AERONAUTICAL INFORMATION PUBLICATION
Belgium and Luxembourg

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AIRAC AMDT 005/2025

Publication date: 03 APR 2025
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1. Amendment content:

Section	Subject	Change
GEN 2.2	ABBR BAF and iOAT	New
GEN 2.3	Chart Symbols	Updated
ENR 1.1	Supersonic Flights	Updated
ENR 1.5	Holding, Approach and Departure Procedures. Military. BEMIL FLIP changed to BAF FLIP	Updated
ENR 1.6	SSR Mode 3 Code Allocation. Special Codes	Updated
ENR 1.10	Improved OAT (iOAT)	New
ENR 1.11	Improved OAT (iOAT)	New
ENR 2.1	FREQ Maastricht UAC, Ruhr Middle Sector	Updated
ENR 6	Index Chart. Sectorisation MAASTRICHT UAC	Updated
EBCI AD 2.22	Radio Communication Failure	Updated
EBOS AD 2.18	FREQ Oostende Approach	Updated
EBBE AD 2.16	Helicopter Landing Area. BEMIL FLIP changed to BAF FLIP	Updated
EBBE AD 2.22	Flight Procedures. BEMIL FLIP changed to BAF FLIP	Updated
EBBE AD 2.24	Standard Arrival Chart - MIPS: HPMA STAR TACAN RWY 22R	Updated
EBBE AD 2.24	Instrument Approach Charts	Updated
EBCV AD 2.24	Instrument Approach Charts	Updated
EBFS AD 2.16	Helicopter Landing Area. BEMIL FLIP changed to BAF FLIP	Updated
EBFS AD 2.22	Flight Procedures. BEMIL FLIP changed to BAF FLIP	Updated
EBFS AD 2.24	Instrument Approach Charts	Updated
EBBL AD 2.16	Helicopter Landing Area. BEMIL FLIP changed to BAF FLIP	Updated
EBBL AD 2.22	Flight Procedures. BEMIL FLIP changed to BAF FLIP	Updated
EBBL AD 2.24	Instrument Departure Charts	Updated
EBBL AD 2.24	Instrument Approach Charts	Updated
EBFN AD 2.16	Helicopter Landing Area. BEMIL FLIP changed to BAF FLIP	Updated
EBFN AD 2.22	Flight Procedures. BEMIL FLIP changed to BAF FLIP	Updated

Section	Subject	Change
EBFN AD 2.24	Instrument Departure Chart - MIPS: FN 11 - 29	Updated
EBFN AD 2.24	Instrument Approach Charts	Updated

2. Hand corrections to the following pages:

NIL

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

NOTAM: NIL

SUP: NIL

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

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AD 2.MIL-EBBL-IAC.01 - 1/2	15-MAY-2025	AD 2.MIL-EBBL-IAC.01 - 1/2	28-NOV-2024
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AIRAC AMENDMENT			
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ENR 0.5-2	04-FEB-2016
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ENR 1.1-16	26-MAY-2016
ENR 1.1-17	18-AUG-2016
ENR 1.1-18	18-AUG-2016
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ENR 1.1-32	20-MAR-2025
ENR 1.1-33	15-MAY-2025
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AD 2.EBAW-VAC.01-1	23-JAN-2025
AD 2.EBAW-VAC.01-2	23-JAN-2025
AD 2.EBAW-VAC.02-1	21-MAR-2024
AD 2.EBAW-VAC.02-2	21-MAR-2024
AD 2.EBAW-VAC.03-1	24-MAR-2022
AD 2.EBAW-VAC.03-2	24-MAR-2022
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AD 2.EBBR-13	20-MAR-2025
AD 2.EBBR-14	20-MAR-2025
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AD 2.EBBR-25	20-MAR-2025
AD 2.EBBR-26	20-MAR-2025
AD 2.EBBR-27	20-MAR-2025
AD 2.EBBR-28	20-MAR-2025
AD 2.EBBR-29	20-MAR-2025
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AD 2.EBBR-35	03-OCT-2024
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AD 2.EBBR-37	05-SEP-2024
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AD 2.EBBR-42	05-SEP-2024
AD 2.EBBR-43	05-SEP-2024
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AD 2.EBBR-46	23-JAN-2025
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AD 2.EBBR-GMC.02c-2	20-MAR-2025
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AD 2.EBBR-GMC.06b-1	28-NOV-2024
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AD 2.EBBR-PATC.02-2	04-FEB-2016
AD 2.EBBR-ATCSMAC.01-1	21-MAR-2024
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AD 2.EBCI-4	17-APR-2025
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AD 2.EBCI-19	20-FEB-2025
AD 2.EBCI-20	20-FEB-2025
AD 2.EBCI-21	20-FEB-2025
AD 2.EBCI-22	20-FEB-2025
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AD 2.EBCI-28	15-MAY-2025
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AD 2.EBCI-GMC.03-2	05-SEP-2024
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AD 2.EBCI-AOC.01-2	28-NOV-2024
AD 2.EBCI-PATC.01-1	28-NOV-2024
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AD 2.EBKT-8	26-DEC-2024
AD 2.EBKT-9	26-DEC-2024

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AD 2.EBLG-ADC.02-2	27-JAN-2022
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AD 2.EBLG-GMC.05-2	08-AUG-2024
AD 2.EBLG-GMC.06-1	03-OCT-2024
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AD 2.EBLG-PATC.03-1	26-DEC-2024
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AD 2.EBLG-STAR.01-2	22-FEB-2024
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AD 2.EBLG-STAR.04-2	22-FEB-2024
AD 2.EBLG-STAR.05-1	22-FEB-2024
AD 2.EBLG-STAR.05-2	22-FEB-2024
AD 2.EBLG-STAR.06-1	22-FEB-2024
AD 2.EBLG-STAR.06-2	22-FEB-2024
AD 2.EBLG-SID.01-1	22-FEB-2024
AD 2.EBLG-SID.01-2	22-FEB-2024
AD 2.EBLG-SID.02-1	22-FEB-2024
AD 2.EBLG-SID.02-2	22-FEB-2024
AD 2.EBLG-IAC.01-1	13-JUN-2024
AD 2.EBLG-IAC.01-2	13-JUN-2024
AD 2.EBLG-IAC.02-1	26-DEC-2024
AD 2.EBLG-IAC.02-2	26-DEC-2024
AD 2.EBLG-IAC.03-1	18-APR-2024
AD 2.EBLG-IAC.03-2	18-APR-2024
AD 2.EBLG-IAC.04-1	18-APR-2024
AD 2.EBLG-IAC.04-2	18-APR-2024
AD 2.EBLG-IAC.05-1	18-APR-2024
AD 2.EBLG-IAC.05-2	18-APR-2024
AD 2.EBLG-IAC.05a-1	30-NOV-2023
AD 2.EBLG-IAC.05a-2	30-NOV-2023
AD 2.EBLG-IAC.06-1	18-APR-2024
AD 2.EBLG-IAC.06-2	18-APR-2024
AD 2.EBLG-IAC.06a-1	30-NOV-2023
AD 2.EBLG-IAC.06a-2	30-NOV-2023
AD 2.EBLG-IAC.07-1	18-APR-2024
AD 2.EBLG-IAC.07-2	18-APR-2024
AD 2.EBLG-IAC.07a-1	30-NOV-2023
AD 2.EBLG-IAC.07a-2	30-NOV-2023
AD 2.EBLG-IAC.08-1	18-APR-2024
AD 2.EBLG-IAC.08-2	18-APR-2024
AD 2.EBLG-IAC.08a-1	30-NOV-2023
AD 2.EBLG-IAC.08a-2	30-NOV-2023
AD 2.EBLG-VAC.01-1	13-JUN-2024
AD 2.EBLG-VAC.01-2	13-JUN-2024
AD 2.ELLX-1	22-FEB-2024
AD 2.ELLX-2	22-FEB-2024
AD 2.ELLX-3	17-APR-2025
AD 2.ELLX-4	17-APR-2025
AD 2.ELLX-5	16-MAY-2024
AD 2.ELLX-6	16-MAY-2024
AD 2.ELLX-7	20-MAR-2025
AD 2.ELLX-8	20-MAR-2025
AD 2.ELLX-9	23-JAN-2025
AD 2.ELLX-10	23-JAN-2025
AD 2.ELLX-11	28-NOV-2024
AD 2.ELLX-12	28-NOV-2024
AD 2.ELLX-13	20-MAR-2025
AD 2.ELLX-14	20-MAR-2025
AD 2.ELLX-15	28-NOV-2024
AD 2.ELLX-16	28-NOV-2024
AD 2.ELLX-17	20-MAR-2025
AD 2.ELLX-18	20-MAR-2025
AD 2.ELLX-19	20-MAR-2025
AD 2.ELLX-20	20-MAR-2025
AD 2.ELLX-21	20-MAR-2025
AD 2.ELLX-22	20-MAR-2025
AD 2.ELLX-23	20-MAR-2025
AD 2.ELLX-24	20-MAR-2025
AD 2.ELLX-25	20-MAR-2025
AD 2.ELLX-26	20-MAR-2025
AD 2.ELLX-27	20-MAR-2025
AD 2.ELLX-28	20-MAR-2025
AD 2.ELLX-29	20-MAR-2025
AD 2.ELLX-30	20-MAR-2025
AD 2.ELLX-31	20-MAR-2025
AD 2.ELLX-32	20-MAR-2025
AD 2.ELLX-33	20-MAR-2025
AD 2.ELLX-34	20-MAR-2025
AD 2.ELLX-35	20-MAR-2025
AD 2.ELLX-36	20-MAR-2025
AD 2.ELLX-37	20-MAR-2025
AD 2.ELLX-38	20-MAR-2025
AD 2.ELLX-ADC.01-1	20-MAR-2025
AD 2.ELLX-ADC.01-2	20-MAR-2025
AD 2.ELLX-ADC.02-1	16-MAY-2024
AD 2.ELLX-ADC.02-2	16-MAY-2024
AD 2.ELLX-GMC.01-1	20-MAR-2025
AD 2.ELLX-GMC.01-2	20-MAR-2025
AD 2.ELLX-GMC.02-1	08-AUG-2024
AD 2.ELLX-GMC.02-2	08-AUG-2024
AD 2.ELLX-GMC.03-1	23-JAN-2025
AD 2.ELLX-GMC.03-2	23-JAN-2025
AD 2.ELLX-APDC.01-1	20-MAR-2025
AD 2.ELLX-APDC.01-2	20-MAR-2025
AD 2.ELLX-APDC.02-1	20-MAR-2025
AD 2.ELLX-APDC.02-2	20-MAR-2025
AD 2.ELLX-APDC.03-1	20-MAR-2025
AD 2.ELLX-APDC.03-2	20-MAR-2025
AD 2.ELLX-AOC.01-1	08-AUG-2024
AD 2.ELLX-AOC.01-2	08-AUG-2024
AD 2.ELLX-PATC.01-1	08-AUG-2024
AD 2.ELLX-PATC.01-2	08-AUG-2024
AD 2.ELLX-ATCSMAC.01-1	20-MAR-2025
AD 2.ELLX-ATCSMAC.01-2	20-MAR-2025
AD 2.ELLX-STAR.01-1	20-MAR-2025
AD 2.ELLX-STAR.01-2	20-MAR-2025
AD 2.ELLX-STAR.02-1	20-MAR-2025
AD 2.ELLX-STAR.02-2	20-MAR-2025
AD 2.ELLX-STAR.03-1	20-MAR-2025
AD 2.ELLX-STAR.03-2	20-MAR-2025
AD 2.ELLX-STAR.04-1	20-MAR-2025
AD 2.ELLX-STAR.04-2	20-MAR-2025
AD 2.ELLX-SID.01-1	20-MAR-2025
AD 2.ELLX-SID.01-2	20-MAR-2025
AD 2.ELLX-SID.02-1	20-MAR-2025
AD 2.ELLX-SID.02-2	20-MAR-2025
AD 2.ELLX-SID.03-1	20-MAR-2025
AD 2.ELLX-SID.03-2	20-MAR-2025
AD 2.ELLX-SID.04-1	20-MAR-2025
AD 2.ELLX-SID.04-2	20-MAR-2025
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AD 2.ELLX-IAC.01a-2	20-MAR-2025
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AD 2.ELLX-IAC.03-1	20-MAR-2025
AD 2.ELLX-IAC.03-2	20-MAR-2025
AD 2.ELLX-IAC.04-1	20-MAR-2025
AD 2.ELLX-IAC.04-2	20-MAR-2025
AD 2.ELLX-IAC.05-1	20-MAR-2025
AD 2.ELLX-IAC.05-2	20-MAR-2025
AD 2.ELLX-IAC.05a-1	23-FEB-2023
AD 2.ELLX-IAC.05a-2	23-FEB-2023
AD 2.ELLX-IAC.06-1	20-MAR-2025
AD 2.ELLX-IAC.06-2	20-MAR-2025
AD 2.ELLX-IAC.06a-1	23-FEB-2023
AD 2.ELLX-IAC.06a-2	23-FEB-2023
AD 2.ELLX-VAC.01-1	20-MAR-2025
AD 2.ELLX-VAC.01-2	20-MAR-2025
AD 2.ELLX-VAC.02-1	20-MAR-2025
AD 2.ELLX-VAC.02-2	20-MAR-2025
AD 2.EBOS-1	31-OCT-2024
AD 2.EBOS-2	31-OCT-2024
AD 2.EBOS-3	23-JAN-2025
AD 2.EBOS-4	23-JAN-2025
AD 2.EBOS-5	23-JAN-2025
AD 2.EBOS-6	23-JAN-2025
AD 2.EBOS-7	15-MAY-2025
AD 2.EBOS-8	15-MAY-2025
AD 2.EBOS-9	23-JAN-2025
AD 2.EBOS-10	23-JAN-2025
AD 2.EBOS-11	20-FEB-2025
AD 2.EBOS-12	20-FEB-2025
AD 2.EBOS-13	20-FEB-2025
AD 2.EBOS-14	20-FEB-2025
AD 2.EBOS-15	21-MAR-2024
AD 2.EBOS-16	21-MAR-2024
AD 2.EBOS-17	17-APR-2025
AD 2.EBOS-18	17-APR-2025
AD 2.EBOS-19	17-APR-2025
AD 2.EBOS-20	17-APR-2025
AD 2.EBOS-21	18-APR-2024
AD 2.EBOS-22	18-APR-2024
AD 2.EBOS-23	20-FEB-2025
AD 2.EBOS-24	20-FEB-2025
AD 2.EBOS-ADC.01-1	23-JAN-2025
AD 2.EBOS-ADC.01-2	23-JAN-2025
AD 2.EBOS-ADC.02-1	18-APR-2024
AD 2.EBOS-ADC.02-2	18-APR-2024
AD 2.EBOS-ADC.03-1	18-APR-2024
AD 2.EBOS-ADC.03-2	18-APR-2024
AD 2.EBOS-ADC.04-1	18-APR-2024
AD 2.EBOS-ADC.04-2	18-APR-2024
AD 2.EBOS-ADC.05-1	20-FEB-2025
AD 2.EBOS-ADC.05-2	20-FEB-2025
AD 2.EBOS-APDC.01-1	26-DEC-2024
AD 2.EBOS-APDC.01-2	26-DEC-2024
AD 2.EBOS-AOC.01-1	21-MAR-2024
AD 2.EBOS-AOC.01-2	21-MAR-2024
AD 2.EBOS-PATC.01-1	04-FEB-2016
AD 2.EBOS-PATC.01-2	04-FEB-2016
AD 2.EBOS-PATC.02-1	04-FEB-2016
AD 2.EBOS-PATC.02-2	04-FEB-2016
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AD 2.EBOS-STAR.01-2	28-NOV-2024
AD 2.EBOS-STAR.02-1	28-NOV-2024
AD 2.EBOS-STAR.02-2	28-NOV-2024
AD 2.EBOS-STAR.03-1	28-NOV-2024
AD 2.EBOS-STAR.03-2	28-NOV-2024
AD 2.EBOS-STAR.04-1	28-NOV-2024
AD 2.EBOS-STAR.04-2	28-NOV-2024
AD 2.EBOS-SID.01-1	28-NOV-2024
AD 2.EBOS-SID.01-2	28-NOV-2024
AD 2.EBOS-SID.02-1	28-NOV-2024
AD 2.EBOS-SID.02-2	28-NOV-2024
AD 2.EBOS-SID.03a-1	28-NOV-2024
AD 2.EBOS-SID.03a-2	28-NOV-2024
AD 2.EBOS-SID.03b-1	28-NOV-2024
AD 2.EBOS-SID.03b-2	28-NOV-2024
AD 2.EBOS-SID.04-1	28-NOV-2024
AD 2.EBOS-SID.04-2	28-NOV-2024
AD 2.EBOS-IAC.01-1	28-NOV-2024
AD 2.EBOS-IAC.01-2	28-NOV-2024
AD 2.EBOS-IAC.02-1	28-NOV-2024
AD 2.EBOS-IAC.02-2	28-NOV-2024
AD 2.EBOS-IAC.03-1	28-NOV-2024
AD 2.EBOS-IAC.03-2	28-NOV-2024
AD 2.EBOS-IAC.04-1	28-NOV-2024
AD 2.EBOS-IAC.04-2	28-NOV-2024
AD 2.EBOS-IAC.05-1	28-NOV-2024
AD 2.EBOS-IAC.05-2	28-NOV-2024
AD 2.EBOS-IAC.05a-1	23-JAN-2025
AD 2.EBOS-IAC.05a-2	23-JAN-2025
AD 2.EBOS-IAC.06-1	28-NOV-2024
AD 2.EBOS-IAC.06-2	28-NOV-2024
AD 2.EBOS-IAC.06a-1	23-JAN-2025
AD 2.EBOS-IAC.06a-2	23-JAN-2025
AD 2.EBOS-VAC.01-1	20-FEB-2025
AD 2.EBOS-VAC.01-2	20-FEB-2025
AD 2.MIL-EBBE-1	20-MAR-2025
AD 2.MIL-EBBE-2	20-MAR-2025
AD 2.MIL-EBBE-3	08-AUG-2024
AD 2.MIL-EBBE-4	08-AUG-2024
AD 2.MIL-EBBE-5	07-SEP-2023
AD 2.MIL-EBBE-6	07-SEP-2023
AD 2.MIL-EBBE-7	15-MAY-2025
AD 2.MIL-EBBE-8	15-MAY-2025
AD 2.MIL-EBBE-9	28-NOV-2024
AD 2.MIL-EBBE-10	28-NOV-2024
AD 2.MIL-EBBE-11	15-MAY-2025
AD 2.MIL-EBBE-12	15-MAY-2025
AD 2.MIL-EBBE-13	07-SEP-2023
AD 2.MIL-EBBE-14	07-SEP-2023
AD 2.MIL-EBBE-ADC.01-1	28-NOV-2024
AD 2.MIL-EBBE-ADC.01-2	28-NOV-2024
AD 2.MIL-EBBE-GMC.01-1	07-SEP-2023
AD 2.MIL-EBBE-GMC.01-2	07-SEP-2023
AD 2.MIL-EBBE-AOC.01-1	07-SEP-2023
AD 2.MIL-EBBE-AOC.01-2	07-SEP-2023
AD 2.MIL-EBBE-AOC.02-1	07-SEP-2023
AD 2.MIL-EBBE-AOC.02-2	07-SEP-2023
AD 2.MIL-EBBE-AOC.03-1	07-SEP-2023
AD 2.MIL-EBBE-AOC.03-2	07-SEP-2023
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AD 2.MIL-EBBE-SID.01-2	13-JUN-2024
AD 2.MIL-EBBE-SID.02-1	13-JUN-2024
AD 2.MIL-EBBE-SID.02-2	13-JUN-2024
AD 2.MIL-EBBE-SID.03-1	22-FEB-2024
AD 2.MIL-EBBE-SID.03-2	22-FEB-2024
AD 2.MIL-EBBE-SID.04-1	13-JUN-2024
AD 2.MIL-EBBE-SID.04-2	13-JUN-2024
AD 2.MIL-EBBE-SID.05-1	22-FEB-2024
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AD 2.MIL-EBBE-MISC.01-2	08-AUG-2024
AD 2.MIL-EBBE-MISC.02-1	08-AUG-2024
AD 2.MIL-EBBE-MISC.02-2	08-AUG-2024
AD 2.MIL-EBBE-STAR.01-1	15-MAY-2025
AD 2.MIL-EBBE-STAR.01-2	15-MAY-2025
AD 2.MIL-EBBE-IAC.01-1	15-MAY-2025
AD 2.MIL-EBBE-IAC.01-2	15-MAY-2025
AD 2.MIL-EBBE-IAC.02-1	15-MAY-2025
AD 2.MIL-EBBE-IAC.02-2	15-MAY-2025
AD 2.MIL-EBBE-IAC.03-1	15-MAY-2025
AD 2.MIL-EBBE-IAC.03-2	15-MAY-2025
AD 2.MIL-EBBE-IAC.04-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.04-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.05-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.05-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.06-1	15-MAY-2025
AD 2.MIL-EBBE-IAC.06-2	15-MAY-2025
AD 2.MIL-EBBE-IAC.07-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.07-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.08-1	15-MAY-2025
AD 2.MIL-EBBE-IAC.08-2	15-MAY-2025
AD 2.MIL-EBBE-IAC.09-1	15-MAY-2025
AD 2.MIL-EBBE-IAC.09-2	15-MAY-2025
AD 2.MIL-EBBE-IAC.10-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.10-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.11-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.11-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.12-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.12-2	08-AUG-2024
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AD 2.MIL-EBBE-IAC.14-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.14-2	08-AUG-2024
AD 2.MIL-EBBE-IAC.15-1	08-AUG-2024
AD 2.MIL-EBBE-IAC.15-2	08-AUG-2024
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AD 2.MIL-EBBE-IAC.16-2	15-MAY-2025
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AD 2.MIL-EBBE-IAC.20-2	28-NOV-2024
AD 2.MIL-EBBE-IAC.21-1	28-NOV-2024
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AD 2.MIL-EBBE-VAC.01-1	07-SEP-2023
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AD 2.MIL-EBBE-VAC.02-1	07-SEP-2023
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AD 2.MIL-EBBE-VAC.04-1	07-SEP-2023
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AD 2.MIL-EBMB-1	20-MAR-2025
AD 2.MIL-EBMB-2	20-MAR-2025
AD 2.MIL-EBMB-3	05-SEP-2024
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AD 2.MIL-EBCV-8	20-MAR-2025
AD 2.MIL-EBCV-GMC.01-1	21-MAR-2024
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AD 2.MIL-EBCV-IAC.01-2	15-MAY-2025
AD 2.MIL-EBCV-IAC.02-1	15-MAY-2025
AD 2.MIL-EBCV-IAC.02-2	15-MAY-2025
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AD 2.MIL-EBCV-IAC.04-2	13-JUN-2024
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AD 2.MIL-EBDT-2	08-AUG-2024
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AD 2.MIL-EBFS-3	08-AUG-2024

AD 2.MIL-EBFS-4	08-AUG-2024
AD 2.MIL-EBFS-5	07-SEP-2023
AD 2.MIL-EBFS-6	07-SEP-2023
AD 2.MIL-EBFS-7	23-JAN-2025
AD 2.MIL-EBFS-8	23-JAN-2025
AD 2.MIL-EBFS-9	15-MAY-2025
AD 2.MIL-EBFS-10	15-MAY-2025
AD 2.MIL-EBFS-11	15-MAY-2025
AD 2.MIL-EBFS-12	15-MAY-2025
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AD 2.MIL-EBFS-AOC.02-2	06-OCT-2022
AD 2.MIL-EBFS-AOC.03-1	06-OCT-2022
AD 2.MIL-EBFS-AOC.03-2	06-OCT-2022
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AD 2.MIL-EBFS-SID.05-2	07-SEP-2023
AD 2.MIL-EBFS-MISC.01-1	26-JAN-2023
AD 2.MIL-EBFS-MISC.01-2	26-JAN-2023
AD 2.MIL-EBFS-MISC.02-1	26-JAN-2023
AD 2.MIL-EBFS-MISC.02-2	26-JAN-2023
AD 2.MIL-EBFS-IAC.01-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.01-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.02-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.02-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.03-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.03-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.04-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.04-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.05-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.05-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.06-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.06-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.07-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.07-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.08-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.08-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.09-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.09-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.10-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.10-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.11-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.11-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.12-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.12-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.13-1	28-NOV-2024
AD 2.MIL-EBFS-IAC.13-2	28-NOV-2024
AD 2.MIL-EBFS-IAC.14-1	02-NOV-2023
AD 2.MIL-EBFS-IAC.14-2	02-NOV-2023
AD 2.MIL-EBFS-IAC.15-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.15-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.16-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.16-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.17-1	25-JAN-2024
AD 2.MIL-EBFS-IAC.17-2	25-JAN-2024
AD 2.MIL-EBFS-IAC.18-1	02-NOV-2023
AD 2.MIL-EBFS-IAC.18-2	02-NOV-2023
AD 2.MIL-EBFS-IAC.19-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.19-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.20-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.20-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.21-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.21-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.22-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.22-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.23-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.23-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.24-1	15-MAY-2025
AD 2.MIL-EBFS-IAC.24-2	15-MAY-2025
AD 2.MIL-EBFS-IAC.25-1	28-NOV-2024
AD 2.MIL-EBFS-IAC.25-2	28-NOV-2024
AD 2.MIL-EBFS-IAC.26-1	28-NOV-2024
AD 2.MIL-EBFS-IAC.26-2	28-NOV-2024
AD 2.MIL-EBFS-VAC.01-1	13-JUN-2024
AD 2.MIL-EBFS-VAC.01-2	13-JUN-2024
AD 2.MIL-EBFS-VAC.02-1	13-JUN-2024
AD 2.MIL-EBFS-VAC.02-2	13-JUN-2024
AD 2.MIL-EBFS-VAC.03-1	13-JUN-2024
AD 2.MIL-EBFS-VAC.03-2	13-JUN-2024
AD 2.MIL-EBFS-VAC.04-1	13-JUN-2024
AD 2.MIL-EBFS-VAC.04-2	13-JUN-2024
AD 2.MIL-EBBL-1	20-MAR-2025
AD 2.MIL-EBBL-2	20-MAR-2025
AD 2.MIL-EBBL-3	28-NOV-2024
AD 2.MIL-EBBL-4	28-NOV-2024
AD 2.MIL-EBBL-5	28-NOV-2024
AD 2.MIL-EBBL-6	28-NOV-2024
AD 2.MIL-EBBL-7	15-MAY-2025
AD 2.MIL-EBBL-8	15-MAY-2025
AD 2.MIL-EBBL-9	15-MAY-2025
AD 2.MIL-EBBL-10	15-MAY-2025
AD 2.MIL-EBBL-11	28-NOV-2024
AD 2.MIL-EBBL-12	28-NOV-2024
AD 2.MIL-EBBL-ADC.01-1	28-NOV-2024
AD 2.MIL-EBBL-ADC.01-2	28-NOV-2024
AD 2.MIL-EBBL-GMC.01-1	28-NOV-2024
AD 2.MIL-EBBL-GMC.01-2	28-NOV-2024
AD 2.MIL-EBBL-AOC.01-1	28-NOV-2024
AD 2.MIL-EBBL-AOC.01-2	28-NOV-2024
AD 2.MIL-EBBL-AOC.02-1	28-NOV-2024
AD 2.MIL-EBBL-AOC.02-2	28-NOV-2024
AD 2.MIL-EBBL-AOC.03-1	28-NOV-2024
AD 2.MIL-EBBL-AOC.03-2	28-NOV-2024
AD 2.MIL-EBBL-SID.01-1	15-MAY-2025
AD 2.MIL-EBBL-SID.01-2	15-MAY-2025
AD 2.MIL-EBBL-SID.02-1	15-MAY-2025
AD 2.MIL-EBBL-SID.02-2	15-MAY-2025
AD 2.MIL-EBBL-SID.03-1	28-NOV-2024
AD 2.MIL-EBBL-SID.03-2	28-NOV-2024
AD 2.MIL-EBBL-SID.04-1	28-NOV-2024
AD 2.MIL-EBBL-SID.04-2	28-NOV-2024
AD 2.MIL-EBBL-SID.05-1	28-NOV-2024
AD 2.MIL-EBBL-SID.05-2	28-NOV-2024
AD 2.MIL-EBBL-SID.06-1	28-NOV-2024
AD 2.MIL-EBBL-SID.06-2	28-NOV-2024
AD 2.MIL-EBBL-SID.07-1	15-MAY-2025
AD 2.MIL-EBBL-SID.07-2	15-MAY-2025
AD 2.MIL-EBBL-SID.08-1	15-MAY-2025
AD 2.MIL-EBBL-SID.08-2	15-MAY-2025
AD 2.MIL-EBBL-SID.09-1	28-NOV-2024
AD 2.MIL-EBBL-SID.09-2	28-NOV-2024
AD 2.MIL-EBBL-MISC.01-1	28-NOV-2024
AD 2.MIL-EBBL-MISC.01-2	28-NOV-2024
AD 2.MIL-EBBL-MISC.02-1	28-NOV-2024
AD 2.MIL-EBBL-MISC.02-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.01-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.01-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.02-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.02-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.03-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.03-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.04-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.04-2	15-MAY-2025
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AD 2.MIL-EBBL-IAC.06-2	15-MAY-2025
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AD 2.MIL-EBBL-IAC.08-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.08-2	15-MAY-2025
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AD 2.MIL-EBBL-IAC.10-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.10-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.11-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.11-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.12-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.12-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.13-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.13-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.14-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.14-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.15-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.15-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.16-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.16-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.17-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.17-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.18-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.18-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.18a-1	20-MAR-2025
AD 2.MIL-EBBL-IAC.18a-2	20-MAR-2025
AD 2.MIL-EBBL-IAC.19-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.19-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.20-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.20-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.20a-1	20-MAR-2025
AD 2.MIL-EBBL-IAC.20a-2	20-MAR-2025
AD 2.MIL-EBBL-IAC.21-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.21-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.22-1	15-MAY-2025
AD 2.MIL-EBBL-IAC.22-2	15-MAY-2025
AD 2.MIL-EBBL-IAC.23-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.23-2	28-NOV-2024
AD 2.MIL-EBBL-IAC.24-1	23-JAN-2025
AD 2.MIL-EBBL-IAC.24-2	23-JAN-2025
AD 2.MIL-EBBL-IAC.25-1	28-NOV-2024
AD 2.MIL-EBBL-IAC.25-2	28-NOV-2024
AD 2.MIL-EBBL-VAC.01-1	28-NOV-2024
AD 2.MIL-EBBL-VAC.01-2	28-NOV-2024
AD 2.MIL-EBBL-VAC.02-1	28-NOV-2024
AD 2.MIL-EBBL-VAC.02-2	28-NOV-2024
AD 2.MIL-EBBL-VAC.03-1	28-NOV-2024
AD 2.MIL-EBBL-VAC.03-2	28-NOV-2024
AD 2.MIL-EBFN-1	20-MAR-2025
AD 2.MIL-EBFN-2	20-MAR-2025
AD 2.MIL-EBFN-3	08-AUG-2024
AD 2.MIL-EBFN-4	08-AUG-2024
AD 2.MIL-EBFN-5	15-MAY-2025
AD 2.MIL-EBFN-6	15-MAY-2025
AD 2.MIL-EBFN-7	15-MAY-2025
AD 2.MIL-EBFN-8	15-MAY-2025
AD 2.MIL-EBFN-9	24-FEB-2022
AD 2.MIL-EBFN-10	24-FEB-2022
AD 2.MIL-EBFN-ADC.01-1	07-SEP-2023
AD 2.MIL-EBFN-ADC.01-2	07-SEP-2023
AD 2.MIL-EBFN-GMC.01-1	07-SEP-2023
AD 2.MIL-EBFN-GMC.01-2	07-SEP-2023
AD 2.MIL-EBFN-AOC.01-1	07-SEP-2023
AD 2.MIL-EBFN-AOC.01-2	07-SEP-2023
AD 2.MIL-EBFN-AOC.02-1	07-SEP-2023
AD 2.MIL-EBFN-AOC.02-2	07-SEP-2023
AD 2.MIL-EBFN-SID.01-1	15-MAY-2025
AD 2.MIL-EBFN-SID.01-2	15-MAY-2025
AD 2.MIL-EBFN-SID.02-1	07-SEP-2023
AD 2.MIL-EBFN-SID.02-2	07-SEP-2023
AD 2.MIL-EBFN-MISC.01-1	07-SEP-2023
AD 2.MIL-EBFN-MISC.01-2	07-SEP-2023
AD 2.MIL-EBFN-MISC.02-1	06-OCT-2022
AD 2.MIL-EBFN-MISC.02-2	06-OCT-2022
AD 2.MIL-EBFN-IAC.01-1	15-MAY-2025
AD 2.MIL-EBFN-IAC.01-2	15-MAY-2025
AD 2.MIL-EBFN-IAC.02-1	15-MAY-2025
AD 2.MIL-EBFN-IAC.02-2	15-MAY-2025
AD 2.MIL-EBFN-IAC.03-1	15-MAY-2025
AD 2.MIL-EBFN-IAC.03-2	15-MAY-2025

AD 2.MIL-EBFN-VAC.01-1	28-NOV-2024
AD 2.MIL-EBFN-VAC.01-2	28-NOV-2024
AD 2.MIL-EBFN-VAC.02-1	28-NOV-2024
AD 2.MIL-EBFN-VAC.02-2	28-NOV-2024
AD 2.MIL-EBSU-1	20-MAR-2025
AD 2.MIL-EBSU-2	20-MAR-2025
AD 2.MIL-EBSU-AOC.01-1	20-MAY-2021
AD 2.MIL-EBSU-AOC.01-2	20-MAY-2021
AD 2.MIL-EBUL-1	20-MAR-2025
AD 2.MIL-EBUL-2	20-MAR-2025
AD 2.MIL-EBWE-1	20-MAR-2025
AD 2.MIL-EBWE-2	20-MAR-2025
AD 2.PVT-EBAM-1	24-FEB-2022
AD 2.PVT-EBAM-2	24-FEB-2022
AD 2.PVT-EBKH-1	25-JAN-2024
AD 2.PVT-EBKH-2	25-JAN-2024
AD 2.PVT-EBKH-3	25-JAN-2024
AD 2.PVT-EBKH-4	25-JAN-2024
AD 2.PVT-EBKH-ADC.01-1	21-MAR-2024
AD 2.PVT-EBKH-ADC.01-2	21-MAR-2024
AD 2.PVT-EBKH-VAC.01-1	21-MAR-2024
AD 2.PVT-EBKH-VAC.01-2	21-MAR-2024
AD 2.PVT-EBBT-1	24-FEB-2022
AD 2.PVT-EBBT-2	24-FEB-2022
AD 2.PVT-EBBT-3	04-FEB-2016
AD 2.PVT-EBBT-4	04-FEB-2016
AD 2.PVT-EBCF-1	07-SEP-2023
AD 2.PVT-EBCF-2	07-SEP-2023
AD 2.PVT-EBCF-3	07-SEP-2023
AD 2.PVT-EBCF-4	07-SEP-2023
AD 2.PVT-EBZW-1	24-FEB-2022
AD 2.PVT-EBZW-2	24-FEB-2022
AD 2.PVT-EBZW-3	31-JAN-2019
AD 2.PVT-EBZW-4	31-JAN-2019
AD 2.PVT-EBGG-1	21-APR-2022
AD 2.PVT-EBGG-2	21-APR-2022
AD 2.PVT-EBGG-3	04-FEB-2016
AD 2.PVT-EBGG-4	04-FEB-2016
AD 2.PVT-EBTN-1	24-FEB-2022
AD 2.PVT-EBTN-2	24-FEB-2022
AD 2.PVT-EBTN-3	05-OCT-2023
AD 2.PVT-EBTN-4	05-OCT-2023
AD 2.PVT-EBGB-1	24-FEB-2022
AD 2.PVT-EBGB-2	24-FEB-2022
AD 2.PVT-EBGB-3	20-MAR-2025
AD 2.PVT-EBGB-4	20-MAR-2025
AD 2.PVT-EBGB-VAC.01-1	20-MAR-2025
AD 2.PVT-EBGB-VAC.01-2	20-MAR-2025
AD 2.PVT-EBZH-1	24-FEB-2022
AD 2.PVT-EBZH-2	24-FEB-2022
AD 2.PVT-EBZH-3	04-FEB-2016
AD 2.PVT-EBZH-4	04-FEB-2016
AD 2.PVT-EBHN-1	18-APR-2024
AD 2.PVT-EBHN-2	18-APR-2024
AD 2.PVT-EBHN-3	04-FEB-2016
AD 2.PVT-EBHN-4	04-FEB-2016
AD 2.PVT-EBEH-1	24-FEB-2022
AD 2.PVT-EBEH-2	24-FEB-2022
AD 2.PVT-EBEH-3	31-JAN-2019
AD 2.PVT-EBEH-4	31-JAN-2019
AD 2.PVT-EBLE-1	11-JUL-2024
AD 2.PVT-EBLE-2	11-JUL-2024
AD 2.PVT-EBMO-1	05-SEP-2024
AD 2.PVT-EBMO-2	05-SEP-2024
AD 2.PVT-EBMO-3	05-SEP-2024
AD 2.PVT-EBMO-4	05-SEP-2024
AD 2.PVT-EBMO-VAC.01-1	05-SEP-2024
AD 2.PVT-EBMO-VAC.01-2	05-SEP-2024
AD 2.PVT-EBNM-1	22-FEB-2024
AD 2.PVT-EBNM-2	22-FEB-2024
AD 2.PVT-EBNM-3	24-FEB-2022
AD 2.PVT-EBNM-4	24-FEB-2022
AD 2.PVT-ELNT-1	16-MAY-2024
AD 2.PVT-ELNT-2	16-MAY-2024
AD 2.PVT-EBSG-1	03-NOV-2022
AD 2.PVT-EBSG-2	03-NOV-2022
AD 2.PVT-EBSG-3	03-NOV-2022
AD 2.PVT-EBSG-4	03-NOV-2022
AD 2.PVT-EBSH-1	20-MAR-2025
AD 2.PVT-EBSH-2	20-MAR-2025
AD 2.PVT-EBSH-3	24-FEB-2022
AD 2.PVT-EBSH-4	24-FEB-2022
AD 2.PVT-EBST-1	20-FEB-2025
AD 2.PVT-EBST-2	20-FEB-2025
AD 2.PVT-EBST-3	20-FEB-2025
AD 2.PVT-EBST-4	20-FEB-2025
AD 2.PVT-EBST-VAC.01-1	21-MAR-2024
AD 2.PVT-EBST-VAC.01-2	21-MAR-2024
AD 2.PVT-EBSP-1	13-JUN-2024
AD 2.PVT-EBSP-2	13-JUN-2024
AD 2.PVT-EBSP-3	13-JUN-2024
AD 2.PVT-EBSP-4	13-JUN-2024
AD 2.PVT-EBSP-VAC.01-1	13-JUN-2024
AD 2.PVT-EBSP-VAC.01-2	13-JUN-2024
AD 2.PVT-EBTY-1	24-FEB-2022
AD 2.PVT-EBTY-2	24-FEB-2022
AD 2.PVT-EBTY-3	02-JAN-2020
AD 2.PVT-EBTY-4	02-JAN-2020
AD 2.PVT-ELUS-1	18-APR-2024
AD 2.PVT-ELUS-2	18-APR-2024
AD 2.PVT-EBTX-1	24-FEB-2022
AD 2.PVT-EBTX-2	24-FEB-2022
AD 2.PVT-EBTX-3	20-MAY-2021
AD 2.PVT-EBTX-4	20-MAY-2021
AD 2.PVT-EBZR-1	30-NOV-2023
AD 2.PVT-EBZR-2	30-NOV-2023
AD 2.PVT-EBSL-1	18-APR-2024
AD 2.PVT-EBSL-2	18-APR-2024
AD 2.ULM-EBAR-1	20-APR-2023
AD 2.ULM-EBAR-2	20-APR-2023
AD 2.ULM-EBML-1	13-AUG-2020
AD 2.ULM-EBML-2	13-AUG-2020
AD 2.ULM-EBIS-1	23-APR-2020
AD 2.ULM-EBIS-2	23-APR-2020
AD 2.ULM-EBBN-1	23-APR-2020
AD 2.ULM-EBBN-2	23-APR-2020
AD 2.ULM-EBMG-1	23-APR-2020
AD 2.ULM-EBMG-2	23-APR-2020
AD 2.ULM-EBBY-1	11-JUL-2024
AD 2.ULM-EBBY-2	11-JUL-2024
AD 2.ULM-EBAV-1	05-OCT-2023
AD 2.ULM-EBAV-2	05-OCT-2023
AD 2.ULM-EBBZ-1	23-APR-2020
AD 2.ULM-EBBZ-2	23-APR-2020
AD 2.ULM-EBOR-1	25-FEB-2021
AD 2.ULM-EBOR-2	25-FEB-2021
AD 2.ULM-EBZU-1	16-MAY-2024
AD 2.ULM-EBZU-2	16-MAY-2024
AD 2.PERS-EBSM-1	16-JUL-2020
AD 2.PERS-EBSM-2	16-JUL-2020
AD 3.MIL-EBCT-1	23-APR-2020
AD 3.MIL-EBCT-2	23-APR-2020
AD 3.MIL-EBCT-VAC.01-1	23-APR-2020
AD 3.MIL-EBCT-VAC.01-2	23-APR-2020
AD 3.MIL-EBCT-VAC.02-1	23-APR-2020
AD 3.MIL-EBCT-VAC.02-2	23-APR-2020
AD 3.HOSP-EBAL-1	23-APR-2020
AD 3.HOSP-EBAL-2	23-APR-2020
AD 3.HOSP-EBMD-1	23-APR-2020
AD 3.HOSP-EBMD-2	23-APR-2020
AD 3.HOSP-EBSJ-1	23-APR-2020
AD 3.HOSP-EBSJ-2	23-APR-2020
AD 3.HOSP-EBSS-1	03-DEC-2020
AD 3.HOSP-EBSS-2	03-DEC-2020
AD 3.HOSP-EBUC-1	23-APR-2020
AD 3.HOSP-EBUC-2	23-APR-2020
AD 3.HOSP-EBEU-1	30-NOV-2023
AD 3.HOSP-EBEU-2	30-NOV-2023
AD 3.HOSP-EBEA-1	31-OCT-2024
AD 3.HOSP-EBEA-2	31-OCT-2024
AD 3.HOSP-ELEA-1	29-DEC-2022
AD 3.HOSP-ELEA-2	29-DEC-2022
AD 3.HOSP-ELEA-ADC.01-1	28-NOV-2024
AD 3.HOSP-ELEA-ADC.01-2	28-NOV-2024
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A

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

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

B

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

C

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

	designator)
COT	At the coast
COV	Cover or covered or covering
CPDLC	Controller-pilot data link communications
CPL	Current flight plan (message type designator)
*CPSRA	Critical part of the security restricted area
CRC	Cyclic redundancy check
*CRC	Control and reporting centre
CRM	Collision risk model
*CRNA	Centre en Route de la Navigation Aérienne
CRP	Compulsory reporting point
CRZ	Cruise
CS	Call sign
CS	Cirrostratus
*CSAR	Combat search and rescue
CTA	Control area
CTAM	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
*CTOT	Calculated take-off time
CTR	Control zone
CU	Cumulus
CUF	Cumuliform
CUST	Customs
CVR	Cockpit voice recorder
CW	Continuous wave
CWY	Clearway

D

D	Downward (tendency in RVR during previous 10 minutes)
D	Danger area (followed by identification)
DA	Decision altitude
*DAT	Significant data related to data link capability
D-ATIS	Data link automatic terminal information service
*dB	Decibel
DCD	Double channel duplex
DCKG	Docking
*DCL	Data link clearance delivery service
DCP	Datum crossing point
DCPC	Direct controller-pilot communications
DCS	Double channel simplex
DCT	Direct (in relation to flight plan clearances and type of approach)
DE	From (used to precede the call sign of the calling station; to be used in AFS as a procedure signal)
DEC	December
DEG	Degrees
DEP	Depart or departure
DEP	Departure (message type designator)
DEPO	Deposition
DER	Departure end of the runway
DES	Descend to or descending to
DEST	Destination
DETRESFA	Distress phase
DEV	Deviation or deviating
DF	Direction finding
DFDR	Digital flight data recorder
*D-FIS	Data link flight information service
DFTI	Distance from touchdown indicator
*DGS	Docking guidance system
DH	Decision height
DIF	Diffuse
DIST	Distance
DIV	Divert or diverting
DLA	Delay or delayed
DLA	Delay (message type designator)
DLIC	Data link initiation capability
DLY	Daily
DME	Distance measuring equipment
DNG	Danger or dangerous
*DOC	Designated operational coverage
DOF	Date of flight
DOM	Domestic
DP	Dew point temperature
*DPM	Motorized deltaplane
DPT	Depth
DR	Dead reckoning
DR	Low drifting (followed by DU = dust, SA = sand or SN = snow)
DRG	During
DS	Duststorm
DSB	Double sideband
DTAM	Descend to and maintain
DTG	Date-time group
DTHR	Displaced runway threshold
DTRT	Deteriorate or deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUPE	This is a duplicate message (signal for use in the teletypewriter service only; to be used in AFS as a procedure signal)
DUR	Duration
D-VOLMET	Data link VOLMET
DVOR	Doppler VOR
DW	Dual wheels
DZ	Drizzle

E

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

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

F

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

G

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

H

H	High pressure area or the centre of high pressure
H...	Significant wave height (followed by figures in METAR/SPECI)

H24	Continuous day and night service
HA	Holding/racetrack to an altitude
*HAA	Height above aerodrome elevation
HAPI	Helicopter approach path indicator
*HAT	Height above touch-down
HBN	Hazard beacon
HCH	Helicopter crossing height
HDF	High frequency direction-finding station
HDG	Heading
HEL	Helicopter
*HEMS	Helicopter emergency medical service
HF	High frequency (3000 to 30000 KHZ)
HF	Holding/racetrack to a fix
*HFDL	High frequency data link
HGT	Height or height above
HJ	Sunrise to sunset
HLDG	Holding
HLP	Heliport
HLS	Helicopter landing site
HM	Holding/racetrack to a manual termination
HN	Sunset to sunrise
HNH	High latitudes northern hemisphere
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
*HPMA	High performance military aircraft
HR	Hours
HRP	Heliport reference point
HS	Service available during hours of scheduled operations
HSH	High latitudes southern hemisphere
*HT	High tension
*HTA	Helicopter training area
HUD	Head-up display
HUM	Humanitarian
HURCN	Hurricane
HVDF	High and very high frequency direction-finding stations (at the same location)
HVY	Heavy
HVY	Heavy (used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain)
HX	No specific working hours
HYR	Higher
HZ	Haze
HZ	Hertz (cycles per second)

I

IAC	Instrument approach chart (followed by name/title)
IAF	Initial approach fix
IAO	In and out of clouds
IAP	Instrument approach procedure
IAR	Intersection of air routes
IAS	Indicated airspeed
*IATA	International Air Transport Association
IBN	Identification beacon
ICAO	International Civil Aviation Organization
ICE	Icing
*ICF	Initial contact frequency
ID	Identifier or identify
IDENT	Identification
IF	Intermediate approach fix
IFF	Identification friend/foe
*IFPS	Integrated Initial Flight Plan Processing System
*IFPU	Integrated Initial Flight Plan Processing Unit
IFR	Instrument flight rules
IGA	International general aviation
ILS	Instrument landing system
IM	Inner marker
IMC	Instrument meteorological conditions
IMG	Immigration
IMI	Interrogation sign (question mark) (to be used in AFS as a procedure signal)
IMPR	Improve or improving
IMT	Immediate or immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCORP	Incorporated
INCERFA	Uncertainty phase
*incl	Included
INFO	Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inertial navigation system
INSTL	Install or installed or installation
INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt or interruption or interrupted
INTSF	Intensify or intensifying
INTST	Intensity
*iOAT	Improved OAT
IR	Ice on runway
*IRM	Institut Royal Météorologique de Belgique
IRS	Inertial reference system
*IRU	Inertial reference unit
ISA	International standard atmosphere
ISB	Independent sideband
ISOL	Isolated

J

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

K

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

L

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

LEN	Length
LF	Low frequency (30 to 300 KHZ)
*LFA	Low flying area
LGT	Light or lighting
LGTD	Lighted
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LINE	Line (used in SIGMET)
*LLFC	Low level forecast chart
LM	Locator, middle
LMT	Local mean time
LNAV	Lateral navigation
LNG	Long (used to indicate the type of approach desired or required)
LO	Locator, outer
LOC	Localizer
*LOM	Compass locator at OM
LONG	Longitude
LORAN	Long range air navigation system
LOSS	Airspeed or headwind loss
LPV	Localizer performance with vertical guidance
LR	The last message received by me was . . .(to be used in AFS as a procedure signal)
LRG	Long range
LS	The last message sent by me was . . . or Last message was . . .(to be used in AFS as a procedure signal)
*LSA	Light sport aircraft
*LT	Left turn
LTA	Lower control area
LTD	Limited
LTP	Landing threshold point
*Lu	Luxembourgish
LV	Light and variable (relating to wind)
LVE	Leave or leaving
LVL	Level
*LVO	Low Visibility Operations
LVP	Low visibility procedures
*LWEP	Live weapons emergency procedure
LYR	Layer or layered

M

M	Metres (preceded by figures)
M	Mach number (followed by figures)
M	Indicator for minimum value of runway visual range (used in the METAR/SPECI code forms)
MAA	Maximum authorized altitude
MAG	Magnetic
MAHF	Missed approach holding fix
MAINT	Maintenance
*MAN	Manual
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	At sea
MAR	March
*MARSA	Military authority assumes responsibility for separation of aircraft
MATF	Missed approach turning fix
MATZ	Military aerodrome traffic zone
MAX	Maximum
MAY	May
MBST	Microburst
MCA	Minimum crossing altitude
MCTR	Military control zone
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDF	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en-route altitude
MEDEVAC	Medical evacuation flight
MEHT	Minimum eye height over threshold (for visual approach slope indicator systems)
MET	Meteorological or meteorology
METAR	Aviation routine weather report (in aeronautical meteorological code)
MET REPORT	Local routine meteorological report (in abbreviated plain language)
MF	Medium frequency (300 to 3000 KHZ)
MHA	Minimum holding altitude
MHDF	Medium and high frequency direction-finding stations (at the same location)
MHVDF	Medium, high and very high frequency direction-finding stations (at the same location)
MHZ	Megahertz
MID	Mid-point (related to RVR)
MIFG	Shallow fog
MIL	Military
MIN	Minutes
*MIPS	Military instrument procedure standardization
MIS	Missing . . . (transmission identification; to be used in AFS as a procedure signal)
*MJ	Megajoule
MKR	Marker radio beacon
MLS	Microwave landing system
*MLW	Maximum landing weight
MM	Middle marker
*MM	millimetre
MNH	Middle latitudes northern hemisphere
MNM	Minimum
MNPS	Minimum navigation performance specifications
MNT	Monitor or monitoring or monitored
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance (required)
MOCA	Minimum obstacle clearance altitude
MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports, e.g. MOD RA = moderate rain)
MON	Above mountains
MON	Monday
MOPS	Minimum operational performance standards
*MOPSC	Maximum operational passenger seating configuration
MOV	Move or moving or movement
*MPH	Statute miles per hour
*MPM	Metres per minute
MPS	Metres per second
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS/MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSAS	Multi-functional transport satellite (MTSAT) satellite-based augmentation system
MSAW	Minimum safe altitude warning
*MSC	Mission Support Centre
MSG	Message
MSH	Middle latitudes southern hemisphere
MSL	Mean sea level
MSR	Message . . . (transmission identification) has been misrouted (signal for use in the teletypewriter service only; to be used in AFS as a procedure signal)
MSSR	Monopulse secondary surveillance radar
MT	Mountain
MTOM	Maximum take-off mass
*MTOW	Maximum authorized take-off weight
MTU	Metric units
MTW	Mountain waves
*MVA	Minimum vectoring altitude
MVDF	Medium and very high frequency direction-finding stations (at the same location)
MWO	Meteorological watch office
MX	Mixed type of ice formation (white and clear)

N

*N	Newton
N	No distinct tendency (in RVR during previous 10 minutes)
N	North or northern latitude
NADP	Noise abatement departure procedure
NASC	National AIS system centre
NAT	North Atlantic
*NATO	North Atlantic Treaty Organisation
NAV	Navigation
NAVAID	Navigation aid
NB	Northbound
NBFR	Not before
NC	No change
NCD	No cloud detected (used in automated METAR/SPECI)
NDB	Non-directional radio beacon
NDV	No directional variations available (used in automated METAR/SPECI)
NE	North-east
NEB	North-eastbound
NEG	No or negative or permission not granted or that is not correct
NGT	Night
NIL	None or I have nothing to send to you
*NI	Dutch
NM	Nautical miles
NML	Normal
NN	No name, unnamed
NNE	North-north-east
NNW	North-north-west
NO	No (negative; to be used in AFS as a procedure signal)
NOF	International NOTAM office
NONSTD	Non-standard
NOSIG	No significant change (used in trend-type landing forecasts)
NOTAM	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOTAMC	Cancelling NOTAM
NOTAMN	New NOTAM
NOTAMR	Replacing NOTAM
NOV	November
NOZ	Normal operation zone
NPA	Non precision approach
NR	Number
NRH	No reply heard
NS	Nimbostratus
NSC	Nil significant cloud
NSE	Navigation system error
NSW	Nil significant weather
NTL	National
NTZ	No transgression zone
*NVA	Night Vision Aid
*NVG	Night Vision Goggles
NW	North-west
NWB	North-westbound
NXT	Next

O

OAC	Oceanic area control centre
OAS	Obstacle assessment surface
*OAT	Operational air traffic
OBS	Observe or observed or observation
OBSC	Obscure or obscured or obscuring
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCC	Occulting (light)
OCH	Obstacle clearance height
OCNL	Occasional or occasionally
OCS	Obstacle clearance surface
OCT	October
OFZ	Obstacle free zone
OGN	Originate (to be used in AFS as a procedure signal)
OHD	Overhead
OIS	Obstacle identification surface
OK	We agree / it is correct (to be used in AFS as a procedure signal)
OLDI	On-line data interchange
OM	Outer marker
*OMGWS	Outer main gear wheel span
OPA	Opaque, white type of ice formation
OPC	Control indicated is operational control
OPMET	Operational meteorological (information)
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OPS	Operations
O/R	On request
*ORCAM	Originating region code assignment method
ORD	Order
*ORP	Operational readiness platform
*ORRP	On request reporting point
OSV	Ocean station vessel
OTP	On top
OTS	Organized track system
OUBD	Outbound
OVC	Overcast
*OVH	Overhead

P

P	Indicator for maximum value of wind speed or runway visual range (used in the METAR/SPECI and TAF code forms)
P	Prohibited area (followed by identification)
PA	Precision approach
PALS	Precision approach lighting system (specify category)
PANS	Procedures for air navigation services
PAPI	Precision approach path indicator
PAR	Precision approach radar
PARL	Parallel
PATC	Precision approach terrain chart (followed by name/title)
PAX	Passenger(s)
PBC	Performance-based communication
PBN	Performance-based navigation
PBS	Performance-based surveillance
PCD	Proceed or proceeding
PCL	Pilot-controlled lighting
PCN	Pavement classification number
*PCR	Pavement classification rating
PCT	Per cent
PDC	Pre-departure clearance
PDG	Procedure design gradient
PER	Performance
PERM	Permanent
*PFO	Permanent flying order
PFP	Preliminary flight plan
PIB	Pre-flight information bulletin
PJE	Parachute jumping exercise
PL	Ice pellets
*PL	Plain language
PLA	Practice low approach
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust/sand whirls (dust devils)
POB	Persons on board

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

Q

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

R

R	Right (runway identification)
R	Rate of turn
R	Red
R	Radial from VOR (followed by three figures)
R	Restricted area (followed by identification)
R	Runway (used in the METAR/SPECI code forms)
R	Received (acknowledgement of receipt; to be used in AFS as a procedure signal)
RA	Rain
RA	Resolution advisory
RAC	Rules of the air and air traffic services
*RAD	Route availability document
RAG	Ragged
RAG	Runway arresting gear
RAI	Runway alignment indicator
RAIM	Receiver autonomous integrity monitoring
RASC	Regional AIS system centre
RASS	Remote altimeter setting source
RB	Rescue boat
RCA	Reach cruising altitude
*RCAM	Runway condition assessment matrix
RCC	Rescue co-ordination centre
RCF	Radiocommunication failure (message type designator)
RCH	Reach or reaching
RCL	Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RCP	Required communication performance
*RCR	Runway condition report
RDH	Reference datum height (for ILS)
RDL	Radial
RDO	Radio
RDOACT	Radioactive
RE	Recent (used to qualify weather phenomena, e.g. RERA = recent rain)
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to . . . or refer to . . .
REG	Registration
*REJ	Rejected
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
RERTE	Re-route
RESA	Runway end safety area
*RETIL	Rapid exit taxiway indicator lighting
RF	Constant radius arc to a fix
RFFS	Rescue and fire fighting services
*RFP	Replacement flight plan (related to ATFM)
RG	Range (lights)
RHC	Right-hand circuit
RIF	Reclearance in flight
RIME	Rime (used in aerodrome warnings)
*RIS	Radar information service
RL	Report leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Request level not available
*RMIB	Royal meteorological institute of Belgium
RMK	Remark
*RMZ	Radio mandatory zone
RNAV	Area navigation
RNG	Radio range
RNP	Required navigation performance
ROBEX	Regional OPMET bulletin exchange (scheme)
ROC	Rate of climb
ROD	Rate of descent
RON	Receiving only
*RPA	Remotely piloted aircraft
*RPAS	Remotely piloted aircraft system
RPDS	Reference path data selector
RPI	Radar position indicator
RPL	Repetitive flight plan
RPLC	Replace or replaced
RPS	Radar position symbol
RPT	Repeat / I repeat (to be used in AFS as a procedure signal)
RQ	Indication of a request (to be used in AFS as a procedure signal)
RQMNTS	Requirements
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type

	designator)
RR	Report reaching
RRA	(or RRB, RRC, etc. in sequence) Delayed meteorological message (message type designator)
*RSA	Restricted airspace
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Responder beacon
RSP	Required surveillance performance
RSR	En-route surveillance radar
RSS	Root sum square
*RT	Right turn
RTD	Delayed (used to indicate delayed meteorological message; message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVA	Radar vectoring area
RVR	Runway visual range
*RVSM	Reduced vertical separation minimum
RWY	Runway
*RWYCC	Runway Condition Code

S

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

*SYNOP	Synopsis

T

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

U

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

V

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

VDF	Very high frequency direction-finding station
*VDL	Very high frequency data link
*VDP	Visual descent point
VER	Vertical
VFR	Visual flight rules
VHF	Very high frequency (30 to 300 MHZ)
VI	Heading to an intercept
VIP	Very important person
VIS	Visibility
*VLA	Very light aircraft
VLF	Very low frequency (3 to 30 KHZ)
*VLOS	Visual line of sight
VLR	Very long range
VM	Heading to a manual termination
VMC	Visual meteorological conditions
VNAV	Vertical navigation
VOL	Volume (followed by I, II...)
VOLMET	Meteorological information for aircraft in flight
VOR	VHF omnidirectional radio range
VORTAC	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VPA	Vertical path angle
VPT	Visual manoeuvre with prescribed track
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
*VSS	Visual segment surface
VTF	Vector to final
VTOL	Vertical take-off and landing
VV	Vertical visibility (used in the METAR/SPECI and TAF code forms)

W

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

X

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

Y

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

Z

Z	Coordinated Universal Time (in meteorological messages)

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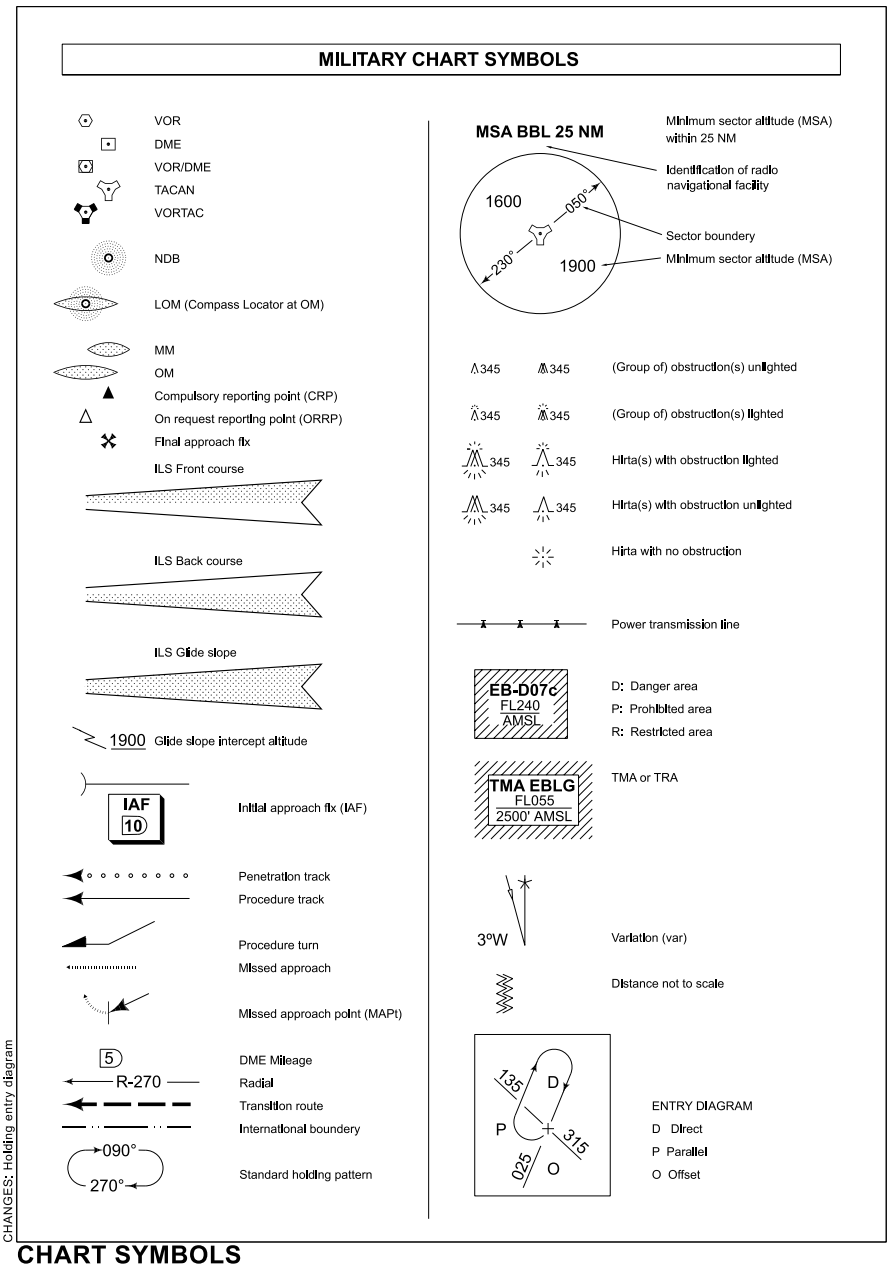

CHART SYMBOLS

V

MILITARY CHART SYMBOLS

27	Procedure distance in NM (SID)
	Aerodrome Reference Point (ARP)
	Changeover point
	Net / Safe barrier
	Displaced threshold
H	Helicopter landing area
	INS position
	Cable, bi-directional
	Cable, uni-directional
B2	TWY identification
	Runway - hard surface
	Runway with overrun (less strength than RWY)
	Runway other than hard surface
	Taxiways and parking areas
	Closed taxiway or runway
4500	Recommended level
6000	Minimum level
FL060	Maximum level
7500	Mandatory level
GS 3.0° / TCH 50	Glide Slope / Threshold crossing height
P 2.5°	PAPI glide slope
V	Visual Descent Point (VDP)
	RNAV Fly-Over Compulsory reporting
	RNAV Fly-By Compulsory reporting
	RNAV Fly-Over Reporting on request
	RNAV Fly-By Reporting on request

MILITARY APPROACH LIGHTING SYSTEMS

S-ALS

Simple Approach LightingSystem with (min) 1 crossbar and a row of a single light source or barrette on the extended centre line of the runway.

