

AERONAUTICAL INFORMATION PUBLICATION

Belgium and Luxembourg

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AIRAC AMDT
001/2025

Publication date: 12 DEC 2024
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1. Amendment content:

Section	Subject	Change
ENR 6	Index Chart. Sectorisation BRUSSELS ACC	New
ENR 6	Index Chart. Sectorisation MAASTRICHT UAC	New
EBBR AD 2.22	SID RNAV RWY 01, CIV1Y (RWY 07L), CIV1W (RWY 07R), CIV1P (RWY 25L)	New
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 01 (X Departures)	Updated
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 01 (F Departures)	New
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 07L (T-Y Departures)	Updated
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 07L (R Departure)	New
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 07R (V-W Departures)	Updated
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 07R (U Departure)	New
EBBR AD 2.24	Standard Departure Chart - Instrument (SID) - ICAO: RWY 19 (L-N Departures)	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 25L (Q Departure)	New
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
ELLX AD 2.22	Low Visibility Procedures. Taxiways	Updated
ELLX AD 2.24	Visual Approach Chart - ICAO. Appendix 1: Aerodrome Traffic Circuit	Updated
EBFS AD 2.24	Aerodrome Chart	Updated
EBBL AD 2.24	Instrument Approach Chart - MIPS: HPMA-TACAN RWY 05L	Updated
EBBL AD 2.24	Instrument Approach Chart - MIPS: HPMA-TACAN RWY 23L	Updated
EBBL AD 2.24	Instrument Approach Chart - MIPS: TACAN RWY 23L	Updated
EBBL AD 2.24	Instrument Approach Chart - MIPS: TACAN y RWY 05R	Updated
EBBL AD 2.24	Instrument Approach Chart - MIPS: QRA HPMA-ILS or QRA HPMA-LOC RWY 05L	Updated

Section	Subject	Change
EBBL AD 2.24	Instrument Approach Chart - MIPS: RNP RWY 23L	Updated
EBBL AD 2.24	Instrument Approach Chart - MIPS: RNP ARINC CODING	Updated

2. Hand corrections to the following pages:

NIL

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

NOTAM: NIL

SUP: NIL

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

Insert the following pages

Remove the following pages

GEN 0.2 Record of AIP Amendments

AIP AMENDMENT			
NR/Year	Publication date	Date inserted	Inserted by
001/2022	13-Jan-2022	27-Jan-2022	
002/2022	10-Feb-2022	24-Feb-2022	
003/2022	10-Mar-2022	24-Mar-2022	
004/2022	07-Apr-2022	21-Apr-2022	
005/2022	05-May-2022	19-May-2022	
006/2022	02-Jun-2022	16-Jun-2022	
007/2022	30-Jun-2022	14-Jul-2022	
008/2022	28-Jul-2022	11-Aug-2022	
009/2022	25-Aug-2022	08-Sep-2022	
010/2022	22-Sep-2022	06-Oct-2022	
011/2022	20-Oct-2022	03-Nov-2022	
012/2022	17-Nov-2022	01-Dec-2022	
013/2022	15-Dec-2022	29-Dec-2022	
001/2023	12-Jan-2023	26-Jan-2023	
002/2023	09-Feb-2023	23-Feb-2023	
003/2023	09-Mar-2023	23-Mar-2023	
004/2023	06-Apr-2023	20-Apr-2023	
005/2023	04-May-2023	18-May-2023	
006/2023	01-Jun-2023	15-Jun-2023	
007/2023	29-Jun-2023	13-Jul-2023	
008/2023	27-Jul-2023	10-Aug-2023	
009/2023	24-Aug-2023	07-Sep-2023	
010/2023	21-Sep-2023	05-Oct-2023	
011/2023	19-Oct-2023	02-Nov-2023	
012/2023	16-Nov-2023	30-Nov-2023	
013/2023	14-Dec-2023	28-Dec-2023	
001/2024	11-Jan-2024	25-Jan-2024	
002/2024	08-Feb-2024	22-Feb-2024	
003/2024	07-Mar-2024	21-Mar-2024	
004/2024	04-Apr-2024	18-Apr-2024	
005/2024	02-May-2024	16-May-2024	
006/2024	30-May-2024	13-Jun-2024	
007/2024	27-Jun-2024	11-Jul-2024	
008/2024	25-Jul-2024	08-Aug-2024	
009/2024	22-Aug-2024	05-Sep-2024	
010/2024	19-Sep-2024	03-Oct-2024	
011/2024	17-Oct-2024	31-Oct-2024	
012/2024	14-Nov-2024	28-Nov-2024	
013/2024	12-Dec-2024	26-Dec-2024	

AIRAC AMENDMENT			
NR/Year	Publication date	Effective date	Inserted by
001/2022	16-Dec-2021	27-Jan-2022	
002/2022	13-Jan-2022	24-Feb-2022	
003/2022	10-Feb-2022	24-Mar-2022	
004/2022	10-Mar-2022	21-Apr-2022	
005/2022	07-Apr-2022	19-May-2022	
006/2022	02-Jun-2022	14-Jul-2022	
007/2022	30-Jun-2022	11-Aug-2022	
008/2022	28-Jul-2022	08-Sep-2022	
009/2022	25-Aug-2022	06-Oct-2022	
010/2022	22-Sep-2022	03-Nov-2022	
011/2022	20-Oct-2022	01-Dec-2022	
012/2022	17-Nov-2022	29-Dec-2022	
001/2023	15-Dec-2022	26-Jan-2023	
002/2023	12-Jan-2023	23-Feb-2023	
003/2023	09-Feb-2023	23-Mar-2023	
004/2023	06-Apr-2023	18-May-2023	
005/2023	04-May-2023	15-Jun-2023	
006/2023	01-Jun-2023	13-Jul-2023	
007/2023	29-Jun-2023	10-Aug-2023	
008/2023	27-Jul-2023	07-Sep-2023	
009/2023	24-Aug-2023	05-Oct-2023	
010/2023	21-Sep-2023	02-Nov-2023	
011/2023	19-Oct-2023	30-Nov-2023	
012/2023	16-Nov-2023	28-Dec-2023	
001/2024	14-Dec-2023	25-Jan-2024	
002/2024	11-Jan-2024	22-Feb-2024	
003/2024	08-Feb-2024	21-Mar-2024	
004/2024	07-Mar-2024	18-Apr-2024	
005/2024	04-Apr-2024	16-May-2024	
006/2024	02-May-2024	13-Jun-2024	
007/2024	30-May-2024	11-Jul-2024	
008/2024	27-Jun-2024	08-Aug-2024	
009/2024	25-Jul-2024	05-Sep-2024	
010/2024	22-Aug-2024	03-Oct-2024	
011/2024	19-Sep-2024	31-Oct-2024	
012/2024	17-Oct-2024	28-Nov-2024	
013/2024	14-Nov-2024	26-Dec-2024	
001/2025	12-Dec-2024	23-Jan-2025	

GEN 0.4 Checklist of AIP Pages

GEN

GEN 0.1-1	06-OCT-2022
GEN 0.1-2	06-OCT-2022
GEN 0.2-1	23-JAN-2025
GEN 0.2-2	23-JAN-2025
GEN 0.3-1	26-DEC-2024
GEN 0.3-2	26-DEC-2024
GEN 0.4-1	23-JAN-2025
GEN 0.4-2	23-JAN-2025
GEN 0.4-3	23-JAN-2025
GEN 0.4-4	23-JAN-2025
GEN 0.4-5	23-JAN-2025
GEN 0.4-6	23-JAN-2025
GEN 0.4-7	23-JAN-2025
GEN 0.4-8	23-JAN-2025
GEN 0.4-9	23-JAN-2025
GEN 0.4-10	23-JAN-2025
GEN 0.5-1	04-FEB-2016
GEN 0.5-2	04-FEB-2016
GEN 0.6-1	23-JAN-2025
GEN 0.6-2	23-JAN-2025
GEN 0.6-3	23-JAN-2025
GEN 0.6-4	23-JAN-2025
GEN 1.1-1	21-APR-2022
GEN 1.1-2	21-APR-2022
GEN 1.1-3	10-AUG-2023
GEN 1.1-4	10-AUG-2023
GEN 1.1-5	05-OCT-2023
GEN 1.1-6	05-OCT-2023
GEN 1.2-1	16-MAY-2024
GEN 1.2-2	16-MAY-2024
GEN 1.2-3	18-APR-2024
GEN 1.2-4	18-APR-2024
GEN 1.3-1	04-FEB-2016
GEN 1.3-2	04-FEB-2016
GEN 1.4-1	04-FEB-2016
GEN 1.4-2	04-FEB-2016
GEN 1.5-1	18-APR-2024
GEN 1.5-2	18-APR-2024
GEN 1.6-1	31-DEC-2020
GEN 1.6-2	31-DEC-2020
GEN 1.6-3	18-MAY-2023
GEN 1.6-4	18-MAY-2023
GEN 1.6-5	31-DEC-2020
GEN 1.6-6	31-DEC-2020
GEN 1.7-1	28-NOV-2024
GEN 1.7-2	28-NOV-2024
GEN 1.7-3	28-NOV-2024
GEN 1.7-4	28-NOV-2024
GEN 1.7-5	28-NOV-2024
GEN 1.7-6	28-NOV-2024
GEN 1.7-7	28-NOV-2024
GEN 1.7-8	28-NOV-2024
GEN 1.7-9	28-NOV-2024
GEN 1.7-10	28-NOV-2024
GEN 1.7-11	28-NOV-2024
GEN 1.7-12	28-NOV-2024
GEN 2.1-1	30-NOV-2023
GEN 2.1-2	30-NOV-2023
GEN 2.2-1	28-NOV-2024
GEN 2.2-2	28-NOV-2024
GEN 2.2-3	28-NOV-2024
GEN 2.2-4	28-NOV-2024
GEN 2.2-5	28-NOV-2024
GEN 2.2-6	28-NOV-2024
GEN 2.2-7	28-NOV-2024
GEN 2.2-8	28-NOV-2024
GEN 2.2-9	28-NOV-2024
GEN 2.2-10	28-NOV-2024
GEN 2.2-11	28-NOV-2024
GEN 2.2-12	28-NOV-2024

GEN 2.3-1	03-NOV-2022
GEN 2.3-2	03-NOV-2022
GEN 2.3-3	21-APR-2022
GEN 2.3-4	21-APR-2022
GEN 2.4-1	26-DEC-2024
GEN 2.4-2	26-DEC-2024
GEN 2.4-3	26-DEC-2024
GEN 2.4-4	26-DEC-2024
GEN 2.4-5	26-DEC-2024
GEN 2.4-6	26-DEC-2024
GEN 2.5-1	13-JUN-2024
GEN 2.5-2	13-JUN-2024
GEN 2.6-1	04-FEB-2016
GEN 2.6-2	04-FEB-2016
GEN 2.7-1	26-DEC-2024
GEN 2.7-2	26-DEC-2024
GEN 2.7-3	26-DEC-2024
GEN 2.7-4	26-DEC-2024
GEN 3.1-1	13-JUN-2024
GEN 3.1-2	13-JUN-2024
GEN 3.1-3	13-JUN-2024
GEN 3.1-4	13-JUN-2024
GEN 3.1-5	30-NOV-2023
GEN 3.1-6	30-NOV-2023
GEN 3.2-1	28-NOV-2024
GEN 3.2-2	28-NOV-2024
GEN 3.2-3	03-OCT-2024
GEN 3.2-4	03-OCT-2024
GEN 3.3-1	31-OCT-2024
GEN 3.3-2	31-OCT-2024
GEN 3.3-3	31-OCT-2024
GEN 3.3-4	31-OCT-2024
GEN 3.3-5	24-MAR-2022
GEN 3.3-6	24-MAR-2022
GEN 3.3-7	02-DEC-2021
GEN 3.3-8	02-DEC-2021
GEN 3.4-1	08-SEP-2022
GEN 3.4-2	08-SEP-2022
GEN 3.4-3	31-OCT-2024
GEN 3.4-4	31-OCT-2024
GEN 3.4-5	31-OCT-2024
GEN 3.4-6	31-OCT-2024
GEN 3.4-7	31-OCT-2024
GEN 3.4-8	31-OCT-2024
GEN 3.5-1	18-APR-2024
GEN 3.5-2	18-APR-2024
GEN 3.5-3	02-DEC-2021
GEN 3.5-4	02-DEC-2021
GEN 3.5-5	02-DEC-2021
GEN 3.5-6	02-DEC-2021
GEN 3.5-7	04-NOV-2021
GEN 3.5-8	04-NOV-2021
GEN 3.5-9	04-NOV-2021
GEN 3.5-10	04-NOV-2021
GEN 3.5-11	05-NOV-2020
GEN 3.5-12	05-NOV-2020
GEN 3.5-13	18-JUN-2020
GEN 3.5-14	18-JUN-2020
GEN 3.6-1	20-MAY-2021
GEN 3.6-2	20-MAY-2021
GEN 3.6-3	02-JAN-2020
GEN 3.6-4	02-JAN-2020
GEN 3.6-5	16-MAY-2024
GEN 3.6-6	16-MAY-2024
GEN 4.1-1	21-MAR-2024
GEN 4.1-2	21-MAR-2024
GEN 4.1-3	31-OCT-2024
GEN 4.1-4	31-OCT-2024
GEN 4.2-1	25-JAN-2024
GEN 4.2-2	25-JAN-2024
GEN 4.2-3	18-APR-2024
GEN 4.2-4	18-APR-2024
GEN 4.2-5	18-APR-2024

GEN 4.2-6

18-APR-2024

ENR

ENR 0.1-1	04-FEB-2016
ENR 0.1-2	04-FEB-2016
ENR 0.2-1	04-FEB-2016
ENR 0.2-2	04-FEB-2016
ENR 0.3-1	04-FEB-2016
ENR 0.3-2	04-FEB-2016
ENR 0.4-1	04-FEB-2016
ENR 0.4-2	04-FEB-2016
ENR 0.5-1	04-FEB-2016
ENR 0.5-2	04-FEB-2016
ENR 0.6-1	23-JAN-2025
ENR 0.6-2	23-JAN-2025
ENR 0.6-3	23-JAN-2025
ENR 0.6-4	23-JAN-2025
ENR 1.1-1	26-JAN-2023
ENR 1.1-2	26-JAN-2023
ENR 1.1-3	18-MAY-2023
ENR 1.1-4	18-MAY-2023
ENR 1.1-5	18-MAY-2023
ENR 1.1-6	18-MAY-2023
ENR 1.1-7	18-MAY-2023
ENR 1.1-8	18-MAY-2023
ENR 1.1-9	15-SEP-2016
ENR 1.1-10	15-SEP-2016
ENR 1.1-11	26-MAY-2016
ENR 1.1-12	26-MAY-2016
ENR 1.1-13	26-MAY-2016
ENR 1.1-14	26-MAY-2016
ENR 1.1-15	26-MAY-2016
ENR 1.1-16	26-MAY-2016
ENR 1.1-17	18-AUG-2016
ENR 1.1-18	18-AUG-2016
ENR 1.1-19	15-SEP-2016
ENR 1.1-20	15-SEP-2016
ENR 1.1-21	12-OCT-2017
ENR 1.1-22	12-OCT-2017
ENR 1.1-23	28-NOV-2024
ENR 1.1-24	28-NOV-2024
ENR 1.1-25	26-JAN-2023
ENR 1.1-26	26-JAN-2023
ENR 1.1-27	31-DEC-2020
ENR 1.1-28	31-DEC-2020
ENR 1.1-29	13-JUN-2024
ENR 1.1-30	13-JUN-2024
ENR 1.1-31	31-DEC-2020
ENR 1.1-32	31-DEC-2020
ENR 1.1-33	22-FEB-2024
ENR 1.1-34	22-FEB-2024
ENR 1.1-35	24-FEB-2022
ENR 1.1-36	24-FEB-2022
ENR 1.1-37	24-FEB-2022
ENR 1.1-38	24-FEB-2022
ENR 1.1-39	02-NOV-2023
ENR 1.1-40	02-NOV-2023
ENR 1.1-41	10-AUG-2023
ENR 1.1-42	10-AUG-2023
ENR 1.1-43	10-AUG-2023
ENR 1.1-44	10-AUG-2023
ENR 1.1-45	10-AUG-2023
ENR 1.1-46	10-AUG-2023
ENR 1.2-1	05-OCT-2023
ENR 1.2-2	05-OCT-2023
ENR 1.2-3	26-DEC-2024
ENR 1.2-4	26-DEC-2024
ENR 1.2-5	26-DEC-2024
ENR 1.2-6	26-DEC-2024
ENR 1.3-1	22-FEB-2024
ENR 1.3-2	22-FEB-2024

ENR 1.3-3	22-FEB-2024	ENR 2.1-14	30-NOV-2023	ENR 4.4-7	28-NOV-2024
ENR 1.3-4	22-FEB-2024	ENR 2.1-15	21-APR-2022	ENR 4.4-8	28-NOV-2024
ENR 1.4-1	14-JUL-2022	ENR 2.1-16	21-APR-2022	ENR 4.4-9	28-NOV-2024
ENR 1.4-2	14-JUL-2022	ENR 2.1-17	08-AUG-2024	ENR 4.4-10	28-NOV-2024
ENR 1.5-1	07-SEP-2023	ENR 2.1-18	08-AUG-2024	ENR 4.4-11	28-NOV-2024
ENR 1.5-2	07-SEP-2023	ENR 2.2-1	28-NOV-2024	ENR 4.4-12	28-NOV-2024
ENR 1.5-3	08-OCT-2020	ENR 2.2-2	28-NOV-2024	ENR 4.5-1	12-SEP-2019
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	26-DEC-2024
ENR 1.6-2	28-DEC-2023	ENR 2.2-5	28-NOV-2024	ENR 5.1-2	26-DEC-2024
ENR 1.6-3	02-NOV-2023	ENR 2.2-6	28-NOV-2024	ENR 5.1-3	26-DEC-2024
ENR 1.6-4	02-NOV-2023	ENR 2.2-7	28-NOV-2024	ENR 5.1-4	26-DEC-2024
ENR 1.6-5	02-NOV-2023	ENR 2.2-8	28-NOV-2024	ENR 5.1-5	26-DEC-2024
ENR 1.6-6	02-NOV-2023	ENR 3.1-1	06-OCT-2022	ENR 5.1-6	26-DEC-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	28-NOV-2024
ENR 1.9-2	21-MAR-2024	ENR 3.2-5	13-JUL-2023	ENR 5.1-12	28-NOV-2024
ENR 1.9-3	21-MAR-2024	ENR 3.2-6	13-JUL-2023	ENR 5.1-13	28-NOV-2024
ENR 1.9-4	21-MAR-2024	ENR 3.2-7	13-JUL-2023	ENR 5.1-14	28-NOV-2024
ENR 1.10-1	11-JUL-2024	ENR 3.2-8	13-JUL-2023	ENR 5.1-15	28-NOV-2024
ENR 1.10-2	11-JUL-2024	ENR 3.2-9	13-JUL-2023	ENR 5.1-16	28-NOV-2024
ENR 1.10-3	28-NOV-2024	ENR 3.2-10	13-JUL-2023	ENR 5.1-17	28-NOV-2024
ENR 1.10-4	28-NOV-2024	ENR 3.2-11	13-JUL-2023	ENR 5.1-18	28-NOV-2024
ENR 1.10-5	18-MAY-2023	ENR 3.2-12	13-JUL-2023	ENR 5.2-1	05-SEP-2024
ENR 1.10-6	18-MAY-2023	ENR 3.2-13	13-JUL-2023	ENR 5.2-2	05-SEP-2024
ENR 1.10-7	18-MAY-2023	ENR 3.2-14	13-JUL-2023	ENR 5.2-3	05-SEP-2024
ENR 1.10-8	18-MAY-2023	ENR 3.2-15	13-JUL-2023	ENR 5.2-4	05-SEP-2024
ENR 1.10-9	18-MAY-2023	ENR 3.2-16	13-JUL-2023	ENR 5.2-5	05-SEP-2024
ENR 1.10-10	18-MAY-2023	ENR 3.2-17	13-JUL-2023	ENR 5.2-6	05-SEP-2024
ENR 1.10-11	18-MAY-2023	ENR 3.2-18	13-JUL-2023	ENR 5.2-7	05-SEP-2024
ENR 1.10-12	18-MAY-2023	ENR 3.2-19	13-JUL-2023	ENR 5.2-8	05-SEP-2024
ENR 1.10-13	03-OCT-2024	ENR 3.2-20	13-JUL-2023	ENR 5.2-9	05-SEP-2024
ENR 1.10-14	03-OCT-2024	ENR 3.2-21	13-JUL-2023	ENR 5.2-10	05-SEP-2024
ENR 1.10-15	18-MAY-2023	ENR 3.2-22	13-JUL-2023	ENR 5.2-11	05-SEP-2024
ENR 1.10-16	18-MAY-2023	ENR 3.2-23	22-FEB-2024	ENR 5.2-12	05-SEP-2024
ENR 1.10-17	13-JUN-2024	ENR 3.2-24	22-FEB-2024	ENR 5.2-13	05-SEP-2024
ENR 1.10-18	13-JUN-2024	ENR 3.2-25	13-JUL-2023	ENR 5.2-14	05-SEP-2024
ENR 1.10-19	18-MAY-2023	ENR 3.2-26	13-JUL-2023	ENR 5.2-15	05-SEP-2024
ENR 1.10-20	18-MAY-2023	ENR 3.2-27	13-JUL-2023	ENR 5.2-16	05-SEP-2024
ENR 1.10-21	18-MAY-2023	ENR 3.2-28	13-JUL-2023	ENR 5.2-17	28-NOV-2024
ENR 1.10-22	18-MAY-2023	ENR 3.2-29	13-JUL-2023	ENR 5.2-18	28-NOV-2024
ENR 1.11-1	21-APR-2022	ENR 3.2-30	13-JUL-2023	ENR 5.2-19	28-NOV-2024
ENR 1.11-2	21-APR-2022	ENR 3.2-31	13-JUL-2023	ENR 5.2-20	28-NOV-2024
ENR 1.12-1	15-SEP-2016	ENR 3.2-32	13-JUL-2023	ENR 5.2-21	05-SEP-2024
ENR 1.12-2	15-SEP-2016	ENR 3.2-33	13-JUL-2023	ENR 5.2-22	05-SEP-2024
ENR 1.12-3	03-DEC-2020	ENR 3.2-34	13-JUL-2023	ENR 5.2-23	05-SEP-2024
ENR 1.12-4	03-DEC-2020	ENR 3.3-1	05-SEP-2024	ENR 5.2-24	05-SEP-2024
ENR 1.13-1	12-OCT-2017	ENR 3.3-2	05-SEP-2024	ENR 5.2-25	05-SEP-2024
ENR 1.13-2	12-OCT-2017	ENR 3.3-3	05-SEP-2024	ENR 5.2-26	05-SEP-2024
ENR 1.14-1	21-MAR-2024	ENR 3.3-4	05-SEP-2024	ENR 5.2-27	05-SEP-2024
ENR 1.14-2	21-MAR-2024	ENR 3.3-5	05-SEP-2024	ENR 5.2-28	05-SEP-2024
ENR 1.14-3	21-MAR-2024	ENR 3.3-6	05-SEP-2024	ENR 5.2-29	05-SEP-2024
ENR 1.14-4	21-MAR-2024	ENR 3.3-7	05-SEP-2024	ENR 5.2-30	05-SEP-2024
ENR 1.14-5	21-MAR-2024	ENR 3.3-8	05-SEP-2024	ENR 5.2-31	05-SEP-2024
ENR 1.14-6	21-MAR-2024	ENR 3.3-9	05-SEP-2024	ENR 5.2-32	05-SEP-2024
ENR 1.14-7	21-MAR-2024	ENR 3.3-10	05-SEP-2024	ENR 5.3-1	21-APR-2022
ENR 1.14-8	21-MAR-2024	ENR 3.3-11	05-SEP-2024	ENR 5.3-2	21-APR-2022
ENR 1.14-9	21-MAR-2024	ENR 3.3-12	05-SEP-2024	ENR 5.4-1	28-NOV-2024
ENR 1.14-10	21-MAR-2024	ENR 3.3-13	05-SEP-2024	ENR 5.4-2	28-NOV-2024
ENR 1.14-11	21-MAR-2024	ENR 3.3-14	05-SEP-2024	ENR 5.4-3	28-NOV-2024
ENR 1.14-12	21-MAR-2024	ENR 3.4-1	06-OCT-2022	ENR 5.4-4	28-NOV-2024
ENR 2.1-1	28-DEC-2023	ENR 3.4-2	06-OCT-2022	ENR 5.5-1	08-AUG-2024
ENR 2.1-2	28-DEC-2023	ENR 4.1-1	28-NOV-2024	ENR 5.5-2	08-AUG-2024
ENR 2.1-3	06-OCT-2022	ENR 4.1-2	28-NOV-2024	ENR 5.5-3	08-AUG-2024
ENR 2.1-4	06-OCT-2022	ENR 4.2-1	04-FEB-2016	ENR 5.5-4	08-AUG-2024
ENR 2.1-5	21-APR-2022	ENR 4.2-2	04-FEB-2016	ENR 5.5-5	08-AUG-2024
ENR 2.1-6	21-APR-2022	ENR 4.3-1	26-MAR-2020	ENR 5.5-6	08-AUG-2024
ENR 2.1-7	21-APR-2022	ENR 4.3-2	26-MAR-2020	ENR 5.5-7	08-AUG-2024
ENR 2.1-8	21-APR-2022	ENR 4.4-1	05-SEP-2024	ENR 5.5-8	08-AUG-2024
ENR 2.1-9	21-APR-2022	ENR 4.4-2	05-SEP-2024	ENR 5.5-9	08-AUG-2024
ENR 2.1-10	21-APR-2022	ENR 4.4-3	28-NOV-2024	ENR 5.5-10	08-AUG-2024
ENR 2.1-11	30-NOV-2023	ENR 4.4-4	28-NOV-2024	ENR 5.5-11	08-AUG-2024
ENR 2.1-12	30-NOV-2023	ENR 4.4-5	28-NOV-2024	ENR 5.5-12	08-AUG-2024
ENR 2.1-13	30-NOV-2023	ENR 4.4-6	28-NOV-2024	ENR 5.5-13	08-AUG-2024

