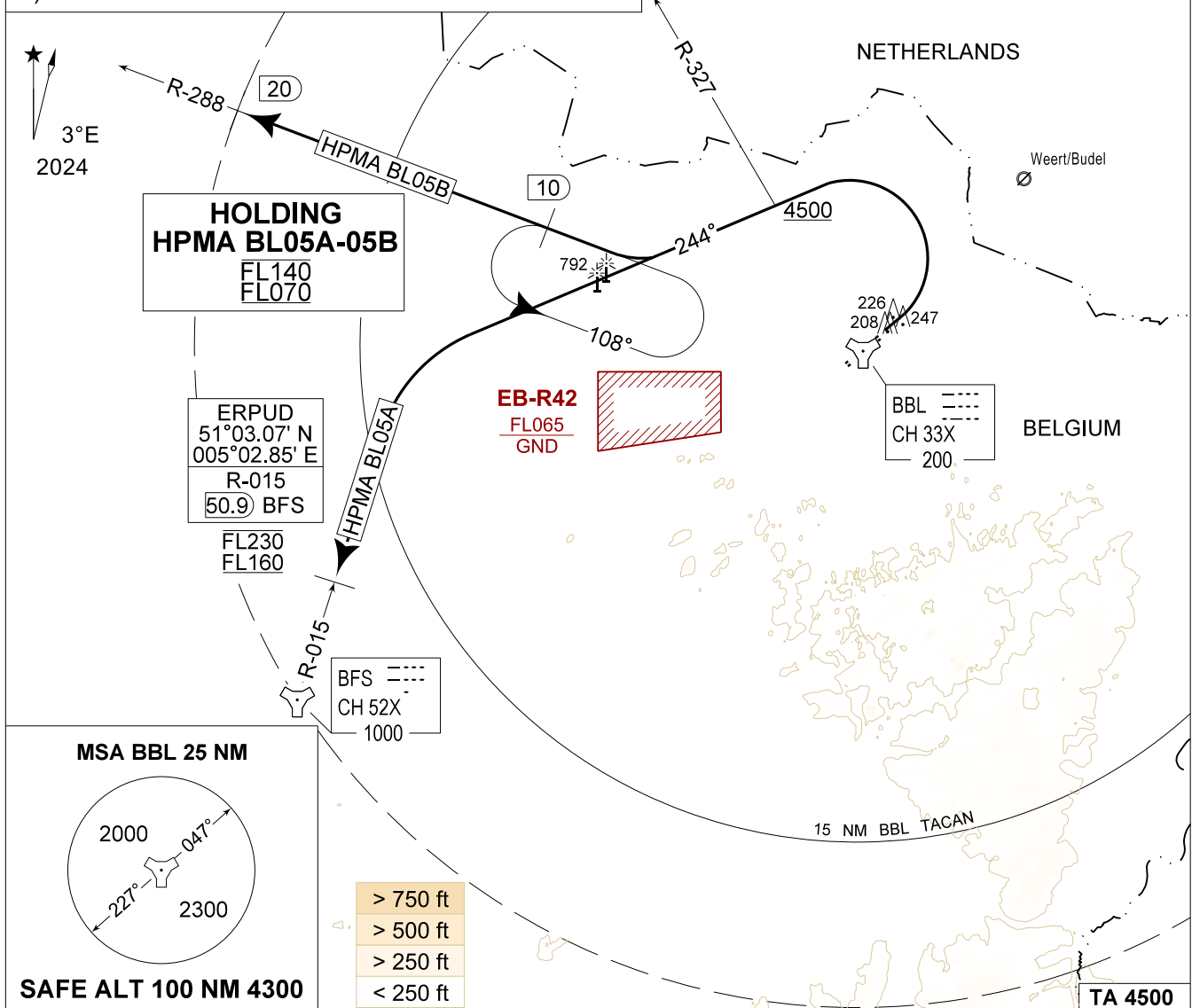
AD ELEV 192

**HPMA BL 05A - 05B  
KLEINE-BROGEL (EBBL)**

KLEINE-BROGEL GND 362.775 122.100	KLEINE-BROGEL TWR 248.075 134.105	KLEINE-BROGEL APP 337.600 134.480	BELGA RADAR 374.400 129.325					
TACAN BBL - CH 33X	RWY 05	PDG 8.75% 5.00°	From-To DER-4500	120 1070	180 1600	240 2130	300 2660	Reason ATC

**CAUTION:**

- a) ATC MONITORING REQUIRED TO REMAIN WITHIN BEL
- b) NO TURN BEFORE 1.3 DME BBL
- c) FIRST TURN MAX 300 KIAS



<p>HPMA BL05A (RWY 05)</p> <p>29</p>	<ul style="list-style-type: none"> <li>- Climb RWY heading and contact EBBL APP.</li> <li>- Pass 600 FT AMSL or 1.3 DME BBL, whichever comes the latest, turn left track 244° at MAX 300 KIAS.</li> <li>- Pass R-327 at or above 4500 FT AMSL and contact BELGA RADAR.</li> <li>- Intercept R-015 inbound BFS TACAN.</li> <li>- Proceed to entry REMBA corridor ERPUD, 50.9 DME R-015 BFS TACAN between FL160 and FL230 as instructed and maintain level.</li> </ul>
<p>HPMA BL05B (RWY 05)</p> <p>28</p>	<ul style="list-style-type: none"> <li>- Climb RWY heading and contact EBBL APP.</li> <li>- Pass 600 FT AMSL or 1.3 DME BBL, whichever comes the latest, turn left track 244° at MAX 300 KIAS.</li> <li>- Pass R-327 at or above 4500 FT AMSL and contact BELGA RADAR.</li> <li>- Intercept R-288 outbound BBL TACAN.</li> <li>- Follow R-288 till 20 DME.</li> </ul>

**HPMA BL 05A - 05B**

51°10.10' N  
005°28.19' E

**KLEINE-BROGEL (EBBL)**

CHANGE: General revision

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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MIPS

INSTRUMENT DEPARTURE CHART

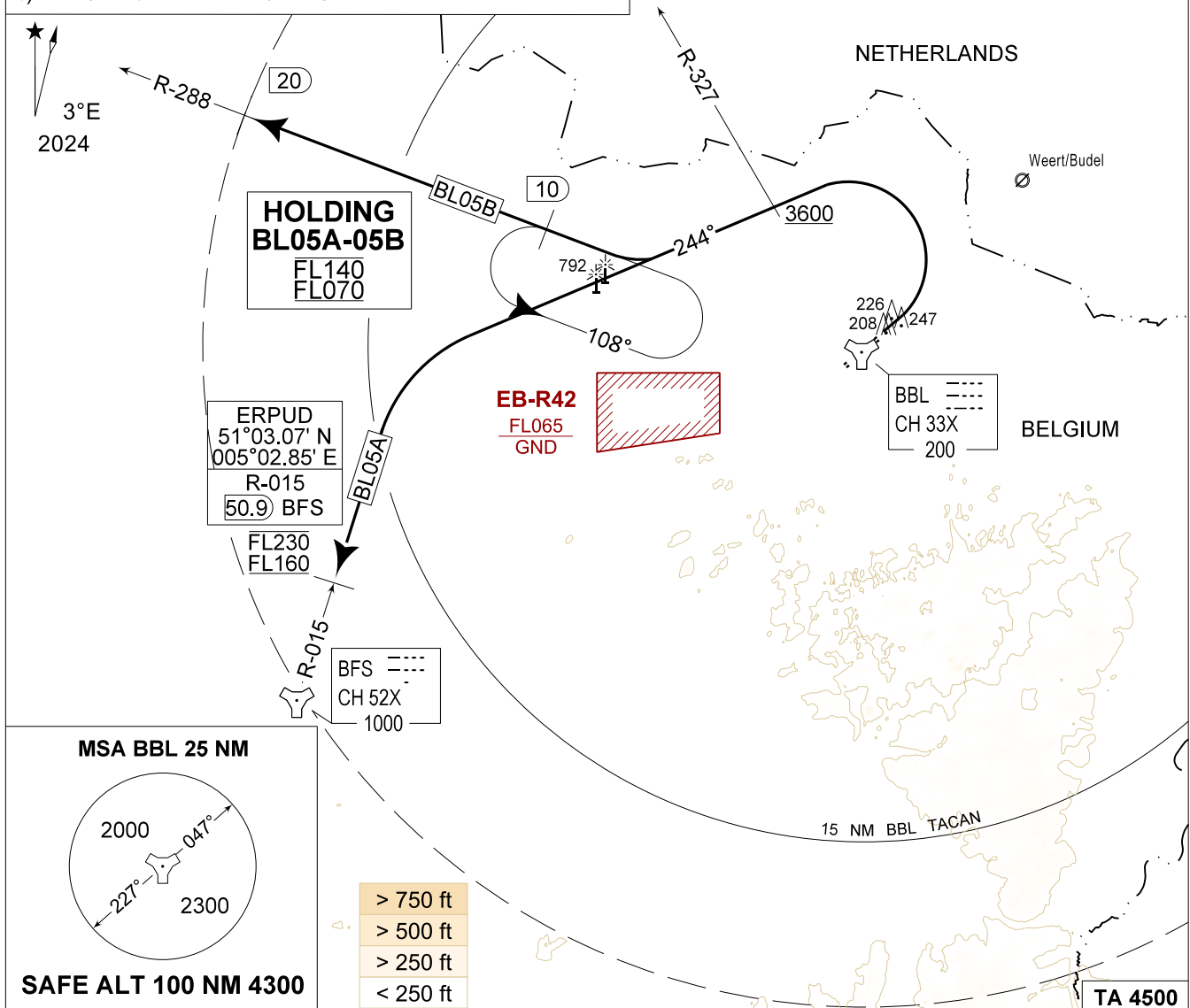
AD ELEV 192

BL 05A - 05B  
KLEINE-BROGEL (EBBL)

KLEINE-BROGEL GND 362.775 122.100		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL APP 337.600 134.480		BELGA RADAR 374.400 129.325					
TACAN BBL - CH 33X		RWY 05	PDG 5.24%	3.00°	From-To DER-FL050	120 640	180 960	240 1280	300 1600	360 1920	Reason ATC

CAUTION:

- a) ATC MONITORING REQUIRED TO REMAIN WITHIN BEL
- b) NO TURN BEFORE 1.3 DME BBL
- c) FIRST TURN MAX 210 KIAS



<p>BL 05A (RWY 05)</p> <p>29</p>	<ul style="list-style-type: none"> <li>- Climb RWY heading and contact EBBL APP.</li> <li>- Pass 600 FT AMSL or 1.3 DME BBL, whichever comes the latest, turn left track 244° at MAX 210 KIAS.</li> <li>- Pass R-327 at or above 3600 FT AMSL.</li> <li>- Passing 4500 FT AMSL contact BELGA RADAR.</li> <li>- Intercept R-015 inbound BFS TACAN.</li> <li>- Proceed to entry REMBA corridor ERPUD, 50.9 DME R-015 BFS TACAN between FL160 and FL230 as instructed and maintain level.</li> </ul>
<p>BL 05B (RWY 05)</p> <p>28</p>	<ul style="list-style-type: none"> <li>- Climb RWY heading and contact EBBL APP.</li> <li>- Pass 600 FT AMSL or 1.3 DME BBL, whichever comes the latest, turn left track 244° at MAX 210 KIAS.</li> <li>- Pass R-327 at or above 3600 FT AMSL.</li> <li>- Passing 4500 FT AMSL contact BELGA RADAR.</li> <li>- Intercept R-288 outbound BBL TACAN. Follow R-288 till 20 DME.</li> </ul>

BL 05A - 05B

51°10.10' N  
005°28.19' E

KLEINE-BROGEL (EBBL)

CHANGE: General revision

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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**MIPS**

**INSTRUMENT DEPARTURE CHART**

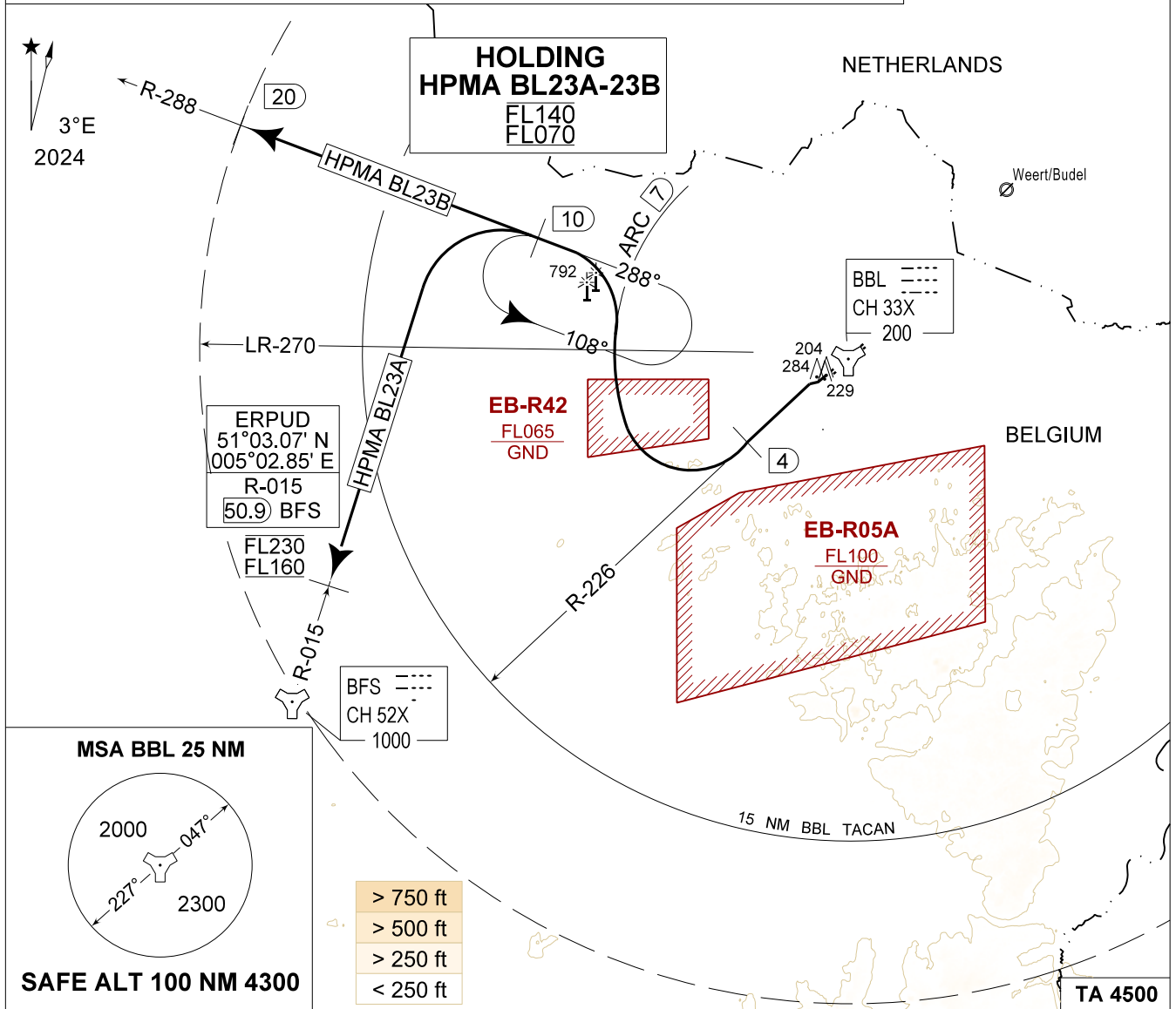
AD ELEV 192

**HPMA BL 23A - 23B  
KLEINE-BROGEL (EBBL)**

KLEINE-BROGEL GND 362.775 122.100		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL APP 337.600 134.480		BELGA RADAR 374.400 129.325					
TACAN BBL - CH 33X		RWY 23	PDG 8.75% 5.00°		From-To DER-10/R-289	120 1070	180 1600	240 2130	300 2660	360 3190	Reason ATC

**CAUTION:**

- a) PROCEDURE CANNOT BE EXECUTED IF EB-R42 IS RAISED ABOVE 2700 FT AMSL
- b) RADAR CONTROL MANDATORY ABOVE 4500 FT AMSL



**HPMA BL 23A (RWY 23)** 33

- Climb on R-226 outbound BBL TAC and contact EBBL APP.
- At 4 DME, turn right to follow the ARC at 7 DME BBL.
- Contact BELGA RADAR when passing 4500 FT AMSL.
- Passing R-270, turn left to intercept R-288 outbound BBL TACAN.
- At 10 DME BBL, turn left to intercept R-015 inbound BFS TACAN.
- Proceed to entry REMBA corridor ERPUD, 50.9 DME R-015 BFS TACAN between FL160 and FL230 as instructed and maintain level.

**HPMA BL 23B (RWY 23)** 27

- Climb on R-226 outbound BBL TAC and contact EBBL APP.
- At 4 DME, turn right to follow the ARC at 7 DME BBL.
- Contact BELGA RADAR when passing 4500 FT AMSL.
- Passing R-270, turn left to intercept R-288 outbound BBL TACAN.
- Follow R-288 till 20 DME.

**HPMA BL 23A - 23B**

51°10.10' N  
005°28.19' E

**KLEINE-BROGEL (EBBL)**

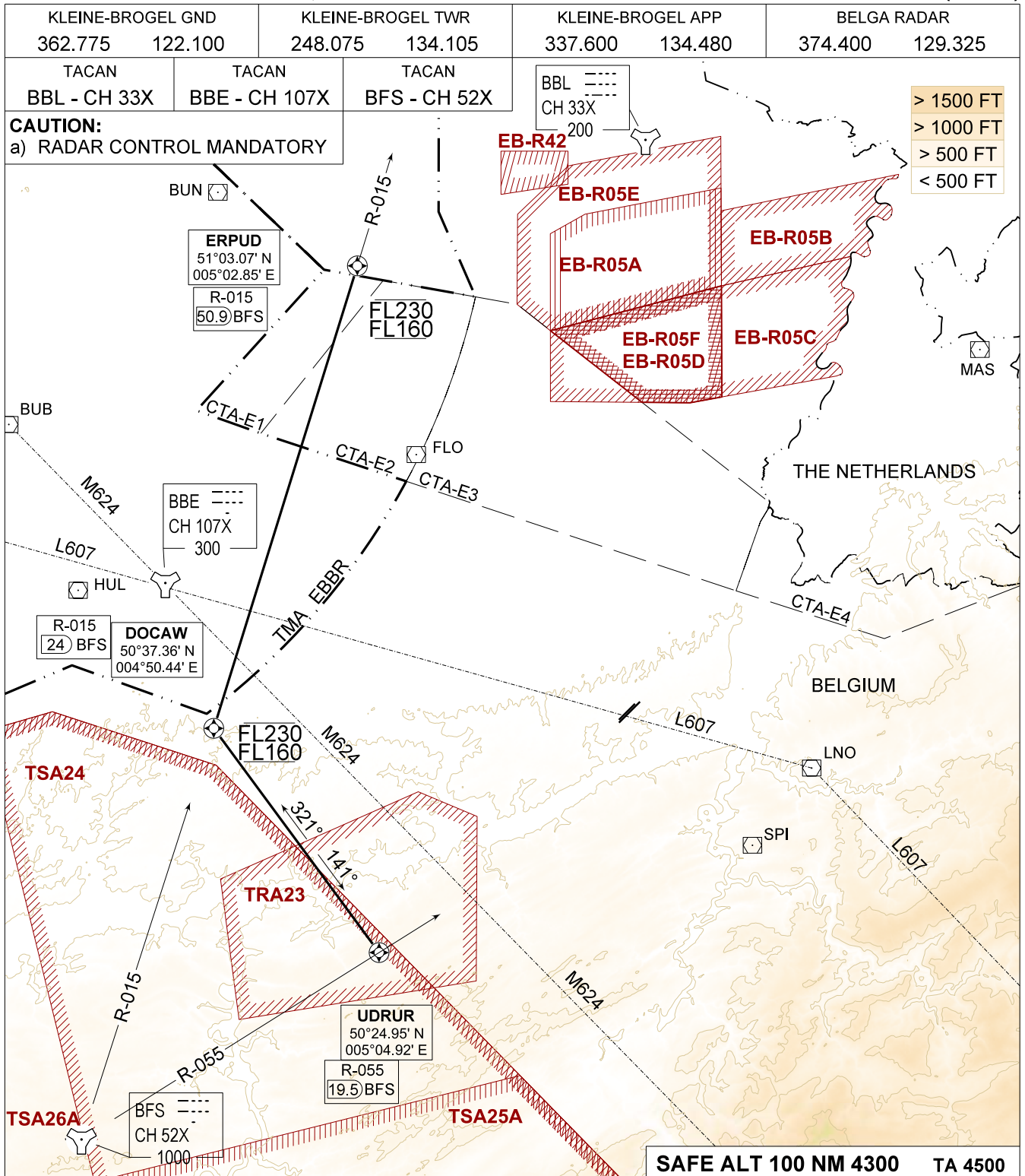
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BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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**NATIONAL CORRIDOR EBBL to TSA 24, 25 & 26**

**REMPA CORRIDOR SB OR NB  
KLEINE-BROGEL (EBBL)**



**REMPA CORRIDOR SOUTHBOUND (SB)**

- Proceed to ERPUD (50.9 DME / R-015 BFS).
- Pass ERPUD between FL160 and FL230 as instructed, fly inbound DOCAW.
- Passing DOCAW (24 DME / R-015 BFS) proceed as instructed.
- When proceeding to UDRUR (19.5 DME / R-055 BFS) turn left track 141°.

**REMPA CORRIDOR NORTHBOUND (NB)**

- Proceed to DOCAW (24 DME / R-015 BFS).
- Pass DOCAW between FL160 and FL230 as instructed, fly inbound ERPUD.
- Passing ERPUD (50.9 DME / R-015 BFS) proceed as instructed.

**REMPA CORRIDOR SB OR NB**

51°10.10' N  
005°28.19' E

**KLEINE-BROGEL (EBBL)**

CHANGE: General revision

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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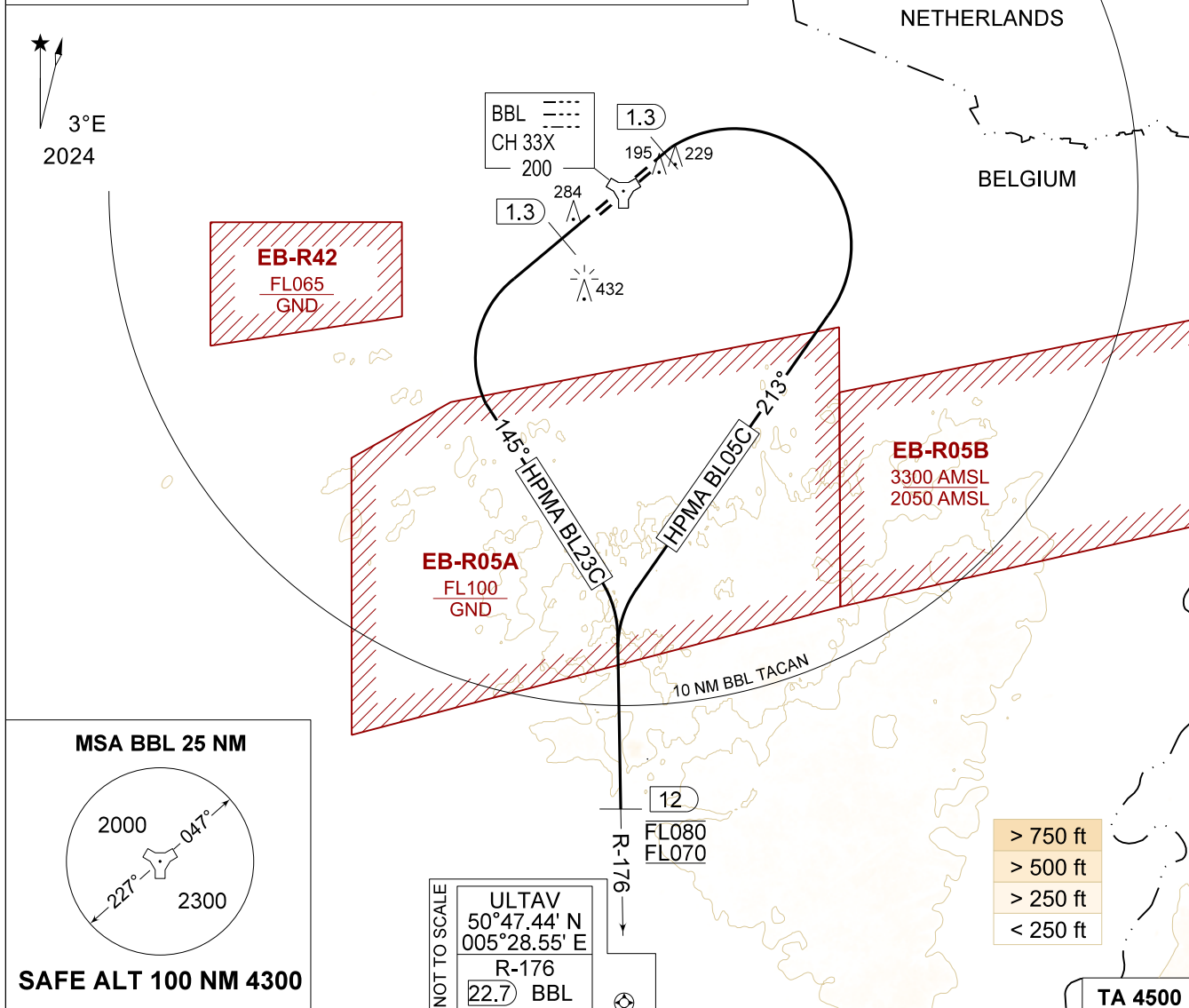
**MIPS**  
**INSTRUMENT DEPARTURE CHART**

AD ELEV 192

**HPMA BL 05C - 23C**  
**KLEINE-BROGEL (EBBL)**

KLEINE-BROGEL GND 362.775 122.100	KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL APP 337.600 134.480		BELGA RADAR 374.400 129.325					
TACAN BBL - CH 33X	RWY <b>05</b>	PDG 8.75%	5.00°	From-To DER-ULTAV	120 1070	180 1600	240 2130	300 2660	360 3190	Reason <b>ATC</b>
	<b>23</b>	8.75%	5.00°	DER-ULTAV	1070	1600	2130	2660	3190	<b>ATC</b>

**CAUTION:**  
a) PROCEDURE CANNOT BE EXECUTED WHEN EB-R05A IS ACTIVE  
b) NO TURN BEFORE 1.3 DME



<p>HPMA BL 05C (RWY 05)</p> <p>24</p>	<ul style="list-style-type: none"> <li>- Climb RWY heading and contact EBBL APP.</li> <li>- Passing 600 FT AMSL or 1.3 DME, whichever comes the latest, turn right and track 213° to Intercept R-176 outbound BBL TACAN.</li> <li>- Passing 4500 FT, contact BELGA RADAR.</li> <li>- Pass 12 DME between FL070 and FL080.</li> <li>- Continue on R-176 to ULTAV to join Liège corridor.</li> </ul>
<p>HPMA BL 23C (RWY 23)</p> <p>16</p>	<ul style="list-style-type: none"> <li>- Climb RWY heading and contact EBBL APP.</li> <li>- Passing 600 FT AMSL or 1.3 DME, whichever comes the latest, turn left and track 145° to Intercept R-176 outbound BBL TACAN.</li> <li>- Passing 4500 FT, contact BELGA RADAR.</li> <li>- Pass 12 DME between FL070 and FL080.</li> <li>- Continue on R-176 to ULTAV to join Liège corridor.</li> </ul>

**HPMA BL 05C - 23C**

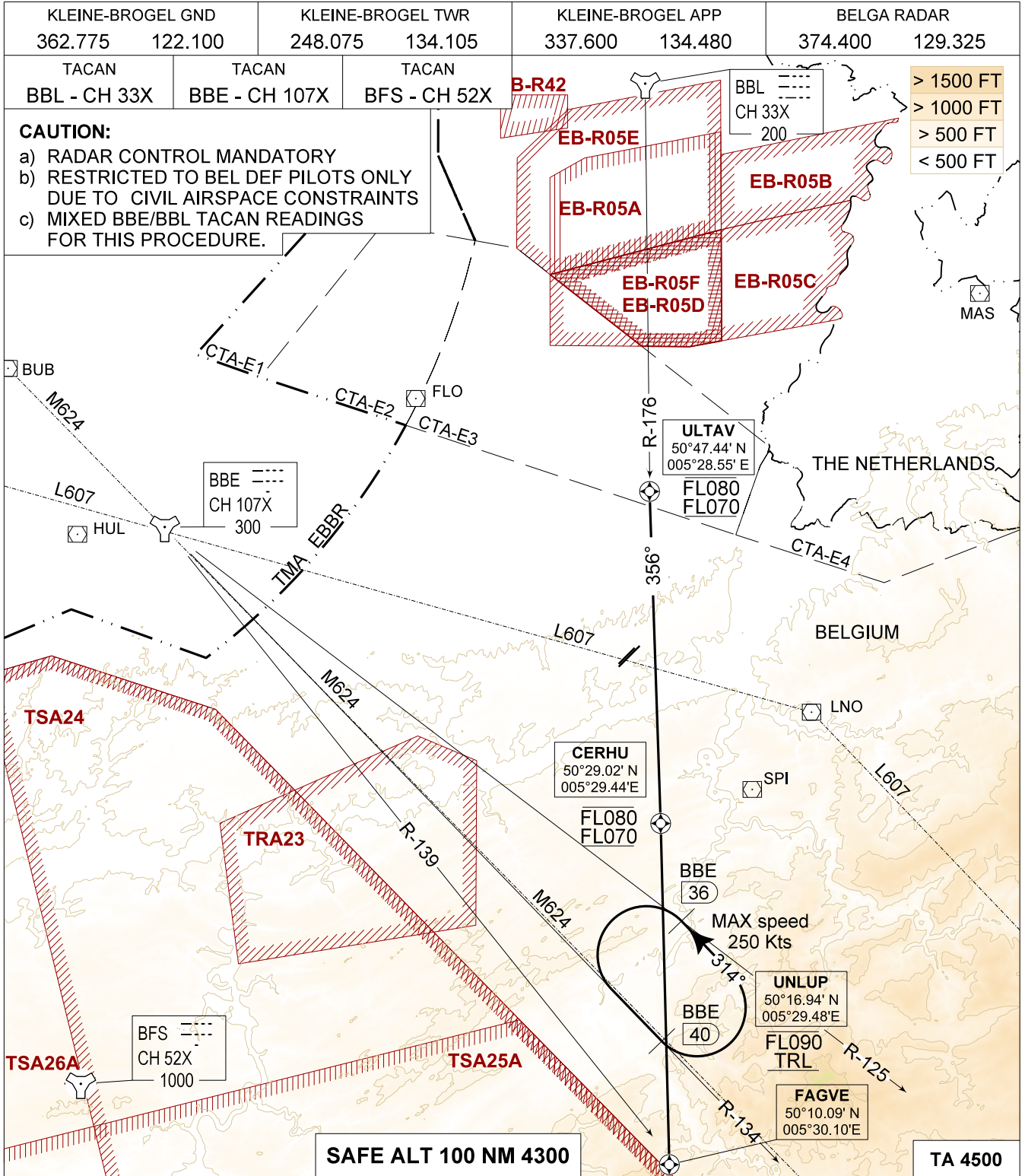
51°10.10' N  
005°28.19' E

**KLEINE-BROGEL (EBBL)**

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**NATIONAL  
CORRIDOR TRA SOUTH to EBBL**

**LIÈGE CORRIDOR SB OR NB  
KLEINE-BROGEL (EBBL)**



**LIÈGE CORRIDOR SOUTHBOUND (SB)**

- Enter corridor via radar vectors or via SID HPMA BL 05 - 23C at a level as instructed.
- Pass ULTAV, fly inbound CERHU (41.1 DME / R-176 BBL) proceed as instructed.
- When proceeding to TSA and if instructed so enter UNLUP (53.2 DME / R-176 BBL) on designated flight level.