CAT ..

Precision Approach Lighting System Category I with (min) 4 crossbars and a row of a single light source or a barrette in the first 300 m on the extended centre line, a row of 2 light sources or barrette between 300 - 600 m on the extended centre line and 3 or more light sources or a barrette after 600 m on the extended centre line with Rail / Sequenced Flashing Lights.

CAT ..

Precision Approach Lighting System Category II and III with (min) 4 crossbars and 3 rows of barrettes or a single light source and barrettes plus 2 side rows of lights in the first 300 m on the extended centre line, a row of 2 light sources or a barrette between 300 - 600 m on the extended centre line and 3 light sources or a barrette after 600 m on the extended centre line with Rail / Sequenced Flashing Lights.

CHANGES: FL in 3 digits

BEL DEFENCE, AIR COMPONENT 21-APR-2022 - THS

CHART SYMBOLS

VI

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ENR 6 EN-ROUTE CHARTS

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2.7.4 Low Level Abort Procedure

2.7.4.1 Navigation (unsure of position)

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

2.7.4.2 Weather deterioration

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

2.7.5 Abort Procedure

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

2.7.6 Emergency

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

2.8 Night Flight

2.8.1 Definition

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

2.8.2 Time Schedule

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

2.8.3 Authorised Night Flight

2.8.3.1 Jet Aircraft

Are authorised:

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

2.8.3.2 Transport Aircraft

Are authorised:

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

2.8.3.3 Helicopters

Are authorised:

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

2.8.3.4 Other Cases

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

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

2.8.4.1 Fixed Wing Aircraft

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

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

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

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

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

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

2.8.4.2 Helicopters

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

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

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

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

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

2.8.5 Flight Planning

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

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

2.9 Supersonic Flight

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

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

Supersonic flights are prohibited below FL 360 and at all levels in the following areas (see ENR 6-INDEX.10):

- Brussels: circle of 8 NM radius centred on 505042N 0042147E
- Antwerp: circle of 6 NM radius centred on 511230N 0042500E
- Gent: circle of 6 NM radius centred on 510245N 0034400E
- Liege: circle of 10 NM radius centred on 503800N 0053530E

- The area delimited by two circles of 6NM radius centred on Mons (502700N 0035700E) and Charleroi (502500N 0042700E), connected by their common tangents
- All foreign airspaces, delegated to Belgian ATS

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

2.10 Aerobatics

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

2.11 Air Refuelling

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

2.11.1 Procedure

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

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

2.11.2 Scheduling

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

2.12 Parachute Dropping

2.12.1 Planning

2.12.1.1 Standard

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

2.12.1.2 Non-Standard

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

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

2.12.2 Minimum Safety Height

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

2.12.3 Weather Minima for Parachute Dropping

2.12.3.1 Cloud base

Drop height + 100FT

2.12.3.2 Visibility

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

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

2.12.3.3 Wind

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

2.13 Target Towing

2.13.1 Notification

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

2.13.2 Area

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

2.13.3 Flight Conditions

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

2.14 Fuel Dumping

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

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

2.15 Noise Abatement Procedures

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

2.15.1 Applicability of Noise Abatement Procedures

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

2.15.2 Violation of Noise Abatement Procedures

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

2.15.3 Speed Limitation

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

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

2.15.4 Use of Standard Routes

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

2.15.5 Repetitive Overflight

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

2.15.6 Use of Afterburner

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

2.16 Tactical Air Operations

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

2.16.1 Terminology

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tally

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

Tango Scramble

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

Tap the CAP (Combat Air Patrol)

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

Targeted

Group responsibility has been met.

Time Sensitive Targeting (TST)

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

Unloaded aircraft

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

Visual

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

2.16.2 Tactical Control of Aircraft

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

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

- Close - Advisory Control
- Loose - Advisory Control

2.16.2.1 Terminology

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

2.16.2.1.1 Close - Positive Control

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

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

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

2.16.2.1.2 Loose - Positive Control

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

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

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

2.16.2.1.3 Broadcast Control

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

2.16.2.1.4 TRAFFIC AVOIDANCE

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

2.16.2.1.5 TRAFFIC WARNING

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

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

2.16.2.2 Establishment of Mutual Responsibilities

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

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

2.16.2.3 Responsibilities

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

2.16.2.3.1 Under Close - Positive Control and Loose - Positive Control

The air defence controller is responsible for:

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

The aircrew is responsible for:

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

2.16.2.3.2 Under Broadcast Control

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

2.16.2.4 Standards for Provision of Tactical Control

2.16.2.4.1 Controlled Airspace

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

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

2.16.2.4.2 Uncontrolled Airspace (Class G)

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

2.16.3 Security Flights (Alpha Scramble)

2.16.3.1 General

Security flights (or Alpha Scramble) under NATO Command can operate within the Brussels FIR/UIR and delegated airspace if they are identified and under control of an ACU. Security flights (or Alpha Scramble) under National Command can operate within the airspace above the national territory and under control of CRC Beauvechain only. If needed, CRC Beauvechain will immediately inform Brussels ACC and Maastricht UAC through Steenokkerzeel ATCC regarding initial heading, initial altitude and SSR-code (Mode 3A). The nature and importance of a security flight might lead to deviation of

the standard radar separation minima or to a request to respective ATC agencies to alter flight path of OAT. Adherence to specific flight rules stated in the AIP might not be possible or operationally desirable in order to achieve the mission. If a security flight is controlled by another ACU than CRC Beauvechain, CRC Beauvechain remains responsible for informing the respective ATC agencies.

2.16.3.2 Termination of Alpha Scramble

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

2.16.3.3 Interception and Identification Manoeuvres

See ENR 1.12

2.16.3.4 Responsibilities for Separation

2.16.3.4.1 Under Close - Positive Control

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

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

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

2.16.3.4.2 Under Broadcast Contol

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

2.16.4 Separation Minima and Break-off Rules for Intercepts

2.16.4.1 Separation Applied by the Pilot-in-Command

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

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

2.16.4.2 Separation Minima during Alpha Scramble and PI's

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

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

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

2.16.4.3 Radar Separation

2.16.4.3.1 Standard rule for radar separation

Vertical separation 5000FT or horizontal separation 5 NM

2.16.4.3.2 Reduction of separation

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

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

2.16.4.3.3 Force QNH

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

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

- 1000FT, if 980HPA ≤ QNH ≤ 1046HPA

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

2.16.5 Airspace Regulations for Tactical Air Operations

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

Exercise area	Controlling Agency	Remarks
TSA24	CRC Beauvechain	
TSA25A	CRC Beauvechain, AEW&C	
TSA25A/B	CRC Beauvechain, AEW&C	
TSA25A/B/C	CRC Beauvechain, AEW&C	
TSA25A/B/C + EBD26	CRC Beauvechain, AEW&C	
TSA25A/B + TSA S1 + TSA S4	CRC Beauvechain	
TSA25A/B/C + TSA S1 + TSA S4	CRC Beauvechain	
TSA25A/B/C + TSA S1 + TSA S4 + EBD26	CRC Beauvechain	
TSA26A	CRC Beauvechain, AEW&C	
TSA26A/B	CRC Beauvechain, AEW&C	
TSA26A/B + EBD26	CRC Beauvechain, AEW&C	
TSA26A/B + EBD26 + TRA S6	CRC Beauvechain	
TSA26A/B + EBD26 + TSA32A/TSA32B	CRC Beauvechain	
TSA N2 (Balen)	CRC Beauvechain	Only for Belgian users
TSA N3 (Meeuwen)	CRC Beauvechain	Only for Belgian users
TSA N2 + TSA N3	CRC Beauvechain	Only for Belgian users
TSA S1 (Namur)	CRC Beauvechain	See ENR 5.2 for vertical limits
TSA S2 (Beauraing)	CRC Beauvechain	See ENR 5.2 for vertical limits

ENR 1.5 Holding, Approach and Departure Procedures

1 CIVIL

The holding, approach and departure procedures in use are based on those contained in *ICAO Doc 8168*.

1.1 Categories of Aircraft

Aircraft performance has a direct effect on the airspace and visibility needed to perform the various manoeuvres associated with the conduct of instrument approach procedures. The most significant performance factor is aircraft speed. Accordingly, the following five categories of typical aircraft have been established, based on 1.3 times stall speed V_{so} or 1.23 times stall speed V_{slg} in the landing configuration at maximum certificated landing mass (if both V_{so} and V_{slg} are available, the higher resulting value is applied), to provide a standardized basis for relating aircraft manoeuvrability to specific instrument approach procedures:

- CAT A: less than 91 KIAS;
- CAT B: 91 KIAS or more, but less than 121 KIAS;
- CAT C: 121 KIAS or more, but less than 141 KIAS;
- CAT D: 141 KIAS or more, but less than 166 KIAS;
- CAT E: 166 KIAS or more, but less than 211 KIAS.

As indicated in § 1.3 below, a specified range of handling speeds for each category of aircraft has been assumed for use in calculating airspace and obstacle clearance requirements for each procedure.

The IAC will specify the individual categories of aircraft for which the procedure is approved. Normally, procedures will be designed to provide protected airspace and obstacle clearance for aircraft up to and including CAT D. However, where airspace requirements are critical, procedures may be restricted to lower speed categories. Alternatively, the procedure may specify a maximum IAS for a particular segment without reference to aircraft category. In any case it is essential that pilots comply with the procedures and information depicted on instrument flight charts and the appropriate flight parameters shown in § 1.3 below if the aircraft is to remain in the areas developed for obstacle clearance purposes.

1.2 Obstacle Clearance

Obstacle clearance is a primary safety consideration in the development of instrument approach procedures. The criteria used and the detailed method of calculation is covered in *ICAO Doc 8168, Volume II*. However, from the operational point of view it is stressed that the obstacle clearance applied in the development of each instrument approach procedure is considered to be the minimum required for an acceptable level of safety in operations.

For each individual approach procedure an obstacle clearance altitude/height (OCA/H) is calculated in the development of the procedure and published on the IAC. In the case of precision approach and circling approach procedures, an OCA/H is specified for each category of aircraft listed in § 1.1 above. OCA/H is:

a. in a precision approach procedure, the lowest altitude (OCA) or alternatively the lowest height (OCH) above the elevation of the relevant runway threshold, at which a missed approach must be initiated to ensure compliance with the appropriate obstacle clearance criteria;
b. in a non-precision approach procedure, the lowest altitude (OCA) or alternatively the lowest height (OCH) above aerodrome elevation or the elevation of the relevant runway threshold, if the threshold elevation is more than 7 FT below the aerodrome elevation, below which the aircraft cannot descend without infringing the appropriate obstacle clearance criteria;
c. in a visual (circling) procedure, the lowest altitude (OCA) or alternatively the lowest height (OCH) above the aerodrome elevation below which an aircraft cannot descend without infringing the appropriate obstacle clearance criteria.

1.3 Speeds for Procedure Calculations in KIAS

Aircraft CAT	V_{at}	Range of speeds for initial approach	Range of final approach speeds	MAX speeds for visual manoeuvring (circling)	MAX speeds for missed approach	
					intermediate	final
A	< 91	90 / 150 (110*)	70 / 100	100	100	110
B	91 / 120	120 / 180 (140*)	85 / 130	135	130	150
C	121 / 140	160 / 240	115 / 160	180	160	240
D	141 / 165	185 / 250	130 / 185	205	185	265
E	166 / 210	185 / 250	155 / 230	240	230	275

V_{at}: speed at THR based on 1.3 times stall speed V_{so} or 1.23 times stall speed V_{slg} in the landing configuration at maximum certificated landing mass. If both V_{so} and V_{slg} are available, the higher resulting V_{at} is applied.

* maximum speed for reversal and racetrack procedures.

1.4 Naming Convention for Waypoints Used in Instrument Approach Procedures

- IAF is pronounceable letter name code (except in Luxembourg);
- IF is a 5 alphanumeric name code finishing with letter “I” or a pronounceable letter name code (if operational advantage);
- FAF is a 5 alphanumeric name code finishing with letter “F”;
- Where MAPT is co-located with THR, WPT is named as “RWxx (RUNWAYdesignator)”. Otherwise the WPT is named as “MAPxx (RUNWAYdesignator)”.

1.5 Arriving Flights

Controlled flights entering and landing within a TMA will be cleared to a specified holding point and instructed to contact APP at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received from APP. If the clearance limit is reached before further instructions have been received, holding procedure shall be carried out at the level last authorized.

Due to the limited airspace available, it is important that the approaches to the holding patterns and the holding procedures be carried out as precisely as possible. Pilots are strongly requested to inform ATC if for any reason the approach and/or holding cannot be performed as required.

Maximum Holding Speeds

Levels	Normal conditions	Turbulence conditions
up to FL140 incl	aircraft CAT A/B: 170KIAS aircraft CAT C/D/E: 230KIAS	aircraft CAT A/B: 170KIAS aircraft CAT C/D/E: 280KIAS
between FL140 and FL200 incl	240KIAS	280KIAS or M0.8, whichever is less
between FL200 and FL340 incl	265KIAS	
above FL340	M0.83	M0.83

1.6 Departing Flights

Flights departing from controlled aerodromes will receive initial ATC clearance from the local TWR. The clearance limit will normally be the aerodrome of destination.

Flights departing from non-controlled aerodromes and intending to enter controlled airspace are required to file a flight plan with the nearest ATS unit prior to departure. However, where a non-controlled aerodrome is located outside a CTR and where telephone facilities are not available, flight plans may be filed during flight. In those cases pilots should ensure that the flight plan is filed at least 10MIN before entering controlled airspace and that RTF transmissions are kept to a minimum.

2 MILITARY

The holding, approach and departure procedures in use are designed according criteria contained in the STANAG 3759 - APATC-1(A). Procedures reviewed, changed or developed henceforth are based on the STANAG 3759 - AATCP-1(C). The STANAG 3759 and its allied publication AATCP-1, adopt *ICAO Doc 8168, Volume II* for procedure design. The AATCP-1 is a supplement to PANS-OPS that provides for criteria for specific military needs. Procedures developed according AATCP-1 are annotated “MIPS” (NATO military instrument procedures standardisation). More detailed explanation is available in the BAF FLIP (IFR). Belgian military IFR publications are also available through the CENOR website:

URL: www.cenor.org

2.1 Categories of Aircraft

Aircraft performance has a direct effect on the airspace and visibility needed to perform certain manoeuvres, such as circle to land, turning missed approach, final alignment correction to land and descent. The most significant performance factor

is aircraft speed. Accordingly, the following five categories of aircraft have been established, based on 1.3 times stall speed in the landing configuration at maximum gross landing weight. The OPS authority determines the category of minima required and to be used by their aircraft.

- CAT A: less than 91KIAS;
- CAT B: 91KIAS or more, but less than 121KIAS;
- CAT C: 121KIAS or more, but less than 141KIAS;
- CAT D: 141KIAS or more, but less than 166KIAS;
- CAT E: 166KIAS or more.

2.2 Minima for Instrument Approach Procedures

Instrument approach procedure minima published in AD 2 and the BAF FLIP (IFR) and established in accordance with the 'NATO Supplement to ICAO Doc 8168 - OPS/611 Volume II for the preparation of instrument approach and departure procedures (AATCP-1)' will be applied at all Belgian military aerodromes.

The published minima for instrument approach procedures are the lowest permitted by AATCP-1 criteria. Pilots have to consult applicable directives of their respective services for aircraft model restrictions. In case of temporary changes to the instrument landing minima, a NOTAM will be published.

2.2.1 Height above Touchdown Zone Elevation (HAT) and Height above Aerodrome (HAA)

The height above touchdown zone elevation and height above aerodrome are published together with the DA and the MDA. The HAT is the height of the DA or MDA above the highest runway elevation in the first 3000FT of the runway, beginning at the threshold and will be published in conjunction with straight-in minima. The HAA is the height of the MDA above the published aerodrome elevation and will be published in conjunction with circling minima.

2.2.2 Decision Altitude (DA) and Minimum Descent Altitude (MDA)

In a precision approach procedure (ILS and PAR), the DA is the lowest altitude, or alternatively the HAT is the lowest height, at which a missed approach must be initiated if the required visual reference has not been established.

In a non-precision approach procedure, the MDA is the lowest altitude, or alternatively the HAT is the lowest height, below which the aircraft cannot descend until the runway environment is in sight and the aircraft is in a position to descend for a normal landing.

In a circling procedure, the MDA is the lowest altitude, or alternatively the HAA is the lowest height, below which the aircraft cannot descend until the runway environment is in sight and the aircraft is in a position to descend for a normal landing.

2.3 Information About The Use of Instrument Procedures Plates

2.3.1 Specifications

The lay out and the information on the MIL IFR procedures plates is according the CENOR specifications. These specifications are agreed amongst the responsible authorities of 6 NATO nations (Norway, Denmark, The Netherlands, Germany, Czech Republic and Belgium) and they are based upon the STANAG 3970.

2.3.2 Publication

The instrument procedure plates and the aerodrome lay out plates of the Belgian MIL aerodromes published in this AIP, the BAF FLIP(s) and the CENOR FLIPs are identical.

Due to publication cycles the moment of publication a new or revised procedure plate in the CENOR FLIPs can be different from the MIL AIP and BAF FLIP. To assure this situation is not a safety risk the necessary NOTAM will be published in the Belgian M-series as well as in the German U-series.

2.3.3 Landing Minima

See below for the explanation of the landing minima as it is represented in the BAF FLIP - IFR (High and Low Instrument Approach and Departure Procedures Belgium).

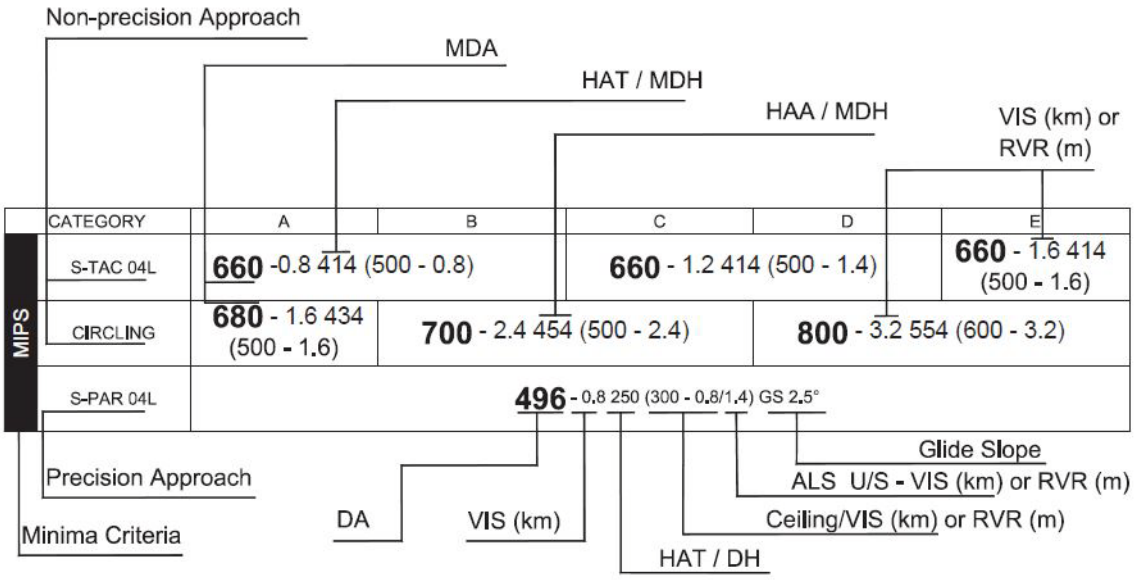
Landing minima are established for six aircraft categories, determined as follow:

CAT	APPROACH SPEED
A	Less than 91KT
B	91KT or more but less than 121
C	121KT or more but less than 141
D	141KT or more but less than 166
E	166KT or more
HPMA	See page IV in BAF FLIP - IFR

Note 1: Speeds are based on 1.3 times the stall speed in the landing configuration at maximum gross landing weight.

Note 2: Operational authorities determine the category of minima required and to be used by their aircraft.

Standard portrayal of instrument approach minima for landing is as follows.



- Only “estimated horizontal visual range on ground” is available for Belgian military airfields.
- The VIS value published following the DA or the MDA is the required minimum for the approach.
- Pilots should consult applicable directives of their respective service for aircraft restrictions.

2.3.4 Procedure Design System

See below for the explanation of the procedure design system used in NATO nations that ratified the STANAG 3759 and information on the system used for Belgian civil aerodromes as well as information on the differences to fly these procedures.

2.3.4.1 Identification of Procedure Design Standards Used

Pilots should be aware of the system used for designing the procedure since it may be of influence on the way to fly the procedure.

Therefore one of the following annotations are put on the top left of the procedure plates:

- NATIONAL: Procedure designed according national specific criteria
- MIPS: Procedure designed according NATO military instrument procedures standardization implemented by AATCP-1.
- PANS-OPS: Procedure designed according ICAO Doc. 8168 Vol. II.
- TERPS: Procedure designed according NATO military criteria in APATC-1(A).

2.3.4.2 Identification of Minima Criteria

Criteria used to establish the minima are stated on the left side of the minima table (See § 2.3.3 for illustration):

- MIPS: Minima assigned according NATO military instrument procedures standardization implemented by AATCP-1.
- EU-OPS: Minima assigned according EU-OPS.
- TERPS: Minima assigned according NATO military criteria in APATC-1(A). No longer updated after 22 OCT 2008.
- NATIONAL XXX: Minima assigned according national specific criteria

2.3.4.3 ICAO (PANS-OPS) Procedures

NATO countries that have ratified STANAG 3759 will gradually recalculate their procedures according the AATCP-1 which is the ICAO PANS-OPS standard with some military exceptions and add-ons. These procedures shall be flown according STANAG 7199 and AFPP-1 covering and implementing ICAO Doc 8168 Vol I (PANS-OPS).

Note: The differences between the way of flying IFR procedures according the AFMAN 11-217 and ICAO Doc 8168 Vol I are explained in AFMAN 11-217 Vol I (Ed Oct 2010) chapter 15.

2.3.4.4 High Performance Military Aircraft Procedures

HPMA procedures introduce a new aircraft category (See also page IV in BAF FLIP IFR). Procedures designed exclusively for HPMA are annotated 'HPMA' before the procedure identification. The plates for such procedures are made distinctive with a hatch pattern.

1.5.1 In Belgium

Departing International IFR Flights

0101 - 0117	departing traffic
7101 - 7167	departing traffic
4401 - 4427	departing traffic inbound the United Kingdom, the Netherlands, Ireland, Greenland, Iceland, Canada or the United States, and departing traffic re-entering Belgium.
1000	eligible (flagged by the IFPS) departing traffic

Domestic Flights

4450 - 4457	codes assigned by Brussels ACC/APP
5102 - 5173	codes assigned by Brussels ACC/APP
6301 - 6313	codes assigned by Brussels TWR
6314 - 6327	codes assigned by Charleroi TWR/APP
6330 - 6343	codes assigned by Liège TWR/APP
6344 - 6361	codes assigned by Oostende TWR/APP
6362 - 6367	codes assigned by Antwerpen TWR

VFR Flights

0041 - 0057	codes assigned by Brussels INFO

1.5.2 In Luxembourg

Departing International IFR Flights

3501 - 3507	Departing traffic
5650 - 5657	Departing traffic
7170 - 7177	Departing traffic
1000	Eligible (flagged by the IFPS) departing traffic

Flights remaining in Luxembourg TMA below FL165 and solely controlled by Luxembourg APP

4460 - 4464	Codes assigned by Luxembourg APP

VFR Flights

4465 - 4467	Codes assigned by Luxembourg APP/TWR
4470 - 4477	Codes assigned by Luxembourg APP/TWR

2 MILITARY

2.1 General

ATS units and Air Defence Stations use SSR for identification and automatic tracking of aircraft.

The carriage of a serviceable transponder capable of replying to Mode A and C is compulsory for all aircraft operating in all military controlled airspace. An exemption to this rule may be granted, provided that the request is made before the flight to the authority having jurisdiction over the airspace concerned. Aircraft flying OAT within the Brussels FIR/UIR must have a serviceable SSR transponder.

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

State aircraft flying GAT within the Brussels FIR/UIR shall comply with the regulation for the carriage and operation of SSR mode S airborne equipment published in the AIP and/or related AIC.

State aircraft that do not transmit ADS-B out for technical or operational reasons, will be accommodated in the Brussels FIR/UIR through traditional surveillance methods such as Mode A/C/S.

Flights with a wrong Mode S ACID will be instructed by ATC to correct this. Flight limitations may be imposed until the ACID is correct (e.g. not leaving the CTR or TMA).

2.2 SSR Mode

Aircraft flying OAT within the Brussels FIR/UIR shall squawk:

Mode 1	as instructed by the appropriate NATO authority
Mode 2	always activated unless instructed otherwise
Mode 3/A	as instructed by the controlling agency
Mode C	always activated unless instructed otherwise
Mode S	Only mandatory for declared Mode S capable Belgian military aircraft. Mode S ACID must exactly match the ACID as entered in item 7 of the FPL (See ENR 1.10, § 2.3.1.1)

Note: In a formation flight, only one aircraft shall squawk as mentioned above, the other aircraft shall squawk "stand-by".

Note: Mode 4 is forbidden.

2.3 SSR Mode 3 Code Allocation

Domestic Flights

1401 - 1477	Steenokkerzeel ATCC
2601 - 2627	Cross-border to EH/ED
5401 - 5417	Koksijde/HELI
5420 - 5427	RPAS
5430 - 5477	SF260M
6001 - 6077	Beauvechain CRC
6401 - 6477	Steenokkerzeel ATCC

Local Flights

4201 - 4207	Chièvres
4210 - 4227	Beauvechain
4230 - 4247	Kleine-Brogel
4250 - 4267	Florennes
4270 - 4277	Koksijde

Special Codes

A1000	conspicuity code applicable to civil city pair aircraft, forbidden for OAT fligths.
A7000 + C	uncontrolled flights, which have not received an instruction concerning the setting of their transponder
A7500	unlawful interference
A7600	radio communication failure
A7601	radio communication failure (for IFR flights in VMC, to remain in VMC and land at the nearest suitable aerodrome)
A7700	emergency (unless instructed otherwise by the controlling agency)

2.4 Radio Communication Failure

2.4.1 Receiver Failure

The pilot shall transmit reports at the scheduled times or positions, preceded by "transmitting in the blind due to receiver failure". These reports should include his intentions and the time of his next intended transmission.

2.4.2 Receiver and Transmitter Failure

2.4.2.1 VFR

- Squawk A7600, and
- Maintain VMC, and
- Land at the nearest suitable aerodrome, and
- Report his arrival by the most expeditious means to the appropriate ATC unit.

2.4.2.2 IFR

- Squawk A7600, and

- Proceed according to flight plan and hold over the last navaid, and
- Commence a descent from this navaid as close as possible to the last acknowledged EAT or the flight plan EAT, and
- Complete the normal instrument approach procedure and land, if possible within 30 MIN of EAT (last acknowledged or flight plan).

If the pilot is established on a published ATS route, he shall maintain the last assigned speed and level for a period of 7 MIN. After this period, he shall adjust to the level in accordance with the flight plan. If the pilot is established on a published ATS route but he was receiving radar vectors or he was proceeding offset, the pilot shall proceed in the most direct manner possible to rejoin the current flight plan route.

If the pilot has been given level clearances for only a part of the route, he shall fly this level to the point specified in the clearance and then the cruising level of the flight plan. Departing aircraft shall fly the level they are cleared to for 3 MIN and then fly the cruising level of their flight plan.

2.4.3 Transmitter (and Receiver) Failure and SSR inoperative

The pilot may or, if transponder is inoperative, shall fly triangles of 1 MIN legs (TAS higher than 300 KT) or 2 MIN legs (TAS equal or less than 300 KT) clockwise if his receiver still works, anti-clockwise if the radio receiver and transmitter are both out of service. He can expect to be intercepted by a shepherd aircraft.

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2.2 Submission of a Flight Plan

A flight plan form based on the model shown hereafter shall be provided and shall be used by Steenokkerzeel ARO and ATS units for the purpose of completing flight plans.

A flight plan is submitted by Steenokkerzeel ARO using the standard ICAO format. The addressing of the flight plan has to be in accordance with ENR 1.11.

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

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

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

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

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

2.2.1 Delay of Flight Plan Submission

- GAT or mixed OAT/GAT (subject to ATFM measures): at least 3 HR before EOBT/ETD;
- Other flights (except night flights): at least 60 MIN prior ETD;
- OAT night flights conducted entirely or partially in class G airspace: before 1100 of the same day;
- OAT night flights conducted entirely in controlled airspace (class C and D): at least 60 MIN prior ETD;
- Flights to foreign FIR/UIR: according to foreign national regulations.

Note: Reservation of airspace by foreign Mil aircraft: see ENR 5.2, § 1.3

In the event of a delay of 30 MIN in excess of the EOBT for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan should be submitted and the old one should be cancelled. See ENR 1.9, § 2 for the specifications in reference to FPL which are subject to ATFM measures.

2.3 Improved OAT (iOAT)

2.3.1 General

Based on the ICAO flight plan format, the iOAT flight plan essentially includes content additions to the national OAT flight plan. Furthermore, this form of OAT is addressed, processed and distributed by Eurocontrol in the same manner as a GAT IFR flight plan.

The following documents include the basic and general information required to use the iOAT flight plan:

- EUROCONTROL IFPS User Manual (https://www.eurocontrol.int/publication/ifps-users-manual);
- EUROCONTROL Guidelines for a harmonised and improved OAT FPL implementation (https://www.eurocontrol.int/publication/eurocontrol-guidelines-harmonised-and-improved-oat-fpl-implementation).

All eligible OAT flights must be filed using an iOAT flight plan.

Following flights cannot be filed using an iOAT flight plan:

- Flights within the scope of a national decision;
- Quick Reaction Alert (QRA);
- Confidential flights;
- Flights within the Night Low Flying System;
- Cross-border flights to states that have not introduced iOAT;
- Flights conducted exclusively within military areas of responsibility.

2.3.2 Geographical Scope

iOAT flight plans can only be filed for OAT flights remaining within the airspace of the following countries:

- Belgium;
- France;
- Germany;
- Luxembourg;
- the Netherlands (above FL 245 only).

2.3.3 Flight Planning Rules

iOAT flight plans for OAT and mixed OAT/GAT flights must be completed in accordance with § 2.3 above. In addition, the entry “EUR/OAT” shall be included in item 18.

It is not possible to combine iOAT and national OAT in a single flight plan.

Special provisions apply to flights operating in exercise areas:

- When using multiple STAY indicators, departure and entry points may not be identical. It is not possible to have consecutive STAY indicators at the same point.
- Flights not performed by military combat aircraft and whose route planning leads through an active TSA will be rejected by IFPS, unless the necessity of their entry is indicated by means of an RSA ID.

2.4 Completion of a Flight Plan

See § 1.4 for the general instructions concerning completion of a flight plan. The term “aerodrome”’ where used in a flight plan is intended to cover also sites other than aerodromes which may be used by certain types of aircraft, e.g. helicopters and balloons.

2.4.1 Insertion of ATS Data

Complete items 7 to 19 as indicated hereunder. Item numbers on the form are not consecutive, as they respond to Field Type numbers in ATS messages.

If a flight plan for a flight conducted wholly in the EUR Region is filed more than 24 HR in advance of the EOBT, it is mandatory to provide the date of the flight. This information will be indicated in the item 18 of the flight plan in the form of a 3-letter indicator (DOF) followed by an oblique stroke and the date of the flight in a 6-figure group format: DOF/YYMMDD (YY = year; MM = month; DD = day). These flight plans shall be processed and transmitted without being held in abeyance.

Note: Air traffic services data systems may impose communications or processing constraints on information in filed flight plans. Possible constraints may, for example, be limits with regard to item length, number of elements in the route item or total flight plan length. Significant constraints are documented in the relevant Aeronautical Information Publication.

2.4.1.1 Item 7: Aircraft Identification (MAX 7 or 13 characters)

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

a. the registration marking of the aircraft (e.g. “CH11”, “OOSDE”), when:
   - in RTF the call sign to be used by the aircraft will consist of this identification alone (e.g. “CH11”), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. “Belgian Air Force CH11”);
   - the aircraft is not equipped with radio;

b. the ICAO designator for the aircraft operating agency followed by the flight identification (e.g.” BAF105”) when in RTF the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. “Belgian Air Force 105”);

c. The SSR mode A and code may be included. It shall consist of the letter A and it shall be followed by four numerics between the values of 0 and 7 and shall be separated from the aircraft identification by a slash ‘/’. The maximum number of characters, including the ‘/’, shall be 13 (e.g. ABC567C/A4510).

Note1: What is entered at item 7 before the slash “/” (aircraft identifications) shall match exactly what is entered in the Mode S aircraft identification (also known as flight ID) input device in the cockpit. If it does not, then the aircraft will not be correlated with its stored flight plan and delays will ensue.

Note2: No spaces between the designator letters and flight number, nor any zeros preceding the flight number are allowed.

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

FLIGHT RULES

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

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

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

TYPE OF FLIGHT

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

- S - Scheduled air service;
- N - Non-scheduled air transport operation;
- G - General aviation;
- M - Military;
- X - other than any of the categories defined above (see note).

Note: Specify status of a flight following the indicator STS in Item 18, or when necessary to denote other reasons for specific handling by ATS, indicate the reason following the indicator RMK/ in Item 18.

2.4.1.3 Item 9: Number and Type of Aircraft and Wake Turbulence Category

See § 1.4.4.

2.4.1.4 Item 10: Equipment

Capabilities comprise the following elements:

- Presence of relevant serviceable equipment on board the aircraft;
- Equipment and capabilities commensurate with flight crew qualifications;
- Where applicable, authorization from the appropriate authority.

Note: Compliance with constraints identified in the EUROCONTROL Basic CFMU Handbook – IFPS Manual applicable to equipment, capabilities and surveillance is compulsory (e.g. IFPS Manual §48,-49,82).

RADIO COMMUNICATION, NAVIGATION AND APPROACH AID EQUIPMENT AND CAPABILITIES

Insert the letter as follows:

- N - if no COM/NAV/APCH aid equipment for the route to be flown is carried, or the equipment is unserviceable,

or

- S - if standard COM/NAV/APCH aid equipment for the route to be flown is carried and serviceable (see note 2 hereafter).

and/or

Insert one or more of the following letters to indicate the serviceable COM/NAV/APCH aid equipment and capabilities available:

A	GBAS landing system	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	LPV (APV with SBAS)	K	MLS
C	LORAN C	L	ILS
D	DME	M1	ATC RTF SATCOM(INMARSAT)
E1	FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P1-P9	Reserved for RCP
G	GNSS (See Note 3)		
H	HF RTF	R	PBN approved (See Note 5)
I	Inertial Navigation	T	TACAN
J1	CPDLC ATN VDL Mode 2 (See Note 4)	U	UHF RTF
J2	CPDLC FANS 1/A VDL HFDL	V	VHF RTF
J3	CPDLC FANS 1/A VDL Mode 4	W	RVSM approved (See Note 8)
J4	CPDLC FANS 1/A VDL Mode 2	X	MNPS approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Y	VHF with 8.33kHz channel spacing capability (See Note 9)
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Z	Other equipment carried or other capabilities (See Note 6)

Operators of aircraft approved for basic area navigation (B-RNAV / RNAV5) operations shall insert the designator ‘R’ in Item 10a of the flight plan and PBN/ in Item 18 followed by the appropriate capability of that flight.
The PBN descriptors for B-RNAV are: B1, B2, B3, B4, and B5.

Operations of aircraft approved for precision area navigation (P-RNAV) operations shall, in addition to the designator ‘R’ in Item 10a, also insert PBN/ in Item 18 followed by the appropriate capability of that flight.
The PBN descriptors for RNAV1 are: O1, O2, O3, O4, D1, D2, D3, and D4. It is also possible to indicate the RNAV1 capability by inserting’ Z’ in Item 10a and NAV/RNAV1 in Item 18.

Operators of State aircraft not equipped with RNAV shall not insert the designators ‘S’ or ‘R’ in Item 10 of the flight plan. Instead, the letter ‘Z’ shall be inserted in Item 10a and NAV/NONRNAV shall be inserted in Item 18 of the flight plan.

Where a failure or degradation results in the aircraft being unable to meet the B-RNAV functionality and accuracy requirements before departure, the operator of the aircraft shall not insert the designators ‘S’ or ‘R’ in Item 10a of the flight

plan. Since such flights require special handling by ATC, the letter 'Z' shall be inserted in Item 10a and Item 18 shall contain NAV/RNAVINOP.

Note1: Any alphanumeric characters not indicated above are reserved.

Note2: If the letter 'S' is used, standard equipment is considered to be VHF RTF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.

Note3: If the letter 'G' is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.

Note4: See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROO Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

Note5: If the letter 'R' is used, the performance based navigation levels that can be met shall be specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual (Doc 9613).

Note6: If the letter 'Z' is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, NAV/ and/or DAT, as appropriate.

Exemptions for RNAV, CPDLC and 8.33 kHz are to be indicated by inserting the letter 'Z' in Item 10a and then inserting the appropriate descriptors in the following indicators in Item 18:

- *Insert COM/EXM833*
- *Insert NAV/RNAVX or NAV/RNAVINOP as appropriate;*
- *Insert DAT/CPDLCX*

Note7: Information on navigation capability is provided to ATC for clearance and routing purposes.

Note8: RVSM approved aircraft are required to indicate the approval status by inserting the letter 'W', regardless of the requested FL. Formation FLT shall NOT insert 'W', regardless of the RVSM approval status of the individual aircraft. Formation FLT of state aircraft in RVSM airspace shall include STS/NONRVSM in Item 18 of the FPL. Operators of non-RVSM approved state aircraft with a requested FL of 290 or above shall insert STS/NONRVSM in Item 18.

Note9: In addition to the letter 'S' and/or any other letters, as appropriate, the letter 'Y' shall be inserted in Item 10a of the FPL, for aircraft equipped with 8.33kHz channel spacing capable radio equipment. aircraft normally capable of operating above FL195, but planning to fly below these levels, shall include the letter 'Y' as specified above.

If the aircraft is not equipped with 8.33kHz radios but is exempted from the carriage of the 8.33kHz radios, the letter 'Z' shall be inserted in Item 10a instead of 'Y', and COM/EXM833 shall be inserted in the Item 18 of the FPL.

Only those State aircraft that are not equipped with 8.33kHz capable radios but are equipped with UHF, shall be permitted to fly in 8.33kHz airspace where UHF coverage is provided or special procedures are implemented. To indicate such, the letter 'M' shall be inserted in Item 8: Flight Type; both letters 'U' and 'Z' shall be inserted in Item 10a and 'COM/EXM833' shall be inserted in Item 18 of the FPL.

2.4.1.5 Item 10B: Surveillance Equipment

Insert 'N' if no surveillance equipment for the route to be flown is carried or the equipment is unserviceable,

or

Insert one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Mode A and C:

- A - Transponder - Mode A (4digits - 4096 codes)
- C - Transponder - Mode A (4digits - 4096 codes) and Mode C

SSR Mode S:

- E - Transponder - Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
- H - Transponder - Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
- I - Transponder - Mode S, including aircraft identification, but no pressure-altitude capability
- L - Transponder - Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
- P - Transponder - Mode S, including pressure-altitude, but no aircraft identification capability
- S - Transponder - Mode S, including both pressure altitude and aircraft identification capability
- X - Mode S with neither aircraft identification nor pressure-altitude capability

Note: Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B:

- B1 - ADS-B with dedicated 1090MHz ADS-B "out" capability
- B2 - ADS-B with dedicated 1090MHz ADS-B "out" and "in" capability
- U1 - ADS-B "out" capability using UAT
- U2 - ADS-B "out" and "in" capability using UAT
- V1 - ADS-B "out" capability using VDL Mode 4

- V2 - ADS-B “out” and “in” capability using VDL Mode 4

ADS-C:

- D1 - ADS-Cwith FANS 1/A capabilities
- G1 - ADS-C with ATN capabilities

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

Note: Additional surveillance application should be listed in Item 18 following the indicator SUR/.

Remarks:

What is entered at Item 7 before the slash ‘/’ (aircraft identifications) match exactly what is entered in the Mode S aircraft Identification (also known as Flight ID) input device in the cockpit. If it does not, then the aircraft will not be correlated with its stored FPL and delays will ensue.

There must be no spaces between the designator letters and flight number, nor any zeros preceding the flight number.

2.4.1.6 Item 13: Departure Aerodrome and Time (8 characters)

See § 1.4.6.

2.4.1.7 Item 15: Route

See § 1.4.7.

When applicable, military users shall insert information concerning the change of type of flight (OAT/GAT). An OAT route section is used to mean any portion of the route of a flight which is conducted outside civil controlled airspace and which is operating in accordance with military air traffic services procedures and which as a result does not require systematic addressing to civilian ATS units.

IFPS uses the indicators “/OAT” and “/GAT” to indicate a change from GAT to OAT or vice versa. The indicator shall be inserted after the appropriate significant point in the route.

Examples:

“N0400F280 ... NTM/OAT TB6 ...”
“N0400F280 ... NTM/N0300F250/OAT TB6 ...”

Note: The significant point must be a published “civil” point.

IFPS always assumes that all flight plans begin GAT, unless it finds a change to GAT indicated later in the route. In this case it is assumed that everything prior to the change was OAT.

Note: Compliance with constraints identified in the EUROCONTROL Basic CFMU Handbook – IFPS Manual applicable to MIL/OAT flights is compulsory (e.g. IFPS Manual §36-42 and 50).

In case of training activity taking place in an area listed in the table hereunder, the corresponding coordinates have to be used as point before and after the “STAY” indicator:

Name of Zone	Coordinates	Name of Zone	Coordinates
EBR03 - DIEST	5100N00504E	TRA/TSA S2 – BEAURAING AREA	5005N00505E
EBR04 – ELSENBORN 01	5026N00616E	TRA/TSA S3 – GIVET AREA	5000N00430E
EBR05A(BCDF) - HELCHTEREN	5103N00528E	TRA/TSA S2/S3 - BEAURAING GIVET AREA	5007N00442E
EBR05E – HELCHTEREN MEDIUM LEVEL	5104N00518E	TRA/TSA S1/S2/S3/S4 - NAMUR BEAURAING GIVET CHARLEROI AREA	5012N00440E
EBD26 – ARDENNES 05	5011N00451E	TRA/TSA S5 – NEUFCHATEAU AREA	4947N00515E
EBD29 – ARDENNES 07	5011N00528E	TRA/TSA S2/S3/S5 – BEAURAING GIVET NEUFCHATEAU AREA	4950N00453E
EBD37 – AEROBATIC SECTOR	5040N00505E	TRA/TSA S1/S2 – NAMUR BEAURAING	5015N00459E
EBD38 – NORTH SEA	5125N00211E	TRA/TSA S3/S4 – CHARLEROI GIVET	5010N00428E
EBD39 – KOKSIJDE AREA	5019N00238E	TRA/TSA S6 – DURBUY AREA	5020N00530E
HTA01 – ARDENNES 01	5023N00507E	TRA S1/S4/TSA25A(B) - NAMUR CHARLEROI ARDENNES 03A (B)	5012N00440E
HTA02 – ARDENNES 02	5020N00531E	TRA/TSA11 – URSEL	5109N00329E
HTA03A – ARDENNES 03A	5013N00551E	TSA13A – CHANNEL A	5124N00218E
HTA03B – ARDENNES 03B	5016N00601E	TSA13B – CHANNEL B	5124N00240E
HTA04A – ARDENNES 04A	5002N00502E	TSA13C – CHANNEL C	5122N00303E
HTA04B – ARDENNES 04B	5007N00517E	TSA13D – CHANNEL D	5121N00316E
HTA05A – ARDENNES 05A	4958N00530E	TRA/TSA22 – BERTRIX-JEHONVILLE	4954N00513E
HTA05B – ARDENNES 05B	5008N00539E	TRA/TSA N1 – BRUSSELS AREA	5104N00449E

Name of Zone	Coordinates	Name of Zone	Coordinates
HTA06 – ARDENNES 06	4945N00525E	TRA/TSA N2 – BALEN AREA	5118N00456E
HTA07 – ARDENNES 07	4949N00539E	TRA/TSA N3 – MEEUWEN AREA	5107N00516E
HTA08 – HANNUT HELICOPTER TRAINING AREA	5036N00502E	TRA/TSA N2/N3 – BALEN MEEUWEN AREA	5113N00512E
HTA10A – COASTAL HELICOPTER TRAINING AREA	5110N00301E	TSA24 – ARDENNES 02	5019N00500E
HTA10B – AALTER HELICOPTER TRAINING AREA	5108N00326E	TSA25A – ARDENNES 03A	5007N00442E
HTA10C – IEPER HELICOPTER TRAINING AREA	5054N00258E	TSA25A(B)C – ARDENNES 03A(B)C	4950N00453E
HTA10D – TOURNAI HELICOPTER TRAINING AREA	5042N00326E	TSA26A(B()D26) – ARDENNES 01 (04) (05)	5011N00451E
HTA10E – OOSTENDE HELICOPTER TRAINING AREA	5112N00255E	TSA26A(B()D26) - TRA/TSA S1/S2/S3/S4/ S5/S6 – NAMUR BEAURAING GIVET CHARLEROI NEUFCHATEAU DURBUY AREA	5009N00454E
HTA12A – HERK-DE-STAD HELICOPTER TRAINING AREA	5055N00511E	TSA27A - LEGLISE	4949N00521E
HTA12B – SINT-TRUIDEN HELICOPTER TRAINING AREA	5047N00518E	TSA27B - RONCHAMP	5005N00523E
HTA13 – WESTERLO HELICOPTER TRAINING AREA	5104N00455E	TSA27AB – LEGLISE RONCHAMP	4955N00521E
HTA14A – TURNHOUT HELICOPTER TRAINING AREA	5121N00456E	TSA27C - HOTTON	5017N00527E
HTA14B – GEEL HELICOPTER TRAINING AREA	5113N00459E	TSA27BC – RONCHAMP HOTTON	5014N00523E
LFA01 – ARDENNES 01	5015N00512E	TSA27ABC – LEGLISE RONCHAMP HOTTON	5003N00535E
LFA02 – ARDENNES 02	5015N00541E	TSA27D - GEDINNE	5007N00502E
LFA03 – ARDENNES 03	5020N00604E	TSA27AD – LEGLISE GEDINNE	4951N00459E
LFA04 - ARDENNES 04	5000N00508E	TSA27E - COUVIN	5000N00425E
LFA05 - ARDENNES 05	5005N00530E	TSA28A – ELSENBORN02	5033N00606E
LFA06 – ARDENNES 06	4945N00527E	TSA28B – ELSENBORN03	5018N00608E
LFA07 – ARDENNES 07	4950N00504E	TSA29A - ARDENNES 06	5011N00514E
LFA01 – LFA07 LOW FLYING AREAS ARDENNES	5008N00539E	TSA29B - ARDENNES 07	5020N00552E
LFA11 – KOKSIJDE TRAINING AREA	5120N00228E	TSA29C - LUXEMBOURG	5006N00600E
LFA01/04/06LFA - LOW FLYING AREA ARDENNES WEST	5000N00507E	TSA32A - LIBRAMONT WEST	4954N00513E
LFA02/03/05/07 – LOW FLYING AREA ARDENNES EAST	5015N00541E	TSA32B - LIBRAMONT EAST	4953N00531E
LFA01/02/03 - LOW FLYING AREA ARDENNES NORTH	5015N00541E	TSA34A - CHAMPLON WEST	5009N00518E
LFA 04/05/06/07 - LOW FLYING AREA ARDENNES SOUTH	4955N00524E	TSA34B - CHAMPLON EAST	5009N00536E
TRA WA(BC) – TRA WEST ALPHA (BRAVO CHARLIE)	5051N00300E	LF-CBA1C – CROSS BORDER AREA ONE CHARLIE	5051N00300E
TRA W D – TRA WEST DELTA	5118N00245E	LF-CBA1ABC - CROSS BORDER AREA ONE ALPHA BRAVO CHARLIE	5051N00259E
TRA23 – TIENEN AREA	5027N00505E	EBZR	5116N00445E
TRA/TSA15 LO-RENINGE RPAS AREA	5052N00247E	EBWE	5124N00458E
TRA/TSA N1/N2/N3 – BRUSSELS BALEN MEEUWEN AREA	5103N00500E	EBSP	5029N00555E
TRA/TSA S1 - NAMUR AREA	5025N00450E	EBSU/EBSH	5002N00526E
TRA/TSA S4 – CHARLEROI AREA	5023N00421E	EBKT	5049N00312E
TRA/TSA S1/S4 – NAMUR CHARLEROI AREA	5025N00435E	EBBX	4954N00513E

Examples:

- “5100N00504E STAY1/0100 5100N00504E”: staying 1 hour in EBR03
- “5100N00504E STAY1/0050 5100N00504E”: staying 50 minutes in EBR03
- “5100N00504E STAY1/0100 5100N00504E 5103N00528E STAY2/0030 5103N00528E”: staying 1 hour in EBR03 then direct to EBR05A and staying 30 minutes there

2.4.1.8 Item 16: Destination Aerodrome, Total Estimated Elapsed Time and Alternate Aerodrome(s)

See § 1.4.8.

2.4.1.9 Item 18: Other Information

See § 1.4.9.

Insert “0” (zero) if no other information or any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

STS/ - Reason for special handling by ATS, e.g. a search and rescue mission, as follows:

- ALTRV - a flight operated in accordance with an altitude reservation;
- ATFMX - For a flight approved for exemption from ATFM measures by the appropriate ATS authority;
- FFR - Fire fighting;
- FLTCK - Flight check for calibration of navaids;
- HAZMAT - For a flight carrying hazardous material;
- HEAD - A flight with Head of State status;
- HOSP - For a medical flight declared by medical authorities;
- HUM - For a flight operating on a humanitarian mission;
- MARSA - For a flight for which a military entity assumes responsibility for separation of MIL aircraft;
- MEDEVAC - For a life critical medical emergency evacuation;
- NONRVSM - For a non-RVSM capable flight intending to operate in RVSM airspace;
- SAR - For a flight engaged in a search and rescue mission;
- STATE - For a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

PBN/ indication of RNAV and/or RNP capabilities. Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

	RNAV Specifications
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV LORAN C
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 VOR/DME
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
	RNP Specifications
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME

O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved.

If any of the indicators B1, B2, C1, C2, D1, D2, O1 or O2 are filed, then a ‘G’ must be present in Field 10a.

If any of the indicators B1, B3, C1, C3, D1, D3, O1 or O3 are filed, then a ‘D’ must be present in Field 10a.

If either of the indicators B1 or B4 is filed, then either an ‘O’ or ‘S’ must be present and a ‘D’ must also be present in Field 10a.

If any of the indicators B1, B5, C1, C4, D1, D4, O1 or O4 are filed, then an ‘I’ must be present in Field 10a.

If any of the indicators C1, C4, D1, D4, O1 or O4 are filed, then a ‘D’ must be present in Field 10a.

NAV/
Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/ GBAS SBAS.

COM/
Indicate communications applications or capabilities not specified in Field 10a.

Example:
“COM/EXM833”

DAT/
Indicate data applications or capabilities not specified in Field 10a.

Example:
“DAT/CPDLCX”

SUR/
Include surveillance applications or capabilities not specified in Field 10b.

DEP/
Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:

With 4 figures describing latitude in degrees and tens and units of minutes followed by “N” (North) or “S” (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by “E” (East) or “W” (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g.4620N07805W (11 characters).

Or,
Bearing and distance from the nearest significant point, as follows:

The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 nautical miles from VOR “DUB” should be expressed as DUB180040.

Or,
The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/
Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/ above.

DOF/
The date of flight departure in a six-figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

REG/
The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7 (50 characters maximum).

EET/
Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples:
“EET/CAP0745 XYZ0830”
“EET/EINN0204”

SEL/
SELCAL Code, for aircraft so equipped.

TYP/
Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

Example:
“TYP/2F15 5F5 3B2”

CODE/
Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority.

Example:
“F00001 is the lowest aircraft address contained in the specific block administered by ICAO.”

DLE/
Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four-figure time in hours and minutes (hhmm).

Example:
“DLE/MDG0030”

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

ORGN/
The originator’s 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.

Note 1: In some areas, flight plan reception centres may insert the ORGN/ identifier and originator’s AFTN address automatically.

Note 2: Check the EUROCONTROL Basic CFMU Handbook – IFPS Manual for further instructions.

PER/
Aircraft performance data, indicated by a single letter (A, B, C, D, E or H) as specified in *the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume I — Flight Procedures*, if so prescribed by the appropriate ATS authority.

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

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

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

RIF/
The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to re-clearance in flight.

Examples:
“RIF/DTA HEC KLAX”
“RIF/ESP G94 CLA YPPH”

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

Note: RMK/IFPSRA (IFPS reroute accepted) is used where route definition help is sought. Check the EUROCONTROL Basic CFMU Handbook – IFPS Manual for further instructions.

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

EUR/PROTECTED
The flight plan data are subject to special protection and will not be forwarded to third parties.

2.4.1.10 Item 19: Supplementary Information

See § 1.4.10.

2.4.2 Acceptance of the Flight Plan

Indicate acceptance of the flight plan in the manner prescribed by the appropriate ATS authority.

2.4.3 Insertion of Data

Complete the FPL form.

Complete Item 19 (Supplementary information (not to be transmitted in FPL messages)) only when necessary; in accordance with the provisions in *PANS-ATM*, chapter 11, 11.2.1.2, unless ATS prescribes otherwise.

2.5 Transmission of a Filed Flight Plan

2.5.1 Correction

Unless otherwise prescribed, correct obvious format errors and/or omissions (i.e. oblique strokes) to ensure adherence as specified in § 2.4.

2.5.2 Items to be transmitted

Transmit items as indicated hereunder, unless otherwise prescribed:

1. The items in the shaded lines, above item 3
2. Starting with “<<= (FPL” in item 3:
    - all symbols and data in the unshaded boxes down to “) <<=” at the end of item 18
    - additional alignment functions as necessary to prevent the inclusion of more than 69 characters in any line of items 15 or 18. The alignment function is to be inserted only in lieu of a space so as not to break up a group of data
    - letter shifts and figure shifts (not pre-printed on the form) as necessary
3. The AFTN ending, as described below:
    - End-of-text signal:
        a. one letter shift
        b. two carriage returns, one line feed
    - Page-feed sequence: seven line feeds
    - End-of-message signal: four of the letter N

3 ICAO FLIGHT PLAN FORM

FLIGHT PLAN VLIEGPLAN PLAN DE VOL

ADDRESSEE(S) / Geadresseerde(n) / Destinataire(s)

Priority
Prioriteit
Priorité
FF

FILING TIME
Uur van indiening
Heure de dépôt

ORIGINATOR / Verzender / Expéditeur

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND / OR ORIGINATOR
Juiste identificatie van de bestemmeling(en) en / of verzender
Identification précise du (des) destinataire(s) et / ou de l'expéditeur

3 MESSAGE TYPE
Berichttype
Type de message
(FPL

7 AIRCRAFT IDENTIFICATION
Identificatie van het luchtvaartuig
Identification de l'aéronef

8 FLIGHT RULES
Vliegregels
Règles de vol

TYPE OF FLIGHT
Aard van de vlucht
Type de vol

9 NUMBER
Aantal
Nombre

TYPE OF AIRCRAFT
Type van luchtvaartuig
Type d'aéronef

WAKE TURBULENCE CATEGORY
Zogturbulentie categorie
Catégorie de turbulence de sillage

10 EQUIPMENT
Uitrusting
Equipement

13 DEPARTURE AERODROME
Vliegveld van vertrek
Aérodrome de départ

TIME
Uur
Heure

15 CRUISING SPEED
Kruissnelheid
Vitesse croisière

LEVEL
Niveau
Niveau

ROUTE
Route
Route

16 DESTINATION AERODROME
Vliegveld van bestemming
Aérodrome de destination

TOTAL EET
Totaal geschat tijdsverloop
Durée totale estimée
HR MIN

ALTN AERODROME
Uitwijkhaven
Aérodrome de dégagement

2ND ALTN AERODROME
Tweede uitwijkhaven
2ème aérodrome de dégagement

18 OTHER INFORMATION
Andere inlichtingen
Renseignements divers

)

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)
Aanvullende inlichtingen (niet door te seinen in FPL berichten)
Renseignements complémentaires (à ne pas transmettre dans les messages de plan de vol déposé)

19 ENDURANCE
Vliegbereik
Autonomie
HR MIN
E /

PERSONS ON BOARD
Personen aan boord
Personnes à bord
P /

PORTABLE EMERGENCY RADIO
Draagbare noodradio
Radio de secours portatif
UHF VHF ELBA
R / U V E

SURVIVAL EQUIPMENT / Overlevingsuitrusting / Equipement de survie

POLAR Polair Polaire
DESERT Woestijn Désert
MARITIME Maritiem Maritime
JUNGLE Jungle Jungle

S / P D M J

JACKETS / Reddingsvesten / Gilets de sauvetage

LIGHT Verlicht Lampes
FLUORES Fluorescent Fluores
UHF VHF

J / L F U V

DINGHIES / Vlotten / Canots

NUMBER
Aantal
Nombre

CAPACITY
Capaciteit
Capacité

COVER
Overdekt
Couverture

COLOUR
Kleur
Couleur

D / C

AIRCRAFT COLOUR AND MARKINGS / Vliegtuigkleur en kentekens / Couleur et marques de l'aéronef
A /

REMARKS / Opmerkingen / Remarques
N /

PILOT-IN-COMMAND / Gezagvoerder / Pilote Commandant de bord
C /)

FILED BY / Ingevuld door / Déposé par

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
Ruimte voorbehouden voor verdere doeleinden
Espace réservé à des fins supplémentaires

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ENR 1.11 Addressing of Flight Plan Messages

Note: In case of mixed flight rules, addresses for IFR and VFR flights shall be added for each IFR and VFR portion of the flight respectively.

1 CIVIL

1.1 Flights departing from Brussels FIR

IFR flights

Departure from CIV AD	Departure of GAT from MIL AD
EUCHZMFP EUCBZMFP	EUCHZMFP EUCBZMFP EDYYBAFA EBMIZGZF

VFR flights

Departure from Belgium	Departure from Luxembourg
EBBRZPZX	ELLXZPZX

1.2 Overflights

IFR flights

EUCHZMFP EUCBZMFP

VFR flights

Add following addresses as required:	
All Flights	EBBUZFZX
Flights entering Antwerpen CTR	EBAWZTZX
Flights entering Brussels TMA (below FL 085) or CTR	EBBRZTZX
Flights entering Charleroi TMA or CTR	EBCIZTZX
Flights entering Oostende TMA or CTR and flights along the Belgian coast line	EBOSZTZX
Flights entering Liège TMA or CTR	EBLGZTZX
Flights entering Luxembourg TMA or CTR or uncontrolled Luxembourgish airspace	ELLXZTZX
Flights entering MIL TMA or CTR	EB..ZPZX(1) EBMIZGZF EDYYBAFA
Flights at night	EBMIZGZF

(1) Insert location of relevant CTR or TMA.

1.3 Flights arriving in Brussels FIR

IFR flights

Arrival at CIV AD	Arrival at MIL AD
EUCHZMFP EUCBZMFP	EUCHZMFP EUCBZMFP EDYYBAFA EBMIZGZF EB..ZPZX(1)

(1) Insert location of arrival AD.