ENR 5.5-14	08-AUG-2024	AD 0.1-1	04-FEB-2016	AD 2.EBAW-STAR.02-2	22-FEB-2024
ENR 5.5-15	08-AUG-2024	AD 0.1-2	04-FEB-2016	AD 2.EBAW-SID.01-1	22-FEB-2024
ENR 5.5-16	08-AUG-2024	AD 0.2-1	04-FEB-2016	AD 2.EBAW-SID.01-2	22-FEB-2024
ENR 5.5-17	08-AUG-2024	AD 0.2-2	04-FEB-2016	AD 2.EBAW-SID.02-1	21-MAR-2024
ENR 5.5-18	08-AUG-2024	AD 0.3-1	31-MAR-2016	AD 2.EBAW-SID.02-2	21-MAR-2024
ENR 5.5-19	08-AUG-2024	AD 0.3-2	31-MAR-2016	AD 2.EBAW-SID.03a-1	21-MAR-2024
ENR 5.5-20	08-AUG-2024	AD 0.4-1	04-FEB-2016	AD 2.EBAW-SID.03a-2	21-MAR-2024
ENR 5.6-1	13-JUN-2024	AD 0.4-2	04-FEB-2016	AD 2.EBAW-SID.03b-1	21-MAR-2024
ENR 5.6-2	13-JUN-2024	AD 0.5-1	04-FEB-2016	AD 2.EBAW-SID.03b-2	21-MAR-2024
ENR 5.6-3	13-JUN-2024	AD 0.5-2	04-FEB-2016	AD 2.EBAW-IAC.01-1	21-MAR-2024
ENR 5.6-4	13-JUN-2024	AD 0.6-1	23-JAN-2025	AD 2.EBAW-IAC.01-2	21-MAR-2024
ENR 6-1	23-JAN-2025	AD 0.6-2	23-JAN-2025	AD 2.EBAW-IAC.02-1	21-MAR-2024
ENR 6-2	23-JAN-2025	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	26-DEC-2024
ENR 6-ENRC.04-2	18-APR-2024	AD 1.2-3	12-AUG-2021	AD 2.EBAW-IAC.05-2	26-DEC-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	26-DEC-2024	AD 2.EBAW-VAC.02-2	21-MAR-2024
ENR 6-ENRC.05d-1	16-JUN-2022	AD 1.3-4	26-DEC-2024	AD 2.EBAW-VAC.03-1	24-MAR-2022
ENR 6-ENRC.05d-2	16-JUN-2022	AD 1.3-5	26-DEC-2024	AD 2.EBAW-VAC.03-2	24-MAR-2022
ENR 6-ENRC.05e-1	16-JUN-2022	AD 1.3-6	26-DEC-2024	AD 2.EBBR-1	18-APR-2024
ENR 6-ENRC.05e-2	16-JUN-2022	AD 1.3-7	26-DEC-2024	AD 2.EBBR-2	18-APR-2024
ENR 6-ENRC.05f-1	16-JUN-2022	AD 1.3-8	26-DEC-2024	AD 2.EBBR-3	28-NOV-2024
ENR 6-ENRC.05f-2	16-JUN-2022	AD 1.3-9	28-NOV-2024	AD 2.EBBR-4	28-NOV-2024
ENR 6-INDEX.01a-1	16-JUN-2022	AD 1.3-10	28-NOV-2024	AD 2.EBBR-5	28-NOV-2024
ENR 6-INDEX.01a-2	16-JUN-2022	AD 1.3-11	30-NOV-2023	AD 2.EBBR-6	28-NOV-2024
ENR 6-INDEX.01b-1	16-JUN-2022	AD 1.3-12	30-NOV-2023	AD 2.EBBR-7	28-NOV-2024
ENR 6-INDEX.01b-2	16-JUN-2022	AD 1.4-1	21-MAY-2020	AD 2.EBBR-8	28-NOV-2024
ENR 6-INDEX.01c-1	16-JUN-2022	AD 1.4-2	21-MAY-2020	AD 2.EBBR-9	28-NOV-2024
ENR 6-INDEX.01c-2	16-JUN-2022	AD 1.5-1	30-NOV-2023	AD 2.EBBR-10	28-NOV-2024
ENR 6-INDEX.01d-1	28-NOV-2024	AD 1.5-2	30-NOV-2023	AD 2.EBBR-11	28-NOV-2024
ENR 6-INDEX.01d-2	28-NOV-2024	AD 2.EBAW-1	03-OCT-2024	AD 2.EBBR-12	28-NOV-2024
ENR 6-INDEX.02-1	28-NOV-2024	AD 2.EBAW-2	03-OCT-2024	AD 2.EBBR-13	28-NOV-2024
ENR 6-INDEX.02-2	28-NOV-2024	AD 2.EBAW-3	03-OCT-2024	AD 2.EBBR-14	28-NOV-2024
ENR 6-INDEX.03a-1	05-SEP-2024	AD 2.EBAW-4	03-OCT-2024	AD 2.EBBR-15	28-NOV-2024
ENR 6-INDEX.03a-2	05-SEP-2024	AD 2.EBAW-5	26-DEC-2024	AD 2.EBBR-16	28-NOV-2024
ENR 6-INDEX.03b-1	16-JUN-2022	AD 2.EBAW-6	26-DEC-2024	AD 2.EBBR-17	28-NOV-2024
ENR 6-INDEX.03b-2	16-JUN-2022	AD 2.EBAW-7	03-OCT-2024	AD 2.EBBR-18	28-NOV-2024
ENR 6-INDEX.03c-1	16-JUN-2022	AD 2.EBAW-8	03-OCT-2024	AD 2.EBBR-19	28-NOV-2024
ENR 6-INDEX.03c-2	16-JUN-2022	AD 2.EBAW-9	03-OCT-2024	AD 2.EBBR-20	28-NOV-2024
ENR 6-INDEX.04a-1	08-AUG-2024	AD 2.EBAW-10	03-OCT-2024	AD 2.EBBR-21	28-NOV-2024
ENR 6-INDEX.04a-2	08-AUG-2024	AD 2.EBAW-11	03-OCT-2024	AD 2.EBBR-22	28-NOV-2024
ENR 6-INDEX.04b-1	16-JUN-2022	AD 2.EBAW-12	03-OCT-2024	AD 2.EBBR-23	28-NOV-2024
ENR 6-INDEX.04b-2	16-JUN-2022	AD 2.EBAW-13	03-OCT-2024	AD 2.EBBR-24	28-NOV-2024
ENR 6-INDEX.04c-1	16-JUN-2022	AD 2.EBAW-14	03-OCT-2024	AD 2.EBBR-25	03-OCT-2024
ENR 6-INDEX.04c-2	16-JUN-2022	AD 2.EBAW-15	03-OCT-2024	AD 2.EBBR-26	03-OCT-2024
ENR 6-INDEX.04d-1	14-JUL-2022	AD 2.EBAW-16	03-OCT-2024	AD 2.EBBR-27	03-OCT-2024
ENR 6-INDEX.04d-2	14-JUL-2022	AD 2.EBAW-17	03-OCT-2024	AD 2.EBBR-28	03-OCT-2024
ENR 6-INDEX.04e-1	16-JUN-2022	AD 2.EBAW-18	03-OCT-2024	AD 2.EBBR-29	26-DEC-2024
ENR 6-INDEX.04e-2	16-JUN-2022	AD 2.EBAW-19	03-OCT-2024	AD 2.EBBR-30	26-DEC-2024
ENR 6-INDEX.04f-1	23-MAR-2023	AD 2.EBAW-20	03-OCT-2024	AD 2.EBBR-31	03-OCT-2024
ENR 6-INDEX.04f-2	23-MAR-2023	AD 2.EBAW-21	03-OCT-2024	AD 2.EBBR-32	03-OCT-2024
ENR 6-INDEX.05-1	16-JUN-2022	AD 2.EBAW-22	03-OCT-2024	AD 2.EBBR-33	03-OCT-2024
ENR 6-INDEX.05-2	16-JUN-2022	AD 2.EBAW-ADC.01-1	21-MAR-2024	AD 2.EBBR-34	03-OCT-2024
ENR 6-INDEX.06-1	28-NOV-2024	AD 2.EBAW-ADC.01-2	21-MAR-2024	AD 2.EBBR-35	03-OCT-2024
ENR 6-INDEX.06-2	28-NOV-2024	AD 2.EBAW-ADC.02-1	30-NOV-2023	AD 2.EBBR-36	03-OCT-2024
ENR 6-INDEX.07a-1	23-JAN-2025	AD 2.EBAW-ADC.02-2	30-NOV-2023	AD 2.EBBR-37	05-SEP-2024
ENR 6-INDEX.07a-2	23-JAN-2025	AD 2.EBAW-ADC.03-1	28-DEC-2023	AD 2.EBBR-38	05-SEP-2024
ENR 6-INDEX.07b-1	23-JAN-2025	AD 2.EBAW-ADC.03-2	28-DEC-2023	AD 2.EBBR-39	03-OCT-2024
ENR 6-INDEX.07b-2	23-JAN-2025	AD 2.EBAW-ADC.04-1	21-MAR-2024	AD 2.EBBR-40	03-OCT-2024
ENR 6-INDEX.08-1	16-JUN-2022	AD 2.EBAW-ADC.04-2	21-MAR-2024	AD 2.EBBR-41	05-SEP-2024
ENR 6-INDEX.08-2	16-JUN-2022	AD 2.EBAW-AOC.01-1	21-MAR-2024	AD 2.EBBR-42	05-SEP-2024
ENR 6-INDEX.09-1	26-DEC-2024	AD 2.EBAW-AOC.01-2	21-MAR-2024	AD 2.EBBR-43	05-SEP-2024
ENR 6-INDEX.09-2	26-DEC-2024	AD 2.EBAW-ATCSMAC.01-1	28-JAN-2021	AD 2.EBBR-44	05-SEP-2024
ENR 6-INDEX.10-1	01-FEB-2018	AD 2.EBAW-ATCSMAC.01-2	28-JAN-2021	AD 2.EBBR-45	23-JAN-2025
ENR 6-INDEX.10-2	01-FEB-2018	AD 2.EBAW-STAR.01-1	22-FEB-2024	AD 2.EBBR-46	23-JAN-2025
		AD 2.EBAW-STAR.01-2	22-FEB-2024	AD 2.EBBR-47	23-JAN-2025
		AD 2.EBAW-STAR.02-1	22-FEB-2024	AD 2.EBBR-48	23-JAN-2025

AD

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

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

AD 2.ELLX-IAC.01a-1	28-NOV-2024	AD 2.EBOS-SID.03a-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.06-1	13-JUN-2024
AD 2.ELLX-IAC.01a-2	28-NOV-2024	AD 2.EBOS-SID.03b-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.06-2	13-JUN-2024
AD 2.ELLX-IAC.01b-1	28-NOV-2024	AD 2.EBOS-SID.03b-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.07-1	08-AUG-2024
AD 2.ELLX-IAC.01b-2	28-NOV-2024	AD 2.EBOS-SID.04-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.07-2	08-AUG-2024
AD 2.ELLX-IAC.02a-1	28-NOV-2024	AD 2.EBOS-SID.04-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.08-1	08-AUG-2024
AD 2.ELLX-IAC.02a-2	28-NOV-2024	AD 2.EBOS-IAC.01-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.08-2	08-AUG-2024
AD 2.ELLX-IAC.02b-1	28-NOV-2024	AD 2.EBOS-IAC.01-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.09-1	13-JUN-2024
AD 2.ELLX-IAC.02b-2	28-NOV-2024	AD 2.EBOS-IAC.02-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.09-2	13-JUN-2024
AD 2.ELLX-IAC.03-1	28-NOV-2024	AD 2.EBOS-IAC.02-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.10-1	08-AUG-2024
AD 2.ELLX-IAC.03-2	28-NOV-2024	AD 2.EBOS-IAC.03-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.10-2	08-AUG-2024
AD 2.ELLX-IAC.04-1	28-NOV-2024	AD 2.EBOS-IAC.03-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.11-1	08-AUG-2024
AD 2.ELLX-IAC.04-2	28-NOV-2024	AD 2.EBOS-IAC.04-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.11-2	08-AUG-2024
AD 2.ELLX-IAC.05-1	28-NOV-2024	AD 2.EBOS-IAC.04-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.12-1	08-AUG-2024
AD 2.ELLX-IAC.05-2	28-NOV-2024	AD 2.EBOS-IAC.05-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.12-2	08-AUG-2024
AD 2.ELLX-IAC.05a-1	23-FEB-2023	AD 2.EBOS-IAC.05-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.13-1	08-AUG-2024
AD 2.ELLX-IAC.05a-2	23-FEB-2023	AD 2.EBOS-IAC.05a-1	23-APR-2020	AD 2.MIL-EBBE-IAC.13-2	08-AUG-2024
AD 2.ELLX-IAC.06-1	28-NOV-2024	AD 2.EBOS-IAC.05a-2	23-APR-2020	AD 2.MIL-EBBE-IAC.14-1	08-AUG-2024
AD 2.ELLX-IAC.06-2	28-NOV-2024	AD 2.EBOS-IAC.06-1	28-NOV-2024	AD 2.MIL-EBBE-IAC.14-2	08-AUG-2024
AD 2.ELLX-IAC.06a-1	23-FEB-2023	AD 2.EBOS-IAC.06-2	28-NOV-2024	AD 2.MIL-EBBE-IAC.15-1	08-AUG-2024
AD 2.ELLX-IAC.06a-2	23-FEB-2023	AD 2.EBOS-IAC.06a-1	23-APR-2020	AD 2.MIL-EBBE-IAC.15-2	08-AUG-2024
AD 2.ELLX-VAC.01-1	28-NOV-2024	AD 2.EBOS-IAC.06a-2	23-APR-2020	AD 2.MIL-EBBE-IAC.16-1	13-JUN-2024
AD 2.ELLX-VAC.01-2	28-NOV-2024	AD 2.EBOS-VAC.01-1	26-DEC-2024	AD 2.MIL-EBBE-IAC.16-2	03-OCT-2024
AD 2.ELLX-VAC.02-1	23-JAN-2025	AD 2.EBOS-VAC.01-2	26-DEC-2024	AD 2.MIL-EBBE-IAC.16a-1	05-OCT-2023
AD 2.ELLX-VAC.02-2	23-JAN-2025	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	26-DEC-2024	AD 2.MIL-EBBE-4	08-AUG-2024	AD 2.MIL-EBBE-IAC.17a-1	07-SEP-2023
AD 2.EBOS-4	26-DEC-2024	AD 2.MIL-EBBE-5	07-SEP-2023	AD 2.MIL-EBBE-IAC.17a-2	07-SEP-2023
AD 2.EBOS-5	26-DEC-2024	AD 2.MIL-EBBE-6	07-SEP-2023	AD 2.MIL-EBBE-IAC.18-1	13-JUN-2024
AD 2.EBOS-6	26-DEC-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	26-DEC-2024	AD 2.MIL-EBBE-12	13-JUN-2024	AD 2.MIL-EBBE-IAC.19a-1	05-OCT-2023
AD 2.EBOS-12	26-DEC-2024	AD 2.MIL-EBBE-13	07-SEP-2023	AD 2.MIL-EBBE-IAC.19a-2	05-OCT-2023
AD 2.EBOS-13	26-DEC-2024	AD 2.MIL-EBBE-14	07-SEP-2023	AD 2.MIL-EBBE-IAC.20-1	28-NOV-2024
AD 2.EBOS-14	26-DEC-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	26-DEC-2024	AD 2.MIL-EBBE-SID.01-2	13-JUN-2024	AD 2.MIL-EBBX-1	24-FEB-2022
AD 2.EBOS-ADC.01-2	26-DEC-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	26-DEC-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	26-DEC-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.MIL-EBFN-IAC.03-1	05-OCT-2023	AD 2.PVT-EBSG-2	03-NOV-2022	AD 3.HOSP-ELEA-ADC.01-1	28-NOV-2024
AD 2.MIL-EBFN-IAC.03-2	05-OCT-2023	AD 2.PVT-EBSG-3	03-NOV-2022	AD 3.HOSP-ELEA-ADC.01-2	28-NOV-2024
AD 2.MIL-EBFN-VAC.01-1	28-NOV-2024	AD 2.PVT-EBSG-4	03-NOV-2022	AD 3.HOSP-ELET-1	29-DEC-2022
AD 2.MIL-EBFN-VAC.01-2	28-NOV-2024	AD 2.PVT-EBSH-1	24-FEB-2022	AD 3.HOSP-ELET-2	29-DEC-2022
AD 2.MIL-EBFN-VAC.02-1	28-NOV-2024	AD 2.PVT-EBSH-2	24-FEB-2022	AD 3.HOSP-EBGT-1	02-NOV-2023
AD 2.MIL-EBFN-VAC.02-2	28-NOV-2024	AD 2.PVT-EBSH-3	24-FEB-2022	AD 3.HOSP-EBGT-2	02-NOV-2023
AD 2.MIL-EBSU-1	01-DEC-2022	AD 2.PVT-EBSH-4	24-FEB-2022	AD 3.HOSP-EBGH-1	26-DEC-2024
AD 2.MIL-EBSU-2	01-DEC-2022	AD 2.PVT-EBST-1	30-NOV-2023	AD 3.HOSP-EBGH-2	26-DEC-2024
AD 2.MIL-EBSU-AOC.01-1	20-MAY-2021	AD 2.PVT-EBST-2	30-NOV-2023	AD 3.HOSP-EBYP-1	16-MAY-2024
AD 2.MIL-EBSU-AOC.01-2	20-MAY-2021	AD 2.PVT-EBST-3	30-NOV-2023	AD 3.HOSP-EBYP-2	16-MAY-2024
AD 2.MIL-EBUL-1	18-MAY-2023	AD 2.PVT-EBST-4	30-NOV-2023	AD 3.HOSP-EBKZ-1	23-APR-2020
AD 2.MIL-EBUL-2	18-MAY-2023	AD 2.PVT-EBST-VAC.01-1	21-MAR-2024	AD 3.HOSP-EBKZ-2	23-APR-2020
AD 2.MIL-EBWE-1	24-FEB-2022	AD 2.PVT-EBST-VAC.01-2	21-MAR-2024	AD 3.HOSP-EBKG-1	23-APR-2020
AD 2.MIL-EBWE-2	24-FEB-2022	AD 2.PVT-EBSP-1	13-JUN-2024	AD 3.HOSP-EBKG-2	23-APR-2020
AD 2.PVT-EBAM-1	24-FEB-2022	AD 2.PVT-EBSP-2	13-JUN-2024	AD 3.HOSP-EBGA-1	23-APR-2020
AD 2.PVT-EBAM-2	24-FEB-2022	AD 2.PVT-EBSP-3	13-JUN-2024	AD 3.HOSP-EBGA-2	23-APR-2020
AD 2.PVT-EBKH-1	25-JAN-2024	AD 2.PVT-EBSP-4	13-JUN-2024	AD 3.HOSP-EBLC-1	23-APR-2020
AD 2.PVT-EBKH-2	25-JAN-2024	AD 2.PVT-EBSP-VAC.01-1	13-JUN-2024	AD 3.HOSP-EBLC-2	23-APR-2020
AD 2.PVT-EBKH-3	25-JAN-2024	AD 2.PVT-EBSP-VAC.01-2	13-JUN-2024	AD 3.HOSP-EBCH-1	23-APR-2020
AD 2.PVT-EBKH-4	25-JAN-2024	AD 2.PVT-EBTY-1	24-FEB-2022	AD 3.HOSP-EBCH-2	23-APR-2020
AD 2.PVT-EBKH-ADC.01-1	21-MAR-2024	AD 2.PVT-EBTY-2	24-FEB-2022	AD 3.HOSP-EBLS-1	25-MAR-2021
AD 2.PVT-EBKH-ADC.01-2	21-MAR-2024	AD 2.PVT-EBTY-3	02-JAN-2020	AD 3.HOSP-EBLS-2	25-MAR-2021
AD 2.PVT-EBKH-VAC.01-1	21-MAR-2024	AD 2.PVT-EBTY-4	02-JAN-2020	AD 3.HOSP-EBLX-1	23-APR-2020
AD 2.PVT-EBKH-VAC.01-2	21-MAR-2024	AD 2.PVT-ELUS-1	18-APR-2024	AD 3.HOSP-EBLX-2	23-APR-2020
AD 2.PVT-EBBT-1	24-FEB-2022	AD 2.PVT-ELUS-2	18-APR-2024	AD 3.HOSP-EBMC-1	23-FEB-2023
AD 2.PVT-EBBT-2	24-FEB-2022	AD 2.PVT-EBTX-1	24-FEB-2022	AD 3.HOSP-EBMC-2	23-FEB-2023
AD 2.PVT-EBBT-3	04-FEB-2016	AD 2.PVT-EBTX-2	24-FEB-2022	AD 3.HOSP-EBGE-1	23-APR-2020
AD 2.PVT-EBBT-4	04-FEB-2016	AD 2.PVT-EBTX-3	20-MAY-2021	AD 3.HOSP-EBGE-2	23-APR-2020
AD 2.PVT-EBCF-1	07-SEP-2023	AD 2.PVT-EBTX-4	20-MAY-2021	AD 3.HOSP-ELLC-1	10-AUG-2023
AD 2.PVT-EBCF-2	07-SEP-2023	AD 2.PVT-EBZR-1	30-NOV-2023	AD 3.HOSP-ELLC-2	10-AUG-2023
AD 2.PVT-EBCF-3	07-SEP-2023	AD 2.PVT-EBZR-2	30-NOV-2023	AD 3.HOSP-ELLC-ADC.01-1	28-NOV-2024
AD 2.PVT-EBCF-4	07-SEP-2023	AD 2.PVT-EBSL-1	18-APR-2024	AD 3.HOSP-ELLC-ADC.01-2	28-NOV-2024
AD 2.PVT-EBZW-1	24-FEB-2022	AD 2.PVT-EBSL-2	18-APR-2024	AD 3.HOSP-ELLZ-1	29-DEC-2022
AD 2.PVT-EBZW-2	24-FEB-2022	AD 2.ULM-EBAR-1	20-APR-2023	AD 3.HOSP-ELLZ-2	29-DEC-2022
AD 2.PVT-EBZW-3	31-JAN-2019	AD 2.ULM-EBAR-2	20-APR-2023	AD 3.HOSP-ELLK-1	29-DEC-2022
AD 2.PVT-EBZW-4	31-JAN-2019	AD 2.ULM-EBML-1	13-AUG-2020	AD 3.HOSP-ELLK-2	29-DEC-2022
AD 2.PVT-EBGG-1	21-APR-2022	AD 2.ULM-EBML-2	13-AUG-2020	AD 3.HOSP-EBMT-1	23-APR-2020
AD 2.PVT-EBGG-2	21-APR-2022	AD 2.ULM-EBIS-1	23-APR-2020	AD 3.HOSP-EBMT-2	23-APR-2020
AD 2.PVT-EBGG-3	04-FEB-2016	AD 2.ULM-EBIS-2	23-APR-2020	AD 3.HOSP-EBNB-1	23-APR-2020
AD 2.PVT-EBGG-4	04-FEB-2016	AD 2.ULM-EBBN-1	23-APR-2020	AD 3.HOSP-EBNB-2	23-APR-2020
AD 2.PVT-EBTN-1	24-FEB-2022	AD 2.ULM-EBBN-2	23-APR-2020	AD 3.HOSP-EBNG-1	25-MAR-2021
AD 2.PVT-EBTN-2	24-FEB-2022	AD 2.ULM-EBMG-1	23-APR-2020	AD 3.HOSP-EBNG-2	25-MAR-2021
AD 2.PVT-EBTN-3	05-OCT-2023	AD 2.ULM-EBMG-2	23-APR-2020	AD 3.HOSP-EBAD-1	23-APR-2020
AD 2.PVT-EBTN-4	05-OCT-2023	AD 2.ULM-EBBY-1	11-JUL-2024	AD 3.HOSP-EBAD-2	23-APR-2020
AD 2.PVT-EBGB-1	24-FEB-2022	AD 2.ULM-EBBY-2	11-JUL-2024	AD 3.HOSP-EBVS-1	23-APR-2020
AD 2.PVT-EBGB-2	24-FEB-2022	AD 2.ULM-EBAV-1	05-OCT-2023	AD 3.HOSP-EBVS-2	23-APR-2020
AD 2.PVT-EBGB-3	19-JUL-2018	AD 2.ULM-EBAV-2	05-OCT-2023	AD 3.PVT-EBDR-1	23-MAR-2023
AD 2.PVT-EBGB-4	19-JUL-2018	AD 2.ULM-EBBZ-1	23-APR-2020	AD 3.PVT-EBDR-2	23-MAR-2023
AD 2.PVT-EBGB-VAC.01-1	21-MAR-2024	AD 2.ULM-EBBZ-2	23-APR-2020	AD 3.PVT-EBJS-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-EBJS-2	23-APR-2020
AD 2.PVT-EBZH-1	24-FEB-2022	AD 2.ULM-EBOR-2	25-FEB-2021	AD 3.PVT-EBBM-1	23-APR-2020
AD 2.PVT-EBZH-2	24-FEB-2022	AD 2.ULM-EBZU-1	16-MAY-2024	AD 3.PVT-EBBM-2	23-APR-2020
AD 2.PVT-EBZH-3	04-FEB-2016	AD 2.ULM-EBZU-2	16-MAY-2024	AD 3.PVT-EBBV-1	23-APR-2020
AD 2.PVT-EBZH-4	04-FEB-2016	AD 2.PERS-EBSM-1	16-JUL-2020	AD 3.PVT-EBBV-2	23-APR-2020
AD 2.PVT-EBHN-1	18-APR-2024	AD 2.PERS-EBSM-2	16-JUL-2020	AD 3.PVT-EBOK-1	23-APR-2020
AD 2.PVT-EBHN-2	18-APR-2024	AD 3.MIL-EBCT-1	23-APR-2020	AD 3.PVT-EBOK-2	23-APR-2020
AD 2.PVT-EBHN-3	04-FEB-2016	AD 3.MIL-EBCT-2	23-APR-2020	AD 3.PVT-EBDV-1	29-DEC-2022
AD 2.PVT-EBHN-4	04-FEB-2016	AD 3.MIL-EBCT-VAC.01-1	23-APR-2020	AD 3.PVT-EBDV-2	29-DEC-2022
AD 2.PVT-EBEH-1	24-FEB-2022	AD 3.MIL-EBCT-VAC.01-2	23-APR-2020	AD 3.PVT-EBEB-1	23-APR-2020
AD 2.PVT-EBEH-2	24-FEB-2022	AD 3.MIL-EBCT-VAC.02-1	23-APR-2020	AD 3.PVT-EBEB-2	23-APR-2020
AD 2.PVT-EBEH-3	31-JAN-2019	AD 3.MIL-EBCT-VAC.02-2	23-APR-2020	AD 3.PVT-EBFR-1	14-JUL-2022
AD 2.PVT-EBEH-4	31-JAN-2019	AD 3.HOSP-EBAL-1	23-APR-2020	AD 3.PVT-EBFR-2	14-JUL-2022
AD 2.PVT-EBLE-1	11-JUL-2024	AD 3.HOSP-EBAL-2	23-APR-2020	AD 3.PVT-EBAG-1	23-APR-2020
AD 2.PVT-EBLE-2	11-JUL-2024	AD 3.HOSP-EBMD-1	23-APR-2020	AD 3.PVT-EBAG-2	23-APR-2020
AD 2.PVT-EBMO-1	05-SEP-2024	AD 3.HOSP-EBMD-2	23-APR-2020	AD 3.PVT-EBHM-1	23-APR-2020
AD 2.PVT-EBMO-2	05-SEP-2024	AD 3.HOSP-EBSJ-1	23-APR-2020	AD 3.PVT-EBHM-2	23-APR-2020
AD 2.PVT-EBMO-3	05-SEP-2024	AD 3.HOSP-EBSJ-2	23-APR-2020	AD 3.PVT-EBHO-1	03-DEC-2020
AD 2.PVT-EBMO-4	05-SEP-2024	AD 3.HOSP-EBSS-1	03-DEC-2020	AD 3.PVT-EBHO-2	03-DEC-2020
AD 2.PVT-EBMO-VAC.01-1	05-SEP-2024	AD 3.HOSP-EBSS-2	03-DEC-2020	AD 3.PVT-EBHT-1	23-APR-2020
AD 2.PVT-EBMO-VAC.01-2	05-SEP-2024	AD 3.HOSP-EBUC-1	23-APR-2020	AD 3.PVT-EBHT-2	23-APR-2020
AD 2.PVT-EBNM-1	22-FEB-2024	AD 3.HOSP-EBUC-2	23-APR-2020	AD 3.PVT-EBHF-1	05-OCT-2023
AD 2.PVT-EBNM-2	22-FEB-2024	AD 3.HOSP-EBEU-1	30-NOV-2023	AD 3.PVT-EBHF-2	05-OCT-2023
AD 2.PVT-EBNM-3	24-FEB-2022	AD 3.HOSP-EBEU-2	30-NOV-2023	AD 3.PVT-EBKD-1	24-FEB-2022
AD 2.PVT-EBNM-4	24-FEB-2022	AD 3.HOSP-EBEA-1	31-OCT-2024	AD 3.PVT-EBKD-2	24-FEB-2022
AD 2.PVT-ELNT-1	16-MAY-2024	AD 3.HOSP-EBEA-2	31-OCT-2024	AD 3.PVT-EBFI-1	04-NOV-2021
AD 2.PVT-ELNT-2	16-MAY-2024	AD 3.HOSP-ELEA-1	29-DEC-2022	AD 3.PVT-EBFI-2	04-NOV-2021
AD 2.PVT-EBSG-1	03-NOV-2022	AD 3.HOSP-ELEA-2	29-DEC-2022	AD 3.PVT-EBKW-1	23-APR-2020