**LIÈGE CORRIDOR NORTHBOUND (NB)**

- When leaving TSA contact BELGA RADAR before FAGVE (60 DME / R-176 BBL) and proceed to UNLUP except if instructed otherwise.
- Proceed to CERHU, pass CERHU at a level as instructed.
- Passing ULTAV (22.7 DME / R-176 BBL) proceed as instructed.

**LIÈGE CORRIDOR SB OR NB**

51°10.10' N  
005°28.19' E

**KLEINE-BROGEL (EBBL)**

CHANGE: General revision

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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**MIPS**

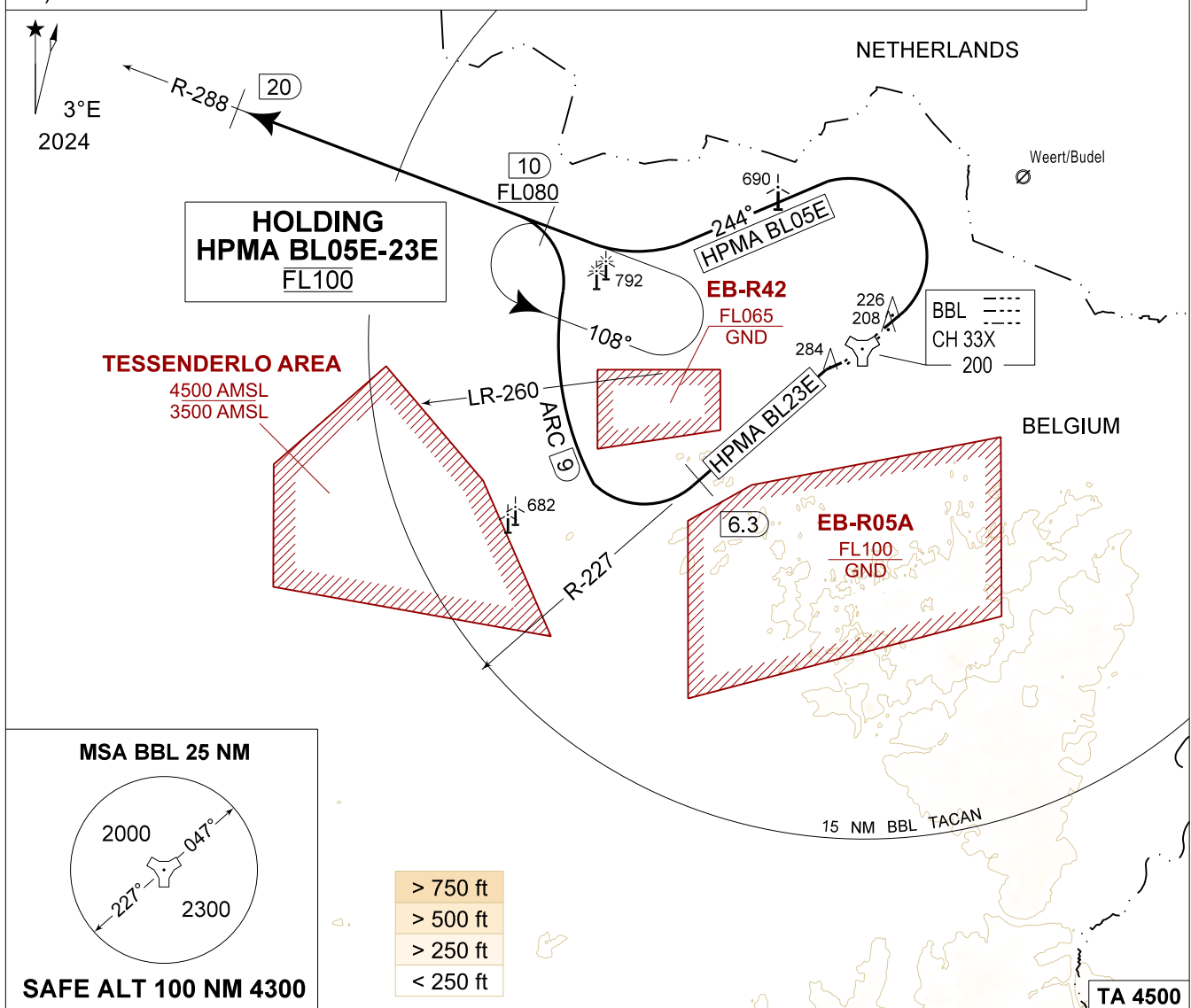
**INSTRUMENT DEPARTURE CHART**

AD ELEV 192

**HPMA BL 05E- 23E  
KLEINE-BROGEL (EBBL)**

KLEINE-BROGEL GND 362.775 122.100	KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL APP 337.600 134.480		EFFLUX: TAD as assigned BELGA RADAR: 374.400					
TACAN BBL - CH 33X	RWY <b>05</b>	PDG 10.51% 6.00°		From-To DER-TRL	120	180	240	300	360	Reason <b>ATC</b>
<b>CAUTION:</b>	<b>23</b>	10.51%	6.00°	DER-TRL	1280	1920	2250	3190	3830	<b>ATC</b>

- a) CLIMB AT MNM 6° (10.51%) TO REACH FL100 BEFORE CROSSING BBL R-288 / 10 DME
- b) BL 05E: ATC MONITORING REQUIRED TO REMAIN WITHIN BEL
- c) BL 23E: ATC MONITORING REQUIRED TO REMAIN WITHIN BEL/TO REMAIN CLEAR OF EB-R42



<p>HPMA BL 05E (RWY 05)</p> <p>28</p>	<ul style="list-style-type: none"> <li>- Climb RWY heading and contact EBBL APP.</li> <li>- Pass 600 FT AMSL or 1.3 DME BBL, whichever comes the latest, turn left track 244° at MAX 300 KIAS.</li> <li>- Intercept R-288 outbound BBL TACAN.</li> <li>- Pass 10 DME / R-288 at or above FL080.</li> <li>- Contact EFFLUX on the assigned TAD when passing FL100 or BELGA RADAR as instructed.</li> <li>- Follow R-288 till 20 DME (unless instructed otherwise).</li> </ul>
<p>HPMA BL 23E (RWY 23)</p> <p>34</p>	<ul style="list-style-type: none"> <li>- Climb RWY heading and contact EBBL APP.</li> <li>- Intercept R-227 outbound BBL TACAN.</li> <li>- At 6.3 DME turn right to follow the arc at 9 DME BBL.</li> <li>- Passing R-260, turn left to intercept R-288 outbound BBL TAC.</li> <li>- Pass 10 DME / R-288 at or above FL080.</li> <li>- Contact EFFLUX on the assigned TAD when passing FL100 or BELGA RADAR as instructed.</li> <li>- Follow R-288 till 20 DME (unless instructed otherwise).</li> </ul>

**HPMA BL 05E- 23E**

51°10.10' N  
005°28.19' E

**KLEINE-BROGEL (EBBL)**

CHANGE: General revision

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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**MIPS**

**INSTRUMENT DEPARTURE CHART**

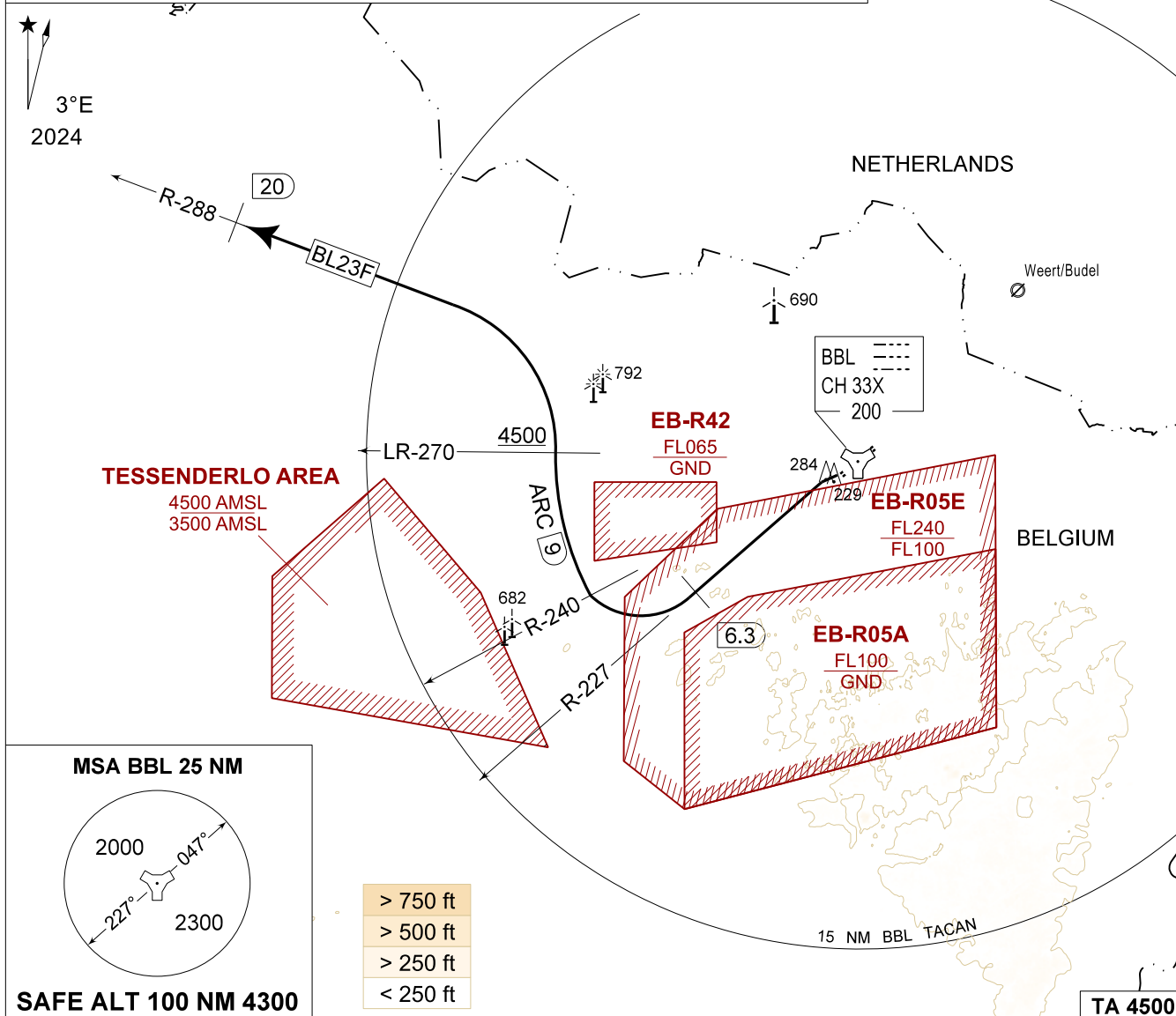
AD ELEV 192

**BL 23F  
KLEINE-BROGEL (EBBL)**

KLEINE-BROGEL GND 362.775 122.100	KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL APP 337.600 134.480		BELGA RADAR 374.400 129.325					
TACAN BBL - CH 33X	RWY 23	PDG 4.04% 2.31°		From-To DER-TRL	120 500	180 740	240 990	300 1230	360 1480	Reason ATC

**CAUTION:**

- a) IF TESSENDERLO AREA IS ACTIVE, PASS BBL R-240 AT MAX 3000 FT AMSL
- b) ATC MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42



BL 23F  
(RWY 23)  
30

- Climb RWY heading and contact EBBL APP.
- Intercept R-227 outbound BBL TACAN.
- At 6.3 DME turn right to follow the arc at 9 DME BBL.
- Pass R-240 at or below 3000 FT AMSL if Tessenderlo area active.
- Pass R-270 on the ARC at or above 4500 FT AMSL.
- Contact BELGA RADAR as instructed.
- Passing R-270, turn left to intercept R-288 outbound BBL TACAN then follow R-288 till 20 DME.

CHANGE: General revision

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

**BL 23F**

51°10.10' N  
005°28.19' E

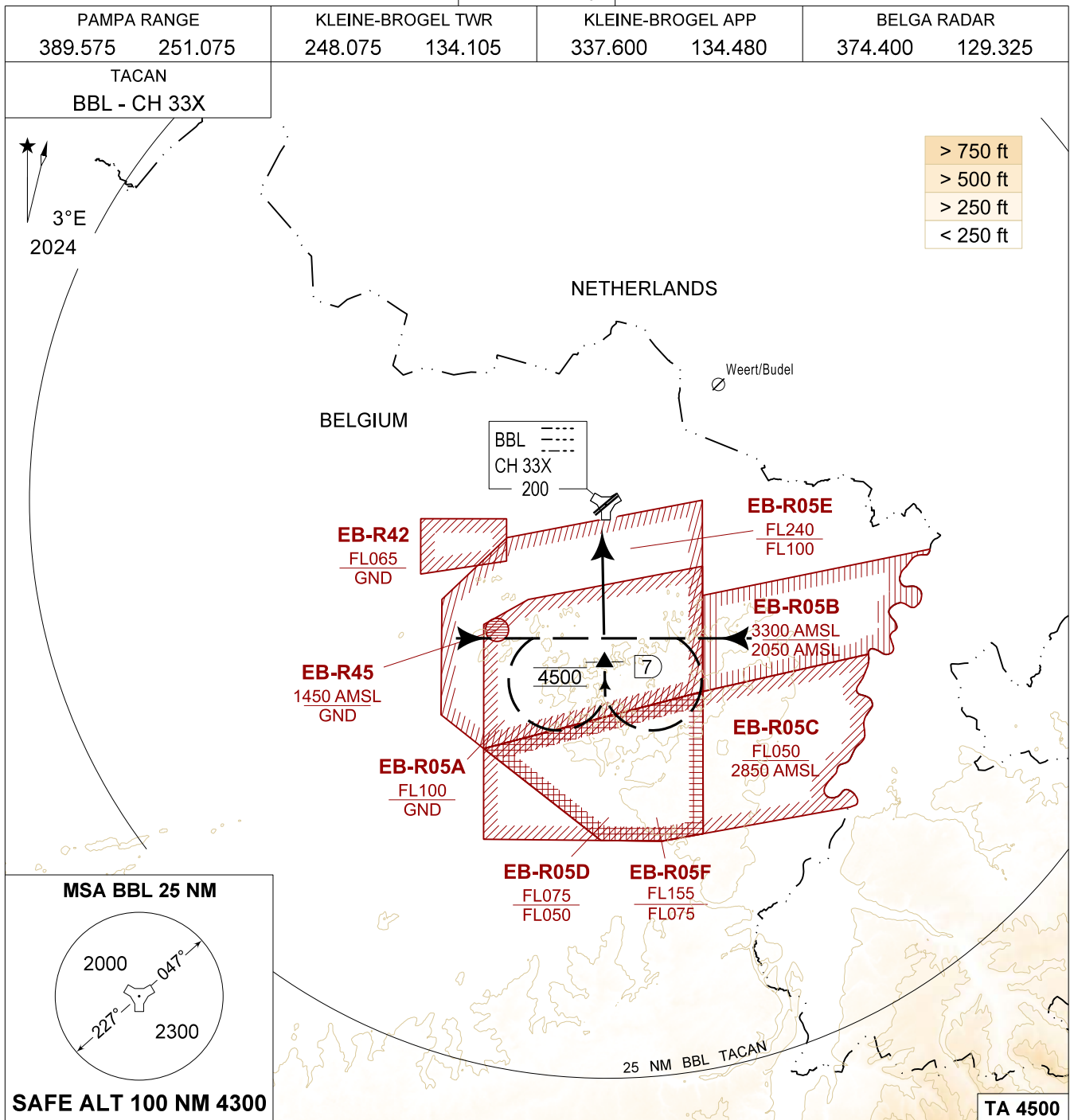
**KLEINE-BROGEL (EBBL)**

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**MIPS**  
**INSTRUMENT DEPARTURE CHART**

AD ELEV 192

**PAMPA**  
**HELCHTEREN RANGE**



PAMPA	<ul style="list-style-type: none"> <li>- When leaving PAMPA RANGE, perform a procedure turn to the south.</li> <li>- Intercept R-177 inbound BBL TACAN.</li> <li>- Pass 7 DME / R-177 at 4500 FT AMSL.</li> <li>- Proceed with a Kleine-Brogel SID as cleared by ATC.</li> </ul>
-------	--

**PAMPA**

51°10.10' N  
005°28.19' E

**HELCHTEREN RANGE**

CHANGE: POS of BBL TACAN and MAG VAR

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

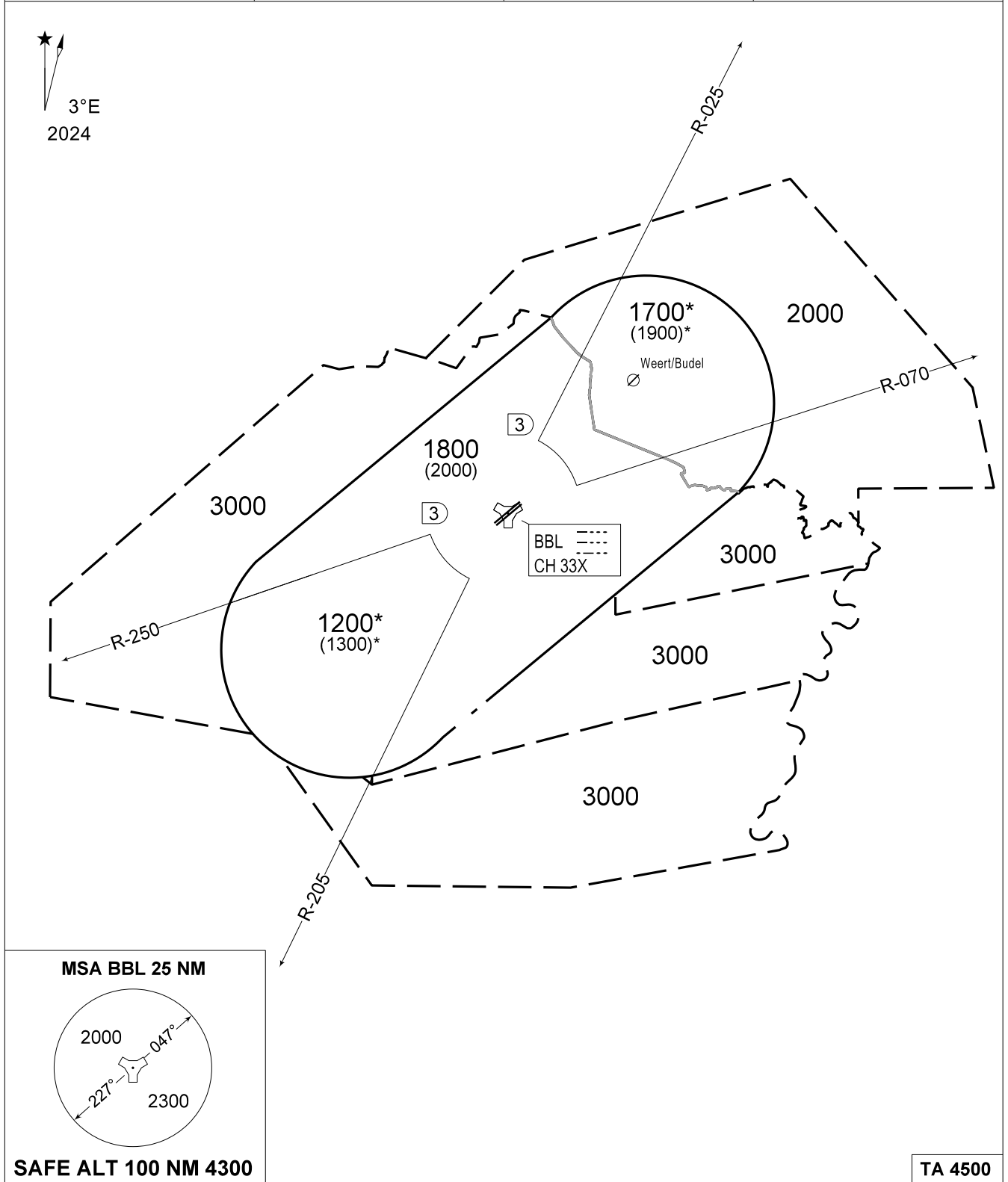
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**MIPS**  
**MINIMUM VECTORING ALTITUDE**

**MVA CHART**  
**KLEINE-BROGEL (EBBL)**

AD ELEV 192

KLEINE-BROGEL PAR		KLEINE-BROGEL TWR		KLEINE-BROGEL APP		BELGA RADAR	
388.950	141.550	248.075	134.105	337.600	134.480	374.400	129.325



**ALTITUDE WITH ASTERISK TO BE USED ONLY UNDER THE FOLLOWING CONDITIONS:**

- THE AIRCRAFT IS VECTORED FOR A STRAIGHT-IN APPROACH ON THE CORRESPONDING RWY
- THE TRACK OF THE AIRCRAFT IS WITHIN 45° OF THE RWY AXIS
- THE AIRCRAFT SHALL STRICTLY BE INSIDE THE SECTOR BEFORE DESCENDING

THE ALTITUDE BETWEEN BRACKETS IS TO BE USED FOR THE CORRESPONDING SECTOR WHEN AIR TEMPERATURE AT AIRFIELD ALTITUDE IS LOWER THAN 0°

**MVA CHART** 51°10.10' N  
005°28.19' E **KLEINE-BROGEL (EBBL)**

CHANGE: POS of BBL TACAN and MAG VAR

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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**MIPS**

**APPROACH SURVEILLANCE RADAR**

AD ELEV 192

**ASR CHART  
KLEINE-BROGEL (EBBL)**

KLEINE-BROGEL PAR 388.950 141.550	KLEINE-BROGEL TWR 248.075 134.105	KLEINE-BROGEL APP 337.600 134.480	BELGA RADAR 374.400 129.325
--------------------------------------	--------------------------------------	--------------------------------------	--------------------------------

**CAUTION:**

a) RADAR SERVICE TERMINATED AT 1.5 NM FINAL

ASR 23R 3.00°	Minima	A - B	<b>650</b> - 1.7 489 (500 - 1.7 / 2.6)				
		C - D - HPMA					
	Distance to THR (NM)	5	4	3	2	1.5	
	Altitude (FT)	1810	1490	1180	860	700	
ASR 05L 3.00°	Minima	A - B	<b>700</b> - 1.5 515 (600 - 1.5 / 2.7)				
		C - D - HPMA	<b>700</b> - 1.8 515 (600 - 1.8 / 2.7)				
	Distance to THR (NM)	5	4	3	2	1.5	
	Altitude (FT)	1840	1520	1200	880	720	
ASR 23L 3.00°	Minima	A	<b>650</b> - 1.5 489 (500 - 1.5 / 2.7)				
		HPMA	<b>650</b> - 2.4 489 (500 - 2.4 / 2.7)				
	Distance to THR (NM)	5	4	3	2	1.5	
	Altitude (FT)	1790	1470	1150	840	700	
ASR 05R 3.00°	Minima	A	<b>700</b> - 1.5 510 (600 - 1.5 / 2.7)				
		HPMA	<b>700</b> - 2.4 510 (600 - 2.4 / 2.7)				
	Distance to THR (NM)	5	4	3	2	1.5	
	Altitude (FT)	1840	1520	1200	880	720	

**MISSED APPROACH INSTRUCTIONS:**

Climb on RWY track to 3000 FT AMSL. Expect further instructions when reaching 3000 FT AMSL.

CHANGE: General revision

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

**ASR CHART**

51°10.10' N  
005°28.19' E

**KLEINE-BROGEL (EBBL)**

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**MIPS**  
**INSTRUMENT APPROACH CHART**

**HPMA-ILS or HPMA-LOC RWY 23R**  
**KLEINE-BROGEL (EBBL)**

AD ELEV 192

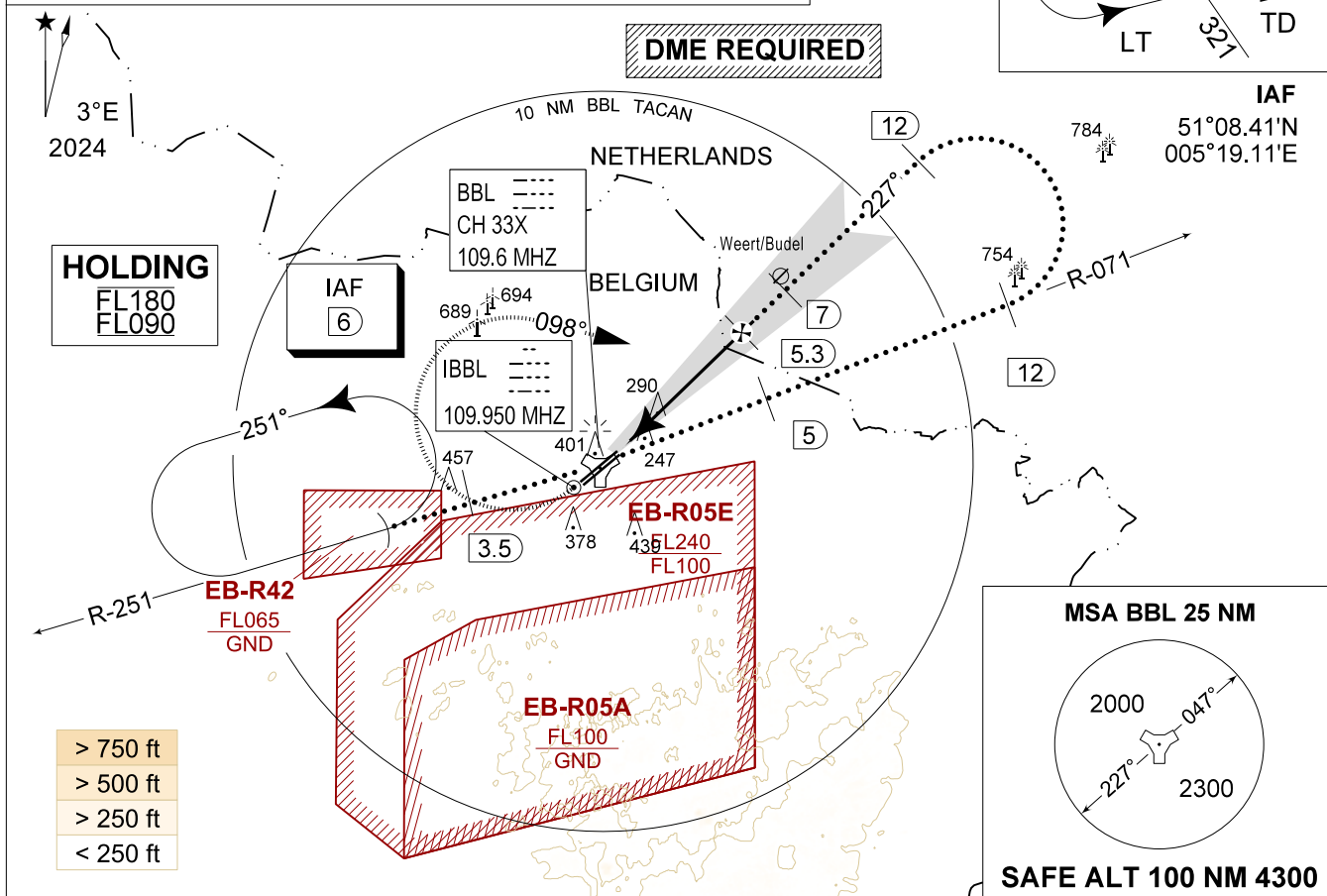
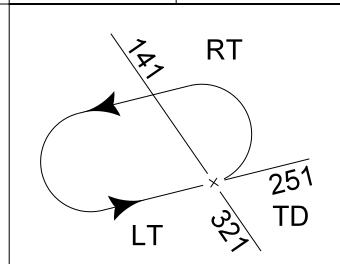
BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
LOC / DME IBBL 109.950 / 33X	APP COURSE 227°	GS INTCP ALT 1700 FT	GS 3.00°	DA 361	THR 161 FT	ALS 930 m	LDA 7926 FT

**CAUTION:**

- a) CLASS E AIRSPACE IN AMSTERDAM FIR
- b) AIRCRAFT PROCEEDING IAF AT FL100 OR ABOVE REQUIRES DECONFLICTION WITH EB-R05E

**NOTE:**

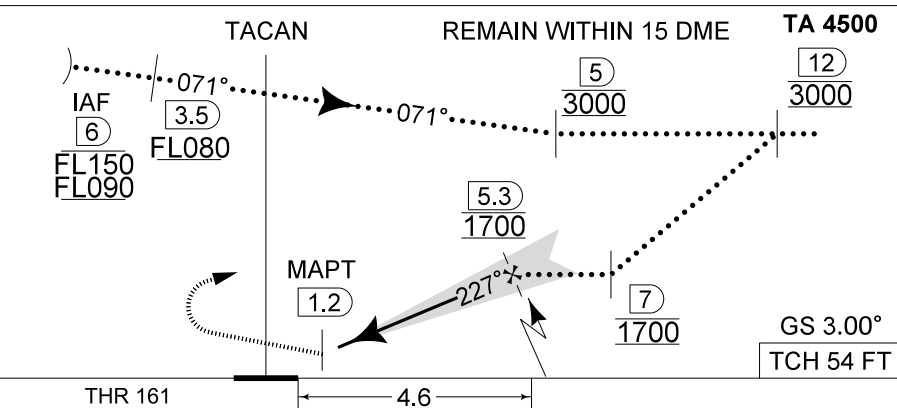
- a) DME FREQUENCY 109.600 MHZ



DME BBL	5	4	3	2
Altitude	1600	1290	970	650
Height	(1439)	(1129)	(809)	(489)

**MISSED APPROACH**

Climb straight ahead to 1000 FT. Passing 1 DME BBL TACAN turn right track 098° at MAX 210 KIAS (MAX 275 KIAS for HPMA) and continue the climb to 3000 FT. Intercept R-071 outbound. If no radio contact, proceed for a ILS RWY 23R at 3000 FT.