VFR flights

Add following addresses as required:	
All Flights	EBBUZFZX
Flights inbound Belgium	EBBRZPZX
Flights inbound Luxembourg (AD not connected to AFTN only)	ELLXZTZX
Flights entering Antwerpen CTR	EBAWZTZX
Flights entering Brussels TMA or CTR	EBBRZTZX
Flights entering Chièvres CTR	ETARYXYX KRCHYXYX
Flights entering Charleroi TMA or CTR	EBCIZTZX
Flights entering Oostende TMA or CTR	EBOSZTZX
Flights entering Liège TMA or CTR	EBLGZTZX
Flights entering Luxembourg TMA or CTR	ELLXZTZX
Flights inbound EBKT	EBKTZTZX EDYYBAFA
Flights inbound EBSP	EBSPZPZX
Flights at night	EBMIZGZF

2 MILITARY

Military Flights

IFR flights	VFR flights
EBMIZGZF EDYYBAFA EBBUZQZX EUCHZMFP + EUCBZMFP *(1)* EBURZQZX *(2)* EBBRZTZX *(3)* - - - - ZPZX *(4)*	EBMIZGZF EDYYBAFA EBBUZFZX - - - - ZPZX *(4)*

(1) For GAT, mixed OAT/GAT flights and OAT flights filed using an iOAT flight plan.

(2) For flights entirely or partially above FL245.

(3) For flights to EBBR, EBMB, EBCV and flights through Brussels TMA below FL 085.

(4) For flights with a Belgian military aerodrome as destination or alternate.

Remarks:

- OAT is only possible during Steenokkerzeel ATCC operating hours (see GEN 3.3. § 7)
- For mixed flight rules: add addresses for both VFR and IFR.
- For flights through a civil CTR/TMA or to a civil aerodrome: add addresses as mentioned above.
- For flights outside IFPS: add relevant civil addresses in accordance with national civil regulations.
- For flights inside and outside IFPS: add relevant military addresses of ATS and ATCC units concerned in accordance with national military regulations.
- Compliance with Diplomatic rules as published by the foreign authorities is compulsory.

2.4 Control Zones Not Described in AD 2

MAASTRICHT CTR (1)

Lateral limits	504935N 0053857E - 504851N 0053815E - 504724N 0054146E - along the Belgian-Dutch border - 504935N 0053857E.		
Vertical limits	3000FT AMSL / GND		
Airspace class	C		
Control units	Maastricht TWR (2)	**Call sign**	
		OPR HR	
		FREQ	
Remarks	*(1)* Part of Maastricht CTR within the Brussels FIR. For complete description of Maastricht CTR, see *AIP the Netherlands.* *(2)* For details, see *AIP the Netherlands*.		

3 FREQUENCIES OF ATS UNITS

Area Control and Flight Information Units

ATS unit	Call sign	OPR HR	Frequency (MHZ)	Remarks
Brussels ACC (East Low)	Brussels Control	H24	129.575	
			387.050	UHF
Brussels ACC (East Holding)	Brussels Control	H24	129.575	
Brussels ACC (East High)	Brussels Control	H24	128.450	
			387.050	UHF
Brussels ACC (Huldenberg)	Brussels Control	H24	128.200	
Brussels ACC (Luxembourg)	Brussels Control	H24	125.000	
Brussels ACC (North Low)	Brussels Control	H24	128.805	8.33KHZ CH
			387.050	UHF
Brussels ACC (North Holding)	Brussels Control	H24	126.980	8.33KHZ CH
Brussels ACC (West Low)	Brussels Control	H24	131.100	
			387.050	UHF
Brussels ACC (West Holding)	Brussels Control	H24	125.780	8.33KHZ CH
Brussels ACC (West High)	Brussels Control	H24	127.230	8.33KHZ CH
			387.050	UHF
Brussels FIC	Brussels Information	H24	126.900	
			259.275	UHF
Maastricht UAC (Koksy Low Sector)	Maastricht Radar	H24	132.205	8.33KHZ CH
			336.350	UHF
Maastricht UAC (Koksy High Sector, ABV FL 355)	Maastricht Radar	H24	132.755	8.33KHZ CH
			336.350	UHF
Maastricht UAC (Lux Low Sector)	Maastricht Radar	H24	133.355	8.33KHZ CH
			338.875	UHF
Maastricht UAC (Lux High Sector, ABV FL 355)	Maastricht Radar	H24	132.315	8.33 KHZ CH
			338.875	UHF
Maastricht UAC (Nicky Low Sector)	Maastricht Radar	0400-2359 (0300-2259) (1)	135.980	8.33KHZ CH
			336.350	UHF
Maastricht UAC (Nicky High Sector, ABV FL 355)	Maastricht Radar	H24	132.755	8.33KHZ CH
			336.350	UHF
Maastricht UAC (Olno Low Sector)	Maastricht Radar	H24	132.855	8.33KHZ CH
			338.875	UHF

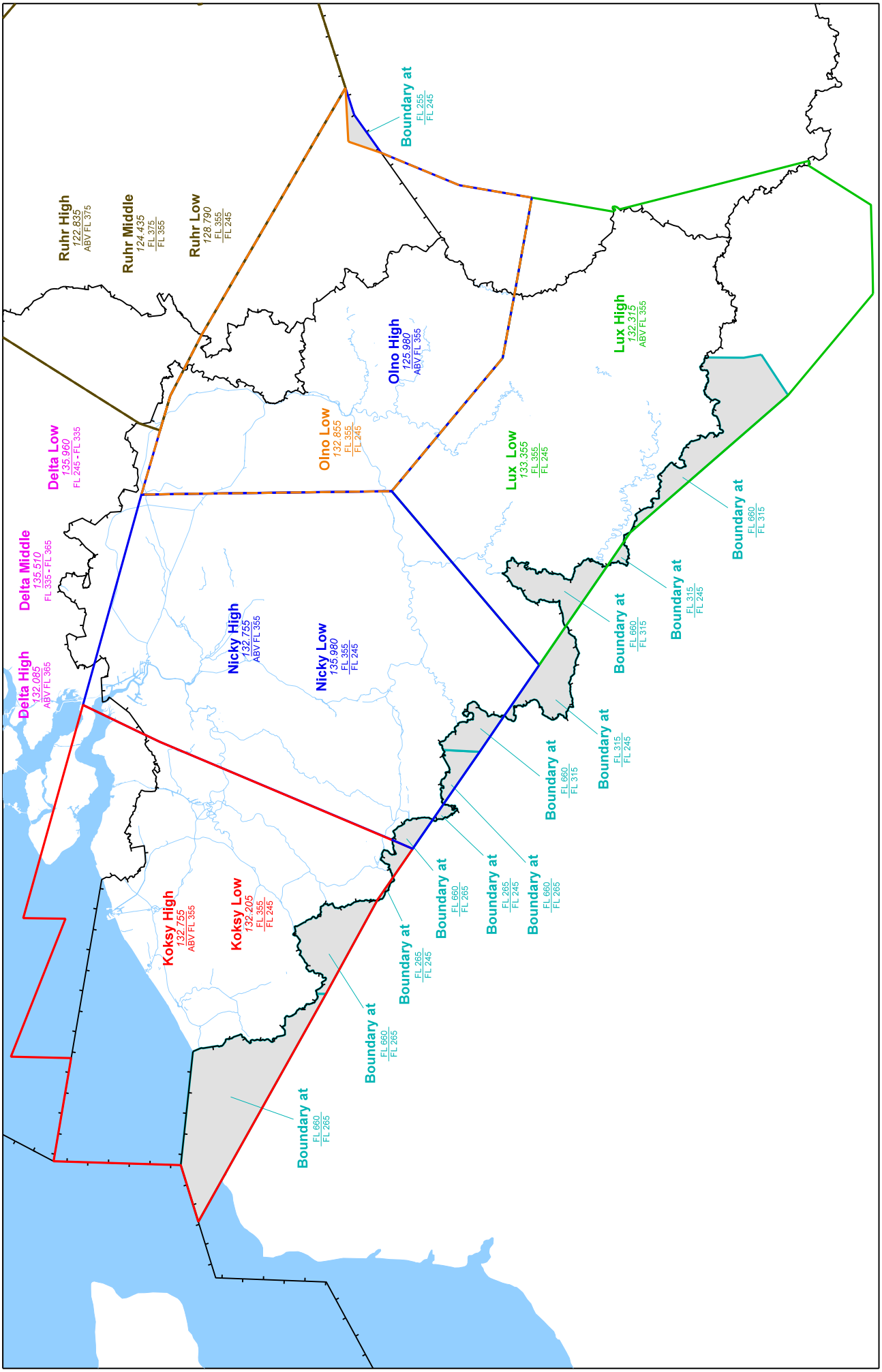
Area Control and Flight Information Units

ATS unit	Call sign	OPR HR	Frequency (MHZ)	Remarks
Maastricht UAC (Olno High Sector, ABV FL 355)	Maastricht Radar	H24	125.980	8.33KHZ CH
			338.875	UHF
Maastricht UAC (Delta Low Sector)	Maastricht Radar	H24	135.960	8.33KHZ CH
			359.450	UHF
Maastricht UAC (Delta Middle Sector, FL 335 / FL 365)	Maastricht Radar	H24	135.510	8.33KHZ CH
			359.450	UHF
Maastricht UAC (Delta High Sector, ABV FL 365)	Maastricht Radar	H24	132.085	8.33KHZ CH
			359.450	UHF
Maastricht UAC (Ruhr Low Sector)	Maastricht Radar	H24	128.790	8.33KHZ CH
			342.650	UHF
Maastricht UAC (Ruhr Middle Sector, FL 355 / FL 375)	Maastricht Radar	H24	124.435	8.33KHZ CH
			342.650	UHF
Maastricht UAC (Ruhr High Sector, ABV FL 375)	Maastricht Radar	H24	122.835	8.33KHZ CH
			342.650	UHF
Steenokkerzeel ATCC *(2)*	Belga Information	HO	129.325 121.500	
			243.000 374.400	UHF
Steenokkerzeel ATCC *(3)*	Belga Radar	HO	129.325	Initial contact frequency (ICF)
			130.580	8.33KHZ CH Climb and let down EBBE (TRA23)
			374.400	Initial contact frequency (ICF) UHF
			282.075 378.425 344.800 284.850 306.600 342.825 362.625 343.175 258.600	UHF Sector FREQ, Stand-by FREQ
(1) Outside OPR HR: Koksy Sector (132.205MHZ) *(2)* Flight information service / Radar information service *(3)* Radar control				

Note: For details on approach and aerodrome control units, see the AD 2.18 section of the relevant aerodrome.

Index Chart

Sectorisation MAASTRICHT UAC



CHANGE: Update FREQ Ruhr Middel Sector

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AD 0.6 Table of Contents to Part 3

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

4.1.2 Taxiways

An advanced surface movement guidance and control system (A-SMGCS) is operational.

All taxiways equipped with centre line lights are available.

In case the aircraft needs to be escorted by a follow-me car, the pilot shall be informed about this by ATC together with the position of the follow-me car on TWY N.

Neither vehicles nor aircraft shall pass through a stop bar.

If A-SMGCS is not operational, and RVR is less than 550 M, taxi restricted to taxiways with centre line lights on and movements on the manoeuvring area will be limited to one movement at a time.

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 OPERATIONS” and will also provide details of any unavailability of equipment relevant to LVP.

Pilots will be informed by ATC when LVP are terminated.

4.2 Criteria for the Initiation and Termination of LVP

LVP includes preparation, operations and termination phases. The preparation phase will start when visibility falls below 1500M and/or ceiling is at or below 300FT, and CAT II/IIIB operations are expected. The operations phase will start when RVR falls below 550M and/or ceiling is below 200FT.

LVP will be terminated when VIS is 800 M or more and ceiling is 200 FT or more, and a continuing improvement in these conditions is expected.

4.3 Other Information

When LVP are in operation, 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). Landing clearance will normally be given not later than 2NM from touchdown.

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

AVGAS refuelling is not allowed during LVP.

CAT II and CAT III approach practice during normal operations is allowed, but pilots should be aware that protection of the ILS sensitive area cannot be guaranteed and fluctuations in the ILS signal may occur. Pilots will be informed by ATC when protection of the sensitive area is not provided.

5 VFR FLIGHTS

5.1 General

Unless instructed otherwise by Charleroi TWR, pilots shall use the VFR routes established for their benefit and they shall join the visual reporting points used for entering or leaving Charleroi CTR at the specified altitude.

Special VFR flights may be performed as specified in ENR 1.2, § 1.2

5.2 Visual Reporting Points

VFR traffic shall only use following reporting points.

Name	Associated landmark	Position
NW	railway station of Obaix-Buzet	503210N 0042148E
N	Frasnes-les-Gosselies, gas tank “Cargas”	503241N 0042718E
NE	village of Tilly	503338N 0043315E
NA	water tower, east of Gosselies	502840N 0042701E
SW	belfry of Thuin	502023N 0041712E
S	Bultia, intersection roads N5 and N574	502036N 0042824E
SE	village of Presles	502302N 0043443E
SA	CORA shopping facility at exit R3 Charleroi	502437N 0042940E
E	Spy, gas station on motorway E42	502941N 0044206E

5.3 Inbound Traffic

RWY 06

Arrivals from the north	Join Charleroi CTR via NW at 1500FT and proceed inbound NA. At NA, expect to enter left-hand pattern.
Arrivals from the south	Join Charleroi CTR via S at 2000FT and proceed inbound SA. Expect to enter right-hand pattern.

RWY 24

Arrivals from the north	Join Charleroi CTR via N at 1500FT and proceed inbound NA. At NA, expect to enter right-hand pattern.
Arrivals from the south	Join Charleroi CTR via SE at 2000FT and proceed inbound SA. Expect to enter left-hand pattern.

Pilots shall report over each reporting point.

Note: Reporting points NE, E and SW can be used at ATC discretion.

5.4 Outbound Traffic

RWY 06

Departures to the north	After take-off, left turn and proceed to N.
Departures to the south	After take-off, right turn and proceed to SE.

RWY 24

Departures to the north	After take-off, right turn and proceed to NW.
Departures to the south	After take-off, left turn and proceed to S.

Note: Reporting points NE, E and SW can be used at ATC discretion.

5.5 Visual Circuit

Visual circuit of aircraft up to 6 T shall be flown at 1 500 FT AMSL, unless otherwise instructed by ATC, or requested by the pilot. Aircraft with a weight exceeding 6 T that intend to make visual circuits below 2 500 FT AMSL shall use left turn when RWY 06 is in use and right turn when RWY 24 is in use.

6 RADIO COMMUNICATION FAILURE

If an IFR flight does not succeed in landing within the 30MIN normally allowed for approach and landing, it shall leave Charleroi CTR on a track of 248° MAG at 2500FT QNH MAX, and land at the first suitable aerodrome where the weather conditions allow a visual approach and landing.

VFR flights flying within the aerodrome traffic circuit shall make a full-stop landing. Other VFR flights shall leave the controlled airspace via the shortest way:

- when north of the runway axis: via NW;
- when south of the runway axis: via S.

For HPMA flight with alternate EBFS or EBBE:

- Directly after the initial call, the pilot shall communicate his intended alternate airfield (EBFS or EBBE) in case of radio communication failure.
- In VMC:
  - Squawk A/7601 and leave the controlled airspace via the VFR exit point as per the Visual Approach Chart AD 2 EBCI VAC.01
- In IMC:
  After being cleared for the ILS or LOC RWY 24:
  - Squawk A/7600
  - Continue the ILS approach RWY 24:
    - If previously cleared to land, land and vacate RWY via the South to SABCA parking.
    - If not previously cleared to land or in case of missed approach, at DA, maintain runway axis and climb to 3000 FT AMSL. At 2 NM outbound (or 40 seconds if distance data is unavailable) steer direct to the IAF TACAN or TAC-ILS of the alternate airfield as coordinated during the initial call.

  Prior being cleared for the ILS or LOC RWY 24:
  - Squawk A/7600
  - Maintain last assigned instructions for 2 NM (or 40 seconds if distance data is unavailable)
  - Climb to 3000 FT AMSL and when levelled, steer direct to the IAF TACAN or TAC-ILS of the alternate airfield as coordinated during the initial call.

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

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

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

EBOS AD 2.14 Approach and Runway Lighting

RWY 08					
Approach lighting system	*Type:* PALS CAT I *Length:* 870M *Intensity:* LIH			**VASIS**	*Type:* PAPI (left / 3°) *MEHT:* 55 FT
Runway threshold lights	*Colour:* green *Wing bars:* NIL			**Touchdown zone lights**	900M
Runway end lights	*Colour:* red *Wing bars:* NIL			**Stopway lights**	NIL
Runway centre line lights	*Length:* 3200M *Spacing:* 15M *Intensity:* LIH	*white:* from 0 to 2300M *red / white:* from 2300 to 2900M *red:* from 2900 to 3200M			
Runway edge lights	*Length:* 3200M *Spacing:* 30M *Intensity:* LIH	*red:* from 0 to 300M *white:* from 300M to 2600M *yellow:* from 2600M to 3200M			
Remarks	All LED				

RWY 26					
Approach lighting system	*Type:* PALS CAT I *Length:* 840M *Intensity:* LIH			**VASIS**	*Type:* PAPI (left / 3°) *MEHT:* 55 FT
Runway threshold lights	*Colour:* green *Wing bars:* NIL			**Touchdown zone lights**	900M
Runway end lights	*Colour:* red *Wing bars:* NIL			**Stopway lights**	NIL
Runway centre line lights	*Length:* 3200M *Spacing:* 15M *Intensity:* LIH	*white:* from 0 to 2300M *red / white:* from 2300 to 2900M *red:* from 2900 to 3200M			
Runway edge lights	*Length:* 3200M *Spacing:* 30M *Intensity:* LIH	*red:* from 0 to 415M *white:* from 415M to 2600M *yellow:* from 2600M to 3200M			
Remarks	LED (except PAPI which are halogen)				

EBOS AD 2.15 Other Lighting and Secondary Power Supply

1	**ABN / IBN location, characteristics and hours of operation**	NIL
2	**LDI location and lighting**	NIL
	WDI location and lighting	At TDZ RWY 08 (lighted) At TDZ RWY 26 (lighted)
3	**Taxiway edge lighting**	TWY A, B1, B2, C2, D1, E1, E2, F, K3, K4, K5, K6, K7, K8, L, G2 and M
	Taxiway centre line lighting	TWY L, M and turn pad
4	**Secondary power supply**	To all lighting at aerodrome
	Switch-over time	0 SEC
5	**Remarks**	NIL

EBOS AD 2.16 Helicopter Landing Area

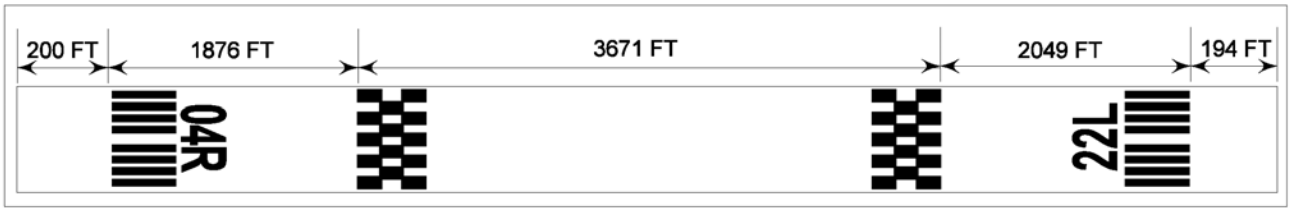
Helicopters shall use RWY 08/26 for landing and take-off.

EBOS AD 2.17 ATS Airspace

1	**Designation**	Oostende CTR
	Lateral limits	511412N 0030716E - an arc of circle, 5NM radius, centred on 511305N 0025929E and traced clockwise to 510812N 0030119E - 510635N 0025022E - 511145N 0023423E - an arc of circle, 5NM radius, centred on 510717N 0023045E and traced counterclockwise to 511124N 0022612E - 511935N 0024500E - 512018N 0025304E - an arc of circle, 8NM radius, centred on 511221N 0025450E and traced clockwise to 511412N 0030716E.
2	**Vertical limits**	1500FT AMSL
3	**Airspace classification**	D
4	**ATS unit call sign**	Oostende Tower
	Language(s)	En
5	**Transition altitude**	4500FT AMSL
6	**Hours of activation**	H24
7	**Remarks**	UAS can be encountered in UAS geographical zones EBOS VLL0, VLL1 and VLL2 (for specifications, see ENR 5.1, § 4). Systematic tracking of UAS by ATC cannot be ensured.

EBOS AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
APP / TAR	Oostende Approach	120.600MHZ	H24	Primary frequency
		266.075MHZ	H24	NIL
		121.500MHZ 243.000MHZ	H24	Emergency frequency
		124.340	H24	Supplementary frequency 8.33 KHZ CH



EBBE AD 2.14 Approach and Runway Lighting

RWY 04L				
Approach lighting system	*Type:* ALS with sequenced flashing lights *Length:* 930 M *Intensity:* LIH		**VASIS**	*Type:* PAPI (both sides / 3°) *MEHT:*
Runway threshold lights	*Colour:* green *Wing bars:* NIL		**Touchdown zone lights**	NIL
Runway end lights	*Colour:* red *Wing bars:* NIL		**Stopway lights**	
Runway centre line lights	*Length:* *Spacing:* *Intensity:*			
Runway edge lights	*Length:* *Spacing:* 60 M *Intensity:* LIH directional & omnidirectional			
Remarks	NIL			

RWY 22R				
Approach lighting system	*Type:* ALS with sequenced flashing lights *Length:* 930 M *Intensity:* LIH		**VASIS**	*Type:* PAPI (both sides / 3°) *MEHT:*
Runway threshold lights	*Colour:* green *Wing bars:* NIL		**Touchdown zone lights**	NIL
Runway end lights	*Colour:* red *Wing bars:* NIL		**Stopway lights**	
Runway centre line lights	*Length:* *Spacing:* *Intensity:*			
Runway edge lights	*Length:* *Spacing:* 60 M *Intensity:* LIH directional & omnidirectional			
Remarks	NIL			

RWY 04R				
Approach lighting system	*Type:* Non-standard *Length:* 260 M *Intensity:*		**VASIS**	*Type:* PAPI (left / 3°) *MEHT:*
Runway threshold lights	*Colour:* *Wing bars:*		**Touchdown zone lights**	

RWY 04R			
Runway end lights	*Colour:* *Wing bars:*	**Stopway lights**	
Runway centre line lights	*Length:* *Spacing:* *Intensity:*		
Runway edge lights	*Length:* *Spacing:* *Intensity:* LIH omnidirectional		
Remarks	NIL		

RWY 22L			
Approach lighting system	*Type:* Non-standard *Length:* 260 M *Intensity:*	**VASIS**	*Type:* PAPI (left / 3°) *MEHT:*
Runway threshold lights	*Colour:* *Wing bars:*	**Touchdown zone lights**	
Runway end lights	*Colour:* *Wing bars:*	**Stopway lights**	
Runway centre line lights	*Length:* *Spacing:* *Intensity:*		
Runway edge lights	*Length:* *Spacing:* *Intensity:* LIH omnidirectional		
Remarks	NIL		

EBBE AD 2.15 Other Lighting and Secondary Power Supply

1	**ABN / IBN location, characteristics and hours of operation**	
2	**LDI location and lighting**	
	WDI location and lighting	
3	**Taxiway edge lighting**	Omnidirectional lighting, except TWY S4 no lighting
	Taxiway centre line lighting	
4	**Secondary power supply**	NIL
	Switch-over time	
5	**Remarks**	NIL

EBBE AD 2.16 Helicopter Landing Area

1	**Coordinates TLOF or THR of FATO**	504457.3N 0044615.6E APRX 900 M NE of TWR, see AD 2.24 ADC.01 or AD 2.24 GMC.01 or BAF FLIP VFR and IFR
	Geoid undulation	INFO not AVBL
2	**TLOF and/or FATO elevation**	110 M/361 FT

EBBE AD 2.21 Noise Abatement Procedures

NIL

EBBE AD 2.22 Flight Procedures

Note: See AD 1.5 for information concerning IFR procedure development and publication.

The information concerning IFR and VFR procedures is contained in EBBE AD 2.24 and the BAF FLIPs IFR & VFR.

EBBE AD 2.23 Additional Information

1 GENERAL

Radar identification may be problematic for successive aircraft flying on the same radial to and from the radar antenna within 5 NM radius from the ARP.

TACAN BBE CH 107X: Bearing unlocks may be observed clockwise between radials 168 to radial 172 and between radial 334 and 336 below 4000 FT AMSL.

2 CIVIL USE

2.1 Contact details

Post: AVIA ASBL
Rue d'Evere 1
1140 Evere
BELGIUM

Post: AVIA AIRSPORTS
Mr. Guido Van Pee
Dagobertstraat 24/00.01
3000 Leuven
BELGIUM

TEL: +32 (0) 499 48 05 04 (AD)

TEL: +32 (0) 475 98 34 81 (Guido Van Pee, CMDT)

Email: guido.vanpee@thirypaints.be

2.2 Operational Hours

SAT, SUN and HOL or O/R (outside MIL OPR HR only), from SR - 30 MIN to SS + 30 MIN.

2.3 Runway Physical Characteristics

RWY designator	Dimensions of RWY (M)	Strength and surface of RWY and SWY
04R / 22L (North)	320 x 22	5700KG CONC
04L / 22R (North)	612 x 45	5700KG CONC
04R / 22L (South)	574 x 22	5700KG CONC
04L / 22R (South)	610 x 45	5700KG CONC

2.4 Communication Facilities

Basic information: 130.730 (8.33 KHZ CH) - "Beauvechain Radio" - INFO only, no ATC outside MIL OPR HR (En)

2.5 Local Traffic Regulations

•The use of the aerodrome is subject to prior permission from the operator;
•Home based pilots only;
•Glider towing, glider winching up to 2500FT AMSL;
•Jet aircraft operations not allowed.

2.6 Flight Procedures

•Overhead: 2200FT;
•Circuit Altitude: 800FT AMSL;
•RWY 22R and 04R: right hand circuit.

EBBE AD 2.24 Charts Related to EBBE

AD 2.MIL-EBBE-ADC.01	Aerodrome Chart
AD 2.MIL-EBBE-GMC.01	Aerodrome Ground Movement Chart
AD 2.MIL-EBBE-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations) RWY 04L/22R
AD 2.MIL-EBBE-AOC.02	Aerodrome Obstacle Chart. Type A (Operating Limitations) RWY 04R/22L
AD 2.MIL-EBBE-AOC.03	Aerodrome Obstacle Chart. Type B
AD 2.MIL-EBBE-SID.01	Instrument Departure Chart - MIPS: HPMA BE 04A - 04B
AD 2.MIL-EBBE-SID.02	Instrument Departure Chart - MIPS: HPMA BE 22A - 22B
AD 2.MIL-EBBE-SID.03	Instrument Departure Chart - MIPS: BE 04C - 22C
AD 2.MIL-EBBE-SID.04	Instrument Departure Chart - MIPS: BE 04D - 22D
AD 2.MIL-EBBE-SID.05	Instrument Departure Chart - MIPS: HPMA BE 04E - 22E
AD 2.MIL-EBBE-SID.06	Instrument Departure Chart - MIPS: BE 04F - 22F (RNAV1)
AD 2.MIL-EBBE-SID.07	Instrument Departure Chart - MIPS: SID (RNAV1) ARINC CODING
AD 2.MIL-EBBE-MISC.01	Minimum Vectoring Altitude - MIPS: MVA CHART
AD 2.MIL-EBBE-MISC.02	Approach Surveillance Radar - MIPS: ASR CHART
AD 2.MIL-EBBE-STAR.01	Standard Arrival Chart - MIPS: HPMA STAR TACAN RWY 22R
AD 2.MIL-EBBE-IAC.01	Instrument Approach Chart - MIPS: HPMA TACAN RWY 04L
AD 2.MIL-EBBE-IAC.02	Instrument Approach Chart - MIPS: HPMA TACAN RWY 22R
AD 2.MIL-EBBE-IAC.03	Instrument Approach Chart - MIPS: ILS x or LOC x RWY 22R
AD 2.MIL-EBBE-IAC.04	Instrument Approach Chart - MIPS: ILS y or LOC y RWY 22R
AD 2.MIL-EBBE-IAC.05	Instrument Approach Chart - MIPS: ILS z or LOC z RWY 22R
AD 2.MIL-EBBE-IAC.06	Instrument Approach Chart - MIPS: ILS w or LOC w RWY 22R
AD 2.MIL-EBBE-IAC.07	Instrument Approach Chart - MIPS: ILS y or LOC y RWY 04L
AD 2.MIL-EBBE-IAC.08	Instrument Approach Chart - MIPS: ILS z or LOC z RWY 04L
AD 2.MIL-EBBE-IAC.09	Instrument Approach Chart - MIPS: ILS w or LOC w RWY 04L
AD 2.MIL-EBBE-IAC.10	Instrument Approach Chart - MIPS: TACAN y RWY 22R
AD 2.MIL-EBBE-IAC.11	Instrument Approach Chart - MIPS: TACAN z RWY 22R
AD 2.MIL-EBBE-IAC.12	Instrument Approach Chart - MIPS: TACAN y RWY 04L
AD 2.MIL-EBBE-IAC.13	Instrument Approach Chart - MIPS: TACAN z RWY 04L
AD 2.MIL-EBBE-IAC.14	Instrument Approach Chart - MIPS: TACAN RWY 22L
AD 2.MIL-EBBE-IAC.15	Instrument Approach Chart - MIPS: TACAN RWY 04R
AD 2.MIL-EBBE-IAC.16	Instrument Approach Chart - MIPS: RNP RWY 22R
AD 2.MIL-EBBE-IAC.16a	Instrument Approach Chart - MIPS: RNP RWY 22R. Appendix: FAS Datablock
AD 2.MIL-EBBE-IAC.17	Instrument Approach Chart - MIPS: RNP RWY 04L
AD 2.MIL-EBBE-IAC.17a	Instrument Approach Chart - MIPS: RNP RWY 04L. Appendix: FAS Datablock
AD 2.MIL-EBBE-IAC.18	Instrument Approach Chart - MIPS: RNP RWY 22L
AD 2.MIL-EBBE-IAC.18a	Instrument Approach Chart - MIPS: RNP RWY 22L. Appendix: FAS Datablock
AD 2.MIL-EBBE-IAC.19	Instrument Approach Chart - MIPS: RNP RWY 04R
AD 2.MIL-EBBE-IAC.19a	Instrument Approach Chart - MIPS: RNP RWY 04R. Appendix: FAS Datablock
AD 2.MIL-EBBE-IAC.20	Instrument Approach Chart - MIPS: RNP ARINC CODING

MIPS STANDARD ARRIVAL CHART

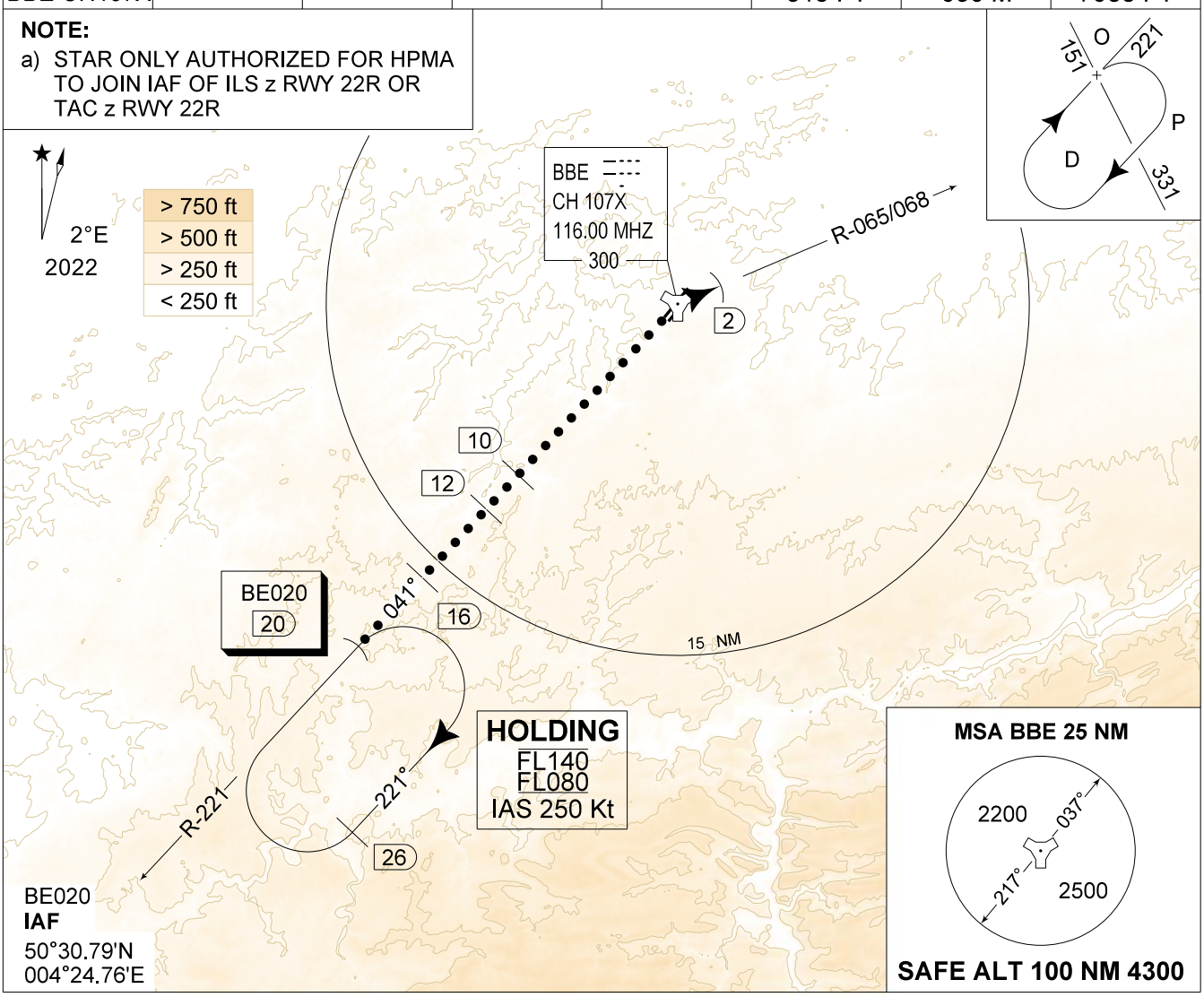
AD ELEV 362

HPMA STAR TACAN RWY 22R BEAUVECHAIN (EBBE)

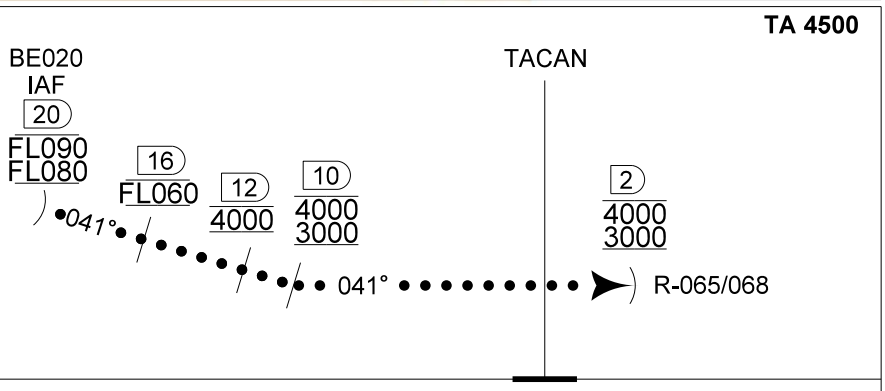
BELGA RADAR	BEAUVECHAIN APP	BEAUVECHAIN TWR
374.400 129.325	282.100 122.830	362.025 130.730

TACAN					THR	ALS	LDA
BBE CH107X	-	-	-	-	315 FT	930 M	7988 FT

NOTE:
a) STAR ONLY AUTHORIZED FOR HPMA TO JOIN IAF OF ILS z RWY 22R OR TAC z RWY 22R



STAR DESCRIPTION
Proceed to BE020 for holding.
When cleared by ATC, proceed inbound BBE following profile view.
When OVH, turn right to intercept R-065 to join TAC z RWY 22R
or
R-068 to join ILS z RWY 22R



CAT I

CATEGORY	HPMA
MIPS S-ILS 22R	SEE APPROACH CHART
MIPS S-LOC 22R S- TAC 22R	SEE APPROACH CHART

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

HPMA STAR TACAN RWY 22R 50°45.47' N 004°46.02' E BEAUVECHAIN (EBBE)

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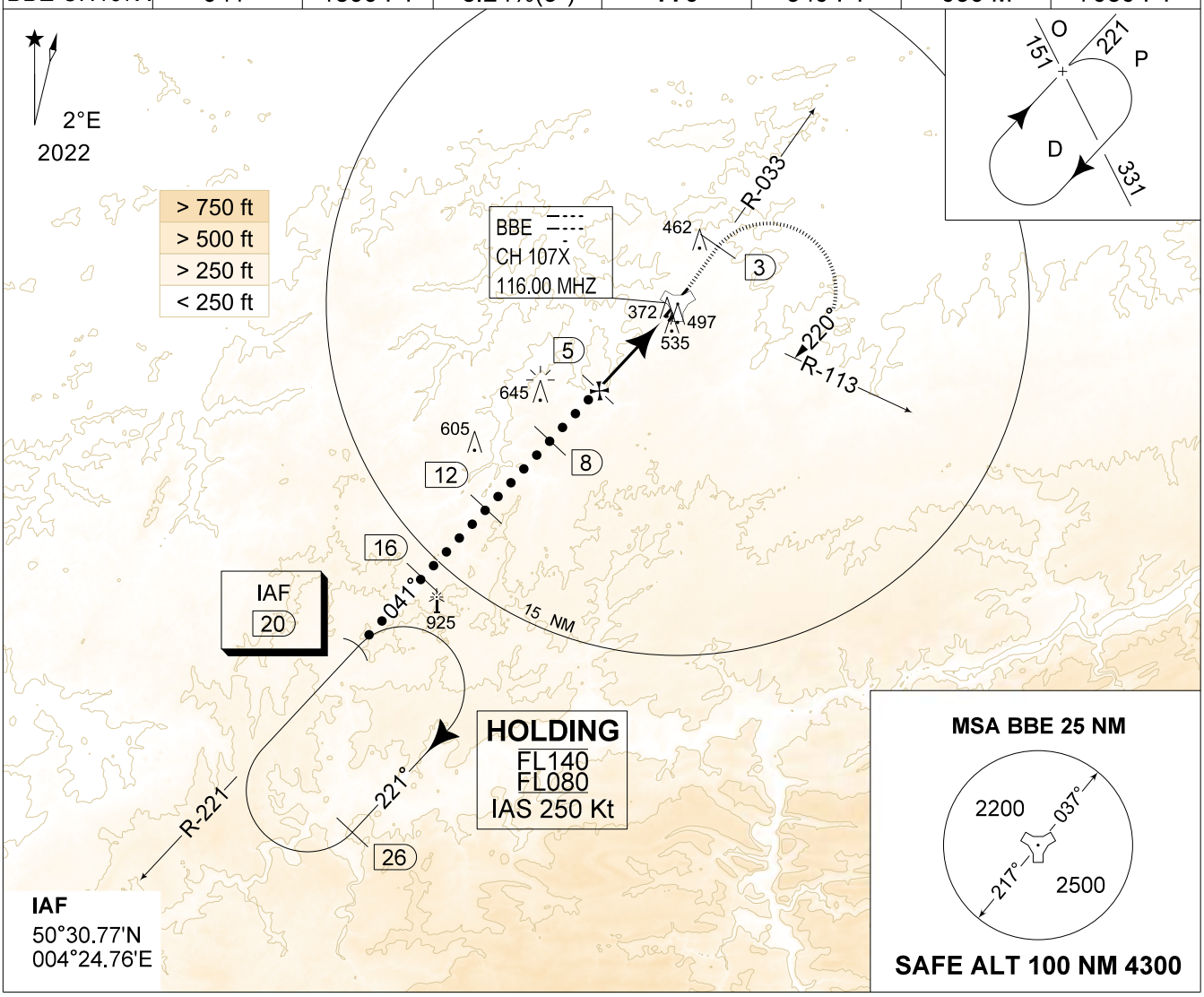
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 362

HPMA TACAN RWY 04L
BEAUVECHAIN (EBBE)

BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855

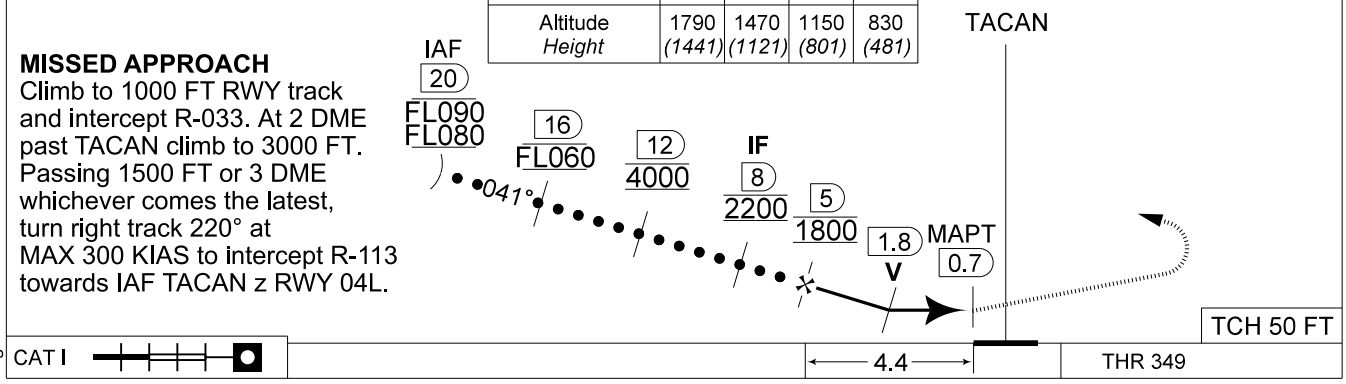
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBE CH107X	041°	1800 FT	5.24%(3°)	**770**	349 FT	930 M	7959 FT



DME BBE	5	4	3	2
Altitude *Height*	1790 *(1441)*	1470 *(1121)*	1150 *(801)*	830 *(481)*

TA 4500

MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-033. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn right track 220° at MAX 300 KIAS to intercept R-113 towards IAF TACAN z RWY 04L.



CATEGORY	HPMA
S-TAC 04L	**770** - 1.3 421 (500 - 1.3 / 2.2)

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 -THS

HPMA TACAN RWY 04L 50°45.47' N 004°46.02' E **BEAUVECHAIN (EBBE)**

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 362

HPMA TACAN RWY 22R
BEAUVECHAIN (EBBE)

BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855

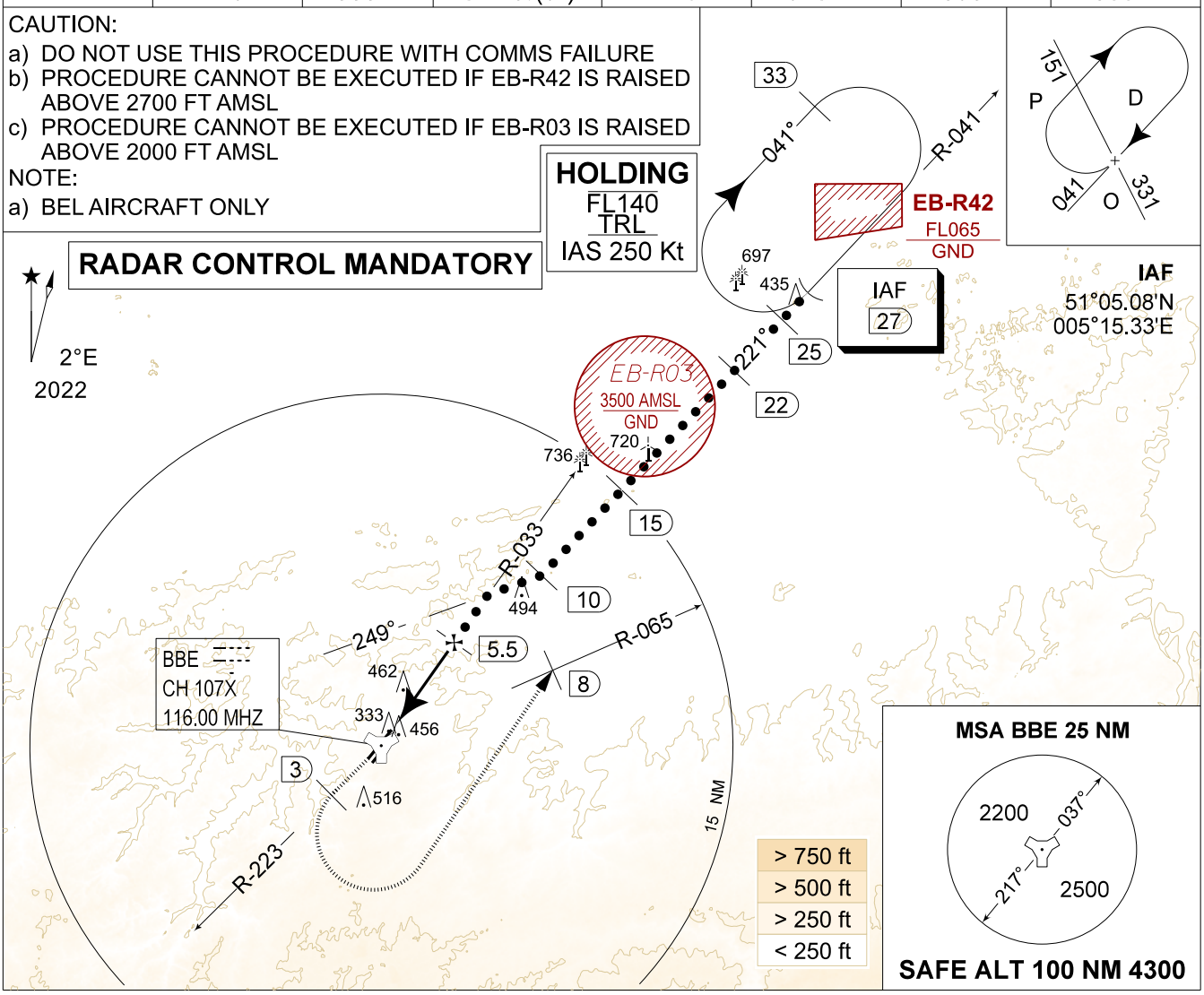
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBE CH107X	213°	1900 FT	5.24%(3°)	**710**	315 FT	930 M	7988 FT

CAUTION:
a) DO NOT USE THIS PROCEDURE WITH COMMS FAILURE
b) PROCEDURE CANNOT BE EXECUTED IF EB-R42 IS RAISED ABOVE 2700 FT AMSL
c) PROCEDURE CANNOT BE EXECUTED IF EB-R03 IS RAISED ABOVE 2000 FT AMSL

NOTE:
a) BEL AIRCRAFT ONLY

HOLDING
FL140
TRL
IAS 250 Kt

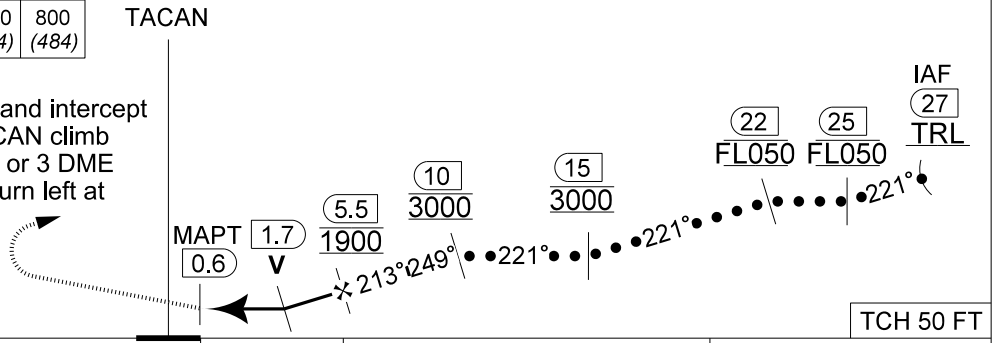
RADAR CONTROL MANDATORY



DME BBE	5	4	3	2
Altitude *Height*	1760 *(1444)*	1440 *(1124)*	1120 *(804)*	800 *(484)*

TA 4500

MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-223. At 2 DME passed TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn left at MAX 300 KIAS to intercept 8 DME/R-065 outbound and proceed for a TACAN z RWY 22R.



CATEGORY	HPMA
S-TAC 22R	**710** - 1.1 395 (400 - 1.1 / 2.1)

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 -THS

HPMA TACAN RWY 22R 50°45.47' N 004°46.02' E **BEAUVECHAIN (EBBE)**

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 362

ILS x or LOC x RWY 22R
BEAUVECHAIN (EBBE)

BELGA RADAR	BEAUVECHAIN APP	BEAUVECHAIN TWR	BEAUVECHAIN GND
374.400 129.325	282.100 122.830	362.025 130.730	359.825 121.855

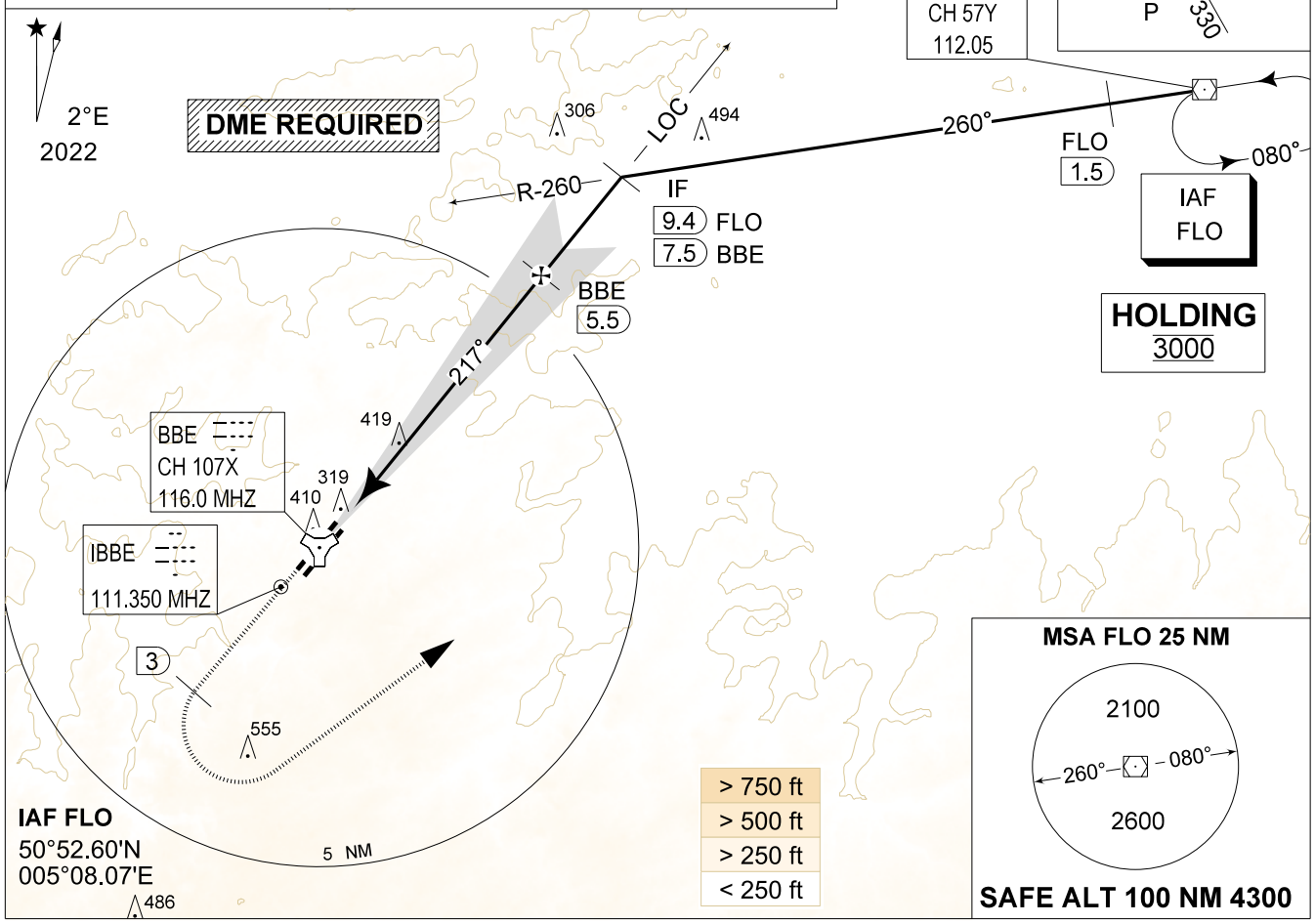
LOC / DME	APP COURSE	GS INTCPT ALT	GS	DA	THR	ALS	LDA
IBBE 111.350 / 107X	217°	1900 FT	3.00°	**515**	315 FT	930 M	7988 FT

WARNING:

a) INTERMEDIATE SEGMENT LENGTH SHORTER THAN PRESCRIBED LENGTH FOR CAT A (2 NM ISO 3 NM)

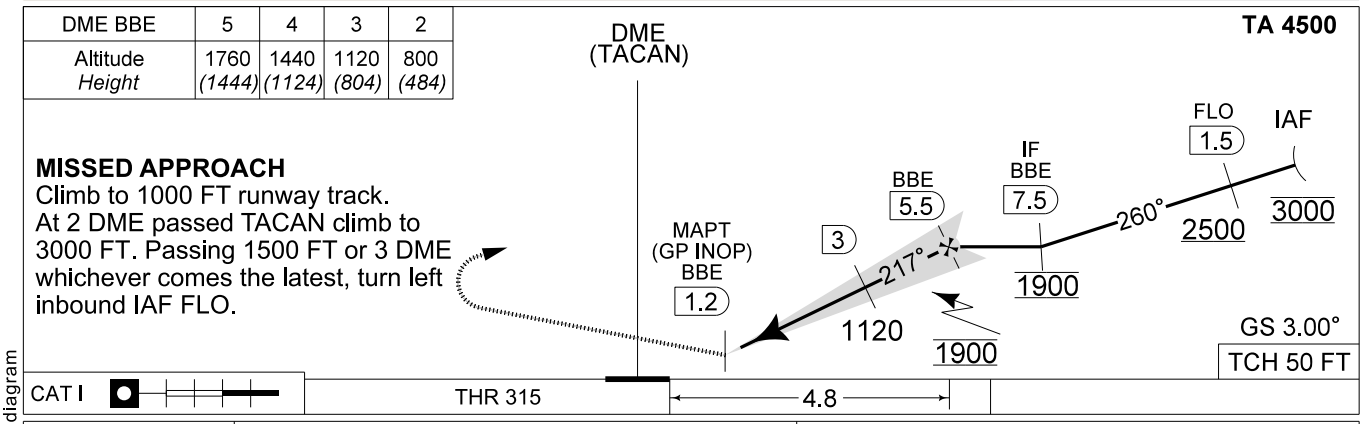
NOTE:

a) DME INFORMATION AVAILABLE UNDER FREQUENCY 116.000 MHZ



DME BBE	5	4	3	2
Altitude *Height*	1760 *(1444)*	1440 *(1124)*	1120 *(804)*	800 *(484)*

TA 4500



MISSED APPROACH
Climb to 1000 FT runway track.
At 2 DME passed TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn left inbound IAF FLO.

CATEGORY	A	H
MIPS S-ILS 22R	**515** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°	
MIPS S-LOC 22R	**720** - 1.2 405 (450 - 1.2 / 2.1)	

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 -THS

ILS x or LOC x RWY 22R 50°45.47' N 004°46.02' E **BEAUVECHAIN (EBBE)**

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MIPS
INSTRUMENT APPROACH CHART

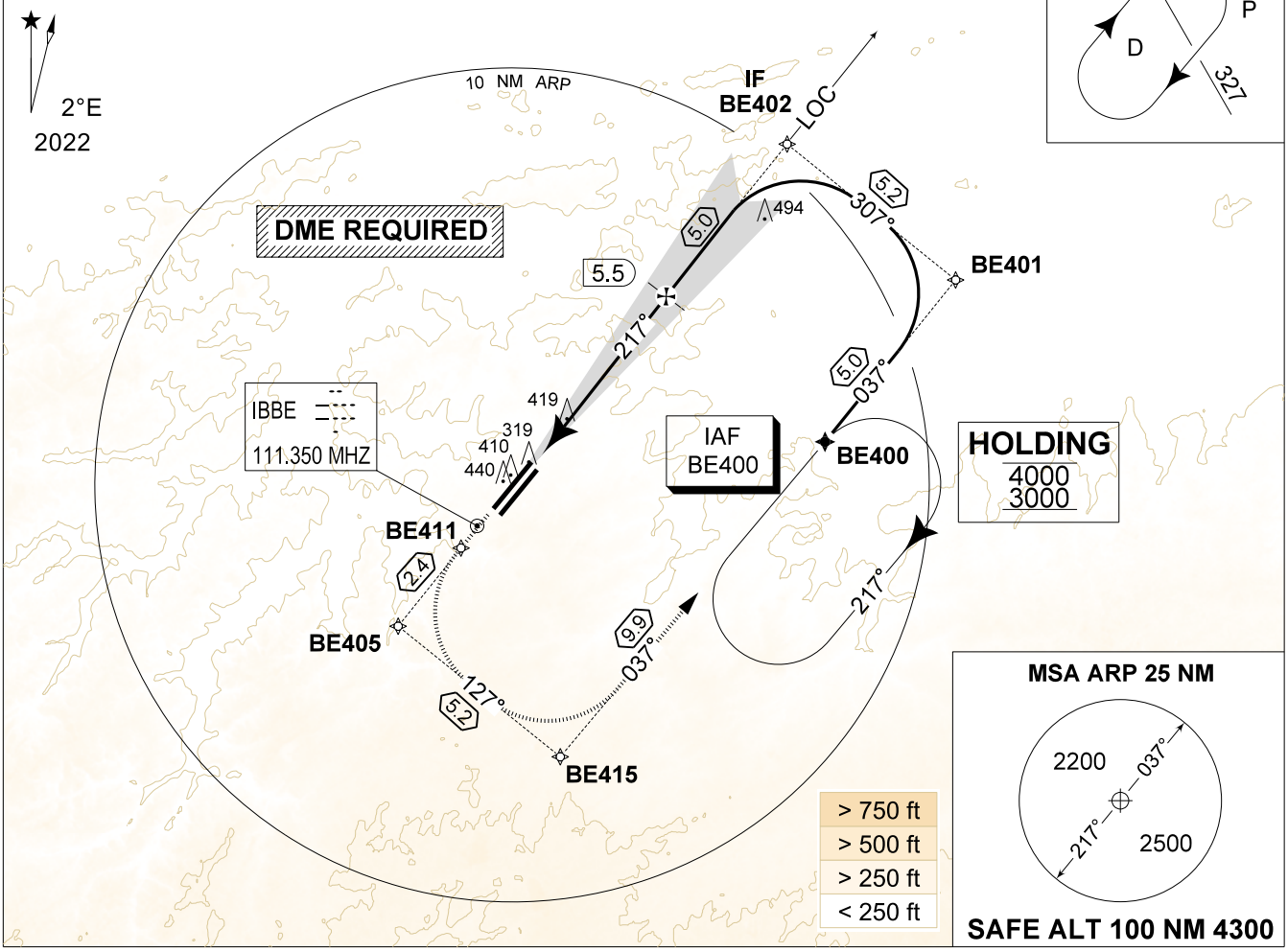
AD ELEV 362

ILS w or LOC w RWY 22R
BEAUVECHAIN (EBBE)

BELGA RADAR	BEAUVECHAIN APP	BEAUVECHAIN TWR	BEAUVECHAIN GND
374.400 129.325	282.100 122.830	362.025 130.730	359.825 121.855

LOC / DME	APP COURSE	GS INTCPT ALT	GS	DA	THR	ALS	LDA
IBBE 111.350 / 107X	217°	1900 FT	3.00°	**515**	315 FT	930 M	7988 FT

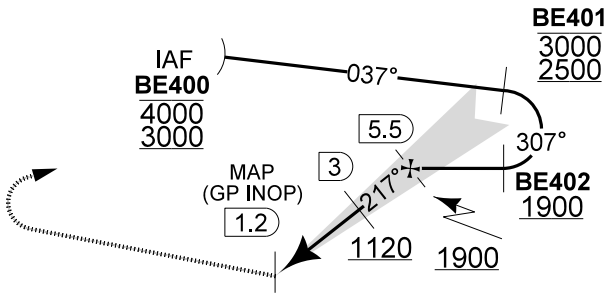
NOTE:
a) DME INFORMATION AVAILABLE UNDER FREQUENCY 116.000 MHZ
b) INITIAL AND MISSED APPROACH NAV SPEC: RNAV1



DME BBE	5	4	3	2
Altitude *Height*	1760 *(1444)*	1440 *(1124)*	1120 *(804)*	800 *(484)*

TA 4500

MISSED APPROACH
MAX SPEED 190 KIAS.
Climb to 1000 FT inbound BE411 then continue climbing inbound BE405 then BE415 to reach IAF BE400 at 3000 FT.