AD 3.PVT-EBKW-2	23-APR-2020	AD 3.PVT-EBWK-1	25-JAN-2024
AD 3.PVT-EBSA-1	13-JUN-2024	AD 3.PVT-EBWK-2	25-JAN-2024
AD 3.PVT-EBSA-2	13-JUN-2024	AD 3.PVT-EBWI-1	03-DEC-2020
AD 3.PVT-EBBG-1	03-OCT-2024	AD 3.PVT-EBWI-2	03-DEC-2020
AD 3.PVT-EBBG-2	03-OCT-2024	AD 3.PVT-EBWH-1	03-DEC-2020
AD 3.PVT-EBHC-1	08-AUG-2024	AD 3.PVT-EBWH-2	03-DEC-2020
AD 3.PVT-EBHC-2	08-AUG-2024	AD 3.PVT-EBWS-1	25-FEB-2021
AD 3.PVT-EBKR-1	21-APR-2022	AD 3.PVT-EBWS-2	25-FEB-2021
AD 3.PVT-EBKR-2	21-APR-2022	AD 3.PVT-EBWZ-1	23-APR-2020
AD 3.PVT-EBMS-1	13-AUG-2020	AD 3.PVT-EBWZ-2	23-APR-2020
AD 3.PVT-EBMS-2	13-AUG-2020	AD 3.PVT-EBZA-1	23-APR-2020
AD 3.PVT-EBLT-1	23-APR-2020	AD 3.PVT-EBZA-2	23-APR-2020
AD 3.PVT-EBLT-2	23-APR-2020	AD 3.PVT-EBZE-1	23-APR-2020
AD 3.PVT-EBRE-1	25-JAN-2024	AD 3.PVT-EBZE-2	23-APR-2020
AD 3.PVT-EBRE-2	25-JAN-2024	AD 3.PVT-EBZM-1	23-APR-2020
AD 3.PVT-EBLO-1	23-APR-2020	AD 3.PVT-EBZM-2	23-APR-2020
AD 3.PVT-EBLO-2	23-APR-2020	AD 3.PVT-EBZO-1	23-APR-2020
AD 3.PVT-EBLU-1	10-SEP-2020	AD 3.PVT-EBZO-2	23-APR-2020
AD 3.PVT-EBLU-2	10-SEP-2020	AD 3.PERS-EBAF-1	28-DEC-2023
AD 3.PVT-EBMK-1	23-APR-2020	AD 3.PERS-EBAF-2	28-DEC-2023
AD 3.PVT-EBMK-2	23-APR-2020	AD 3.PERS-EBRU-1	28-DEC-2023
AD 3.PVT-EBMM-1	23-APR-2020	AD 3.PERS-EBRU-2	28-DEC-2023
AD 3.PVT-EBMM-2	23-APR-2020	AD 3.PERS-EBDZ-1	31-DEC-2020
AD 3.PVT-EBMH-1	15-JUL-2021	AD 3.PERS-EBDZ-2	31-DEC-2020
AD 3.PVT-EBMH-2	15-JUL-2021	AD 3.PERS-EBPP-1	18-JUN-2020
AD 3.PVT-EBME-1	27-JAN-2022	AD 3.PERS-EBPP-2	18-JUN-2020
AD 3.PVT-EBME-2	27-JAN-2022	AD 3.PERS-EBGJ-1	05-SEP-2024
AD 3.PVT-EBMN-1	23-APR-2020	AD 3.PERS-EBGJ-2	05-SEP-2024
AD 3.PVT-EBMN-2	23-APR-2020	AD 3.PERS-EBPL-1	30-NOV-2023
AD 3.PVT-EBLM-1	23-APR-2020	AD 3.PERS-EBPL-2	30-NOV-2023
AD 3.PVT-EBLM-2	23-APR-2020	AD 3.PERS-EBYC-1	18-JUN-2020
AD 3.PVT-EBGU-1	25-JAN-2024	AD 3.PERS-EBYC-2	18-JUN-2020
AD 3.PVT-EBGU-2	25-JAN-2024	AD 3.PERS-EBHH-1	28-NOV-2024
AD 3.PVT-EBDY-1	22-APR-2021	AD 3.PERS-EBHH-2	28-NOV-2024
AD 3.PVT-EBDY-2	22-APR-2021	AD 3.PERS-EBWV-1	18-JUN-2020
AD 3.PVT-EBNK-1	23-APR-2020	AD 3.PERS-EBWV-2	18-JUN-2020
AD 3.PVT-EBNK-2	23-APR-2020	AD 3.PERS-EBRL-1	27-JAN-2022
AD 3.PVT-EBOO-1	23-FEB-2023	AD 3.PERS-EBRL-2	27-JAN-2022
AD 3.PVT-EBOO-2	23-FEB-2023	AD 3.PERS-EBLV-1	18-JUN-2020
AD 3.PVT-EBNH-1	31-DEC-2020	AD 3.PERS-EBLV-2	18-JUN-2020
AD 3.PVT-EBNH-2	31-DEC-2020	AD 3.PERS-EBLJ-1	25-FEB-2021
AD 3.PVT-EBOB-1	18-MAY-2023	AD 3.PERS-EBLJ-2	25-FEB-2021
AD 3.PVT-EBOB-2	18-MAY-2023	AD 3.PERS-EBLH-1	08-OCT-2020
AD 3.PVT-EBPW-1	22-APR-2021	AD 3.PERS-EBLH-2	08-OCT-2020
AD 3.PVT-EBPW-2	22-APR-2021	AD 3.PERS-EBSV-1	10-AUG-2023
AD 3.PVT-EBNP-1	23-MAR-2023	AD 3.PERS-EBSV-2	10-AUG-2023
AD 3.PVT-EBNP-2	23-MAR-2023	AD 3.PERS-EBLD-1	18-JUN-2020
AD 3.PVT-EBEN-1	03-DEC-2020	AD 3.PERS-EBLD-2	18-JUN-2020
AD 3.PVT-EBEN-2	03-DEC-2020	AD 3.PERS-EBVU-1	23-MAR-2023
AD 3.PVT-EBLY-1	23-APR-2020	AD 3.PERS-EBVU-2	23-MAR-2023
AD 3.PVT-EBLY-2	23-APR-2020	AD 3.PERS-EBEM-1	13-JUL-2023
AD 3.PVT-EBRO-1	23-APR-2020	AD 3.PERS-EBEM-2	13-JUL-2023
AD 3.PVT-EBRO-2	23-APR-2020	AD 3.PERS-EBLR-1	18-JUN-2020
AD 3.PVT-EBNR-1	23-APR-2020	AD 3.PERS-EBLR-2	18-JUN-2020
AD 3.PVT-EBNR-2	23-APR-2020	AD 3.PERS-EBWP-1	26-DEC-2024
AD 3.PVT-EBRR-1	23-APR-2020	AD 3.PERS-EBWP-2	26-DEC-2024
AD 3.PVT-EBRR-2	23-APR-2020		
AD 3.PVT-EBRD-1	23-APR-2020		
AD 3.PVT-EBRD-2	23-APR-2020		
AD 3.PVT-EBAS-1	23-APR-2020		
AD 3.PVT-EBAS-2	23-APR-2020		
AD 3.PVT-EBSW-1	23-APR-2020		
AD 3.PVT-EBSW-2	23-APR-2020		
AD 3.PVT-EBSF-1	06-OCT-2022		
AD 3.PVT-EBSF-2	06-OCT-2022		
AD 3.PVT-EBSB-1	30-NOV-2023		
AD 3.PVT-EBSB-2	30-NOV-2023		
AD 3.PVT-EBPC-1	31-OCT-2024		
AD 3.PVT-EBPC-2	31-OCT-2024		
AD 3.PVT-EBTK-1	30-NOV-2023		
AD 3.PVT-EBTK-2	30-NOV-2023		
AD 3.PVT-EBVE-1	23-APR-2020		
AD 3.PVT-EBVE-2	23-APR-2020		
AD 3.PVT-EBVN-1	23-APR-2020		
AD 3.PVT-EBVN-2	23-APR-2020		
AD 3.PVT-EBWA-1	28-JAN-2021		
AD 3.PVT-EBWA-2	28-JAN-2021		

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GEN 0.6 Table of Contents to Part 1

GEN 0 INTRODUCTION

GEN 0.1 Preface

1 NAME OF THE PUBLISHING AUTHORITY	GEN 0.1-1
2 APPLICABLE ICAO DOCUMENTS	GEN 0.1-1
3 AIP STRUCTURE AND ESTABLISHED REGULAR AMENDMENT INTERVAL	GEN 0.1-1
4 SERVICES TO CONTACT IN CASE OF DETECTED AIP ERRORS OR OMISSIONS	GEN 0.1-2

GEN 0.2 Record of AIP Amendments

GEN 0.3 Record of AIP Supplements

GEN 0.4 Checklist of AIP Pages

GEN 0.5 List of Hand Amendments to the AIP

GEN 0.6 Table of Contents to Part 1

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 Designated Authorities

1 AVIATION AUTHORITY	GEN 1.1-1
2 METEOROLOGY	GEN 1.1-1
3 CUSTOMS	GEN 1.1-2
4 IMMIGRATION	GEN 1.1-3
5 HEALTH	GEN 1.1-3
6 EN-ROUTE CHARGES	GEN 1.1-3
7 AERODROME CHARGES	GEN 1.1-4
8 AGRICULTURAL QUARANTINE	GEN 1.1-4
9 AIRCRAFT ACCIDENTS INVESTIGATION	GEN 1.1-5

GEN 1.2 Entry, Transit and Departure of Aircraft

1 IN BELGIUM	GEN 1.2-1
2 IN LUXEMBOURG	GEN 1.2-4

GEN 1.3 Entry, Transit and Departure of Passengers and Crew

GEN 1.4 Entry, Transit and Departure of Cargo

GEN 1.5 Aircraft Instruments, Equipment and Flight Documents

1 NAVIGATION EQUIPMENT	GEN 1.5-1
2 8.33KHZ CHANNEL SPACING CAPABLE RADIO EQUIPMENT	GEN 1.5-1
3 EUR RVSM IN BRUSSELS UIR	GEN 1.5-1
4 SSR TRANSPONDER	GEN 1.5-2
5 ACAS Resolution advisory (RA) (SERA.11014)	GEN 1.5-3

GEN 1.6 Summary of National Regulations and International Agreements / Conventions

1 IN BELGIUM	GEN 1.6-1
2 IN LUXEMBOURG	GEN 1.6-4
3 EUROPEAN REGULATIONS	GEN 1.6-5

GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures

GEN 2 TABLES AND CODES

GEN 2.1 Measuring System, Aircraft Markings, Holidays

1	UNITS OF MEASUREMENT.....	GEN 2.1-1
2	TEMPORAL REFERENCE SYSTEM.....	GEN 2.1-1
3	HORIZONTAL REFERENCE SYSTEM.....	GEN 2.1-1
4	VERTICAL REFERENCE DATUM.....	GEN 2.1-2
5	AIRCRAFT NATIONALITY AND REGISTRATION MARKS.....	GEN 2.1-2
6	PUBLIC HOLIDAYS.....	GEN 2.1-2

GEN 2.2 Abbreviations Used in AIS Publications

GEN 2.3 Chart Symbols

GEN 2.4 Location Indicators

GEN 2.5 List of Radio Navigation Aids

GEN 2.6 Conversion of units of measurement

GEN 2.7 Sunrise / Sunset

1	BELGIUM.....	GEN 2.7-1
2	LUXEMBOURG.....	GEN 2.7-2

GEN 3 SERVICES

GEN 3.1 Aeronautical Information Services

1	RESPONSIBLE SERVICES.....	GEN 3.1-1
2	AREA OF RESPONSIBILITY.....	GEN 3.1-2
3	AERONAUTICAL PUBLICATIONS.....	GEN 3.1-2
4	AIRAC SYSTEM.....	GEN 3.1-3
5	PRE-FLIGHT INFORMATION SERVICE AT AERODROMES / HELIPORTS.....	GEN 3.1-4
6	ELECTRONIC TERRAIN AND OBSTACLE DATA.....	GEN 3.1-6
7	EAD.....	GEN 3.1-6

GEN 3.2 Aeronautical Charts

1	RESPONSIBLE SERVICE.....	GEN 3.2-1
2	MAINTENANCE OF CHARTS.....	GEN 3.2-1
3	PURCHASE ARRANGEMENTS.....	GEN 3.2-1
4	AERONAUTICAL CHART SERIES AVAILABLE.....	GEN 3.2-1
5	LIST OF AERONAUTICAL CHARTS AVAILABLE.....	GEN 3.2-2
6	INDEX TO THE WORLD AERONAUTICAL CHART (WAC) - ICAO 1:1 000 000.....	GEN 3.2-3
7	TOPOGRAPHICAL CHARTS.....	GEN 3.2-3
8	CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP.....	GEN 3.2-4
9	MILITARY USE OF NAVIGATIONAL CHARTS.....	GEN 3.2-4

GEN 3.3 Air Traffic Services

1	RESPONSIBLE SERVICES.....	GEN 3.3-1
2	AREA OF RESPONSIBILITY.....	GEN 3.3-2
3	TYPES OF SERVICES.....	GEN 3.3-2
4	CO-ORDINATION BETWEEN THE OPERATOR AND ATS.....	GEN 3.3-4
5	MINIMUM FLIGHT ALTITUDE.....	GEN 3.3-4
6	ATS UNITS ADDRESS LIST.....	GEN 3.3-5
7	STEENOKKERZEEL ATCC OPERATIONAL HOURS.....	GEN 3.3-7
8	CRC BEAUVECHAIN OPERATIONAL HOURS.....	GEN 3.3-7

GEN 3.4 Communication Services

1	RESPONSIBLE SERVICES.....	GEN 3.4-1
2	AREA OF RESPONSIBILITY.....	GEN 3.4-2
3	TYPE OF SERVICES.....	GEN 3.4-2
4	REQUIREMENTS AND CONDITIONS.....	GEN 3.4-6
5	MISCELLANEOUS.....	GEN 3.4-6

GEN 3.5 Meteorological Services

1 CIVIL.....	GEN 3.5-1
2 MILITARY	GEN 3.5-7

GEN 3.6 Search and Rescue

1 RESPONSIBLE SERVICE	GEN 3.6-1
2 AREA OF RESPONSIBILITY	GEN 3.6-1
3 TYPES OF SERVICE	GEN 3.6-3
4 SAR AGREEMENTS	GEN 3.6-3
5 CONDITIONS OF AVAILABILITY	GEN 3.6-3
6 PROCEDURES AND SIGNALS USED	GEN 3.6-3
7 SAR REGION CHART.....	GEN 3.6-4

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES**GEN 4.1 Aerodrome/Heliport Charges**

1 EBAW	GEN 4.1-1
2 EBBR.....	GEN 4.1-2
3 EBCI	GEN 4.1-2
4 EBLG	GEN 4.1-4
5 EBKT	GEN 4.1-4
6 ELLX.....	GEN 4.1-4
7 EBOS.....	GEN 4.1-4

GEN 4.2 Air Navigation Services Charges

1 SKEYES	GEN 4.2-1
2 ANA	GEN 4.2-3
3 ROUTE CHARGES	GEN 4.2-4

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ENR 0.6 Table of Contents to Part 2

ENR 0 INTRODUCTION

ENR 0.1 Preface

ENR 0.2 Record of AIP Amendments

ENR 0.3 Record of AIP Supplements

ENR 0.4 Checklist of AIP Pages

ENR 0.5 List of Hand Amendments to the AIP

ENR 0.6 Table of Contents to Part 2

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 General Rules

- | | | |
|---|---------------|------------|
| 1 | CIVIL..... | ENR 1.1-1 |
| 2 | MILITARY..... | ENR 1.1-26 |

ENR 1.2 Visual Flight Rules

- | | | |
|---|---------------|-----------|
| 1 | CIVIL..... | ENR 1.2-1 |
| 2 | MILITARY..... | ENR 1.2-4 |

ENR 1.3 Instrument Flight Rules

- | | | |
|---|---------------|-----------|
| 1 | CIVIL..... | ENR 1.3-1 |
| 2 | MILITARY..... | ENR 1.3-4 |

ENR 1.4 ATS Airspace Classification and Description

- | | | |
|---|---------------------------|-----------|
| 1 | AIRSPACE BELOW FL660..... | ENR 1.4-1 |
| 2 | AIRSPACE ABOVE FL660..... | ENR 1.4-2 |

ENR 1.5 Holding, Approach and Departure Procedures

- | | | |
|---|---------------|-----------|
| 1 | CIVIL..... | ENR 1.5-1 |
| 2 | MILITARY..... | ENR 1.5-2 |

ENR 1.6 ATS Surveillance Services and Procedures

- | | | |
|---|---------------|-----------|
| 1 | CIVIL..... | ENR 1.6-1 |
| 2 | MILITARY..... | ENR 1.6-3 |

ENR 1.7 Altimeter Setting Procedures

- | | | |
|---|-------------------------------|-----------|
| 1 | GENERAL..... | ENR 1.7-1 |
| 2 | PROCEDURES..... | ENR 1.7-1 |
| 3 | TABLE OF CRUISING LEVELS..... | ENR 1.7-2 |

ENR 1.8 Regional Supplementary Procedures

ENR 1.9 Air Traffic Flow Management and Airspace Management

- | | | |
|---|-----------------------------------|-----------|
| 1 | ATFM Structure..... | ENR 1.9-1 |
| 2 | ATFM Messages and Procedures..... | ENR 1.9-1 |
| 3 | Airspace Management..... | ENR 1.9-3 |

ENR 1.10 Flight Planning

- | | | |
|---|----------------------------|-------------|
| 1 | CIVIL..... | ENR 1.10-1 |
| 2 | MILITARY..... | ENR 1.10-12 |
| 3 | ICAO FLIGHT PLAN FORM..... | ENR 1.10-21 |

ENR 1.11 Addressing of Flight Plan Messages

1 CIVIL	ENR 1.11-1
2 MILITARY	ENR 1.11-2

ENR 1.12 Interception of Civil Aircraft

1 INTERCEPTION PROCEDURES (SERA.11015)	ENR 1.12-1
2 SIGNALS FOR USE IN THE EVENT OF INTERCEPTION	ENR 1.12-3
3 MILITARY PROCEDURES	ENR 1.12-3

ENR 1.13 Unlawful Interference

1 SERA.11005	ENR 1.13-1
--------------------	------------

ENR 1.14 Air Traffic Incidents

1 DEFINITIONS	ENR 1.14-1
2 SEVERITY CLASSIFICATIONS OF ACCIDENTS (MIL)	ENR 1.14-2
3 SEVERITY DEFINITIONS OF AIR TRAFFIC INCIDENTS	ENR 1.14-2
4 USE OF THE AIR TRAFFIC INCIDENT REPORT FORM A/B	ENR 1.14-3
5 REPORTING PROCEDURES	ENR 1.14-10
6 PURPOSE OF REPORTING AND HANDLING OF THE FORMS	ENR 1.14-12

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA and CTA

1 UPPER AIRSPACE	ENR 2.1-1
2 LOWER AIRSPACE	ENR 2.1-2
3 FREQUENCIES OF ATS UNITS	ENR 2.1-17

ENR 2.2 Other Regulated Airspace

1 ATS AIRSPACE	ENR 2.2-1
2 TRANSPONDER MANDATORY ZONES	ENR 2.2-7
3 RADIO MANDATORY ZONES	ENR 2.2-7

ENR 3 ATS ROUTES

ENR 3.1 Conventional Navigation Routes

ENR 3.2 Area Navigation Routes

1 REMARKS ON RNAV ROUTES	ENR 3.2-1
2 RNAV Routes	ENR 3.2-2

ENR 3.3 Other Routes

1 DIRECT ROUTES	ENR 3.3-1
2 MILITARY ROUTES	ENR 3.3-1

ENR 3.4 En-route Holding

ENR 4 RADIO NAVIGATION AIDS / SYSTEMS

ENR 4.1 Radio Navigation Aids - En-route

ENR 4.2 Special Navigation Systems

ENR 4.3 Global Navigation Satellite System (GNSS)

ENR 4.4 Name-code Designators for Significant Points

ENR 4.5 Aeronautical Ground Lights - En-route

ENR 5 NAVIGATION WARNINGS

ENR 5.1 Prohibited, Restricted and Danger Areas

1	PROHIBITED AREAS	ENR 5.1-1
2	RESTRICTED AREAS	ENR 5.1-1
3	DANGER AREAS	ENR 5.1-15
4	UAS Geographical Zones	ENR 5.1-17
5	RESERVATION SPECIFICATIONS (MILITARY ONLY)	ENR 5.1-17

ENR 5.2 Military Exercise and Training Areas and Air Defence Identification Zone

1	TEMPORARY RESERVED AREAS AND TEMPORARY SEGREGATED AREAS	ENR 5.2-1
2	HELICOPTER TRAINING AREAS	ENR 5.2-23
3	LOW FLYING AREAS	ENR 5.2-29
4	AIR DEFENCE IDENTIFICATION ZONE	ENR 5.2-31

ENR 5.3 Other Activities of a Dangerous Nature and Other Potential Hazards

1	OTHER ACTIVITIES OF A DANGEROUS NATURE	ENR 5.3-1
2	OTHER POTENTIAL HAZARDS	ENR 5.3-1

ENR 5.4 Air Navigation Obstacles

1	IN BELGIUM	ENR 5.4-1
2	IN LUXEMBOURG	ENR 5.4-2

ENR 5.5 Aerial Sporting and Recreational Activities

1	GENERAL	ENR 5.5-1
2	LOW FLYING AREAS GOLF	ENR 5.5-10
3	MILITARY LOW FLYING AREAS GOLF	ENR 5.5-13
4	RADIO CONTROLLED MODEL AIRCRAFT	ENR 5.5-15
5	OTHER ACTIVITIES	ENR 5.5-18

ENR 5.6 Bird Migration and Areas with Sensitive Fauna

1	BIRD MIGRATION	ENR 5.6-1
2	CONCENTRATIONS	ENR 5.6-1
3	AREAS WITH SENSITIVE FAUNA	ENR 5.6-2
4	MILITARY BIRD MIGRATION OBSERVATION SYSTEM	ENR 5.6-2

ENR 6 EN-ROUTE CHARTS

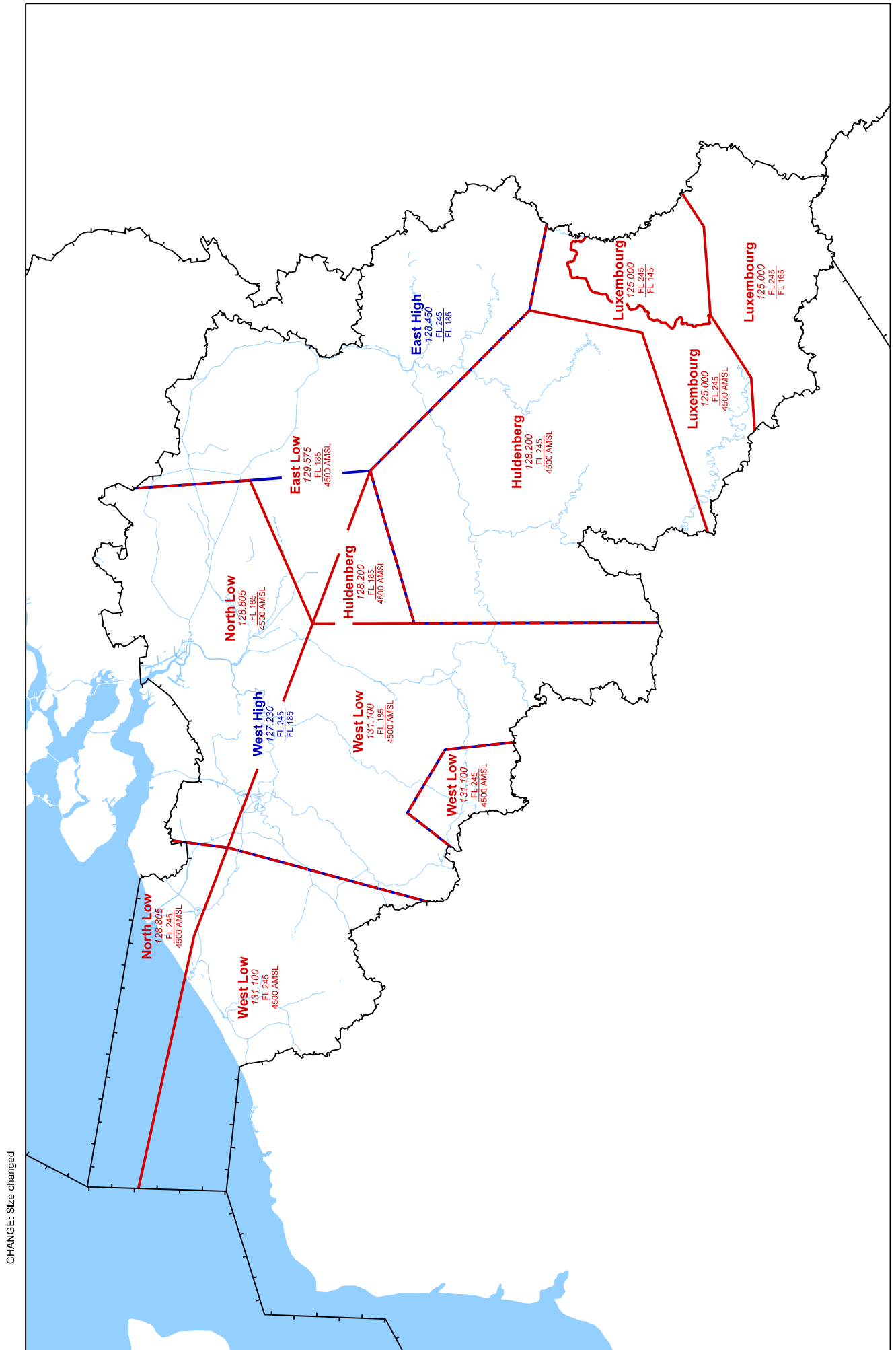
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ENR 6 EN-ROUTE CHARTS