CAT I

CATEGORY	HPMA
S-ILS 23R	<b>361</b> - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-PAR 23R	<b>366</b> - 0.8 205 (300 - 0.8 / 0.9) GS 3.0°
S-LOC 23R	<b>540</b> - 1.0 379 (400 - 1.0 / 1.9)

**HPMA-ILS or HPMA-LOC RWY 23R** 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

CHANGE: General revision

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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**MIPS**  
**INSTRUMENT APPROACH CHART**

**HPMA-ILS or HPMA-LOC RWY 05L**  
**KLEINE-BROGEL (EBBL)**

AD ELEV 192

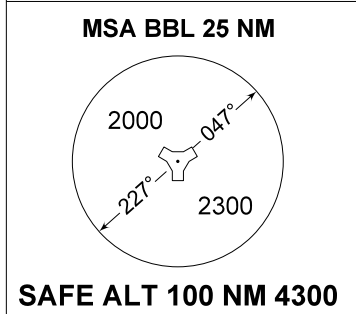
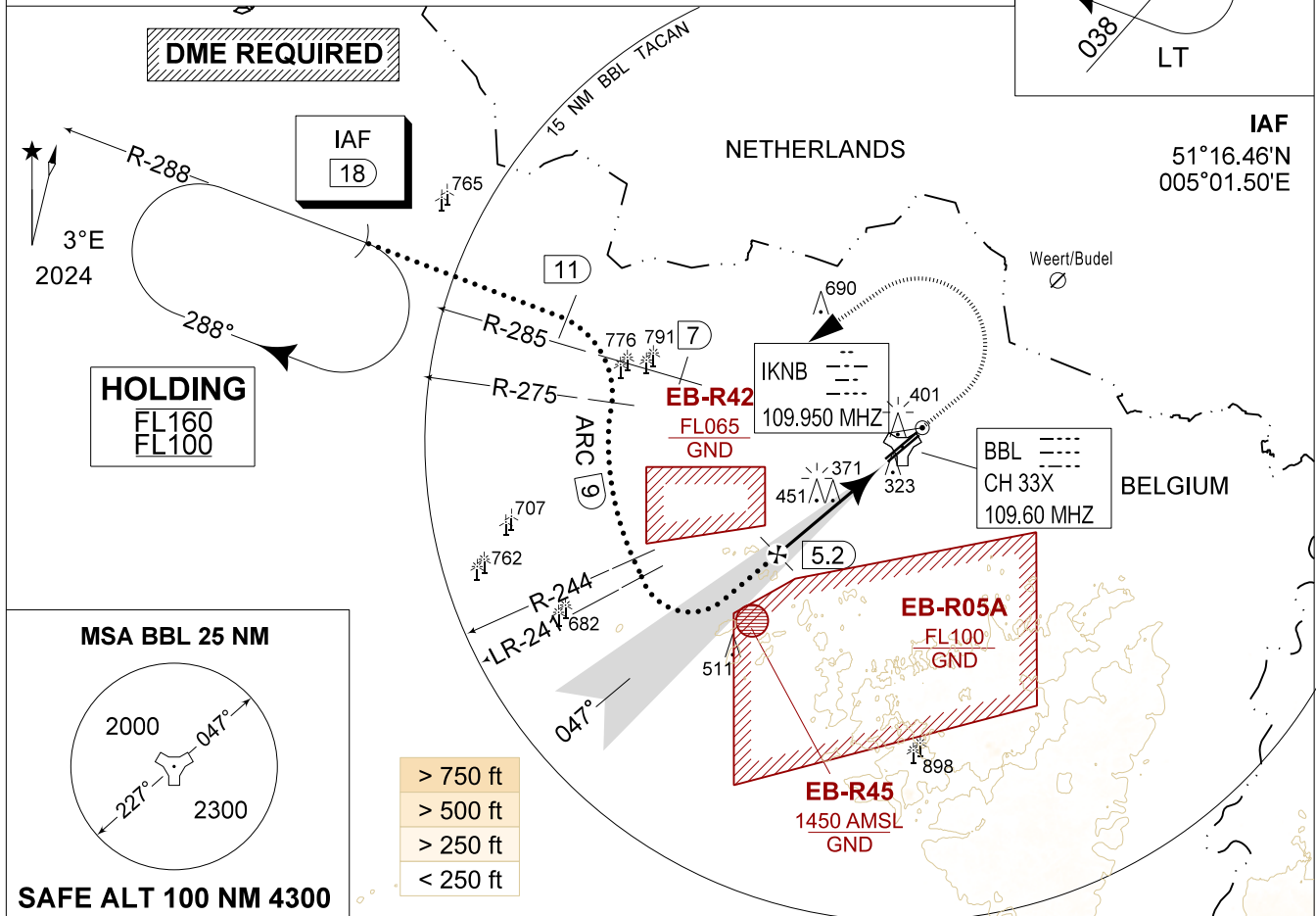
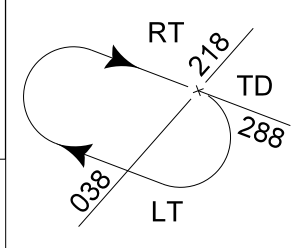
BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
LOC / DME IKNB 109.950 / 33X	APP COURSE 047°	GS INTCP ALT 1700 FT	GS 3.00°	DA 385	THR 185	ALS 930 M	LDA 7926 FT

**CAUTION:**

- a) ATC MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
- b) DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE

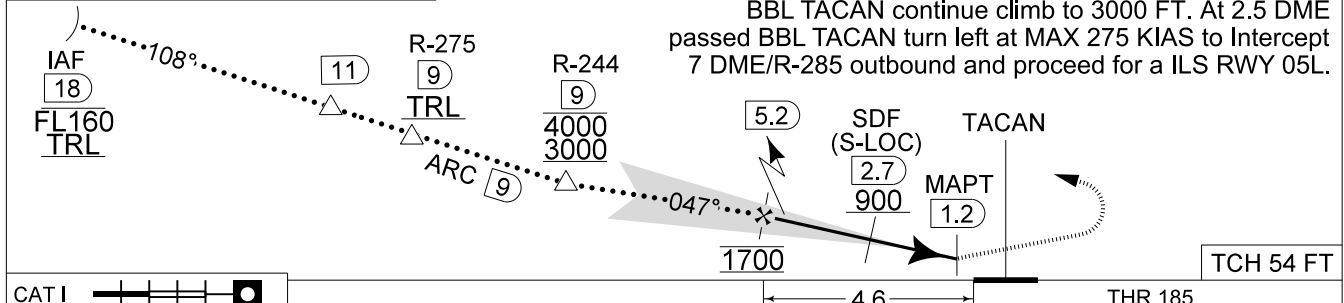
**NOTE:**

- a) DME FREQUENCY 109.600 MHZ



DME BBL	5	4	3	2
Altitude	1630	1310	990	670
Height	(1445)	(1125)	(815)	(485)

**TA 4500 MISSED APPROACH**  
Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn left at MAX 275 KIAS to Intercept 7 DME/R-285 outbound and proceed for a ILS RWY 05L.



CAT I	HPMA
S-ILS 05L	385 - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-PAR 05L	385 - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-LOC 05L	620 - 1.3 435 (500 - 1.3 / 2.3)

**HPMA-ILS or HPMA-LOC RWY 05L** 51°10.10'N 005°28.19'E **KLEINE-BROGEL (EBBL)**

CHANGE: CGeneral revision

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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**MIPS**  
**INSTRUMENT APPROACH CHART**

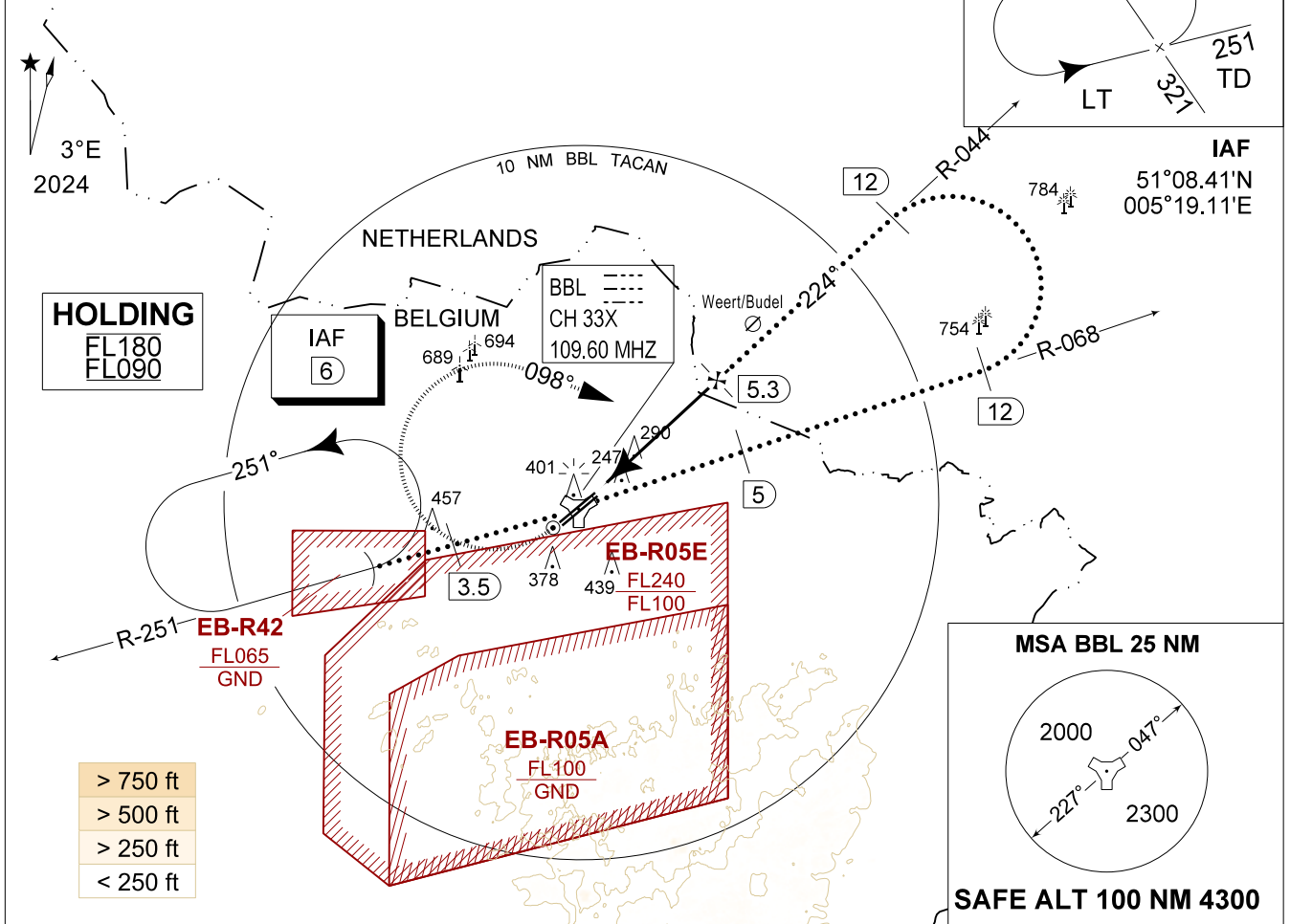
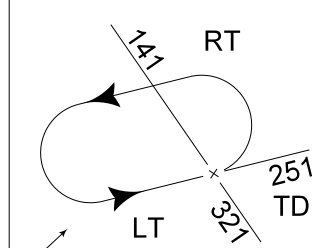
**HPMA-TACAN RWY 23R**  
**KLEINE-BROGEL (EBBL)**

AD ELEV 192

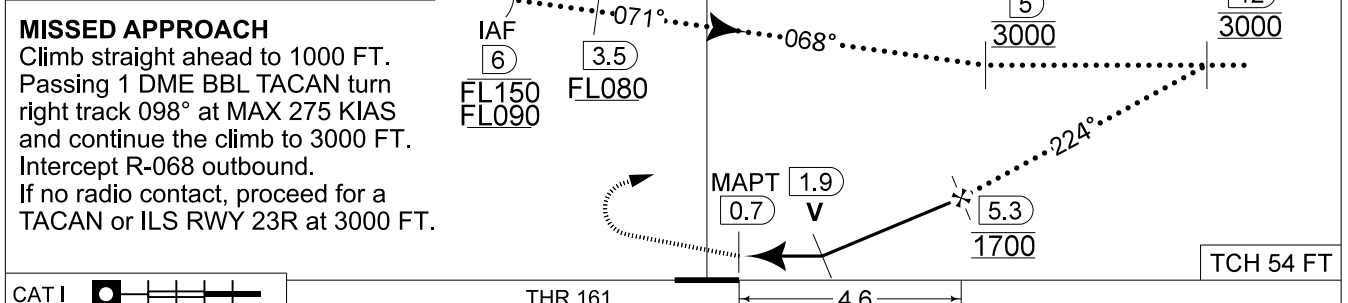
BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
TACAN BBL CH 33X	APP COURSE 224°	FAF ALT 1700 FT	DESCENT GR 5.24%(3.00°)	MDA 620	THR 161 FT	ALS 930 M	LDA 7926 FT

**CAUTION:**

- a) CLASS E AIRSPACE IN AMSTERDAM FIR
- b) AIRCRAFT PROCEEDING IAF AT FL100 OR ABOVE REQUIRES DECONFLICTION WITH EB-R05E



DME BBL	5	4	3	2
Altitude	1600	1290	970	650
Height	(1439)	(1129)	(809)	(489)



**MISSED APPROACH**  
Climb straight ahead to 1000 FT.  
Passing 1 DME BBL TACAN turn right track 098° at MAX 275 KIAS and continue the climb to 3000 FT. Intercept R-068 outbound. If no radio contact, proceed for a TACAN or ILS RWY 23R at 3000 FT.

CATEGORY	HPMA
S-TAC 23R	620 - 1.5 459 (500 - 1.5 / 2.4)
S-PAR 23R	366 - 0.8 205 (300 - 0.8 / 0.9) GS 3.00°
CIRCLING	770 - 3.2 578 (600 - 3.2)

**HPMA-TACAN RWY 23R** 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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**MIPS**  
**INSTRUMENT APPROACH CHART**

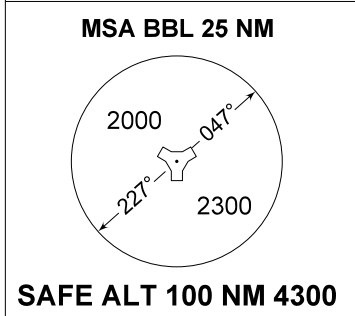
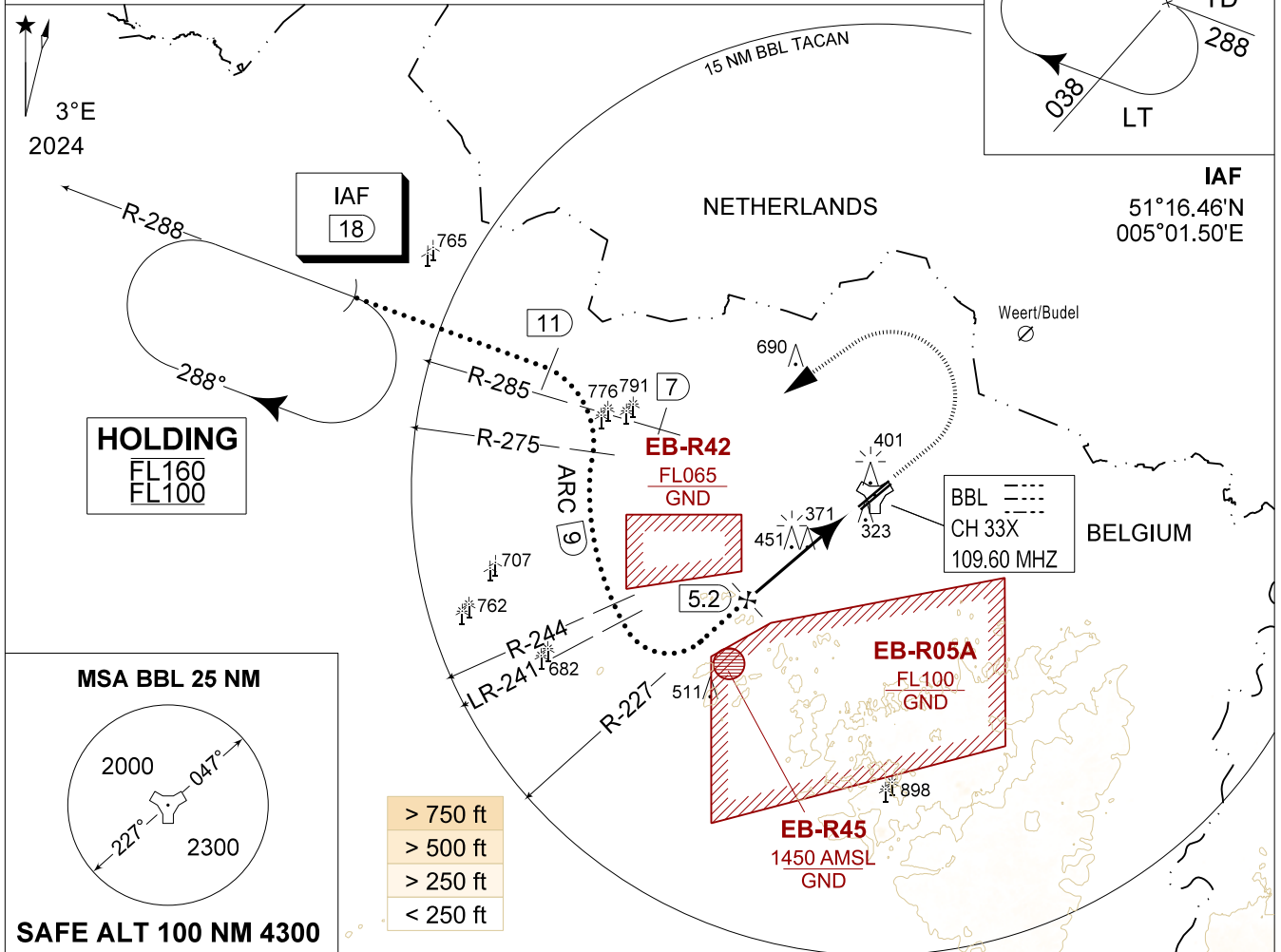
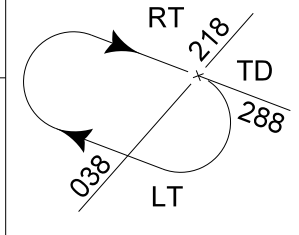
**HPMA-TACAN RWY 05L**  
**KLEINE-BROGEL (EBBL)**

AD ELEV 192

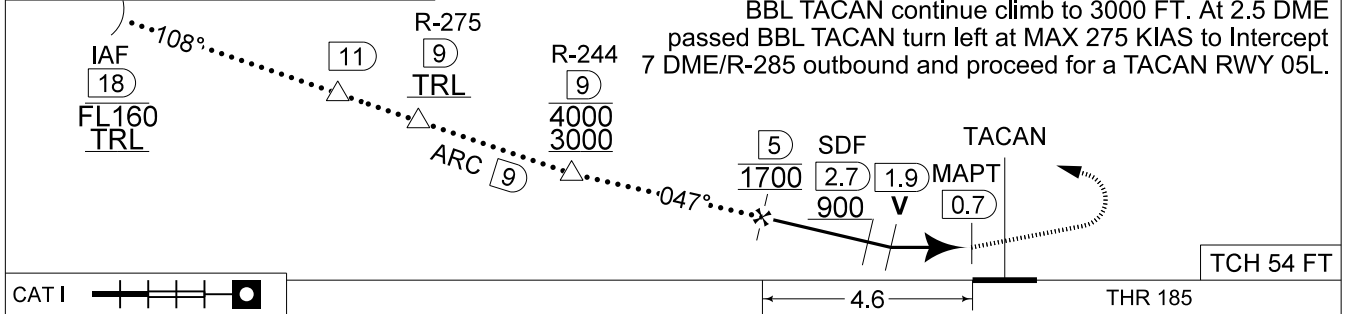
BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
LOC / DME BBL CH 33X	APP COURSE 047°	FAF ALT 1700 FT	DESCENT GR 5.24%(3.00°)	MDA 620	THR 185 FT	ALS 930 M	LDA 7926 FT

**CAUTION:**

- a) ATC MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
- b) DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE



DME BBL	5	4	3	2
Altitude	1630	1310	990	670
Height	(1445)	(1125)	(805)	485



MIPS	CATEGORY	HPMA
	S-TAC 05L	620 - 1.3 435 (500 - 1.3 / 2.3)
	S-PAR 05L	385 - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
	CIRCLING	770 - 3.2 578 (600 - 3.2)

**HPMA-TACAN RWY 05L** 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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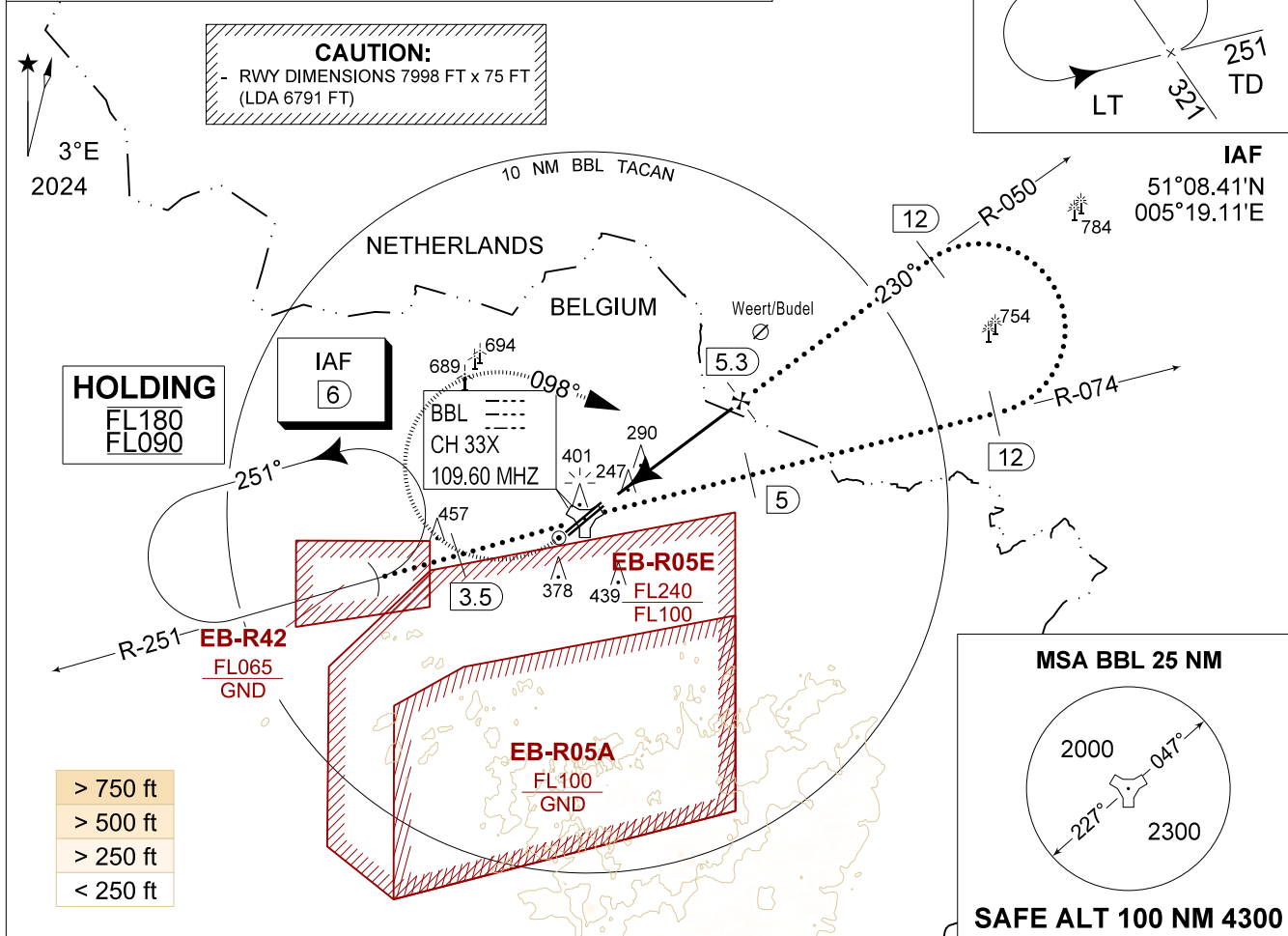
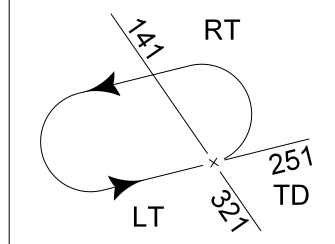
**MIPS**  
**INSTRUMENT APPROACH CHART**

**HPMA-TACAN RWY 23L**  
**KLEINE-BROGEL (EBBL)**

AD ELEV 192

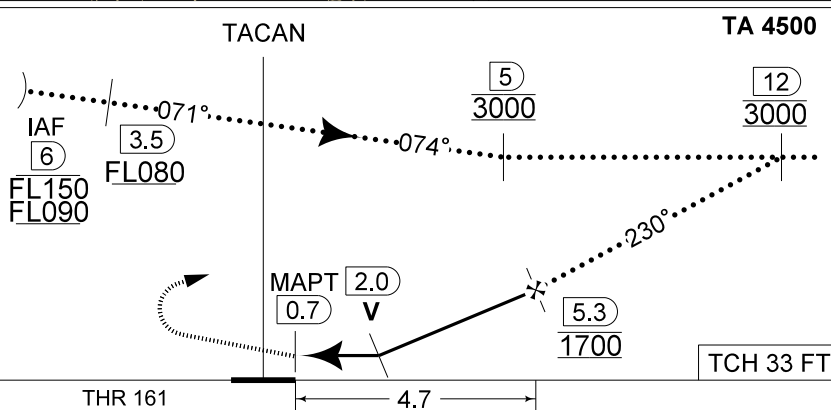
BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
TACAN BBL CH 33X	APP COURSE 230°	FAF ALT 1700 FT	DESCENT GR 5.24%(3.00°)	MDA 620	THR 161 FT	ALS -	LDA 6791 FT

**CAUTION:**  
a) CLASS E AIRSPACE IN AMSTERDAM FIR  
b) AIRCRAFT PROCEEDING IAF AT FL100 OR ABOVE REQUIRES DECONFLICTION WITH EB-R05E



DME BBL	5	4	3	2
Altitude	1580	1260	950	630
Height	(1519)	(1099)	(789)	(469)

**MISSED APPROACH**  
Climb straight ahead to 1000 FT.  
Passing 1 DME BBL TACAN turn right track 098° at MAX 210 KIAS (MAX 275 KIAS for HPMA) and continue the climb to 3000 FT.  
Intercept R-074 outbound.  
If no radio contact, proceed for a TACAN or ILS RWY 23R at 3000 FT.