TCH 50 FT

CAT I — THR 315 — 4.8

CATEGORY	A - H
S-ILS 22R	**515** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-LOC 22R	**720** - 1.2 405 (500 - 1.2 / 2.1)

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 -THS

ILS w or LOC w RWY 22R 50°45.47' N 004°46.02' E **BEAUVECHAIN (EBBE)**

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MIPS
INSTRUMENT APPROACH CHART

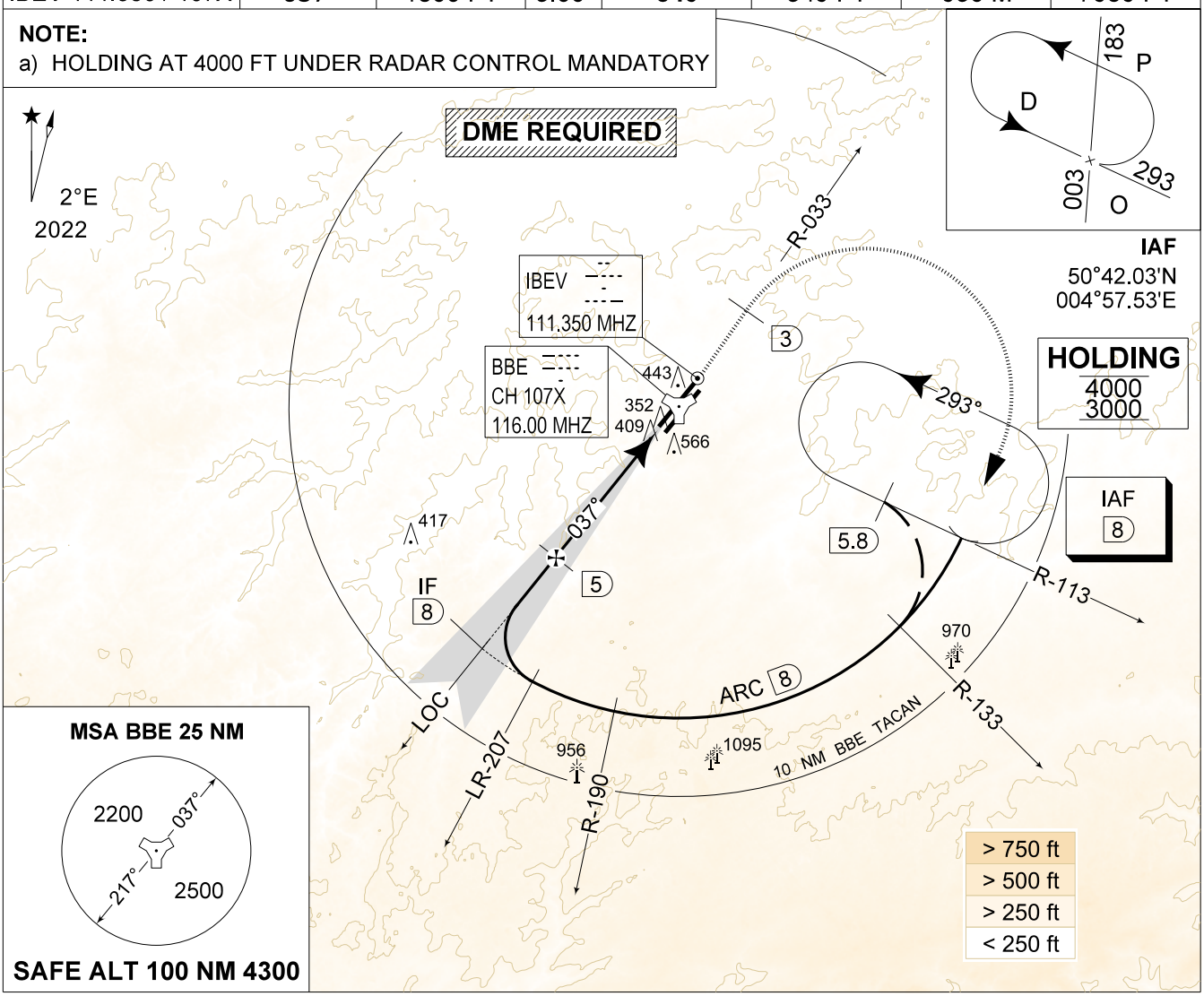
AD ELEV 362

ILS z or LOC z RWY 04L
BEAUVECHAIN (EBBE)

BELGA RADAR	BEAUVECHAIN APP	BEAUVECHAIN TWR	BEAUVECHAIN GND
374.400 129.325	282.100 122.830	362.025 130.730	359.825 121.855

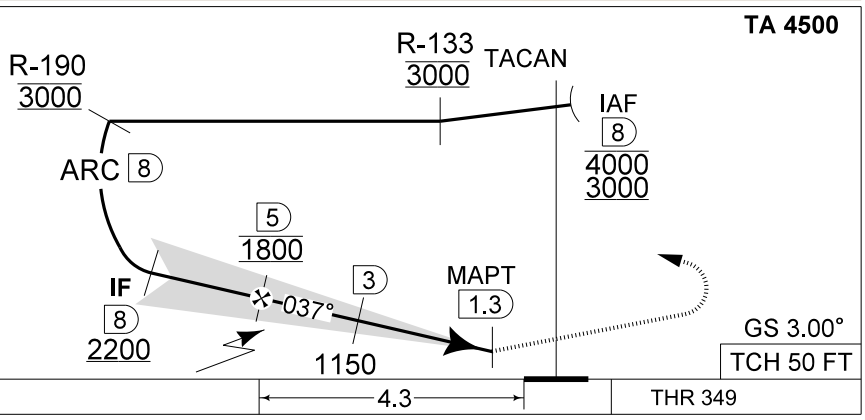
LOC / DME	APP COURSE	GS INTCPT ALT	GS	DA	THR	ALS	LDA
IBEV 111.350 / 107X	037°	1800 FT	3.00°	**549**	349 FT	930 M	7959 FT

NOTE:
a) HOLDING AT 4000 FT UNDER RADAR CONTROL MANDATORY



DME BBE	5	4	3	2
Altitude *Height*	1790 *(1441)*	1470 *(1121)*	1150 *(801)*	830 *(481)*

MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-033. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn right at MAX 250 KIAS to intercept R-113 towards IAF ILS z RWY 04L.



CATEGORY	A	B	C	D	HPMA
MIPS S-ILS 04L	**549** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°				
MIPS S-LOC 04L	**750** - 1.2 401 (500 - 1.2 / 2.1)				

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 -THS

ILS z or LOC z RWY 04L 50°45.47' N 004°46.02' E **BEAUVECHAIN (EBBE)**

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MIPS
INSTRUMENT APPROACH CHART

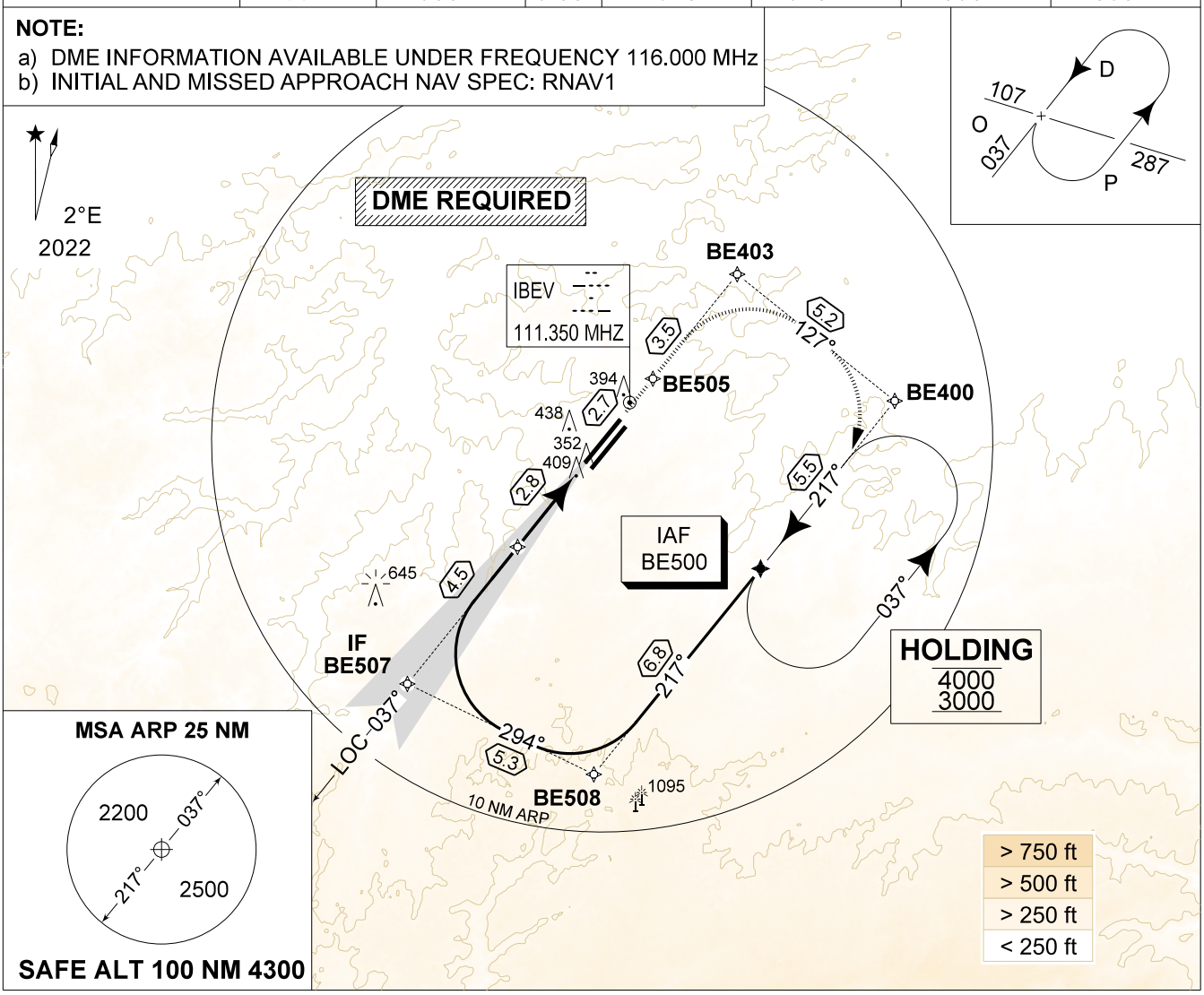
AD ELEV 362

ILS w or LOC w RWY 04L
BEAUVECHAIN (EBBE)

BELGA RADAR	BEAUVECHAIN APP	BEAUVECHAIN TWR	BEAUVECHAIN GND
374.400 129.325	282.100 122.830	362.025 130.730	359.825 121.855

LOC / DME	APP COURSE	GS INTCPT ALT	GS	DA	THR	ALS	LDA
IBEV 111.350 / 107X	037°	1300 FT	3.00°	**549**	349 FT	930 M	7959 FT

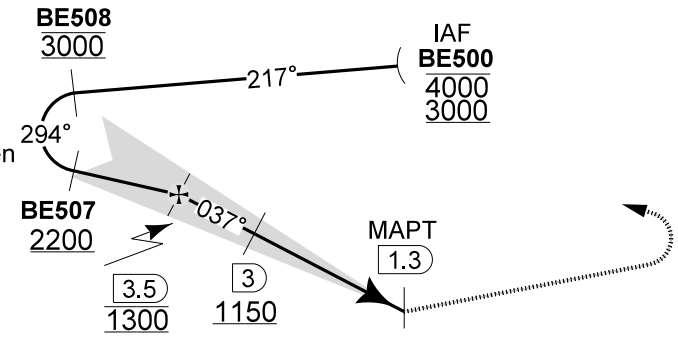
NOTE:
a) DME INFORMATION AVAILABLE UNDER FREQUENCY 116.000 MHz
b) INITIAL AND MISSED APPROACH NAV SPEC: RNAV1



DME BBE	5	4	3	2
Altitude *Height*	1790 *(1441)*	1470 *(1121)*	1150 *(801)*	830 *(481)*

TA 4500

MISSED APPROACH
MAX SPEED 190 KIAS.
Climb to 1000 FT inbound BE505 then continue climbing inbound BE403 then BE400 to reach IAF BE500 at 3000 FT.



TCH 50 FT

CAT I — 2.8 — THR 349

CATEGORY	A - H
S-ILS 04L	**549** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-LOC 04L	**750** - 1.2 401 (500 - 1.2 / 2.1)

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 -THS

ILS w or LOC w RWY 04L 50°45.47' N 004°46.02' E **BEAUVECHAIN (EBBE)**

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MIPS
INSTRUMENT APPROACH CHART

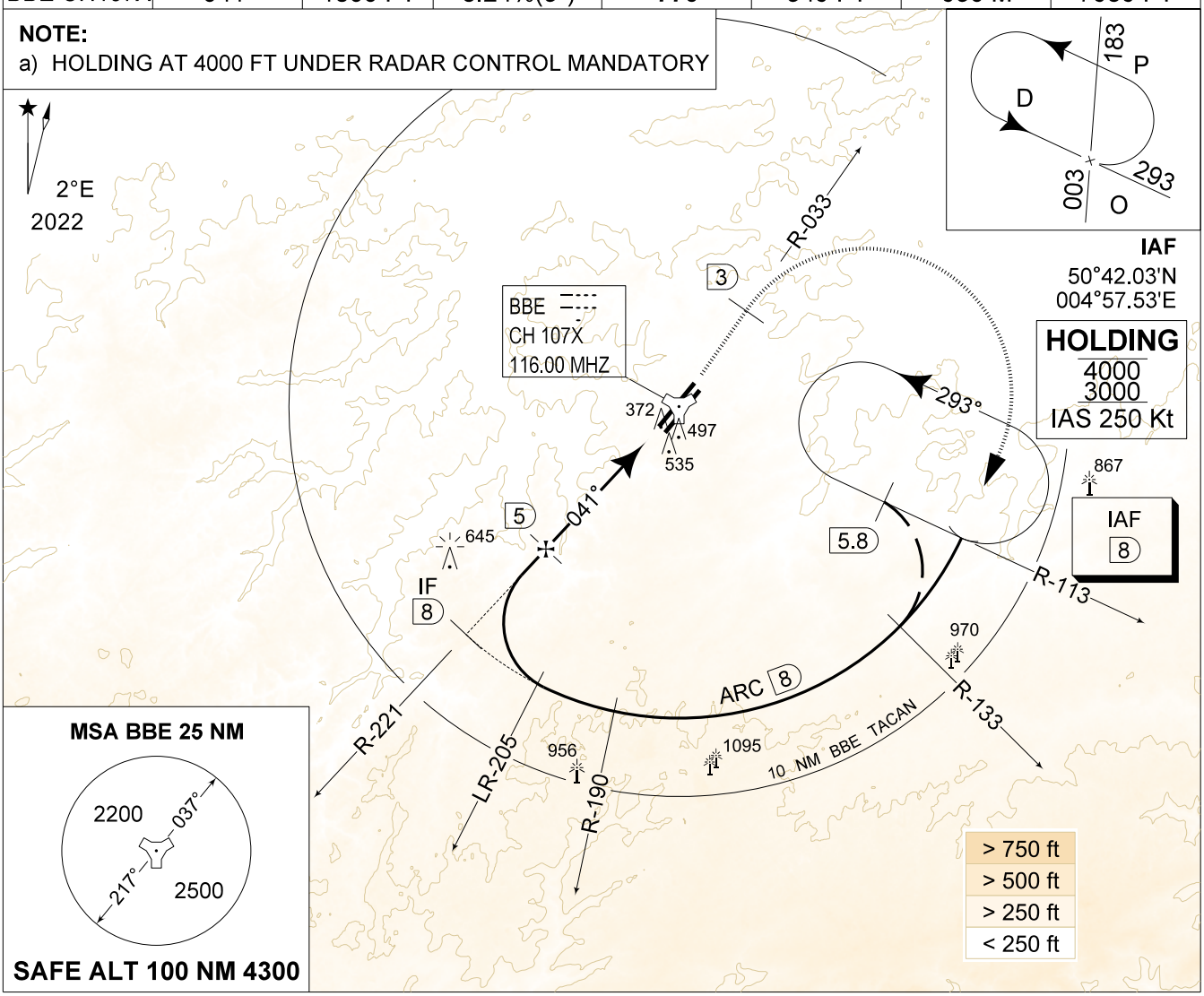
AD ELEV 362

TACAN z RWY 04L
BEAUVECHAIN (EBBE)

BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855

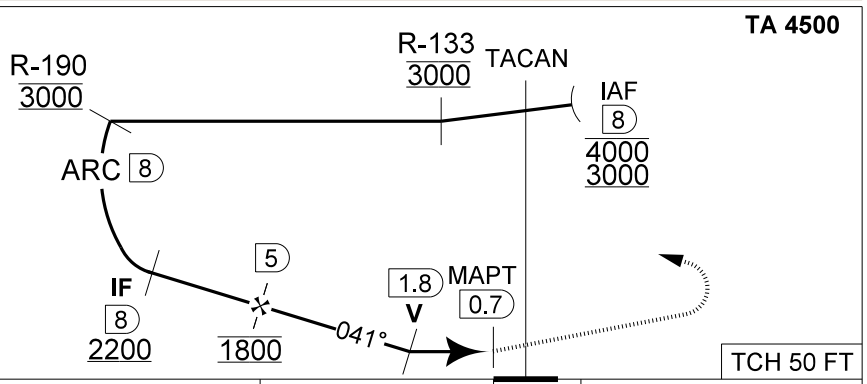
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBE CH107X	041°	1800 FT	5.24%(3°)	**770**	349 FT	930 M	7959 FT

NOTE:
a) HOLDING AT 4000 FT UNDER RADAR CONTROL MANDATORY



DME BBE	5	4	3	2
Altitude *Height*	1790 *(1441)*	1470 *(1121)*	1150 *(801)*	830 *(481)*

MISSED APPROACH
Climb to 1000 FT RWY track and intercept R-033. At 2 DME past TACAN climb to 3000 FT. Passing 1500 FT or 3 DME whichever comes the latest, turn right at MAX 250 KIAS (MAX 300 KIAS for HPMA) to intercept R-113 towards IAF.



CATEGORY	A	B	C	D	HPMA
S-TAC 04L	**770** - 1.3 421 (500 - 1.3 / 2.2)				

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 -THS

TACAN z RWY 04L 50°45.47' N 004°46.02' E **BEAUVECHAIN (EBBE)**

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MIPS
INSTRUMENT APPROACH CHART

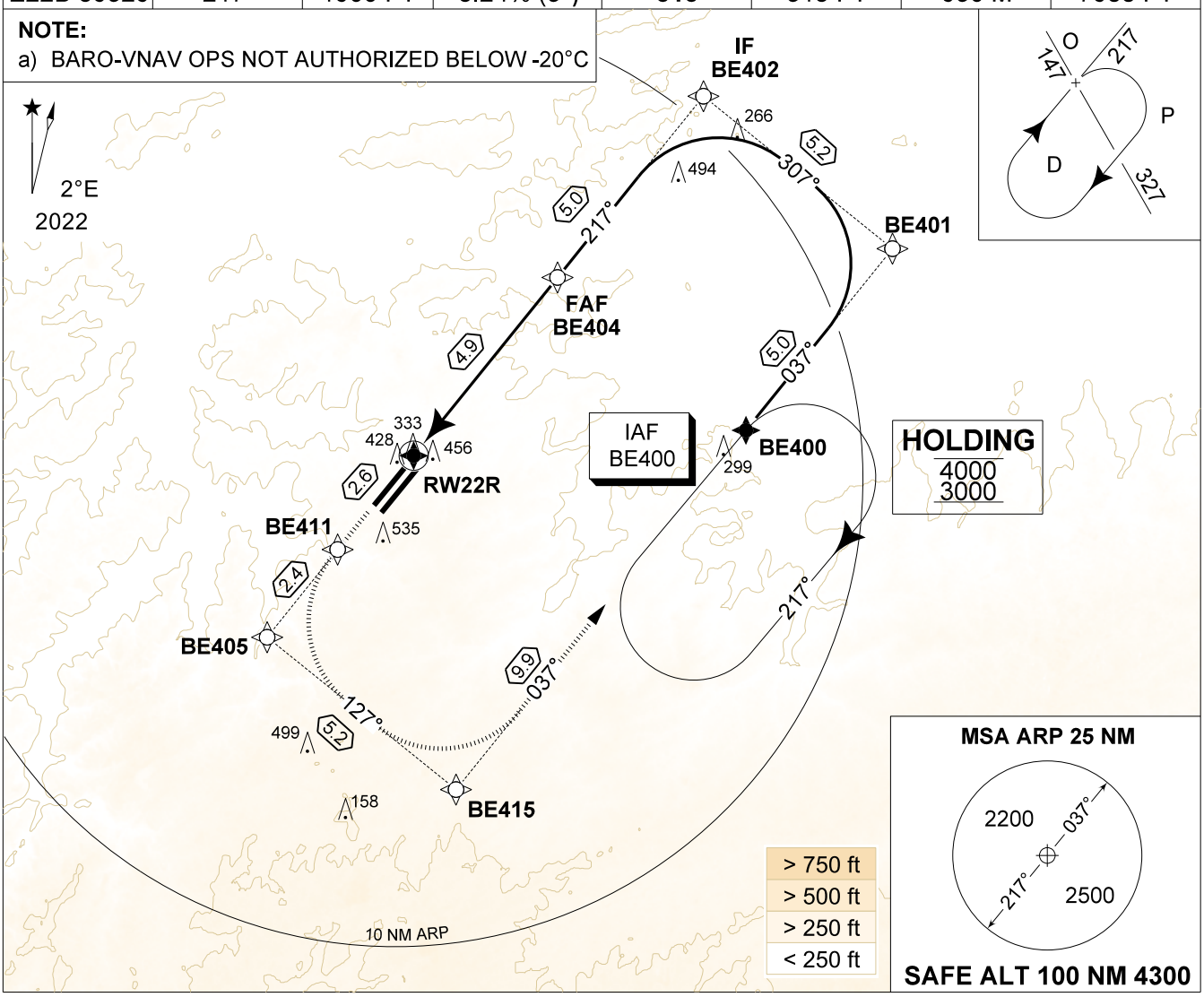
AD ELEV 362

RNP RWY 22R
BEAUVECHAIN (EBBE)

BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855

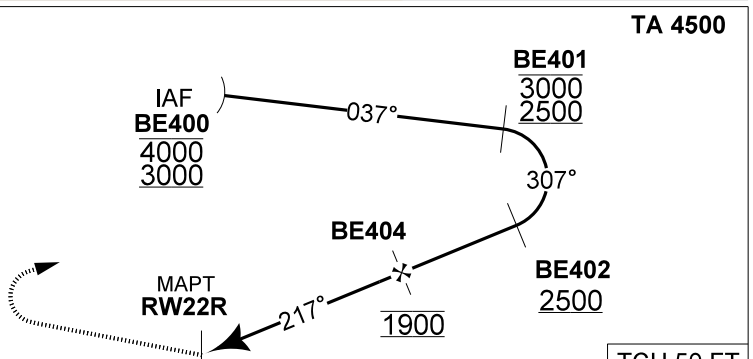
EGNOS CH	APP CRS	FAF ALT	Descent GR	DA	THR	ALS	LDA
E22B 59329	217°	1900 FT	5.24% (3°)	**515**	315 FT	930 M	7988 FT

NOTE:
a) BARO-VNAV OPS NOT AUTHORIZED BELOW -20°C



THR 22R	4	3	2
Altitude *Height*	1640 *(1324)*	1330 *(1014)*	1010 *(694)*

MISSED APPROACH
MAX SPEED 190 KIAS.
Climb to 1000 FT inbound BE411 then continue climbing inbound BE405 then BE415 to reach IAF BE400 at 3000 FT.



CATEGORY	A - B - C - H
LPV 22R	**515** - 0.8 200 (200 - 0.8 / 0.9) GS 3.0°
LNAV/VNAV 22R	**606** - 0.8 291 (300 - 0.8 / 1.5) GS 3.00°
LNAV 22R	**710** - 1.1 395 (400 - 1.1 / 2.1)

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 -THS

RNP RWY 22R 50°45.47' N 004°46.02' E **BEAUVECHAIN (EBBE)**

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MIPS
INSTRUMENT APPROACH CHART

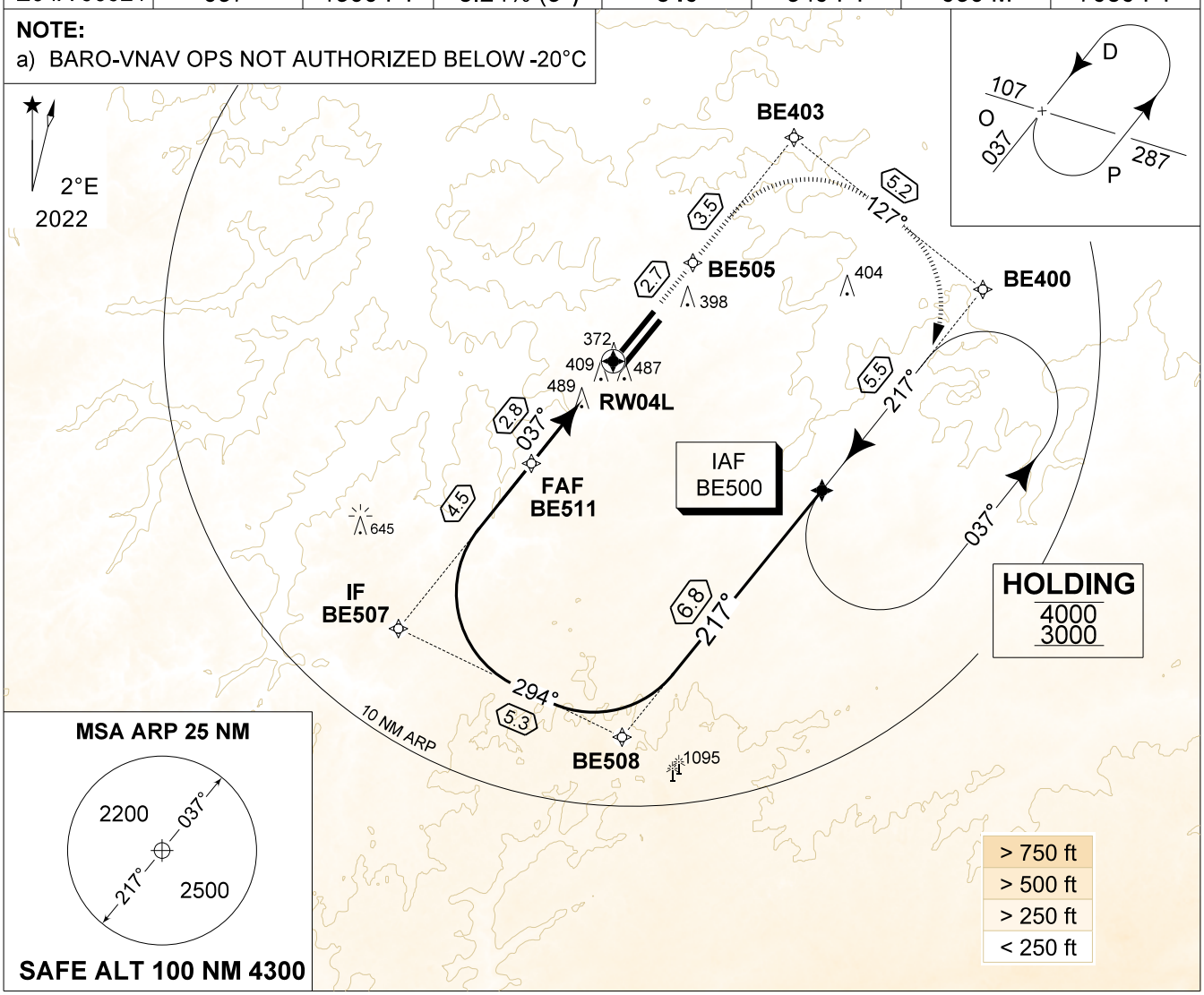
AD ELEV 362

RNP RWY 04L
BEAUVECHAIN (EBBE)

BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855

EGNOS CH	APP CRS	FAF ALT	Descent GR	DA	THR	ALS	LDA
E04A 90921	037°	1300 FT	5.24% (3°)	**549**	349 FT	930 M	7959 FT

NOTE:
a) BARO-VNAV OPS NOT AUTHORIZED BELOW -20°C



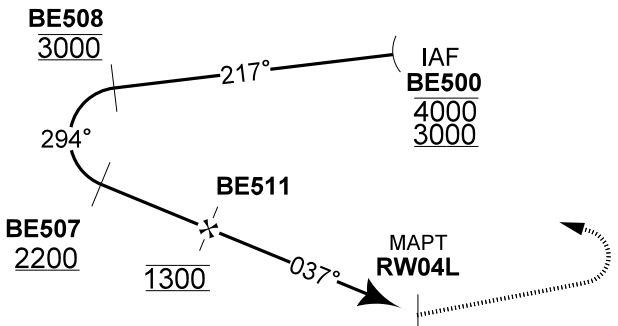
MSA ARP 25 NM

SAFE ALT 100 NM 4300

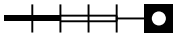
THR 04L	2.8	2.5	2
Altitude *Height*	1300 *(951)*	1200 *(851)*	1040 *(691)*

TA 4500

MISSED APPROACH
MAX SPEED 190 KIAS.
Climb to 1000 FT inbound BE505 then continue climbing inbound BE403 then BE400 to reach IAF BE500 at 3000 FT.



CAT I



2.8 THR 349 TCH 50 FT

CATEGORY		A - B - C - H
MIPS	LPV 04L	**549** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
	LNAV/VNAV 04L	**640** - 0.8 291 (300 - 0.8 / 1.5) GS 3.00°
	LNAV 04L	**740** - 1.1 391 (400 - 1.1 / 2.0)

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 -THS

RNP RWY 04L 50°45.47' N 004°46.02' E **BEAUVECHAIN (EBBE)**

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 362

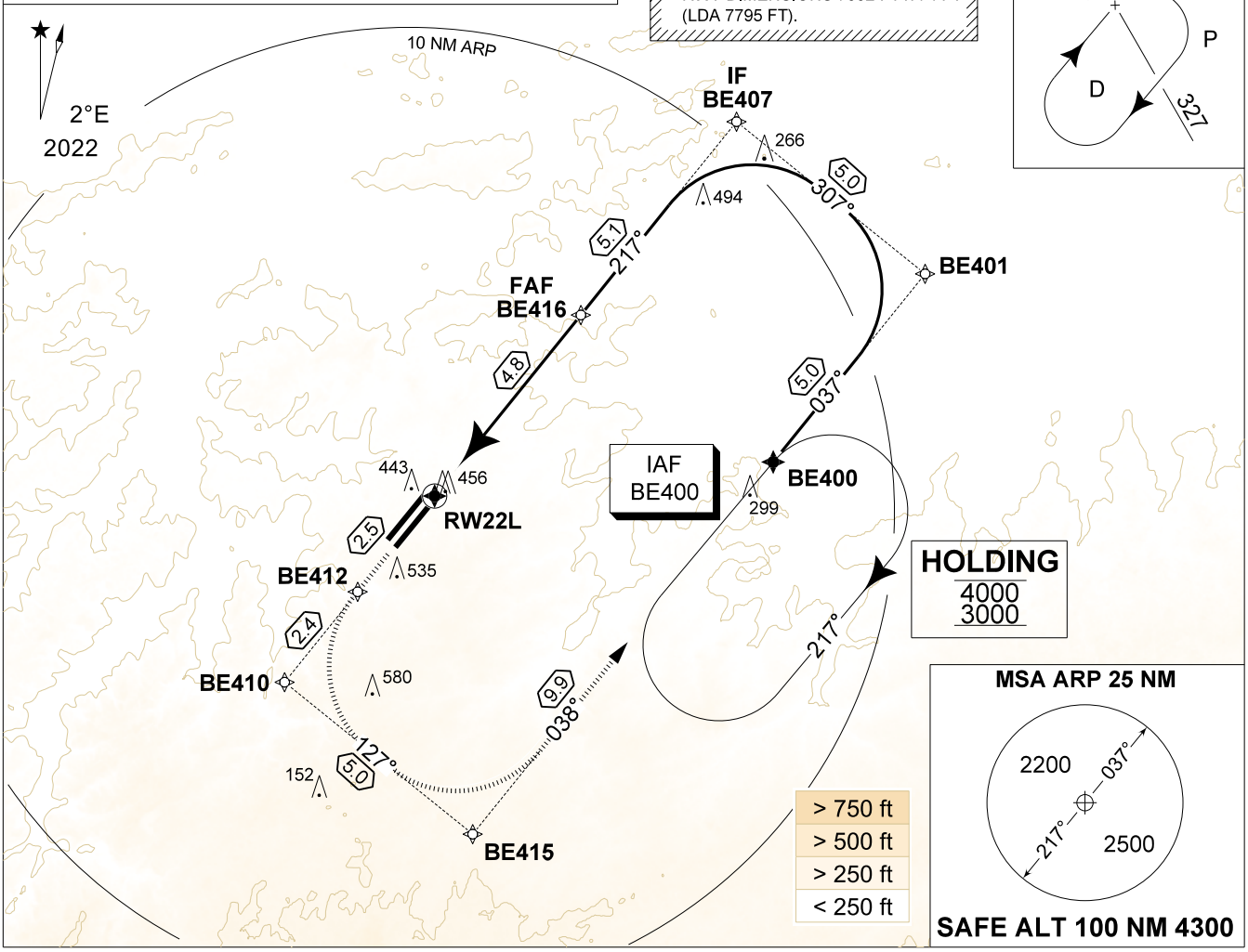
RNP RWY 22L
BEAUVECHAIN (EBBE)

BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855

EGNOS CH	APP COURSE	FAF ALT	DESCENT GR	DA	THR	ALS	LDA
E22A 41738	217°	1900 FT	5.24%(3°)	**516**	316 FT	260 M	7795 FT

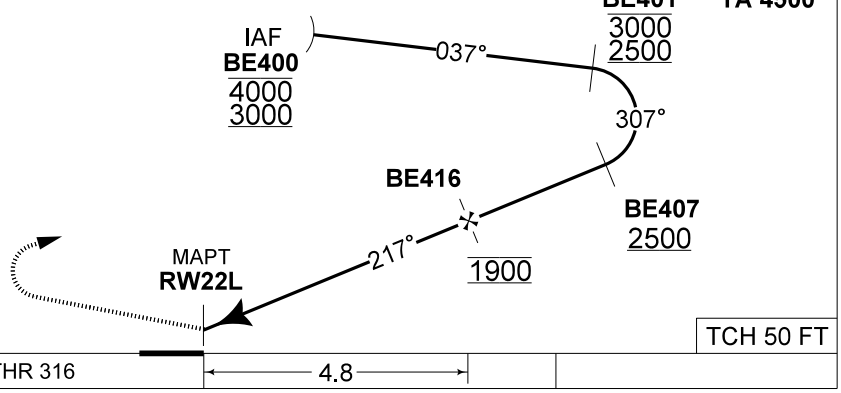
NOTE:
a) BARO-VNAV OPS NOT AUTHORIZED BELOW -20°C

CAUTION:
- RWY DIMENSIONS 7992 FT x 74 FT (LDA 7795 FT).



THR 22L	4	3	2
Altitude *Height*	1650 *(1333)*	1330 *(1013)*	1010 *(693)*

MISSED APPROACH
MAX SPEED 190 KIAS.
Climb to 1000 FT inbound BE412 then continue climbing inbound BE410 then BE415 to reach IAF BE400 at 3000 FT.



CATEGORY	A	B	C	H
MIPS LPV 22L	**516** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°			
MIPS LNAV/VNAV 22L	**626** - 1.3 310 (400 - 1.3 / 1.6) GS 3.00°			
MIPS LNAV 22L	**710** - 1.5 394 (400 - 1.5 / 2.1)		**710** - 1.8 394 (400 - 1.8 / 2.1)	**710** - 1.5 394 (400 - 1.5 / 2.1)

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 -THS

RNP RWY 22L 50°45.47' N 004°46.02' E **BEAUVECHAIN (EBBE)**

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MIPS
INSTRUMENT APPROACH CHART

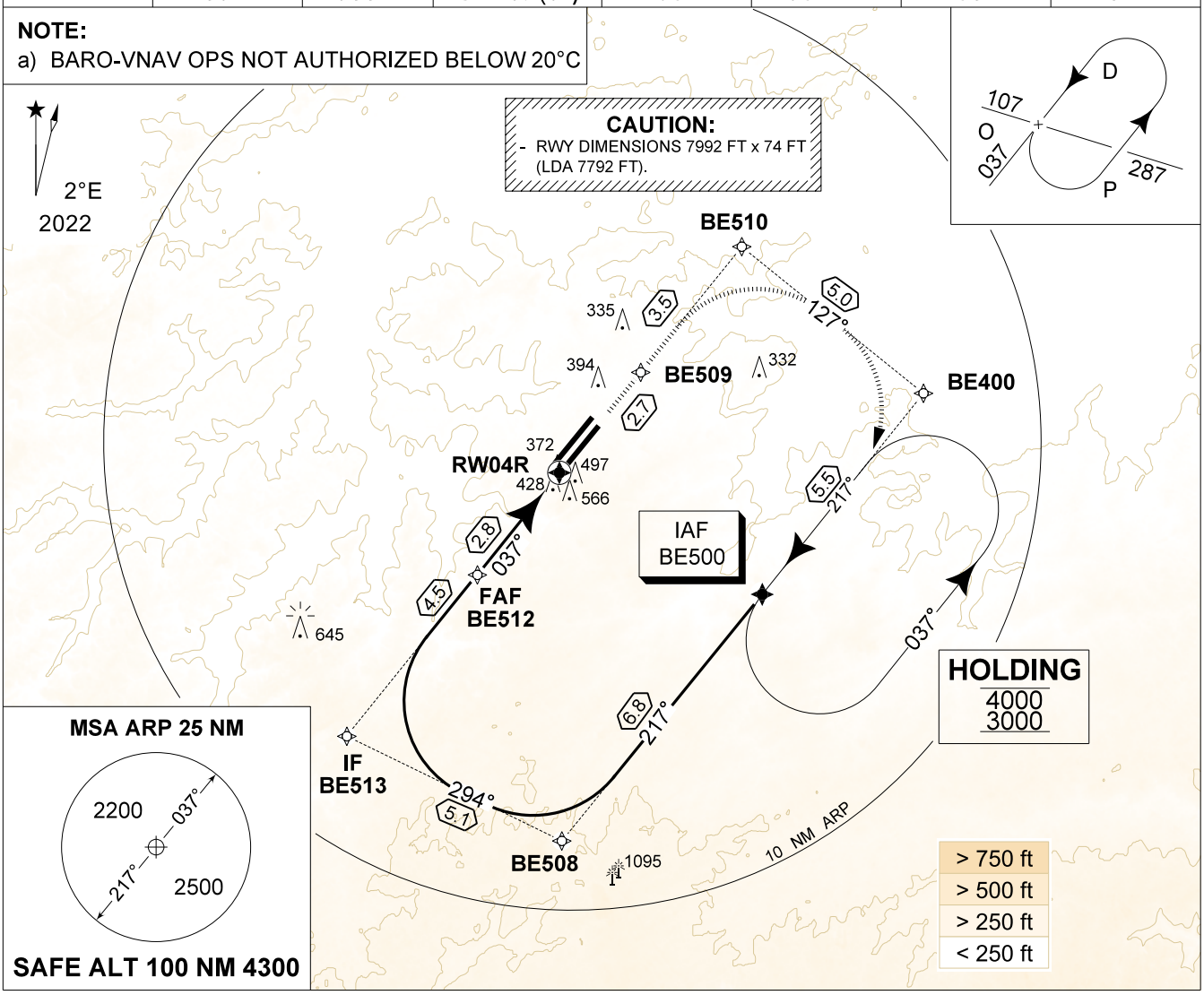
AD ELEV 362

RNP RWY 04R
BEAUVECHAIN (EBBE)

BELGA RADAR		BEAUVECHAIN APP		BEAUVECHAIN TWR		BEAUVECHAIN GND	
374.400	129.325	282.100	122.830	362.025	130.730	359.825	121.855

EGNOS CH	APP CRS	FAF ALT	Descent GR	DA	THR	ALS	LDA
E04B 44251	037°	1300 FT	5.24% (3°)	**562**	362 FT	260 M	7792 FT

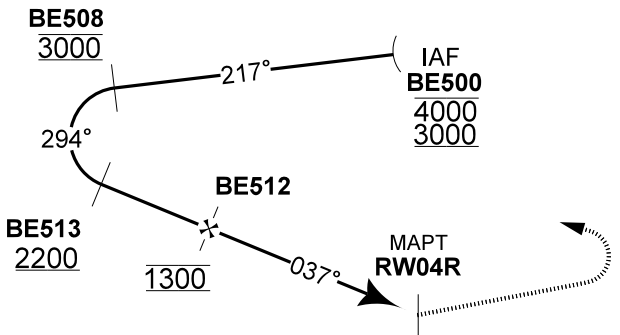
NOTE:
a) BARO-VNAV OPS NOT AUTHORIZED BELOW 20°C



THR 04R	2.8	2.5	2
Altitude *Height*	1310 *(948)*	1210 *(848)*	1050 *(688)*

TA 4500

MISSED APPROACH
MAX SPEED 190 KIAS.
Climb to 1000 FT inbound BE509 then continue climbing inbound BE510 then BE400 to reach IAF BE500 at 3000 FT.



CATEGORY	A	B	C	H
MIPS LPV 04R	**562** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°			
MIPS LNAV/VNAV 04R	**701** - 1.4 339 (400 - 1.4 / 1.7) GS 3.00°			
MIPS LNAV 04R	**790** - 1.5 428 (500 - 1.5 / 2.2)		**790** - 1.9 428 (500 - 1.9 / 2.2)	**790** - 1.5 428 (500 - 1.5 / 2.2)

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 -THS

RNP RWY 04R 50°45.47' N 004°46.02' E **BEAUVECHAIN (EBBE)**

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 194

ILS or LOC RWY 26
CHIEVRES (EBCV)

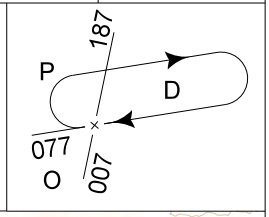
ATIS	BRUSSELS APP		CHIEVRES TWR		CHIEVRES GND	
342.425	126.630	369.200	128.855	232.525	141.750	387.700

LOC / DME	APP COURSE	GS INTCPT ALT	GS	DA	THR	ALS	LDA
I-CV 108.550 / 79X	258°	1800 FT	3.00°	**394**	194 FT	914 M	8203 FT

CAUTION:

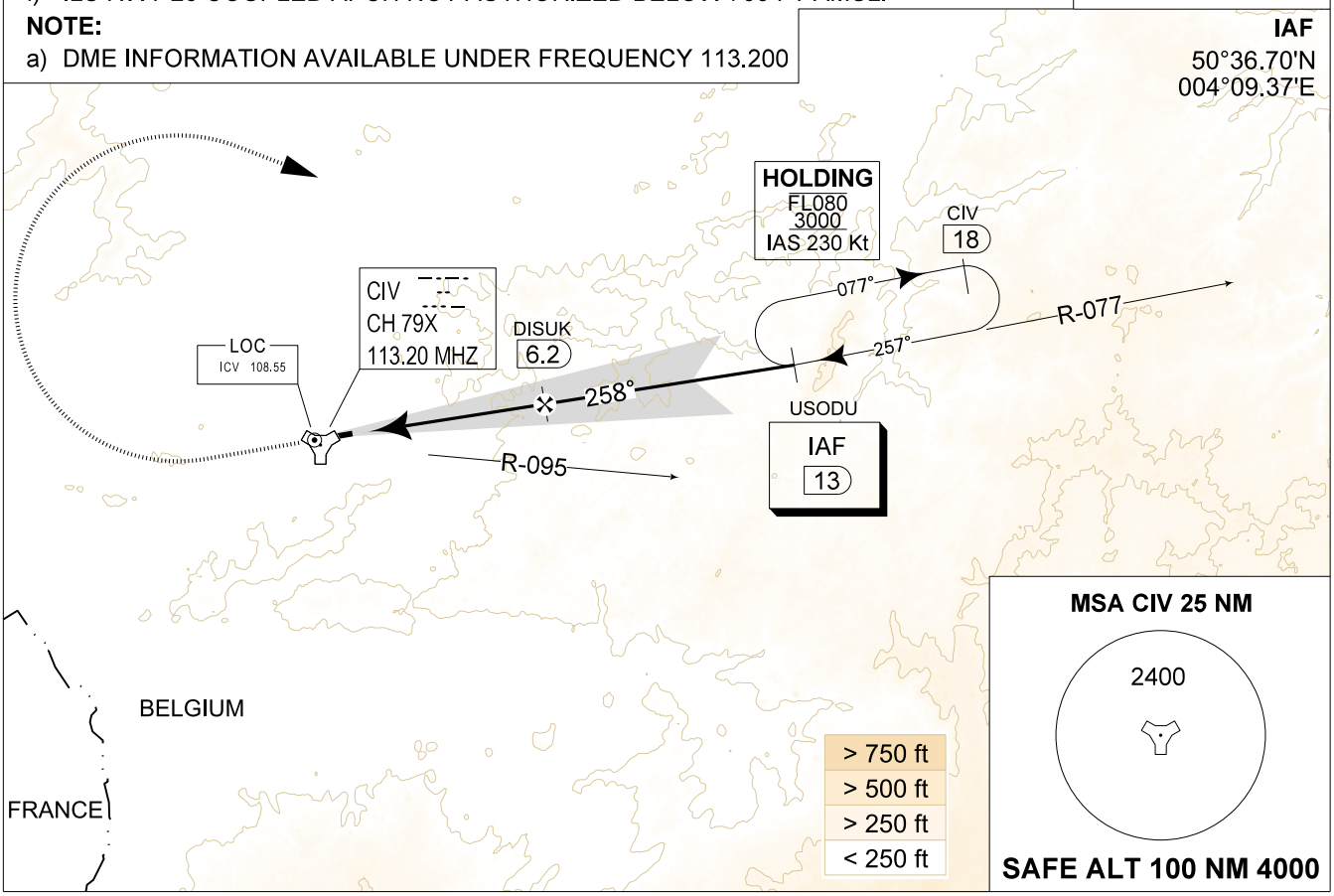
a) MISSED APPROACH CLIMB GRADIENT MIN 3.6% FOR ATC REASON
b) MISSED APPROACH REQUIRES USE OF RNAV OR ATC RADAR MONITORING.
c) REMAIN NORTH OF CIV R-095 TO AVOID RESTRICTED AIRSPACE.
d) OLDER AIRCRAFT MAY NOT RECEIVE LOC FREQUENCY.
e) CIRCLING NOT AUTHORIZED NORTH OF RWY 08-26.
f) ILS RWY 26 COUPLED APCH NOT AUTHORIZED BELOW 700 FT AMSL.

2°E
2022



NOTE:

a) DME INFORMATION AVAILABLE UNDER FREQUENCY 113.200

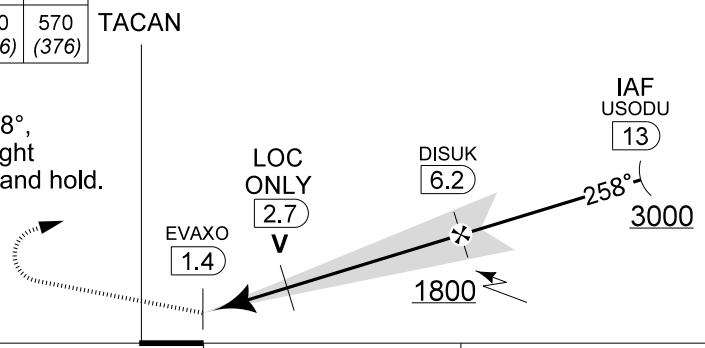


THR 26	4	3	2	1
Altitude *Height*	1530 *(1336)*	1210 *(1016)*	890 *(696)*	570 *(376)*

TA 4500

MISSED APPROACH

Climbing to 3000 FT track 258°,
upon passing 1400 FT turn right
on track 109° direct USODU and hold.



CATEGORY	A	B	C	D
MIPS S-ILS 26	**394** - 0.8 202 (300 - 0.8 / 0.9) GS 3.00°			
MIPS S-LOC 26	**670** - 1.6 476 (500 - 1.6 / 2.5) GS 3.00°			
MIPS CIRCLING	**680** - 1.5 486 (500 - 1.5)	**710** - 1.6 516 (600 - 1.6)	**960** - 2.4 766 (800 - 2.4)	**1040** - 3.6 846 (900 - 3.6)

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

ILS or LOC RWY 26 50°34.55'N 003°49.86'E **CHIEVRES (EBCV)**

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 194

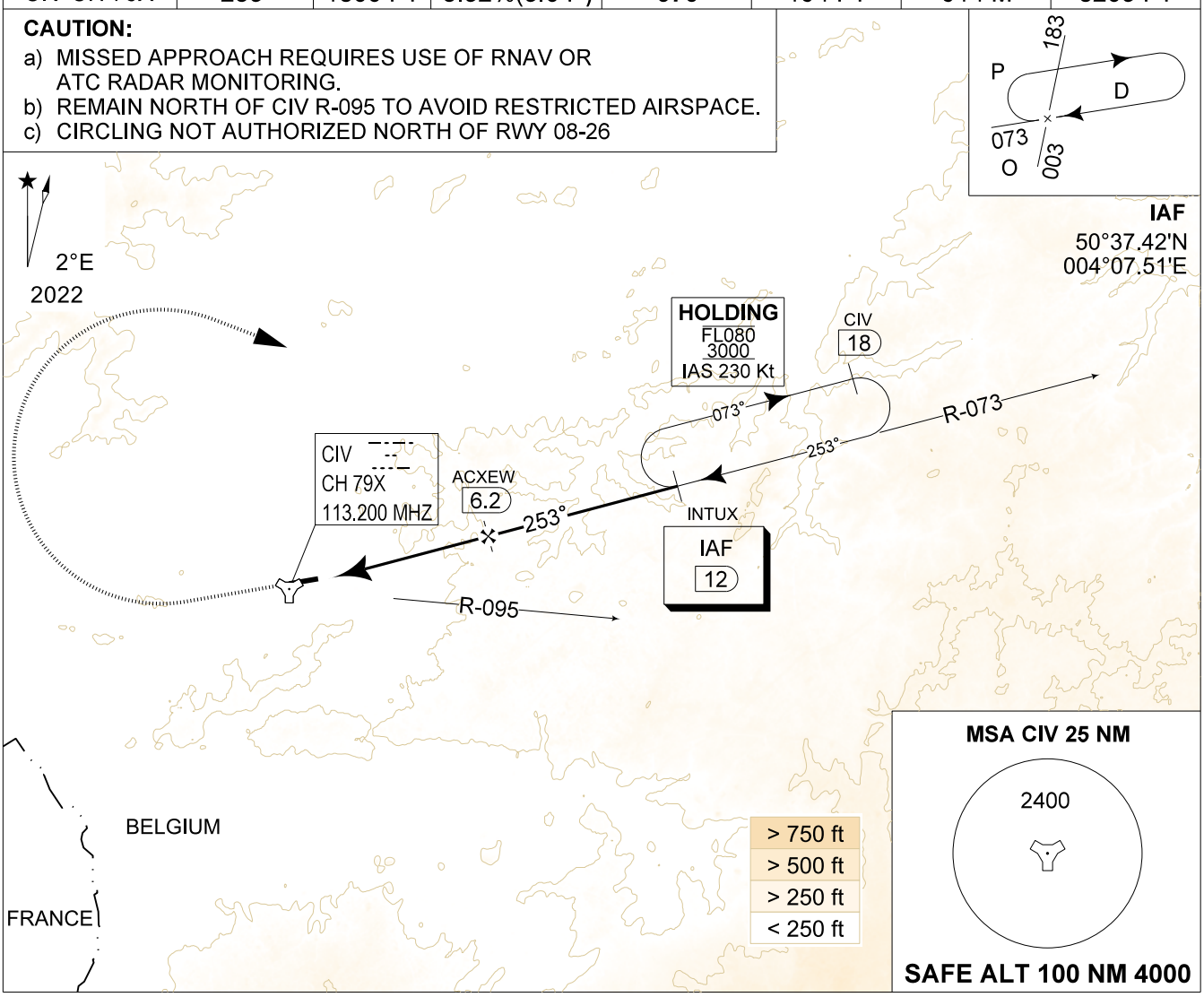
TACAN RWY 26
CHIEVRES (EBCV)

ATIS	BRUSSELS APP		CHIEVRES TWR		CHIEVRES GND	
342.425	126.630	369.200	128.855	232.525	141.750	387.700

TAC	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
CIV CH 79X	253°	1800 FT	5.32%(3.04°)	**670**	194 FT	914 M	8203 FT

CAUTION:

a) MISSED APPROACH REQUIRES USE OF RNAV OR ATC RADAR MONITORING.
b) REMAIN NORTH OF CIV R-095 TO AVOID RESTRICTED AIRSPACE.
c) CIRCLING NOT AUTHORIZED NORTH OF RWY 08-26

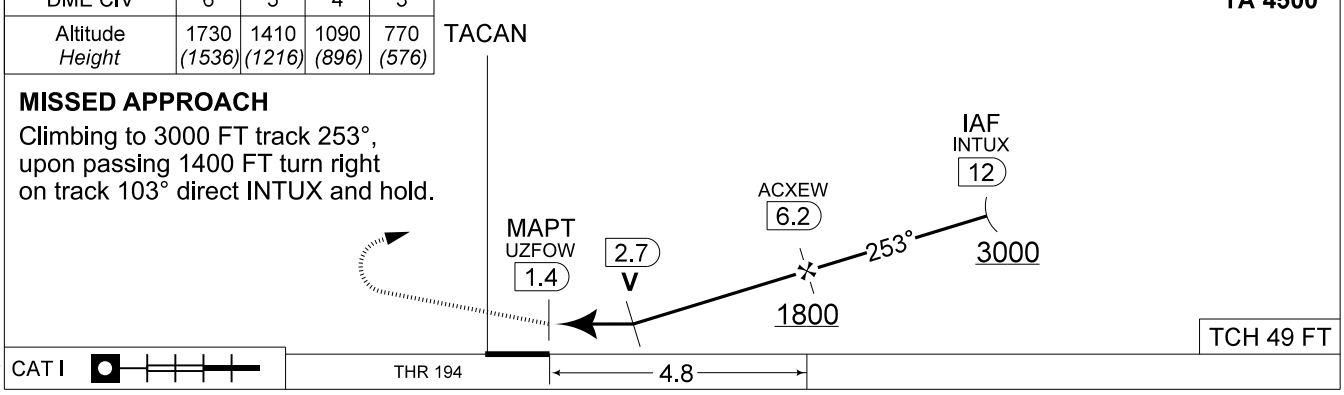


DME CIV	6	5	4	3
Altitude *Height*	1730 *(1536)*	1410 *(1216)*	1090 *(896)*	770 *(576)*

TA 4500

MISSED APPROACH

Climbing to 3000 FT track 253°, upon passing 1400 FT turn right on track 103° direct INTUX and hold.



CATEGORY	A	B	C	D
S-TAC 26	**670** - 1.6 476 (500 - 1.6 / 2.5)			
CIRCLING	**680** - 1.5 486 (500 - 1.5)	**710** - 1.6 516 (600 - 1.6)	**960** - 2.4 766 (800 - 2.4)	**1040** - 3.6 846 (900 - 3.6)

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

TACAN RWY 26 50°34.55'N 003°49.86'E **CHIEVRES (EBCV)**

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MIPS
INSTRUMENT APPROACH CHART

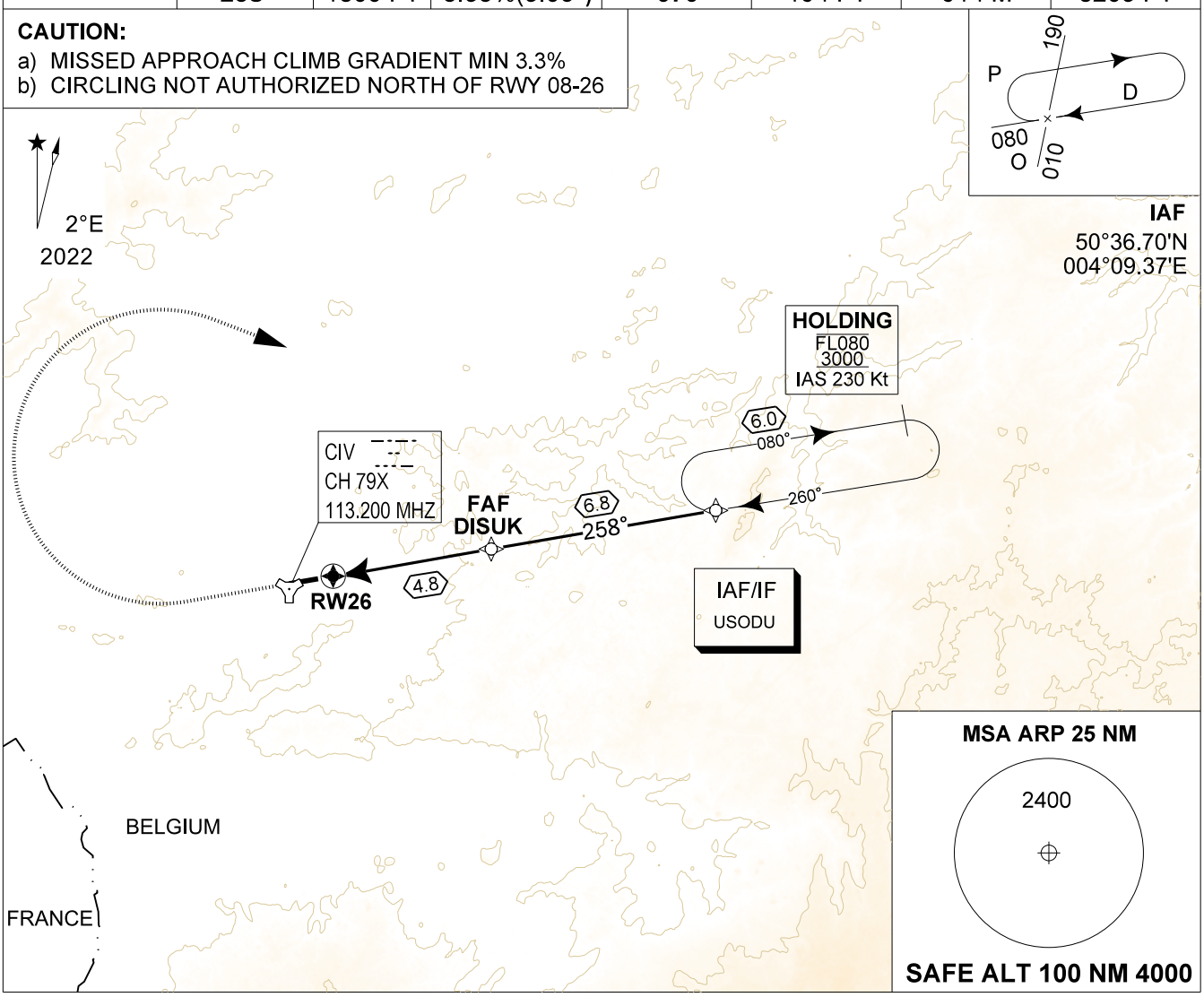
AD ELEV 194

RNP RWY 26 (LNAV)
CHIEVRES (EBCV)

ATIS	BRUSSELS APP		CHIEVRES TWR		CHIEVRES GND	
342.425	126.630	369.200	128.855	232.525	141.750	387.700

-	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
-	258°	1800 FT	5.35%(3.06°)	**670**	194 FT	914 M	8203 FT

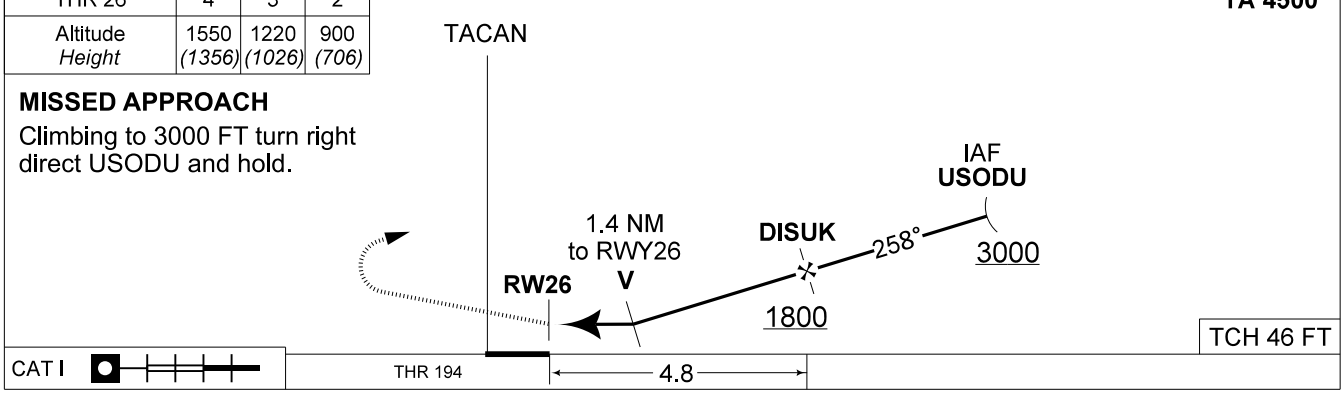
CAUTION:
a) MISSED APPROACH CLIMB GRADIENT MIN 3.3%
b) CIRCLING NOT AUTHORIZED NORTH OF RWY 08-26



THR 26	4	3	2
Altitude *Height*	1550 *(1356)*	1220 *(1026)*	900 *(706)*

TA 4500

MISSED APPROACH
Climbing to 3000 FT turn right direct USODU and hold.