ENR 6-ENRC.01	En-Route Chart - ICAO. RNAV Routes in the Lower Airspace
ENR 6-ENRC.02	En-Route Chart - ICAO. RNAV Routes in the Upper Airspace (H24)
ENR 6-ENRC.03	En-Route Chart - ICAO. RNAV Routes in the Upper Airspace (H24)
ENR 6-ENRC.04	En-Route Chart - ICAO. RNAV Routes in the Upper Airspace (CDR)
ENR 6-ENRC.05a	En-Route Chart. Military BENE routes
ENR 6-ENRC.05b	En-Route Chart. Military FALCON routes
ENR 6-ENRC.05c	En-Route Chart. Military DARK FALCON routes
ENR 6-ENRC.05d	En-Route Chart. Military NVG routes BEL MIL HELI
ENR 6-ENRC.05e	En-Route Chart. Military Navigation routes 15W Tpt
ENR 6-ENRC.05f	En-Route Chart. Military TACAN routes
ENR 6-INDE.X.01a	Index Chart. ATS Airspace: Control Zones
ENR 6-INDE.X.01b	Index Chart. ATS Airspace: Civil TMA
ENR 6-INDE.X.01c	Index Chart. ATS Airspace: Military TMA
ENR 6-INDE.X.01d	Index Chart. ATS Airspace: Other Control Areas
ENR 6-INDE.X.02	Index Chart. Prohibited, Restricted and Danger Areas
ENR 6-INDE.X.03a	Index Chart. Military Exercise and Training Areas: TRA and TSA
ENR 6-INDE.X.03b	Index Chart. Military Exercise and Training Areas: TRA/ TSA North, South and West
ENR 6-INDE.X.03c	Index Chart. Military Exercise and Training Areas: Helicopter Training Areas and Low Flying Areas
ENR 6-INDE.X.04a	Index Chart. Aerial Sporting and Recreational Activities
ENR 6-INDE.X.04b	Index Chart. Aerial Sporting and Recreational Activities: Low Flying Area Golf One
ENR 6-INDE.X.04c	Index Chart. Aerial Sporting and Recreational Activities: Low Flying Area Golf Two
ENR 6-INDE.X.04d	Index Chart. Aerial Sporting and Recreational Activities: Low Flying Area Golf Three
ENR 6-INDE.X.04e	Index Chart. Aerial Sporting and Recreational Activities: Low Flying Area Golf Five
ENR 6-INDE.X.04f	Index Chart. Aerial Sporting and Recreational Activities: Military Low Flying Area Golf
ENR 6-INDE.X.05	Index Chart. Radio and Transponder Mandatory Zones
ENR 6-INDE.X.06	Index Chart. En-route Radio Navigation Aids
ENR 6-INDE.X.07a	Index Chart. Sectorisation BRUSSELS ACC
ENR 6-INDE.X.07b	Index Chart. Sectorisation MAASTRICHT UAC
ENR 6-INDE.X.08	Index Chart. Military VFR flights below 4500 FT AMSL
ENR 6-INDE.X.09	Index Chart. Aerodromes and Heliports
ENR 6-INDE.X.10	Index Chart. Areas Prohibited to Supersonic Flight

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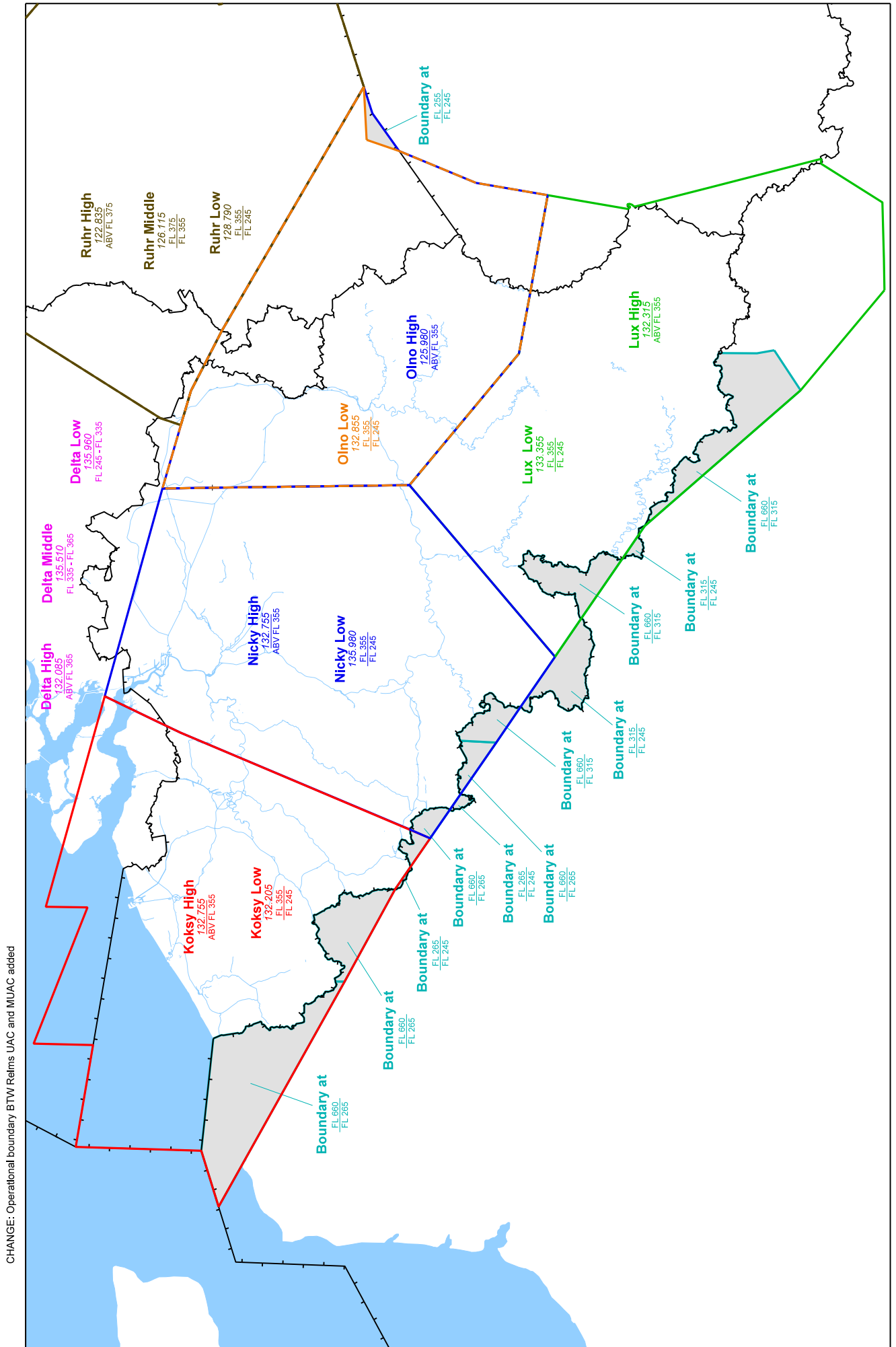
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Sectorisation BRUSSELS ACC



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AD 0.6 Table of Contents to Part 3

AD 0 INTRODUCTION

AD 0.1 Preface

AD 0.2 Record of AIP Amendments

AD 0.3 Record of AIP Supplements

AD 0.4 Checklist of AIP Pages

AD 0.5 List of Hand Amendments to the AIP

AD 0.6 Table of Contents to Part 3

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 Aerodrome/Heliport Availability and Conditions of Use

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

AD 1.3 Index to Aerodromes and Heliports

AD 1.4 Grouping of Aerodromes / Heliports

AD 1.5 Status of Certification of Aerodromes

AD 2 PUBLIC AERODROMES

AD 2 MILITARY AERODROMES

AD 2 PRIVATE AERODROMES

AD 2 ULM AERODROMES

AD 2 PERSONAL AERODROMES

AD 3 MILITARY HELIPORTS

AD 3 HOSPITAL HELIPORTS

AD 3 PRIVATE HELIPORTS

AD 3 PERSONAL HELIPORTS

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	RNAV1 Route	Remarks
LNO1X	[A700+] - [T028; A1700+; K220-; R] -> BR501 - BR502 - BR503[F070+] - LNO	RNAV1 overlay of LNO7F For TFC requesting a cruising or initial FL below FL 195.
SPI1X	[A700+] - [T028; A1700+; K220-; R] -> BR501 - BR502 - BR503[F070+] - SPI	RNAV1 overlay of SPI7F
SOPOK1X	[A700+] - [T028; A1700+; K220-; R] -> BR501 - BR505[F070+; L] - BULUX - [F170+; R] -> SOPOK	RNAV1 overlay of SOPOK7F ATC climb requirements: see § 3.2.2 below.
PITES1X	[A700+] - [T028; A1700+; K220-; R] -> BR501 - BR505[F070+; L] - REMBA - RITAX - DIK - PITES	RNAV1 overlay of PITES7F ATC climb requirements: see § 3.2.2 below. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK1X - SOPOK - RITAX - DIK - PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK1X - SOPOK - ETENO).
ROUSY1X	[A700+] - [T028; A1700+; K220-; R] -> BR501 - BR505[F070+; L] - REMBA - RITAX - ROUSY	RNAV1 overlay of ROUSY7F ATC climb requirements: see § 3.2.2 below. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK1X - SOPOK - RITAX - ROUSY).
CIV1X	[A700+] - [T028; A1700+; K220-; R] -> BR501 - BR510 - CIV	RNAV1 overlay of CIV1F AVBL when RWY 01 in single RWY operations. ATC climb requirements: see § 3.2.2 below. M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 southbound, only for TFC flight planned above FL 195.
KOK1X	[A1700+; L] -> KOK	RNAV1 overlay of KOK2F L607 westbound.
DENUT1X	[A700+] - [T008; A1800+; L] -> DENUT	RNAV1 overlay of DENUT8F
HELEN1X	[A700+] - [T008; A1800+; L] -> HELEN	RNAV1 overlay of HELEN8F
NIK1X	[A700+] - [T008; A1700+ ; L] -> NIK	RNAV1 overlay of NIK5F M624 northbound. Not to be used by TFC DEST EHAM.
ELSIK1X	[A700+; R] -> BUN - ELSIK	RNAV1 overlay of ELSIK2F L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.

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 07L

Designator	RNAV1 Route	Remarks
CIV3T	BR751 - BR752 - BR753 - CIV	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 flight planned above FL 195.
DENUT3T	[A1800+; L] -> DENUT	NIL
ELSIK3T	[A700+; L] -> BUN - ELSIK	L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.
HELEN3T	[A1800+; L] -> HELEN	NIL
KOK3T	[A1700+; L] -> KOK	L607 westbound.
LNO3T	BR751 - BR752 - BR705 - REMBA - LNO	For TFC requesting a cruising or initial FL below FL 195.
NIK3T	[A1700+; L] -> NIK	M624 northbound. Not to be used by TFC DEST EHAM.
PITES3T	BR751 - BR752 - BR705 - REMBA - RITAX - DIK - PITES	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 3T – SOPOK – RITAX – DIK – PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK 3T – SOPOK – ETENO).
ROUSY3T	BR751 - BR752 - BR705 - REMBA - RITAX - ROUSY	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 3T – SOPOK – RITAX – ROUSY).
SOPOK3T	BR751 - BR752 - BR705 - REMBA - BULUX - [F170+; R] -> SOPOK[F240+]	ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2).
SPI3T	BR751 - BR752 - BR705 - REMBA - SPI	NIL
CIV1Y	[A1700+; K200-; L] -> BR520 - CIV	RNAV1 overlay of CIV1R At ATC discretion only.

RWY 07L

Designator	Route		Remarks
	Lateral	Vertical	
CIV1R	Climb straight ahead. At 1700FT QNH LT to TR 275 to intercept R-042 CIV INBD to CIV.		At ATC discretion only.

RWY 07R

Designator	RNAV1 Route	Remarks
CIV3V	[A700+] -> BR701 - BR702 - BR703 - CIV	ATC climb requirements: see EBBR AD 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 flight planned above FL 195.
DENUT3V	[A700+] -> [T062; A1800+; L] -> DENUT	NIL
ELSIK3V	[A700+] -> BR701 - BUN - ELSIK	L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.
HELEN3V	[A700+] -> [T062; A1800+; L] -> HELEN	NIL
KOK3V	[A700+] -> [T062; A1700+; L] -> KOK	L607 westbound.
LNO3V	[A700+] -> BR701 - BR704 - BR705 - REMBA - LNO	For TFC requesting a cruising or initial FL below FL195.
NIK3V	[A700+] -> [T062; A1700+; L] -> NIK	M624 northbound. Not to be used by TFC DEST EHAM.

RWY 07R

Designator	RNAV1 Route	Remarks
PITES3V	[A700+] -> BR701 - BR704 - BR705 - REMBA - RITAX - DIK - PITES	ATC climb requirements: see EBBR AD 2.22 § 3.2.2. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3V - SOPOK - RITAX - DIK - PITES). Only when M150 between DIK and PITES is AVBL(alternative route: SOPOK 3V - SOPOK - ETENO).
ROUSY3V	[A700+] -> BR701 - BR704 - BR705 - REMBA - RITAX - ROUSY	ATC climb requirements: see EBBR AD 2.22 § 3.2.2. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3V - SOPOK - RITAX - ROUSY).
SOPOK3V	[A700+] -> BR701 - BR704 - BR705 - REMBA - BULUX - [F170+; R] -> SOPOK[F240+]	ATC climb requirements: see EBBR AD 2.22 § 3.2.2.
SPI3V	[A700+] -> BR701 - BR704 - BR705 - REMBA - SPI	NIL
CIV1W	[A700+] - [T062; A1700+; K200-; L] -> BR520 - CIV	RNAV1 overlay of CIV2U At ATC discretion only.

RWY 07R

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

RWY 19

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

RWY 19

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

RWY 25R

Designator	RNAV1 Route	Remarks
CIV3G	[A700+; R] -> [T293; L] - BR251[T273] - CIV	Not AVBL during weekends from 0500 to 2159 (0400 to 2059). 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.
KOK3G	[A700+; R] -> BR252[T291; A1700+] - KOK	L607 westbound.
DENUT3G	[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, EGHH and Eghi.
HELEN3G	[A700+; R] -> BR255[T305] - HELEN	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up For TFC INBD London TMA except DEST EGKK, EGHH and Eghi: 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 - HAMZA.
NIK3G	[A700+; R] -> NIK	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up M624 northbound. Not to be used by TFC DEST EHAM.
ELSIK3G	[A700+; R] -> BUN - ELSIK	PDG 9.6% (580 FT/NM) until passing 1700FT due to airspace limitations. If unable to comply, advise EBBR DELIVERY prior to start-up L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT. To be used by all TFC at ATC discretion. Pilots unable to comply with the procedure shall advise ATC and expect ELSIK 3K.

RWY 25R

Designator	RNAV1 Route	Remarks
SOPOK3G	[A1700+; L] -> HUL [A6000+] - BR102 - BULUX - [F170+; R] -> SOPOK[F240+]	Only AVBL from 0500 to 2159 (0400 to 2059). 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.
PITES3G	[A1700+; L] -> HUL[A6000+] - BR102 - REMBA - RITAX - DIK - PITES	AVBL from 0500 to 2159 (0400 to 2059). 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 - DIK - PITES). Only when M150 between DIK and PITES is AVBL (alternative route: SOPOK 3G - SOPOK - ETENO).
ROUSY3G	[A1700+; L] -> BR101 - HUL[A6000+] - BR102 - REMBA - RITAX - ROUSY	AVBL from 0500 to 2159 (0400 to 2059). 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).
LNO3G	[A1700+; L] -> BR101 - BR103[A6000+] - LNO	AVBL from 0500 to 2159 (0400 to 2059). 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).
SPI3G	[A1700+; L] -> BR103[T107; A6000+] - BR105 - SPI	AVBL from 0500 to 2159 (0400 to 2059). 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).
CIV1K	[A700+] -> BR045 - BR009 - CIV	AVBL from 2200 to 0459 (2100 to 0359). H24 on SAT and SUN. 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.
LNO3K	[A700+] -> BR301[T245] - [T245; A4000+; L] - HUL[T103; A6000+] - LNO	AVBL from 0500 to 2159 (0400 to 2059). For TFC requesting a cruising or initial FL below FL 195. To be used by four-engine aircraft.
SPI3K	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - SPI	AVBL from 0500 to 2159 (0400 to 2059). To be used by four-engine aircraft.
SOPOK3K	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - BULUX - [F170+; R] -> SOPOK[F240+]	AVBL from 0500 to 2159 (0400 to 2059). To be used by four-engine aircraft. ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2).

RWY 25R

Designator	RNAV1 Route	Remarks
PITES3K	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - REMBA - RITAX - DIK - PITES	AVBL from 0500 to 2159 (0400 to 2059). 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).
ROUSY3K	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - REMBA - RITAX - ROUSY	AVBL from 0500 to 2159 (0400 to 2059). 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).
ELSIK3K	[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.
LNO3M	[A700+; R] -> BR421[T291] - BR422 - BR413 - HUL[A6000+] - LNO	AVBL from 2200 to 0459 (2100 to 0359). ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2). For TFC requesting a cruising or initial FL below FL 195.
SPI3M	[A700+; R] -> BR421[T291] - BR422 - BR413 - HUL[A6000+] - SPI	AVBL from 2200 to 0459 (2100 to 0359). ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2).
SOPOK3M	[A700+; R] -> BR421[T291] - BR422 - BR413 - BR414 - BR415[A6000+] - BULUX - [F170+; R] -> SOPOK[F240+]	AVBL from 2200 to 0459 (2100 to 0359). ATC climb requirements: see AIP AD EBBR 2.22 (§ 3.2.2).
PITES3M	[A700+; R] -> BR421[T291] - BR422 - BR413 - BR414 - BR416[A6000+] - DIK - PITES	AVBL from 2200 to 0459 (2100 to 0359). 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).
ROUSY3M	[A700+; R] -> BR421[T291] - BR422 - BR413 - BR417 - BR418[A6000+] - ROUSY	AVBL from 2200 to 0459 (2100 to 0359). 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
CIV1E	[A700+; R] -> [T293; L] - BR251[T273] - CIV	Not AVBL during weekends from 0500 to 2159 (0400 to 2059). 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.
KOK1E	[A700+; R] -> BR252[T291; A1700+] - KOK	L607 westbound.
DENUT1E	[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, EGHH and EGHI.
HELEN1E	[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, EGHH and EGHI: 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.
NIK1E	[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.
ELSIK1E	[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.
SOPOK1E	[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.
PITES1E	[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).
ROUSY1E	[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).
LNO3E	[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).

RWY 25L

Designator	RNAV1 Route	Remarks
SPI3E	[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).
LNO1P	[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.
SPI1P	[A700+] -> BR301[T245] - [T245; A4000+; L] - BR302[T107; A6000+] - SPI	To be used by four-engine aircraft.
SOPOK1P	[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).
PITES1P	[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).
ROUSY1P	[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).
ELSIK1P	[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.
CIV1P	BR530[T250] - BR531 - CIV	RNAV1 overlay of CIV2Q AVBL from 2200 to 0459 (2100 to 0359). H24 on SAT and SUN. ATC climb requirements: see § 3.2.2 below. 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.

RWY 25L

Designator	Route		Remarks
	Lateral	Vertical	
CIV2Q	Climb straight ahead. At 7.0 DME BUB LT to TR 206° to intercept R-053 CIV INBD to CIV.		AVBL from 2200 to 0459 (2100 to 0359). H24 on SAT and SUN. 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 ABV FL195. Between 2200 and 0459, only to be used by aircraft with QC ≤ 4.

3.2.1.2 Waypoint Information

ID	Latitude	Longitude
BR009	504645.6N	0041652.9E
BR010	504759.7N	0043857.8E
BR011	504634.6N	0044604.2E
BR012	504642.1N	0043607.3E
BR013	504200.3N	0044228.9E
BR014	504315.6N	0042300.9E
BR015	505527.1N	0042026.7E
BR016	505707.5N	0041921.6E
BR017	510208.8N	0041122.9E
BR018	505823.7N	0041943.8E
BR045	505247.9N	0042143.7E
BR101	504944.6N	0042952.6E
BR102	504135.6N	0044433.9E
BR103	504719.8N	0044213.5E
BR105	504634.7N	0044604.0E
BR251	505434.6N	0041844.1E
BR252	505520.7N	0042123.5E
BR253	505527.9N	0041710.6E
BR255	505814.2N	0041726.2E
BR301	505151.5N	0042010.8E
BR302	504318.4N	0043552.9E
BR413	504440.3N	0041511.1E
BR414	504450.7N	0042801.8E
BR415	504318.4N	0043552.9E
BR416	504159.9N	0043349.4E
BR417	504446.0N	0042159.3E
BR418	503919.3N	0042937.5E
BR421	505514.2N	0042039.9E
BR422	504914.7N	0041200.2E
BR501	505326.2N	0043719.6E
BR502	504809.0N	0043803.5E
BR503	504634.7N	0044603.9E
BR505	504243.9N	0043848.4E
BR510	504417.7N	0043835.5E
BR520	505636.2N	0042247.8E
BR530	505122.3N	0042020.0E
BR531	504636.7N	0041630.3E
BR701	505611.8N	0043825.7E
BR702	505754.8N	0044708.3E
BR703	505207.4N	0045047.9E
BR704	505745.1N	0044629.8E
BR705	505258.9N	0045246.0E
BR751	505635.5N	0043633.5E
BR752	505720.8N	0044701.8E
BR753	505200.6N	0045024.2E
BULUX	503534.0N	0051504.6E
BUN	510707.1N	0045031.6E
CIV	503426.3N	0034958.4E
DENUT	511410.0N	0033927.4E
DIK	495140.7N	0060747.1E
ELSIK	511142.1N	0045955.0E

ID	Latitude	Longitude
HELEN	511407.1N	0035211.0E
HUL	504458.1N	0043829.9E
KOK	510540.9N	0023905.9E
LNO	503509.3N	0054237.0E
NIK	510954.3N	0041102.2E
PITES	494342.9N	0063109.6E
REMBA	503944.0N	0045450.5E
RITAX	500440.0N	0054825.0E
ROUSY	492835.0N	0060654.0E
SOPOK	501510.0N	0054626.0E
SPI	503053.1N	0053725.0E

3.2.1.3 Path Terminators

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

3.2.1.3.1 RWY 01

LNO1X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		014.5		700+			RNAV1
2		CA		028.0		1700+		220-	RNAV1
3	BR501	DF							RNAV1
4	BR502	TF		175.0			5.3		RNAV1
5	BR503	TF		107.2		FL 070+	5.3		RNAV1
6	LNO	TF		107.3			37.7		RNAV1

SPI1X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		014.5		700+			RNAV1
2		CA		028.0		1700+		220-	RNAV1
3	BR501	DF							RNAV1
4	BR502	TF		175.0			5.3		RNAV1
5	BR503	TF		107.2		FL 070+	5.3		RNAV1
6	SPI	TF		115.3			36.3		RNAV1

SOPOK1X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		014.5		700+			RNAV1
2		CA		028.0		1700+		220-	RNAV1
3	BR501	DF							RNAV1
4	BR505	TF		175.0		FL 070+	10.8		RNAV1
5	BULUX	TF		107.0			24.2		RNAV1
6		CA		107.0		FL 170+			RNAV1
7	SOPOK	DF							RNAV1

PITES1X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		014.5		700+			RNAV1
2		CA		028.0		1700+		220-	RNAV1
3	BR501	DF							RNAV1
4	BR505	TF		175.0		FL 070+	10.8		RNAV1
5	REMBA	TF		106.3			10.6		RNAV1
6	RITAX	TF		135.3			49.1		RNAV1
7	DIK	TF		136.0			18.0		RNAV1
8	PITES	TF		117.6			17.1		RNAV1

ROUSY1X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		014.5		700+			RNAV1
2		CA		028.0		1700+		220-	RNAV1
3	BR501	DF							RNAV1
4	BR505	TF		175.0		FL 070+	10.8		RNAV1
5	REMBA	TF		106.3			10.6		RNAV1
6	RITAX	TF		135.3			49.1		RNAV1
7	ROUSY	TF		161.5			38.1		RNAV1

CIV1X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		014.5		700+			RNAV1
2		CA		028.0		1700+		220-	RNAV1
3	BR501	DF							RNAV1
4	BR510	TF		175.0			9.2		RNAV1
5	CIV	TF		252.6			32.5		RNAV1

KOK1X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		014.5		1700+			RNAV1
2	KOK	DF							RNAV1

DENUT1X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		014.5		700+			RNAV1
2		CA		008.0		1800+			RNAV1
3	DENUT	DF							RNAV1

HELEN1X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		014.5		700+			RNAV1
2		CA		008.0		1800+			RNAV1
3	HELEN	DF							RNAV1

NIK1X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		014.5		700+			RNAV1
2		CA		008.0		1700+			RNAV1
3	NIK	DF							RNAV1

ELSIK1X

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		014.5					RNAV1
2	BUN	DF							RNAV1
3	ELSIK	TF		052.1			7.5		RNAV1

3.2.1.3.2 RWY 07L

CIV3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1	BR751	CF	N	065.5				RNAV1
2	BR752	TF	N	083.4			6.7	RNAV1
3	BR753	TF	N	158.2			5.8	RNAV1
4	CIV	TF	N	245.8			42.2	RNAV1

DENUT3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		065.5		1800+		RNAV1
2	DENUT	DF	N		L			RNAV1

ELSIK3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		065.5		700+		RNAV1
2	BUN	DF	N					RNAV1
3	ELSIK	TF	N	052.1			7.5	RNAV1

HELEN3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		065.5		1800+		RNAV1
2	HELEN	DF	N		L			RNAV1

KOK3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		065.5		1700+		RNAV1
2	KOK	DF	N		L			RNAV1

LNO3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1	BR751	CF	N	065.5				RNAV1
2	BR752	TF	N	083.4			6.7	RNAV1
3	BR705	TF	N	140.2			5.7	RNAV1
4	REMBA	TF	N	174.3			13.3	RNAV1
5	LNO	TF	N	098.3			30.8	RNAV1

NIK3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		065.5		1700+		RNAV1
2	NIK	DF	N		L			RNAV1

PITES3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1	BR751	CF	N	065.5				RNAV1
2	BR752	TF	N	083.4			6.7	RNAV1
3	BR705	TF	N	140.2			5.7	RNAV1
4	REMBA	TF	N	174.3			13.3	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

ROUSY3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1	BR751	CF	N	065.5				RNAV1
2	BR752	TF	N	083.4			6.7	RNAV1
3	BR705	TF	N	140.2			5.7	RNAV1
4	REMBA	TF	N	174.3			13.3	RNAV1
5	RITAX	TF	N	135.3			49.1	RNAV1
6	ROUSY	TF	N	161.5			38.1	RNAV1

SOPOK3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1	BR751	CF	N	065.5				RNAV1
2	BR752	TF	N	083.4			6.7	RNAV1
3	BR705	TF	N	140.2			5.7	RNAV1
4	REMBA	TF	N	174.3			13.3	RNAV1
5	BULUX	TF	N	107.8			13.5	RNAV1
6		CA		107.8		FL170+		RNAV1
7	SOPOK	DF	N			FL240+		RNAV1

SPI3T

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1	BR751	CF	N	065.5				RNAV1
2	BR752	TF	N	083.4			6.7	RNAV1
3	BR705	TF	N	140.2			5.7	RNAV1
4	REMBA	TF	N	174.3			13.3	RNAV1
5	SPI	TF	N	107.8			28.5	RNAV1

CIV1Y

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		065.4		1700+		200-	RNAV1
2	BR520	DF			L				RNAV1
3	CIV	TF		223.4			30.4		RNAV1