MIPS	CATEGORY	HPMA
	S-TAC 23L	620 - 2.5 459 (500 - 2.5 / 2.5)
	S-PAR 23L	388 - 1.2 227 (300 - 1.2 / 1.2) GS 3.00°
	CIRCLING	770 - 3.2 578 (600 - 3.2)

**HPMA-TACAN RWY 23L** 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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**MIPS**  
**INSTRUMENT APPROACH CHART**

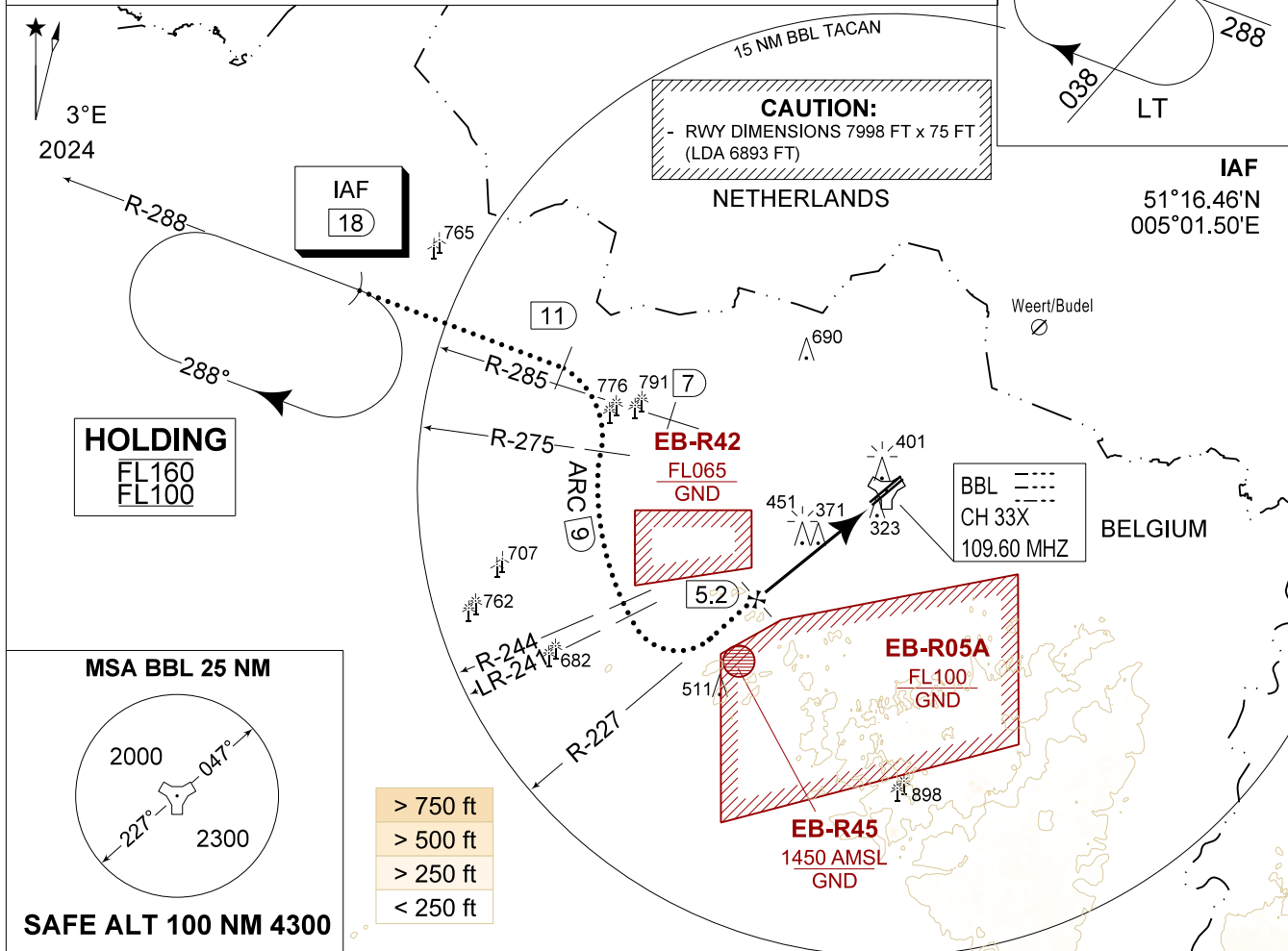
**HPMA-TACAN RWY 05R**  
**KLEINE-BROGEL (EBBL)**

AD ELEV 192

BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
LOC / DME BBL CH 33X	APP COURSE 047°	FAF ALT 1700 FT	DESCENT GR 5.24%(3.00°)	MDA 620	THR 190 FT	ALS -	LDA 6893 FT

**CAUTION:**

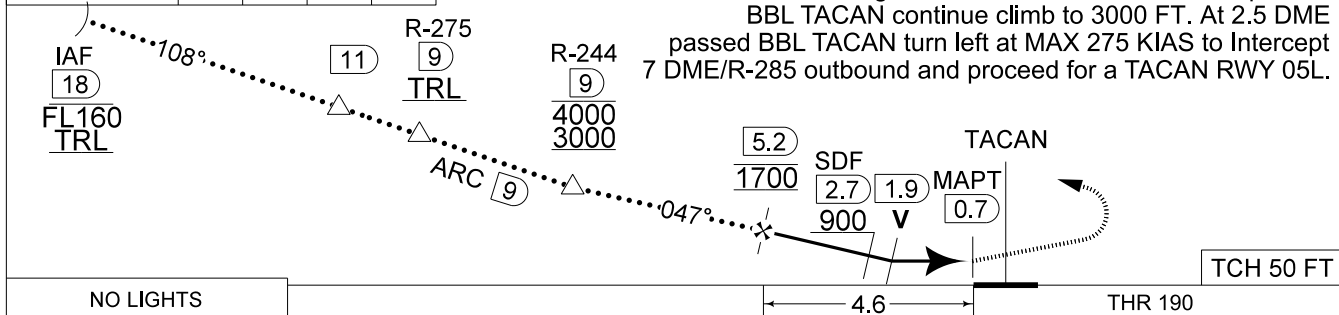
- a) ATC MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
- b) DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE



DME BBL	5	4	3	2
Altitude	1630	1310	990	670
Height	(1440)	(1120)	(800)	(480)

**TA 4500**  
**MISSED APPROACH**

Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn left at MAX 275 KIAS to Intercept 7 DME/R-285 outbound and proceed for a TACAN RWY 05L.



MIPS	NO LIGHTS	
	CATEGORY	HPMA
	S-TAC 05R	620 - 2.3 430 (500 - 2.3 / 2.3)
S-PAR 05R	399 - 1.0 209 (300 - 1.0 / 1.0) GS 3.00°	
CIRCLING	770 - 3.2 578 (600 - 3.2)	

**HPMA-TACAN RWY 05R** 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

CHANGE: General revision

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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**MIPS**  
**INSTRUMENT APPROACH CHART**

AD ELEV 192

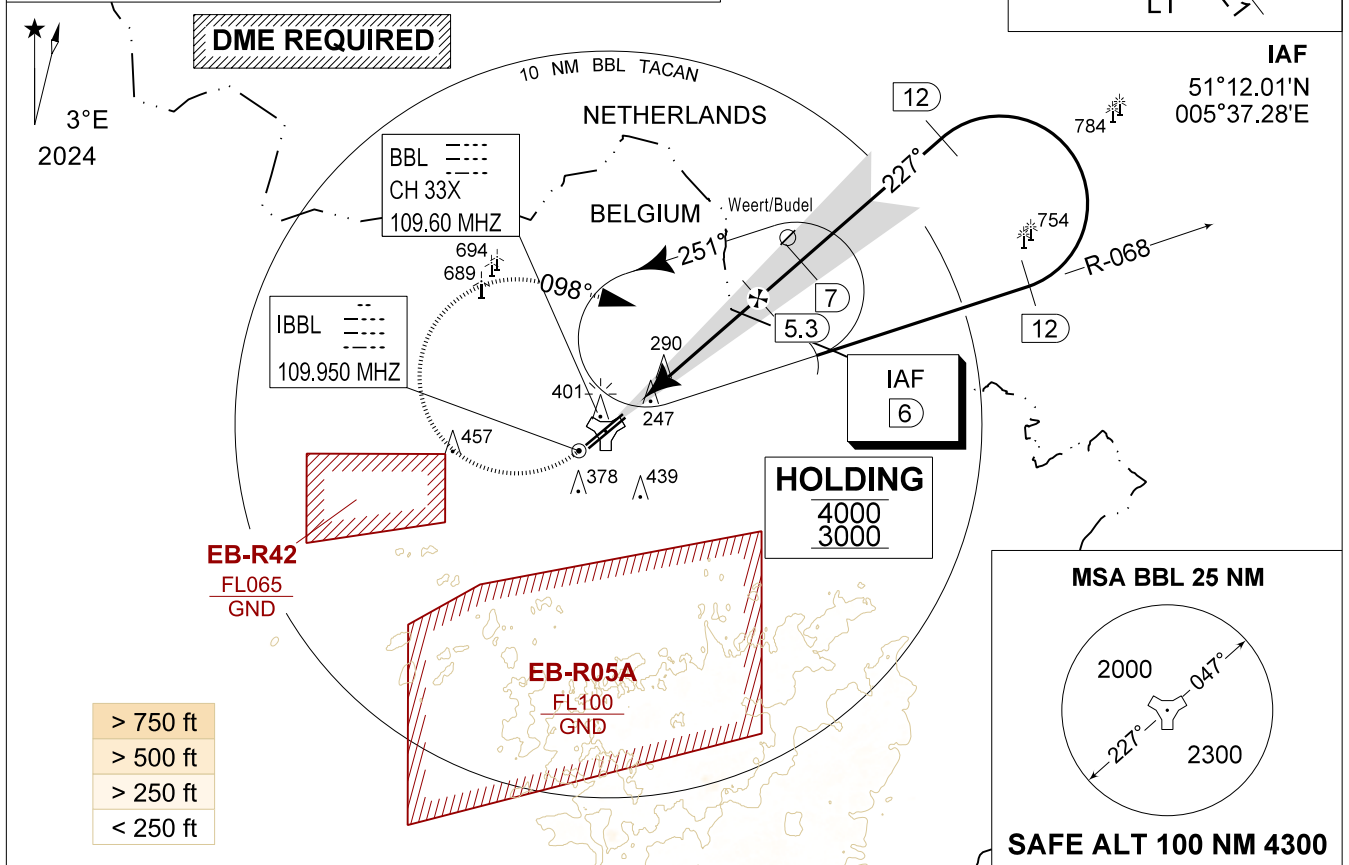
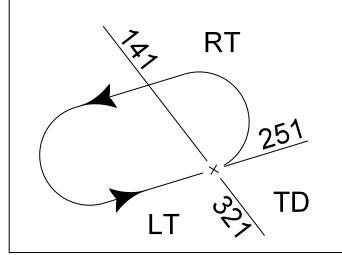
**ILS or LOC RWY 23R**  
**KLEINE-BROGEL (EBBL)**

BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
LOC / DME IBBL 109.950 / 33X	APP COURSE 227°	GS INTCP ALT 1700 FT	GS 3.00°	DA 361	THR 161 FT	ALS 930 M	LDA 7926 FT

**CAUTION:**  
a) CLASS E AIRSPACE IN AMSTERDAM FIR

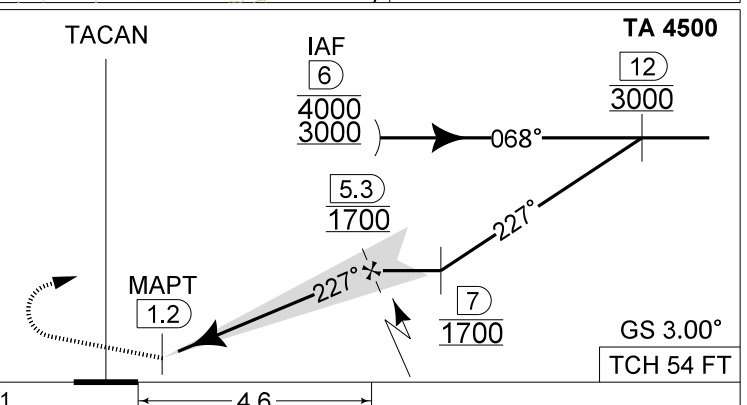
**WARNING:**  
a) MISSED APPROACH CLIMB GRADIENT OF MNM 3.2% IN THE STRAIGHT SEGMENT DUE TO OBSTACLES

**NOTE:**  
a) DME FREQUENCY 109.600 MHZ



DME BBL	5	4	3	2
Altitude	1600	1290	970	650
Height	(1439)	(1129)	(809)	(489)

**MISSED APPROACH**  
Climb straight ahead to 1000 FT. Passing 1 DME outbound BBL TACAN turn right track 098° at MAX 210 KIAS (MAX 275 KIAS for HPMA) and continue the climb to 3000 FT. Intercept R-068 outbound. If no radio contact, proceed for a ILS RWY 23R at 3000 FT.



CAT I

THR 161

4.6

GS 3.00°  
TCH 54 FT

CATEGORY	A - B - C - D		HPMA
S-ILS 23R	<b>361</b> - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°		
S-PAR 23R	<b>429</b> - 0.8 268 (300 - 0.8 / 1.3) GS 3.00°		<b>366</b> - 0.8 205 (300 - 0.8 / 0.9) GS 3.00°
S-LOC 23R	<b>540</b> - 1.0 379 (400 - 1.0 / 1.9)		

**ILS or LOC RWY 23R**

51°10.10' N  
005°28.19' E

**KLEINE-BROGEL (EBBL)**

CHANGE: General revision

MIPS

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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**MIPS**  
**INSTRUMENT APPROACH CHART**

**ILS x or LOC x RWY 05L**  
**KLEINE-BROGEL (EBBL)**

AD ELEV 192

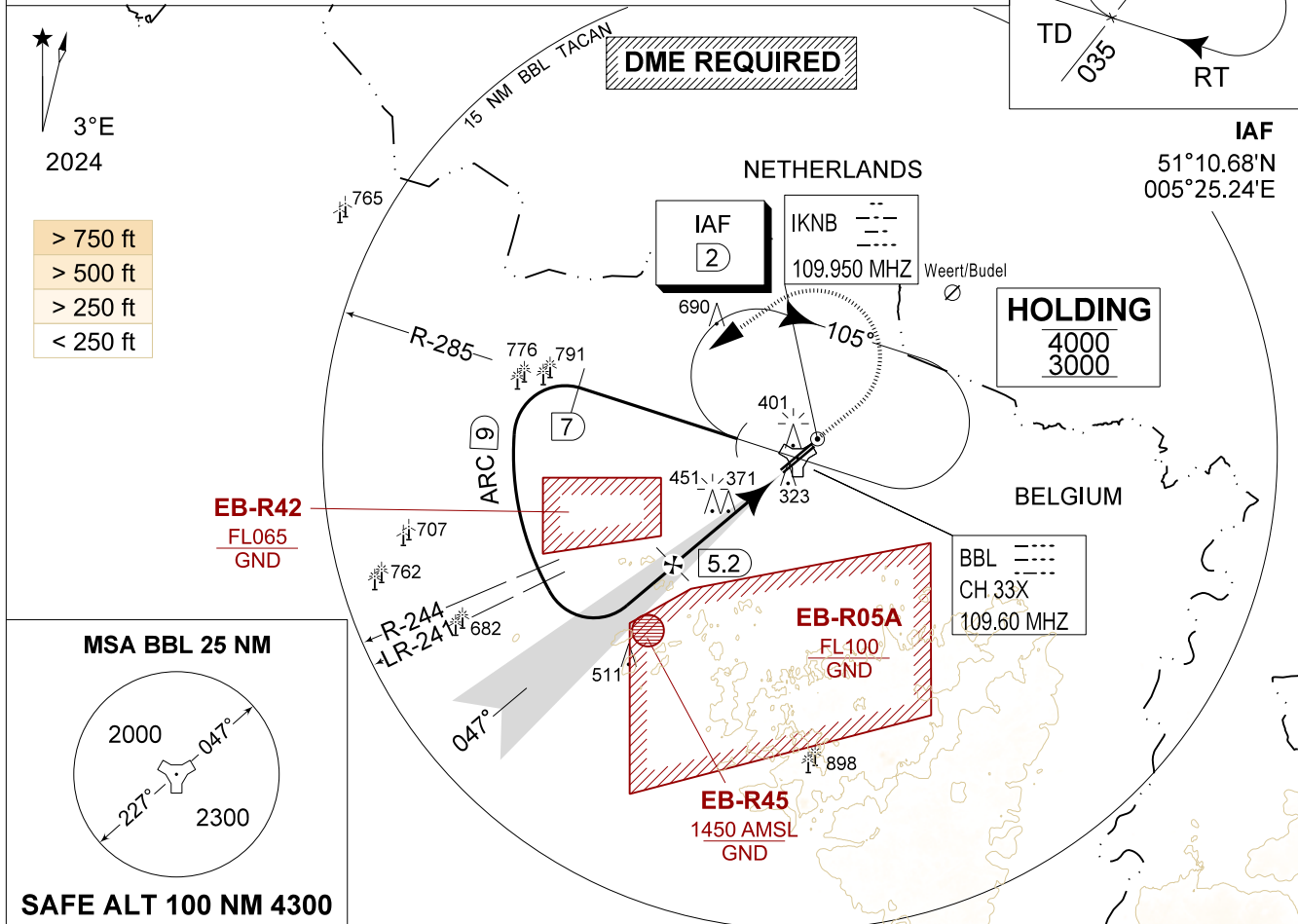
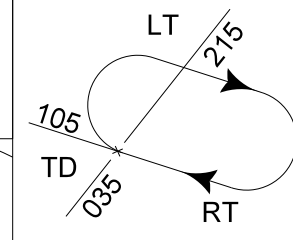
BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
LOC / DME IKNB 109.950 / 33X	APP COURSE 047°	GS INTCP ALT 1700 FT	GS 3.00°	DA 385	THR 185 FT	ALS 930 M	LDA 7926 FT

**CAUTION:**

- a) ATC MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
- b) DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE

**NOTE:**

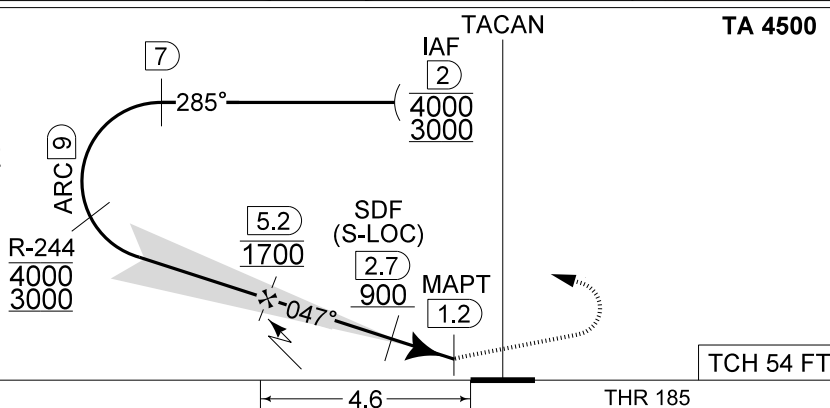
- a) DME FREQUENCY 109.600 MHZ



DME BBL	5	4	3	2
Altitude	1630	1310	990	670
Height	(1145)	(1125)	(805)	(485)

**MISSED APPROACH**

Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn left at MAX 210 KIAS (MAX 275 KIAS for HPMA) to Intercept 7 DME/R-285 outbound and proceed for a ILS x RWY 05L.



CAT I

CATEGORY	A - B - C - D	HPMA
S-ILS 05L	<b>385</b> - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°	
S-PAR 05L	<b>445</b> - 0.8 260 (300 - 0.8 / 1.2) GS 3.00°	<b>385</b> - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-LOC 05L	<b>620</b> - 1.3 435 (500 - 1.3 / 2.3)	

**ILS x or LOC x RWY 05L**

51°10.10' N  
005°28.19' E

**KLEINE-BROGEL (EBBL)**

CHANGE: General revision

**MIPS**

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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**MIPS**  
**INSTRUMENT APPROACH CHART**

**ILS y or LOC y RWY 05L**  
**KLEINE-BROGEL (EBBL)**

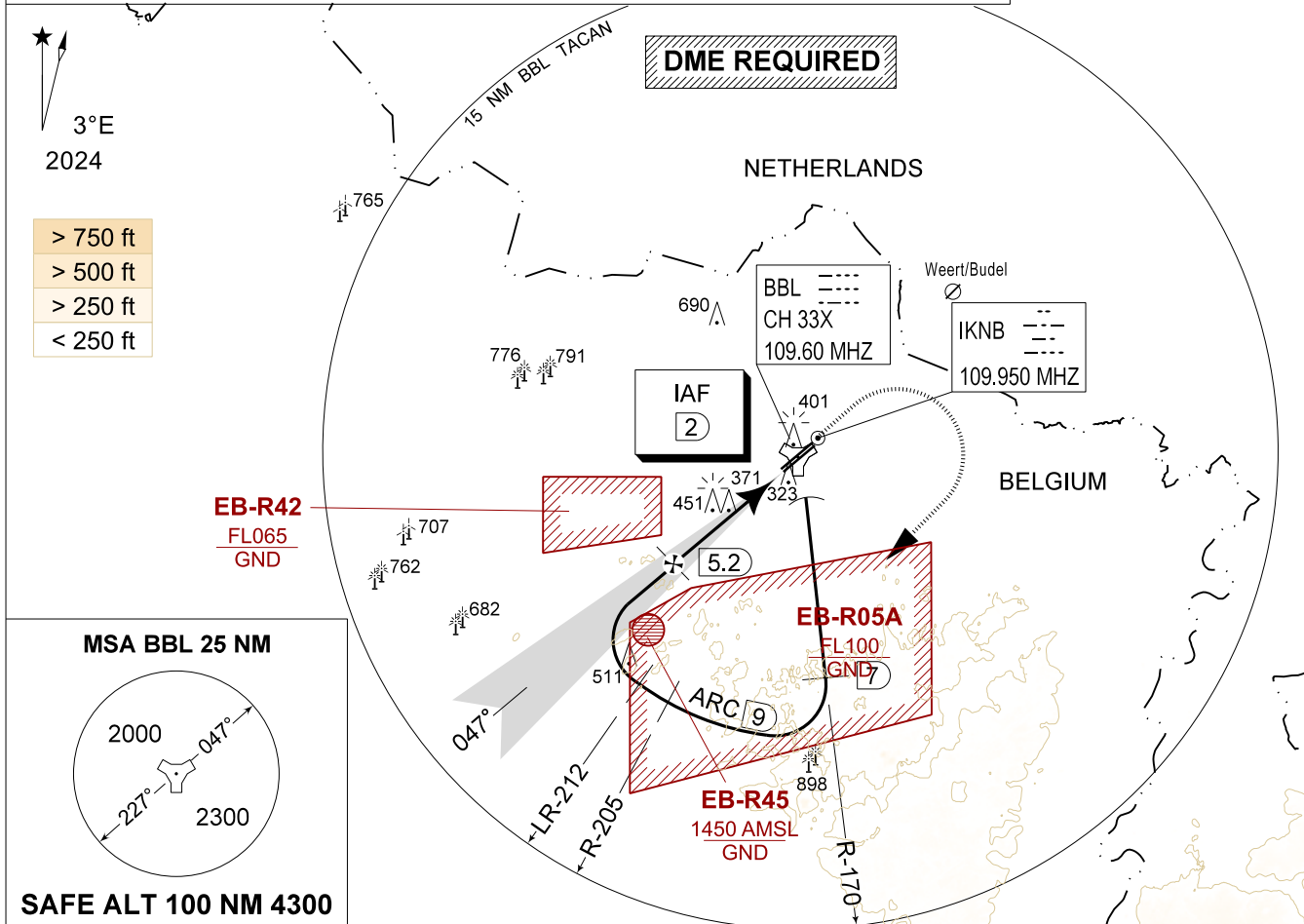
AD ELEV 192

BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
LOC / DME IKNB 109.950 / 33X	APP COURSE 047°	GS INTCP ALT 1700 FT	GS 3.00°	DA 385	THR 185 FT	ALS 930 M	LDA 7926 FT

**CAUTION:**  
a) PROCEDURE CANNOT BE EXECUTED WHEN EB-R05A IS ACTIVE  
b) ATC MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42

**IAF**  
51°08.08'N  
005°28.65'E

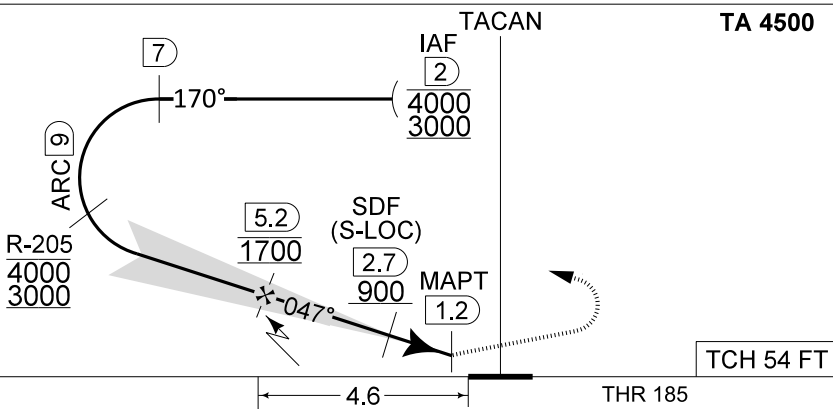
**NOTE:**  
a) DME FREQUENCY 109.600 MHZ



DME BBL	5	4	3	2
Altitude	1630	1310	990	670
Height	(1445)	(1125)	(805)	(485)

**MISSED APPROACH**

Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn right at MAX 210 KIAS (MAX 275 KIAS for HPMA) to Intercept 7 DME/R-170 outbound and proceed for a ILS y RWY 05L.



CAT I

4.6 THR 185 TCH 54 FT

CATEGORY	A - B - C - D	HPMA
S-ILS 05L	<b>385</b> - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°	
S-PAR 05L	<b>445</b> - 0.8 260 (300 - 0.8 / 1.2) GS 3.00°	<b>385</b> - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-LOC 05L	<b>620</b> - 1.3 435 (500 - 1.3 / 2.3)	

**ILS y or LOC y RWY 05L**

51°10.10' N  
005°28.19' E

**KLEINE-BROGEL (EBBL)**

CHANGE: New chart

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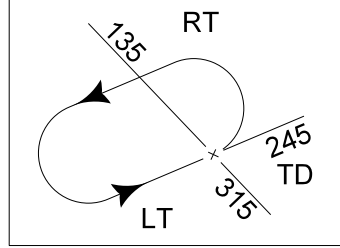
**MIPS**  
**INSTRUMENT APPROACH CHART**

**TACAN RWY 23R**  
**KLEINE-BROGEL (EBBL)**

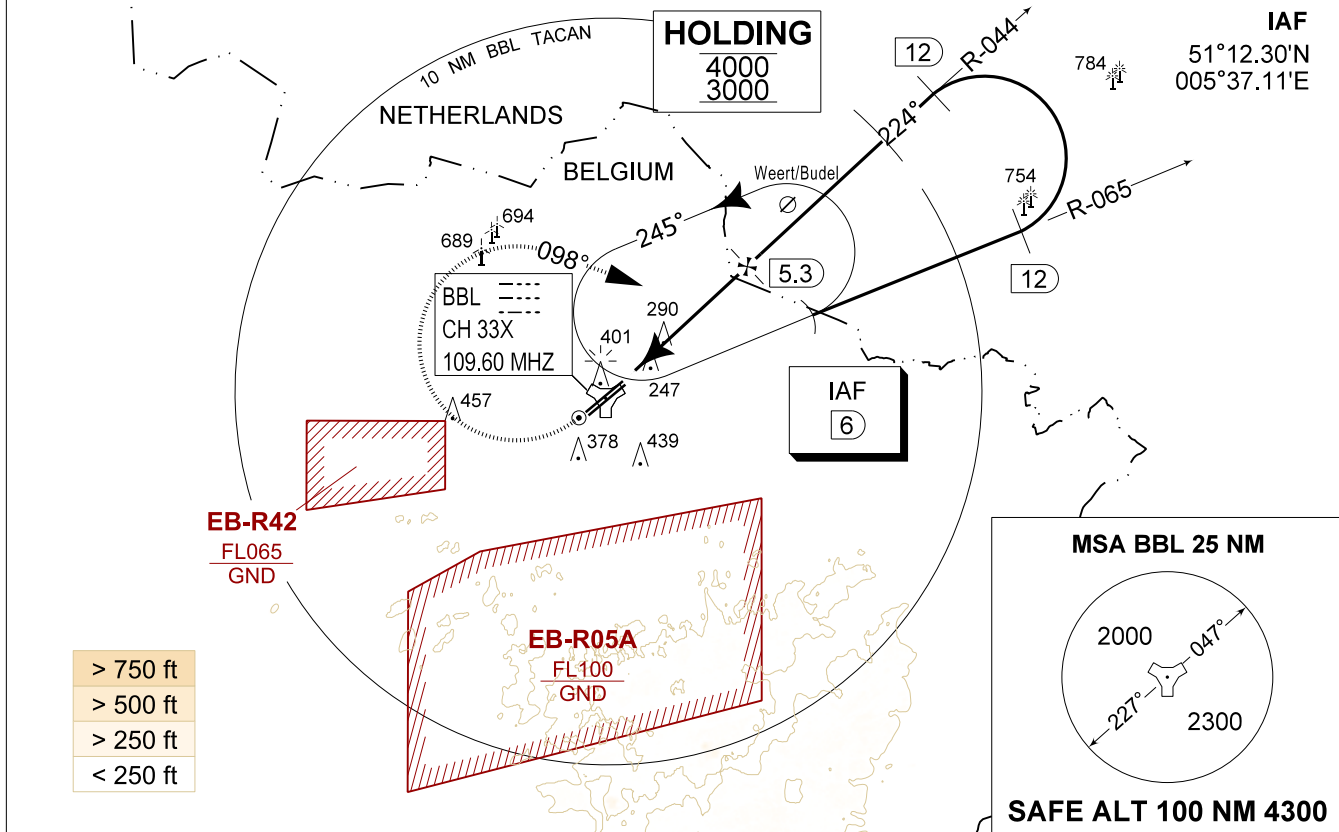
AD ELEV 192

BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
TACAN BBL CH 33X	APP COURSE 224°	FAF ALT 1700 FT	DESCENT GR 5.24%(3.00°)	MDA 620	THR 161 FT	ALS 930 M	LDA 7926 FT

**CAUTION:**  
a) CLASS E AIRSPACE IN AMSTERDAM FIR

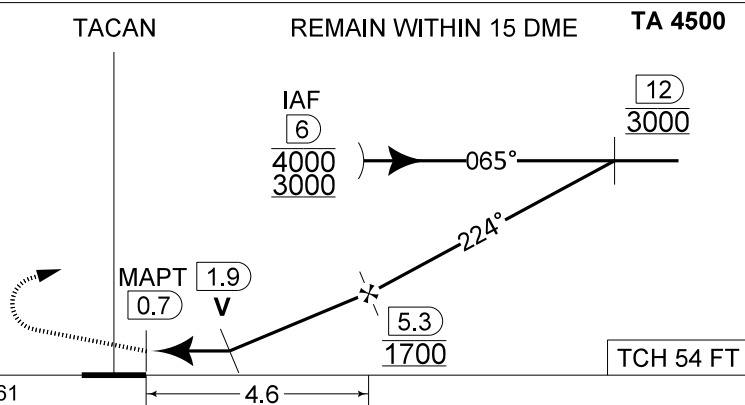


3°E  
2024



DME BBL	5	4	3	2
Altitude	1600	1290	970	650
Height	(1439)	(1129)	(809)	(489)

**MISSED APPROACH**  
Climb straight ahead to 1000 FT. Passing 1 DME BBL TACAN turn right track 098° at MAX 210 KIAS (MAX 275 KIAS for HPMA) and continue the climb to 3000 FT. Intercept R-065 outbound. If no radio contact, proceed for a TACAN RWY 23R at 3000 FT.