CATEGORY	A	B	C	D
MIPS LNAV 26	**670** - 1.5 476 (500 - 1.5 / 2.5)			
MIPS CIRCLING	**680** - 1.5 486 (500 - 1.5)	**710** - 1.6 516 (600 - 1.6)	**960** - 2.4 766 (800 - 2.4)	**1040** - 3.6 846 (900 - 3.6)

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

RNP RWY 26 (LNAV) 50°34.55'N 003°49.86'E **CHIEVRES (EBCV)**

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3	**Taxiway edge lighting**	Omnidirectional lighting
	Taxiway centre line lighting	
4	**Secondary power supply**	10 MIN delay
	Switch-over time	
5	**Remarks**	NIL

EBFS AD 2.16 Helicopter Landing Area

1	**Coordinates TLOF or THR of FATO**	501444.4N 0043851.1E APRX 300 M N of centre of RWY, see AD 2.24 ADC.01 or AD 2.24 GMC.01 or BAF FLIP VFR and IFR
	Geoid undulation	INFO not AVBL
2	**TLOF and/or FATO elevation M/FT**	283 M/929 FT
3	**TLOF and FATO area dimensions**	INFO not AVBL
	Surface	CONC
	Strength	INFO not AVBL
	Marking	Non standard markings
4	**True BRG of FATO**	NIL
5	**Declared distance available**	NIL
6	**APCH and FATO lighting**	No
7	**Remarks**	NIL

EBFS AD 2.17 ATS Airspace

1	**Designation**	Florennes CTR *(1)*
	Lateral limits	501816N 0044404E - 501918N 0045328E - 501320N 0045527E - 501218N 0044540E - an arc of circle, 5 NM radius, centred at 501436N 0043845E and traced clockwise to 501059N 0043322E - 500957N 0042355E - 501547N 0042210E - 501653N 0043149E - an arc of circle, 5 NM radius, centred at 501436N 0043845E and traced clockwise to 501816N 0044404E.
2	**Vertical limits**	3500 FT AMSL
3	**Airspace classification**	D
4	**ATS unit call sign**	Florennes Tower
	Language(s)	En
5	**Transition altitude**	4500 FT AMSL
6	**Hours of activation**	As ATS operational hours. See AD-2.3
7	**Remarks**	*(1)* Outside EBFS OPR HR, airspace is not active. As EBFS may be re-activated at any time, pilots are advised to avoid crossing whenever possible. Aircraft shall maintain a listening watch with Florennes TWR when EBR06B is activated. Upon activation of Florennes CTR, aircraft shall comply promptly with instructions from Florennes TWR. Activation can be checked with Steenokkerzeel ATCC or Brussels FIC.

EBFS AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Florennes Tower	125.880 (1) 234.800 MHZ	HO	Primary frequency
		122.100 MHZ (2) 257.800 MHZ	HO	Secondary frequency
		121.500 MHZ 243.000 MHZ	HO	Emergency frequency
	Florennes Ground	122.100 MHZ (2) 356.925 MHZ	HO	Primary frequency
APP	Florennes Approach	124.380 (1) 372.275 MHZ	HO	Primary frequency
		122.500 MHZ (2) 123.300 MHZ 362.300 MHZ 377.800 MHZ	HO	Secondary frequency
		121.500 MHZ 243.000 MHZ	HO	Emergency frequency
(1) 8.33 KHZ CH. (2) If no UHF, nor VHF 8.33 KHZ, contact this FREQ.				

EBFS AD 2.19 Radio Navigation and Landing Aids

Type of aid (MAG VAR)		ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1		2	3	4	5	6	7
TACAN (2°/2020)		BFS	CH 52X	H24	501429.1N 0043911.7E	1000 FT	Coverage: 200 NM/FL 600: SE 100 NM/FL 600: other directions EBFS TACAN restricted due to azimuth unlocks may be observed in sector R341-R347
ILS 26R (CAT I)							
	LOC	I-BFS	108.350 MHZ	H24(1)	501426.9N 0043730.7E		
	GP	NIL	333.950 MHZ	H24(1)	501439.2N 0043947.8E		Slope 2.75°, RDH 50 FT TACAN required for ILS approach *(1)* Switched Off when RWY 08L/R in use
ILS 08L (CAT I)							
	LOC	I-FLR	108.350 MHZ	H24(1)	501447.1N 0044021.2E		
	GP	NIL	333.950 MHZ	H24(1)	501434.3N 0043759.7E		Slope 3.00°, RDH 54 FT TACAN required for ILS approach *(1)* Switched Off when RWY 26L/R in use

EBFS AD 2.20 Local Traffic Regulations

1 GENERAL

Military use only.

2 TAXI REGULATIONS

TWY E3, M1 and M2 closed due to FOD.

3 APRON REGULATIONS

NIL

4 RUNWAY REGULATIONS

Operational limitations for flights on secondary RWY (08R/26L):

1. General:
   a. Only home base ACFT may perform take-off and landing on the secondary RWY while the primary RWY is open. Nevertheless, TWR may authorize take-off and landing on the secondary RWY for other ACFT if the situation dictates (traffic load, QRA scramble in progress, etc.);
   b. Qualification needs to be obtained prior landing (pilots must be aware of the secondary RWY characteristics and all obstacles in the vicinity, furthermore pilots have to perform a practice low approach and a touch-and-go landing prior full stop landing;
2. Take-off and landing:
   a. Single take-off and landing will be of application;
   b. No simultaneous approaches will be conducted on both RWY at the same time;
   c. Slow lane will not be of application;
   d. Separation between two landing ACFT is one RWY length;
   e. Out of SFO pattern only practice low approach authorized;
   f. No precision approach available (neither ILS nor PAR);
   g. No night OPS will occur except for QRA A-scramble take-off when primary RWY is closed;
3. Training approaches:
   a. For home base ACFT, training approaches are authorized to gain or maintain qualification;
   b. For non-home base ACFT, 01 training approach will be authorized. According traffic, ATC may authorize more approaches;
   c. RMK: For fast jets, only practice low approach authorized (no touch-and-go landing).

5 SPECIFIC TRAFFIC REGULATIONS

NIL

EBFS AD 2.21 Noise Abatement Procedures

NIL

EBFS AD 2.22 Flight Procedures

The information concerning IFR and VFR procedures is contained in EBFS AD 2.24 and the BAF FLIPs IFR & VFR.

EBFS AD 2.23 Additional Information

1 GENERAL

TWY E3, L and N5 closed due to FOD.

2 USE OUTSIDE MILITARY OPERATIONAL HOURS

2.1 Contact details

A concession for flying activity outside MIL OPR HR has been given to the Military Gliding Center and to the Belgian Defence Aeroclub ASBL:

Post: Military Gliding Center
Basis Charles Roman
Rue de Grande Lecke
1320 Beauvechain
BELGIUM

TEL: + 32 (0) 24 42 56 50

TEL: + 32 (0) 24 42 56 49

Post: Belgian Defence Aeroclub ASBL
Florennes Airbase - 2 Wing Tactique
Base Jean Offenberg
Route Charlemagne 191
5620 Florennes
BELGIUM

TEL: + 32 (0) 19 32 30 46

TEL: + 32 (0) 475 98 19 87

The use of the aerodrome is strictly subject to prior approval of the Wing Ops in coordination with the concession holders.

2.2 Operational Hours

SAT, SUN and HOL or O/R (outside MIL OPR HR only), from SR - 30 MIN to SS + 30 MIN.

2.3 Runway Physical Characteristics

RWY designator	Dimensions of RWY (m)	Strength and surface of RWY and SWY
08L/26R	3385 x 45	PCN 58 F/B/W/T ASPH
08R/26L	2250 x 22,5	PCN 59 F/B/W/T ASPH

2.4 Communication Facilities

Basic information: 125.880 MHZ - INFO only, no ATC outside MIL OPR HR (En)

2.5 Local Traffic Regulations

The use of the aerodrome is subject to prior permission from the Base Ops (Tel: +32 (0) 71 68 25 04).

EBFS AD 2.24 Charts Related to EBFS

AD 2.MIL-EBFS-ADC.01	Aerodrome Chart
AD 2.MIL-EBFS-GMC.01	Aerodrome Ground Movement Chart
AD 2.MIL-EBFS-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations) RWY 08L/26R
AD 2.MIL-EBFS-AOC.02	Aerodrome Obstacle Chart. Type A (Operating Limitations) RWY 08R/26L
AD 2.MIL-EBFS-AOC.03	Aerodrome Obstacle Chart. Type B
AD 2.MIL-EBFS-SID.01	Instrument Departure Chart - MIPS: FS 08A - 26A
AD 2.MIL-EBFS-SID.02	Instrument Departure Chart - MIPS: FS 08B - 26B
AD 2.MIL-EBFS-SID.03	Instrument Departure Chart - MIPS: FS 08C - 26C
AD 2.MIL-EBFS-SID.04	Instrument Departure Chart - MIPS: HPMA FS 08D - 08E
AD 2.MIL-EBFS-SID.05	Instrument Departure Chart - MIPS: HPMA FS 26D - 26E
AD 2.MIL-EBFS-MISC.01	Minimum Vectoring Altitude - MIPS: MVA CHART
AD 2.MIL-EBFS-MISC.02	Approach Surveillance Radar - MIPS: ASR CHART

MIPS
INSTRUMENT APPROACH CHART

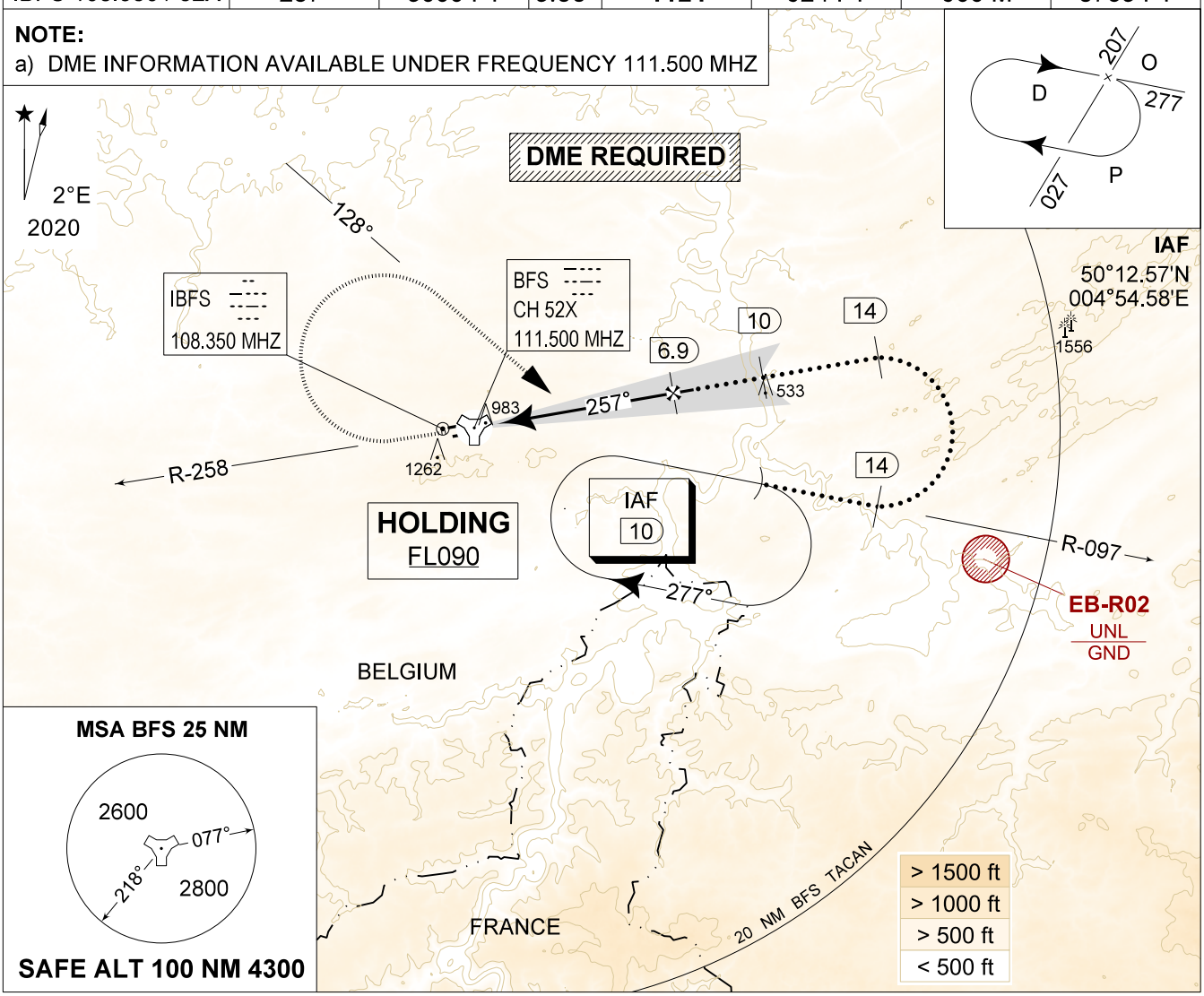
AD ELEV 927

HPMA-ILS or HPMA-LOC RWY 26R
FLORENNES (EBFS)

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

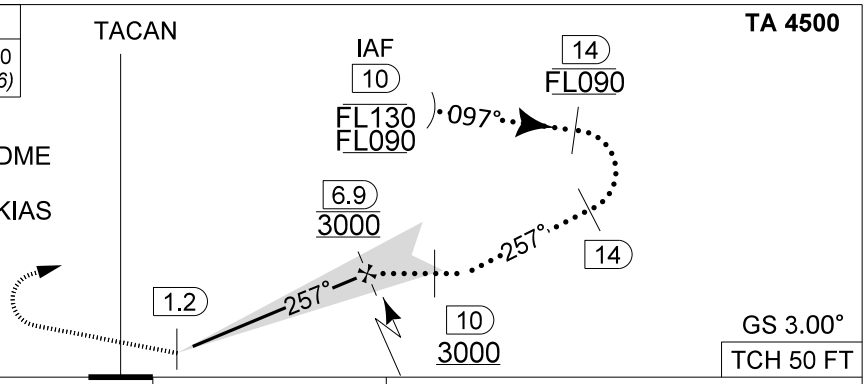
LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IBFS 108.350 / 52X	257°	3000 FT	3.00°	**1124**	924 FT	900 M	8763 FT

NOTE:
a) DME INFORMATION AVAILABLE UNDER FREQUENCY 111.500 MHZ



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

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



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

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 927

HPMA-ILS or HPMA-LOC RWY 08L
FLORENNES (EBFS)

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

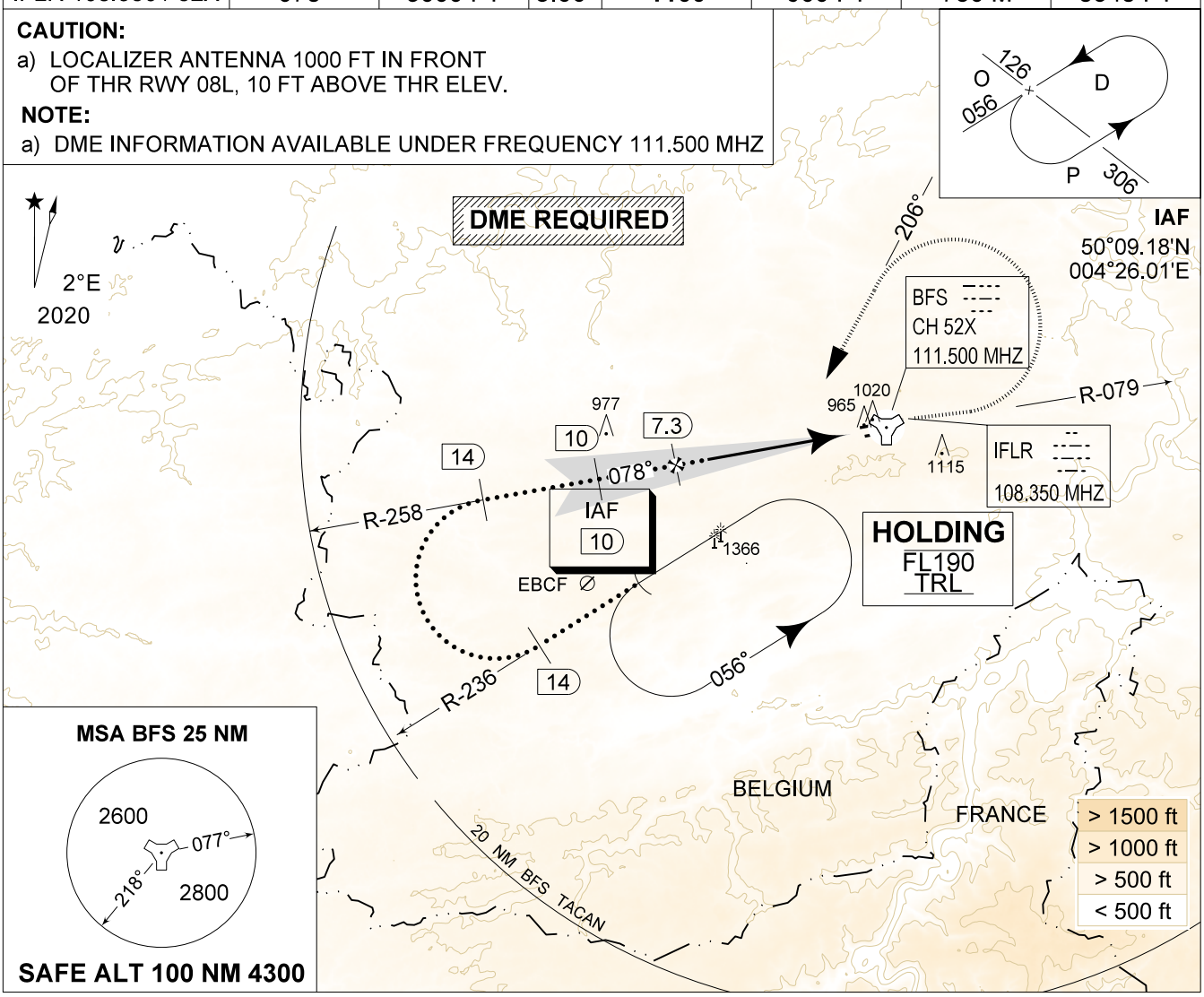
LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IFLR 108.350 / 52X	078°	3000 FT	3.00°	**1100**	900 FT	750 M	8648 FT

CAUTION:

a) LOCALIZER ANTENNA 1000 FT IN FRONT OF THR RWY 08L, 10 FT ABOVE THR ELEV.

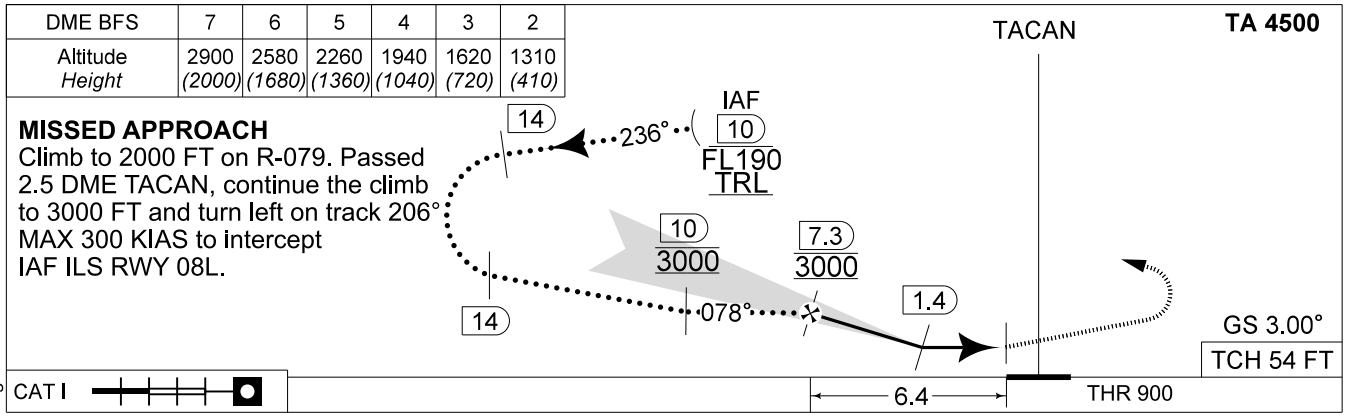
NOTE:

a) DME INFORMATION AVAILABLE UNDER FREQUENCY 111.500 MHZ



DME BFS	7	6	5	4	3	2
Altitude *Height*	2900 *(2000)*	2580 *(1680)*	2260 *(1360)*	1940 *(1040)*	1620 *(720)*	1310 *(410)*

MISSED APPROACH
Climb to 2000 FT on R-079. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn left on track 206° MAX 300 KIAS to intercept IAF ILS RWY 08L.



CATEGORY	HPMA
S-ILS 08L	**1100** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-LOC	**1360** - 1.7 460 (500 - 1.7 / 2.4)
CIRCLING	**1560** - 3.2 633 (700 - 3.2)

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

HPMA-ILS or HPMA-LOC RWY 08L N50 14 36 E004 38 45 **FLORENNES (EBFS)**

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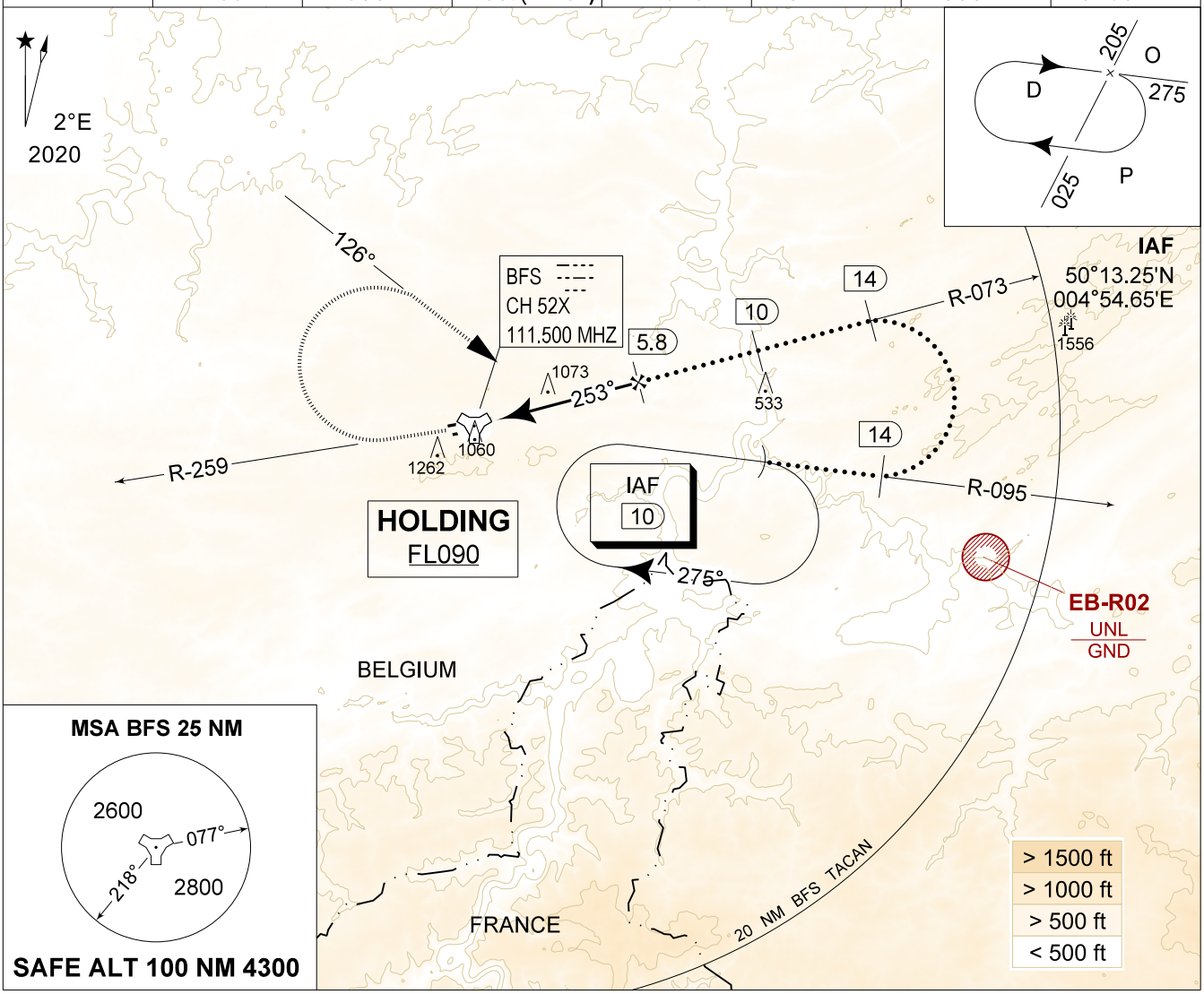
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 927

HPMA-TACAN RWY 26R
FLORENNES (EBFS)

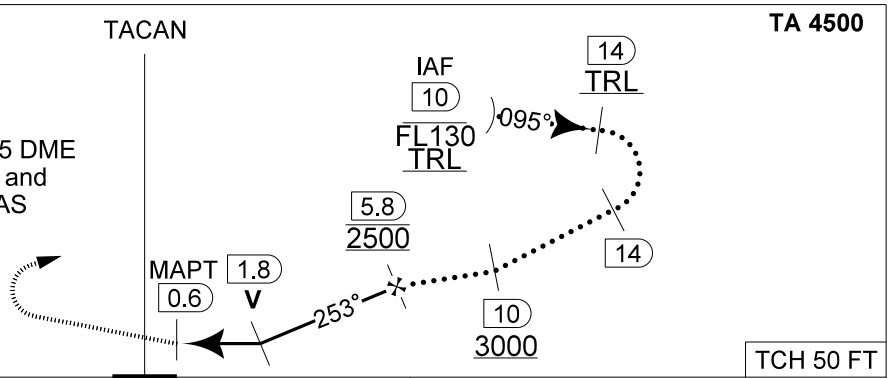
BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BFS CH 52X	253°	2500 FT	4.8%(2.75°)	**1320**	924 FT	900 M	8763 FT



DME BFS	5	4	3	2
Altitude *Height*	2250 *(1330)*	1960 *(1040)*	1670 *(750)*	1380 *(460)*

MISSED APPROACH
Climb to 2000 FT on R-259. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn right on track 126° at MAX 300 KIAS to intercept IAF TACAN RWY 26R.



CATEGORY	HPMA
S-TAC 26R	**1320** - 1.3 396 (400 - 1.3 / 2.2)
CIRCLING	**1560** - 3.2 633 (700 - 3.2)

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

HPMA-TACAN RWY 26R

50°14.60' N
004°38.74' E

FLORENNES (EBFS)

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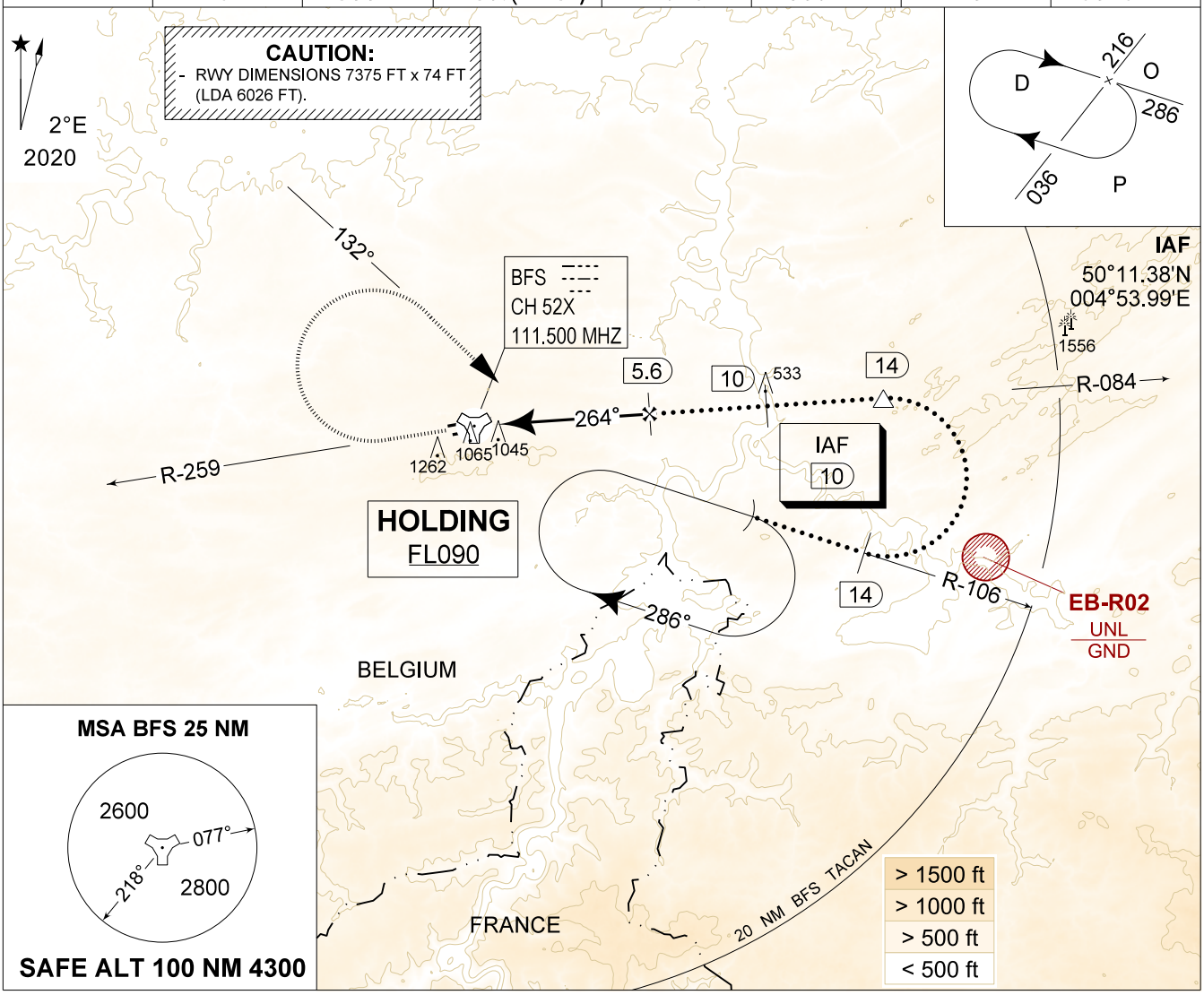
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 927

HPMA-TACAN RWY 26L
FLORENNES (EBFS)

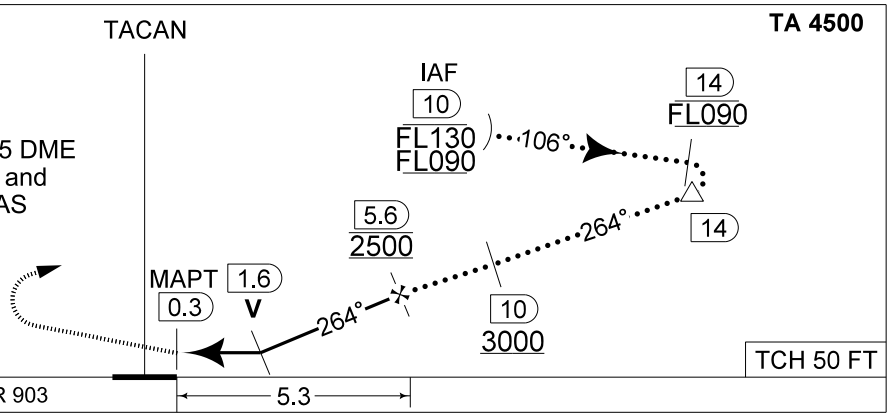
BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BFS CH 52X	264°	2500 FT	4.8%(2.75°)	**1340**	903 FT	210 M	6026 FT



DME BFS	5	4	3	2
Altitude *Height*	2340 *(1440)*	2040 *(1140)*	1750 *(850)*	1460 *(560)*

MISSED APPROACH
Climb to 2000 FT on R-259. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn right on track 132° at MAX 300 KIAS to intercept IAF TACAN RWY 26L.



MIPS	CATEGORY	HPMA
	S-TAC 26L	**1340** - 2.3 437 (500 - 2.3 / 2.5)
	CIRCLING	**1560** - 3.2 633 (700 - 3.2)

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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

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MIPS
INSTRUMENT APPROACH CHART

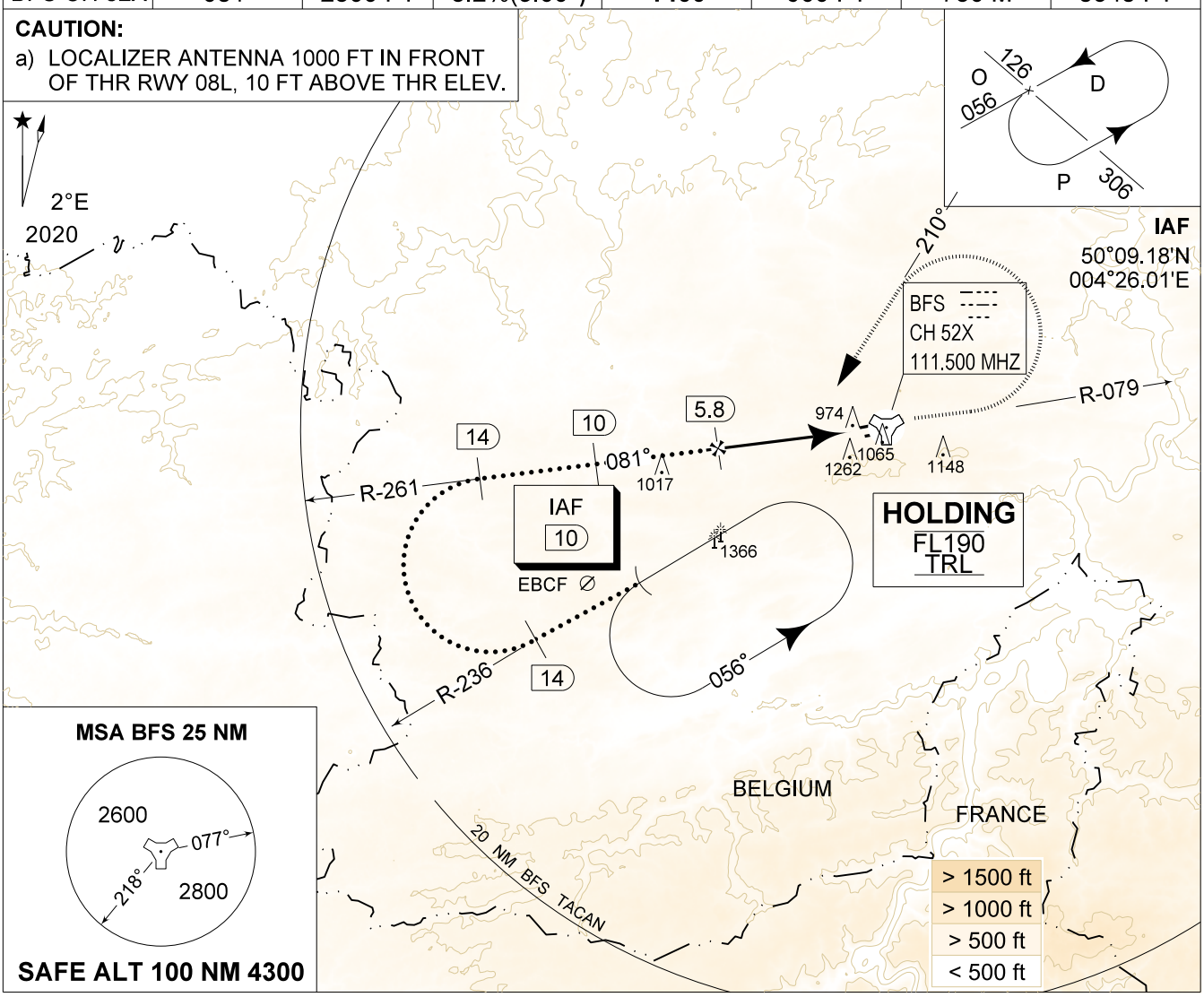
AD ELEV 927

HPMA-TACAN RWY 08L
FLORENNES (EBFS)

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

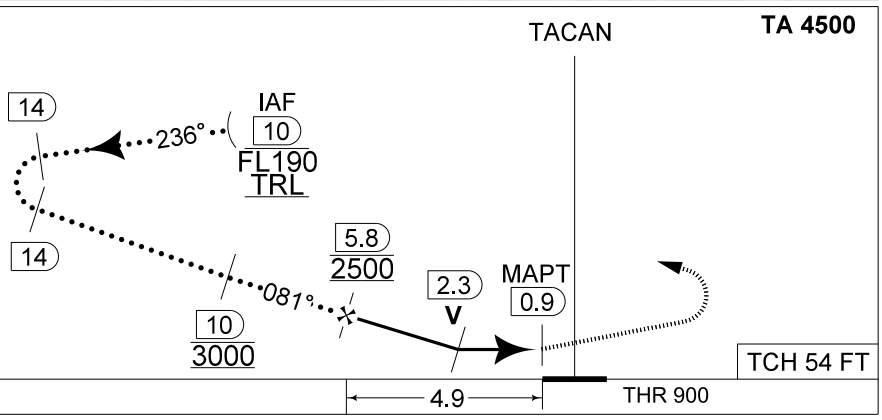
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BFS CH 52X	081°	2500 FT	5.2%(3.00°)	**1400**	900 FT	750 M	8648 FT

CAUTION:
a) LOCALIZER ANTENNA 1000 FT IN FRONT OF THR RWY 08L, 10 FT ABOVE THR ELEV.



DME BFS	5	4	3
Altitude *Height*	2260 *(1360)*	1950 *(1050)*	1630 *(730)*

MISSED APPROACH
Climb to 2000 FT on R-079. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn left on track 210° at MAX 300 KIAS to intercept IAF TACAN RWY 08L.



CATEGORY	HPMA
S-TAC 08L	**1400** - 1.9 500 (500 - 1.9 / 2.6)
CIRCLING	**1560** - 3.2 633 (700 - 3.2)

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

HPMA-TACAN RWY 08L

N50 14 36
E004 38 45

FLORENNES (EBFS)

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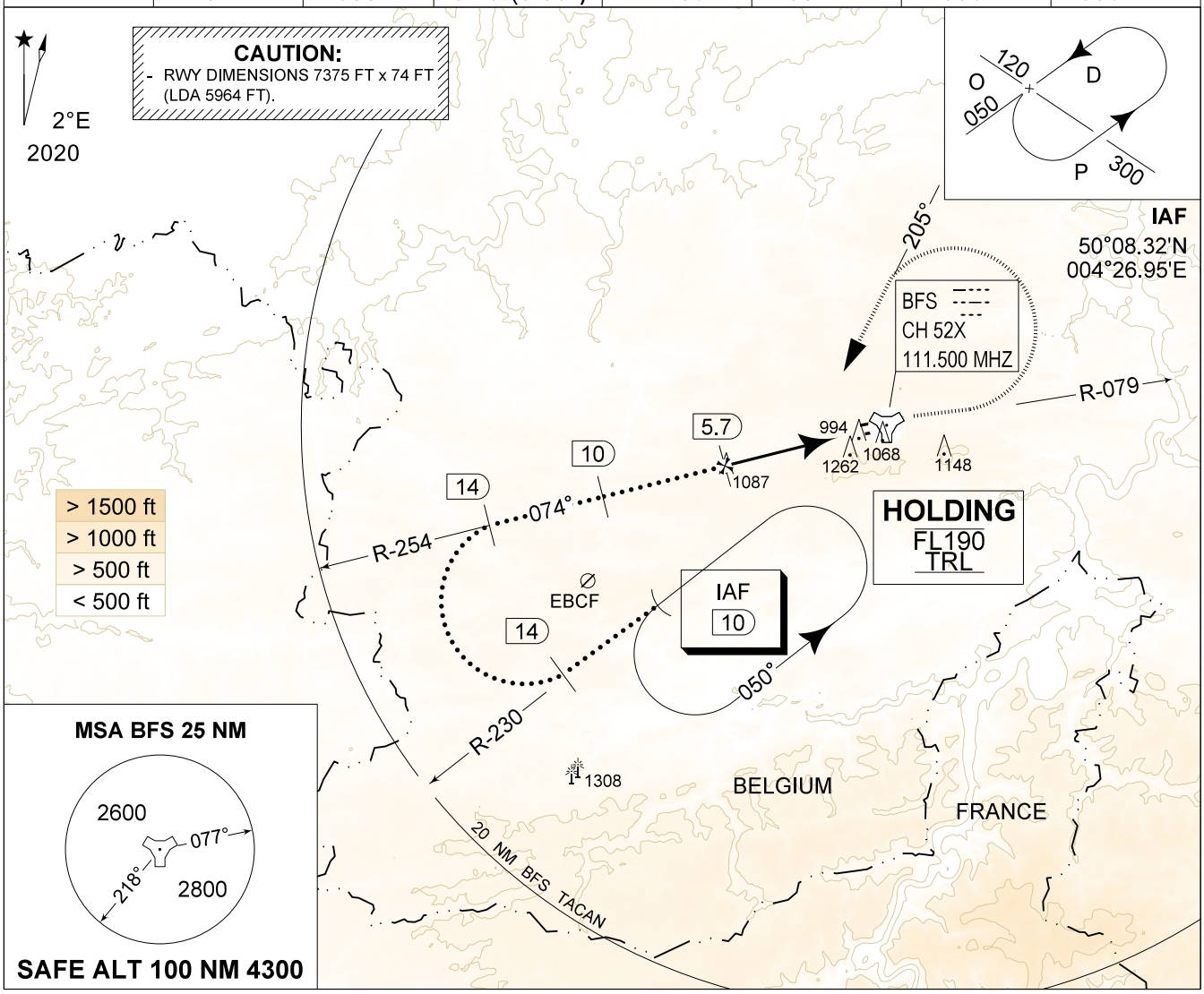
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 927

HPMA-TACAN RWY 08R
FLORENNES (EBFS)

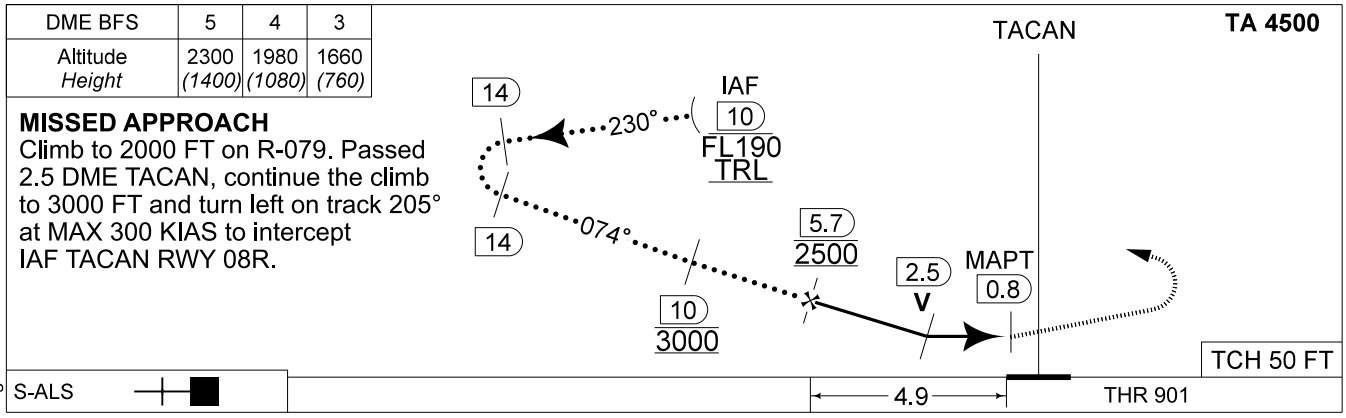
BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BFS CH 52X	074°	2500 FT	5.2%(3.00°)	**1480**	901 FT	335 M	5964 FT



DME BFS	5	4	3
Altitude *Height*	2300 *(1400)*	1980 *(1080)*	1660 *(760)*

MISSED APPROACH
Climb to 2000 FT on R-079. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn left on track 205° at MAX 300 KIAS to intercept IAF TACAN RWY 08R.



CATEGORY	HPMA
S-TAC 08R	**1480** - 2.4 579 (600 - 2.4 / 3.1)
CIRCLING	**1560** - 3.2 633 (700 - 3.2)

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

HPMA-TACAN RWY 08R

50°14.60' N
004°38.74' E

FLORENNES (EBFS)

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MIPS
INSTRUMENT APPROACH CHART

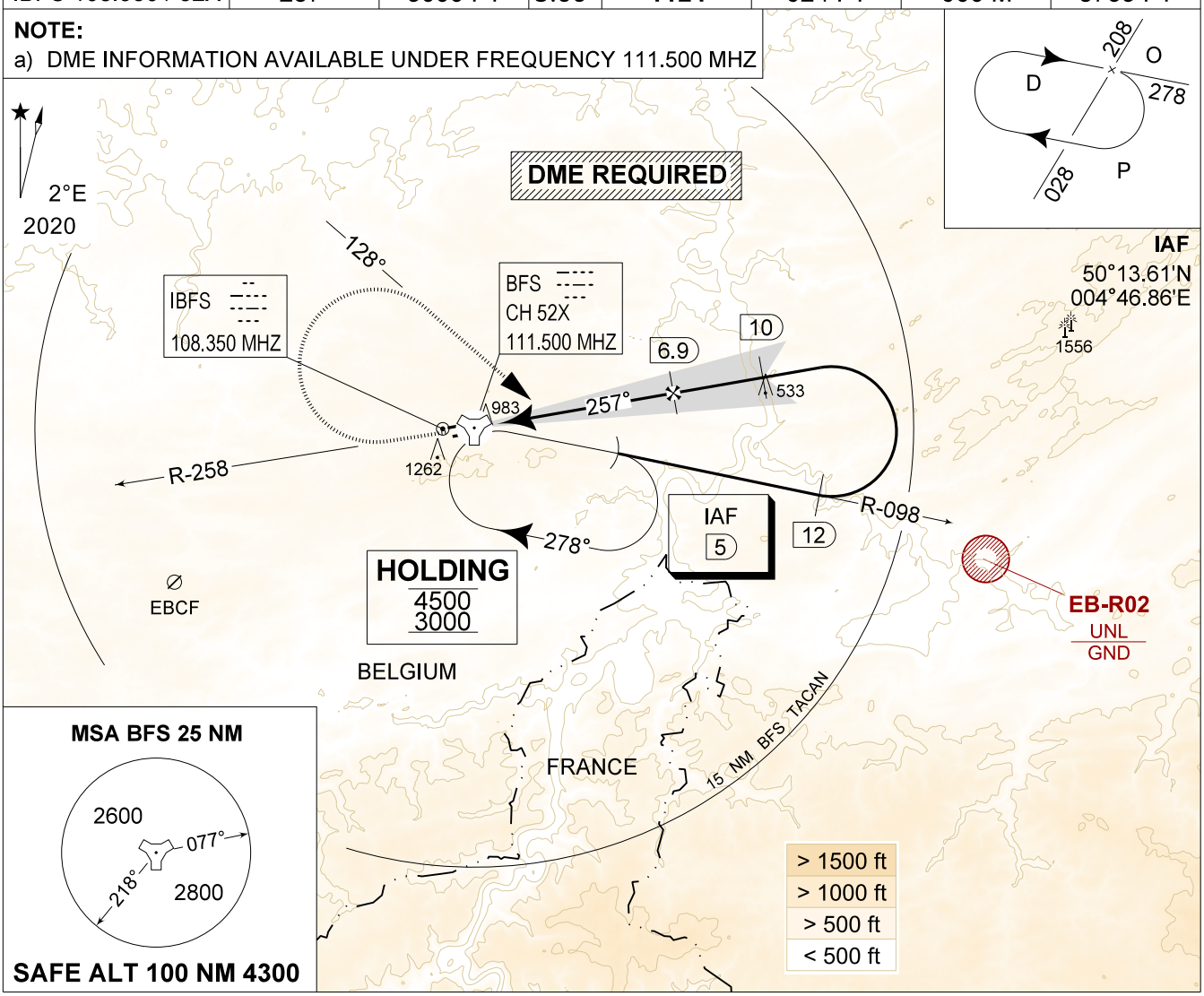
AD ELEV 927

ILS or LOC RWY 26R
FLORENNES (EBFS)

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IBFS 108.350 / 52X	257°	3000 FT	3.00°	**1124**	924 FT	900 M	8763 FT

NOTE:
a) DME INFORMATION AVAILABLE UNDER FREQUENCY 111.500 MHZ

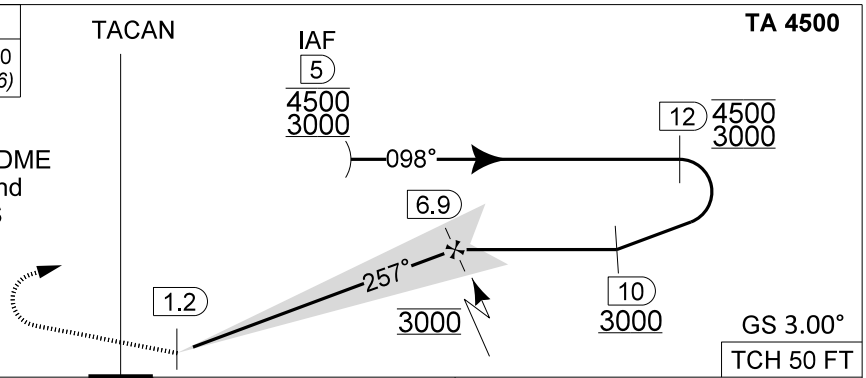


MSA BFS 25 NM

SAFE ALT 100 NM 4300

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

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



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

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 927

ILS or LOC RWY 08L
FLORENNES (EBFS)

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

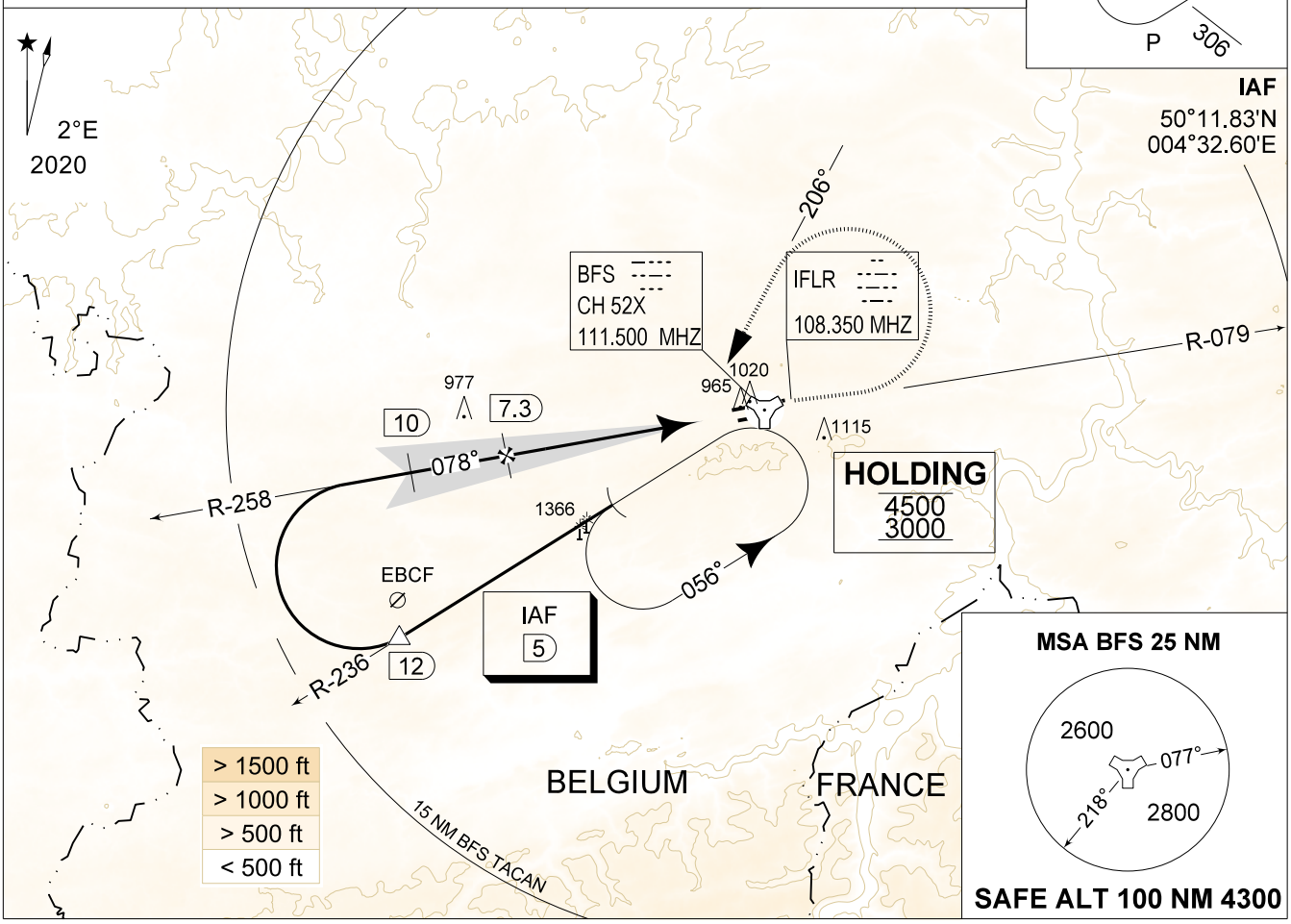
LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IFLR 108.350 / 52X	078°	3000 FT	3.00°	**1100**	900 FT	750 M	8648 FT

CAUTION:

a) LOCALIZER ANTENNA 1000 FT IN FRONT OF THR RWY 08L, 10 FT ABOVE THR ELEV.

NOTE:

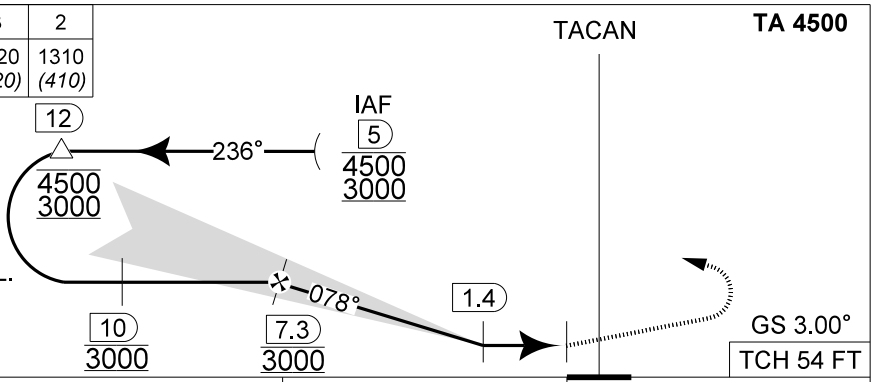
a) DME INFORMATION AVAILABLE UNDER FREQUENCY 111.500 MHZ



DME BFS	7	6	5	4	3	2
Altitude *Height*	2900 *(2000)*	2580 *(1680)*	2260 *(1360)*	1940 *(1040)*	1620 *(720)*	1310 *(410)*

MISSED APPROACH

Climb to 2000 FT on R-079. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn left on track 206° at MAX 210 KIAS (MAX 300 KIAS for HPMA) to intercept IAF ILS RWY 08L.



CATEGORY	A	B	C	D	HPMA
MIPS S-ILS 08L	**1100** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°				
MIPS S-LOC 08L	**1360** - 1.5 460 (500 - 1.5 / 2.4)		**1360** - 1.7 460 (500 - 1.7 / 2.4)		
MIPS CIRCLING	**1560** - 1.6 633 (700 - 1.6)		**1660** - 3.6 733 (800 - 3.6)		**1560** - 3.2 633 (700 - 3.2)

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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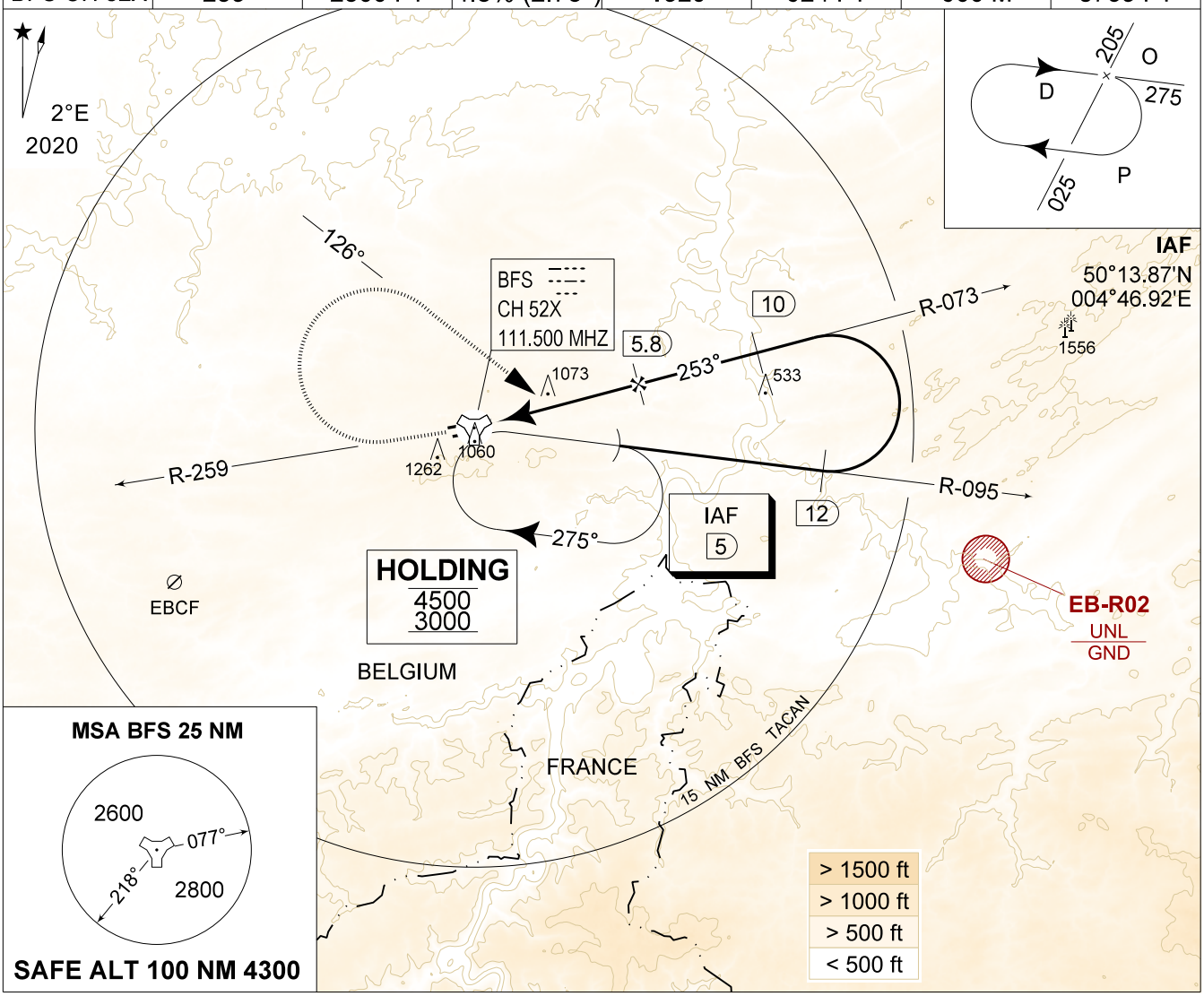
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 927

TACAN RWY 26R
FLORENNES (EBFS)

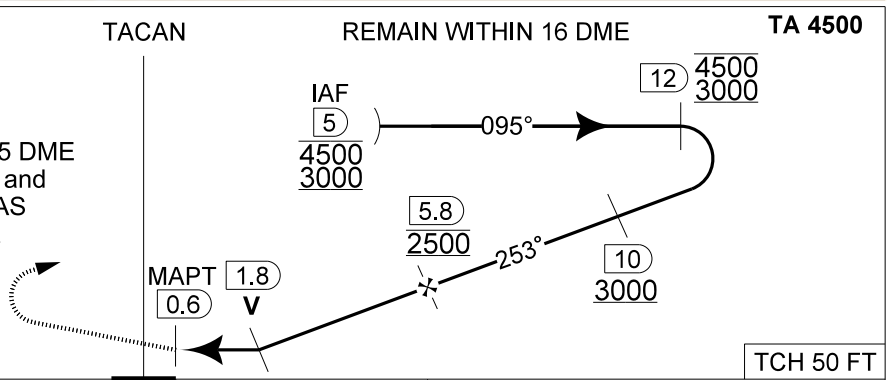
BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BFS CH 52X	253°	2500 FT	4.8% (2.75°)	**1320**	924 FT	900 M	8763 FT



DME BFS	5	4	3	2
Altitude *Height*	2250 *(1330)*	1960 *(1040)*	1670 *(750)*	1380 *(460)*

MISSED APPROACH
Climb to 2000 FT on R-259. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn right on track 126° at MAX 210 KIAS (MAX 300 KIAS for HPMA) to intercept IAF TACAN RWY 26R.