3.2.1.3.3 RWY 07R

CIV3V

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1			CA	069.9		700+		RNAV1
2	BR701	DF	N					RNAV1
3	BR702	TF	N	072.6			5.8	RNAV1
4	BR703	TF	N	158.2			6.2	RNAV1
5	CIV	TF	N	245.8			42.5	RNAV1

DENUT3V

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		069.9		700+		RNAV1
2		CA		063.0		1800+		RNAV1
3	DENUT	DF	N		L			RNAV1

ELSIK3V

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		069.9		700+		RNAV1
2	BR701	DF	N					RNAV1
3	BUN	TF	N	034.9			13.3	RNAV1
4	ELSIK	TF	N	052.1			7.5	RNAV1

HELEN3V

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		069.9		700+		RNAV1
2		CA		063.0		1800+		RNAV1
3	HELEN	DF	N		L			RNAV1

KOK3V

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		069.9		700+		RNAV1
2		CA		063.0		1700+		RNAV1
3	KOK	DF	N		L			RNAV1

LNO3V

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		069.9		700+		RNAV1
2	BR701	DF	N					RNAV1
3	BR704	TF	N	073.0			5.3	RNAV1
4	BR705	TF	N	140.2			6.2	RNAV1
5	REMBA	TF	N	174.3			13.3	RNAV1
6	LNO	TF	N	098.3			30.8	RNAV1

NIK3V

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		069.9		700+		RNAV1
2		CA		063.0		1700+		RNAV1
3	NIK	DF	N		L			RNAV1

PITES3V

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

ROUSY3V

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

SOPOK3V

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

SPI3V

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

CIV1W

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1		CA		065.4		700+			RNAV1
2		CA		062.0		1700+		200-	RNAV1
3	BR520	DF			L				RNAV1
4	CIV	TF		223.4			30.4		RNAV1

3.2.1.3.4 RWY 19

LNO7L

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

SPI6L

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

SOPOK8L

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

ROUSY9L

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

PITES9L

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

CIV2L

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

KOK1N

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		700+		RNAV1
2	BR015	DF	N		R	2900+		RNAV1
3	KOK	TF	N	279.8			64.8	RNAV1

DENUT8L

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		1700+		RNAV1
2	BR016	DF	N		R			RNAV1
3	BR017	TF	N	315.0			7.1	RNAV1
4	DENUT	TF	N	301.1			23.4	RNAV1

DENUT7N

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		700+		RNAV1
2	BR016	DF	N		R	3700+		RNAV1
3	BR017	TF	N	315.0			7.1	RNAV1
4	DENUT	TF	N	301.1			23.4	RNAV1

HELEN6L

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		1700+		RNAV1
2	BR016	DF	N		R			RNAV1
3	BR017	TF	N	315.0			7.1	RNAV1
4	HELEN	TF	N	314.9			17.0	RNAV1

HELEN6N

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		700+		RNAV1
2	BR016	DF	N		R	3700+		RNAV1
3	BR017	TF	N	315.0			7.1	RNAV1
4	HELEN	TF	N	314.9			17.0	RNAV1

NIK3L

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		1700+		RNAV1
2	BR018	DF	N		R			RNAV1
3	NIK	TF	N	334.6			12.8	RNAV1

NIK5N

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		700+		RNAV1
2	BR018	DF	N		R	4200+		RNAV1
3	NIK	TF	N	334.6			12.8	RNAV1

ELSIK2L

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		194.4		700+		RNAV1
2	BUN	DF	N		L			RNAV1
3	ELSIK	TF	N	52.1			7.5	RNAV1

3.2.1.3.5 RWY 25R

CIV3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2		CI		293.0	R			RNAV1
3	BR251	CF	N	273.0	L			RNAV1
4	CIV	TF	N	222.3			27.2	RNAV1

KOK3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR252	CF	N	291.0	R	1700+		RNAV1
3	KOK	TF	N	279.8			65.4	RNAV1

DENUT3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2		CI		298.0	R			RNAV1
3	BR253	CF	N	278.0	L	1700+		RNAV1
4	DENUT	TF	N	308.5			30.3	RNAV1

HELEN3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR255	CF	N	305.0	R			RNAV1
3	HELEN	TF	N	315.1			22.5	RNAV1

NIK3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	NIK	DF	N		R			RNAV1

ELSIK3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BUN	DF	N		R			RNAV1
3	ELSIK	TF	N	052.1			7.5	RNAV1

SOPOK3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		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		FL170+		RNAV1
6	SOPOK	DF	N			FL240+		RNAV1

ROUSY3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		1700+		RNAV1
2	BR101	DF	N		L			RNAV1

ROUSY3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
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

PITES3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		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

LNO3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		1700+		RNAV1
2	BR101	DF	N		L			RNAV1
3	BR103	TF	N	107.1		6000+	8.2	RNAV1
4	LNO	TF	N	107.2			40.3	RNAV1

SPI3G

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		1700+		RNAV1
2	BR103	CF	N	107.1	L	6000+		RNAV1
3	BR105	TF	N	107.1			2.6	RNAV1
4	SPI	TF	N	115.3			36.3	RNAV1

LNO3K

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		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

SPI3K

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		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

SOPOK3K

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR301	CF	Y	245.5	R			RNAV1

SOPOK3K

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
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

PITES3K

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		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

ROUSY3K

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		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

ELSIK3K

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	NIK	DF	N		R			RNAV1
3	ELSIK	TF	N	086.3			30.8	RNAV1

CIV1K

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.4		700+		RNAV1
2	BR045	CF	N	252.0				RNAV1
3	BR009	TF	N	207.0	L		6.8	RNAV1
4	CIV	TF	N	234.4	R		21.1	RNAV1

LNO3M

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR421	CF	N	291.0	R			RNAV1
3	BR422	TF	N	222.5			8.1	RNAV1
4	BR413	TF	N	156.2			5.0	RNAV1
5	HUL	TF	N	088.7		6000+	14.8	RNAV1
6	LNO	TF	N	103.1			42.0	RNAV1

SPI3M

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR421	CF	N	291.0	R			RNAV1
3	BR422	TF	N	222.5			8.1	RNAV1
4	BR413	TF	N	156.2			5.0	RNAV1
5	HUL	TF	N	088.7		6000+	14.8	RNAV1
6	SPI	TF	N	110.2			40.1	RNAV1

SOPOK3M

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR421	CF	N	291.0	R			RNAV1
3	BR422	TF	N	222.5			8.1	RNAV1
4	BR413	TF	N	156.2			5.0	RNAV1
5	BR414	TF	N	088.7			8.2	RNAV1
6	BR415	TF	N	107.1		6000+	5.2	RNAV1
7	BULUX	TF	N	107.0			26.1	RNAV1
8		CA		107.0		FL 170+		RNAV1
9	SOPOK	DF	N			FL240+		RNAV1

PITES3M

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR421	CF	N	291.0	R			RNAV1
3	BR422	TF	N	222.5			8.1	RNAV1
4	BR413	TF	N	156.2			5.0	RNAV1
5	BR414	TF	N	088.7			8.2	RNAV1
6	BR416	TF	N	127.7		6000+	4.7	RNAV1
7	DIK	TF	N	129.3			78.5	RNAV1
8	PITES	TF	N	117.6			17.1	RNAV1

ROUSY3M

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		245.5		700+		RNAV1
2	BR421	CF	N	291.0	R			RNAV1
3	BR422	TF	N	222.5			8.1	RNAV1
4	BR413	TF	N	156.2			5.0	RNAV1
5	BR417	TF	N	088.7			4.3	RNAV1
6	BR418	TF	N	138.3		6000+	7.3	RNAV1
7	ROUSY	TF	N	137.9			94.6	RNAV1

3.2.1.3.6 RWY 25L

LNO3E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BR101	DF	N		L			RNAV1
3	BR103	TF	N	107.1		6000+	8.2	RNAV1
4	LNO	TF	N	107.2			40.3	RNAV1

SPI3E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BR103	CF	N	107.1	L	6000+		RNAV1
3	BR105	TF	N	107.1			2.6	RNAV1
4	SPI	TF	N	115.3			36.3	RNAV1

CIV1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2		CI		293.0	R			RNAV1
3	BR251	CF	N	273.0	L			RNAV1
4	CIV	TF	N	222.3			27.2	RNAV1

KOK1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BR252	CF	N	291.0	R	1700+		RNAV1
3	KOK	TF	N	279.8			65.4	RNAV1

DENUT1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2		CI		298.0	R			RNAV1
3	BR253	CF	N	278.0	L	1700+		RNAV1
4	DENUT	TF	N	308.5			30.3	RNAV1

HELEN1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BR255	CF	N	305.0	R			RNAV1
3	HELEN	TF	N	315.1			22.5	RNAV1

NIK1E

#	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

ELSIK1E

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	NAV Spec
1		CA		250.0		700+		RNAV1
2	BUN	DF	N		R			RNAV1
3	ELSIK	TF	N	052.1			7.5	RNAV1

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

CIV1P

#	ID	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed (KIAS)	NAV Spec.
1	BR530	CF		249.9					RNAV1
2	BR531	TF		207.0			5.3		RNAV1
3	CIV	TF		234.3			20.8		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 FL 170 MNM;
- Traffic proceeding via SOPOK - ETENO - LIRSU and planned above FL 245 shall cross BULUX at FL 170 MNM and SOPOK at FL 240 MNM;
- Traffic proceeding via REMBA - RITAX shall cross REMBA at FL 100 MNM;
- Traffic proceeding via RITAX - ROUSY or RITAX - PITES and planned above FL 245 shall cross RITAX or abeam at FL 250 MNM;
- Traffic proceeding via CIV - MEDIL and planned above FL 265 shall cross MEDIL at FL 210 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 I/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
- RWY 19: holding points E7/E6. Holding point E6 shall only be used when E7 is not available
- RWY 01: holding point D2
- RWY 07R: CAT I/II/III holding point Z
- RWY 07L: CAT I/II/III holding points A7 or B10

Backtrack is not allowed during LVO.

Guided take-off is not available.

In order to provide adequate protection of the ILS system, no vehicle or aircraft shall infringe the ILS sensitive areas when an arriving aircraft is within 2 NM from touchdown and has not completed its landing run.

4.1.2 Taxiways

Taxi is restricted to the taxiways equipped with centre line lights. Standard routes are established for departing and arriving aircraft (see chart [AD 2.EBBR-GMC.04](#)). After receiving taxi clearance, aircraft shall proceed only when a green centre line path is illuminated, except on TWY N6-A1.

When RVR at TDZ falls below 400M, a follow-me car is available on stand-by to assist pilots during taxi upon request.

ATC may use ground surveillance information to assist in monitoring aircraft and vehicles on the manoeuvring area and to provide aerodrome control service.

4.1.3 Communications

Pilots will be informed by ATIS or ATC when LVO are in progress. The ATIS message will contain the phrase "LOW VISIBILITY OPERATIONS" and will also provide details of any unavailability of equipment relevant to LVO.

Pilots will be informed by ATC when LVO are terminated.

4.2 Criteria for Initiation and Termination of LVO

The preparation phase will start when visibility falls below 1500M and/or ceiling is at or below 300FT, and CAT II/III operations are expected. The operations phase will start when RVR falls below 800M and/or the ceiling is below 200FT.

LVO will be terminated when RVR is greater than 800M and ceiling is higher than 200FT, and a continuing improvement in these conditions is expected.

4.3 Other Information

When LVO are active, arriving aircraft will be vectored to intercept the ILS at least 10NM from touchdown. ATC will provide suitable spacing between arrivals to achieve sufficient protection of the ILS sensitive area (see [§ 4.1.1](#) above). This spacing will be in the order of 8NM in case of CAT II operations and 10NM during CAT III operations.

The traffic manager will determine the applicable traffic acceptance rate according to the circumstances.

CAT II and CAT III approach practice during normal operations is allowed, but pilots should be aware that due to high traffic intensity, protection of the ILS sensitive area cannot be guaranteed and fluctuations in the ILS signal may occur.

5 VFR FLIGHTS

5.1 General

Pilots flying to/from EBBR or crossing Brussels CTR or TMA shall adhere strictly to all published procedures and ATC instructions. Non-adherence can cause unacceptable supplementary workload for ATC and may result in delays for the flights concerned. In any case, IFR traffic will have priority over VFR traffic.

VFR traffic (state aircraft and helicopter flights excluded) shall not enter Brussels CTR or TMA during following periods:

- from MON to FRI: 0700-0900 (0600-0800), 1200-1300 (1100-1200) and 1600-1900 (1500-1800);
- on SAT: 0700-0800 (0600-0700);
- on SUN: 1600-1900 (1500-1800).

Local VFR flights at night within the aerodrome traffic circuit are prohibited.

The published routes are compulsory. All routes are allocated at ATC discretion according to the traffic situation. Pilots unable to comply shall contact ATC immediately to request an alternative route.

To enhance the see-and-avoid concept, VFR flights operating in Brussels CTR or TMA are advised to switch on their navigation, landing and anti-collision lights, and they shall keep a sharp look-out for other aircraft.

In order to improve radar detection, pilots flying transponder equipped aircraft shall set code 7000 in mode A/C. Unless another code has been previously allocated, Brussels TWR will allocate a code from series 6301-6313.

5.2 Visual Reporting Points

VFR traffic shall only use following reporting points:

Abbreviation	Name	Associated landmark	Position
AM	Abeam Mechelen	east of Mechelen, lake Nekker	510117N 0043023E
AT	Atomium	monument	505342N 0042029E
BE	Bertem	radar station	505226N 0043659E
CA	Brucargo	cargo terminal	505420N 0042726E
GB	Groot-Bijgaarden	motorway intersection R0-E40	505231N 0041626E
HO	Haasrode	intersection motorway E40 and road N25	505041N 0044302E
KH	Kampenhout-Sas	intersection canal Leuven-Dijle and road N21	505720N 0043537E
LO	Waterloo	monument	504042N 0042417E
ME	Mechelen	water tower	510039N 0042749E
NO	Nossegem	intersection motorway E40 and road N227	505210N 0043038E
PU	Peutie	pylon military domain	505555N 0042757E
SH	South Herent	KBC building at intersection of motorway E314 and road N2	505310N 0044039E
TE	Ternat	castle	505216N 0041014E
WA	Wavre	radio and television mast	504426N 0043512E
ZB	Forêt de Soignes/Zoniënbos	motorway intersection R0-E411	504803N 0042754E

5.3 Inbound Traffic

5.3.1 Communications

Pilots intending to enter Brussels CTR shall contact Brussels TWR on **FREQ 120.780 (8.33 KHZ CH)** (entry via AT, GB or ME) or **118.605 (8.33 KHZ CH)** (entry via HO, LO or WA).

Pilots entering Brussels TMA shall contact Brussels Departure (entry between 2000FT AMSL and FL060) or Brussels ACC (entry above FL060).

All VFR flights with destination EBBR shall report their position and obtain an ATC clearance before entering the Brussels CTA, TMA or CTR. When practicable, the request shall be made at least 5MIN prior to entry.

5.3.2 Routes

RWY 25L/R OR RWY 07L/R IN USE

Arrivals from the North	Join Brussels CTR via ME and proceed to PU. Traffic shall remain RIGHT of motorway E19 and enter the aerodrome traffic circuit according to ATC instructions.
Arrivals from the South	Join Brussels CTR via WA or LO and proceed to ZB, NO next. Traffic shall remain RIGHT of motorways E411/R0, and enter the aerodrome traffic circuit according to ATC instructions.

RWY 01 (ARR) AND 07L/R (DEP) OR RWY 01/19 IN USE

Arrivals from the West	Join Brussels CTR via TE and proceed to GB, AT and CA next. Traffic shall remain RIGHT of motorway E40 and enter the aerodrome traffic circuit according to ATC instructions.
Arrivals from the East	Join Brussels CTR via HO and proceed to BE, NO next. Traffic shall remain RIGHT of motorway E40, and enter the aerodrome traffic circuit according to ATC instructions.

Crossing traffic shall follow the routes indicated above and proceed in accordance with ATC instructions.

Crossing traffic with destination EBGB will not be allowed to route directly to EBGB, but will be instructed to vacate Brussels CTR via the relevant outbound routes indicated below.

Aircraft crossing Brussels CTR east of EBBR may be instructed by ATC to hold over reporting point SH (northbound traffic) or KH (southbound traffic), awaiting clearance to cross the final approach path of RWY 25L/R.

5.4 Outbound Traffic

5.4.1 Communications

Pilots departing from EBBR shall request start-up clearance from Brussels Delivery. The clearance will be issued depending on traffic density.

Together with start-up clearance, pilots will receive instructions regarding the transponder setting, the outbound routes to be expected and the ATS unit(s) to be contacted with the associated frequency.

Departing traffic with destination EBGB will not be allowed to route directly to EBGB, but will be instructed to vacate Brussels CTR via the relevant outbound routes indicated below.

5.4.2 Routes

RWY 19 AND 25L/R IN USE

Departures to the North	After take-off, right turn to PU and proceed via AM. Traffic shall remain RIGHT of motorway E19 and leave Brussels CTR according to ATC instructions.
Departures to the South	After take-off, left turn to NO and proceed via ZB to LO or WA. Traffic shall remain RIGHT of motorways R0/E411 and leave Brussels CTR according to ATC instructions.

RWY 01 AND 07L/R IN USE

Departures to the West	After take-off, left turn to CA and proceed via AT, GB and TE. Traffic shall remain RIGHT of motorway E40 and leave Brussels CTR according to ATC instructions.
Departures to the East	After take-off, right turn to NO or abeam and proceed via BE and HO. Traffic shall remain RIGHT of motorway E40 and leave Brussels CTR according to ATC instructions.

6 HELICOPTER FLIGHTS

All helicopters to and from EBBR are subject to PPR. Prior permission must be obtained before the departure of the helicopter. In flight requests are not allowed. PPR requests shall be addressed to Brussels Airport Company Airside Inspection:

TEL: + 32 (0) 2 753 69 00

FAX: + 32 (0) 2 753 69 09

Email: inspect@brusselsairport.be

Upon requesting permission to land at or take off from EBBR, notwithstanding any other required information, the pilot will clearly indicate:

- the flight rules under which the flight will be performed: IFR or VFR;
- the MOPSC;
- the time of the day on which the flight will be performed (day or night flight);
- the performance class under which the helicopter will be operated.

Restrictions of use applying to the FATO:

- The FATO is limited to:
 - helicopters able to climb according their associated performance class and obstacle surface clearance;
 - VFR traffic only;
 - HJ;
 - performance class 2 (slope category "C") and performance class 3 (slope category "B") operations only;
 - helicopters that have an MOPSC \leq 19;
- All helicopters shall take off or land on the designated runway in use in the following conditions:
 - HN;
 - operating under IFR;
 - operating under performance class 1 (slope category "A");
 - if the MOPSC $>$ 19.

7 RADIO COMMUNICATION FAILURE

The appropriate designated navigational aids and fixes are:

- KERKY for arrivals via KOK, TULNI and ARVOL

- ANT for arrivals via WOODY and BEKEM
- FLO for arrivals via BATTY and LNO

If an aircraft experiences RCF on the RNAV transition (after the end of the STAR and before IAF/IF), it shall complete the RNAV transition and subsequently fly the instrument approach procedure.

If an aircraft does not succeed in landing within the 30MIN normally allowed for approach and landing, it shall leave Brussels CTR and TMA on R-289 BUB at 2200FT QNH or below, and land at the first suitable aerodrome where the weather conditions allow a visual approach and landing.

Due to traffic complexity, Radio Communication Failure (RCF) missed approach procedures are runway specific. They come as an extension of the standard publication. GNSS guidance is required for the latter part due to the planned withdrawal of several VOR stations.

See also [ENR 1.1. § 1.10.5](#).

EBBR AD 2.23 Additional Information

1 ATIS

ATIS messages serving inbound and outbound traffic are broadcast H24 (see [EBBR AD 2.18](#)).

The messages contain following elements in the order as listed:

Item	ATIS	Start of expression
Aerodrome name	EBBR NAT	Brussels National...
Alphabetical designator	ARR or DEP (A till Z)	Arrival or Departure... (alfa - zulu)
Time of observation	HHMM
Type of approach to be expected (ARR only)	TYPE APCH	Expecting vectoring...
Runway in use for ARR (resp DEP)	ARR RWY(s)	Runway (RWY) for arrivals
RSCD time		Runway surface condition at....
RSCD for complete RWY or per third part of RWY including depth	TDZ...UP TO...mm MID...UP TO...mm END...UP...mm	touchdown zone...up to...mm middle...up to...mm end...up to...mm
RWYCC	RWYCC	Runway condition code...
Runway in use for DEP (resp ARR)	DEP RWY(s)	Runway (RWY) for departures
Transition level	TRL	Transition level...
Operational status	OPS STS	...
Surface wind, direction and speed (including significant variations)	WIND	Wind...
Visibility	VIS	CAVOK or visibility...
RVR	RVR (RWY) TDZ / M, MID / M, END / M	RVR runway... ..metres, ...metres, ...metres
Present weather	WX	weather...
Cloud base or vertical visibility	CLD VV / FT	Cloud...or vertical visibility...
Air temperature	T	Temperature...
Dewpoint temperature	DP	Dewpoint...
Altimeter settings	QNH	QNH...
Recent weather	REWX	Recent...
Supplementary meteorological phenomena	SIGWX	Wind shear..., cumulonimbus in climb out, severe icing,...
Landing forecast TREND	TREND	NOSIG, trend BCMG...or trend TEMPO...
CONFIRM ATIS ARR (resp DEP)	CFM...(A till Z)	Confirm ARR (DEP)...(alfa - zulu) on first contact

When rapidly changing weather conditions make it inadvisable to include a weather report in the ATIS broadcast, the weather data are omitted and replaced by the phrase "MET REPORT OMITTED DUE TO RAPID CHANGES". The omitted data can be requested from ATC.

Pilots are requested to listen to the ATIS broadcast prior to the first contact with ATS. When establishing communication with the relevant ATS unit, the pilot shall acknowledge receipt of ATIS message with the phrase "INFORMATION ...

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

EBBR AD 2.24 Charts Related to EBBR

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

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

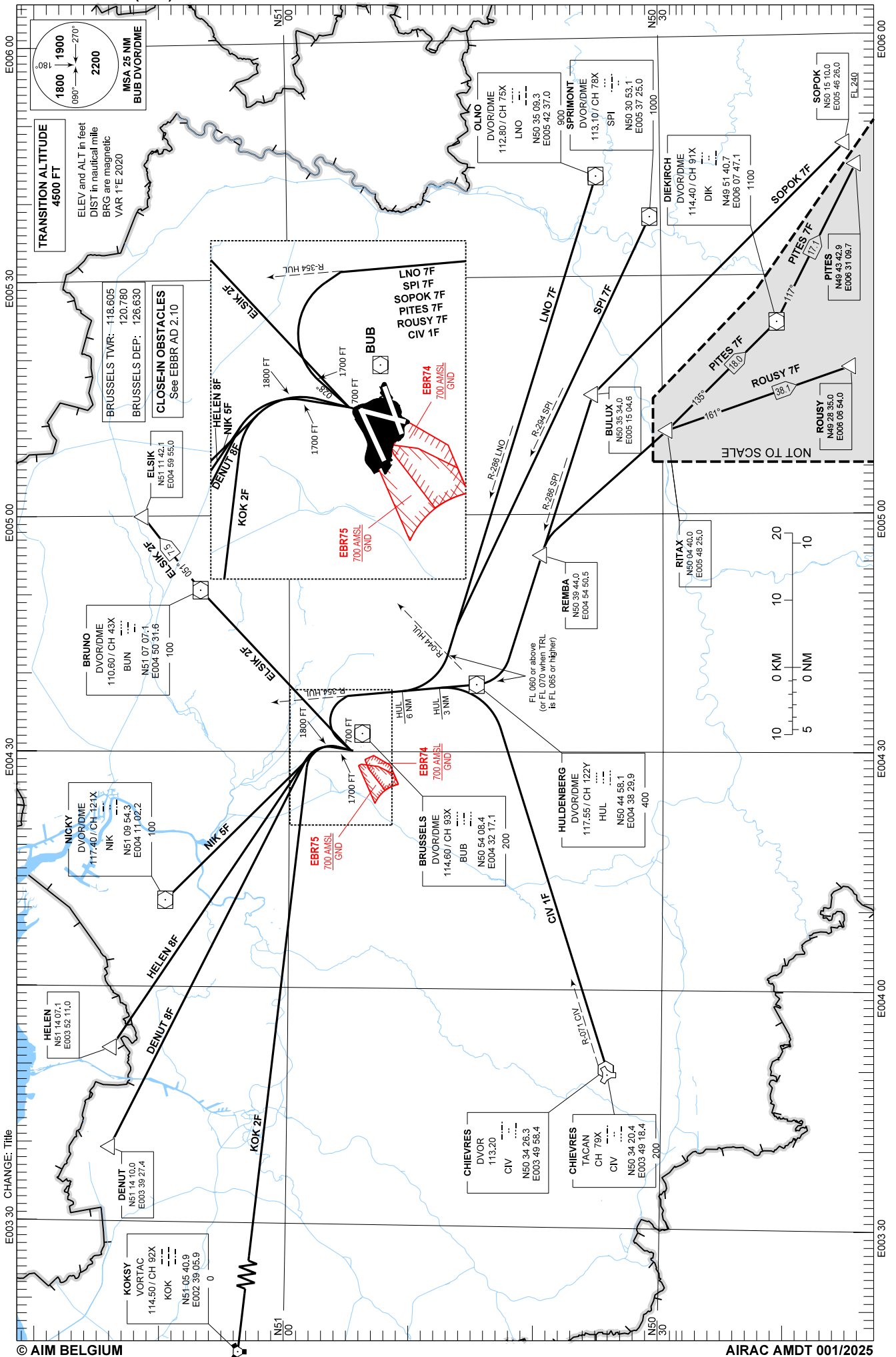
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LNO 7F SPI 7F SOPOK 7F PITES 7F ROUSY 7F CIV 1F KOK 2F DENUT 8F HELEN 8F NIK 5F ELSIK 2F

BRUSSELS / Brussels-National (EBBR)

RWY 01 (F Departures)