CAT I

CATEGORY	A - B	C	D	HPMA
S-TAC 23R	<b>620</b> - 1.5 459 (500 - 1.5 / 2.4)			
S-PAR 23R	<b>429</b> - 0.8 268 (300 - 0.8 / 1.3) GS 3.00°	<b>366</b> - 0.8 205 (300 - 0.8 / 0.9) GS 3.00°		
CIRCLING	<b>750</b> - 1.6 558 (600 - 1.6)	<b>890</b> - 2.4 698 (700 - 2.4)	<b>1090</b> - 3.6 898 (900 - 3.6)	<b>770</b> - 3.2 578 (600 - 3.2)

**TACAN RWY 23R** 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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**MIPS**  
**INSTRUMENT APPROACH CHART**

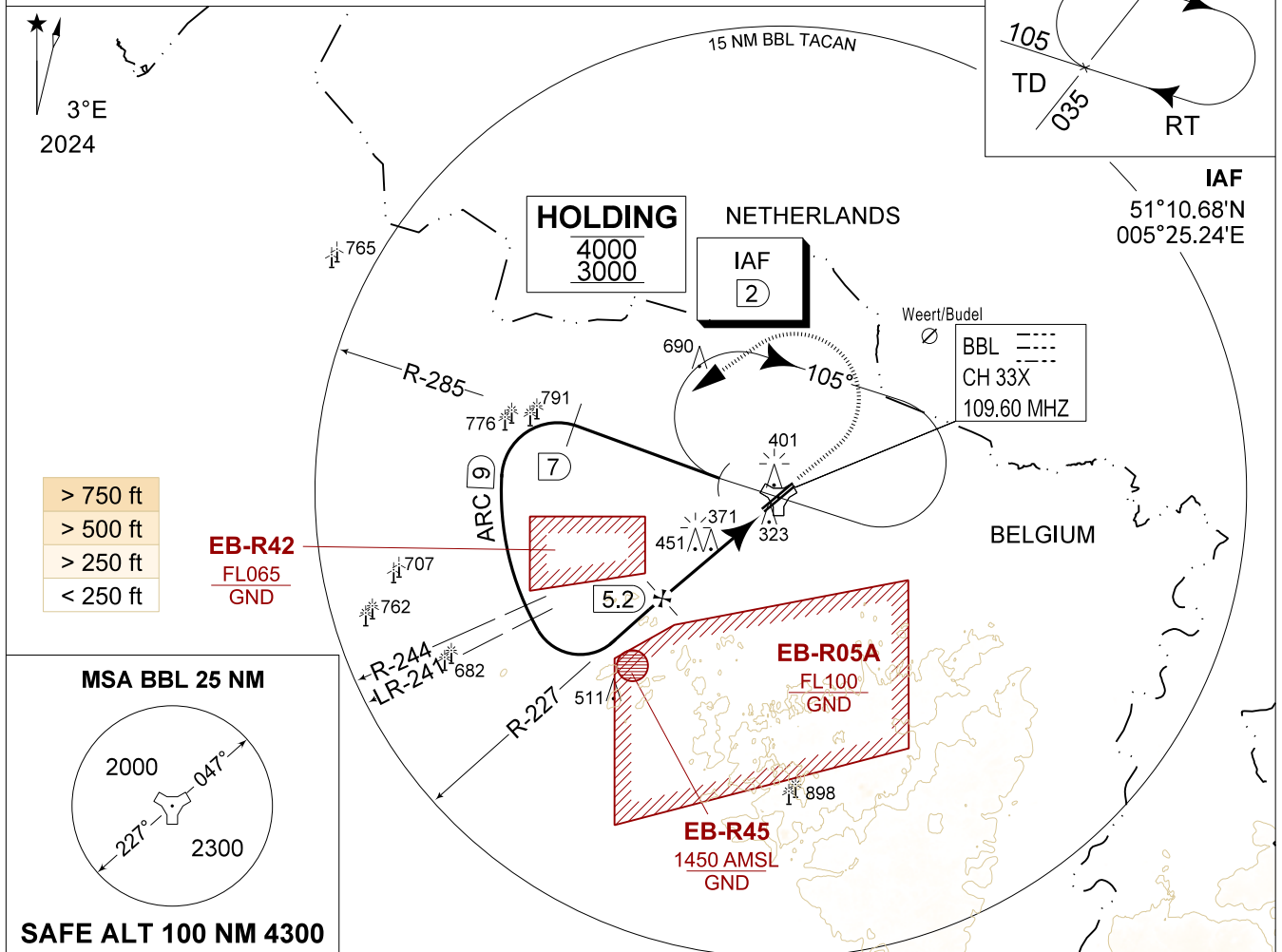
**TACAN x RWY 05L**  
**KLEINE-BROGEL (EBBL)**

AD ELEV 192

BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
LOC / DME BBL CH 33X	APP COURSE 047°	FAF ALT 1700 FT	DESCENT GR 5.24% (3.00°)	MDA 620	THR 185 FT	ALS 930 M	LDA 7926 FT

**CAUTION:**

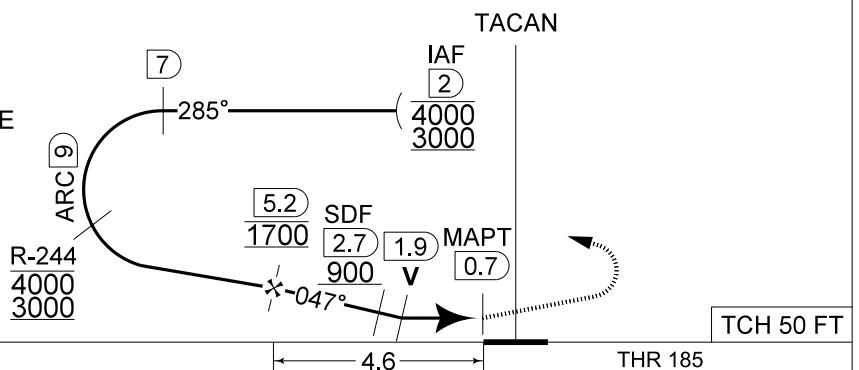
- a) ATC MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
- b) DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE



DME BBL	5	4	3	2
Altitude	1630	1310	990	670
Height	(1445)	(1125)	(805)	485

**MISSED APPROACH**

Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn left at MAX 210 KIAS (MAX 275 KIAS for HPM) to Intercept 7 DME/R-285 outbound and proceed for a TACAN x RWY 05L.



CAT I	[Symbol]			
CATEGORY	A - B	C	D	HPMA
S-TAC 05L	<b>620</b> - 1.3 435 (500 - 1.3 / 2.3)			
S-PAR 05L	<b>445</b> - 0.8 260 (300 - 0.8 / 1.2) GS 3.00°		<b>385</b> - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°	
CIRCLING	<b>750</b> - 1.6 558 (600 - 1.6)	<b>890</b> - 2.4 698 (700 - 2.4)	<b>1090</b> - 3.6 898 (900 - 3.6)	<b>770</b> - 3.2 578 (600 - 3.2)

**TACAN x RWY 05L** 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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**MIPS**  
**INSTRUMENT APPROACH CHART**

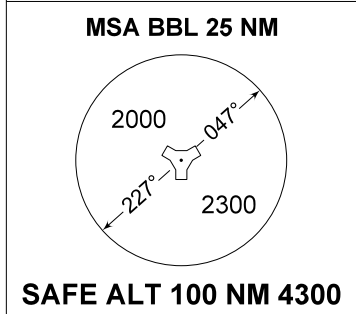
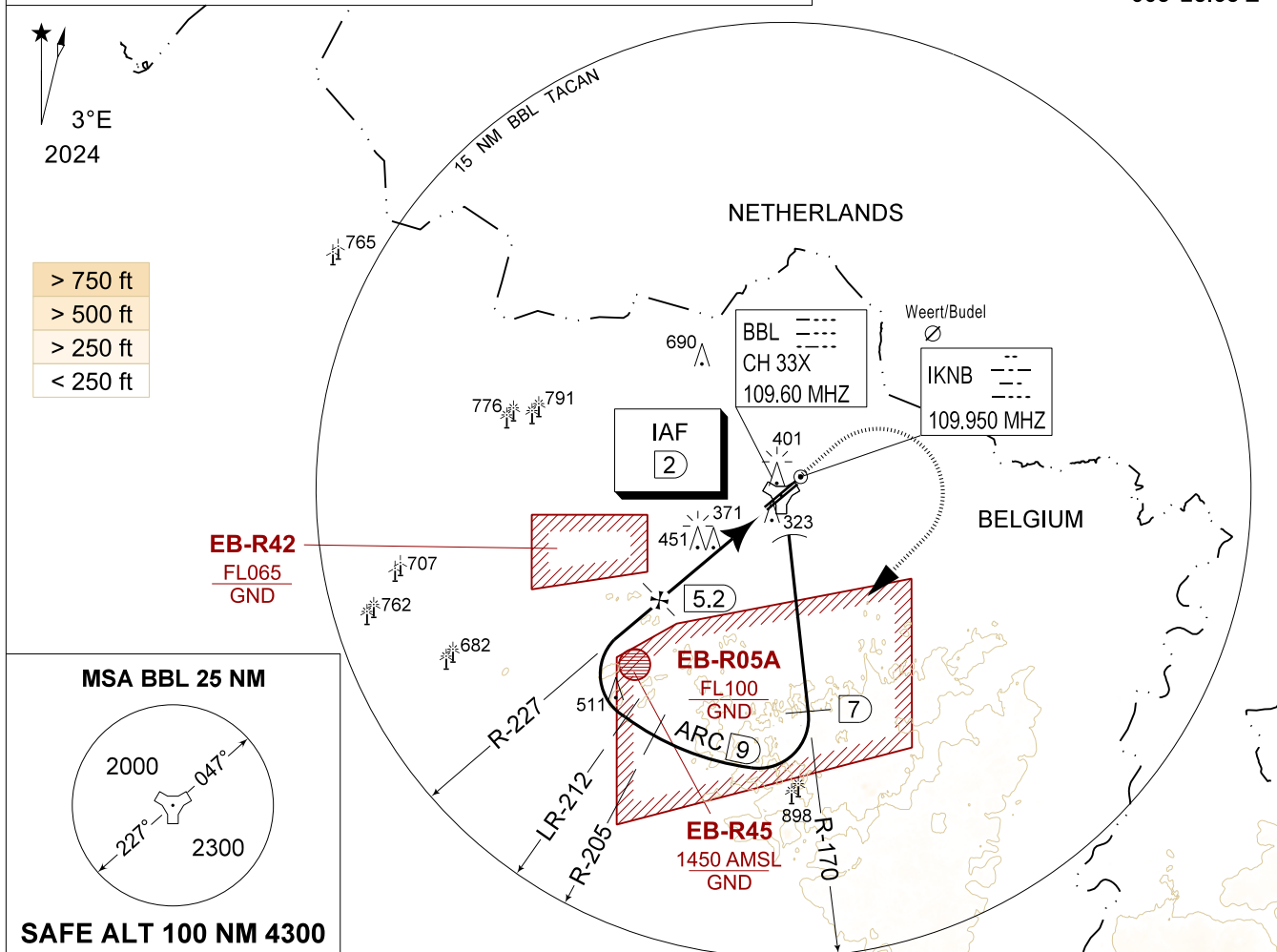
**TACAN y RWY 05L**  
**KLEINE-BROGEL (EBBL)**

AD ELEV 192

BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
LOC / DME BBL CH 33X	APP COURSE 047°	FAF ALT 1700 FT	DESCENT GR 5.24% (3.00°)	MDA 620	THR 185 FT	ALS 930 M	LDA 7926 FT

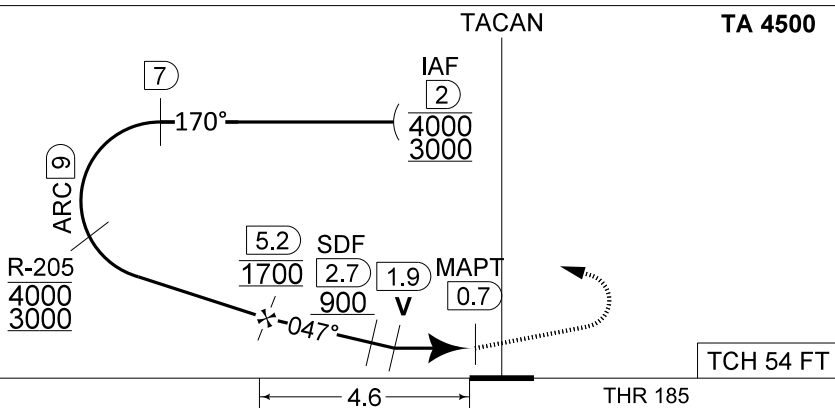
**CAUTION:**  
a) PROCEDURE CANNOT BE EXECUTED WHEN EB-R05A IS ACTIVE  
b) ATC MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42

**IAF**  
51°08.08'N  
005°28.65'E



DME BBL	5	4	3	2
Altitude	1630	1310	990	670
Height	(1445)	(1125)	(805)	(485)

**MISSED APPROACH**  
Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn right at MAX 210 KIAS (MAX 275 KIAS for HPMAs) to Intercept 7 DME/R-170 outbound and proceed for a TACAN y RWY 05L.



CAT I

CATEGORY	A - B	C	D	HPMA
S-TAC 05L	<b>620</b> - 1.3 435 (500 - 1.3 / 2.3)			
S-PAR 05L	<b>445</b> - 0.8 260 (300 - 0.8 / 1.2) GS 3.00°		<b>385</b> - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°	
S-LOC 05L	<b>750</b> - 1.6 558 (600 - 1.6)	<b>890</b> - 2.4 698 (700 - 2.4)	<b>1090</b> - 3.6 898 (900 - 3.6)	<b>770</b> - 3.2 578 (600 - 3.2)

**TACAN y RWY 05L**

51°10.10' N  
005°28.19' E

**KLEINE-BROGEL (EBBL)**

CHANGE: New chart

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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**MIPS**  
**INSTRUMENT APPROACH CHART**

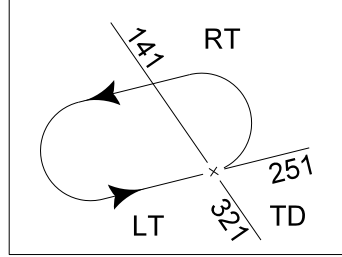
AD ELEV 192

**TACAN RWY 23L**  
**KLEINE-BROGEL (EBBL)**

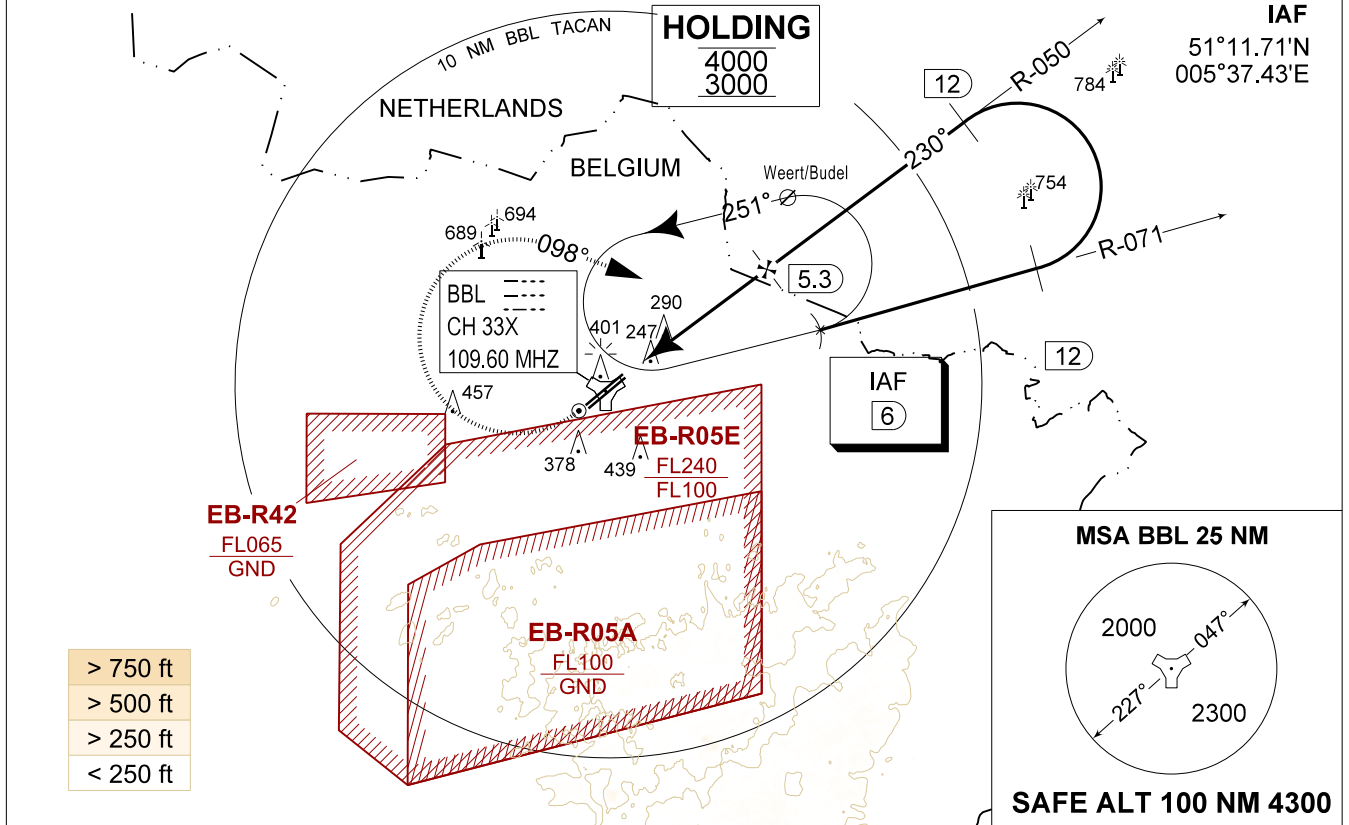
BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
TACAN BBL CH 33X	APP COURSE 230°	FAF ALT 1700 FT	DESCENT GR 5.24%(3.00°)	MDA 620	THR 161 FT	ALS -	LDA 6791 FT

**CAUTION:**  
a) CLASS E AIRSPACE IN AMSTERDAM FIR

**CAUTION:**  
- RWY DIMENSIONS 7998 FT x 75 FT  
(LDA 6791 FT)

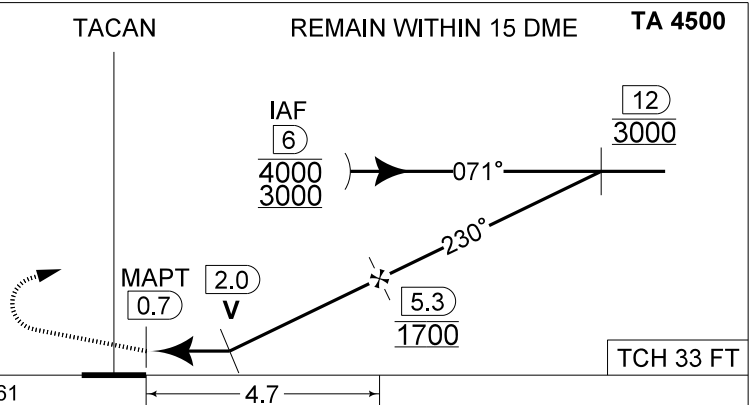


3°E  
2024



DME BBL	5	4	3	2
Altitude	1580	1260	950	630
Height	(1519)	(1099)	(789)	(469)

**MISSED APPROACH**  
Climb straight ahead to 1000 FT. Passing 1 DME BBL TACAN turn right track 098° at MAX 210 KIAS (MAX 275 KIAS for HPMA) and continue the climb to 3000 FT. Intercept R-071 outbound. If no radio contact, proceed for a TACAN RWY 23R at 3000 FT.



NO LIGHTS	THR 161	4.7	TCH 33 FT
CATEGORY	A		HPMA
S-TAC 23L	620 - 2.4 459 (500 - 2.4 / 2.5)		
S-PAR 23L	N/A		388 - 1.2 227 (300 - 1.2 / 1.2) GS 3.00°
CIRCLING	730 - 1.5 538 (600 - 1.5)		770 - 3.2 578 (600 - 3.2)

**TACAN RWY 23L** 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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**MIPS**  
**INSTRUMENT APPROACH CHART**

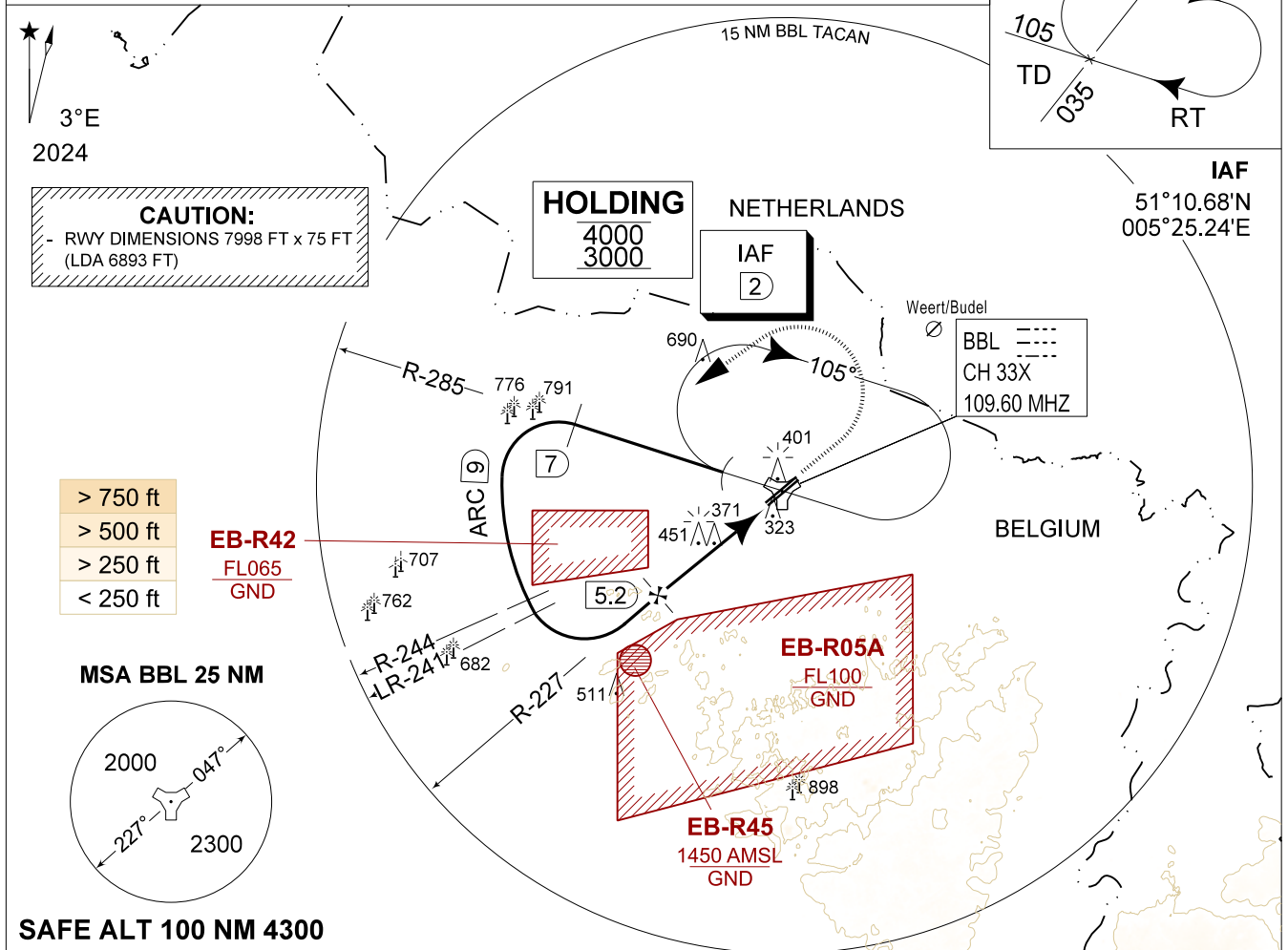
AD ELEV 192

**TACAN x RWY 05R**  
**KLEINE-BROGEL (EBBL)**

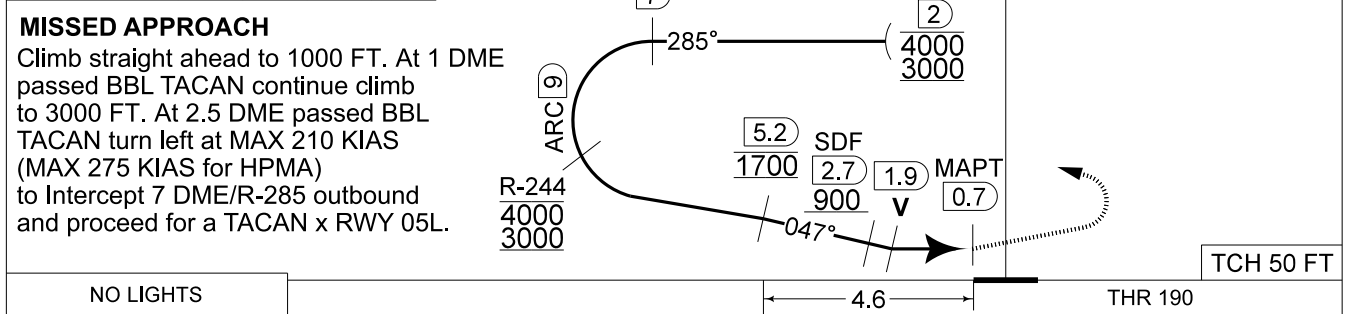
BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
LOC / DME BBL CH 33X	APP COURSE 047°	FAF ALT 1700 FT	DESCENT GR 5.24% (3.00°)	MDA 620	THR 190 FT	ALS -	LDA 6893 FT

**CAUTION:**

- a) ATC MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
- b) DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE



DME BBL	5	4	3	2	<b>TA 4500</b>
Altitude Height	1630 (1440)	1310 (1120)	990 (800)	670 (480)	



NO LIGHTS					
CATEGORY	A		HPMA		
S-TAC 05R	<b>620</b> - 2.3 430 (500 - 2.3 / 2.3)				
S-PAR 05R	<b>N/A</b>		<b>388</b> - 1.2 227 (300 - 1.2 / 1.2) GS 3.00°		
CIRCLING	<b>730</b> - 1.5 538 (600 - 1.5)		<b>770</b> - 3.2 578 (600 - 3.2)		

**TACAN x RWY 05R** 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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**MIPS**  
**INSTRUMENT APPROACH CHART**

**TACAN y RWY 05R**  
**KLEINE-BROGEL (EBBL)**

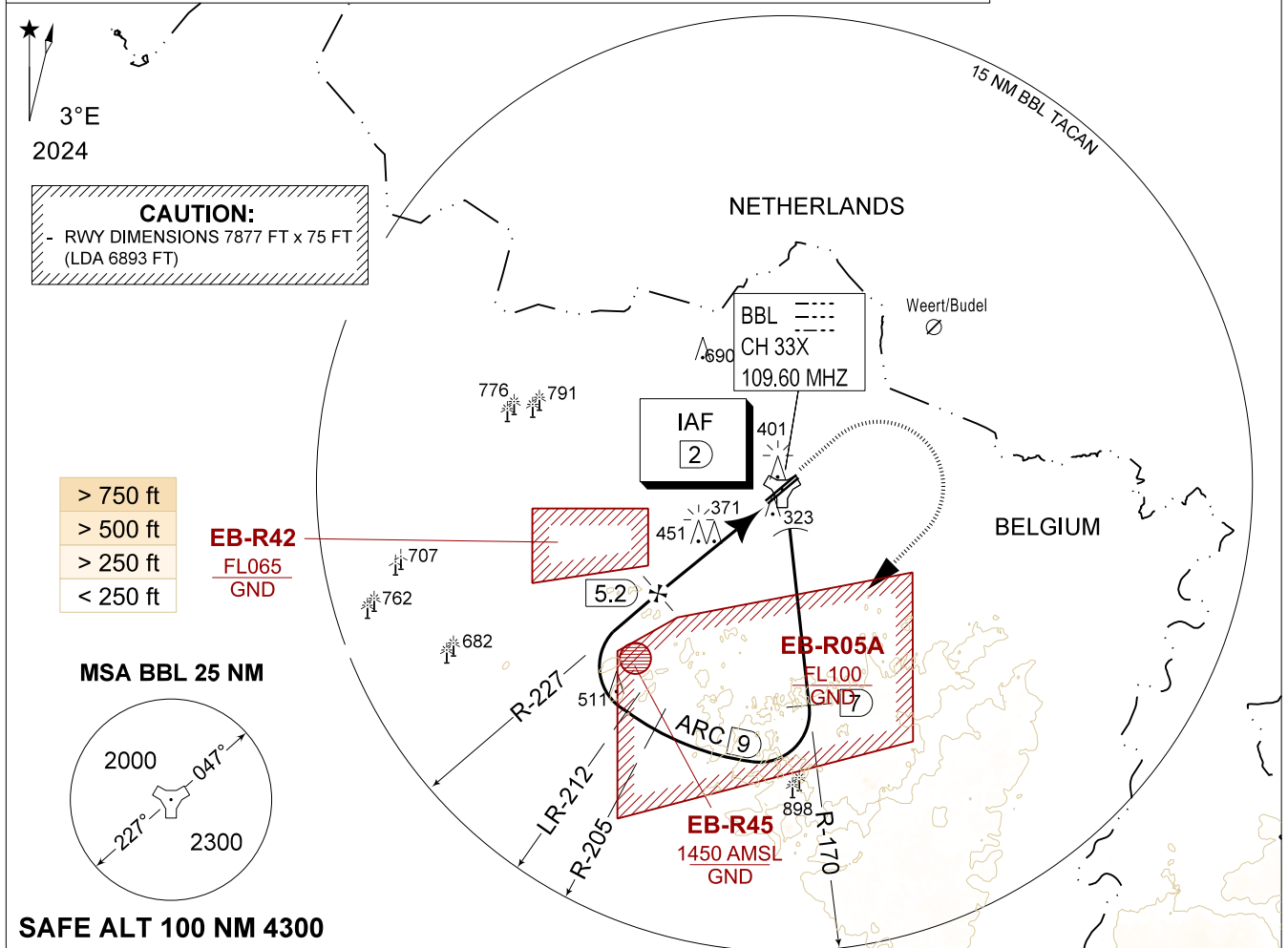
AD ELEV 192

BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
LOC / DME BBL CH 33X	APP COURSE 047°	FAF ALT 1700 FT	DESCENT GR 5.24% (3.00°)	MDA 620	THR 190 FT	ALS -	LDA 6893 FT

**CAUTION:**

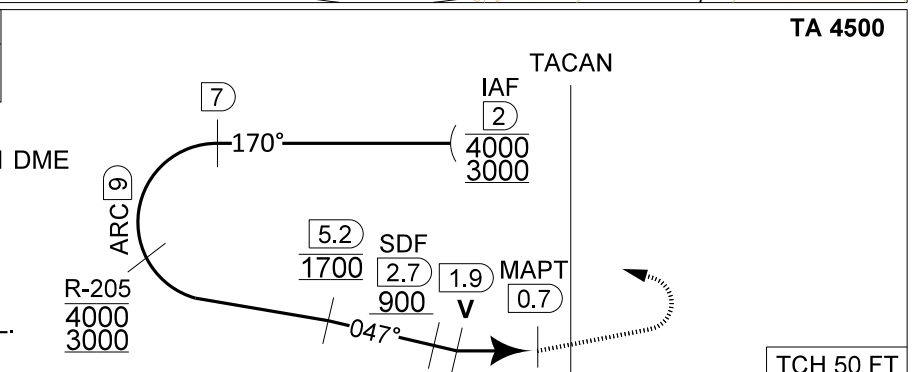
- a) PROCEDURE CANNOT BE EXECUTED WHEN EB-R05A IS ACTIVE
- b) ATC MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42

**IAF**  
51°08.08'N  
005°28.65'E



DME BBL	5	4	3	2
Altitude	1630	1310	990	670
Height	(1440)	(1120)	(800)	(480)

**MISSED APPROACH**  
Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn right at MAX 210 KIAS (MAX 275 KIAS for HPMA) to Intercept 7 DME/R-170 outbound and proceed for a TACAN y RWY 05L.