CATEGORY	A	B	C	D	HPMA
S-TAC 26R	**1320** - 1.3 396 (400 - 1.3 / 2.2)				
CIRCLING	**1560** - 1.6 633 (700 - 1.6)		**1660** - 3.6 733 (800 - 3.6)		**1560** - 3.2 633 (700 - 3.2)

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

TACAN RWY 26R

50°14.60' N
004°38.74' E

FLORENNES (EBFS)

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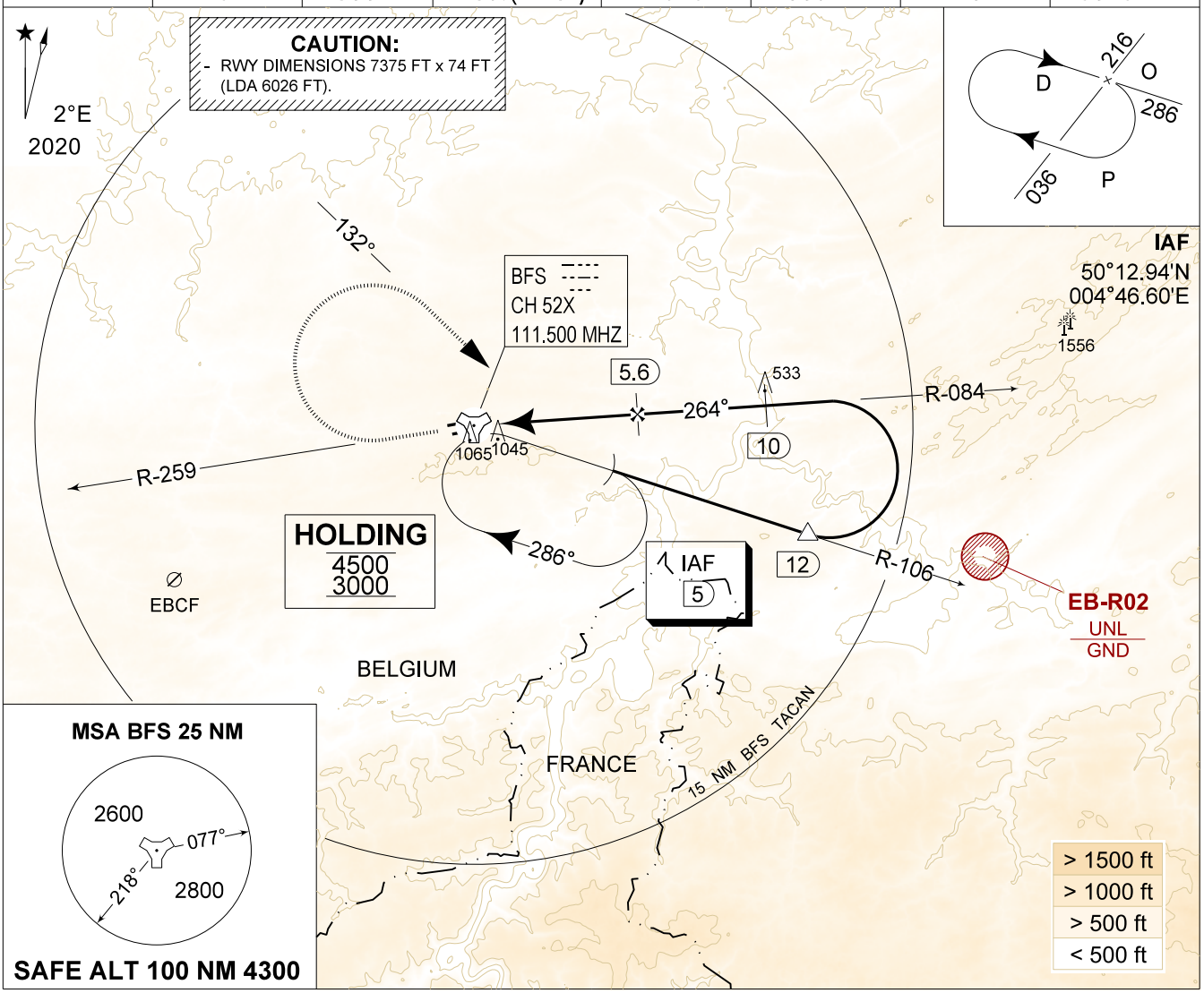
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 927

TACAN RWY 26L
FLORENNES (EBFS)

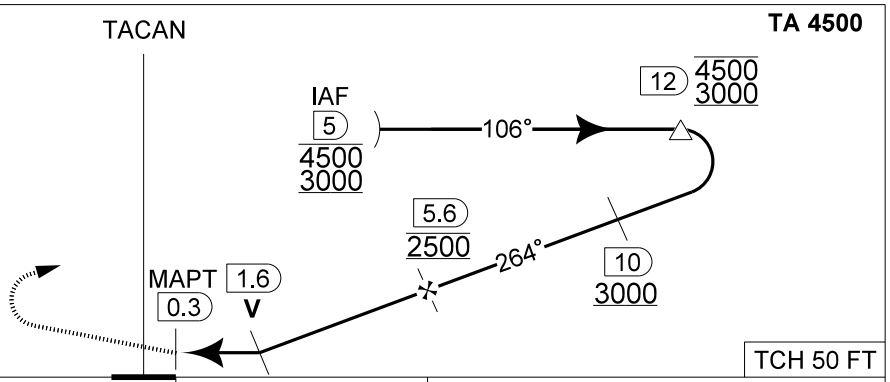
BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BFS CH 52X	264°	2500 FT	4.8%(2.75°)	**1340**	903 FT	210 M	6026 FT



DME BFS	5	4	3	2
Altitude *Height*	2340 *(1440)*	2040 *(1140)*	1750 *(850)*	1460 *(560)*

MISSED APPROACH
Climb to 2000 FT on R-259. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn right on track 132° at MAX 210 KIAS (MAX 300 KIAS for HPMA) to intercept IAF TACAN RWY 26L.



S-ALS THR 903 5.3

CATEGORY	A - B	C - D
S-TAC 26L	**1340** - 1.5 437 (500 - 1.5 / 2.5)	**1340** - 2.3 437 (500 - 2.3 / 2.5)
CIRCLING	**1560** - 1.6 633 (700 - 1.6)	**1660** - 3.6 733 (800 - 3.6)

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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

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MIPS
INSTRUMENT APPROACH CHART

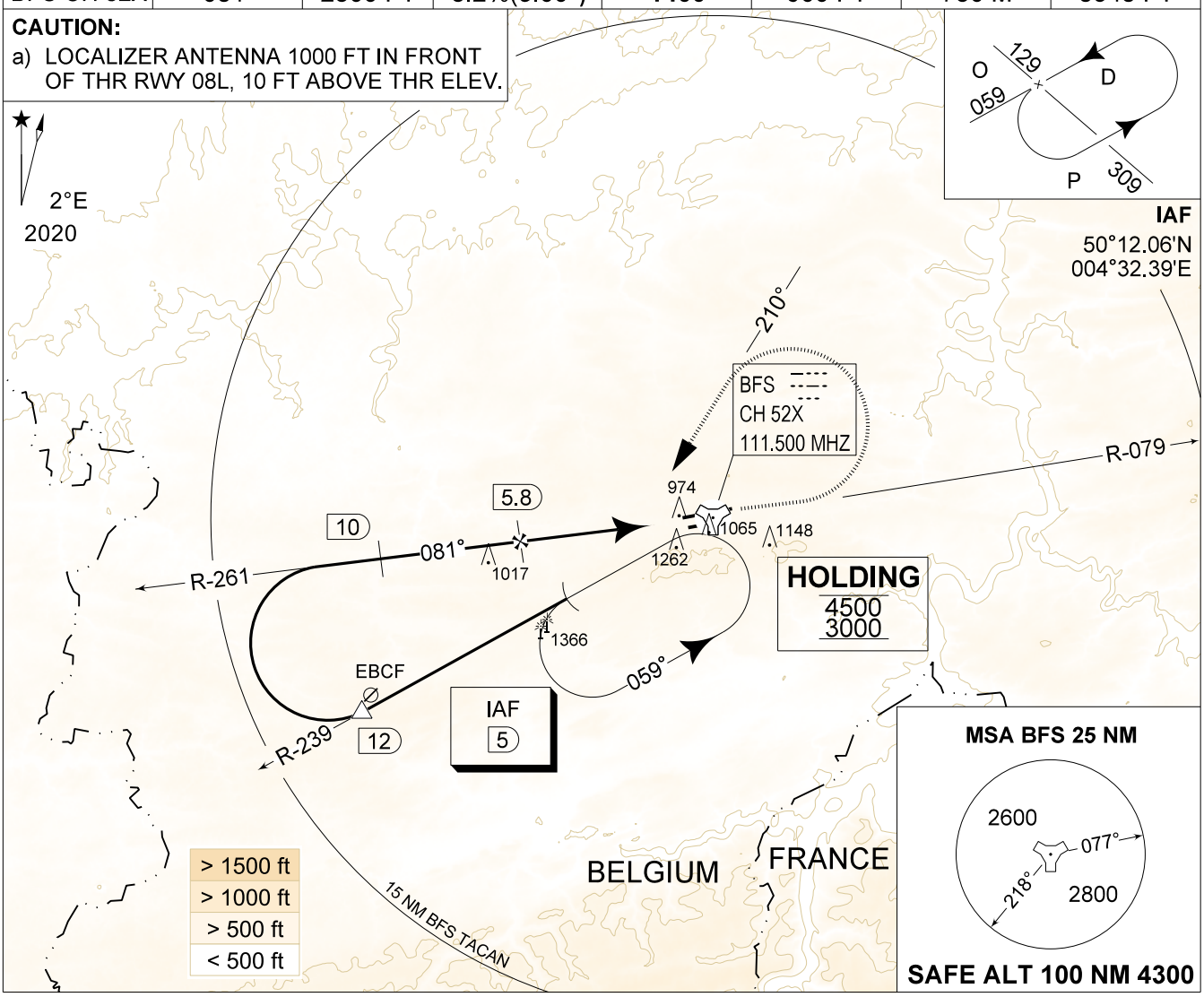
AD ELEV 927

TACAN RWY 08L
FLORENNES (EBFS)

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

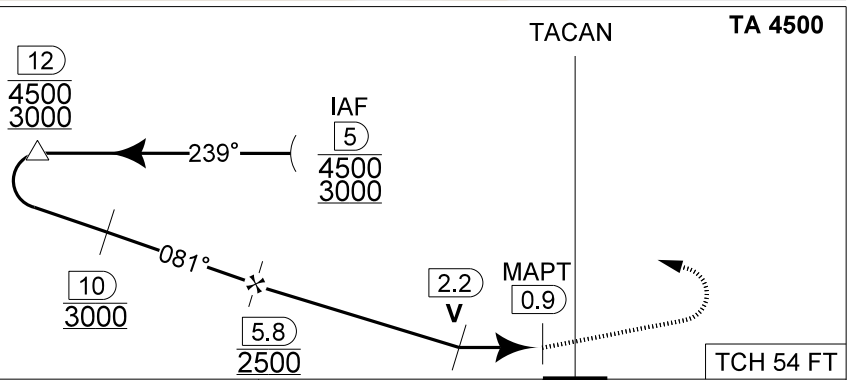
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BFS CH 52X	081°	2500 FT	5.2%(3.00°)	**1400**	900 FT	750 M	8648 FT

CAUTION:
a) LOCALIZER ANTENNA 1000 FT IN FRONT OF THR RWY 08L, 10 FT ABOVE THR ELEV.



DME BFS	5	4	3
Altitude *Height*	2260 *(1360)*	1950 *(1050)*	1630 *(730)*

MISSED APPROACH
Climb to 2000 FT on R-079. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn left on track 210° at MAX 210 KIAS (MAX 300 KIAS for HPMA) to intercept IAF TACAN RWY 08L.



CAT I

CATEGORY	A	B	C	D	HPMA
S-TAC 08L	**1400** - 1.5 500 (500 - 1.5 / 2.6)		**1400** - 1.9 500 (500 - 1.9 / 2.6)		
CIRCLING	**1560** - 1.6 633 (700 - 1.6)		**1660** - 3.6 733 (800 - 3.6)		**1560** - 3.2 633 (700 - 3.2)

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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

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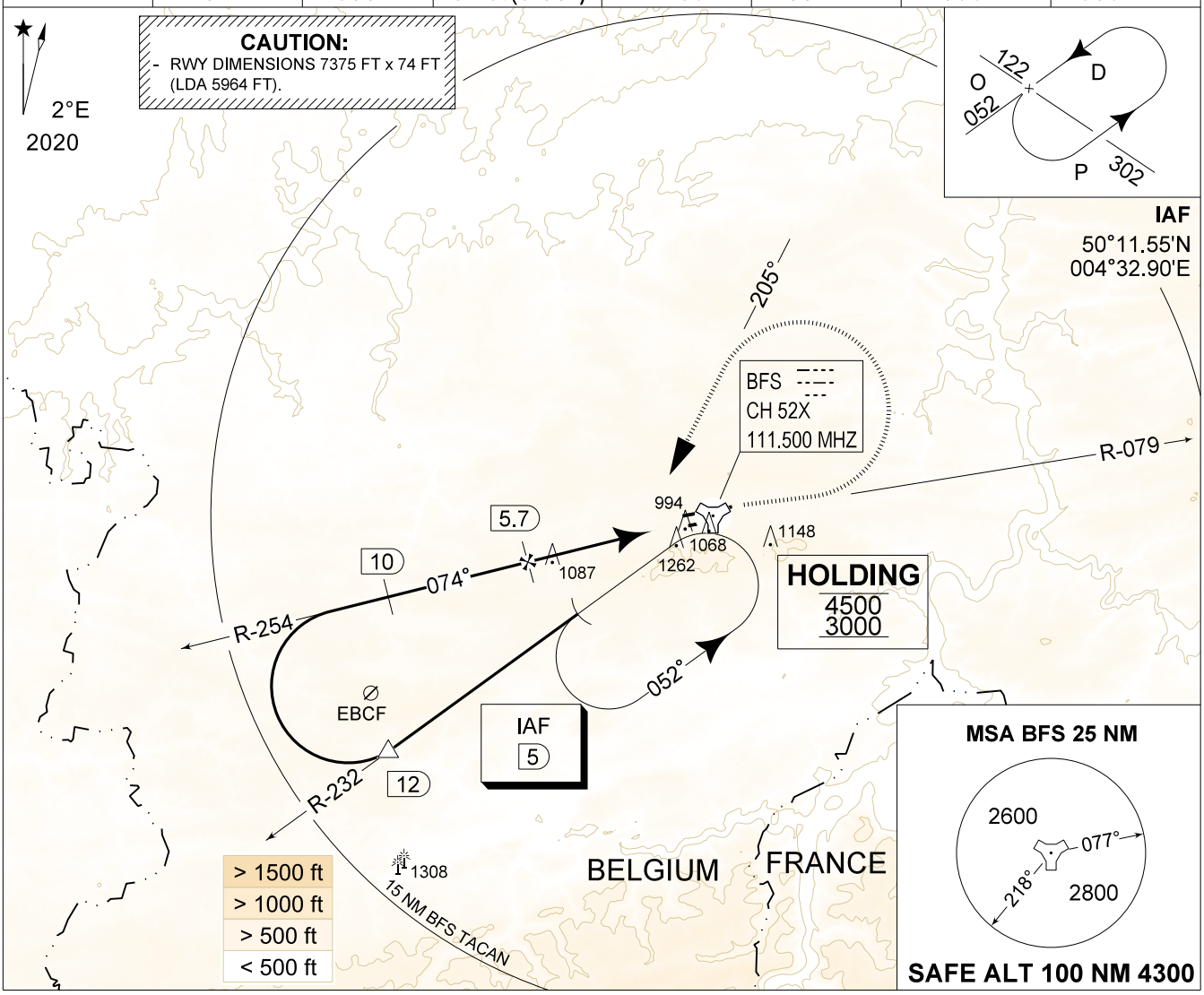
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 927

TACAN RWY 08R
FLORENNES (EBFS)

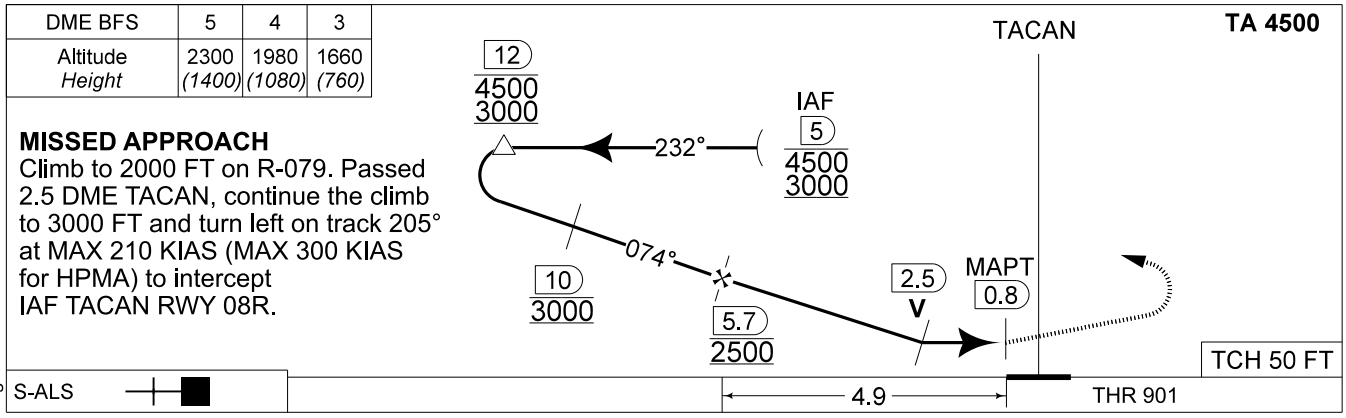
BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BFS CH 52X	074°	2500 FT	5.2%(3.00°)	**1480**	901 FT	335 M	5964 FT



DME BFS	5	4	3
Altitude *Height*	2300 *(1400)*	1980 *(1080)*	1660 *(760)*

MISSED APPROACH
Climb to 2000 FT on R-079. Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn left on track 205° at MAX 210 KIAS (MAX 300 KIAS for HPMA) to intercept IAF TACAN RWY 08R.



CATEGORY	A - B	C - D
S-TAC 08R	**1480** - 1.5 579 (600 - 1.5 / 3.1)	**1480** - 2.4 579 (600 - 2.4 / 3.1)
CIRCLING	**1560** - 1.6 633 (700 - 1.6)	**1660** - 3.6 733 (800 - 3.6)

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 927

QRA HPMA-TACAN RWY 08L
FLORENNES (EBFS)

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

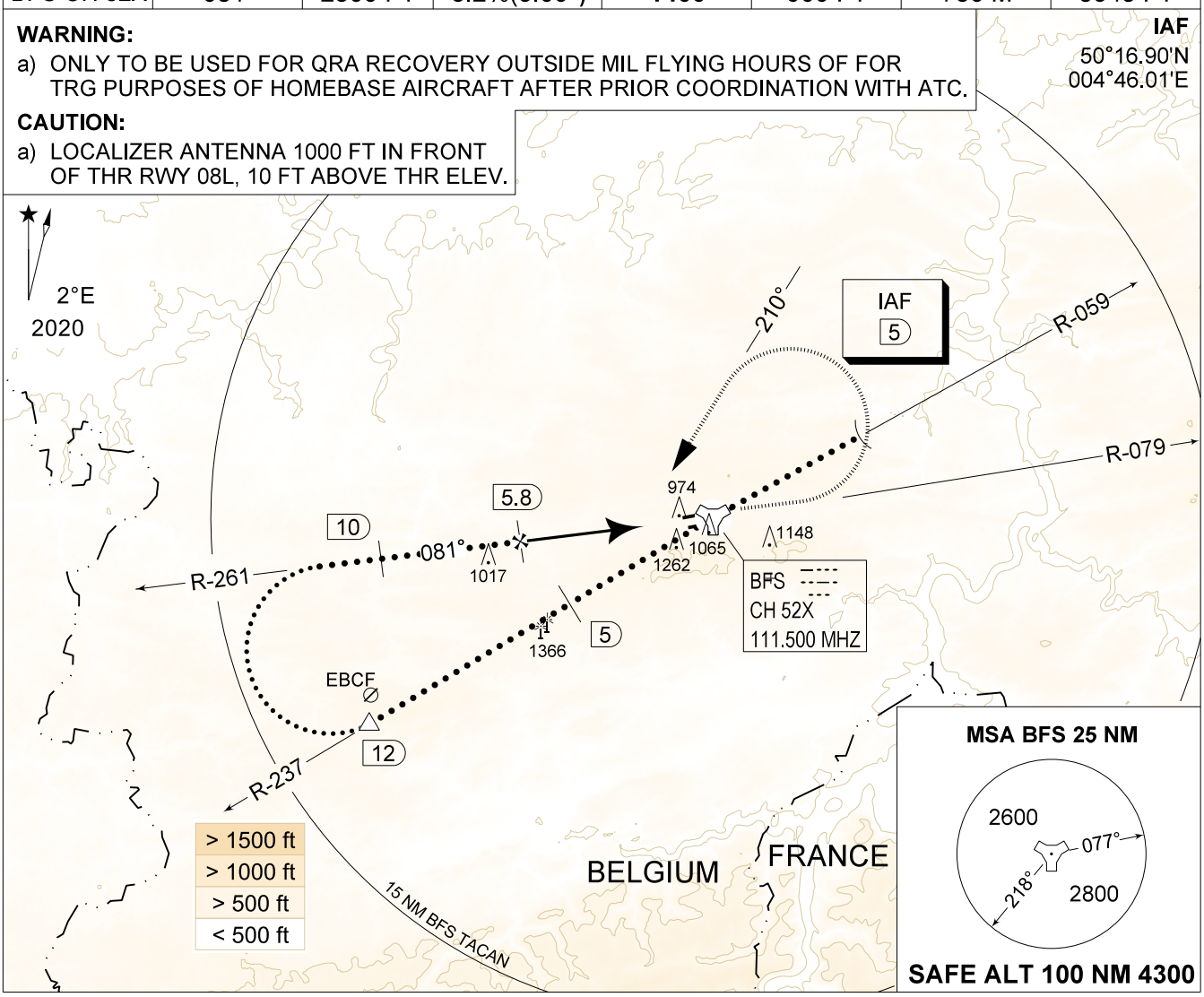
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BFS CH 52X	081°	2500 FT	5.2%(3.00°)	**1400**	900 FT	750 M	8648 FT

WARNING:

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

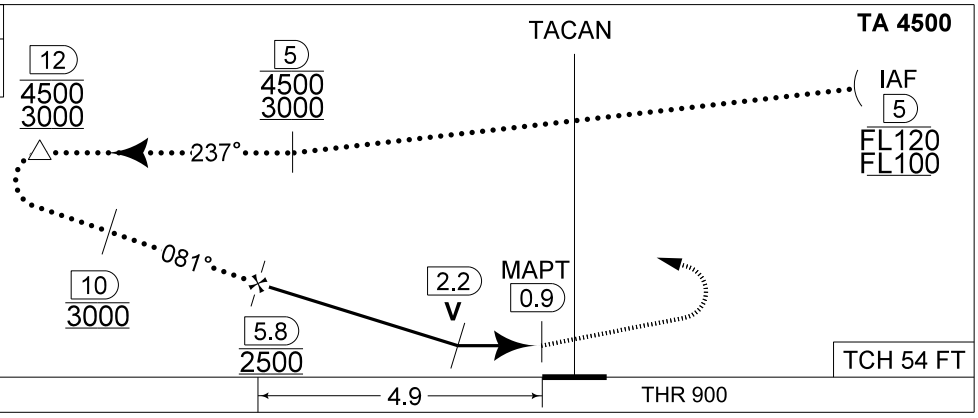
CAUTION:

a) LOCALIZER ANTENNA 1000 FT IN FRONT OF THR RWY 08L, 10 FT ABOVE THR ELEV.



DME BFS	5	4	3
Altitude *Height*	2250 *(1350)*	1940 *(1040)*	1620 *(720)*

MISSED APPROACH
Climb to 2000 FT on R-079.
Passed 2.5 DME TACAN, continue the climb to 3000 FT and turn left on track 210° at MAX 300 KIAS to intercept IAF TACAN RWY 08L.



CATEGORY	HPMA
S-TAC 08L	**1400** - 1.9 500 (500 - 1.9 / 2.6)
CIRCLING	**1560** - 3.2 633 (700 - 3.2)

MIPS

CHANGES: Minor correction

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

QRA HPMA-TACAN RWY 08L 50°14.60' N 004°38.74' E **FLORENNES (EBFS)**

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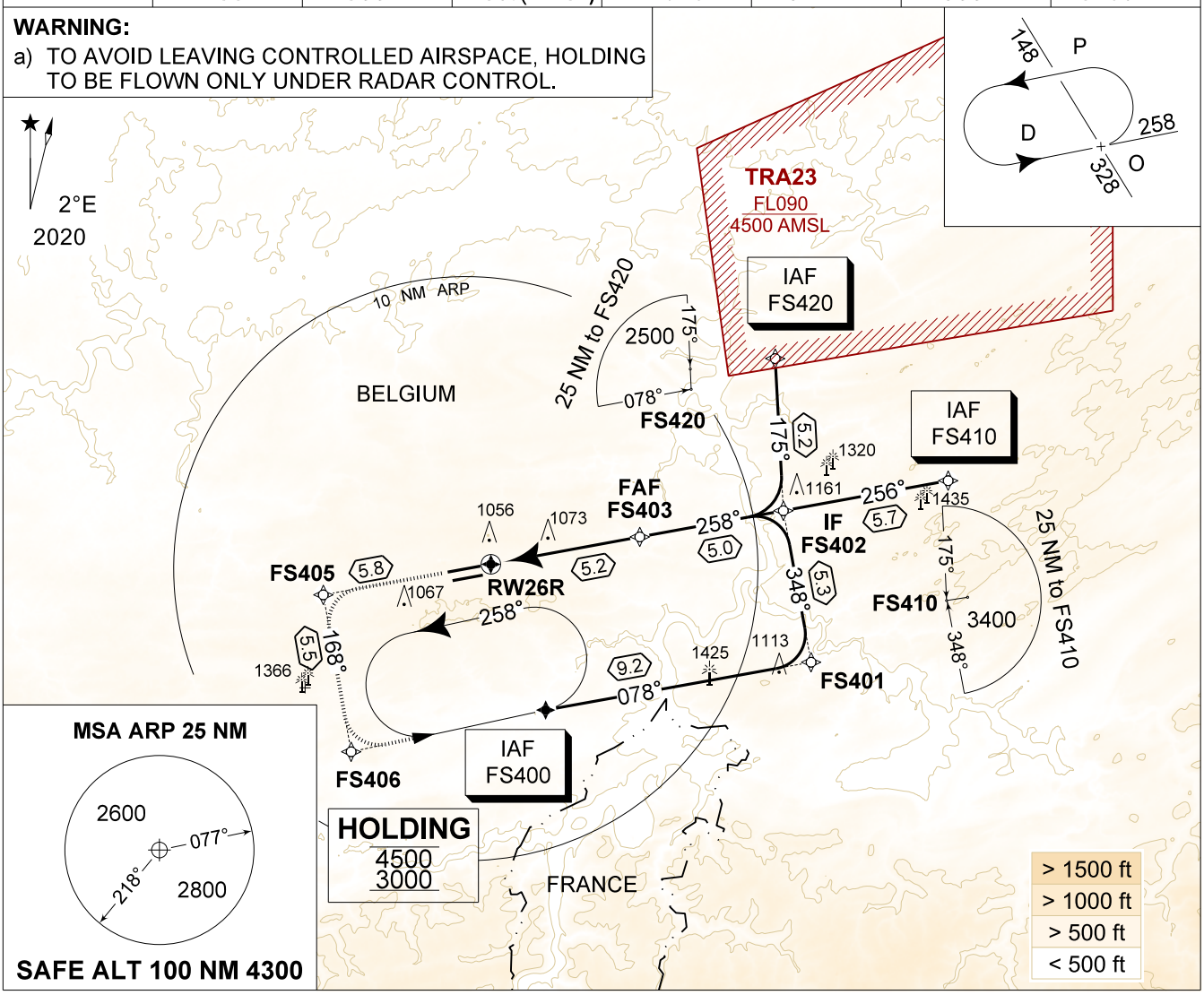
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 927

RNP RWY 26R
FLORENNES (EBFS)

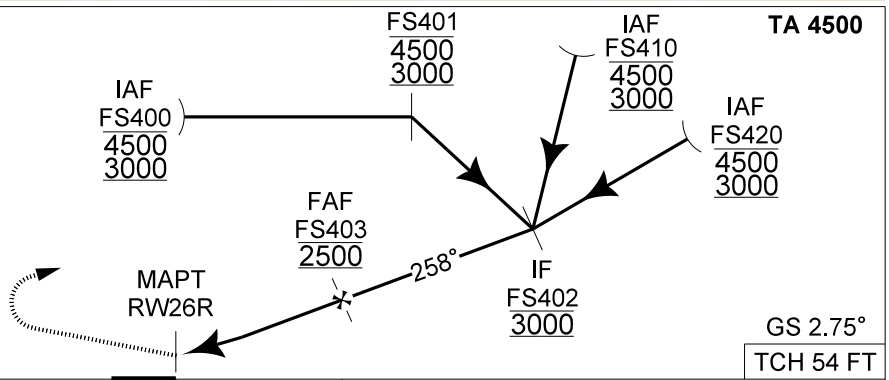
BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100
-	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
-	258°	2500 FT	4.8%(2.75°)	**1310**	924 FT	900 M	8763 FT

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



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

MISSED APPROACH
MAX 190 KIAS
Climb inbound FS405 then FS406 to reach IAF FS400 at 3000 FT.



CAT I — THR 924 — 5.2

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

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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

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NATIONAL INSTRUMENT APPROACH CHART

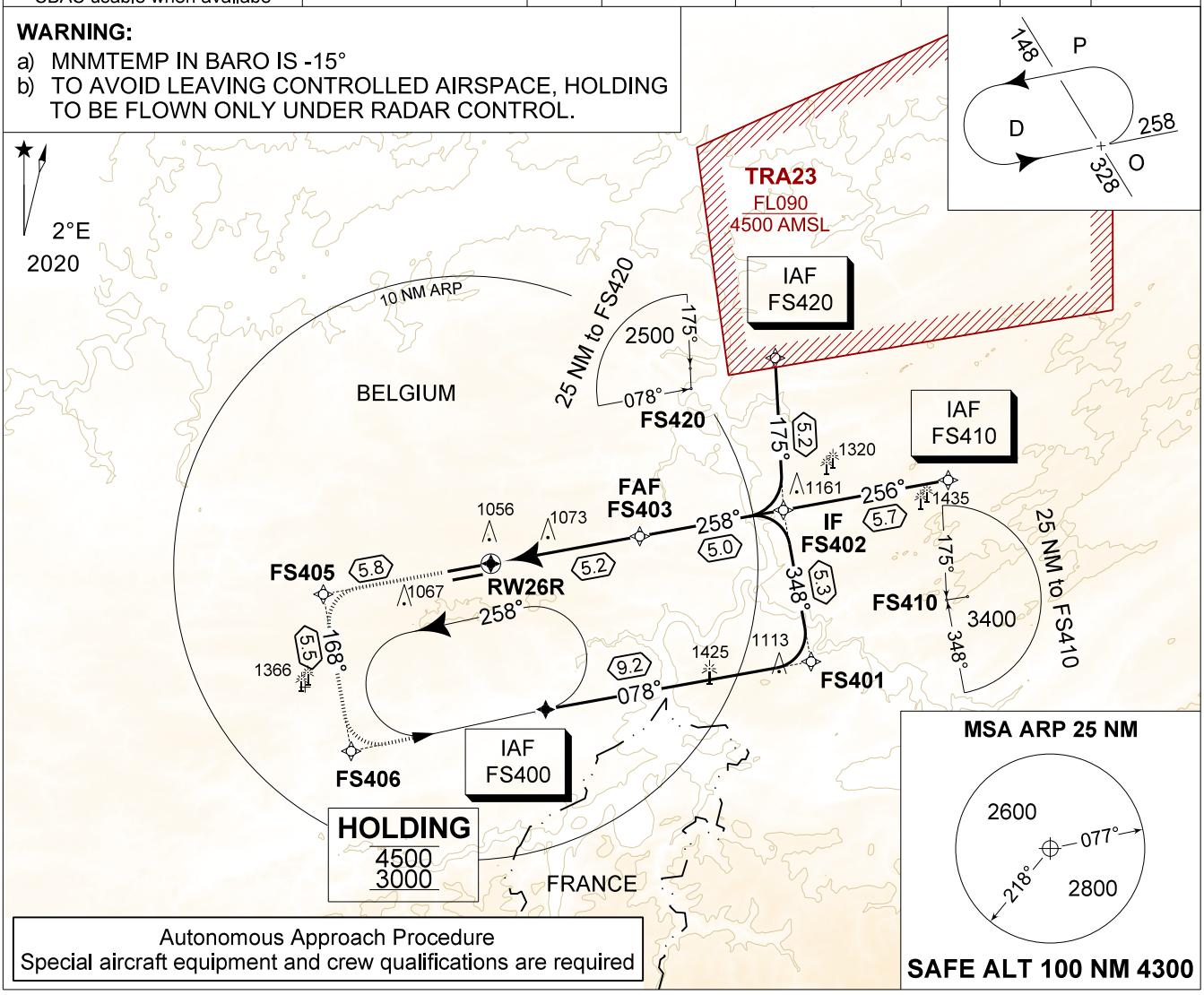
AD ELEV 927

AA RWY 26R FLORENNES (EBFS)

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

APCH in EGNOS service Volume for APV SBAS usable when availabe	APP COURSE		GS	FAF ALT	DA GEO / DA BARO	THR	ALS	LDA
	258° M	260° T	2.75°	2500 FT	1344 / 1220	924 FT	900 M	8763 FT

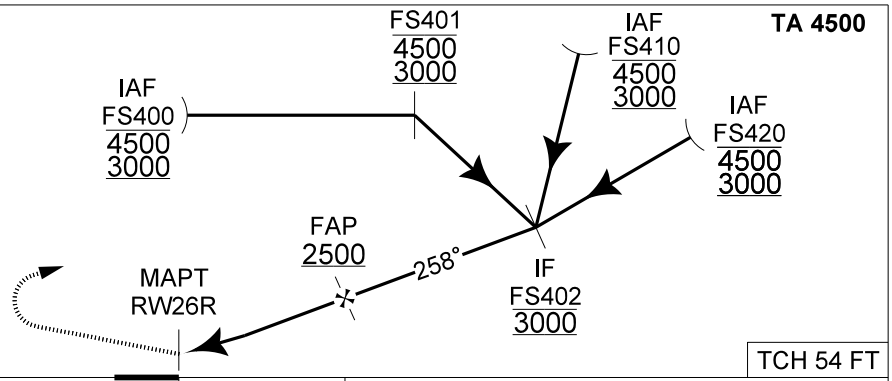
WARNING:
a) MNMTEMP IN BARO IS -15°
b) TO AVOID LEAVING CONTROLLED AIRSPACE, HOLDING TO BE FLOWN ONLY UNDER RADAR CONTROL.



Autonomous Approach Procedure
Special aircraft equipment and crew qualifications are required

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

MISSED APPROACH
MAX 190 KIAS
Climb inbound FS405 then FS406 to reach IAF FS400 at 3000 FT.



TCH 54 FT

CAT I — THR 924 — 5.2

CATEGORY		C	Data ALS RWY 26R	
NATIONAL	AA (GEO) 26R (DA)	**1344** - 1.5 420 (500 - 1.5 / 2.4) GS 2.75°	ANCHOR POINT: ALS Code: Final Course (true): Vertical Path Angle: FAP Altitude: Distance IF - FAP: Anchor Point:	N 50°14.754' / E 004°40.084' / 978 FT **8 T Y 0 4 2** 260 °T 2.75° 2500 FT 5 NM 54 FT ABOVE THR 26R
	AA (BARO) 26R (DA)	**1220** - 0.8 296 (300 - 0.8 / 1.6) GS 2.75°		

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 927

RNP RWY 08L
FLORENNES (EBFS)

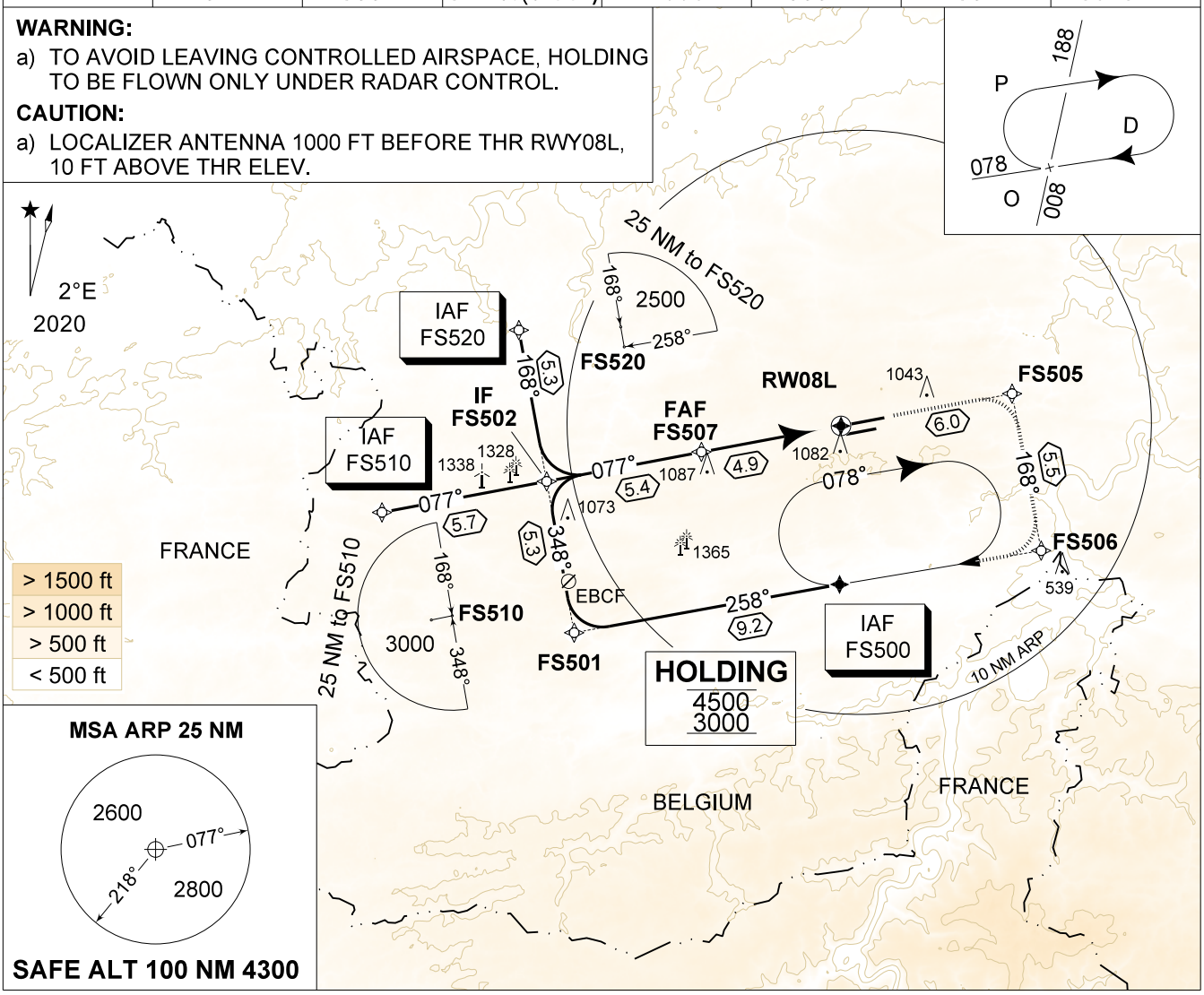
BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100
-	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
-	077°	2500 FT	5.24%(3.00°)	**1330**	900 FT	750 M	8648 FT

WARNING:

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

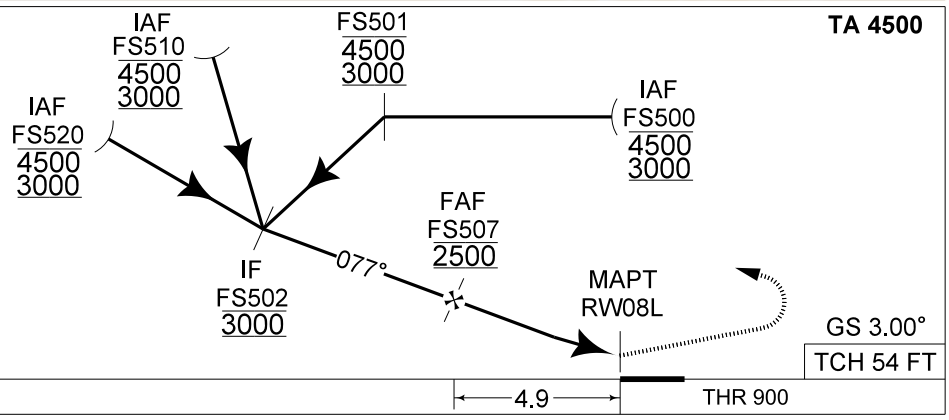
CAUTION:

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



THR 08L	4	3	2
Altitude *Height*	2230 *(1650)*	1910 *(1010)*	1600 *(700)*

MISSED APPROACH
MAX 190 KIAS
Climb inbound FS505 then FS506 to reach IAF FS500 at 3000 FT.



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

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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

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NATIONAL INSTRUMENT APPROACH CHART

AD ELEV 927

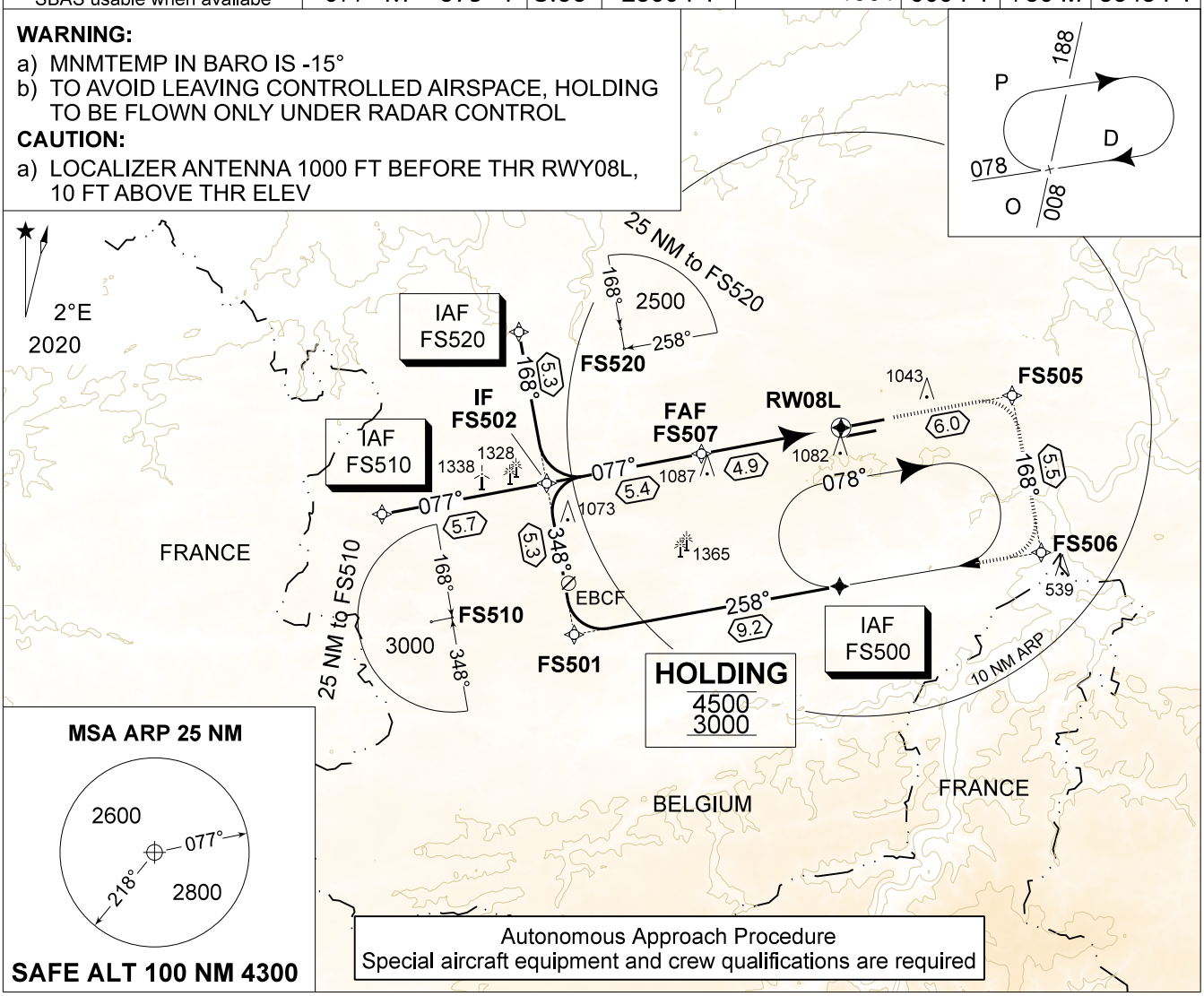
AA RWY 08L FLORENNES (EBFS)

BELGA RADAR	FLORENNES APP	FLORENNES TWR	FLORENNES GND
374.400 129.325	372.275 124.380	234.800 125.880	356.925 122.100

APCH in EGNOS service Volume for APV SBAS usable when availabe	APP COURSE	GS	FAF ALT	DA GEO / DA BARO	THR	ALS	LDA
	077° M 079° T	3.00°	2500 FT	DA GEO 1320 DA BARO 1301	900 FT	750 M	8648 FT

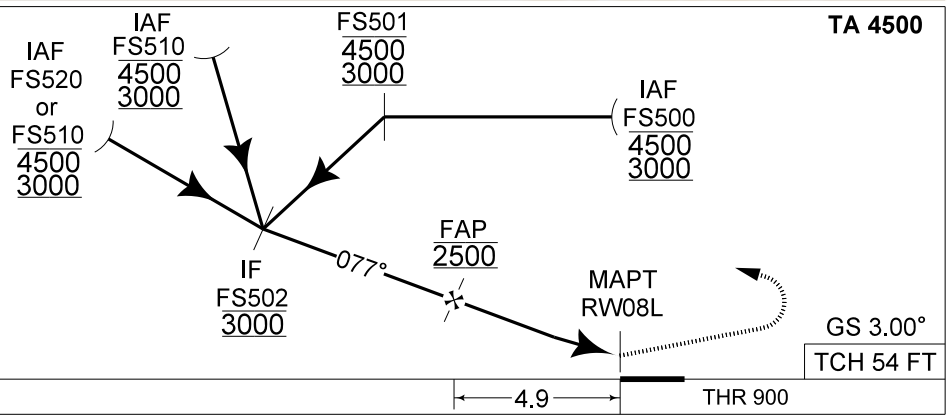
WARNING:
a) MNMTEMP IN BARO IS -15°
b) TO AVOID LEAVING CONTROLLED AIRSPACE, HOLDING TO BE FLOWN ONLY UNDER RADAR CONTROL

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



THR 08L	4	3	2
Altitude *Height*	2230 *(1330)*	1910 *(1010)*	1600 *(700)*

MISSED APPROACH
MAX 190 KIAS
Climb inbound FS505 then FS506 to reach IAF FS500 at 3000 FT.



CATEGORY	C
AA (GEO) 08L (DA)	**1320** - 1.4 420 (500 - 1.4 / 2.2) GS 3.00°
AA (BARO) 08L (DA)	**1301** - 1.3 401 (500 - 1.3 / 2.1) GS 3.00°

Data ALS RWY 08L	
ANCHOR POINT:	N 50°14.480' / E 004°37.775' / 954 FT
ALS Code:	**6 3 7 K Z A**
Final Course (true):	079°T
Vertical Path Angle:	3°
FAP Altitude:	2500 FT
Distance IF - FAP:	5.4 NM
Anchor Point:	54 FT ABOVE THR 08L

NATIONAL

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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

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MIPS
INSTRUMENT APPROACH CHART

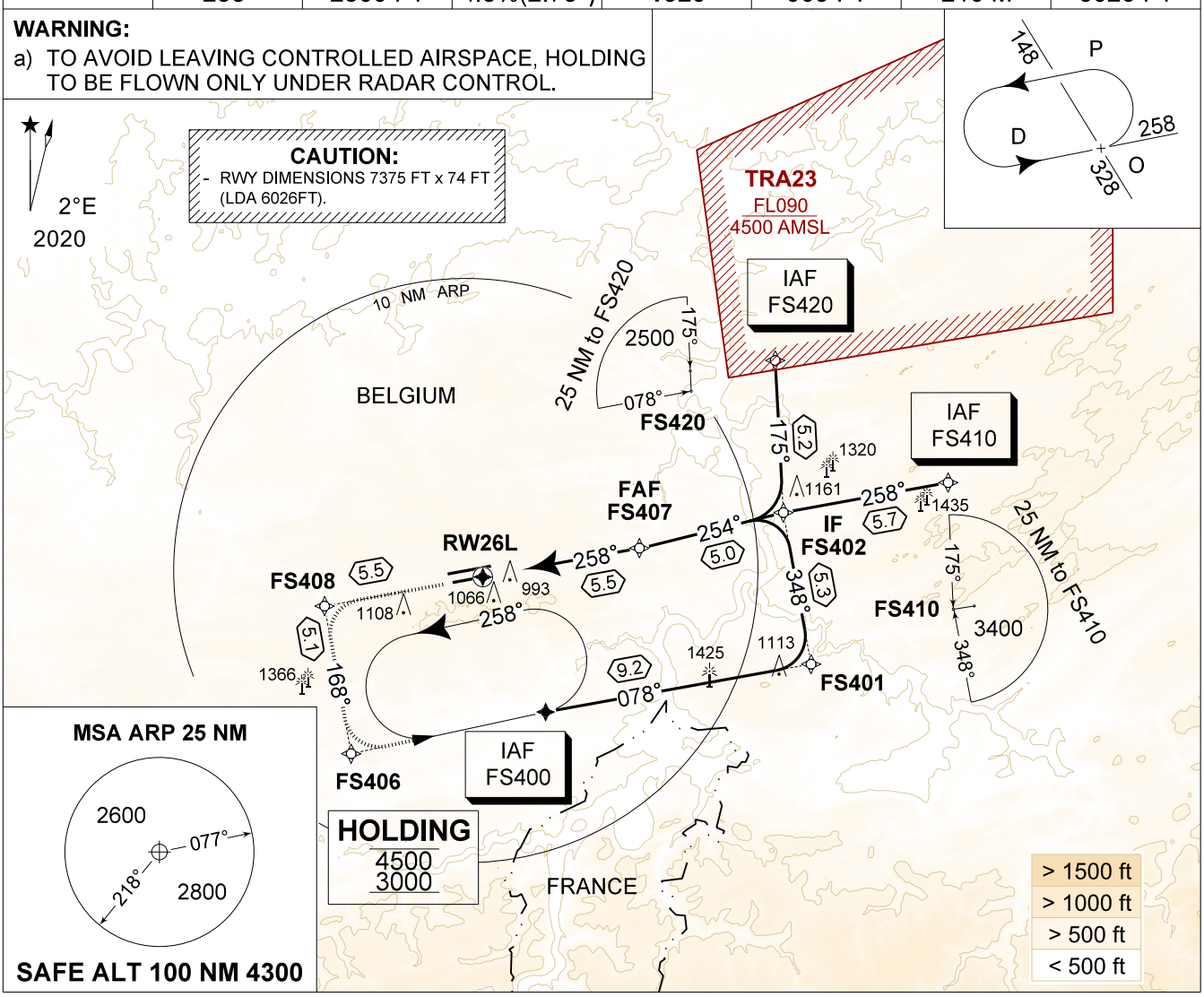
AD ELEV 927

RNP RWY 26L
FLORENNES (EBFS)

BELGA RADAR		FLORENNES APP		FLORENNES TWR		FLORENNES GND	
374.400	129.325	372.275	124.380	234.800	125.880	356.925	122.100

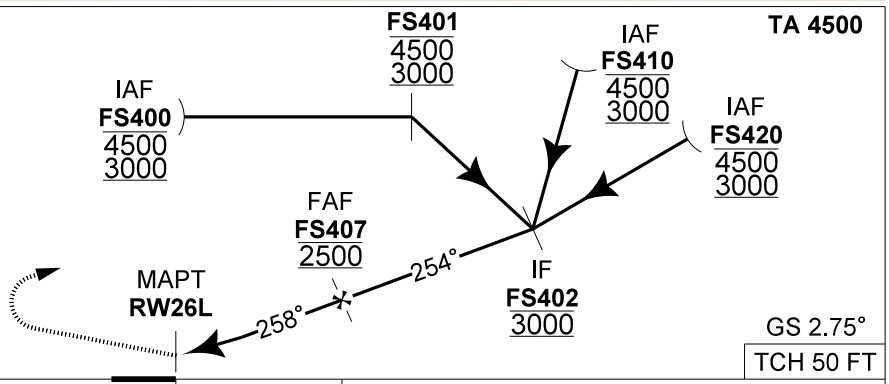
-	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
-	258°	2500 FT	4.8%(2.75°)	**1320**	903 FT	210 M	6026 FT

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



THR 26R	5	4	3	2
Altitude *Height*	2420 *(1520)*	2130 *(1230)*	1830 *(930)*	1540 *(640)*

MISSED APPROACH
MAX 190 KIAS
Climb inbound FS408 then FS406 to reach IAF FS400 at 3000 FT.



S-ALS | THR 903 | 5.5

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

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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

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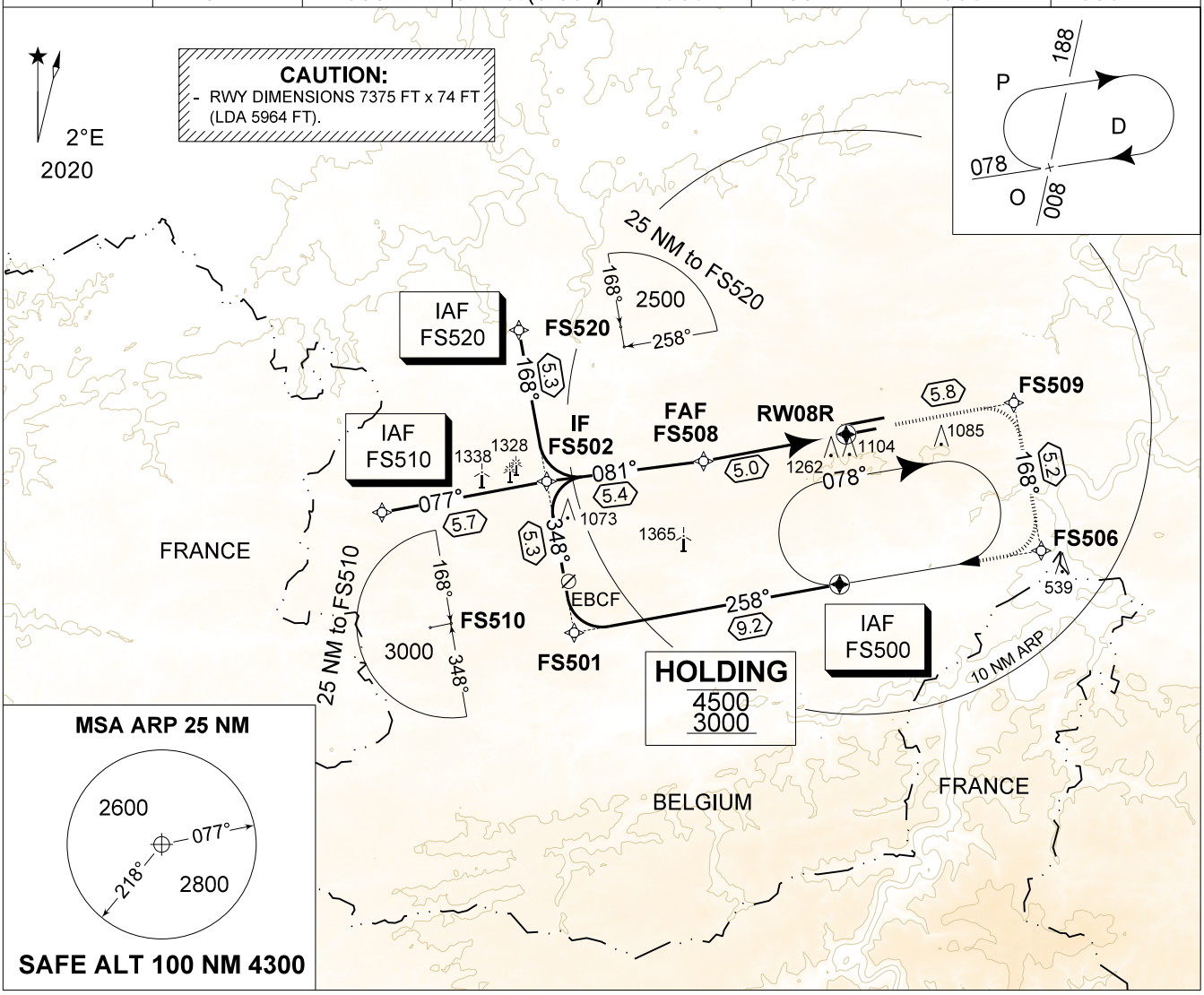
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 927

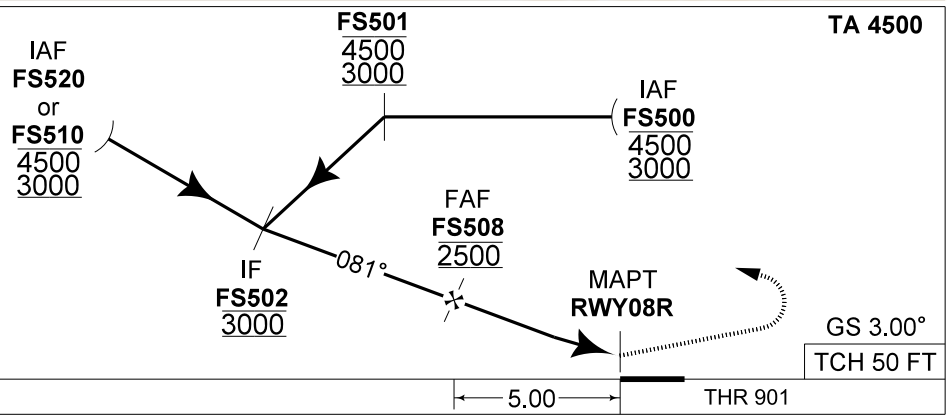
RNP RWY 08R
FLORENNES (EBFS)

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



THR 08L	4	3	2
Altitude *Height*	2230 *(1330)*	1910 *(1010)*	1590 *(690)*

MISSED APPROACH
MAX 190 KIAS
Climb inbound FS509 then FS506 to reach IAF FS500 at 3000 FT.



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

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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

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RWY 23R	
Runway centre line lights	*Length:* *Spacing:* *Intensity:*
Runway edge lights	*Length:* *Spacing:* 30 M *Intensity:* LIH directional & omnidirectional
Remarks	

RWY 05R			
Approach lighting system	*Type:* NIL *Length:* *Intensity:*	**VASIS**	*Type:* *MEHT:*
Runway threshold lights	*Colour:* NIL *Wing bars:* NIL	**Touchdown zone lights**	
Runway end lights	*Colour:* NIL *Wing bars:* NIL	**Stopway lights**	
Runway centre line lights	*Length:* *Spacing:* *Intensity:*		
Runway edge lights	*Length:* *Spacing:* *Intensity:* LIH omnidirectional		
Remarks	NIL		

RWY 23L			
Approach lighting system	*Type:* NIL *Length:* *Intensity:*	**VASIS**	*Type:* *MEHT:*
Runway threshold lights	*Colour:* NIL *Wing bars:* NIL	**Touchdown zone lights**	
Runway end lights	*Colour:* NIL *Wing bars:* NIL	**Stopway lights**	
Runway centre line lights	*Length:* *Spacing:* *Intensity:*		
Runway edge lights	*Length:* *Spacing:* *Intensity:* LIH omnidirectional		
Remarks	NIL		

EBBL AD 2.15 Other Lighting and Secondary Power Supply

1	**ABN / IBN location, characteristics and hours of operation**	
2	**LDI location and lighting**	
	WDI location and lighting	

3	**Taxiway edge lighting**	Omnidirectional lighting
	Taxiway centre line lighting	
4	**Secondary power supply**	NIL
	Switch-over time	
5	**Remarks**	NIL

EBBL AD 2.16 Helicopter Landing Area

1	**Coordinates TLOF or THR of FATO**	510934.4N 0052727.0E APRX 110 M W of THR 05R, see AD 2.24 ADC.01 or AD 2.24 GMC.01 or BAF FLIP VFR and IFR
	Geoid undulation	INFO not AVBL
2	**TLOF and/or FATO elevation**	58 M/190 FT
3	**TLOF and FATO area dimensions**	INFO not AVBL
	Surface	GRASS
	Strength	INFO not AVBL
	Marking	No markings
4	**True BRG of FATO**	NIL
5	**Declared distance available**	NIL
6	**APCH and FATO lighting**	No
7	**Remarks**	NIL

EBBL AD 2.17 ATS Airspace

1	**Designation**	Kleine-Brogel CTR One *(1)(2)*
	Lateral limits	511052N 0054231E - along the Belgian-Dutch border - 511743N 0053057E - 510810N 0051238E - an arc of circle, 5 NM radius, centred on 510445N 0051827E and traced counterclockwise to 510120N 0052414E - 511052N 0054231E*(3)*
2	**Vertical limits**	2500 FT AMSL
3	**Airspace classification**	D
4	**ATS unit call sign**	Kleine-Brogel Tower
	Language(s)	En
5	**Transition altitude**	4500 FT AMSL
6	**Hours of activation**	As ATS operational hours. See AD-2.3
7	**Remarks**	*(1)* For details on Kleine-Brogel CTR Two, see ENR 2.2. *(2)* Outside EBBL OPR HR, airspace is not active. As EBBL may be re-activated at any time, pilots are advised to avoid crossing whenever possible. Aircraft shall maintain a listening watch with Kleine-Brogel TWR when EBR07B is activated. Upon activation of Kleine-Brogel CTR ONE, aircraft shall comply promptly with instructions from Kleine-Brogel TWR. Activation can be checked with Steenokkerzeel ATCC or Brussels FIC. *(3)* EBR05A is excluded when activated (activity of EBR05A can be verified with EBBL ATC or Steenokkerzeel ATCC).

EBBL AD 2.18 ATS Communication Facilities

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

EBBL AD 2.19 Radio Navigation and Landing Aids

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

EBBL AD 2.20 Local Traffic Regulations

1 FLYING RESTRICTIONS

- Military use only;
- PPR 24 HR minimum.

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

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

3 TAKE-OFF AND LANDING

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

EBBL AD 2.21 Noise Abatement Procedures

1 GENERAL

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

EBBL AD 2.22 Flight Procedures

The information concerning IFR and VFR procedures is contained in EBBL AD 2.24 and the BAF FLIPs IFR & VFR.

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

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

EBBL AD 2.23 Additional Information

EBBL TACAN RWY 23 limited OPS.