E003 30 CHANGE: Title

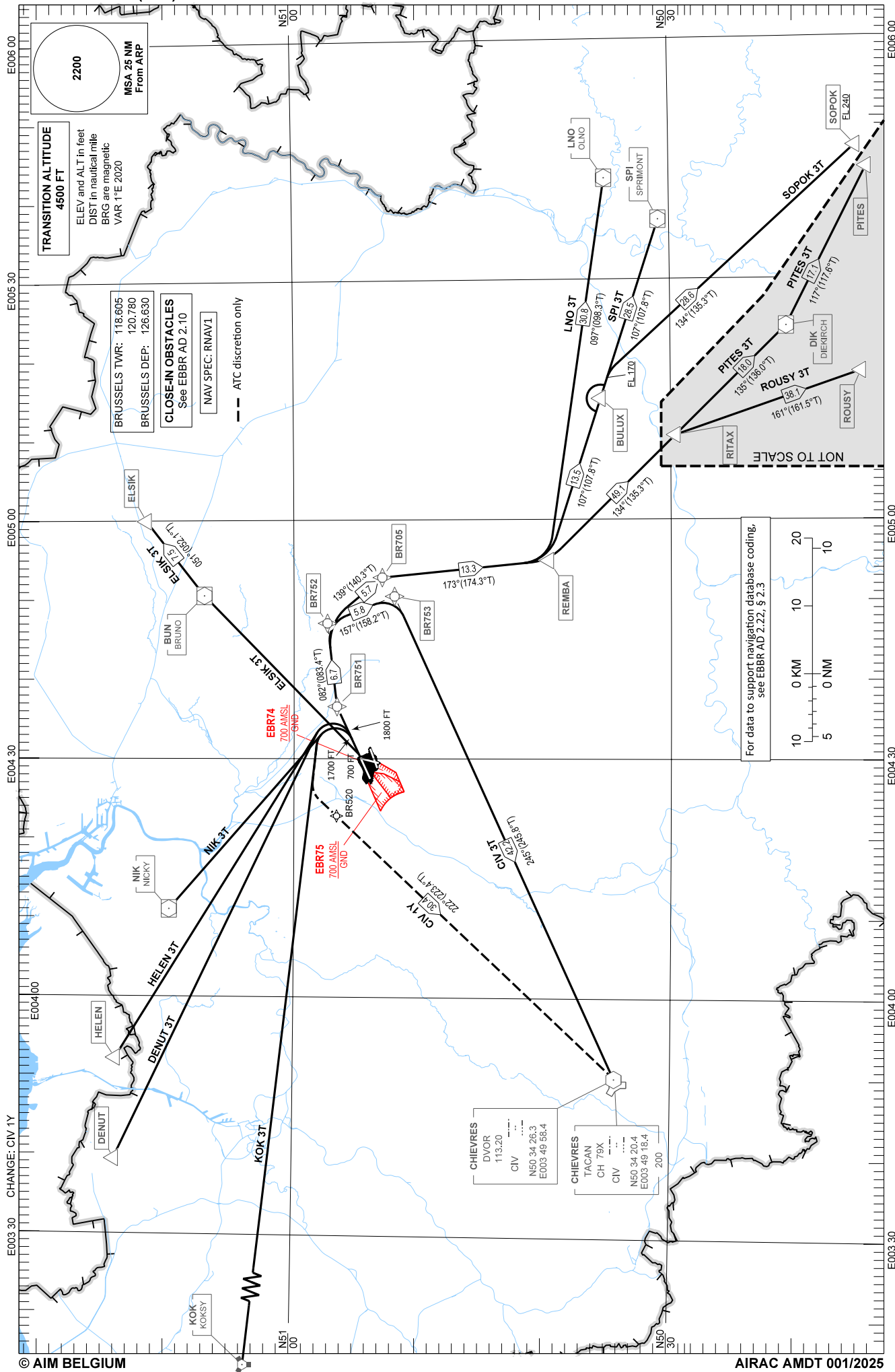
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

LNO 3T SPI 3T SOPOK 3T PITES 3T ROUSY 3T CIV 3T - 1Y KOK 3T DENUT 3T HELEN 3T NIK 3T ELSIK 3T

BRUSSELS / Brussels-National (EBBR)

RWY 07L (T-Y Departures)



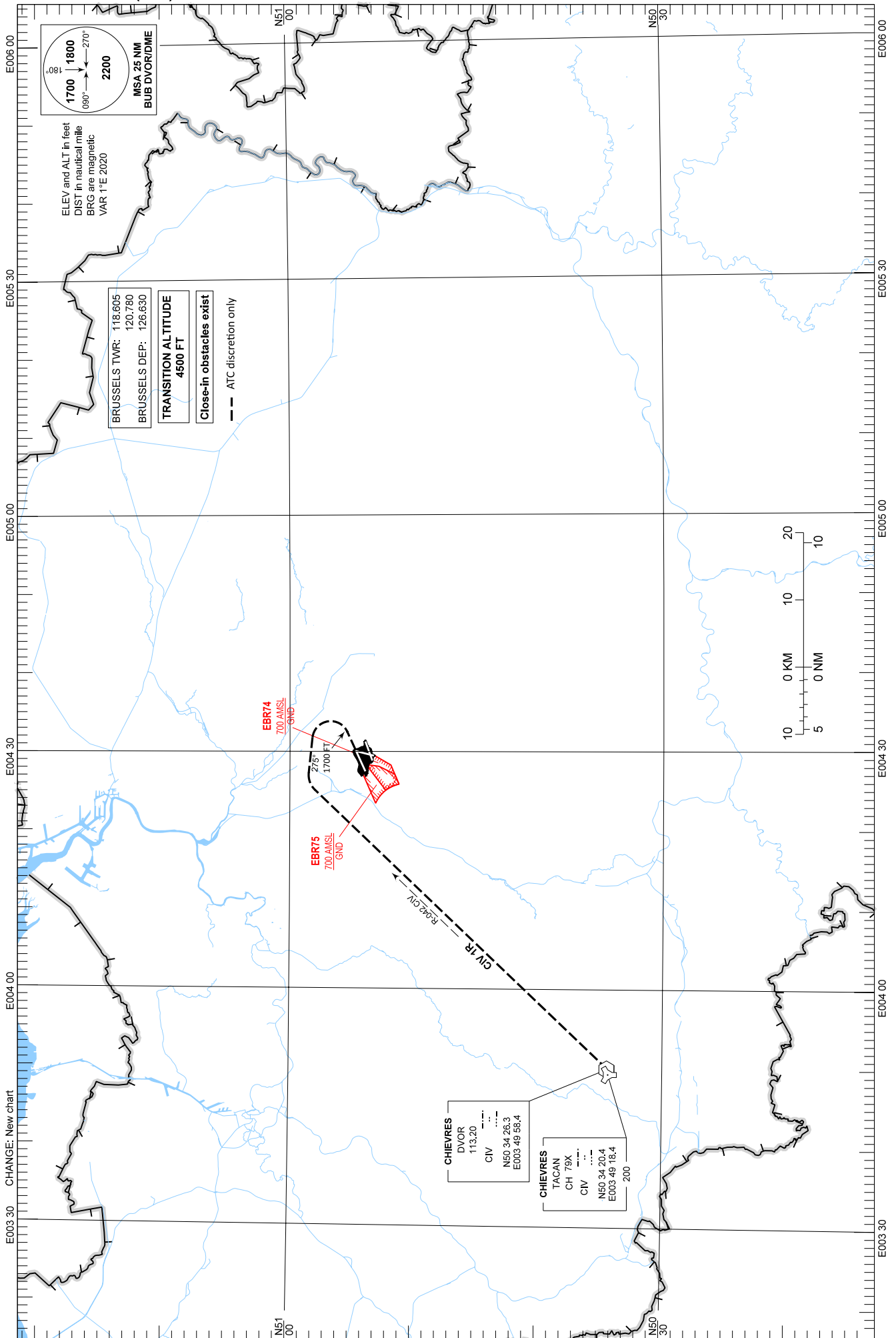
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

CIV 1R

BRUSSELS / Brussels-National (EBBR)

RWY 07L (R Departure)



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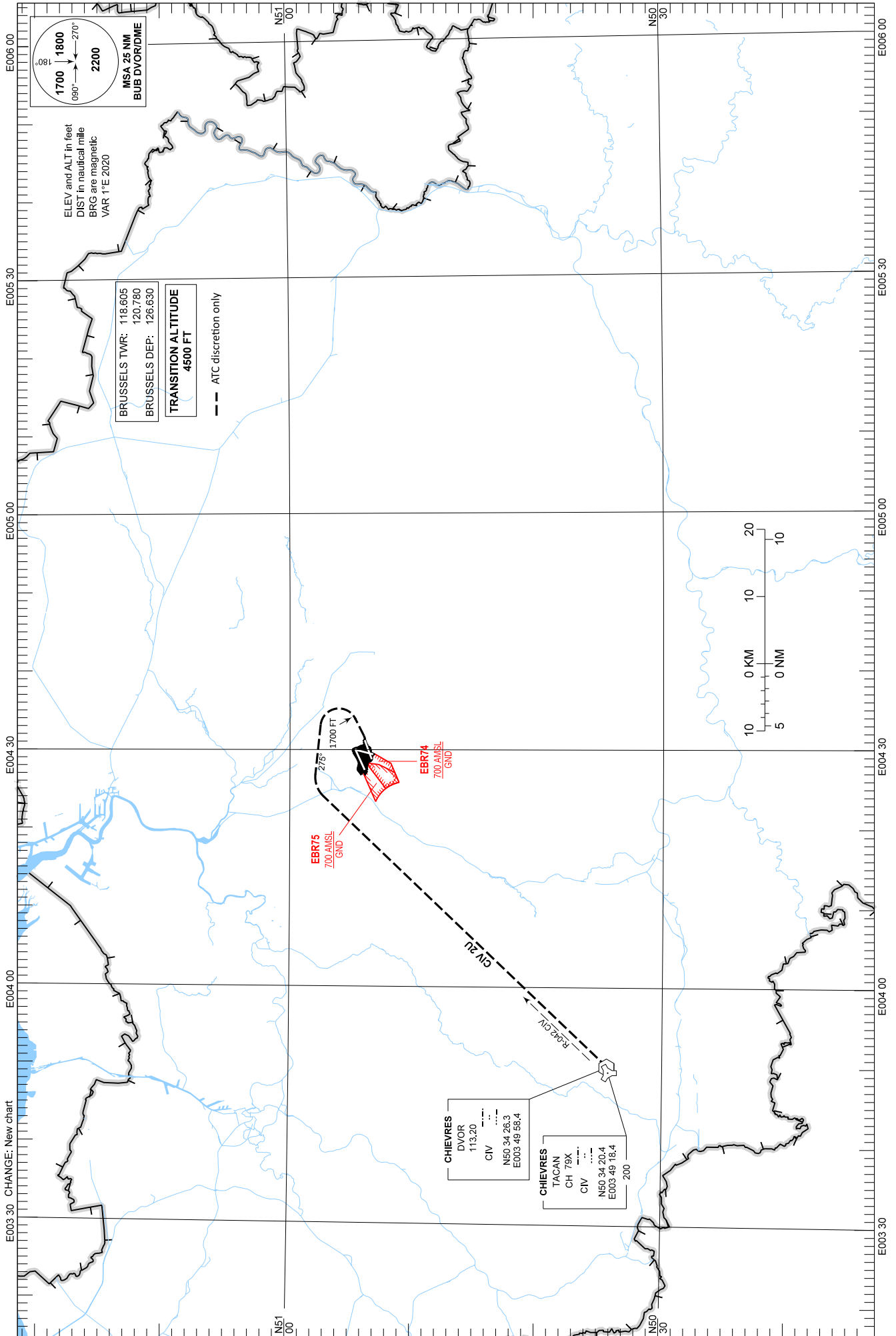
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

CIV 2U

BRUSSELS / Brussels-National (EBBR)

RWY 07R (U Departure)



E003 30 CHANGE: New chart

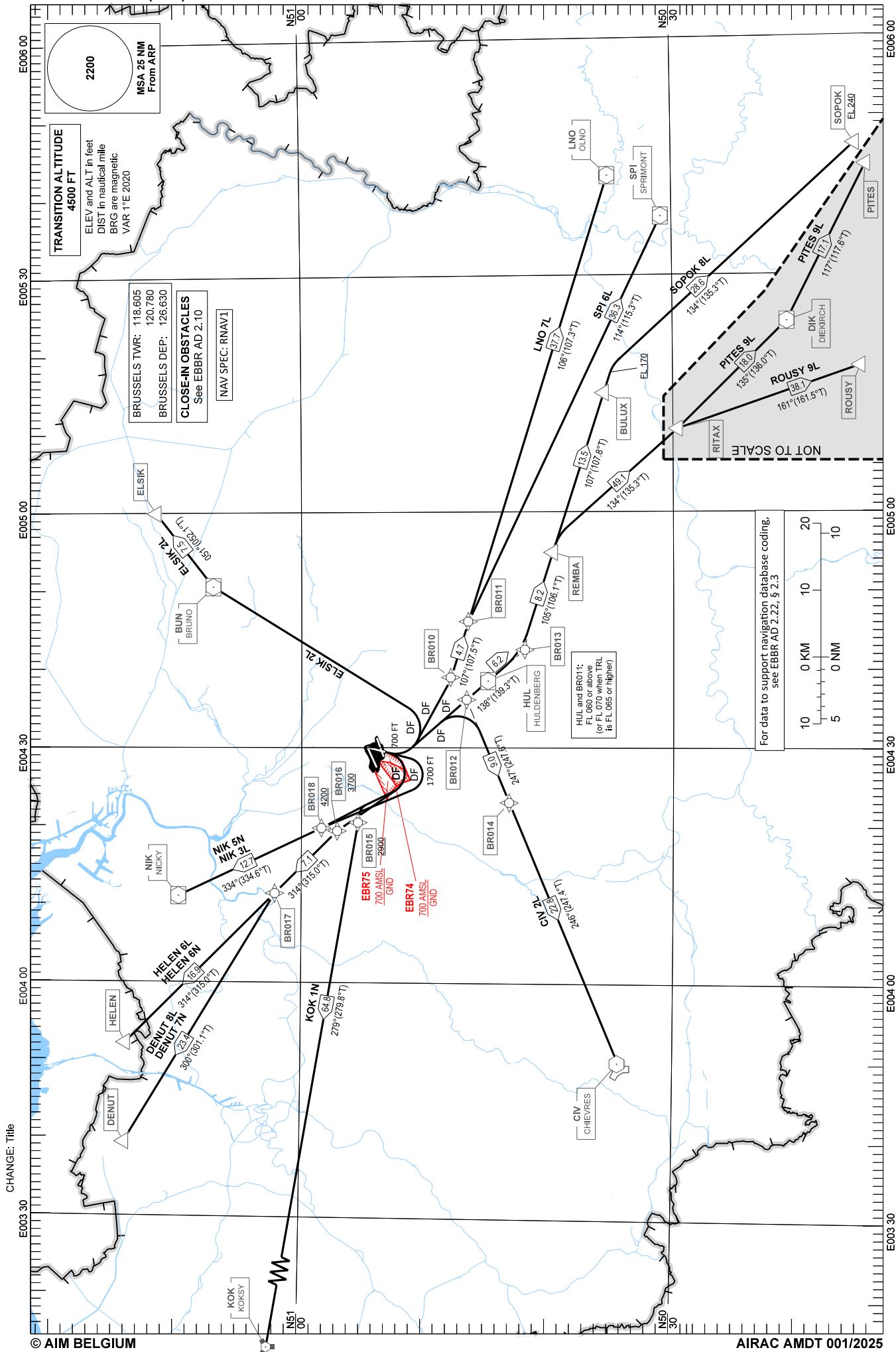
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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 (L-N Departures)



CHANGE: Title

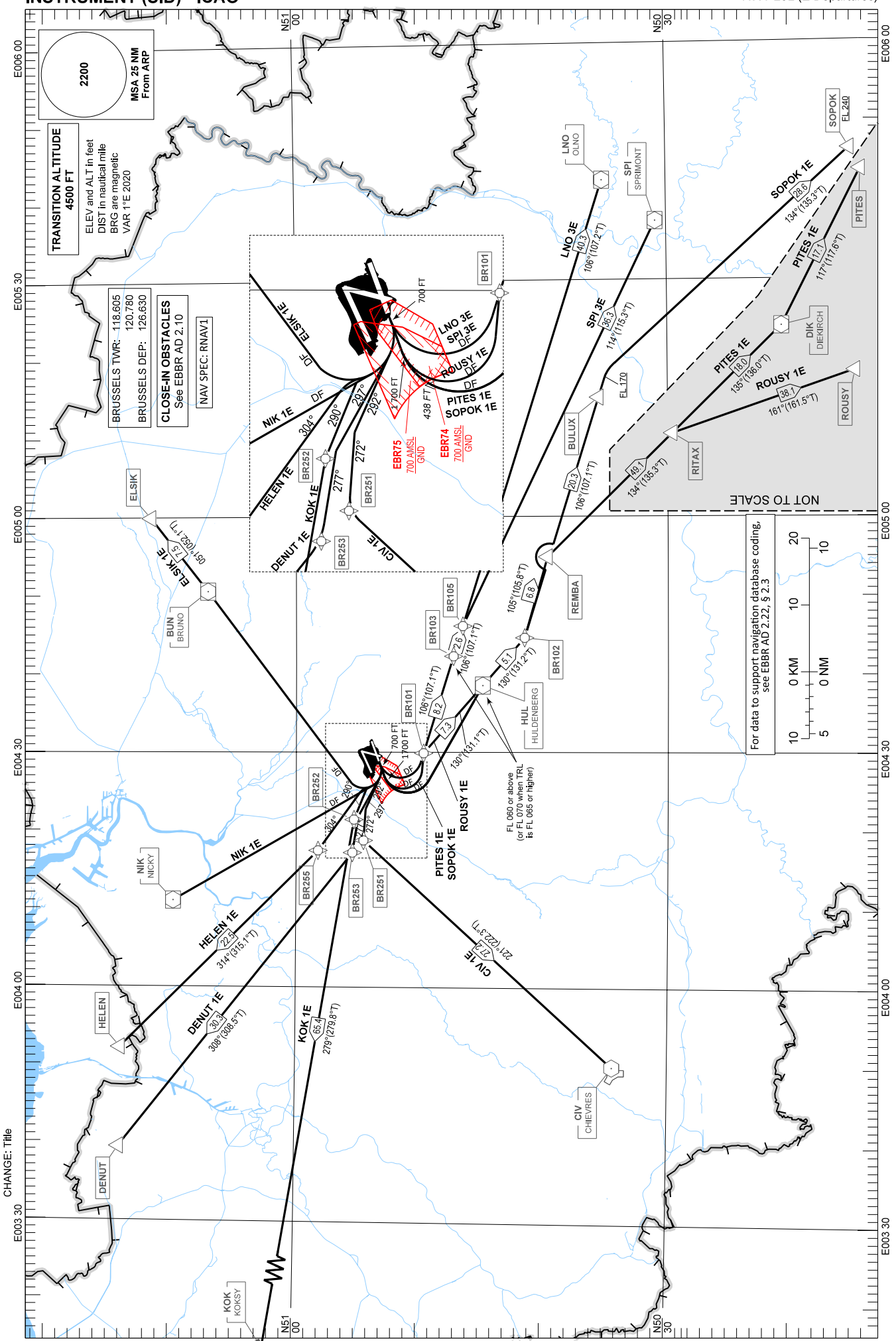
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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)



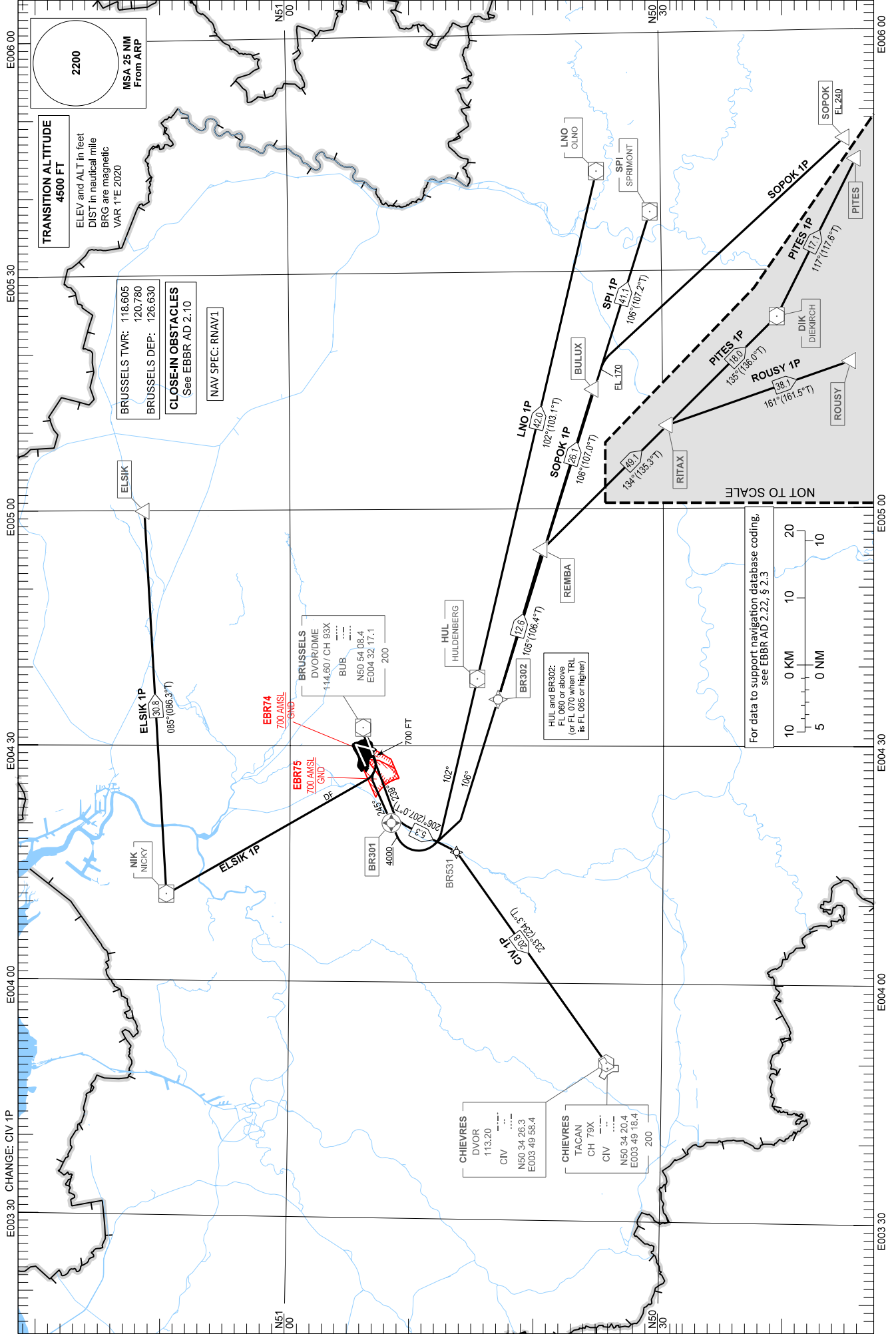
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

BRUSSELS / Brussels-National (EBBR)

RWY 25L (P DEPARTURES)



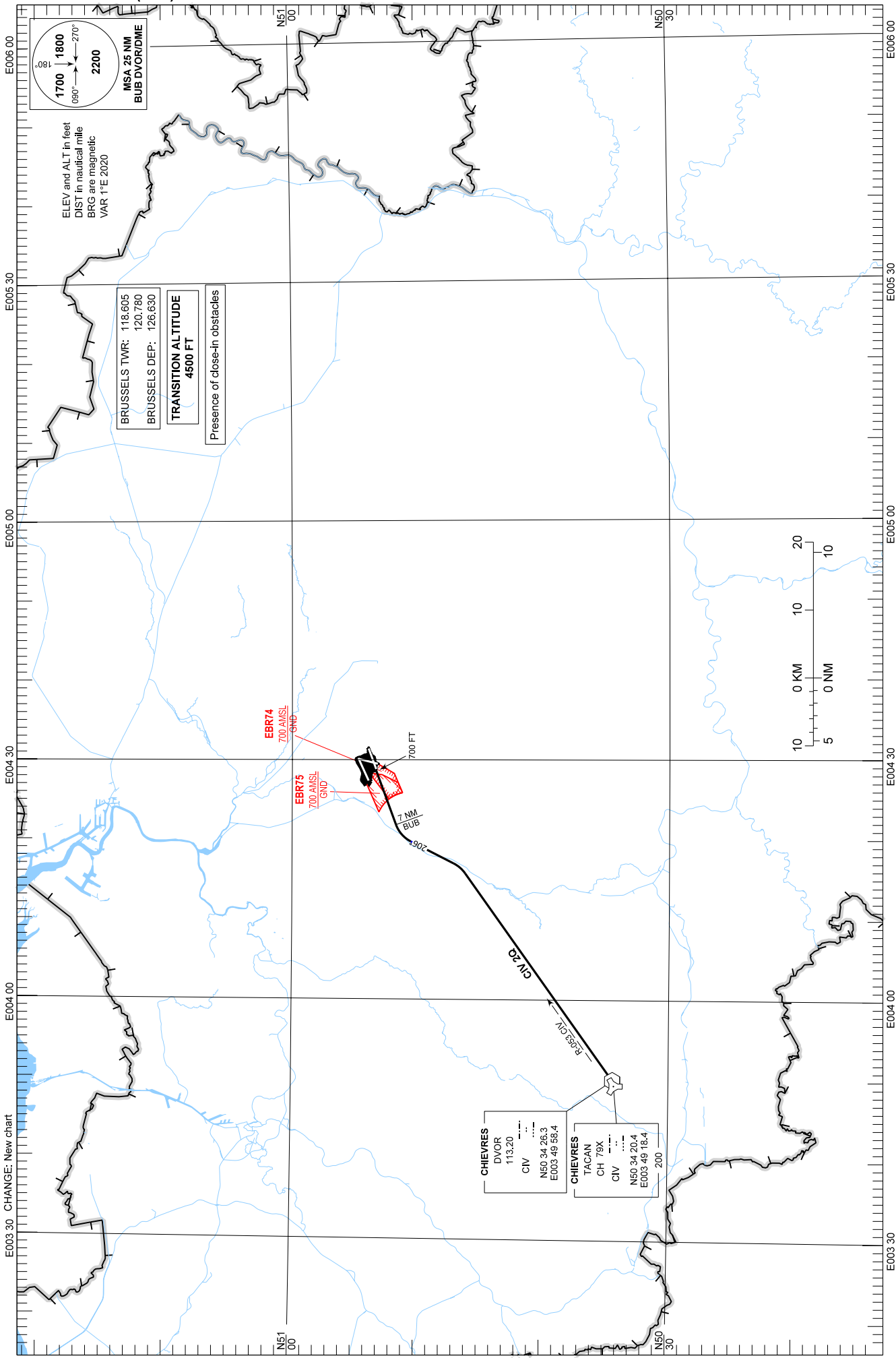
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

BRUSSELS / Brussels-National (EBBR)

RWY 25L (Q Departure)