NO LIGHTS | 4.6 | THR 190 | TCH 50 FT

CATEGORY	A		HPMA	
S-TAC 05R	620 - 2.3 430 (500 - 2.3 / 2.3)			
S-PAR 05R	N/A		399 - 1.0 209 (300 - 1.0 / 1.0) GS 3.00°	
CIRCLING	730 - 1.5 538 (600 - 1.5)		770 - 3.2 578 (600 - 3.2)	

**TACAN y RWY 05R** 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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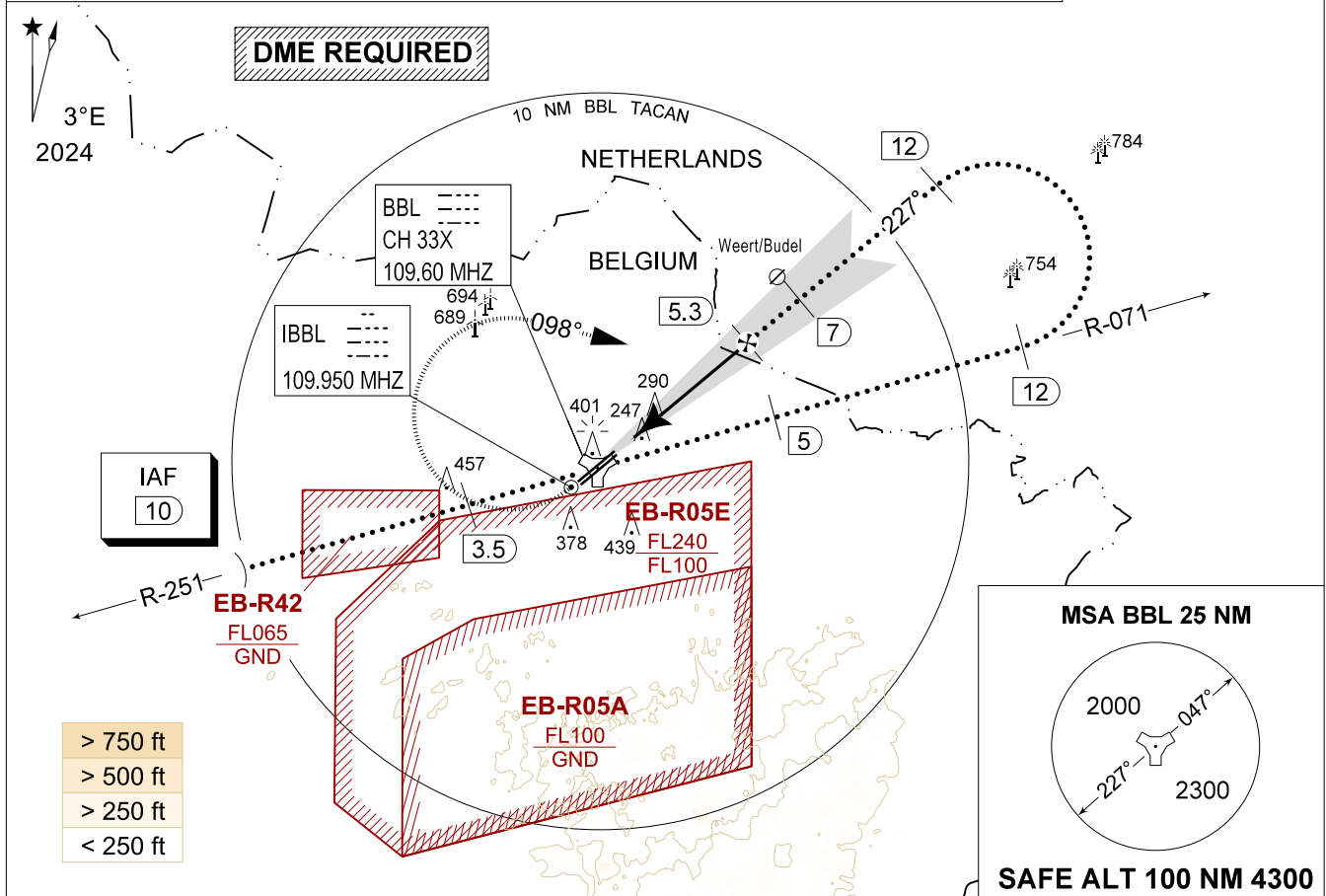


**MIPS INSTRUMENT APPROACH CHART** **QRA HPMA-ILS or QRA HPMA-LOC RWY 23R KLEINE-BROGEL (EBBL)**  
AD ELEV 192

BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
LOC / DME IBBL 109.950 / 33X	APP COURSE 227°	GS INTCP ALT 1700 FT	GS 3.00°	DA 361	THR 161 FT	ALS 930 M	LDA 7926 FT

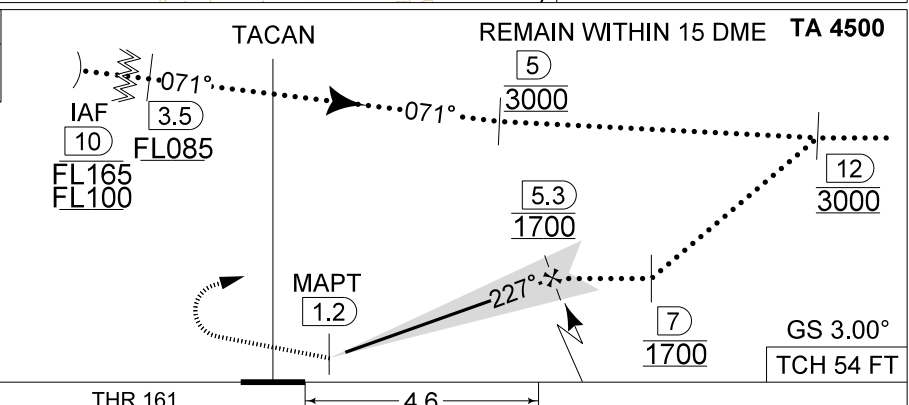
**CAUTION:**  
 a) TO BE USED FOR QRA RECOVERY OUTSIDE MIL FLYING HOURS OR FOR TRAINING PURPOSES OF HOMEBASED AIRCRAFT  
 b) AIRCRAFT PROCEEDING IAF AT FL 100 OR ABOVE REQUIRES DECONFLICTION WITH EB-R05E  
 c) CLASS E AIRSPACE IN AMSTERDAM FIR

**IAF**  
51°07.30'N  
005°13.01'E



DME BBL	5	4	3	2
Altitude	1600	1290	970	650
Height	(1439)	(1129)	(809)	(489)

**MISSED APPROACH**  
 Climb straight ahead to 1000 FT. Passing 1 DME BBL TACAN turn right track 098° at MAX 275 KIAS and continue the climb to 3000 FT. Intercept R-071 outbound. If no radio contact, proceed for a ILS RWY 23R at 3000 FT.



CAT I	THR 161	4.6	GS 3.00°	TCH 54 FT
<b>MIPS</b>	CATEGORY	HPMA		
	S-ILS 23R	361	- 0.8 200 (200 - 0.8 / 0.9) GS 3.00°	
	S-PAR 23R	366	- 0.8 205 (300 - 0.8 / 0.9) GS 3.00°	
	S-LOC 23R	540	- 1.0 379 (400 - 1.0 / 1.9)	

**QRA HPMA-ILS or QRA HPMA-LOC RWY 23R KLEINE-BROGEL (EBBL)**  
51°10.10' N 005°28.19' E

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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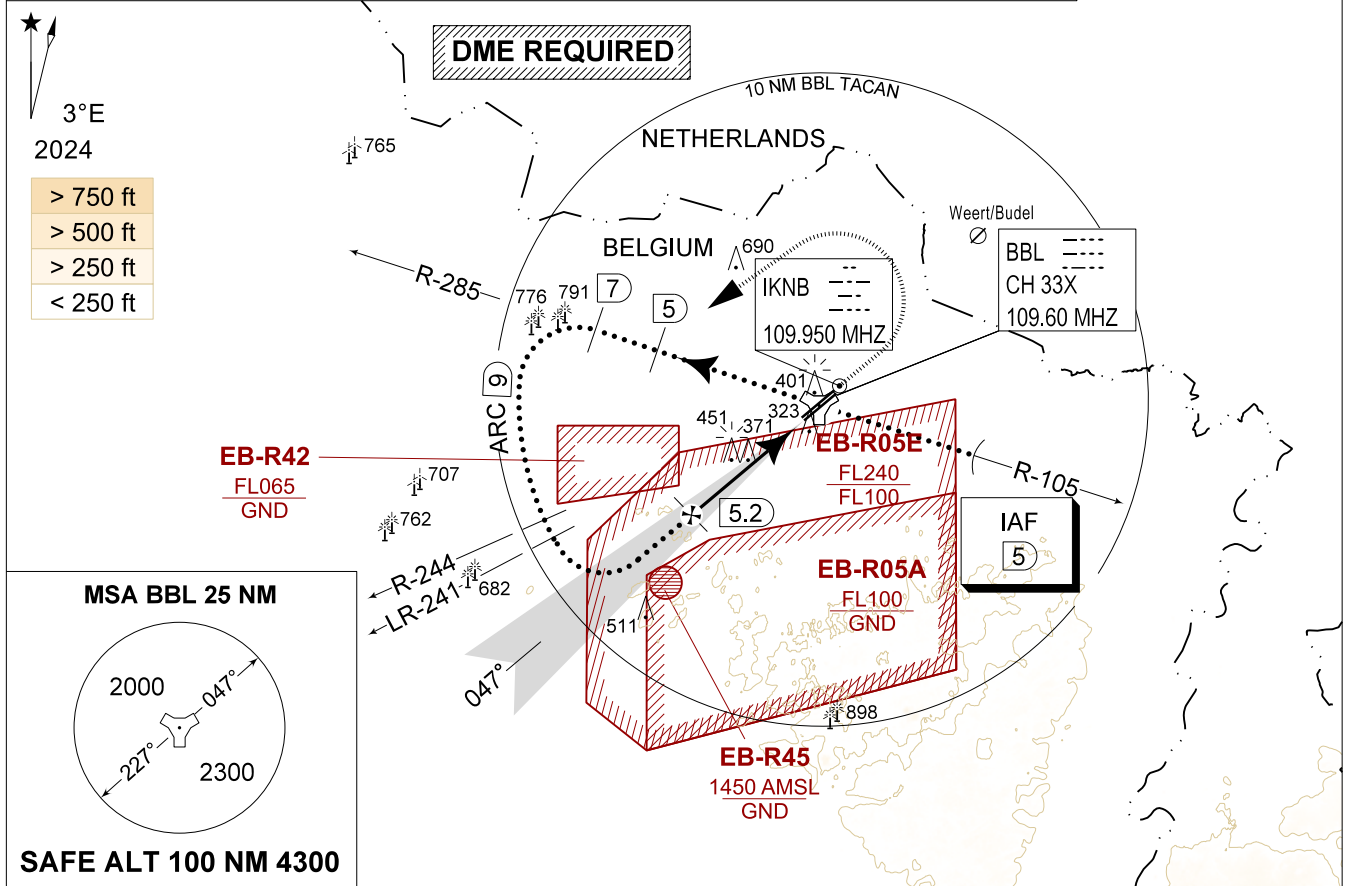
**MIPS INSTRUMENT APPROACH CHART** **AD ELEV 192** **QRA HPMA-ILS or QRA HPMA-LOC RWY 05L KLEINE-BROGEL (EBBL)**

BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
LOC / DME IKNB 109.950 / 33X	APP COURSE 047°	GS INTCP ALT 1700 FT	GS 3.00°	DA 385	THR 185 FT	ALS 930 M	LDA 7926 FT

**CAUTION:**

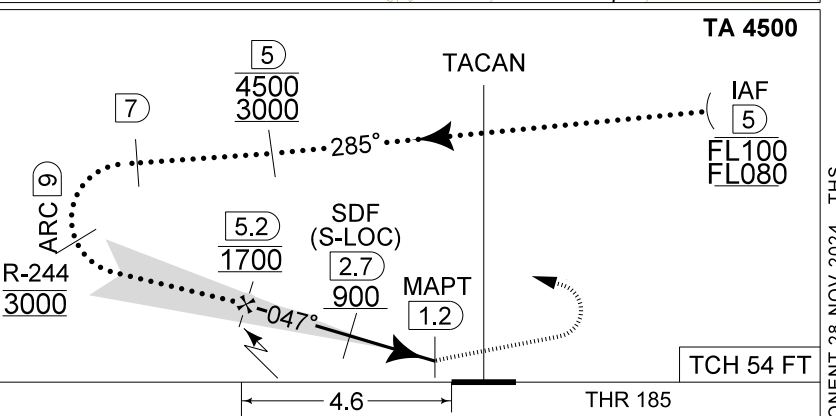
- a) TO BE USED FOR QRA RECOVERY OUTSIDE MIL FLYING HOURS OR FOR TRAINING PURPOSES OF HOMEBASED AIRCRAFT
- b) AIRCRAFT PROCEEDING IAF AT FL 100 OR ABOVE REQUIRES DECONFLICTION WITH EB-R5A AND EB-R05E
- c) ATC MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
- d) DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE

**IAF**  
51°08.52'N  
005°35.81'E



DME BBL	5	4	3	2
Altitude	1630	1310	990	670
Height	(1445)	(1125)	(805)	485

**MISSED APPROACH**  
Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn left at MAX 275 KIAS to Intercept 7 DME/R-286 outbound and proceed for a ILS RWY 05L.



CAT I 4.6 THR 185 TCH 54 FT

CATEGORY	HPMA
S-ILS 05L	<b>385</b> - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-PAR 05L	<b>385</b> - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-LOC 05L	<b>620</b> - 1.3 435 (500 - 1.3 / 2.3)

**QRA HPMA-ILS or QRA HPMA-LOC RWY 05L** **51°10.10' N 005°28.19' E** **KLEINE-BROGEL (EBBL)**

CHANGE: General revision

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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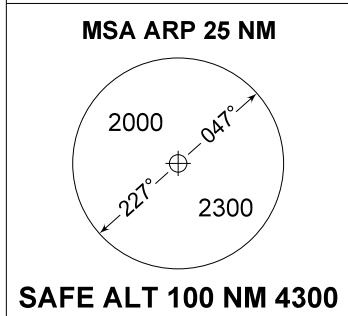
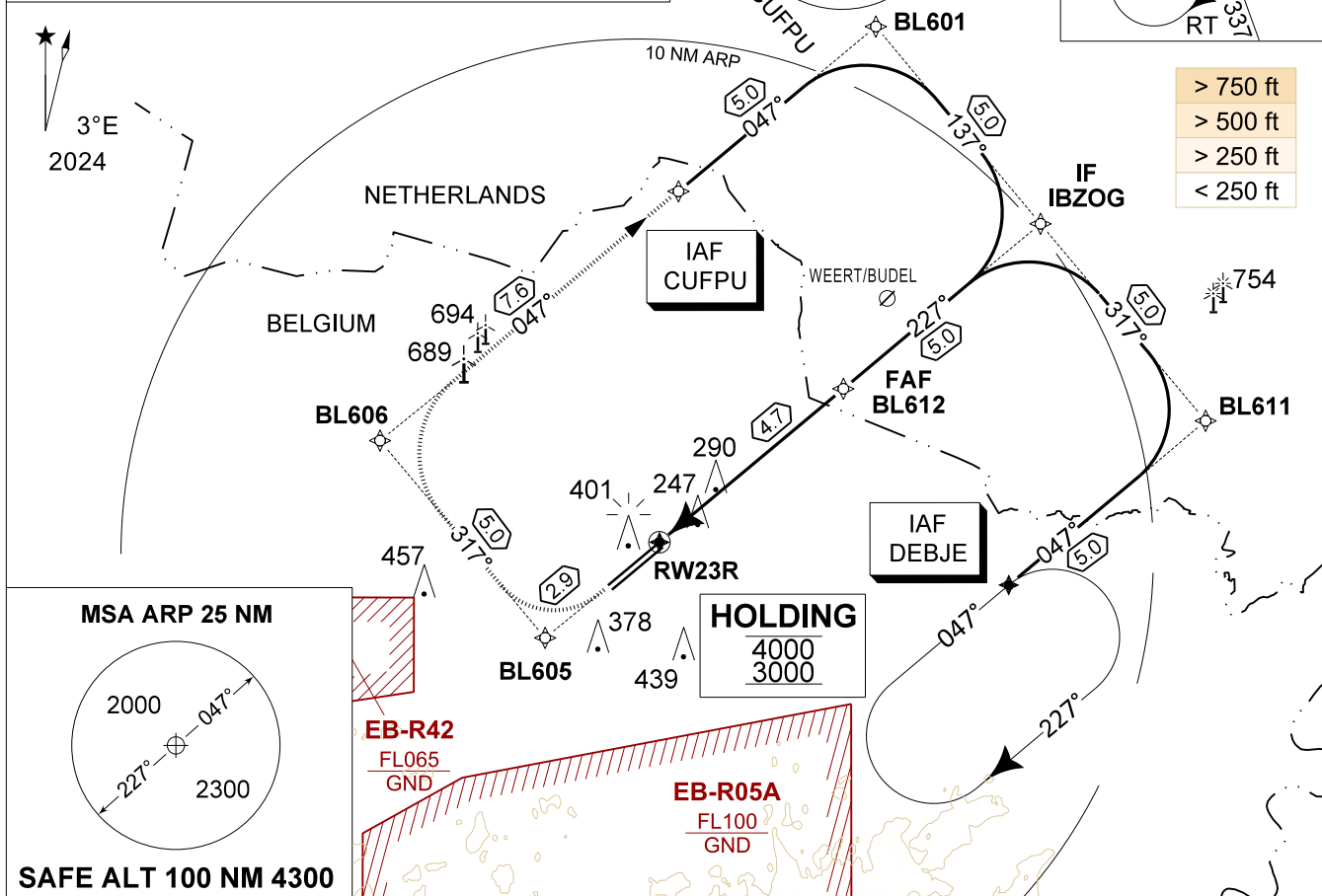
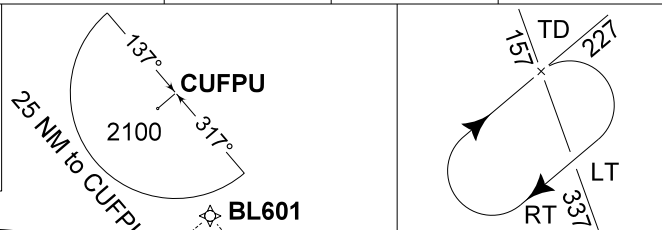
**MIPS**  
**INSTRUMENT APPROACH CHART**

**RNP RWY 23R**  
**KLEINE-BROGEL (EBBL)**

AD ELEV 192

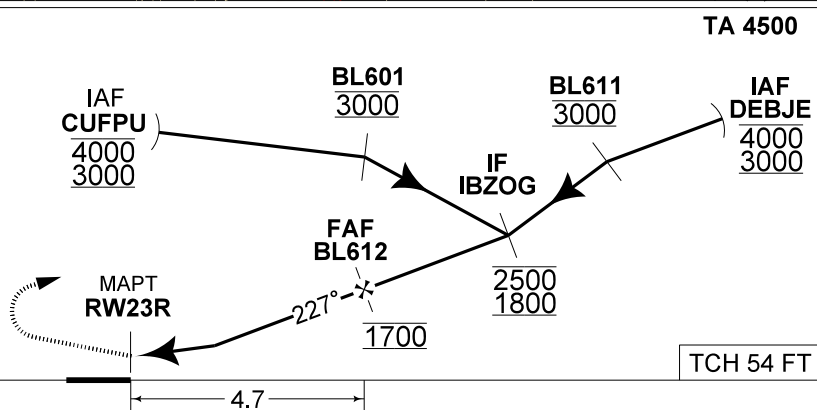
BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
EGNOS CH E23B 70823	APP COURSE 227°	FAF ALT 1700 FT	DESCENT GR 5.24% (3.00°)	DA 472	THR 161 FT	ALS 930 M	LDA 7926 FT

**CAUTION:**  
a) CLASS E AIRSPACE IN AMSTERDAM FIR  
b) MAX 240 KIAS  
c) BARO-VNAV OPS NOT AUTHORIZED BELOW -15°  
d) HOLDING AT DEBJE REQUIRES DECONFLICTION WITH EB-R05A



THR 23R	5	4	3	2
Altitude	1700	1490	1180	860
Height	(1539)	(1329)	(1019)	(699)

**MISSED APPROACH**  
MAX SPEED 165 KIAS.  
Climb inbound BL605 then BL606 to reach IAF CUFPU at 3000 FT.



CAT I

THR 161 4.7

TCH 54 FT

CATEGORY	A - B - C - D
LPV 23R	472 - 0.8 311 (400 - 0.8 / 1.5) GS 3.00°
LNAV/VNAV 23R	562 - 1.1 401 (500 - 1.1 / 2.1) GS 3.00°
LNAV 23R	620 - 1.5 459 (500 - 1.5 / 2.4)

**RNP RWY 23R**

51°10.10' N  
005°28.19' E

**KLEINE-BROGEL (EBBL)**

CHANGE: General revision

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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## Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EBBL
Runway	23
Runway Letter	1 (Right)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E23B
LTP/FTP Latitude	511031.7000N
LTP/FTP Longitude	0052859.9900E
LTP/FTP Ellipsoidal Height (metres)	94.0
FPAP Latitude	510938.8525N
Delta FPAP Latitude (seconds)	-52.8475
FPAP Longitude	0052719.5125E
Delta FPAP Longitude (seconds)	-100.4775
Threshold Crossing Height	54.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	136
HAL (metres)	40.0
VAL (metres)	50.0

## Output data

Data Block	10 0C 02 02 05 57 00 00 02 33 32 05 28 4E F6 15 AC 6A 5A 02 AC 17 21 63 FE 05 EF FC 1C 02 2C 01 64 11 C8 FA 97 77 06 9E
Calculated CRC Value	9777069E
Supplied CRC Value	9777069E
Comparison Result	OK

EUROCONTROL FAS DB tool Version 3.2.1

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**NATIONAL INSTRUMENT APPROACH CHART**

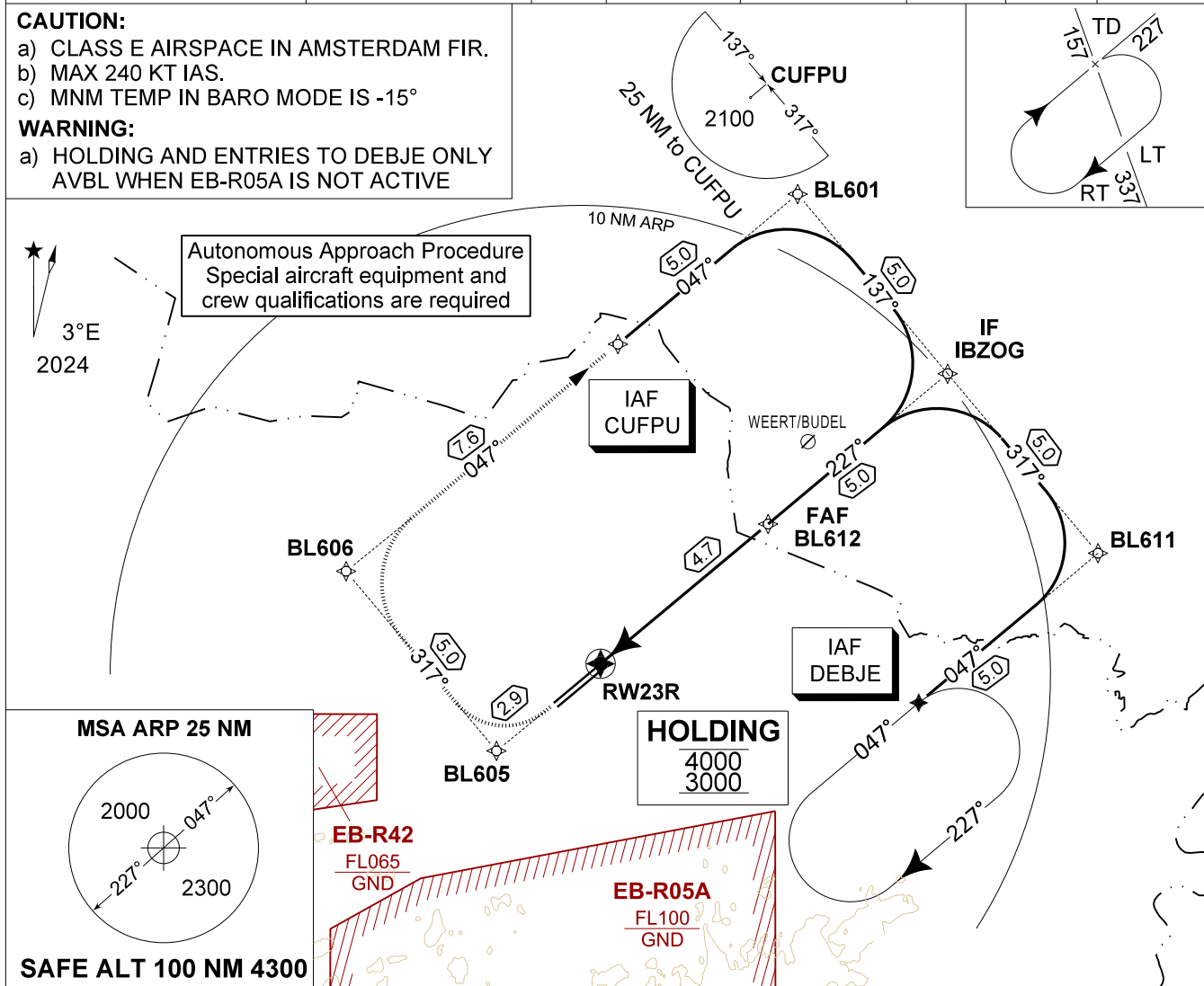
**AA RWY 23R KLEINE-BROGEL (EBBL)**

AD ELEV 192

BELGA RADAR 374.400 129.325	KLEINE-BROGEL APP 337.600 134.480	KLEINE-BROGEL TWR 248.075 134.105	KLEINE-BROGEL GND 362.775 122.100
APCH in EGNOS service Volume for APV SBAS usable when available	APP COURSE 227° M 230° T	GS 3.00°	FAF ALT 1700 FT
		DA GEO 581 DA BARO 562	THR 161 FT
			ALS 930 M
			LDA 7926 FT

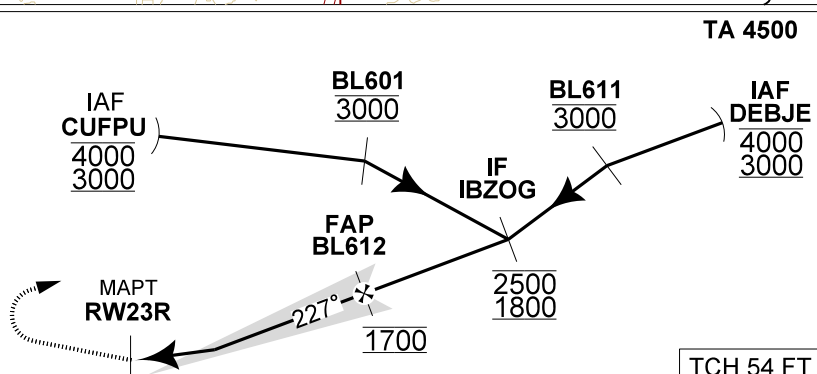
**CAUTION:**  
a) CLASS E AIRSPACE IN AMSTERDAM FIR.  
b) MAX 240 KT IAS.  
c) MNM TEMP IN BARO MODE IS -15°