EBBL AD 2.24 Charts Related to EBBL

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

MIPS INSTRUMENT DEPARTURE CHART

AD ELEV 192

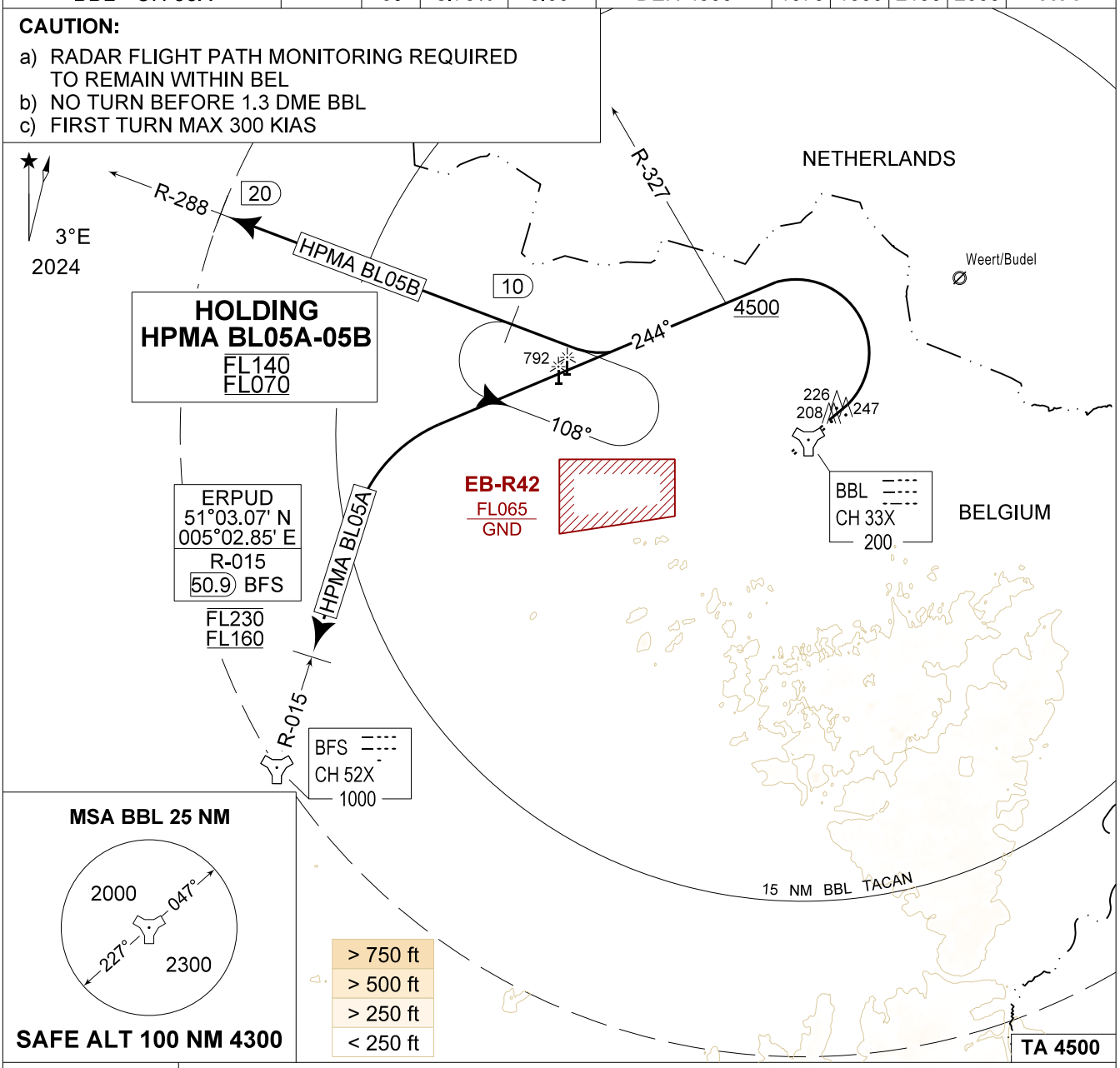
HPMA BL 05A - 05B KLEINE-BROGEL (EBBL)

KLEINE-BROGEL GND	KLEINE-BROGEL TWR	KLEINE-BROGEL APP	BELGA RADAR
362.775 122.100	248.075 134.105	337.600 134.480	374.400 129.325

TACAN	RWY	PDG		From-To	120	180	240	300	Reason
BBL - CH 33X	**05**	8.75%	5.00°	DER-4500	1070	1600	2130	2660	**ATC**

CAUTION:

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



MSA BBL 25 NM

SAFE ALT 100 NM 4300

HPMA BL05A (RWY 05) 29	- Climb RWY heading and contact EBBL APP. - Pass 600 FT AMSL or 1.3 DME BBL, whichever comes the latest, turn left track 244° at MAX 300 KIAS. - Pass R-327 at or above 4500 FT AMSL and contact BELGA RADAR. - Intercept R-015 inbound BFS TACAN. - Proceed to entry REMBA corridor ERPUD, 50.9 DME R-015 BFS TACAN between FL160 and FL230 as instructed and maintain level.
HPMA BL05B (RWY 05) 28	- Climb RWY heading and contact EBBL APP. - Pass 600 FT AMSL or 1.3 DME BBL, whichever comes the latest, turn left track 244° at MAX 300 KIAS. - Pass R-327 at or above 4500 FT AMSL and contact BELGA RADAR. - Intercept R-288 outbound BBL TACAN. - Follow R-288 till 20 DME.

CHANGE: CAUTION a) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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MIPS INSTRUMENT DEPARTURE CHART

AD ELEV 192

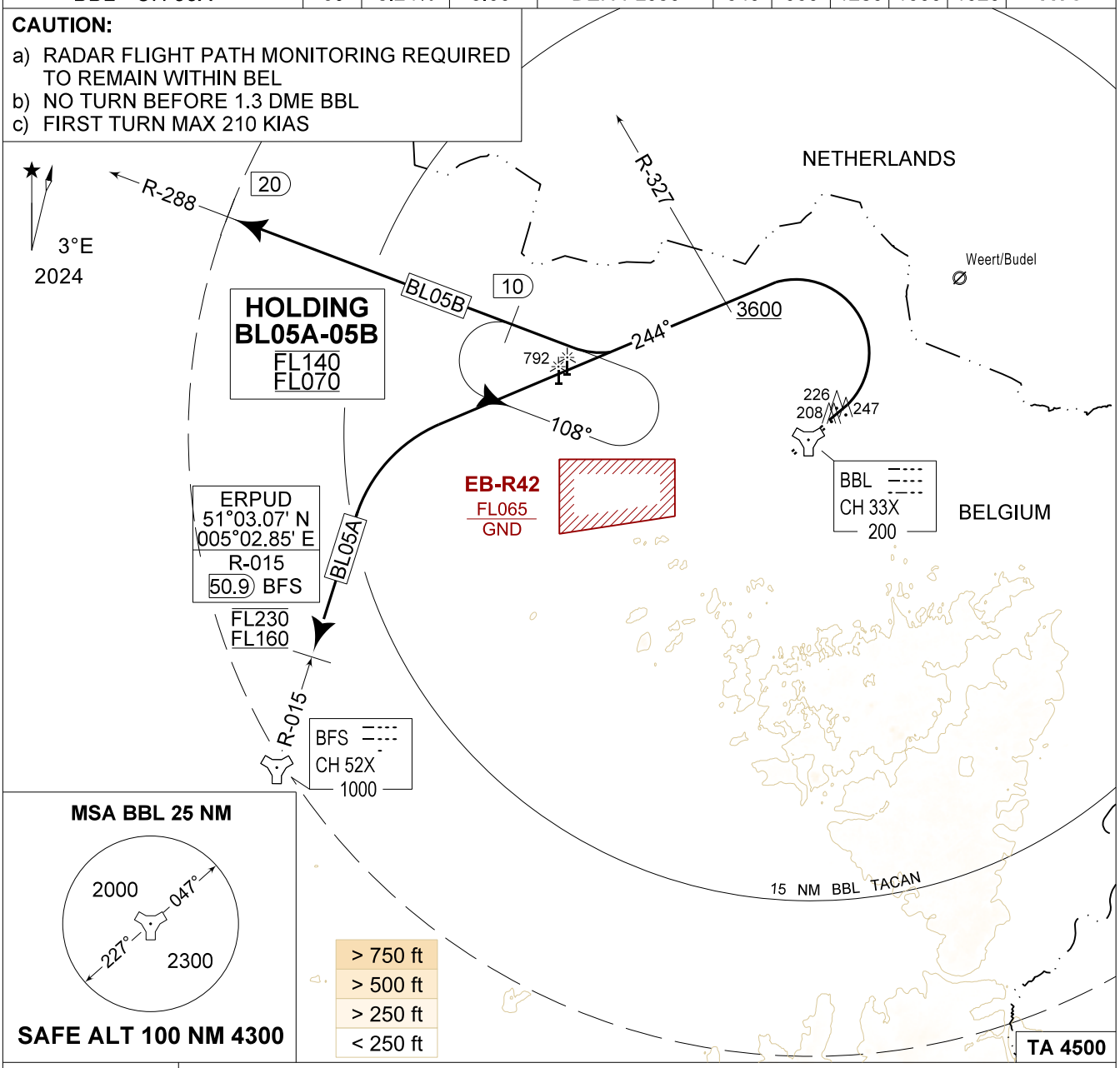
BL 05A - 05B KLEINE-BROGEL (EBBL)

KLEINE-BROGEL GND	KLEINE-BROGEL TWR	KLEINE-BROGEL APP	BELGA RADAR
362.775 122.100	248.075 134.105	337.600 134.480	374.400 129.325

TACAN	RWY	PDG		From-To	120	180	240	300	360	Reason
BBL - CH 33X	05	5.24%	3.00°	DER-FL050	640	960	1280	1600	1920	ATC

CAUTION:

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



MSA BBL 25 NM

SAFE ALT 100 NM 4300

BL 05A (RWY 05) 29	- Climb RWY heading and contact EBBL APP. - Pass 600 FT AMSL or 1.3 DME BBL, whichever comes the latest, turn left track 244° at MAX 210 KIAS. - Pass R-327 at or above 3600 FT AMSL. - Passing 4500 FT AMSL contact BELGA RADAR. - Intercept R-015 inbound BFS TACAN. - Proceed to entry REMBA corridor ERPUD, 50.9 DME R-015 BFS TACAN between FL160 and FL230 as instructed and maintain level.
BL 05B (RWY 05) 28	- Climb RWY heading and contact EBBL APP. - Pass 600 FT AMSL or 1.3 DME BBL, whichever comes the latest, turn left track 244° at MAX 210 KIAS. - Pass R-327 at or above 3600 FT AMSL. - Passing 4500 FT AMSL contact BELGA RADAR. - Intercept R-288 outbound BBL TACAN. Follow R-288 till 20 DME.

CHANGE: CAUTION a) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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MIPS INSTRUMENT DEPARTURE CHART

AD ELEV 192

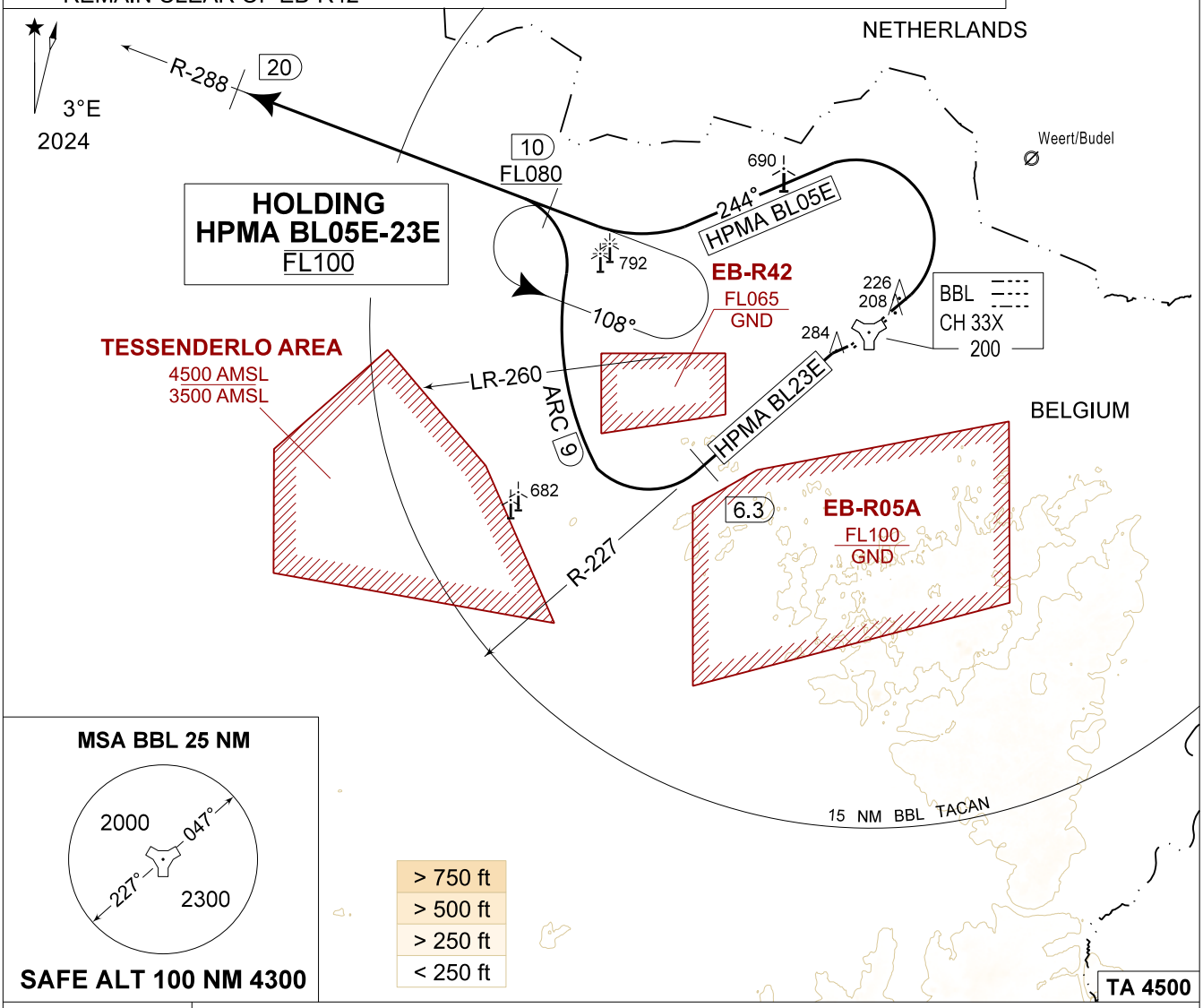
HPMA BL 05E- 23E KLEINE-BROGEL (EBBL)

KLEINE-BROGEL GND	KLEINE-BROGEL TWR	KLEINE-BROGEL APP	EFFLUX: TAD as assigned
362.775 122.100	248.075 134.105	337.600 134.480	BELGA RADAR: 374.400

TACAN	RWY	PDG		From-To	120	180	240	300	360	Reason
BBL - CH 33X	**05**	10.51%	6.00°	DER-TRL	1280	1920	2250	3190	3830	**ATC**
	23	10.51%	6.00°	DER-TRL	1280	1920	2250	3190	3830	**ATC**

CAUTION:

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



MSA BBL 25 NM

SAFE ALT 100 NM 4300

> 750 ft
> 500 ft
> 250 ft
< 250 ft

HPMA BL 05E (RWY 05) 28	- Climb RWY heading and contact EBBL APP. - Pass 600 FT AMSL or 1.3 DME BBL, whichever comes the latest, turn left track 244° at MAX 300 KIAS. - Intercept R-288 outbound BBL TACAN. - Pass 10 DME / R-288 at or above FL080. - Contact EFFLUX on the assigned TAD when passing FL100 or BELGA RADAR as instructed. - Follow R-288 till 20 DME (unless instructed otherwise).
HPMA BL 23E (RWY 23) 34	- Climb RWY heading and contact EBBL APP. - Intercept R-227 outbound BBL TACAN. - At 6.3 DME turn right to follow the arc at 9 DME BBL. - Passing R-260, turn left to intercept R-288 outbound BBL TAC. - Pass 10 DME / R-288 at or above FL080. - Contact EFFLUX on the assigned TAD when passing FL100 or BELGA RADAR as instructed. - Follow R-288 till 20 DME (unless instructed otherwise).

CHANGE: CAUTION b) and c) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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MIPS
INSTRUMENT DEPARTURE CHART

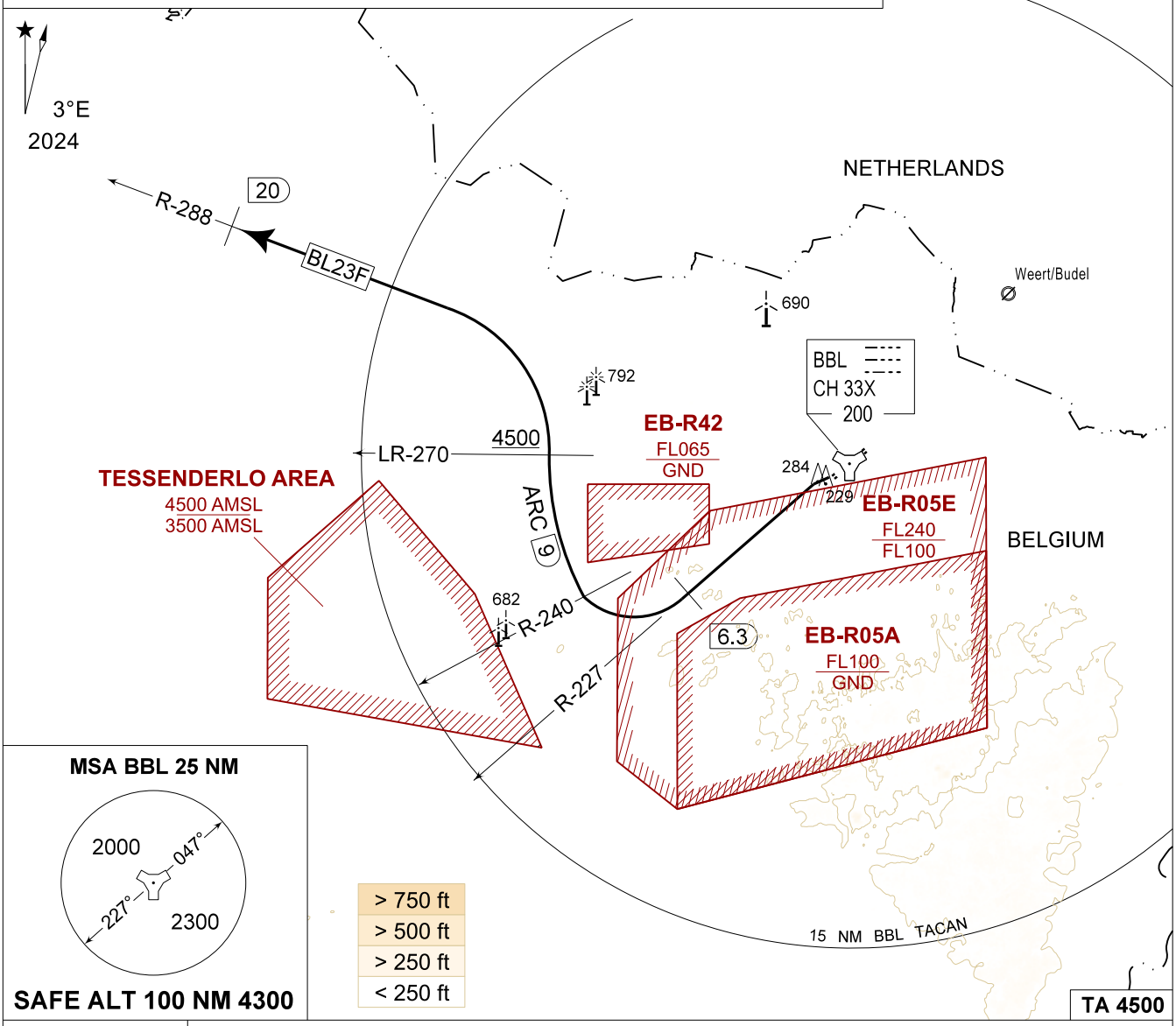
AD ELEV 192

BL 23F
KLEINE-BROGEL (EBBL)

KLEINE-BROGEL GND		KLEINE-BROGEL TWR		KLEINE-BROGEL APP		BELGA RADAR	
362.775	122.100	248.075	134.105	337.600	134.480	374.400	129.325

TACAN	RWY	PDG		From-To	120	180	240	300	360	Reason
BBL - CH 33X	**23**	4.04%	2.31°	DER-TRL	500	740	990	1230	1480	**ATC**

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



MSA BBL 25 NM

SAFE ALT 100 NM 4300

> 750 ft
> 500 ft
> 250 ft
< 250 ft

BL 23F
(RWY 23)
30

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

CHANGE: CAUTION b) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 192

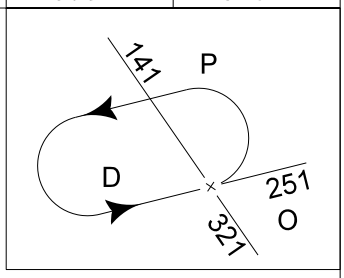
HPMA-ILS or HPMA-LOC RWY 23R
KLEINE-BROGEL (EBBL)

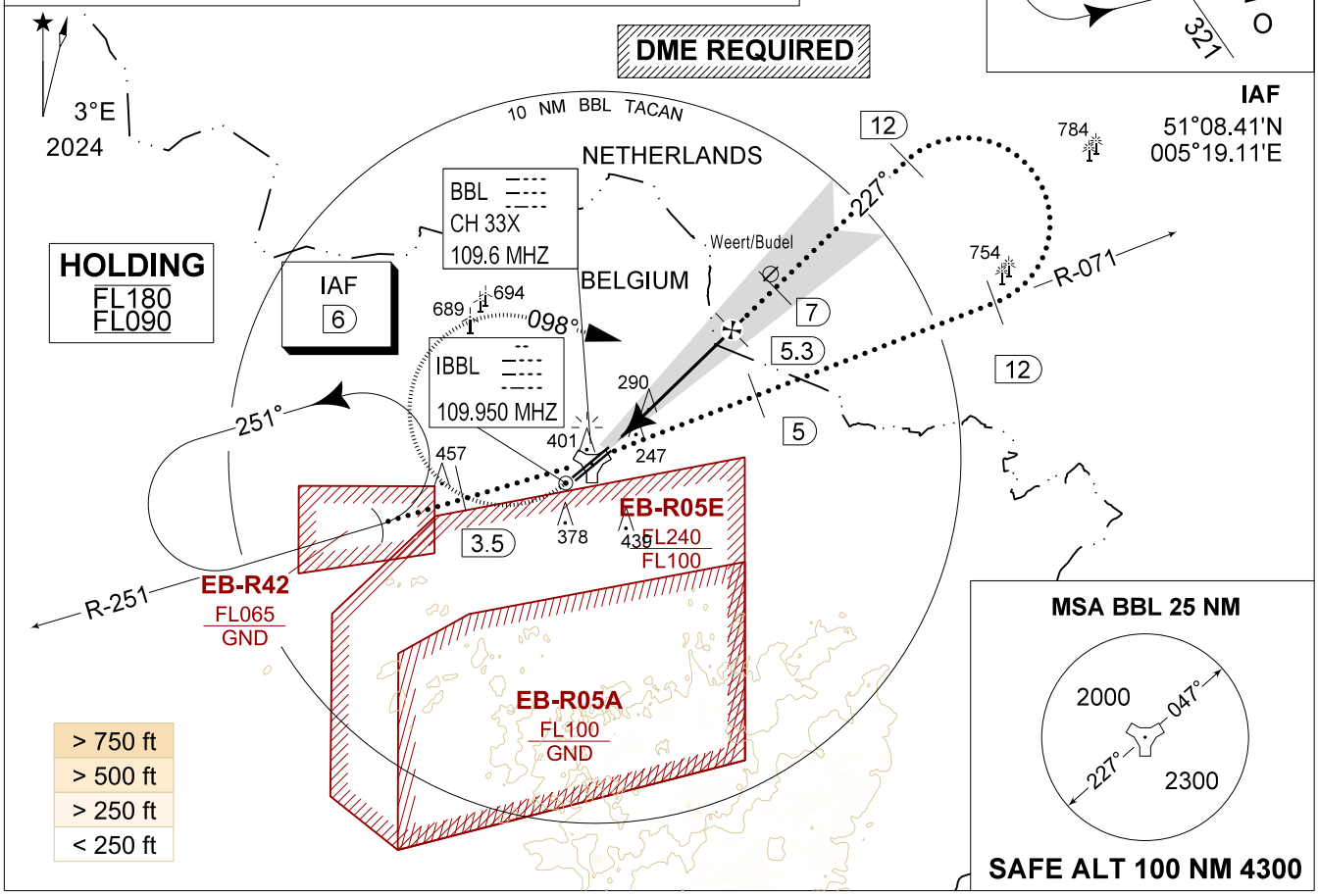
BELGA RADAR	KLEINE-BROGEL APP	KLEINE-BROGEL TWR	KLEINE-BROGEL GND
374.400 129.325	337.600 134.480	248.075 134.105	362.775 122.100

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IBBL 109.950 / 33X	227°	1700 FT	3.00°	**361**	161 FT	930 m	7926 FT

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

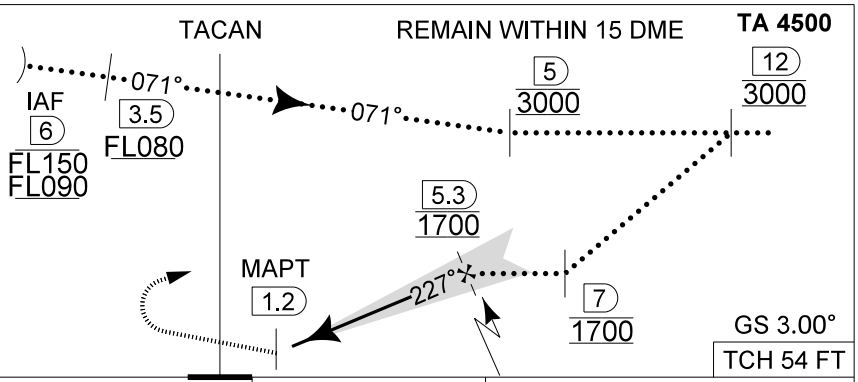
NOTE:
a) DME FREQUENCY 109.600 MHZ





DME BBL	5	4	3	2
Altitude *Height*	1600 *(1439)*	1290 *(1129)*	970 *(809)*	650 *(489)*

MISSED APPROACH
Climb straight ahead to 1000 FT.
Passing 1 DME BBL TACAN turn right track 098° at MAX 210 KIAS (MAX 275 KIAS for HPMA) and continue the climb to 3000 FT.
Intercept R-071 outbound.
If no radio contact, proceed for a ILS RWY 23R at 3000 FT.



CATEGORY	HPMA
S-ILS 23R	**361** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
S-PAR 23R	**366** - 0.8 205 (300 - 0.8 / 0.9) GS 3.0°
S-LOC 23R	**540** - 1.0 379 (400 - 1.0 / 1.9)

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

HPMA-ILS or HPMA-LOC RWY 23R 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 192

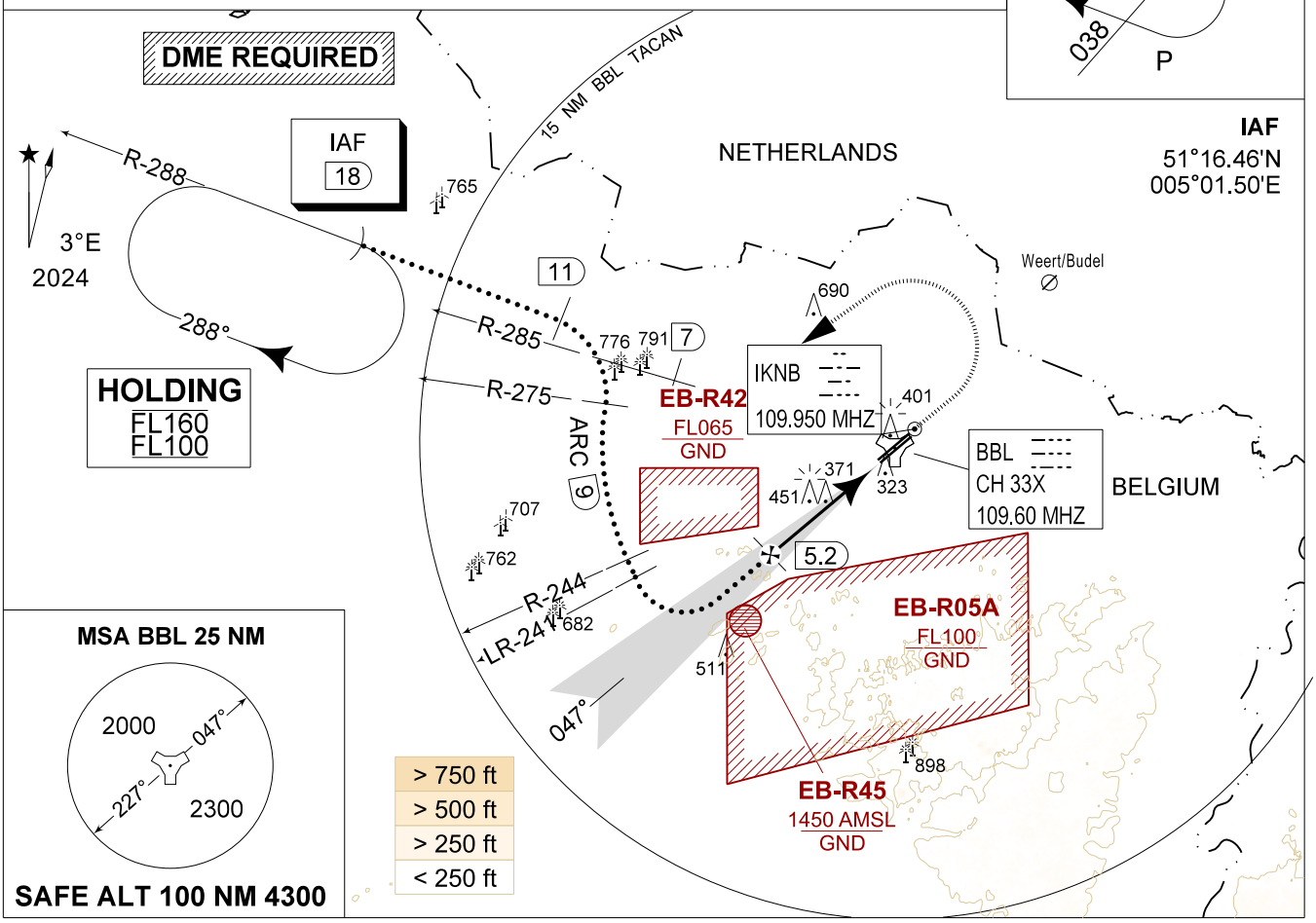
HPMA-ILS or HPMA-LOC RWY 05L
KLEINE-BROGEL (EBBL)

BELGA RADAR	KLEINE-BROGEL APP	KLEINE-BROGEL TWR	KLEINE-BROGEL GND
374.400 129.325	337.600 134.480	248.075 134.105	362.775 122.100

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IKNB 109.950 / 33X	047°	1700 FT	3.00°	**385**	185	930 M	7926 FT

CAUTION:
a) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
b) DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE

NOTE:
a) DME FREQUENCY 109.600 MHZ

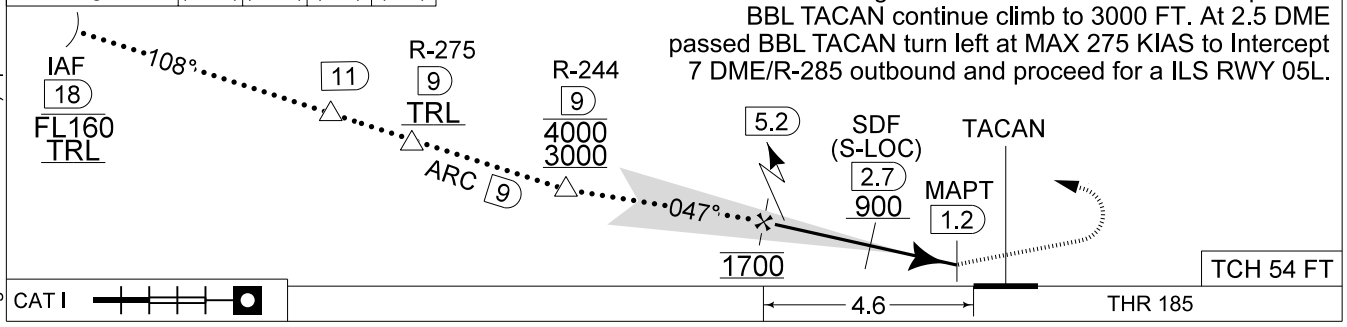


DME BBL	5	4	3	2
Altitude *Height*	1630 *(1445)*	1310 *(1125)*	990 *(815)*	670 *(485)*

TA 4500

MISSED APPROACH

Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn left at MAX 275 KIAS to Intercept 7 DME/R-285 outbound and proceed for a ILS RWY 05L.



	CATEGORY	HPMA
MIPS	S-ILS 05L	**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
MIPS	S-PAR 05L	**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
MIPS	S-LOC 05L	**620** - 1.3 435 (500 - 1.3 / 2.3)

CHANGES: Holding entry diagram and CAUTION a) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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MIPS INSTRUMENT APPROACH CHART

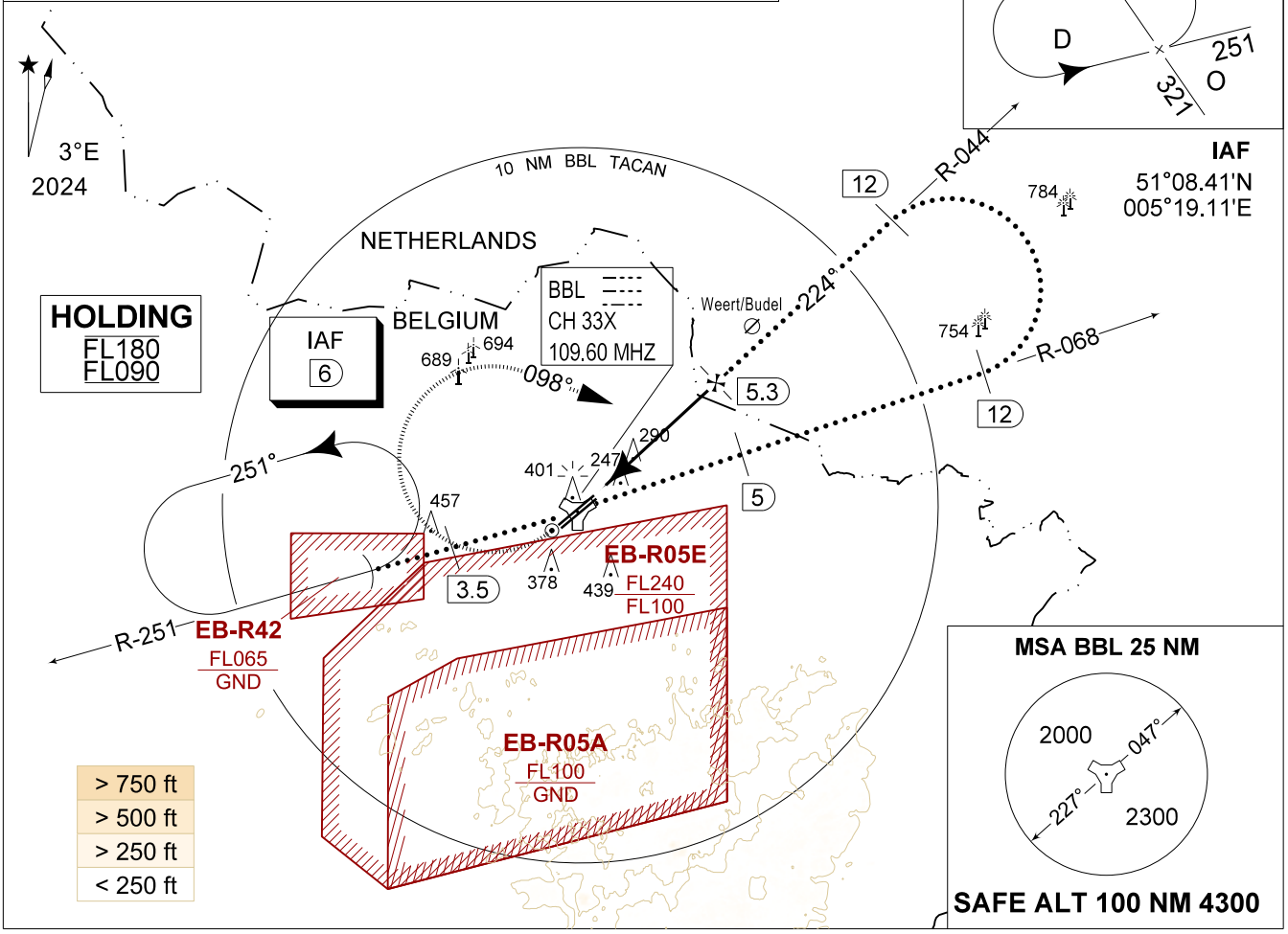
AD ELEV 192

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

BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100

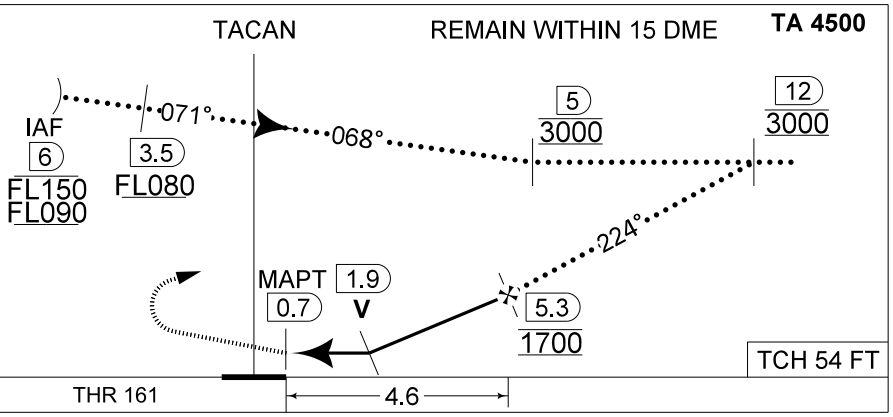
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBL CH 33X	224°	1700 FT	5.24%(3.00°)	**620**	161 FT	930 M	7926 FT

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



DME BBL	5	4	3	2
Altitude *Height*	1600 *(1439)*	1290 *(1129)*	970 *(809)*	650 *(489)*

MISSED APPROACH
Climb straight ahead to 1000 FT.
Passing 1 DME BBL TACAN turn right track 098° at MAX 275 KIAS and continue the climb to 3000 FT.
Intercept R-068 outbound.
If no radio contact, proceed for a TACAN or ILS RWY 23R at 3000 FT.



CATEGORY	HPMA
S-TAC 23R	**620** - 1.5 459 (500 - 1.5 / 2.4)
S-PAR 23R	**366** - 0.8 205 (300 - 0.8 / 0.9) GS 3.00°
CIRCLING	**770** - 3.2 578 (600 - 3.2)

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

HPMA-TACAN RWY 23R 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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MIPS
INSTRUMENT APPROACH CHART

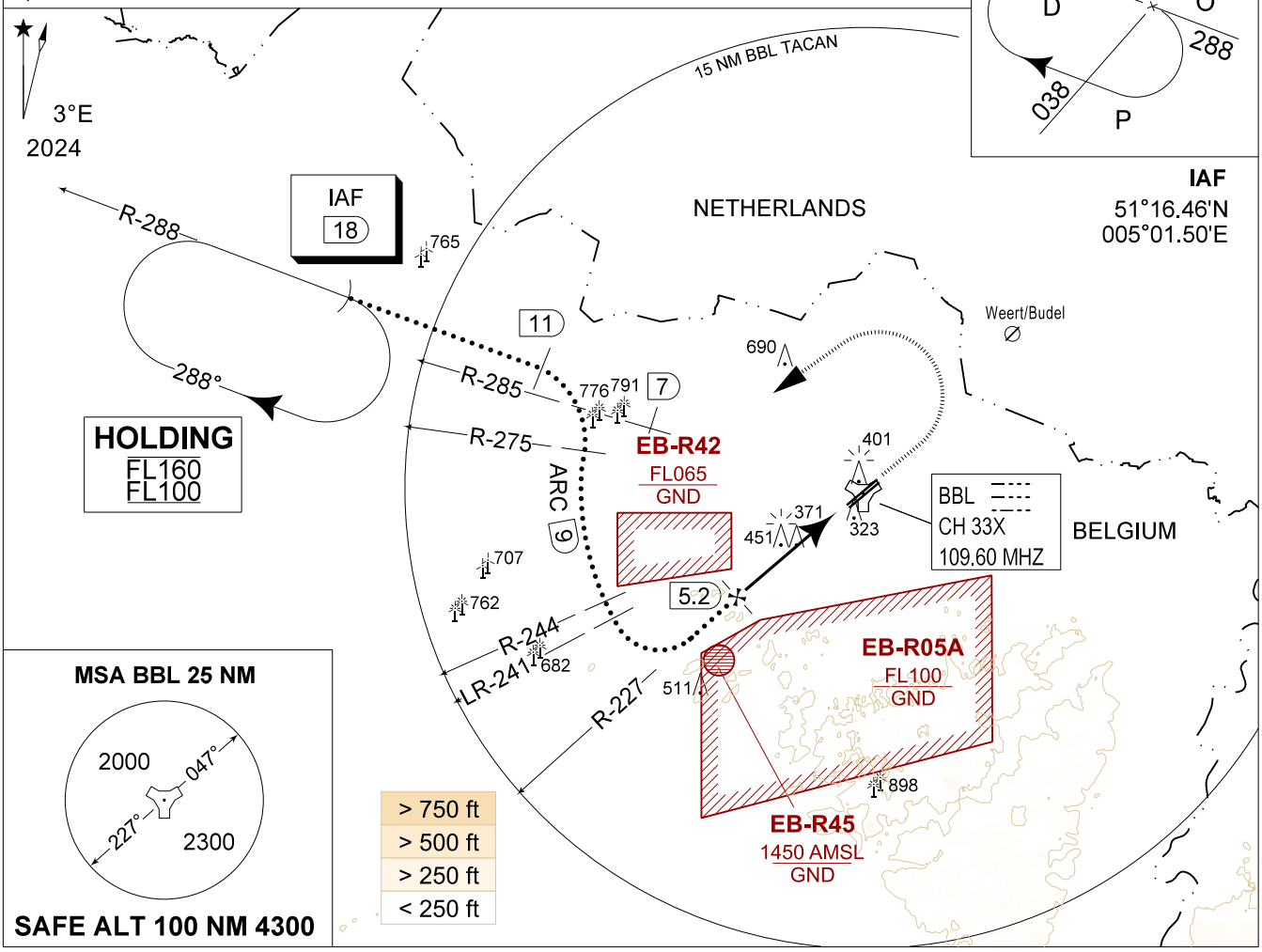
AD ELEV 192

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

BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100

LOC / DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBL CH 33X	047°	1700 FT	5.24%(3.00°)	**620**	185 FT	930 M	7926 FT

CAUTION:
a) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
b) DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE

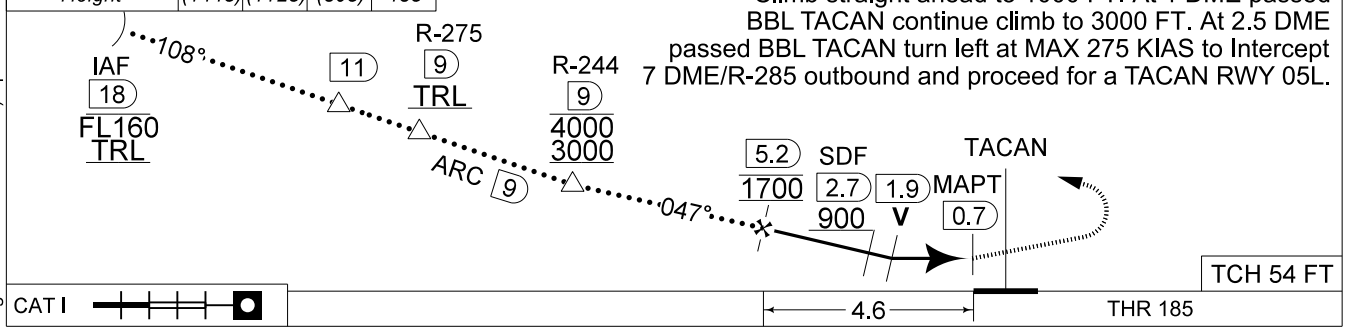


DME BBL	5	4	3	2
Altitude *Height*	1630 *(1445)*	1310 *(1125)*	990 *(805)*	670 *485*

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
MIPS	S-TAC 05L	**620** - 1.3 435 (500 - 1.3 / 2.3)
MIPS	S-PAR 05L	**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
MIPS	CIRCLING	**770** - 3.2 578 (600 - 3.2)

CHANGES: Holding entry diagram and CAUTION a) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

HPMA-TACAN RWY 05L 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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MIPS
INSTRUMENT APPROACH CHART

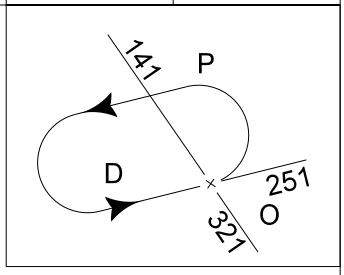
AD ELEV 192

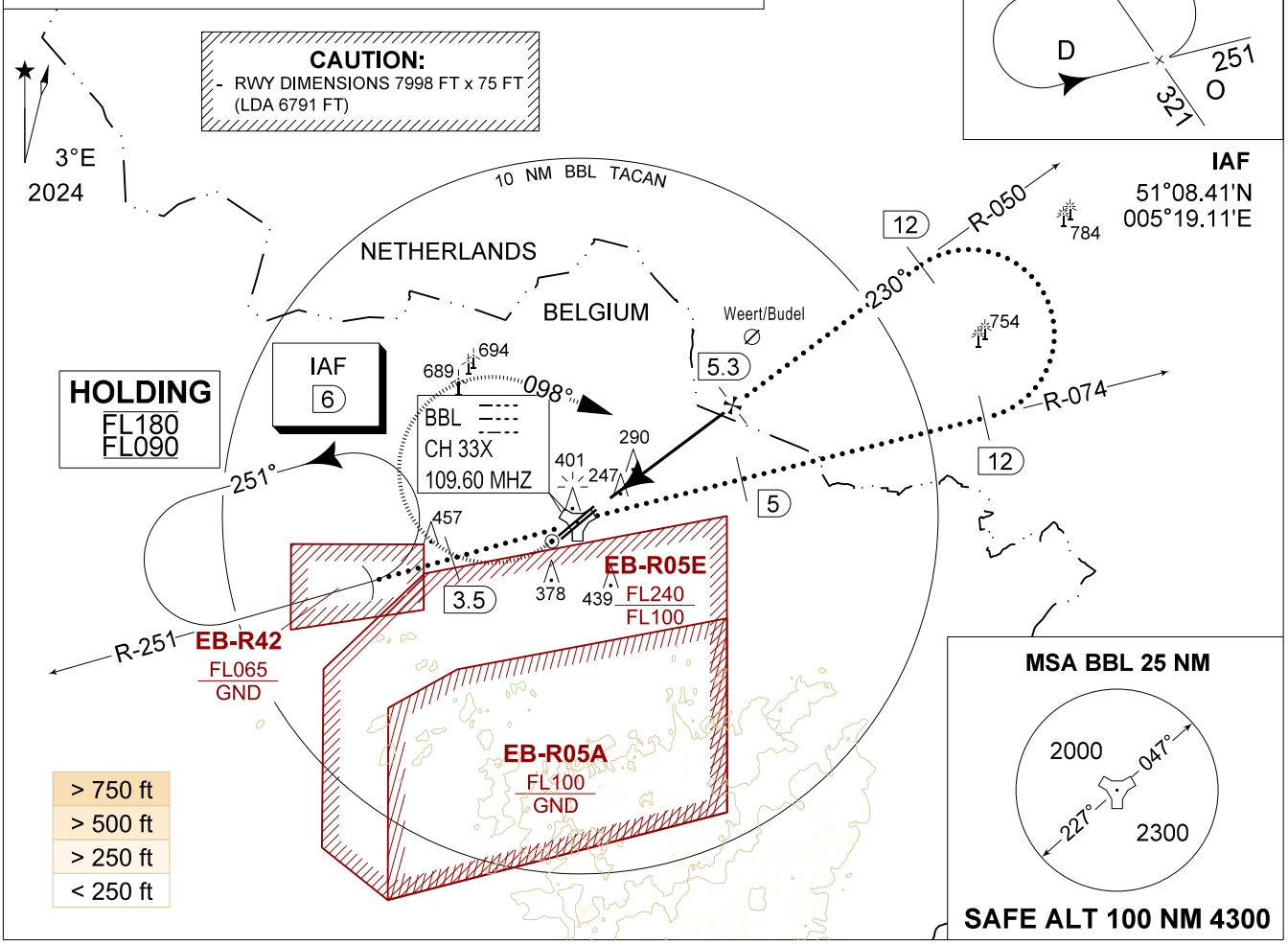
HPMA-TACAN RWY 23L
KLEINE-BROGEL (EBBL)

BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBL CH 33X	230°	1700 FT	5.24%(3.00°)	**620**	161 FT	-	6791 FT

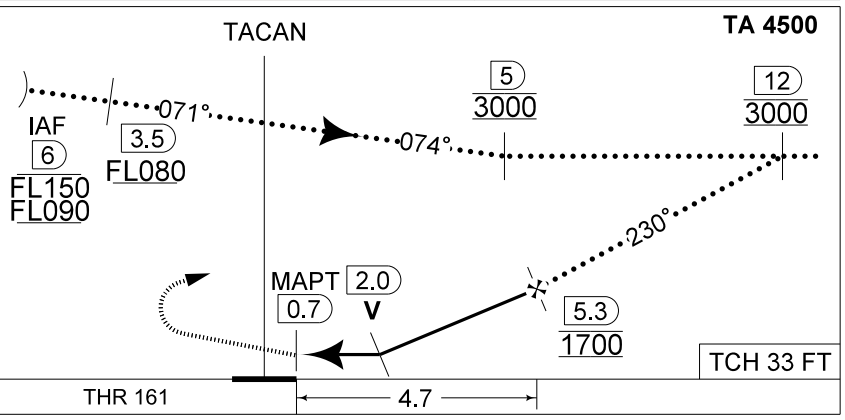
CAUTION:
a) CLASS E AIRSPACE IN AMSTERDAM FIR
b) AIRCRAFT PROCEEDING IAF AT FL100 OR ABOVE REQUIRES DECONFLICTION WITH EB-R05E





DME BBL	5	4	3	2
Altitude *Height*	1580 *(1419)*	1260 *(1099)*	950 *(789)*	630 *(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.



	CATEGORY	HPMA
MIPS	S-TAC 23L	**620** - 2.5 459 (500 - 2.5 / 2.5)
MIPS	S-PAR 23L	**388** - 1.2 227 (300 - 1.2 / 1.2) GS 3.00°
MIPS	CIRCLING	**770** - 3.2 578 (600 - 3.2)

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

HPMA-TACAN RWY 23L 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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MIPS
INSTRUMENT APPROACH CHART

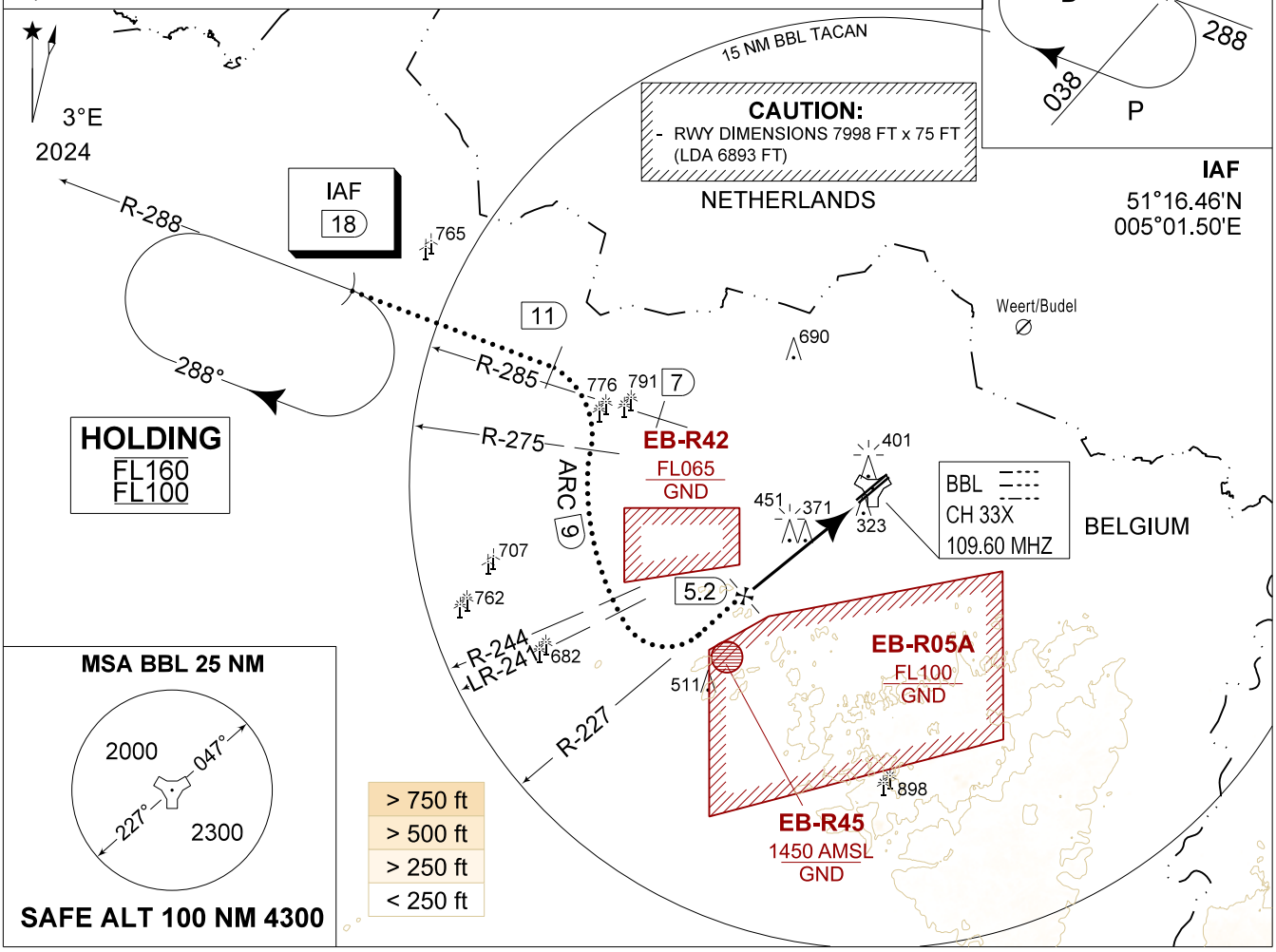
AD ELEV 192

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

BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100

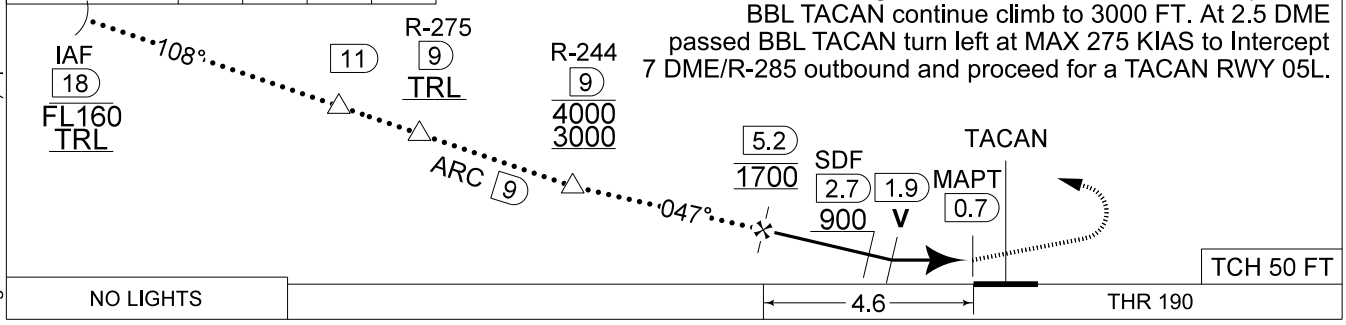
LOC / DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBL CH 33X	047°	1700 FT	5.24%(3.00°)	**620**	190 FT	-	6893 FT

CAUTION:
a) RADAR FLIGHT PATH 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 *Height*	1630 *(1440)*	1310 *(1120)*	990 *(800)*	670 *(480)*

TA 4500
MISSED APPROACH
Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn left at MAX 275 KIAS to Intercept 7 DME/R-285 outbound and proceed for a TACAN RWY 05L.



	CATEGORY	HPMA
MIPS	S-TAC 05R	**620** - 2.3 430 (500 - 2.3 / 2.3)
MIPS	S-PAR 05R	**399** - 1.0 209 (300 - 1.0 / 1.0) GS 3.00°
MIPS	CIRCLING	**770** - 3.2 578 (600 - 3.2)

CHANGES: Holding entry diagram and CAUTION a) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

HPMA-TACAN RWY 05R 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 192

ILS or LOC RWY 23R
KLEINE-BROGEL (EBBL)

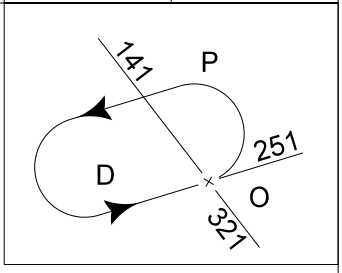
BELGA RADAR	KLEINE-BROGEL APP	KLEINE-BROGEL TWR	KLEINE-BROGEL GND
374.400 129.325	337.600 134.480	248.075 134.105	362.775 122.100

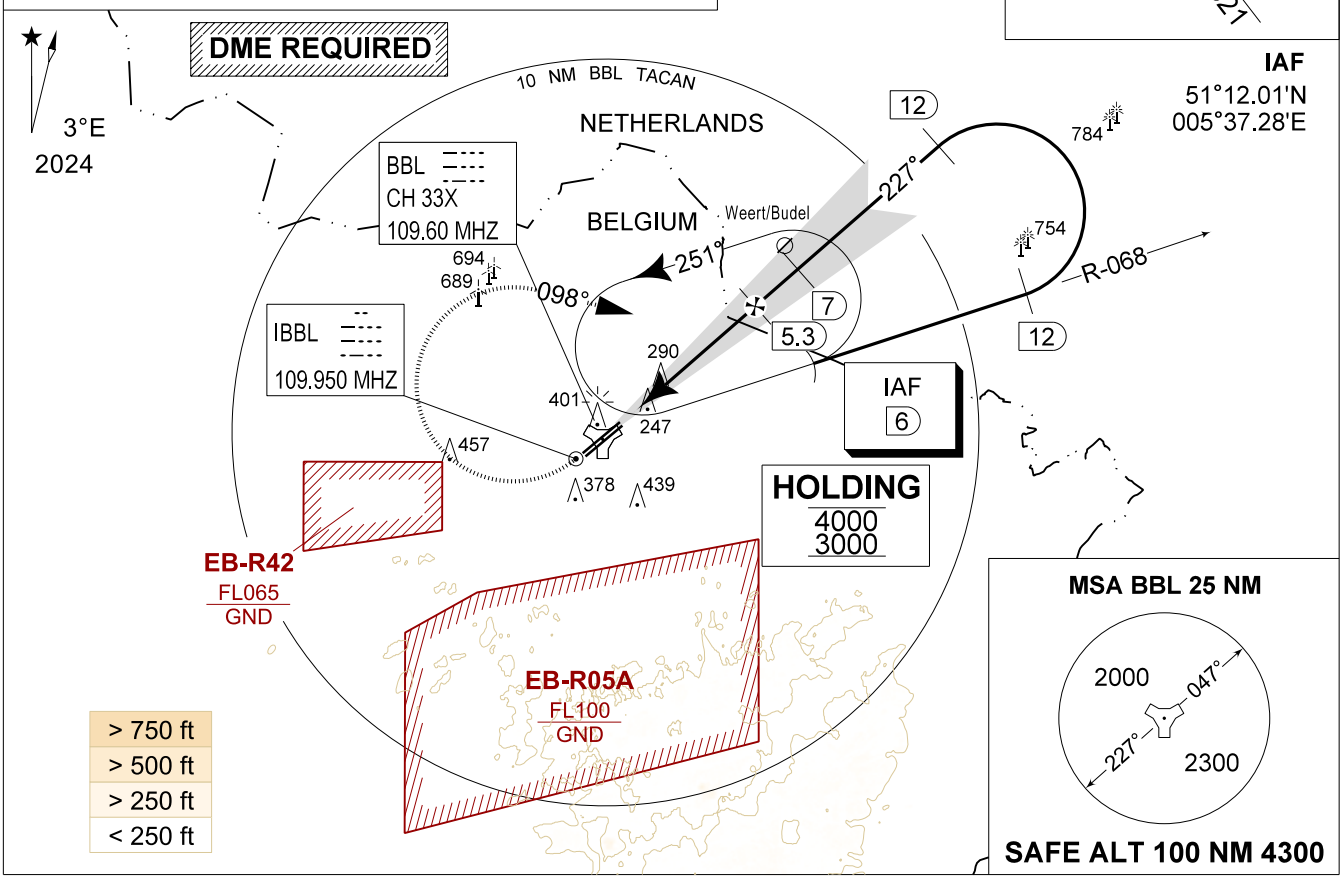
LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IBBL 109.950 / 33X	227°	1700 FT	3.00°	**361**	161 FT	930 M	7926 FT

CAUTION:
a) CLASS E AIRSPACE IN AMSTERDAM FIR

WARNING:
a) MISSED APPROACH CLIMB GRADIENT OF MNM 3.2% IN THE STRAIGHT SEGMENT DUE TO OBSTACLES

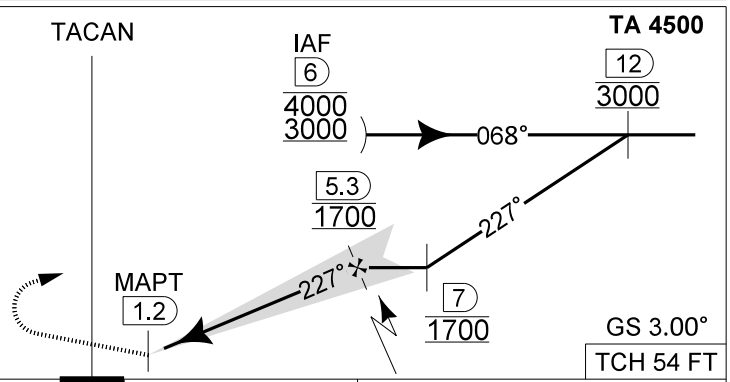
NOTE:
a) DME FREQUENCY 109.600 MHZ





DME BBL	5	4	3	2
Altitude *Height*	1600 *(1439)*	1290 *(1129)*	970 *(809)*	650 *(489)*

MISSED APPROACH
Climb straight ahead to 1000 FT. Passing 1 DME outbound BBL TACAN turn right track 098° at MAX 210 KIAS (MAX 275 KIAS for HPMA) and continue the climb to 3000 FT. Intercept R-068 outbound. If no radio contact, proceed for a ILS RWY 23R at 3000 FT.