CIV 2Q



E003 30 CHANGE: New chart

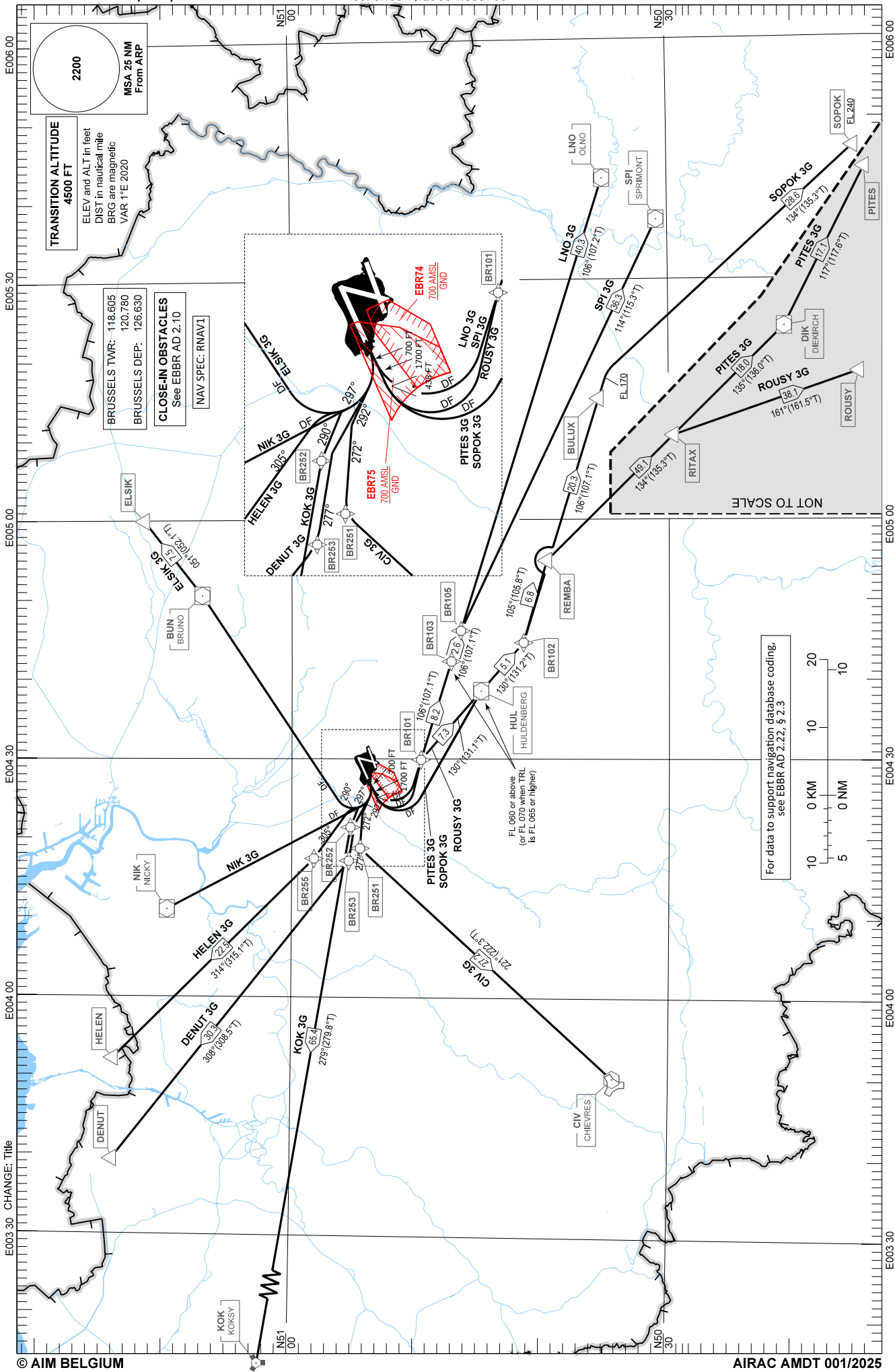
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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)



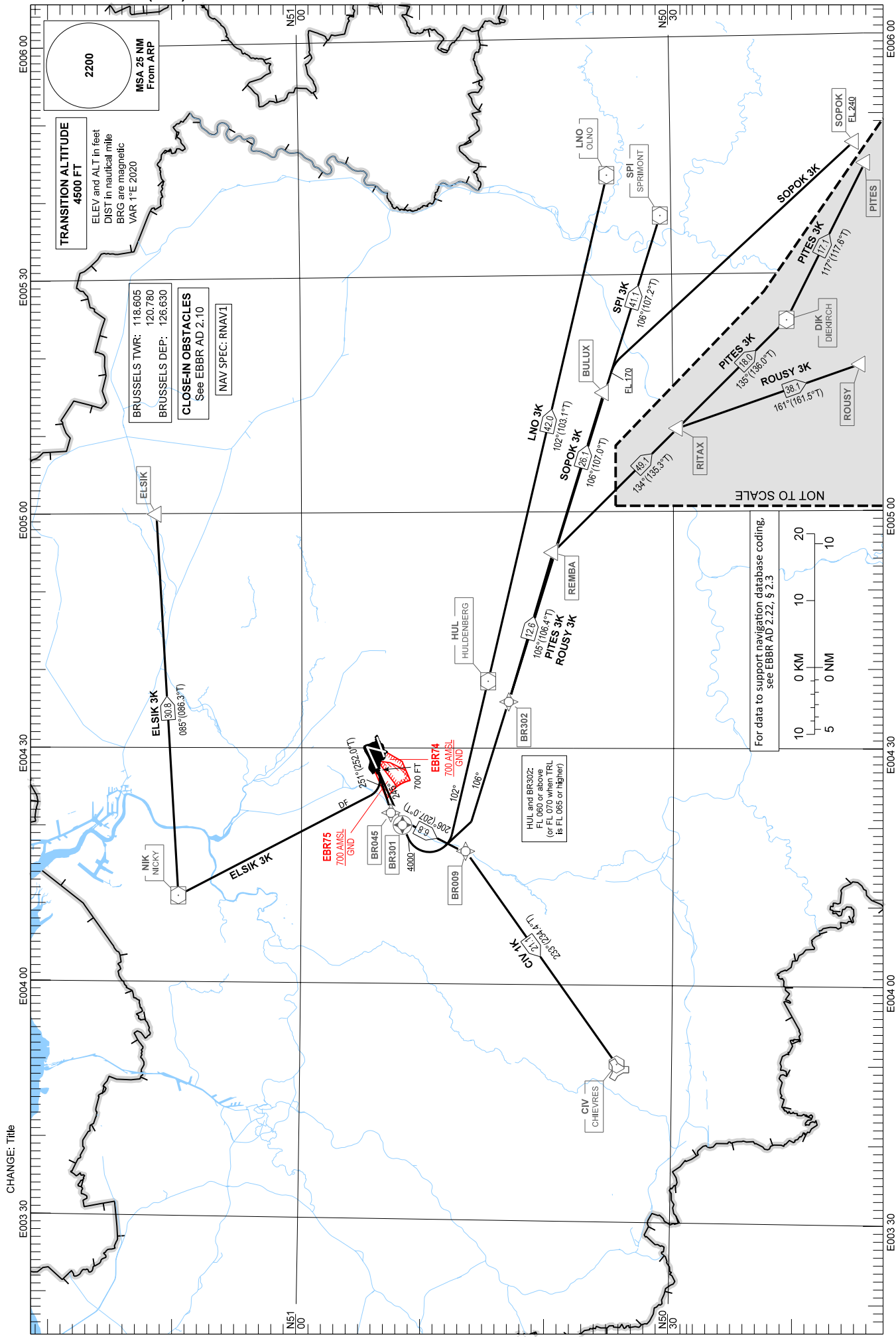
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

BRUSSELS / Brussels-National (EBBR)

RWY 25R (K Departures)



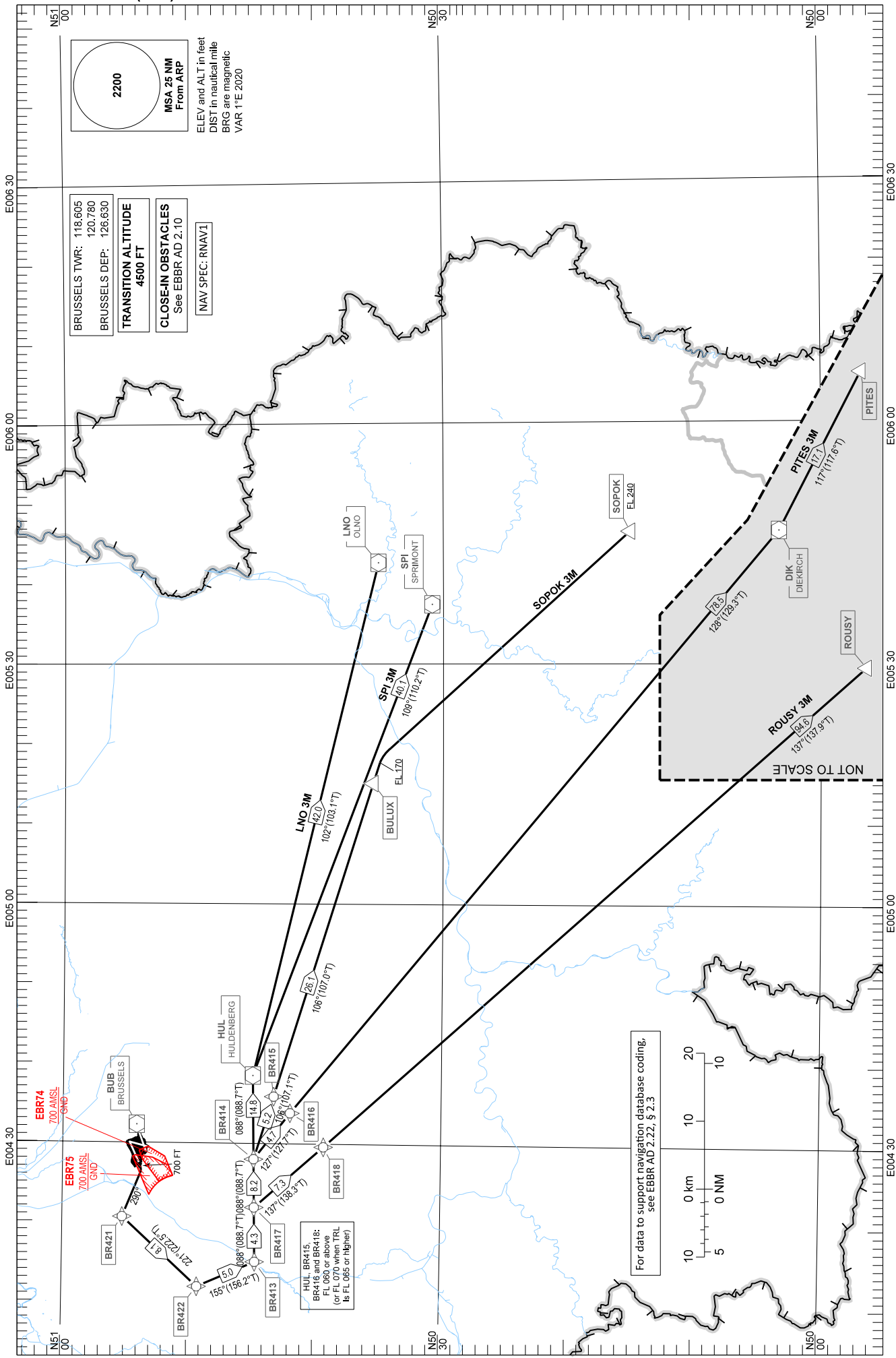
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

BRUSSELS / Brussels-National (EBBR)

RWY 25R (M Departures)



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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](#).

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.

4.1.2.1 Arrivals

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

- 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, when vacating RWY 24 aircraft shall respect the following restrictions:

- 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.

4.1.2.2 Departures

During LVP, for RWY 06 departures expect TWY B4 CAT II/III holding point.

During LVP, for RWY 24 departures expect TWY A CAT II/III holding point. TWY C CAT II/III holding point may be used for intermediate take-off.

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.

5 VFR FLIGHTS

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 0061112E
OSCAR	Bridge of Wormeldange	R-105 LUX / 6.4 DME	493626N 0062414E
REMIK	Bridge of Remich	R-137 LUX / 7.5 DME	493236N 0062214E
SIERA	Railway crossing at Moutfort	R-173 LUX / 2.8 DME	493534N 0061507E
TANGO	Water tower at Frisange	R-194 LUX / 7.8 DME	493053N 0061123E

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.

ELLX AD 2.23 Additional Information

1 ATIS

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.

Item	Remarks
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)	
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

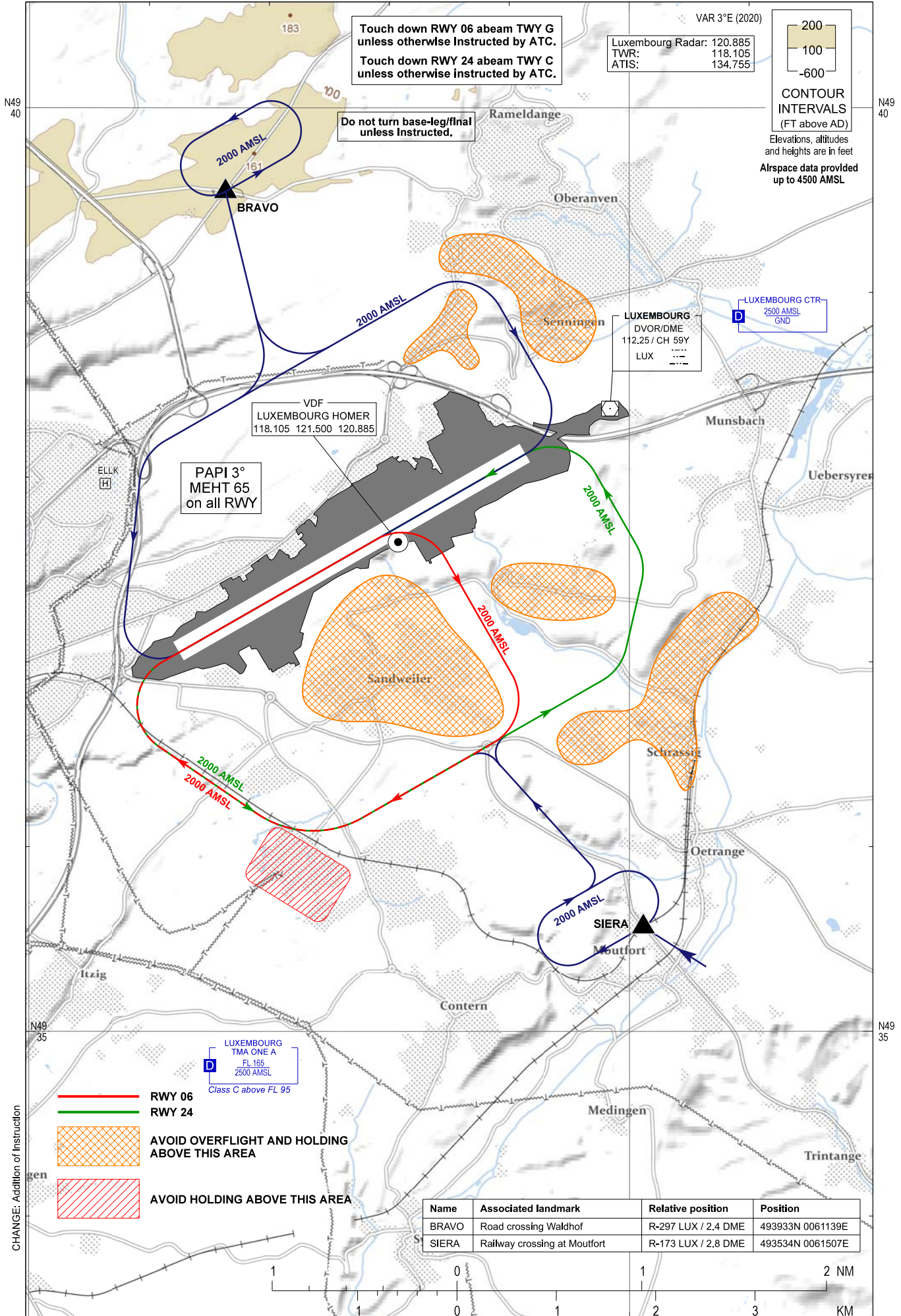
AD 2.ELIX-IAC.05a	Instrument Approach Chart - ICAO: RNP RWY 06. Appendix: FAS Datablock
AD 2.ELIX-IAC.06	Instrument Approach Chart - ICAO: RNP RWY 24
AD 2.ELIX-IAC.06a	Instrument Approach Chart - ICAO: RNP RWY 24. Appendix: FAS Datablock
AD 2.ELIX-VAC.01	Visual Approach Chart - ICAO
AD 2.ELIX-VAC.02	Visual Approach Chart - ICAO. Appendix 1: Aerodrome Traffic Circuit

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.

Do not turn base-leg/final unless instructed.

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

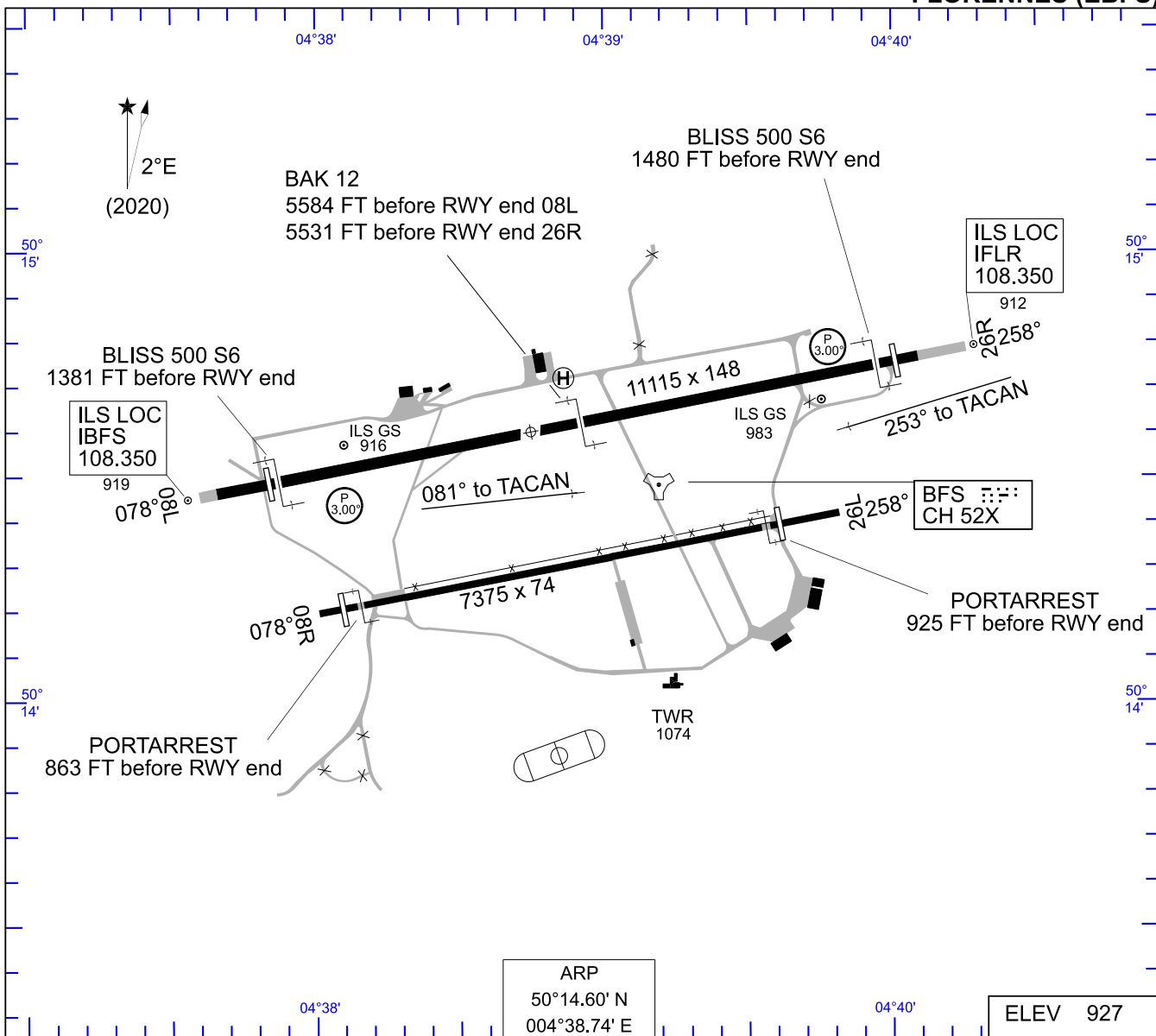
Name	Associated landmark	Relative position	Position
BRAVO	Road crossing Waldhof	R-297 LUX / 2.4 DME	493933N 0061139E
SIERA	Railway crossing at Moutfort	R-173 LUX / 2.8 DME	493534N 0061507E

CHANGE: Addition of Instruction

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AERODROME CHART

FLORENNES (EBFS)



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR	TDZE	THR PSN
08L	58 F/B/W/T	8648	9451	10131	8648	3.00°	900	906	50°14.48' N - 004°37.77' E
26R	58 F/B/W/T	8763	9540	10144	8763	3.00°	924	927	50°14.75' N - 004°40.08' E
08R	59 F/C/W/T	6446	7371	7371	5964	-	901	911	50°14.19' N - 004°38.04' E
26L	59 F/C/W/T	6509	7371	7371	6026	-	903	911	50°14.38' N - 004°39.65' E

FLORENNES APP	372.275	362.300	377.800	124.380	122.500	FLORENNES TWR	234.800	257.800	125.880	122.100
						FLORENNES GND	122.100	356.925		

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

CHANGES: PAPI angle RWY 26R corrected

BEL DEFENCE, AIR COMPONENT 23-JAN-2025 - THS

AERODROME CHART

FLORENNES (EBFS)

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MIPS
INSTRUMENT APPROACH CHART

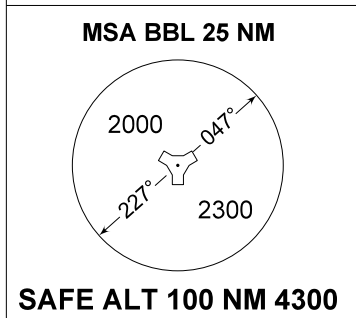
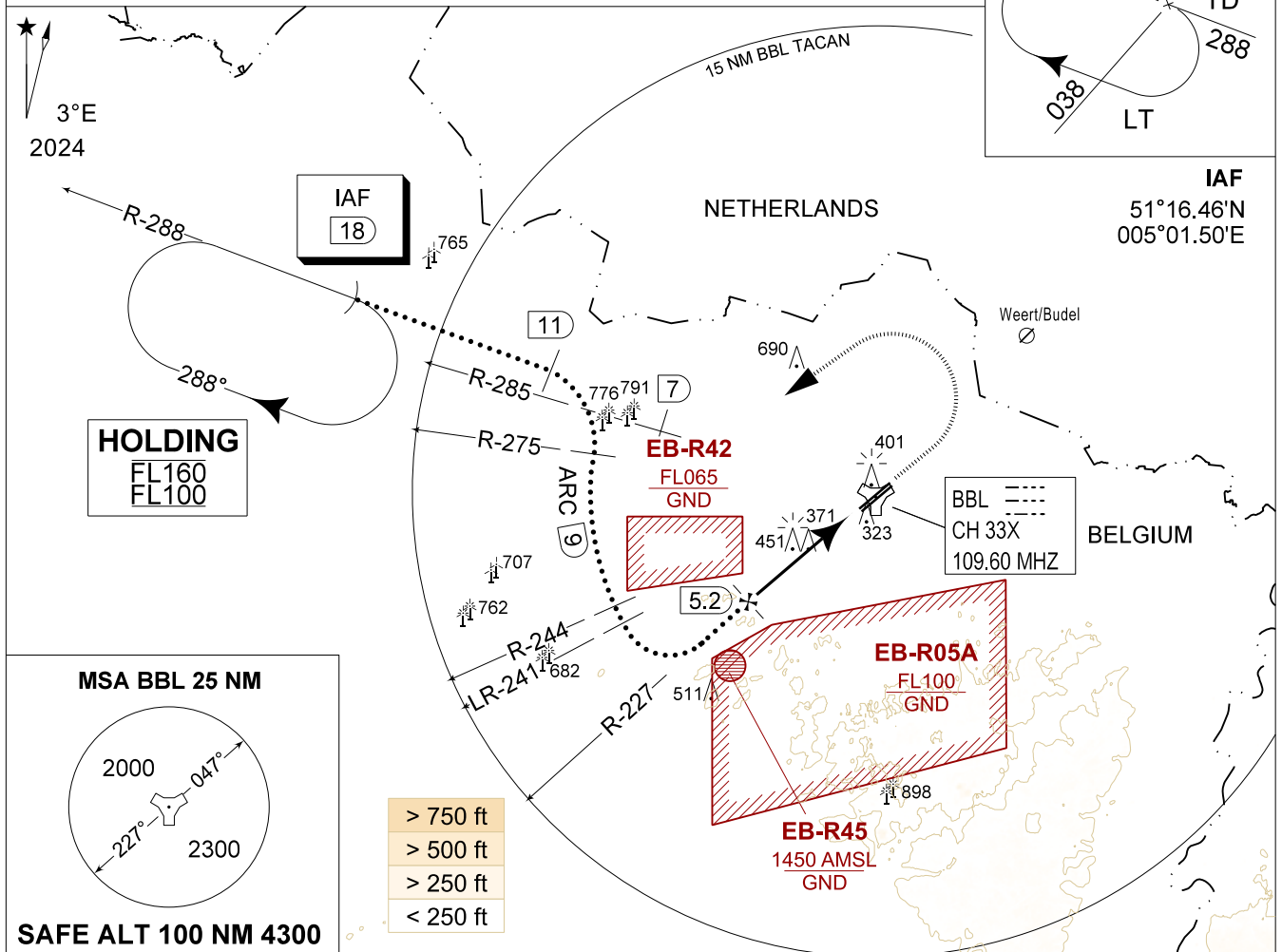
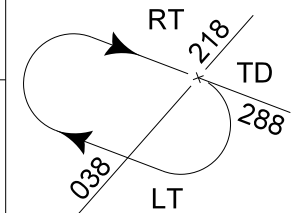
HPMA-TACAN RWY 05L
KLEINE-BROGEL (EBBL)

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

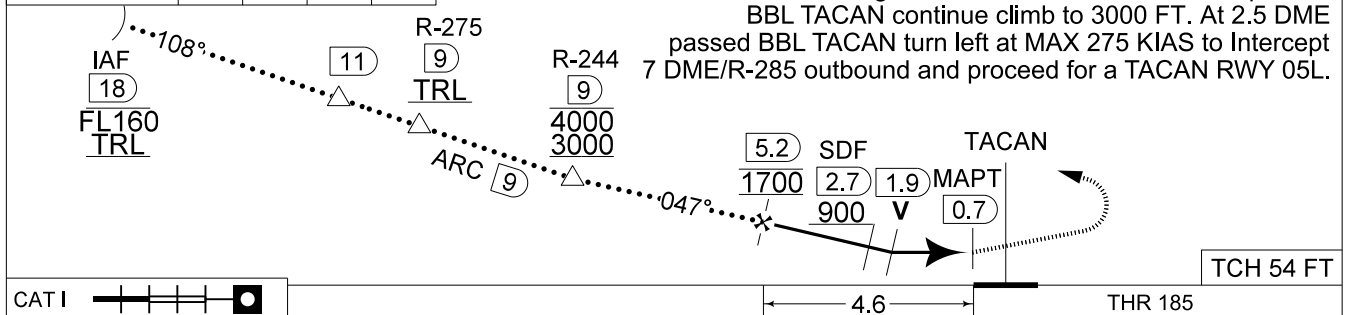
CAUTION:

- 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

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.