**WARNING:**  
a) HOLDING AND ENTRIES TO DEBJE ONLY AVBL WHEN EB-R05A IS NOT ACTIVE



THR 23R	5	4	3	2
Altitude	1700	1490	1180	860
Height	(1539)	(1329)	(1019)	(699)

**MISSED APPROACH**  
MAX SPEED 165 KIAS.  
Climb inbound BL605 then BL606 to reach IAF CUFPU at 3000 FT.



CAT I THR 161 4.7 TCH 54 FT

NATIONAL	CATEGORY	C	Data ALS RWY 23R	
	AA (GEO) 23R (DA)	<b>581</b> - 1.2 420 (500 - 1.2 / 2.2) GS 3.00°	ANCHOR POINT: ALS Code: Final Course (true): Vertical Path Angle:	N 51°10.528' / E 005°29.000' / 215 FT <b>E Z P U X</b> 230 °T 3.00°
	AA (BARO) 23R (DA)	<b>562</b> - 1.1 401 (500 - 1.1 / 2.1) GS 3.00°	FAP Altitude: Distance IF - FAF: Anchor Point:	1700 FT 5.5 NM 54 FT ABOVE THR 23R

**AA RWY 23R** 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

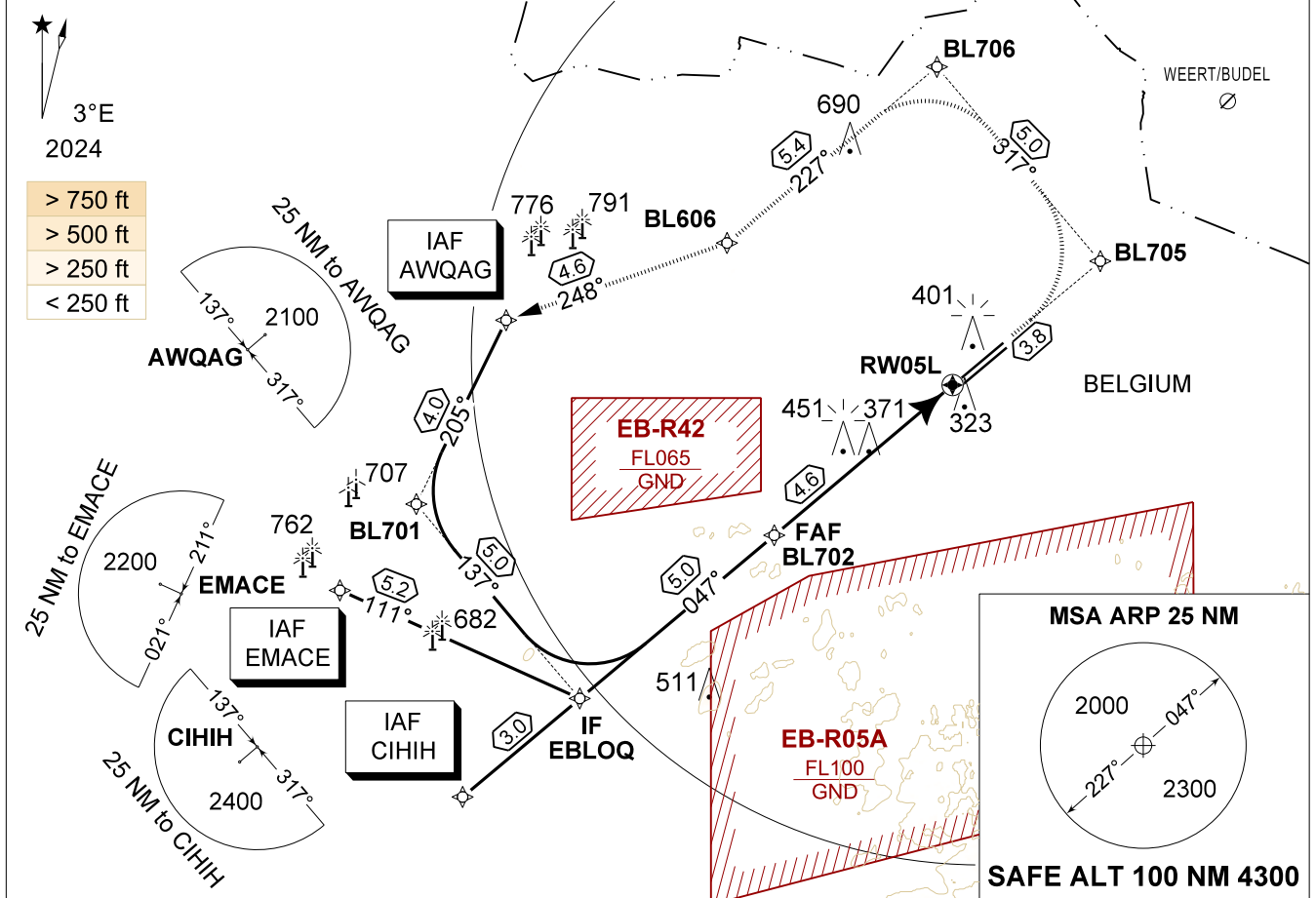
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**MIPS INSTRUMENT APPROACH CHART** AD ELEV 192 **RNP RWY 05L KLEINE-BROGEL (EBBL)**

BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
EGNOS CH E05A 46897	APP COURSE 047°	FAF ALT 1700 FT	DESCENT GR 5.24% (3.00°)	DA 445	THR 185 FT	ALS 930 M	LDA 7926 FT

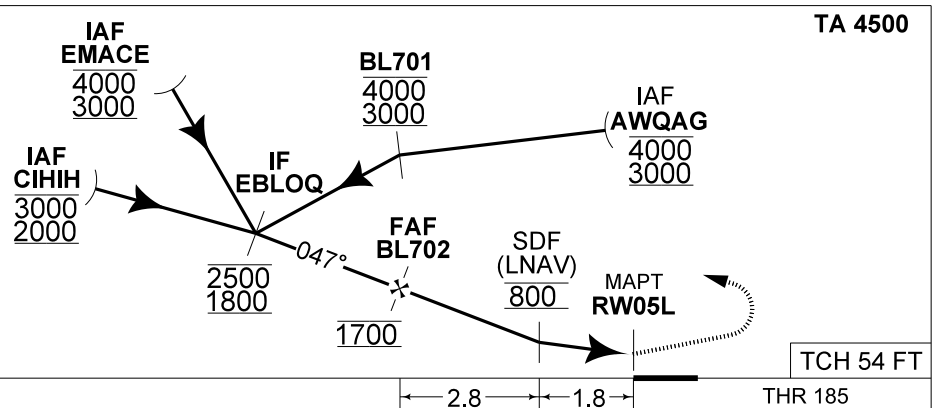
**CAUTION:**

- a) MISSED APPROACH CLIMB GRADIENT OF MNM 4.3% UNTIL REACHING 2500 FT AMSL TO REMAIN IN CONTROLLED AIRSPACE. CLIMB GRADIENT OF 2.5% GUARANTEES REQUIRED OBSTACLE CLEARANCE
- b) BARO-VNAV OPS NOT AUTHORIZED BELOW -15°



THR 05L	4	3	2
Altitude	1520	1200	880
Height	(1335)	(1015)	(695)

**MISSED APPROACH**  
(MIN CG 4.3% UNTIL 2500 FT)  
MAX SPEED 190 KIAS.  
Climb inbound BL705 then BL706 to reach IAF AWQAG at 3000 FT.



CAT I

MIPS	CATEGORY	A - B - C - D
	LPV 05L	445 - 0.8 260 (300 - 0.8 / 1.2) GS 3.00°
	LNAV/VNAV 05L	562 - 1.0 377 (400 - 1.0 / 1.9) GS 3.00°
LNAV 05L	630 - 1.4 445 (500 - 1.4 / 2.3)	

**RNP RWY 05L** 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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## Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EBBL
Runway	05
Runway Letter	3 (Left)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E05A
LTP/FTP Latitude	510941.5400N
LTP/FTP Longitude	0052724.6200E
LTP/FTP Ellipsoidal Height (metres)	101.4
FPAP Latitude	511033.6440N
Delta FPAP Latitude (seconds)	52.1040
FPAP Longitude	0052903.6880E
Delta FPAP Longitude (seconds)	99.0680
Threshold Crossing Height	54.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	96
HAL (metres)	40.0
VAL (metres)	50.0

## Output data

Data Block	10 0C 02 02 05 C5 00 00 01 35 30 05 48 C6 F4 15 98 81 57 02 F6 17 10 97 01 F8 05 03 1C 02 2C 01 64 0C C8 FA 59 24 4F 84
Calculated CRC Value	59244F84
Supplied CRC Value	59244F84
Comparison Result	OK

EUROCONTROL FAS DB tool Version 3.2.1

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**NATIONAL INSTRUMENT APPROACH CHART**

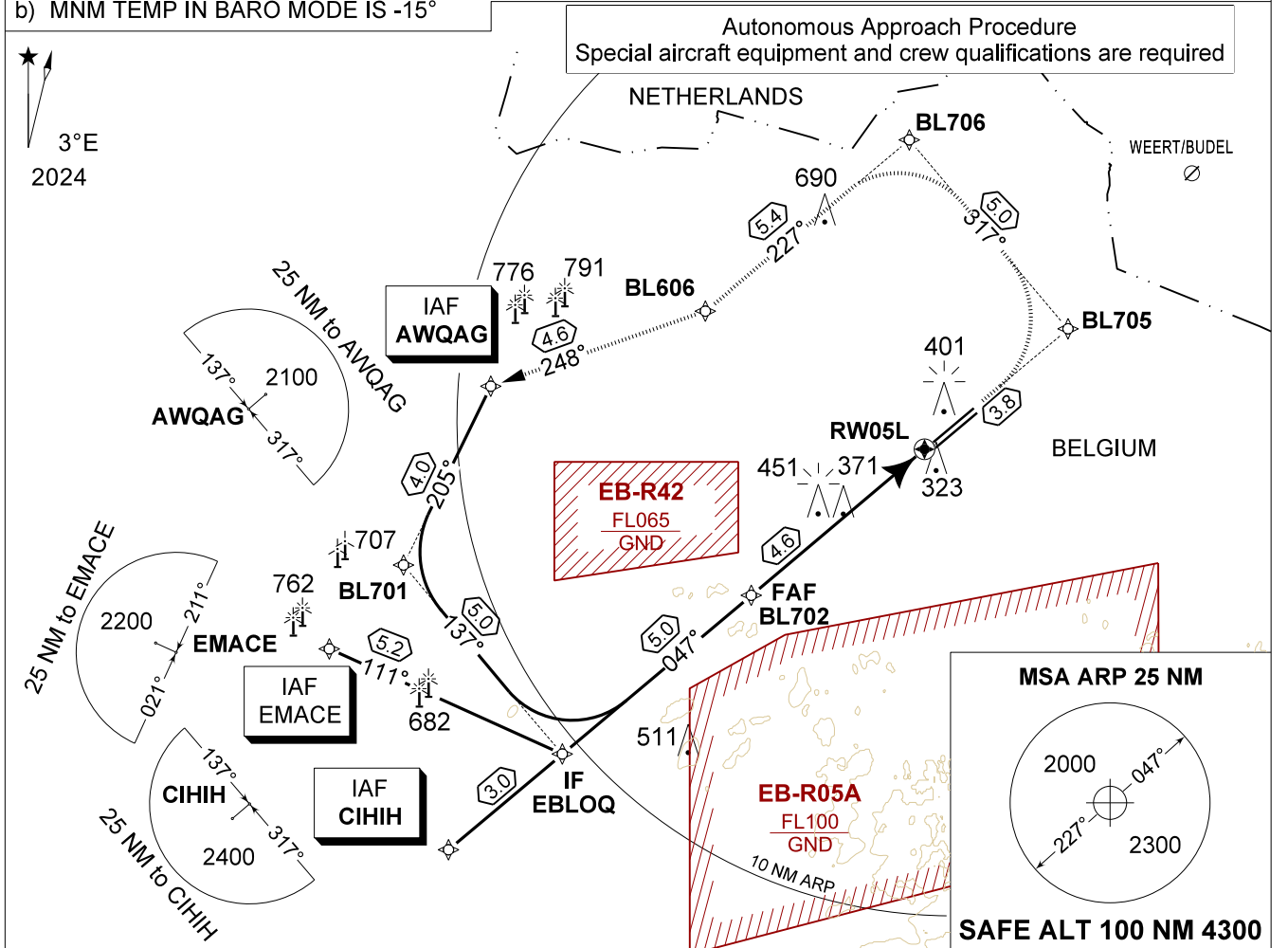
**AA RWY 05L KLEINE-BROGEL (EBBL)**

AD ELEV 192

BELGA RADAR 374.400 129.325	KLEINE-BROGEL APP 337.600 134.480	KLEINE-BROGEL TWR 248.075 134.105	KLEINE-BROGEL GND 362.775 122.100
APCH in EGNOS service Volume for APV SBAS usable when available	APP COURSE 047° M 050° T	GS 3.00°	FAF ALT 1700 FT
		DA GEO 605 DA BARO 562	THR 185 FT
		ALS 930 M	LDA 7926 FT

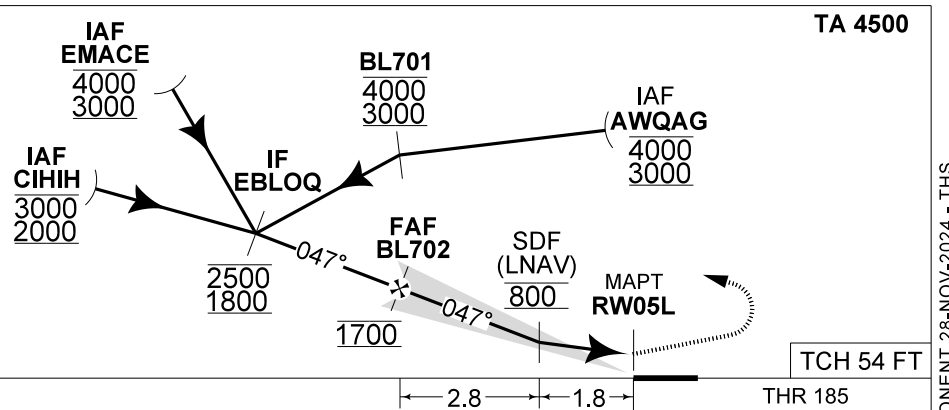
**CAUTION:**

- a) MISSED APPROACH AT A CLIMB GRADIENT OF 4.3% UNTIL PASSING 2500 FT TO REMAIN IN CONTROLLED AIRSPACE. A CLIMB GRADIENT OF 2.5% GARANTEES REQUIRED OBSTACLE CLEARANCE.
- b) MNM TEMP IN BARO MODE IS -15°



THR 05L	4	3	2
Altitude	1520	1200	880
Height	(1335)	(1015)	(695)

**MISSED APPROACH**  
(MIN CG 4.3% UNTIL 2500 FT)  
MAX SPEED 190 KIAS.  
Climb inbound BL705 then BL706 to reach IAF AWQAG at 3000 FT.



CAT I

NATIONAL	CATEGORY	C	ANCHOR POINT: ALS Code: Final Course (true): Vertical Path Angle: FAP Altitude: Distance IF - FAP: Anchor Point:	Data ALS RWY 05L N 51°09.692' / E 005°27.410' / 239 FT <b>FRH5DM</b> 050°T 3.00° 1700 FT 3.67 NM 54 FT ABOVE THR 05L
	AA (GEO) 05L (DA)	<b>605</b> - 1.2 420 (500 - 1.2 / 2.2) GS 3.00°		
	AA (BARO) 05L (DA)	<b>562</b> - 1.0 377 (400 - 1.0 / 1.9) GS 3.00°		

**AA RWY 05L**

51°10.10' N  
005°28.19' E

**KLEINE-BROGEL (EBBL)**

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**MIPS**  
**INSTRUMENT APPROACH CHART**

**RNP RWY 23L**  
**KLEINE-BROGEL (EBBL)**

AD ELEV 192

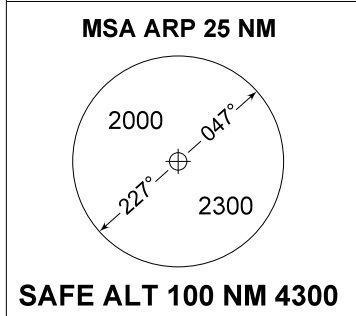
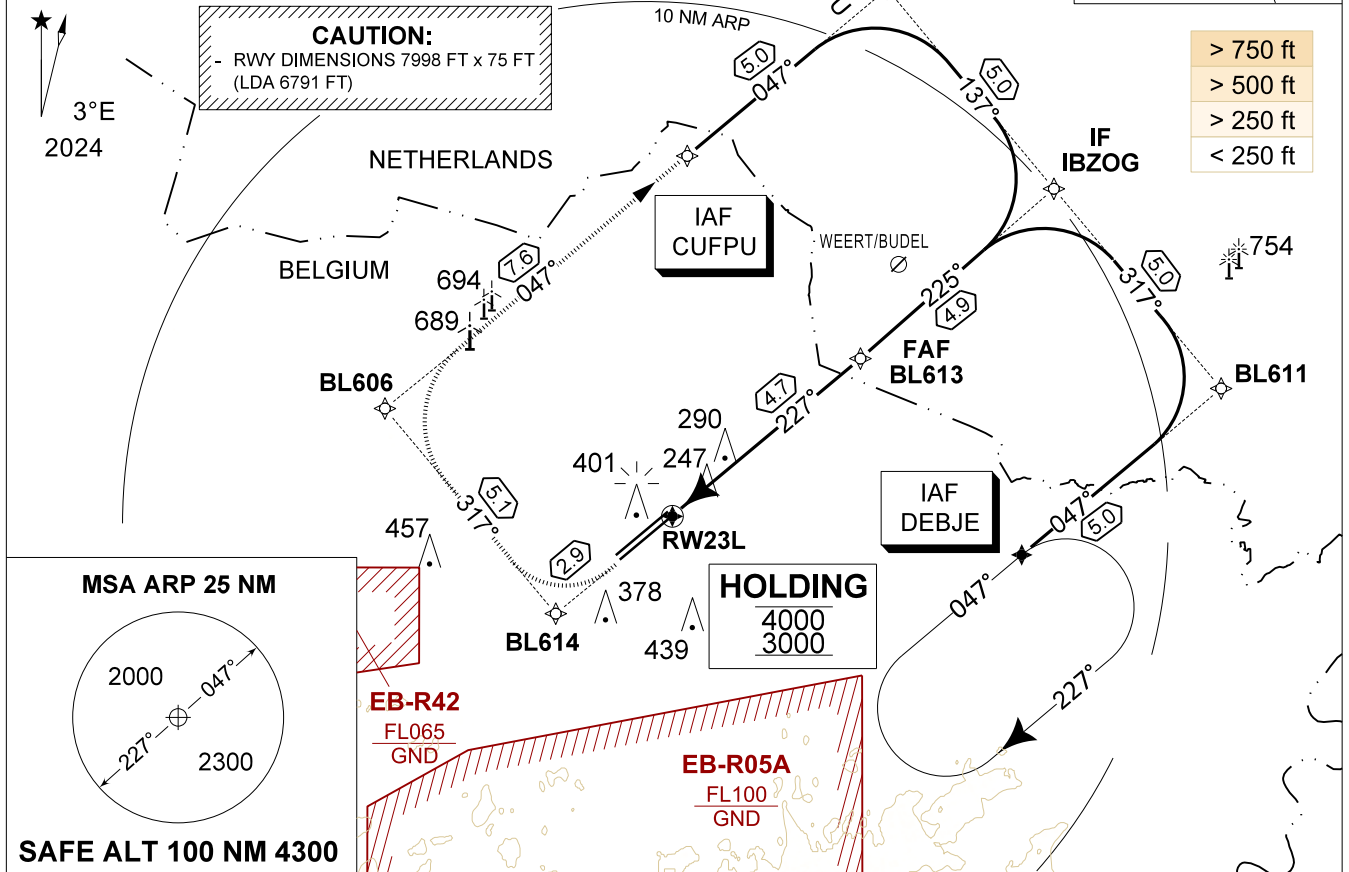
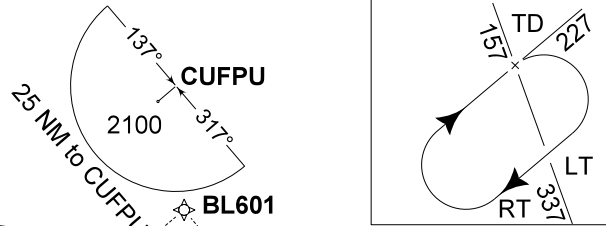
BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
-	APP COURSE 227°	FAF ALT 1700 FT	DESCENT GR 5.24% (3.00°)	MDA 620	THR 161 FT	ALS -	LDA 6791 FT

**CAUTION:**

- a) CLASS E AIRSPACE IN AMSTERDAM FIR
- b) MAX 240 KIAS
- c) HOLDING AT DEBJE REQUIRES DECONFLICTION WITH EB-R05A

**NOTE**

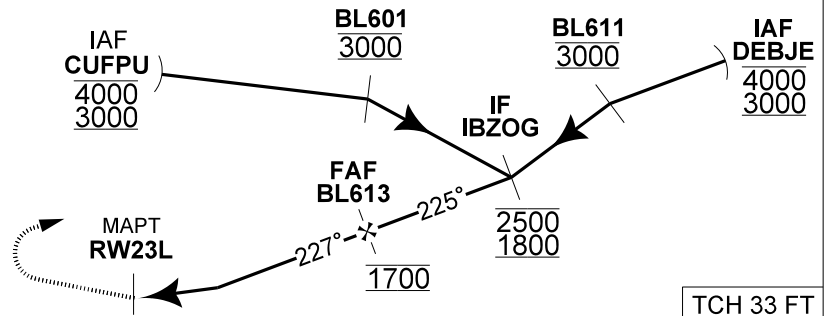
- a) PROCEDURE FOR BELGIAN AIR FORCE ACFT ONLY



THR 23R	5	4	3	2
Altitude	1700	1470	1150	840
Height	(1539)	(1309)	(989)	(679)

**MISSED APPROACH**

MAX SPEED 165 KIAS.  
Climb inbound BL614 then BL606 to reach IAF CUFPU at 3000 FT.



TA 4500			
TCH 33 FT			
THR 161	4.7		
CATEGORY	A	B	C
LNAV 23L (MDA)	620 - 2.4 459 (500 - 2.4 / 2.5)		
CIRCLING	750 - 1.6 558 (600 - 1.6)	890 - 2.4 698 (700 - 2.4)	

**RNP RWY 23L**

51°10.10' N  
005°28.19' E

**KLEINE-BROGEL (EBBL)**

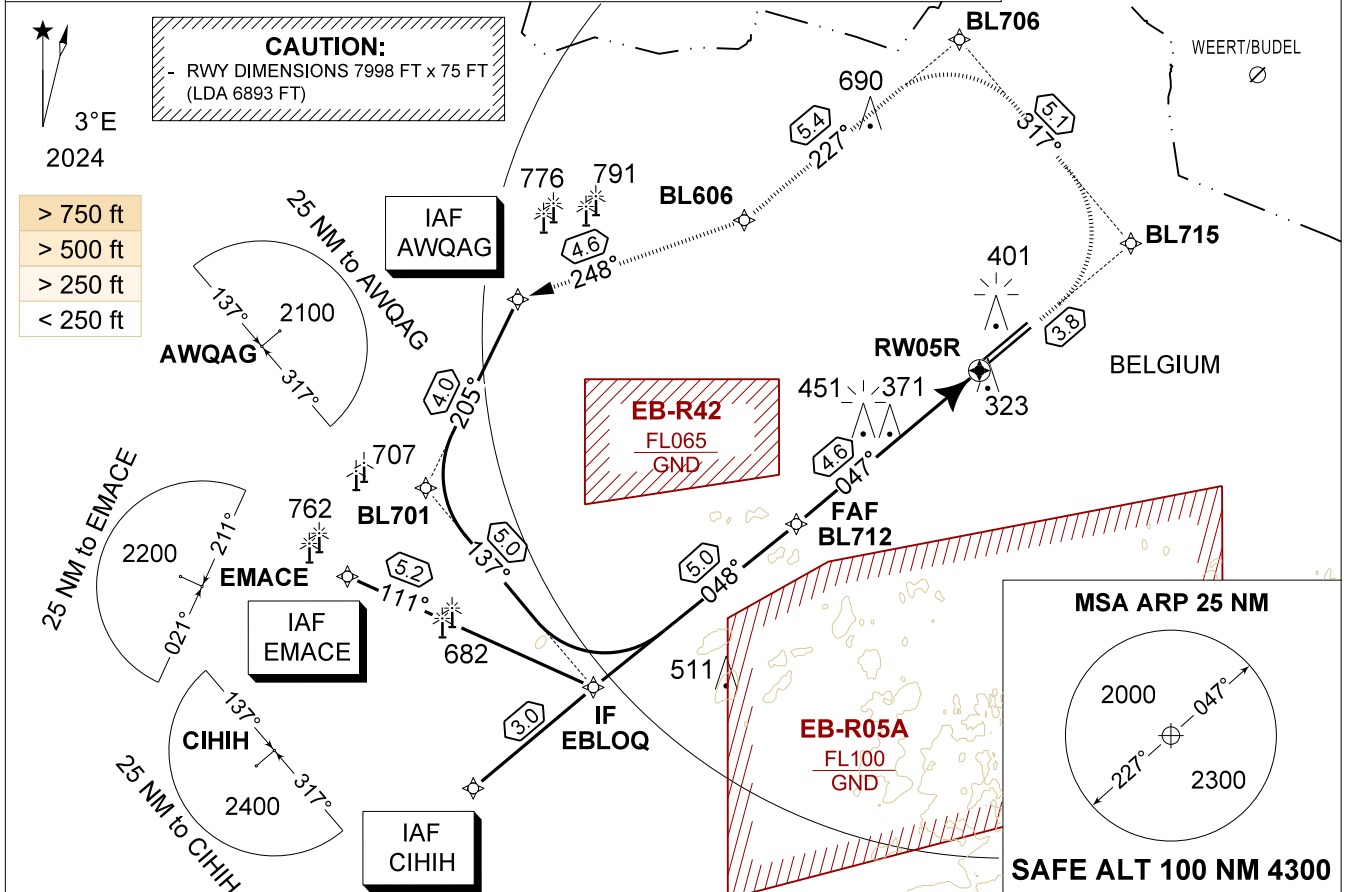
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**MIPS INSTRUMENT APPROACH CHART** AD ELEV 192 **RNP RWY 05R KLEINE-BROGEL (EBBL)**

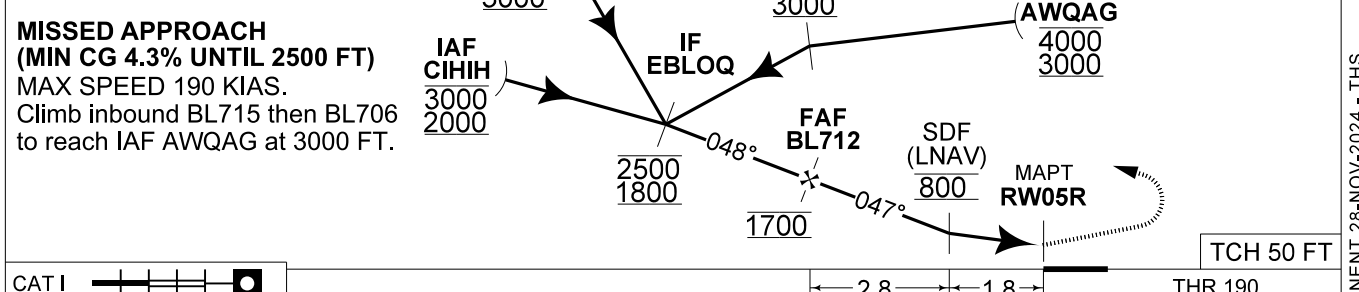
BELGA RADAR 374.400 129.325		KLEINE-BROGEL APP 337.600 134.480		KLEINE-BROGEL TWR 248.075 134.105		KLEINE-BROGEL GND 362.775 122.100	
-	APP COURSE 047°	FAF ALT 1700 FT	DESCENT GR 5.24% (3.00°)	MDA <b>630</b>	THR 190 FT	ALS -	LDA 6893 FT

**CAUTION:**  
a) MISSED APPROACH CLIMB GRADIENT OF MIN 4.3% UNTIL REACHING 2500 FT AMSL TO REMAIN IN CONTROLLED AIRSPACE.  
CLIMB GRADIENT OF 2.5% GUARANTEES REQUIRED OBSTACLE CLEARANCE

**NOTE**  
a) PROCEDURE FOR BELGIAN AIR FORCE ACFT ONLY



THR 05L	4	3	2
Altitude	1490	1180	860
Height	(1300)	(990)	(670)



CATEGORY	A	B	C
LNAV 05R (MDA)	<b>630</b> - 2.3 440 (500 - 2.3 / 2.3)		
CIRCLING	<b>750</b> - 1.6 558 (600 - 1.6)	<b>890</b> - 2.4 698 (700 - 2.4)	

**RNP RWY 05R** 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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**MIPS**  
**INSTRUMENT APPROACH CHART**

AD ELEV 192

**RNP ARINC CODING**  
**KLEINE-BROGEL (EBBL)**

**EBBL RNP RWY 23R COORDINATES AND CODING (PAGE 4-31):**

**WAYPOINTS COORDINATES:**

- CUFPU: 51°17.35' N 005°29.59' E - IAF
- BL601: 51°20.55' N 005°35.71' E
- IBZOG: 51°16.71' N 005°40.80' E - IF
- BL612: 51°13.51' N 005°34.69' E - FAF
- RW23R: 51°10.53' N 005°29.00' E - THR 23R / MAPT
- BL605: 51°08.67' N 005°25.47' E
- BL606: 51°12.50' N 005°20.36' E
- DEBJE: 51°09.69' N 005°39.79' E - IAF
- BL611: 51°12.87' N 005°45.89' E

Seq Number	Path Terminator	WP Name	Role of the FIX	Fly-Over	Course (T°)	Turn Direction	Altitude Constraint	Speed Constraint	Vertical Path Angle
INITIAL APPROACH DEBJE									
010	IF	DEBJE	IAF	N	-	-	4000/3000	MAX 240Kts	-
020	HM	DEBJE	IAF	Y	-	R	4000/3000	MAX 240Kts	-
030	TF	BL611	OTHER	N	050.2	-	@3000	MAX 240Kts	-
040	TF	IBZOG	IF	N	320.3	L	2500/1800	MAX 240Kts	-4.78%
INITIAL APPROACH CUFPU									
010	IF	CUFPU	IAF	N	-	-	4000/3000	MAX 240Kts	-
020	TF	BL601	OTHER	N	050.1	-	@3000	MAX 240Kts	-
030	TF	IBZOG	IF	N	140.1	R	2500/1800	MAX 240Kts	-4.78%
FINAL APPROACH RWY 23R									
010	IF	IBZOG	IF	N	-	-	2500/1800	-	-
020	TF	BL612	FAF	N	230.2	-	@1700	-	-0.33%
030	TF	RW23R	MAPT	Y	230.2	-	+215	MAX 165Kts	-5.24%(3.00°)
MISSED APPROACH ( CG 2.5%)									
010	IF	RW23R	MAPT	Y	-	-	See Minima	MAX 165Kts	-
020	TF	BL605	OTHER	N	230.1	-	+740	MAX 165Kts	+2.5%
030	TF	BL606	OTHER	N	320.0	R	+1377	MAX 165Kts	+2.5%
040	TF	CUFPU	IAF/MAHF	Y	050.0	R	@3000	MAX 165Kts	+2.5%

**EBBL RNP RWY 05L COORDINATES AND CODING (PAGE 4-33):**

**WAYPOINTS COORDINATES:**

- AWQAG: 51°10.98' N 005°13.45' E - IAF
- BL701: 51°07.36' N 005°10.65' E
- EBLOQ: 51°03.54' N 005°15.76' E - IF
- BL702: 51°06.75' N 005°21.83' E - FAF
- RW05L: 51°09.70' N 005°27.41' E - THR 05L / MAPT
- BL705: 51°12.13' N 005°32.04' E
- BL706: 51°15.96' N 005°26.94' E
- BL606: 51°12.50' N 005°20.36' E
- CIHIH: 51°01.60' N 005°12.11' E - IAF
- EMACE: 51°05.66' N 005°08.27' E - IAF

Seq Number	Path Terminator	WP Name	Role of the FIX	Fly-Over	Course (T°)	Turn Direction	Altitude Constraint	Speed Constraint	Vertical Path Angle
INITIAL APPROACH AWQAG									
010	IF	AWQAG	IAF	N	-	-	4000/3000	-	-
020	TF	BL701	OTHER	N	206.0	-	4000/3000	-	-
030	TF	EBLOQ	IF	N	139.9	L	2500/1800	-	-4.5%
INITIAL APPROACH CIHIH									
010	IF	CIHIH	IAF	N	-	-	3000/2000	-	-
020	TF	EBLOQ	IF	N	049.9	-	2500/1800	-	-1.1%
INITIAL APPROACH EMACE									
010	IF	EMACE	IAF	N	-	-	4000/3000	-	-
020	TF	EBLOQ	IF	N	114.2	L	2500/1800	-	-3.9%
FINAL APPROACH RWY 05L									
010	IF	EBLOQ	IF	N	-	-	2500/1800	-	-
020	TF	BL702	FAF	N	049.9	-	@1700	-	-0.33%
030	TF	RW05L	MAPT	Y	050.0	-	+239	MAX 190Kts	-5.24%(3.00°)
MISSED APPROACH ( CG 4.3%)									
010	IF	RW05L	MAPT	Y	-	-	See Minima	MAX 190Kts	-
020	TF	BL705	OTHER	N	050.1	-	+1168	MAX 190Kts	+4.3%
030	TF	BL706	OTHER	N	320.1	-			
040	TF	BL606	OTHER	N	230.1	L	@2978	MAX 190Kts	+2.5%
050	TF	AWQAG	IAF/MAHF	Y	250.8	R	@3000	MAX 190Kts	+2.5%

CHANGE: General revision

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

**RNP ARINC CODING**

51°10.10' N  
005°28.19' E

**KLEINE-BROGEL (EBBL)**

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**MIPS**  
**INSTRUMENT APPROACH CHART**

AD ELEV 192

**RNP ARINC CODING**  
**KLEINE-BROGEL (EBBL)**

**EBBL RNP RWY 23L COORDINATES AND CODING (PAGE 4-35):**

**WAYPOINTS COORDINATES:**

CUFPU: 51°17.35' N 005°29.59' E - IAF  
 BL601: 51°20.55' N 005°35.71' E  
 IBZOG: 51°16.71' N 005°40.80' E - IF  
 BL613: 51°13.46' N 005°34.88' E - FAF  
 RW23L: 51°10.43' N 005°27.53' E - THR 23L / MAPT  
 BL614: 51°08.57' N 005°25.58' E  
 BL606: 51°12.50' N 005°20.36' E  
 DEBJE: 51°09.69' N 005°39.79' E - IAF  
 BL611: 51°12.87' N 005°45.89' E

Seq Number	Path Terminator	WP Name	Role of the FIX	Fly-Over	Course (T°)	Turn Direction	Altitude Constraint	Speed Constraint	Vertical Path Angle
<b>INITIAL APPROACH DEBJE</b>									
010	IF	DEBJE	IAF	N	-	-	4000/3000	MAX 240Kts	-
020	HM	DEBJE	IAF	Y	-	R	4000/3000	MAX 240Kts	-
030	TF	BL611	OTHER	N	050.2	-	@3000	MAX 240Kts	-
040	TF	IBZOG	IF	N	320.3	L	2500/1800	MAX 240Kts	-4.78%
<b>INITIAL APPROACH CUFPU</b>									
010	IF	CUFPU	IAF	N	-	-	4000/3000	MAX 240Kts	-
020	TF	BL601	OTHER	N	050.1	-	@3000	MAX 240Kts	-
030	TF	IBZOG	IF	N	140.2	R	2500/1800	MAX 240Kts	-4.78%
<b>FINAL APPROACH RWY 23L</b>									
010	IF	IBZOG	IF	N	-	-	2500/1800	-	-
020	TF	BL613	FAF	N	228.9	-	@1700	-	-0.33%
030	TF	RW23L	MAPT	Y	230.2	-	+194	MAX 165Kts	-5.24%(3.00°)
<b>MISSED APPROACH ( CG 2.5%)</b>									
010	IF	RW23L	MAPT	Y	-	-	See Minima	MAX 165Kts	-
020	TF	BL614	OTHER	N	230.0	-	+739	MAX 165Kts	+2.5%
030	TF	BL606	OTHER	N	320.2	R	+1387	MAX 165Kts	+2.5%
040	TF	CUFPU	IAF/MAHF	Y	050.0	R	@3000	MAX 165Kts	+2.5%

**EBBL RNP RWY 05R COORDINATES AND CODING (PAGE 4-36):**

**WAYPOINTS COORDINATES:**

AWQAG: 51°10.98' N 005°13.45' E - IAF  
 BL701: 51°07.36' N 005°10.65' E  
 EBLOQ: 51°03.54' N 005°15.76' E - IF  
 BL712: 51°06.67' N 005°21.95' E - FAF  
 RW05R: 51°09.61' N 005°27.53' E - THR 05R / MAPT  
 BL715: 51°12.04' N 005°32.16' E  
 BL706: 51°15.96' N 005°26.94' E  
 BL606: 51°12.50' N 005°20.36' E  
 CIHIH: 51°01.60' N 005°12.11' E - IAF  
 EMACE: 51°05.66' N 005°08.27' E - IAF

Seq Number	Path Terminator	WP Name	Role of the FIX	Fly-Over	Course (T°)	Turn Direction	Altitude Constraint	Speed Constraint	Vertical Path Angle
<b>INITIAL APPROACH AWQAG</b>									
010	IF	AWQAG	IAF	N	-	-	4000/3000	-	-
020	TF	BL701	OTHER	N	206.0	-	4000/3000	-	-
030	TF	EBLOQ	IF	N	139.9	L	2500/1800	-	-4.5%
<b>INITIAL APPROACH CIHIH</b>									
010	IF	CIHIH	IAF	N	-	-	3000/2000	-	-
020	TF	EBLOQ	IF	N	049.9	-	2500/1800	-	-1.1%
<b>INITIAL APPROACH EMACE</b>									
010	IF	EMACE	IAF	N	-	-	4000/3000	-	-
020	TF	EBLOQ	IF	N	114.2	L	2500/1800	-	-3.9%
<b>FINAL APPROACH RWY 05R</b>									
010	IF	EBLOQ	IF	N	-	-	2500/1800	-	-
020	TF	BL712	FAF	N	051.2	-	@1700	-	-0.33%
030	TF	RW05R	MAPT	Y	050.0	-	+240	MAX 190Kts	-5.24%(3.00°)
<b>MISSED APPROACH ( CG 4.3%)</b>									
010	IF	RW05R	MAPT	Y	-	-	See Minima	MAX 190Kts	-
020	TF	BL715	OTHER	N	050.1	-	+1168	MAX 190Kts	+4.3%
030	TF	BL706	OTHER	N	320.1	L	+2261	MAX 190Kts	+4.3%
040	TF	BL606	OTHER	N	230.1	L	@3000	MAX 190Kts	+2.5%
050	TF	AWQAG	IAF/MAHF	Y	250.8	R	@3000	MAX 190Kts	+2.5%

CHANGE: New

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

**RNP ARINC CODING**

51°10.10' N  
005°28.19' E

**KLEINE-BROGEL (EBBL)**

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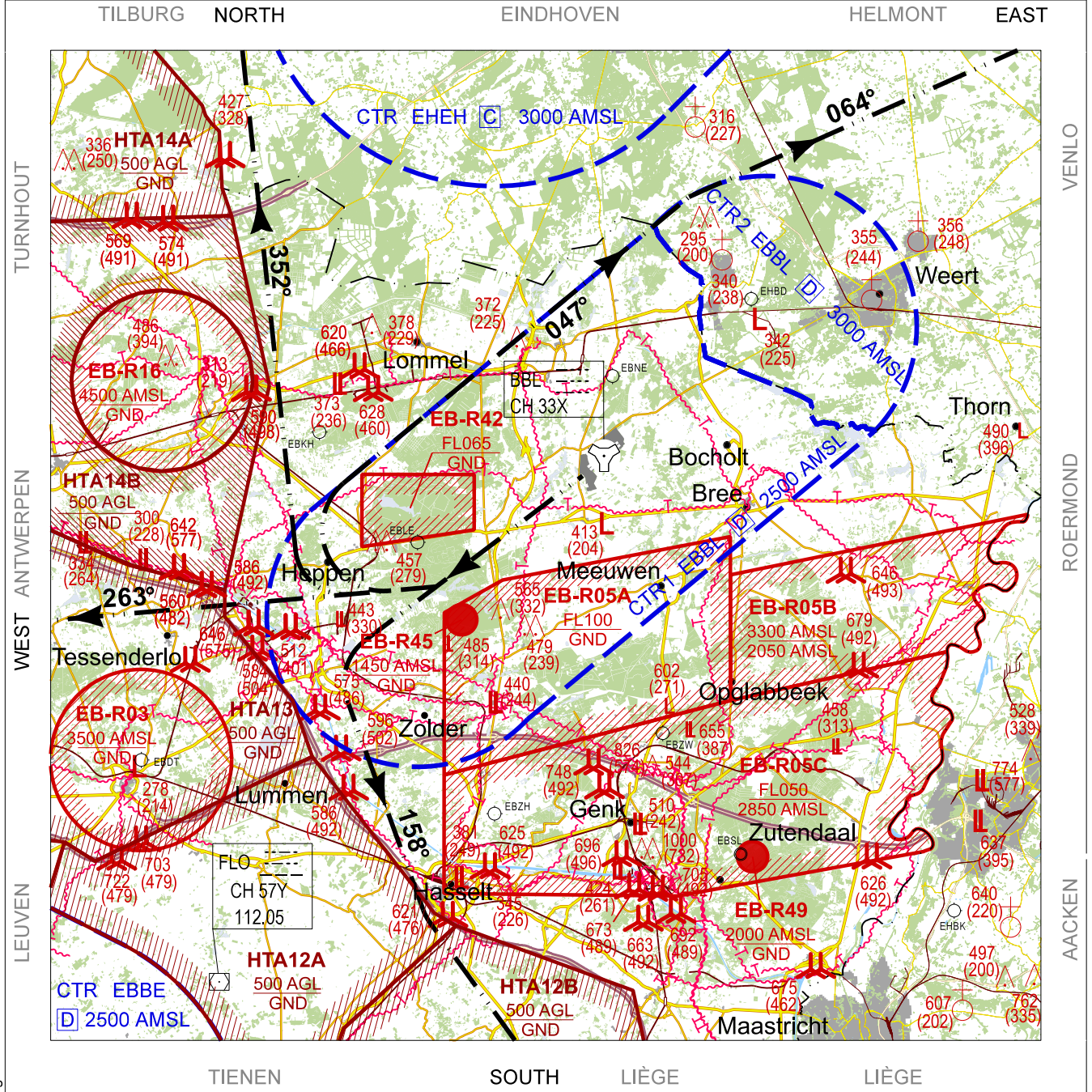


**VISUAL APPROACH CHART**

AD ELEV 192

**DEP - RWY 23R  
KLEINE-BROGEL (EBBL)**

BELGA RADAR 374.400 129.325	KLEINE-BROGEL APP 337.600 134.480	KLEINE-BROGEL TWR 248.075 134.105	KLEINE-BROGEL GND 362.775 122.100
TACAN BBL - CH 033X	-	-	ALS 930 M



**Visual departure altitude 1200 FT mandatory.**

**ACTIVITY AT SURROUNDING CIVIL AIRFIELDS  
(EHBD, EBKH, EBLE, EBZH, EBZW, EBSL)  
CAN BE CHECKED WITH ATC.**

**CAUTION SEVESO SITE AT  
51°03.899'N - 005°10.463'E**

**DEP - RWY 23R**

51°10.10' N  
005°28.19' E

**KLEINE-BROGEL (EBBL)**

CHANGE: TACAN displaced and number of page

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

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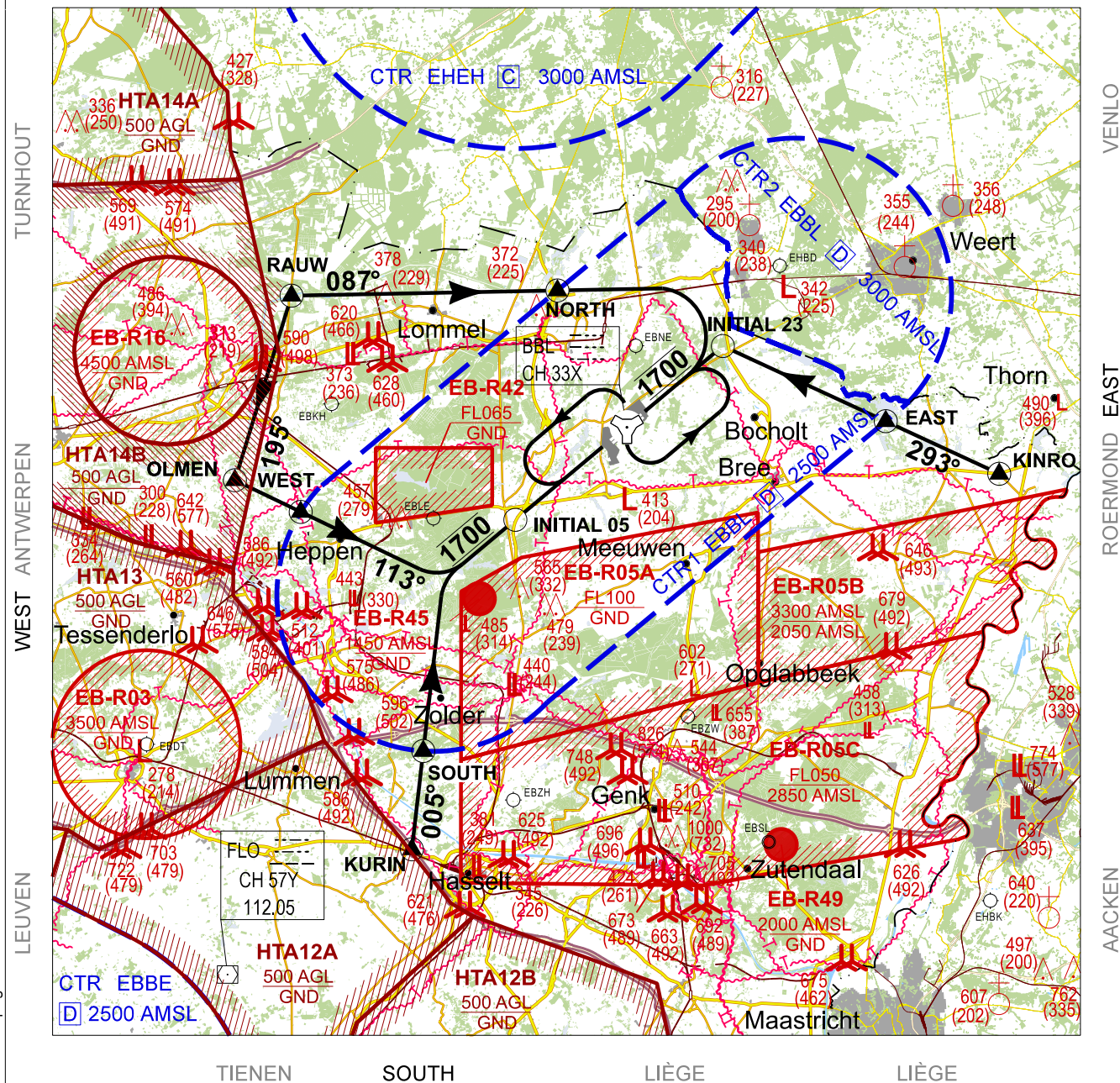
**VISUAL APPROACH CHART**

AD ELEV 192

**APP RWY 05L - 23R  
KLEINE-BROGEL (EBBL)**

BELGA RADAR 374.400 129.325	KLEINE-BROGEL APP 337.600 134.480	KLEINE-BROGEL TWR 248.075 134.105	KLEINE-BROGEL GND 362.775 122.100
TACAN BBL - CH 033X	-	-	ALS 930 M

TILBURG NORTH EINDHOVEN HELMONT



**Visual approach altitude 1700 FT mandatory.**

- RAUW: 51°14.30' N - 005°11.22' E - R-289 BBL 11.5 DME.
- NORTH: 51°14.49' N - 005°24.73' E - R-330 BBL 5.0 DME.
- EAST: 51°10.29' N - 005°41.42' E - R-085 BBL 8.3 DME.
- KINRO: 51°08.59' N - 005°47.21' E - R-094 BBL 12.0 DME.
- SOUTH: 50°59.76' N - 005°17.94' E - R-209 BBL 12.2 DME.
- KURIN: 50°56.62' N - 005°17.37' E - R-204 BBL 15.1 DME.
- WEST: 51°07.40' N - 005°11.70' E - R-253 BBL 10.8 DME.
- OLMEN: 51°08.40' N - 005°08.35' E - R-260 BBL 12.6 DME.

**ACTIVITY AT SURROUNDING CIVIL AIRFIELDS  
(EHBD, EBKH, EBLE, EBZH, EBZW, EBSL)  
CAN BE CHECKED WITH ATC.  
CAUTION SEVESO SITE AT  
51°03.899'N - 005°10.463'E**

**APP RWY 05L - 23R**

51°10.10' N  
005°28.19' E

**KLEINE-BROGEL (EBBL)**

CHANGE: TACAN displaced, MAG VAR and number of page

BEL DEFENCE, AIR COMPONENT 28-NOV-2024- THS

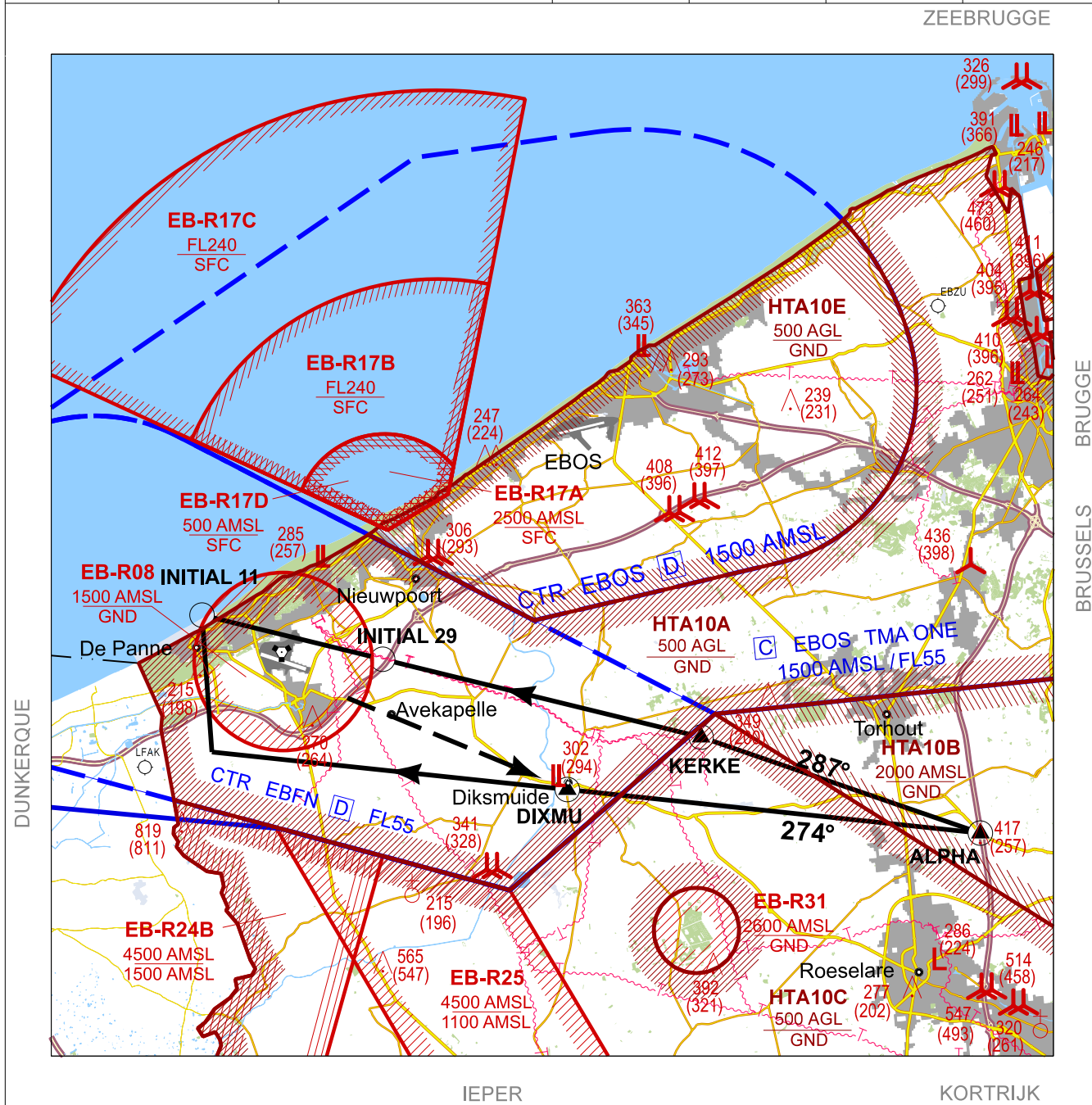
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**VISUAL APPROACH CHART**

AD ELEV 11

**JET RWY 11 - 29  
KOKSIJDE (EBFN)**

BELGA RADAR 374.400 129.325	KOKSIJDE APP 235.050 121.055	KOKSIJDE TWR 231.800 122.100		KOKSIJDE GND 231.800 122.100	
DVORTAC KOK - CH 092X - 114.500	-	ALS 11 -	ALS 29 420 M	LDA 11 8436 FT	LDA 29 8446 FT



**Visual approach altitude 1500 FT mandatory.  
Visual departure altitude 1000 FT mandatory.**

- ALPHA: 51°00.58' N - 003°10.23' E - PSN R-103 / 20.2 DME KOK at 1500 FT AMSL. (crossing road N35 / A17)
- KERKE: 51°03.30' N - 002°57.80' E - PSN R-100 / 11.9 DME KOK at 1500 FT AMSL. (church of Bovekerke)
- DIXMU: 51°01.83' N - 002°51.84' E - SOUTH of DIKSMUIDE 1000 FT AMSL.

CHANGE: EB-R17D added

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

**JET RWY 11 - 29**

51°05.42' N  
002°39.17' E

**KOKSIJDE (EBFN)**

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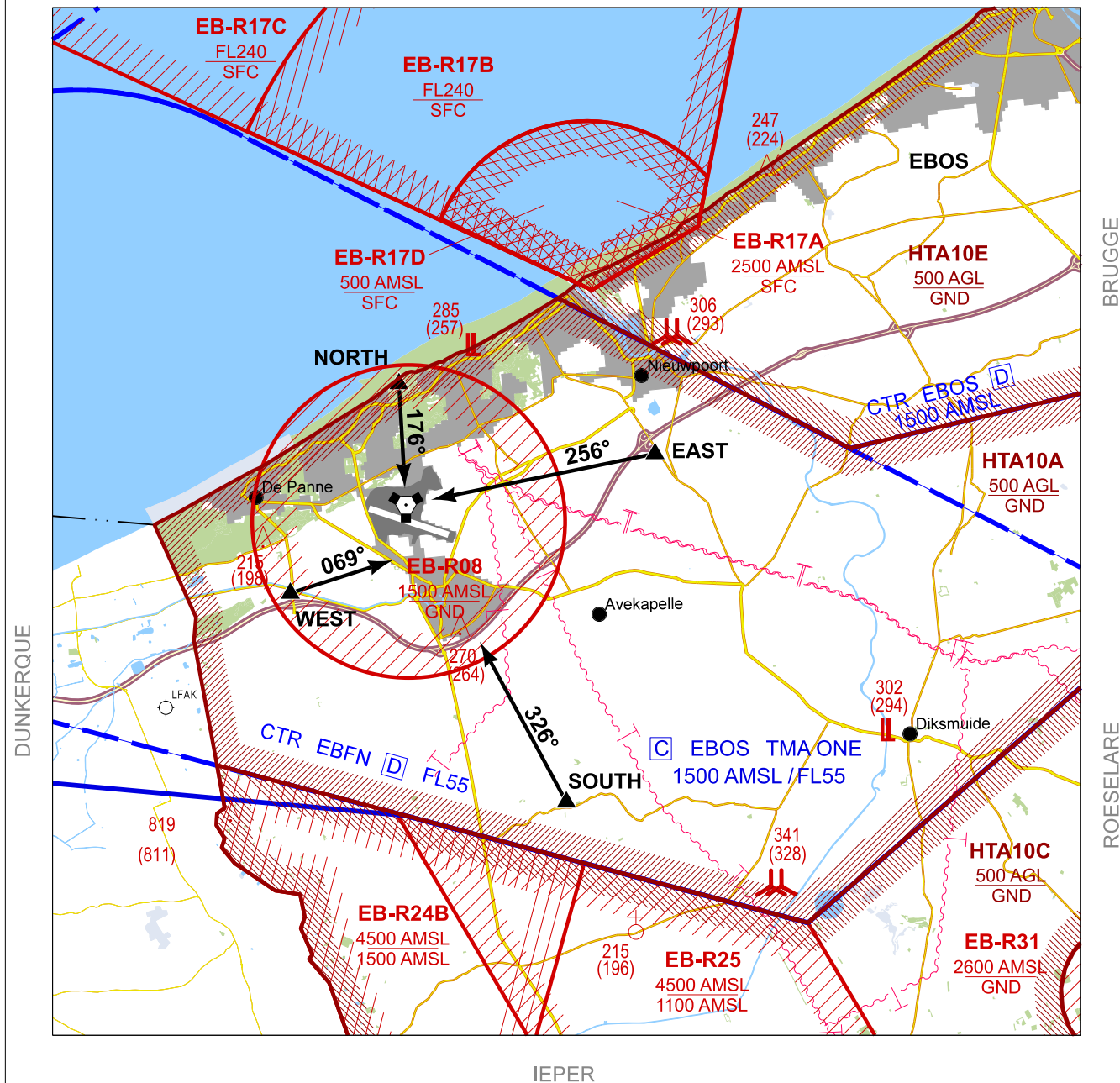
**VISUAL APPROACH CHART**

AD ELEV 11

**HEL  
KOKSIJDE (EBFN)**

BELGA RADAR 374.400 129.325	KOKSIJDE APP 235.050 121.055	KOKSIJDE TWR 231.800 122.100		KOKSIJDE GND 231.800 122.100	
DVORTAC KOK - CH 092X - 114.500	-	ALS 11 -	ALS 29 420 M	LDA 11 8436 FT	LDA 29 8446 FT

OOSTENDE



HELICOPTER VFR ROUTES: COMPULSORY REPORTING POINTS

- NORTH: 51°07.62' N - 002°38.92' E
- EAST: 51°06.56' N - 002°45.78' E (Ramskapelle church)
- SOUTH: 51°00.96' N - 002°43.68' E (Fortem bridge)
- WEST: 51°04.52' N - 002°36.18' E (Adinkerke church)

CHANGE: EB-R17D added

BEL DEFENCE, AIR COMPONENT 28-NOV-2024 - THS

**HEL**

51°05.42' N  
002°39.17' E

**KOKSIJDE (EBFN)**

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