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)**

CHANGE: FAF on the profile view corrected

BEL DEFENCE, AIR COMPONENT 23-JAN-2025 - THS

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MIPS
INSTRUMENT APPROACH CHART

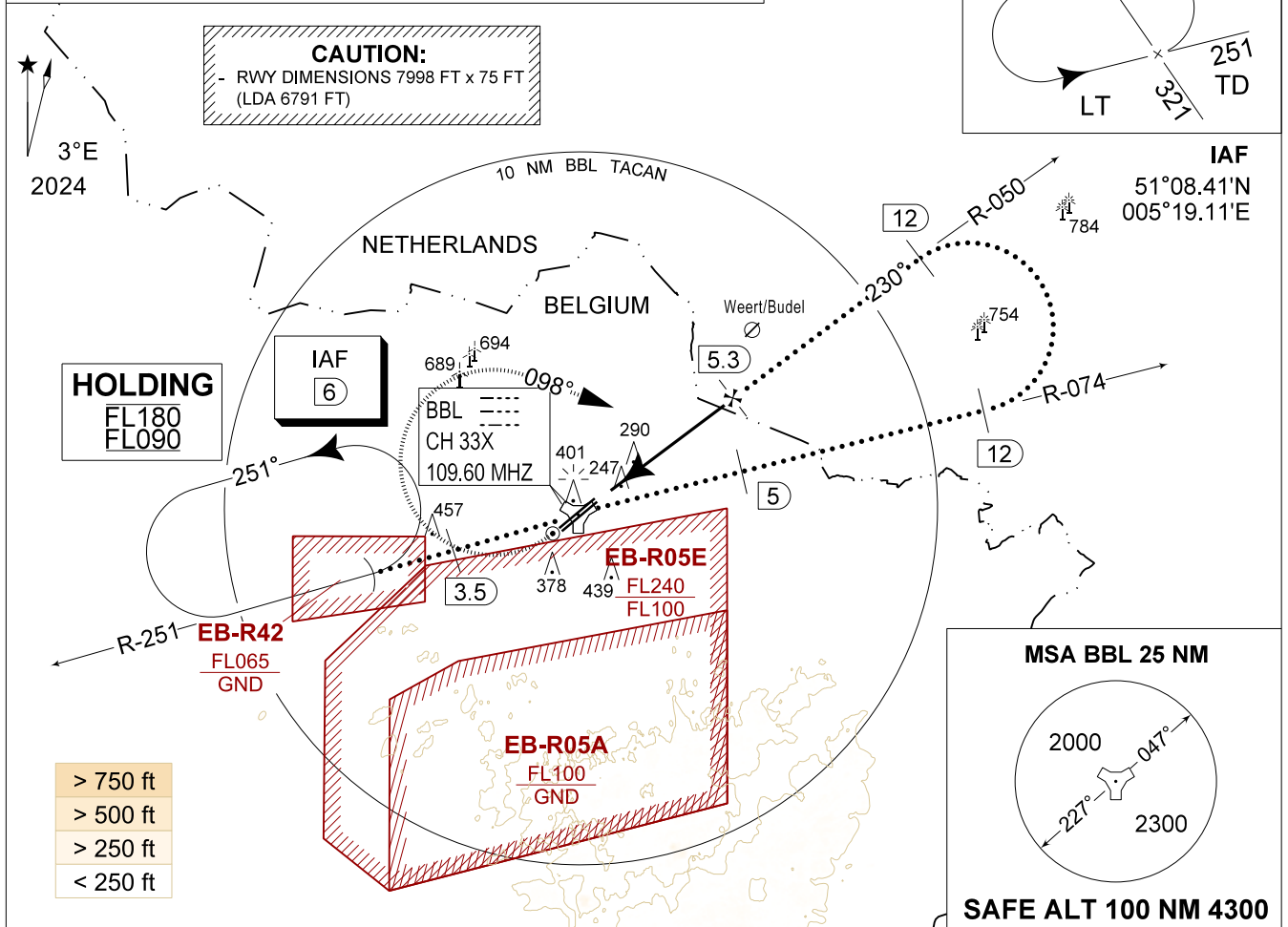
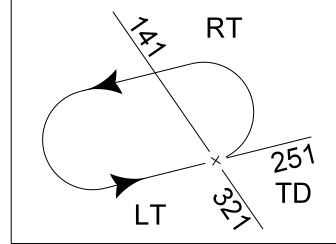
HPMA-TACAN RWY 23L
KLEINE-BROGEL (EBBL)

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:

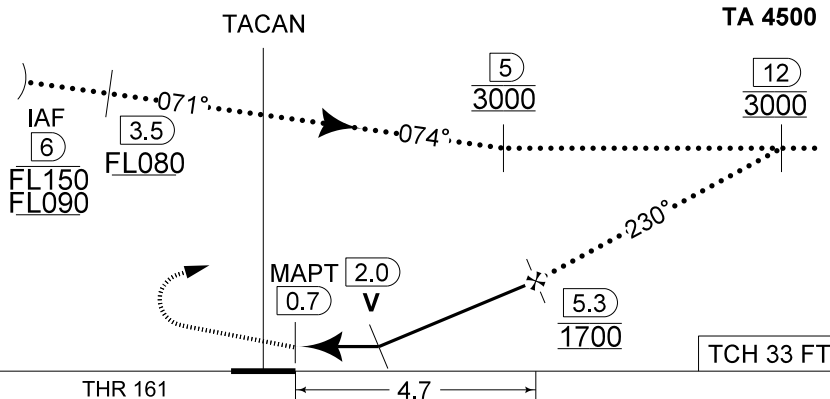
- a) CLASS E AIRSPACE IN AMSTERDAM FIR
- b) AIRCRAFT PROCEEDING IAF AT FL100 OR ABOVE REQUIRES DECONFLICTION WITH EB-R05E



DME BBL	5	4	3	2
Altitude	1580	1260	950	630
Height	(1419)	(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.



NO LIGHTS	THR 161	4.7	TCH 33 FT
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)

CHANGE: Height DME BBL 5 corrected

BEL DEFENCE, AIR COMPONENT 23-JAN-2025 - THS

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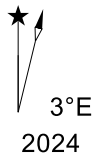
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 192

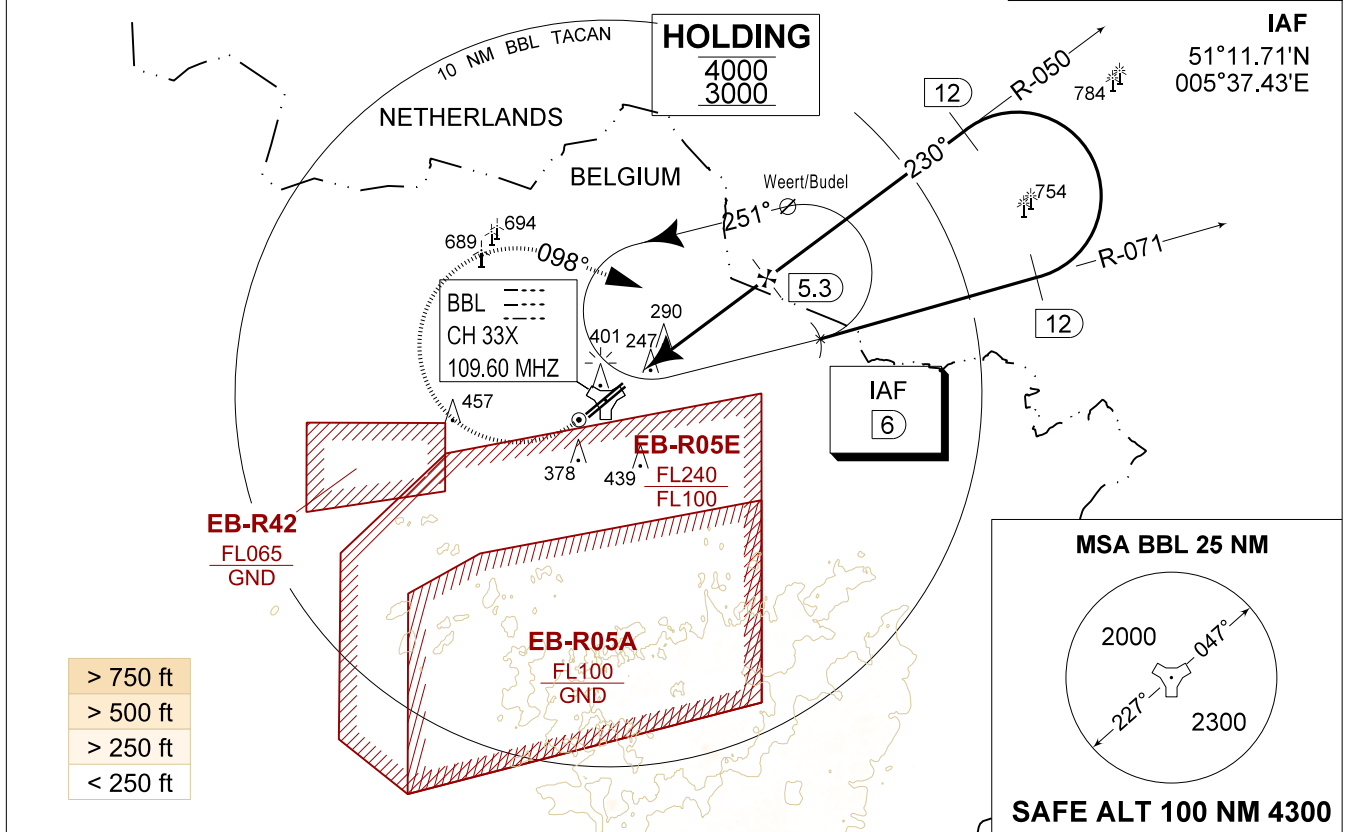
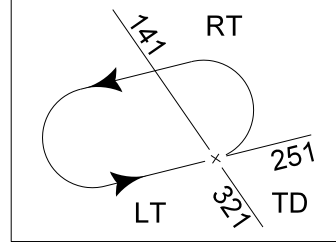
TACAN RWY 23L
KLEINE-BROGEL (EBBL)

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



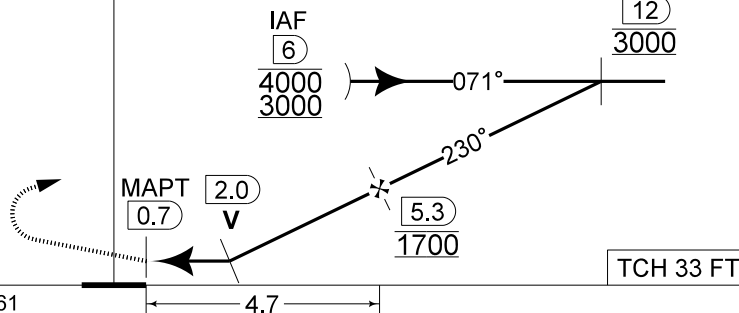
CAUTION:
- RWY DIMENSIONS 7998 FT x 75 FT
(LDA 6791 FT)



DME BBL	5	4	3	2	TACAN	REMAIN WITHIN 15 DME	TA 4500
Altitude	1580	1260	950	630			
Height	(1419)	(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	
CATEGORY	A		HPMA
S-TAC 23L	620 - 2.5 459 (500 - 2.5 / 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)**

CHANGE: Height DME BBL 5 and S-TAC minima corrected

BEL DEFENCE, AIR COMPONENT 23-JAN-2025 - THS

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MIPS
INSTRUMENT APPROACH CHART

TACAN y RWY 05R
KLEINE-BROGEL (EBBL)

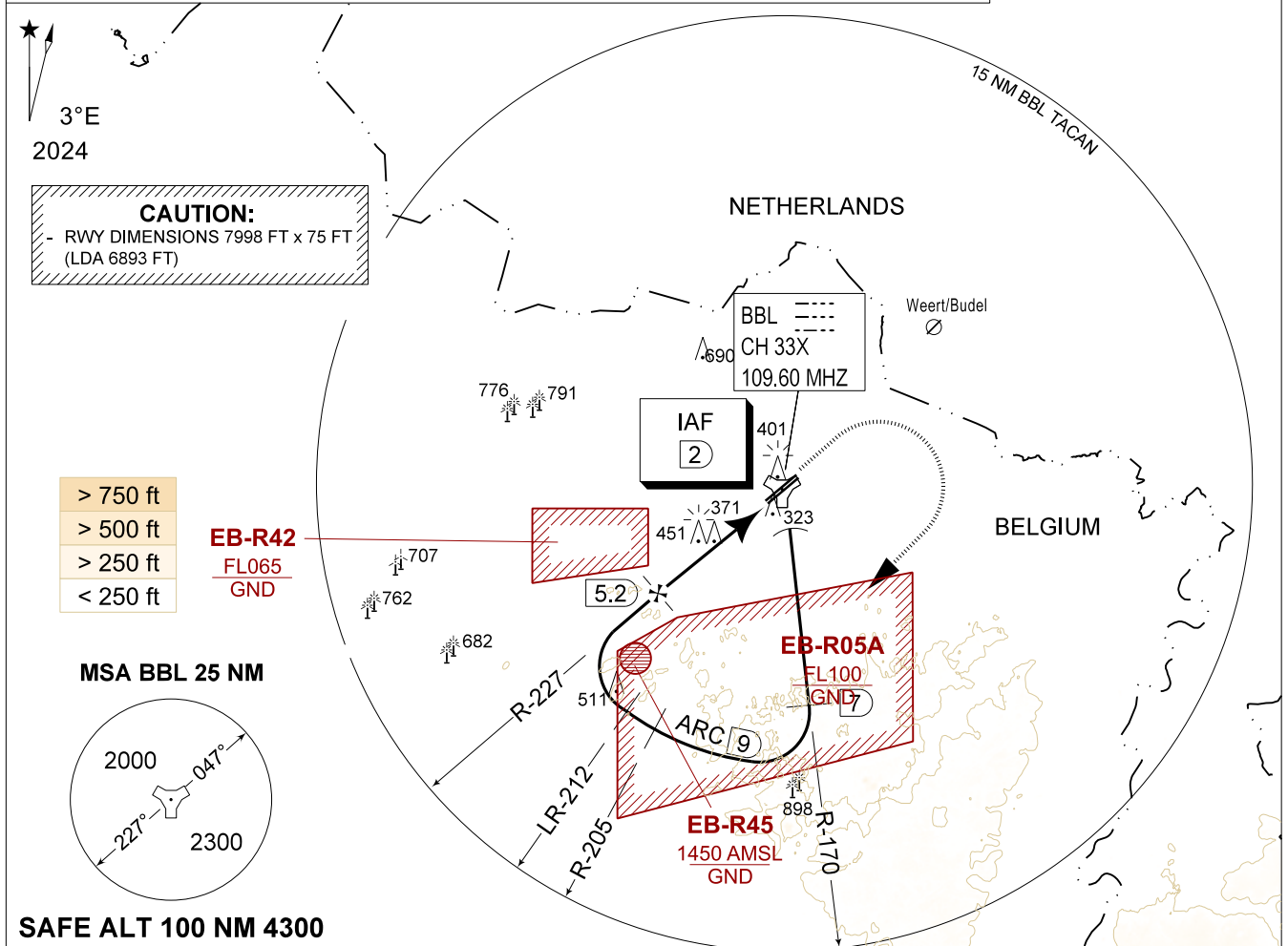
AD ELEV 192

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

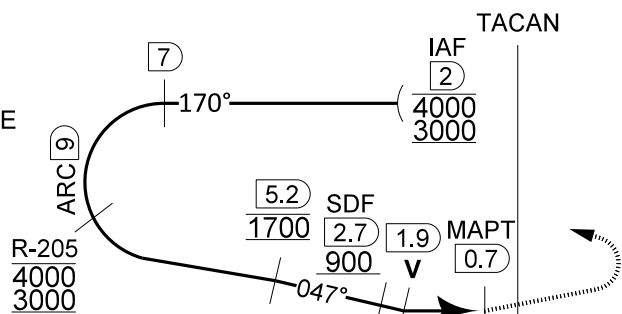


DME BBL	5	4	3	2
Altitude	1630	1310	990	670
Height	(1440)	(1120)	(800)	(480)

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 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
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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)

CHANGE: Caution box corrected

BEL DEFENCE, AIR COMPONENT 23-JAN-2025 - THS

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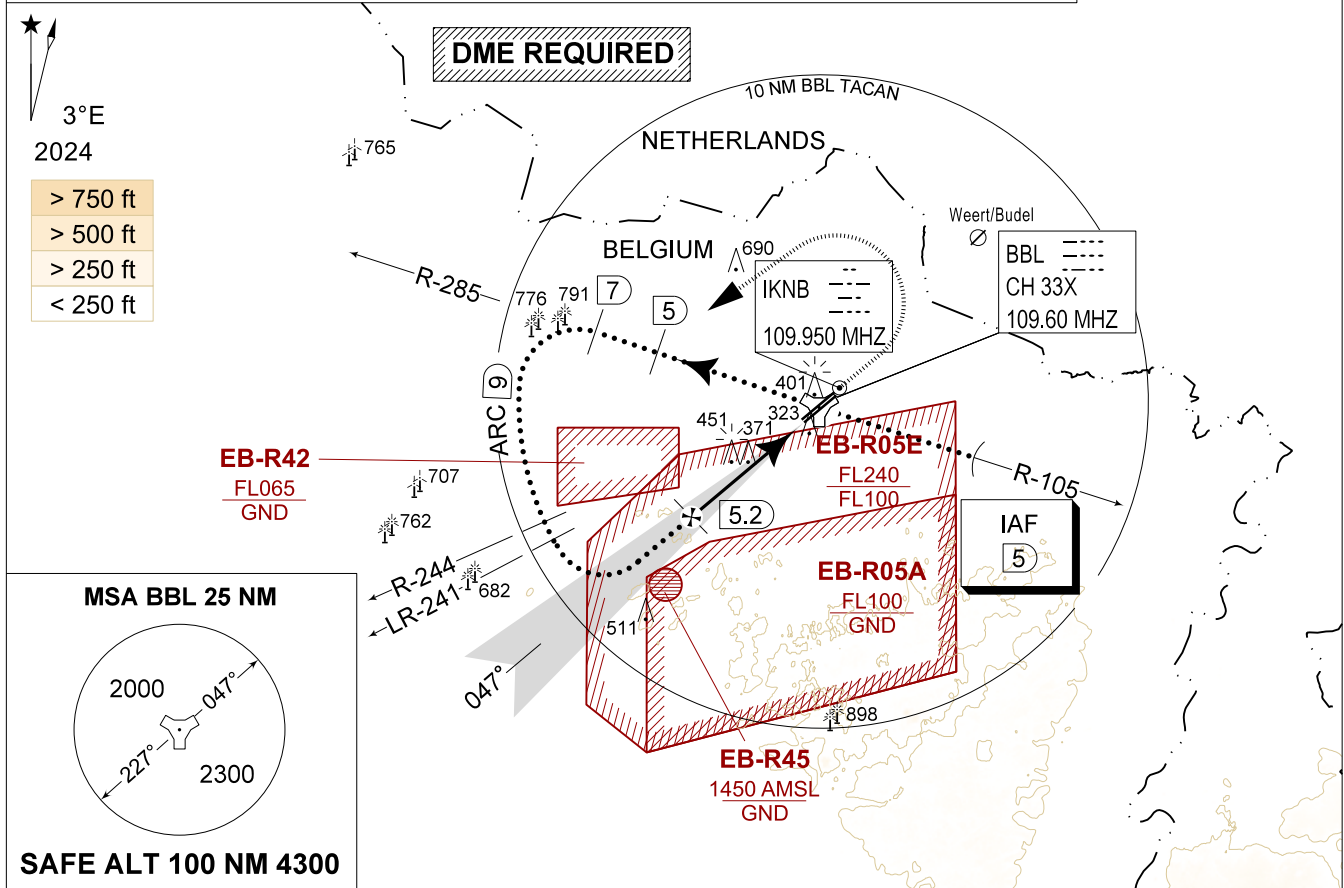
MIPS INSTRUMENT APPROACH CHART **AD ELEV 192** **QRA HPMA-ILS or QRA HPMA-LOC RWY 05L KLEINE-BROGEL (EBBL)**

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:

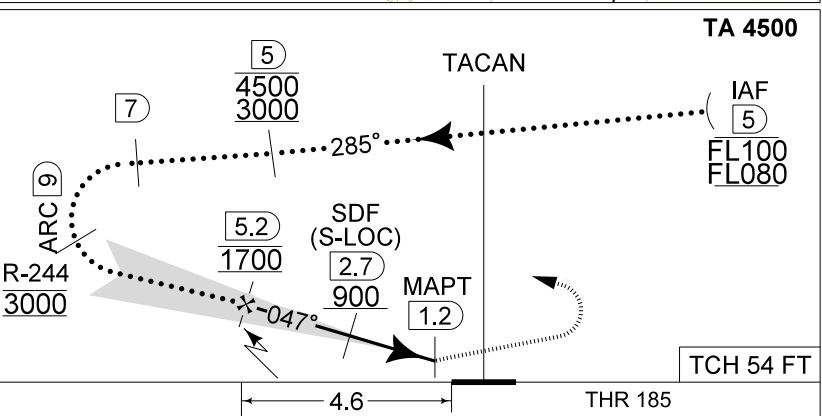
- TO BE USED FOR QRA RECOVERY OUTSIDE MIL FLYING HOURS OR FOR TRAINING PURPOSES OF HOMEBASED AIRCRAFT
- AIRCRAFT PROCEEDING IAF AT FL 100 OR ABOVE REQUIRES DECONFLICTION WITH EB-R5A AND EB-R05E
- ATC MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
- DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE

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-285 outbound and proceed for a ILS RWY 05L.



MIPS	CATEGORY	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)

QRA HPMA-ILS or QRA HPMA-LOC RWY 05L **51°10.10' N 005°28.19' E** **KLEINE-BROGEL (EBBL)**

CHANGE: Radial missed approach box corrected

BEL DEFENCE, AIR COMPONENT 23-JAN-2025 - THS

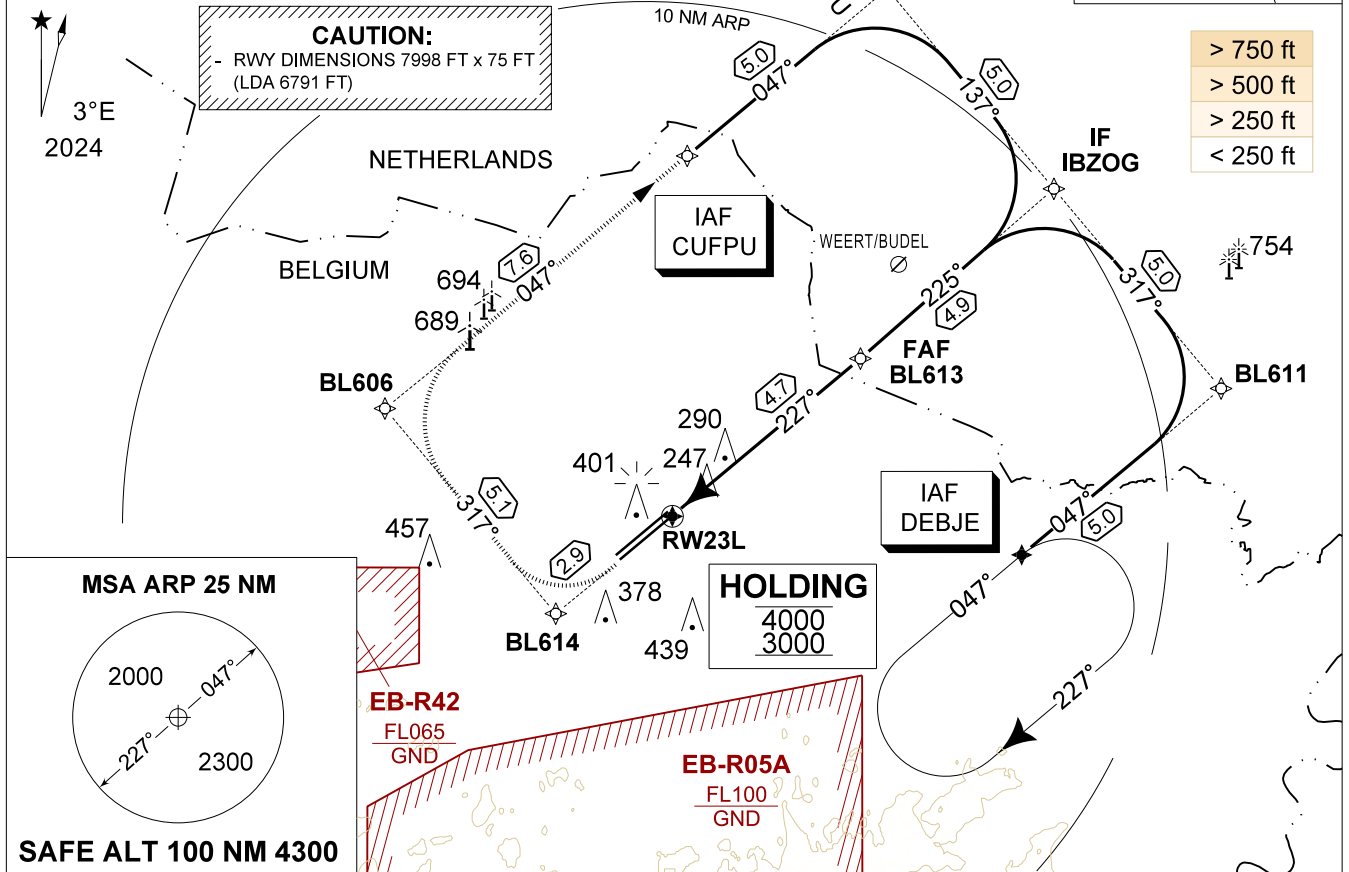
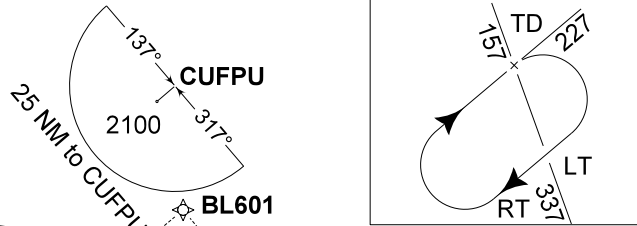
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MIPS INSTRUMENT APPROACH CHART AD ELEV 192 **RNP RWY 23L KLEINE-BROGEL (EBBL)**

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	
-	APP COURSE 227°	FAF ALT 1700 FT	DESCENT GR 5.24% (3.00°)	MDA 620	THR 161 FT	ALS -	LDA 6791 FT

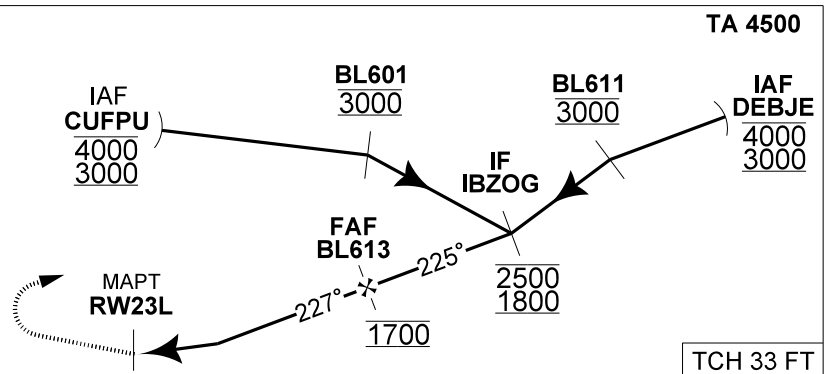
CAUTION:
a) CLASS E AIRSPACE IN AMSTERDAM FIR
b) MAX 240 KIAS
c) HOLDING AT DEBJE REQUIRES DECONFLICTION WITH EB-R05A

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.



CAT I	THR 161	4.7	TCH 33 FT
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CATEGORY	A	B	C
LNAV 23L (MDA)	620 - 2.5 459 (500 - 2.5 / 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)**

CHANGE: LNAV minima corrected

BEL DEFENCE, AIR COMPONENT 23-JAN-2025 - 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	L	+2231	MAX 190Kts	+4.3%
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: missing values on RWY 05L

BEL DEFENCE, AIR COMPONENT 23-JAN-2025 - THS

RNP ARINC CODING

51°10.10' N
005°28.19' E

KLEINE-BROGEL (EBBL)

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