CATEGORY	A - B - C - D	HPMA
S-ILS 23R	**361** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°	
S-PAR 23R	**429** - 0.8 268 (300 - 0.8 / 1.3) GS 3.00°	**366** - 0.8 205 (300 - 0.8 / 0.9) GS 3.00°
S-LOC 23R	**540** - 1.0 379 (400 - 1.0 / 1.9)	

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

ILS or LOC RWY 23R 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 192

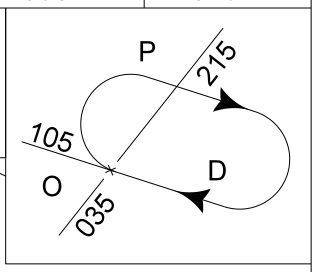
ILS z or LOC z RWY 05L
KLEINE-BROGEL (EBBL)

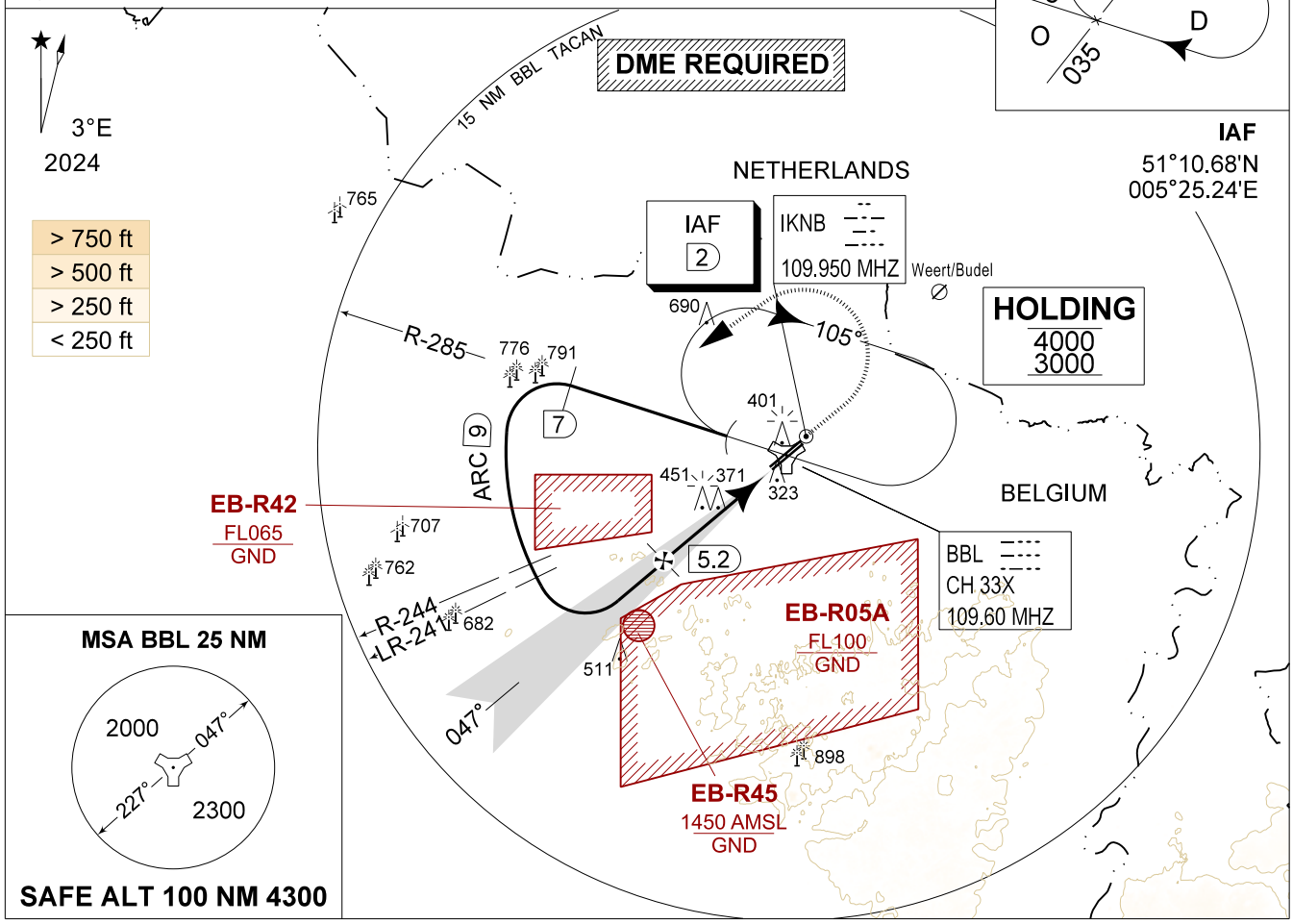
BELGA RADAR	KLEINE-BROGEL APP	KLEINE-BROGEL TWR	KLEINE-BROGEL GND
374.400 129.325	337.600 134.480	248.075 134.105	362.775 122.100

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IKNB 109.950 / 33X	047°	1700 FT	3.00°	**385**	185 FT	930 M	7926 FT

CAUTION:
a) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
b) DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE

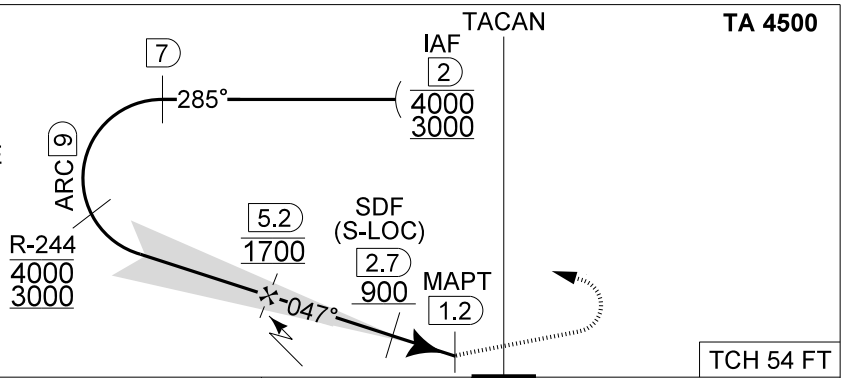
NOTE:
a) DME FREQUENCY 109.600 MHZ





DME BBL	5	4	3	2
Altitude *Height*	1630 *(1145)*	1310 *(1125)*	990 *(805)*	670 *(485)*

MISSED APPROACH
Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn left at MAX 210 KIAS (MAX 275 KIAS for HPMA) to Intercept 7 DME/R-285 outbound and proceed for a ILS z RWY 05L.



	CATEGORY	A - B - C - D	HPMA
MIPS	S-ILS 05L	**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°	
MIPS	S-PAR 05L	**445** - 0.8 260 (300 - 0.8 / 1.2) GS 3.00°	**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
MIPS	S-LOC 05L	**620** - 1.3 435 (500 - 1.3 / 2.3)	

CHANGES: Title of chart, holding entry diagram and CAUTION a) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 192

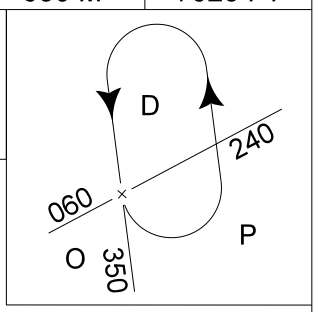
ILS y or LOC y RWY 05L
KLEINE-BROGEL (EBBL)

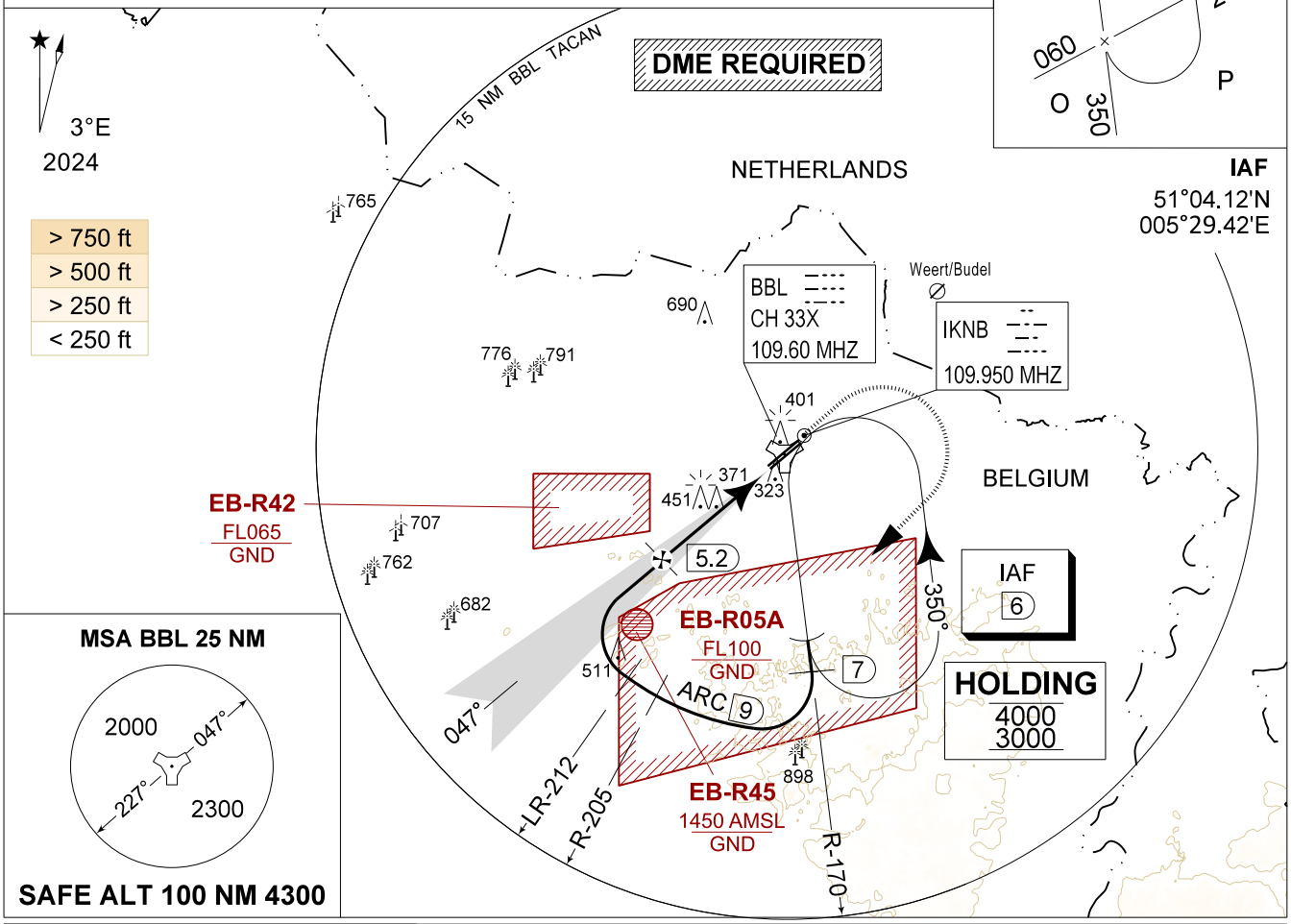
BELGA RADAR	KLEINE-BROGEL APP	KLEINE-BROGEL TWR	KLEINE-BROGEL GND
374.400 129.325	337.600 134.480	248.075 134.105	362.775 122.100

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IKNB 109.950 / 33X	047°	1700 FT	3.00°	**385**	185 FT	930 M	7926 FT

CAUTION:
a) PROCEDURE CANNOT BE EXECUTED WHEN EB-R05A IS ACTIVE
b) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42

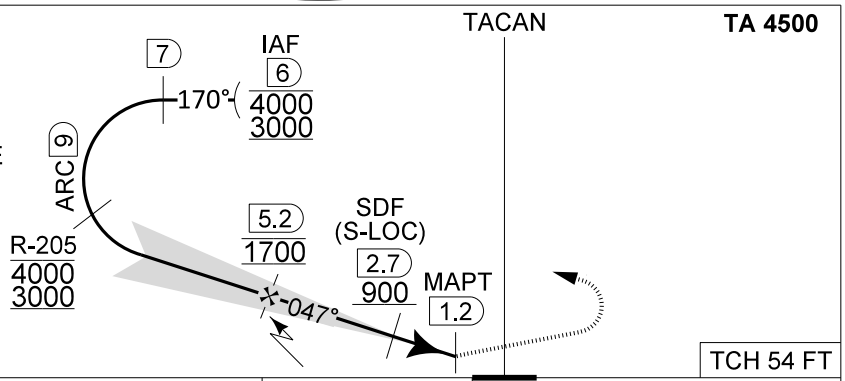
NOTE:
a) DME FREQUENCY 109.600 MHZ





DME BBL	5	4	3	2
Altitude *Height*	1630 *(1445)*	1310 *(1125)*	990 *(805)*	670 *(485)*

MISSED APPROACH
Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn right at MAX 210 KIAS (MAX 275 KIAS for HPMA) to Intercept 6 DME/R-170 outbound and proceed for a ILS y RWY 05L.



	CATEGORY	A - B - C - D	HPMA
MIPS	S-ILS 05L	**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°	
MIPS	S-PAR 05L	**445** - 0.8 260 (300 - 0.8 / 1.2) GS 3.00°	**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
MIPS	S-LOC 05L	**620** - 1.3 435 (500 - 1.3 / 2.3)	

CHANGE: IAF updated and Holding added and CAUTION b) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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

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MIPS
INSTRUMENT APPROACH CHART

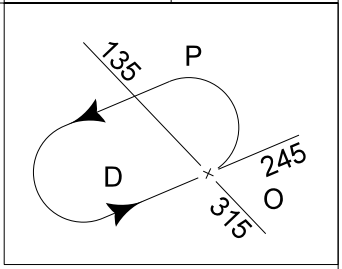
AD ELEV 192

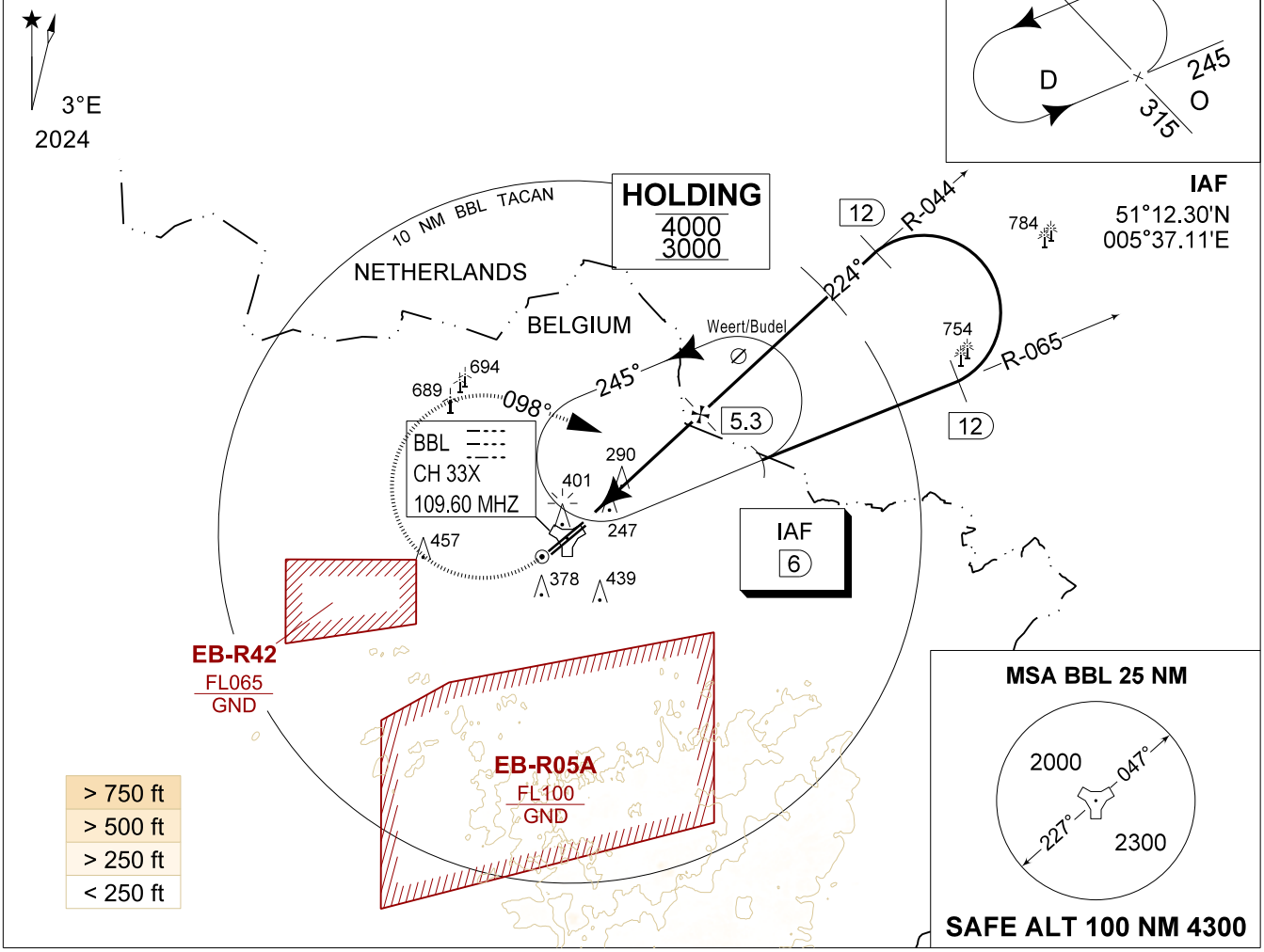
TACAN RWY 23R
KLEINE-BROGEL (EBBL)

BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBL CH 33X	224°	1700 FT	5.24%(3.00°)	**620**	161 FT	930 M	7926 FT

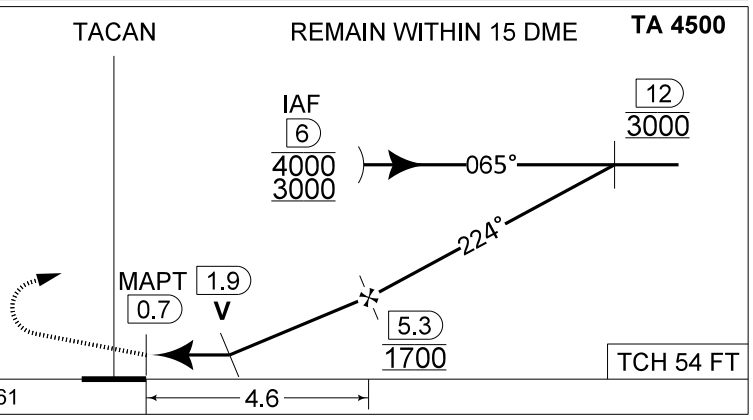
CAUTION:
a) CLASS E AIRSPACE IN AMSTERDAM FIR





DME BBL	5	4	3	2
Altitude *Height*	1600 *(1439)*	1290 *(1129)*	970 *(809)*	650 *(489)*

MISSED APPROACH
Climb straight ahead to 1000 FT. Passing 1 DME BBL TACAN turn right track 098° at MAX 210 KIAS (MAX 275 KIAS for HPMA) and continue the climb to 3000 FT. Intercept R-065 outbound. If no radio contact, proceed for a TACAN RWY 23R at 3000 FT.



CATEGORY	A - B	C	D	HPMA
S-TAC 23R	**620** - 1.5 459 (500 - 1.5 / 2.4)			
S-PAR 23R	**429** - 0.8 268 (300 - 0.8 / 1.3) GS 3.00°			**366** - 0.8 205 (300 - 0.8 / 0.9) GS 3.00°
CIRCLING	**750** - 1.6 558 (600 - 1.6)	**890** - 2.4 698 (700 - 2.4)	**1090** - 3.6 898 (900 - 3.6)	**770** - 3.2 578 (600 - 3.2)

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

TACAN RWY 23R 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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MIPS
INSTRUMENT APPROACH CHART

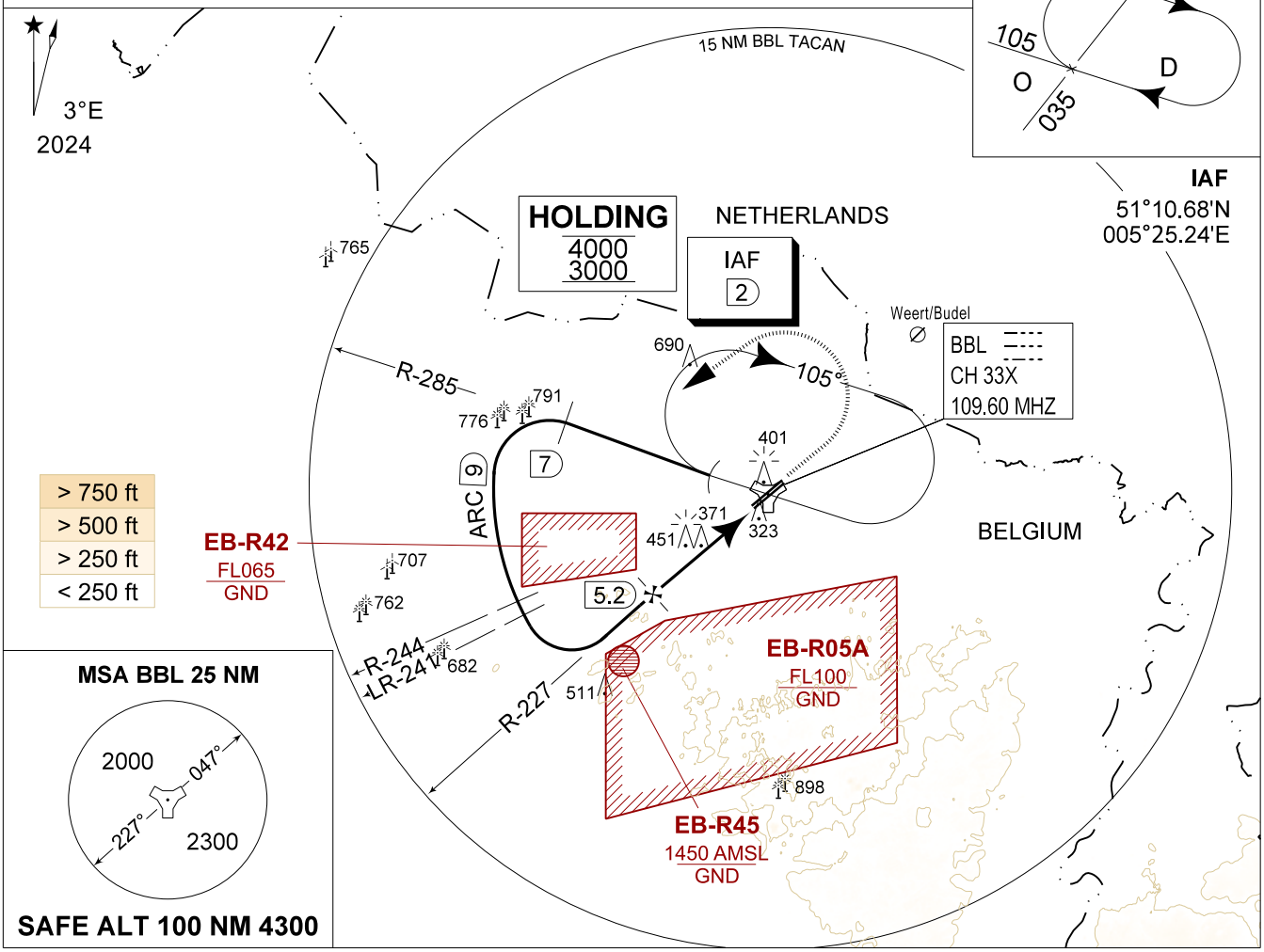
AD ELEV 192

TACAN z RWY 05L
KLEINE-BROGEL (EBBL)

BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100

LOC / DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBL CH 33X	047°	1700 FT	5.24% (3.00°)	**620**	185 FT	930 M	7926 FT

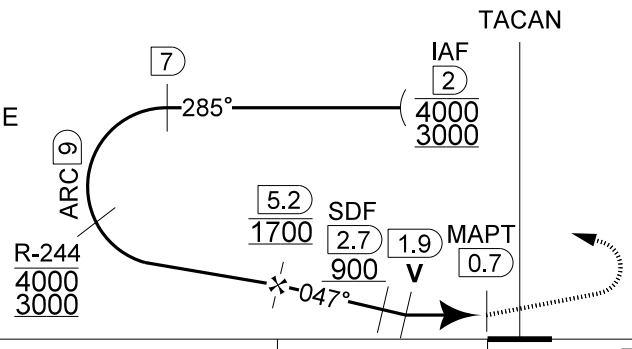
CAUTION:
a) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
b) DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE



DME BBL	5	4	3	2
Altitude *Height*	1630 *(1445)*	1310 *(1125)*	990 *(805)*	670 *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 210 KIAS (MAX 275 KIAS for HPMA) to Intercept 7 DME/R-285 outbound and proceed for a TACAN z RWY 05L.



CAT I

CATEGORY	A - B	C	D	HPMA
MIPS S-TAC 05L	**620** - 1.3 435 (500 - 1.3 / 2.3)			
MIPS S-PAR 05L	**445** - 0.8 260 (300 - 0.8 / 1.2) GS 3.00°			**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
MIPS CIRCLING	**750** - 1.6 558 (600 - 1.6)	**890** - 2.4 698 (700 - 2.4)	**1090** - 3.6 898 (900 - 3.6)	**770** - 3.2 578 (600 - 3.2)

CHANGES: Title of chart, holding entry diagram and CAUTION a) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

TACAN z RWY 05L 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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MIPS
INSTRUMENT APPROACH CHART

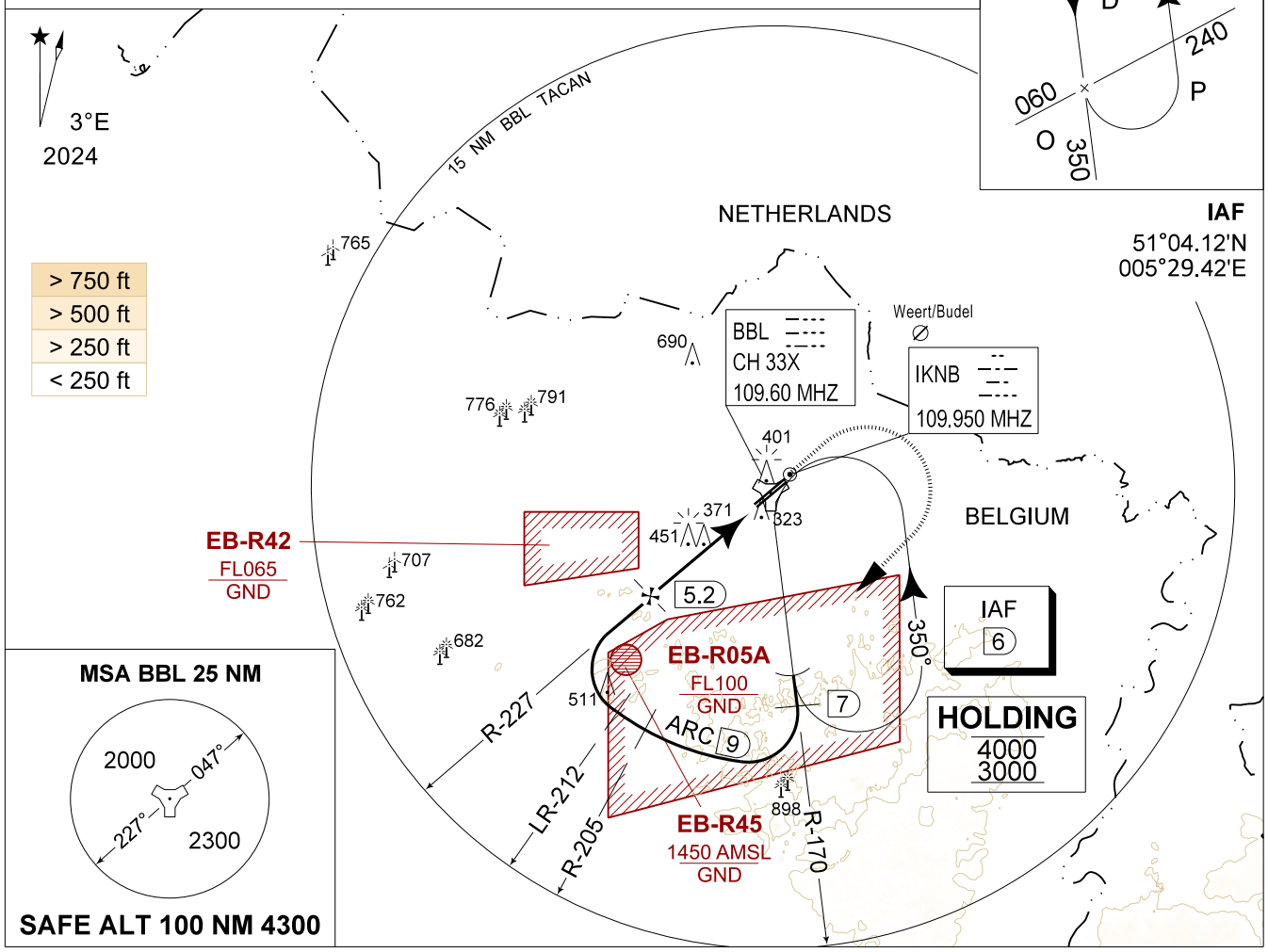
AD ELEV 192

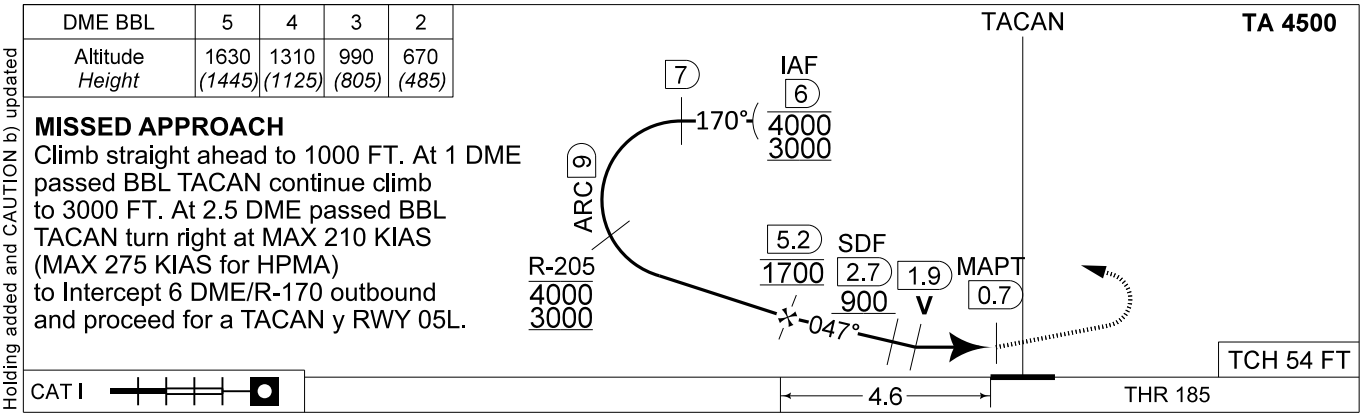
TACAN y RWY 05L
KLEINE-BROGEL (EBBL)

BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100

LOC / DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBL CH 33X	047°	1700 FT	5.24% (3.00°)	**620**	185 FT	930 M	7926 FT

CAUTION:
a) PROCEDURE CANNOT BE EXECUTED WHEN EB-R05A IS ACTIVE
b) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42





DME BBL	5	4	3	2
Altitude *Height*	1630 *(1445)*	1310 *(1125)*	990 *(805)*	670 *(485)*

MISSED APPROACH
Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn right at MAX 210 KIAS (MAX 275 KIAS for HPMA) to Intercept 6 DME/R-170 outbound and proceed for a TACAN y RWY 05L.

	CATEGORY	A - B	C	D	HPMA
MIPS	S-TAC 05L	**620** - 1.3 435 (500 - 1.3 / 2.3)			
	S-PAR 05L	**445** - 0.8 260 (300 - 0.8 / 1.2) GS 3.00°			**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
	CIRCLING	**750** - 1.6 558 (600 - 1.6)	**890** - 2.4 698 (700 - 2.4)	**1090** - 3.6 898 (900 - 3.6)	**770** - 3.2 578 (600 - 3.2)

CHANGE: IAF updated and Holding added and CAUTION b) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

TACAN y RWY 05L 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 192

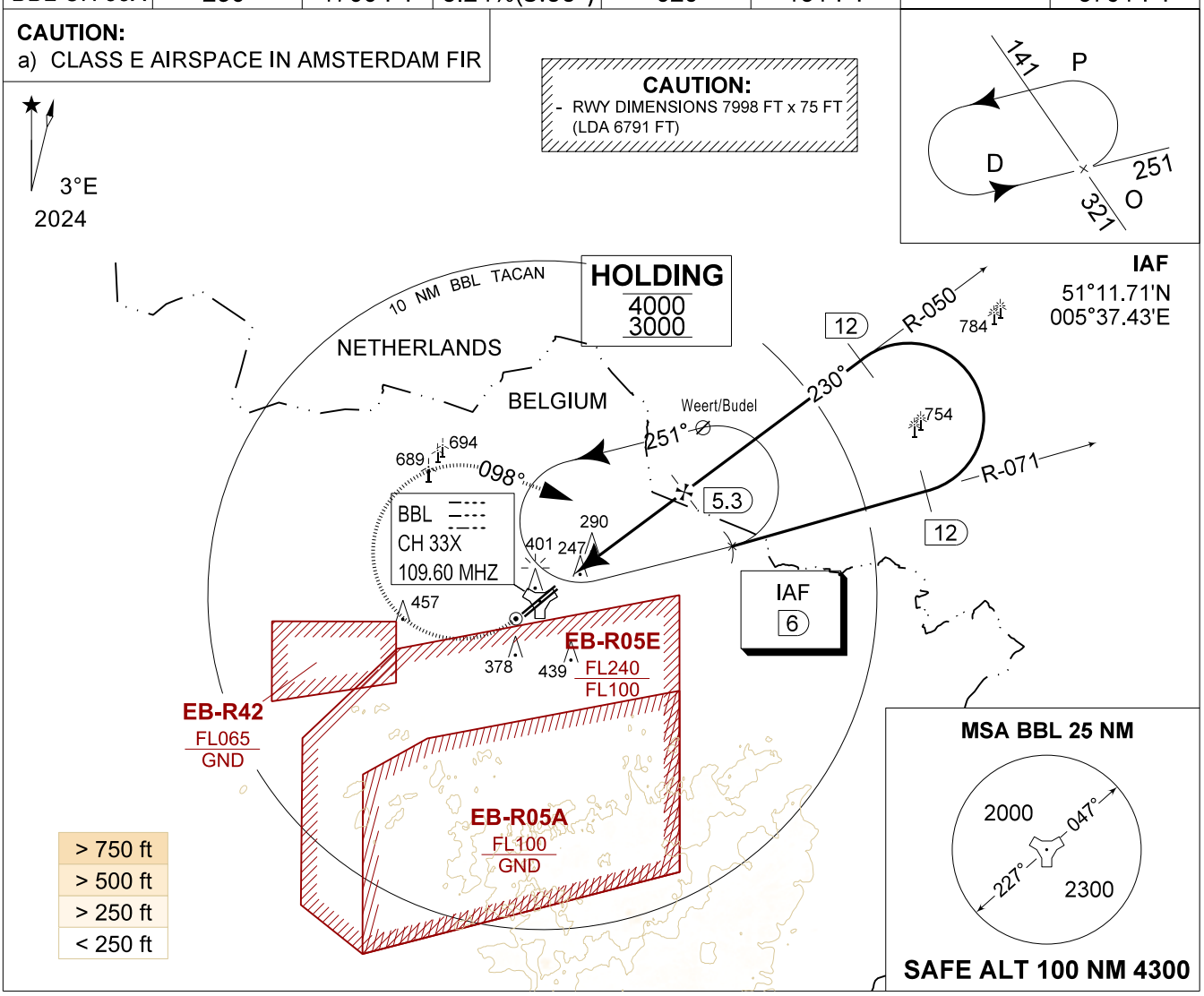
TACAN RWY 23L
KLEINE-BROGEL (EBBL)

BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBL CH 33X	230°	1700 FT	5.24%(3.00°)	**620**	161 FT	-	6791 FT

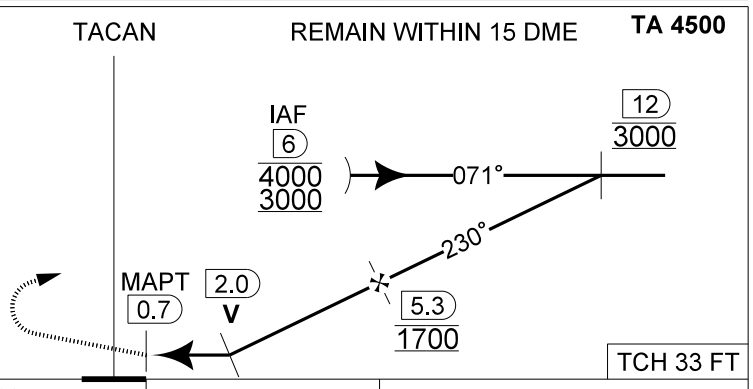
CAUTION:
a) CLASS E AIRSPACE IN AMSTERDAM FIR

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



DME BBL	5	4	3	2
Altitude *Height*	1580 *(1419)*	1260 *(1099)*	950 *(789)*	630 *(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.



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)

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

TACAN RWY 23L 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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MIPS
INSTRUMENT APPROACH CHART

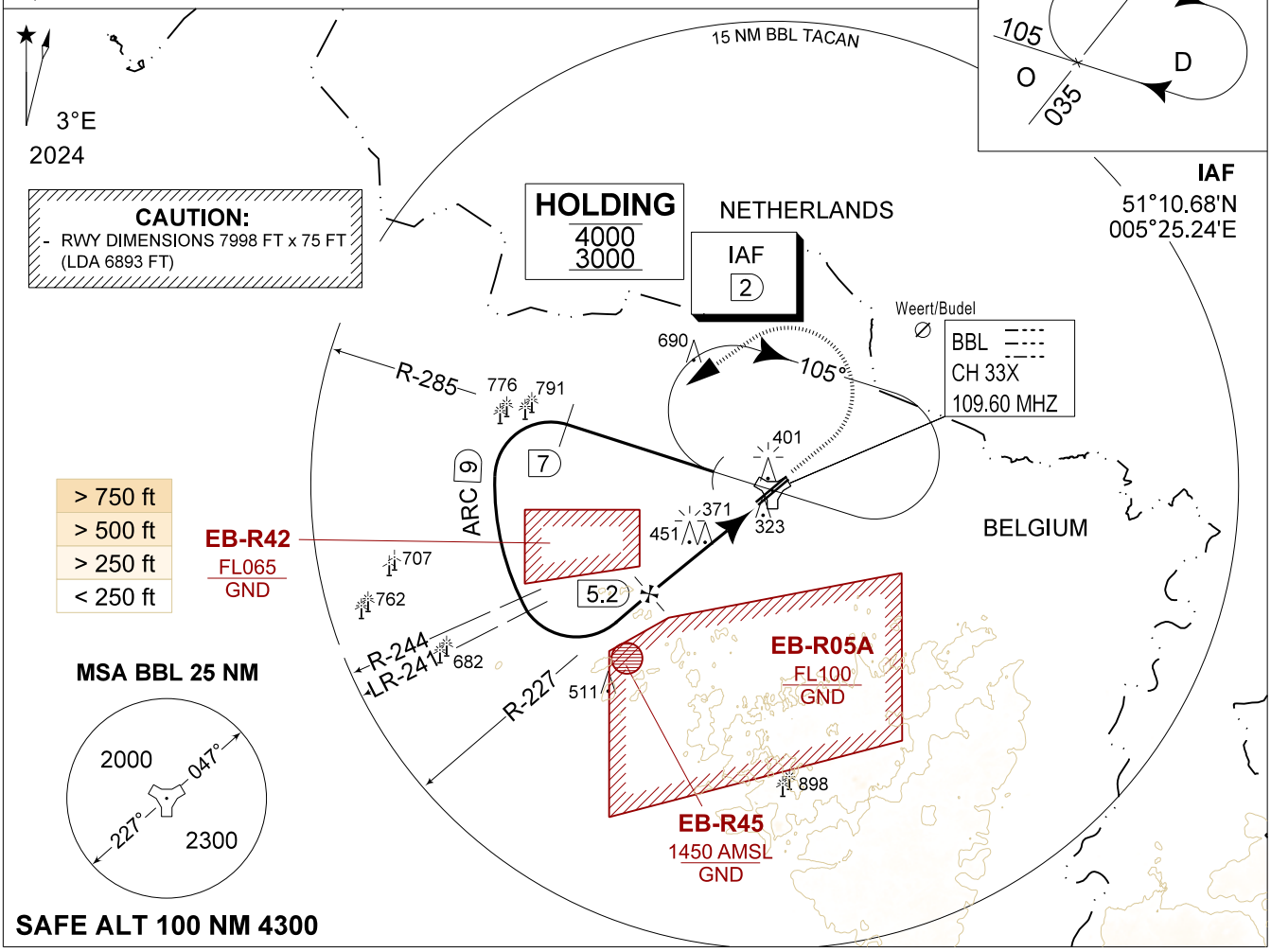
AD ELEV 192

TACAN z RWY 05R
KLEINE-BROGEL (EBBL)

BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100

LOC / DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBL CH 33X	047°	1700 FT	5.24% (3.00°)	**620**	190 FT	-	6893 FT

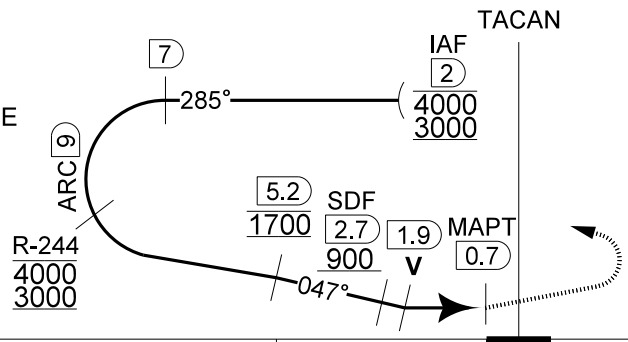
CAUTION:
a) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42
b) DECONFLICTION WITH EB-R05A REQUIRED WHEN PAMPA IS ACTIVE



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

TA 4500

MISSED APPROACH
Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn left at MAX 210 KIAS (MAX 275 KIAS for HPMA) to Intercept 7 DME/R-285 outbound and proceed for a TACAN z RWY 05L.



TCH 50 FT

NO LIGHTS | 4.6 | THR 190

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)

MIPS

CHANGES: Title of chart, holding entry diagram and CAUTION a) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

TACAN z RWY 05R 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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MIPS
INSTRUMENT APPROACH CHART

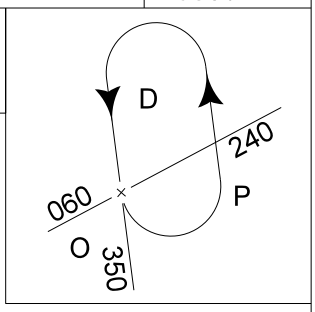
AD ELEV 192

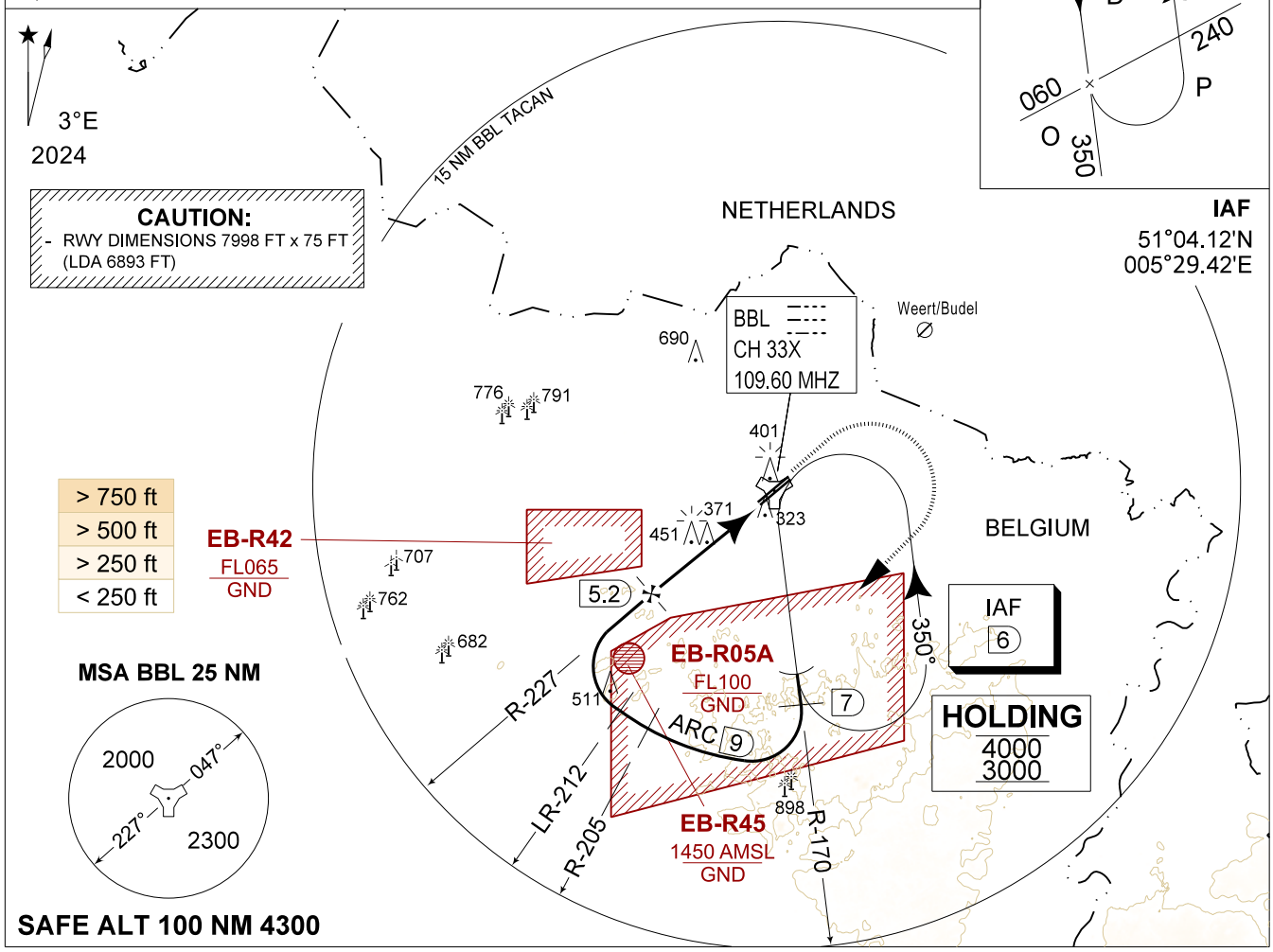
TACAN y RWY 05R
KLEINE-BROGEL (EBBL)

BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100

LOC / DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
BBL CH 33X	047°	1700 FT	5.24% (3.00°)	**620**	190 FT	-	6893 FT

CAUTION:
a) PROCEDURE CANNOT BE EXECUTED WHEN EB-R05A IS ACTIVE
b) RADAR FLIGHT PATH MONITORING REQUIRED TO REMAIN CLEAR OF EB-R42



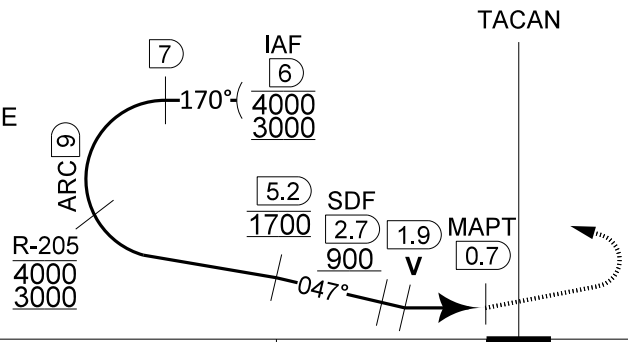


CAUTION:
- RWY DIMENSIONS 7998 FT x 75 FT (LDA 6893 FT)

DME BBL	5	4	3	2
Altitude *Height*	1630 *(1440)*	1310 *(1120)*	990 *(800)*	670 *(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 6 DME/R-170 outbound and proceed for a TACAN y RWY 05L.



TCH 50 FT

NO LIGHTS | 4.6 | THR 190

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)

MIPS

CHANGE: IAF updated and Holding added and CAUTION b) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

TACAN y RWY 05R 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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MIPS INSTRUMENT APPROACH CHART

AD ELEV 192

QRA HPMA-ILS or QRA HPMA-LOC RWY 05L KLEINE-BROGEL (EBBL)

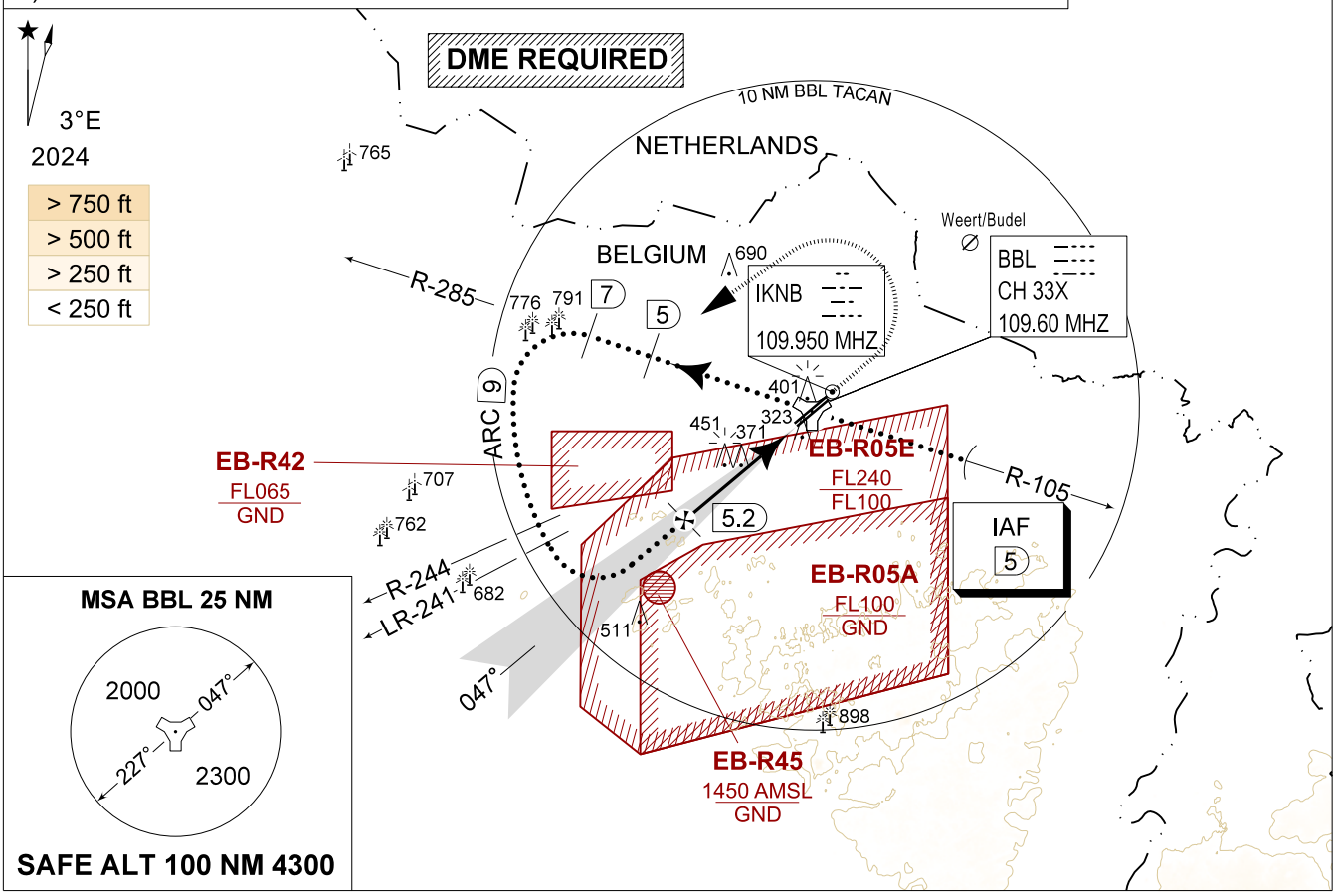
BELGA RADAR	KLEINE-BROGEL APP	KLEINE-BROGEL TWR	KLEINE-BROGEL GND
374.400 129.325	337.600 134.480	248.075 134.105	362.775 122.100

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS	LDA
IKNB 109.950 / 33X	047°	1700 FT	3.00°	**385**	185 FT	930 M	7926 FT

CAUTION:

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

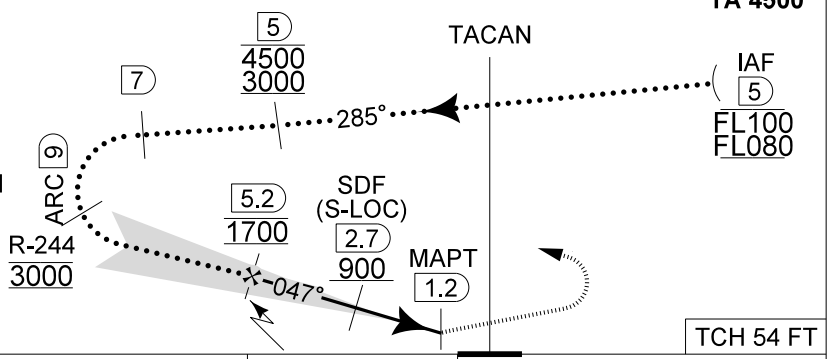
IAF
51°08.52'N
005°35.81'E



DME BBL	5	4	3	2
Altitude *Height*	1630 *(1445)*	1310 *(1125)*	990 *(805)*	670 *485*

TA 4500

MISSED APPROACH
Climb straight ahead to 1000 FT. At 1 DME passed BBL TACAN continue climb to 3000 FT. At 2.5 DME passed BBL TACAN turn left at MAX 275 KIAS to Intercept 7 DME/R-285 outbound and proceed for a ILS RWY 05L.



	CATEGORY	HPMA
MIPS	S-ILS 05L	**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
MIPS	S-PAR 05L	**385** - 0.8 200 (200 - 0.8 / 0.9) GS 3.00°
MIPS	S-LOC 05L	**620** - 1.3 435 (500 - 1.3 / 2.3)

CHANGE: CAUTION c) updated

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

QRA HPMA-ILS or QRA HPMA-LOC RWY 05L

51°10.10' N
005°28.19' E

KLEINE-BROGEL (EBBL)

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MIPS
INSTRUMENT APPROACH CHART

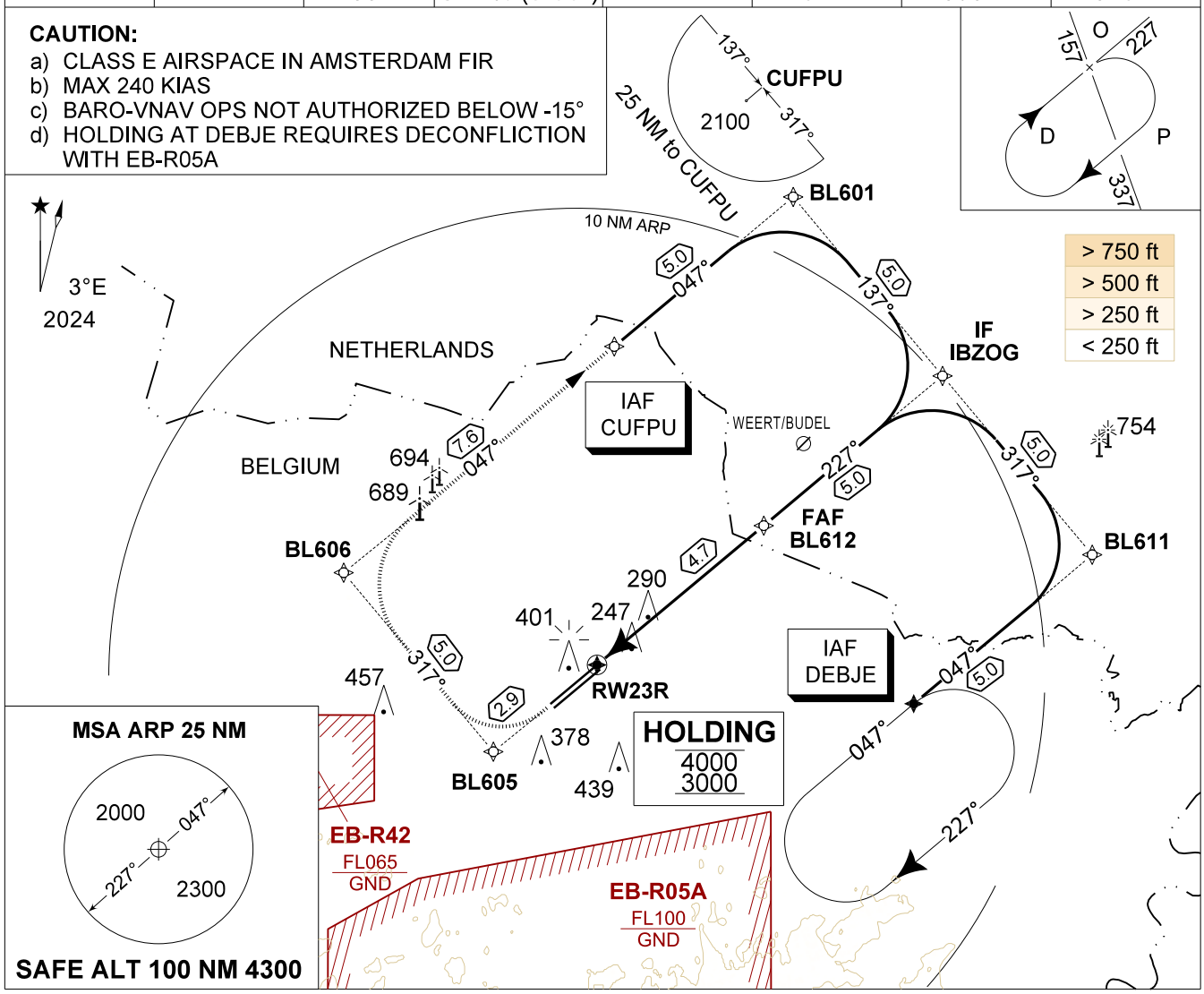
AD ELEV 192

RNP RWY 23R
KLEINE-BROGEL (EBBL)

BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100

EGNOS CH	APP COURSE	FAF ALT	DESCENT GR	DA	THR	ALS	LDA
E23B 70823	227°	1700 FT	5.24% (3.00°)	**472**	161 FT	930 M	7926 FT

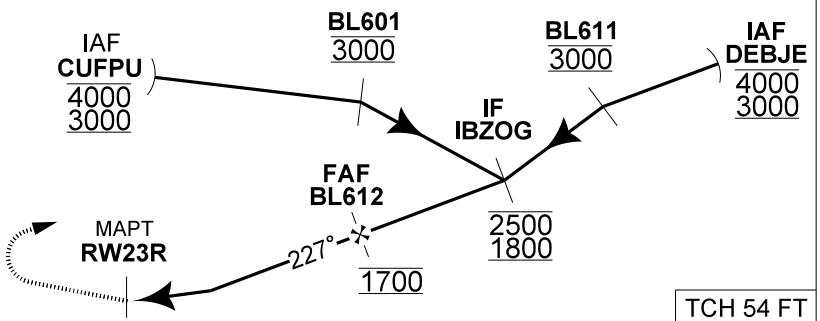
CAUTION:
a) CLASS E AIRSPACE IN AMSTERDAM FIR
b) MAX 240 KIAS
c) BARO-VNAV OPS NOT AUTHORIZED BELOW -15°
d) HOLDING AT DEBJE REQUIRES DECONFLICTION WITH EB-R05A



THR 23R	5	4	3	2
Altitude *Height*	1700 *(1539)*	1490 *(1329)*	1180 *(1019)*	860 *(699)*

TA 4500

MISSED APPROACH
MAX SPEED 165 KIAS.
Climb inbound BL605 then BL606 to reach IAF CUFPU at 3000 FT.



TCH 54 FT

CAT I — THR 161 — 4.7

CATEGORY	A - B - C - D
LPV 23R	**472** - 0.8 311 (400 - 0.8 / 1.5) GS 3.00°
LNAV/VNAV 23R	**562** - 1.1 401 (500 - 1.1 / 2.1) GS 3.00°
LNAV 23R	**620** - 1.5 459 (500 - 1.5 / 2.4)

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

RNP RWY 23R 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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NATIONAL INSTRUMENT APPROACH CHART

AD ELEV 192

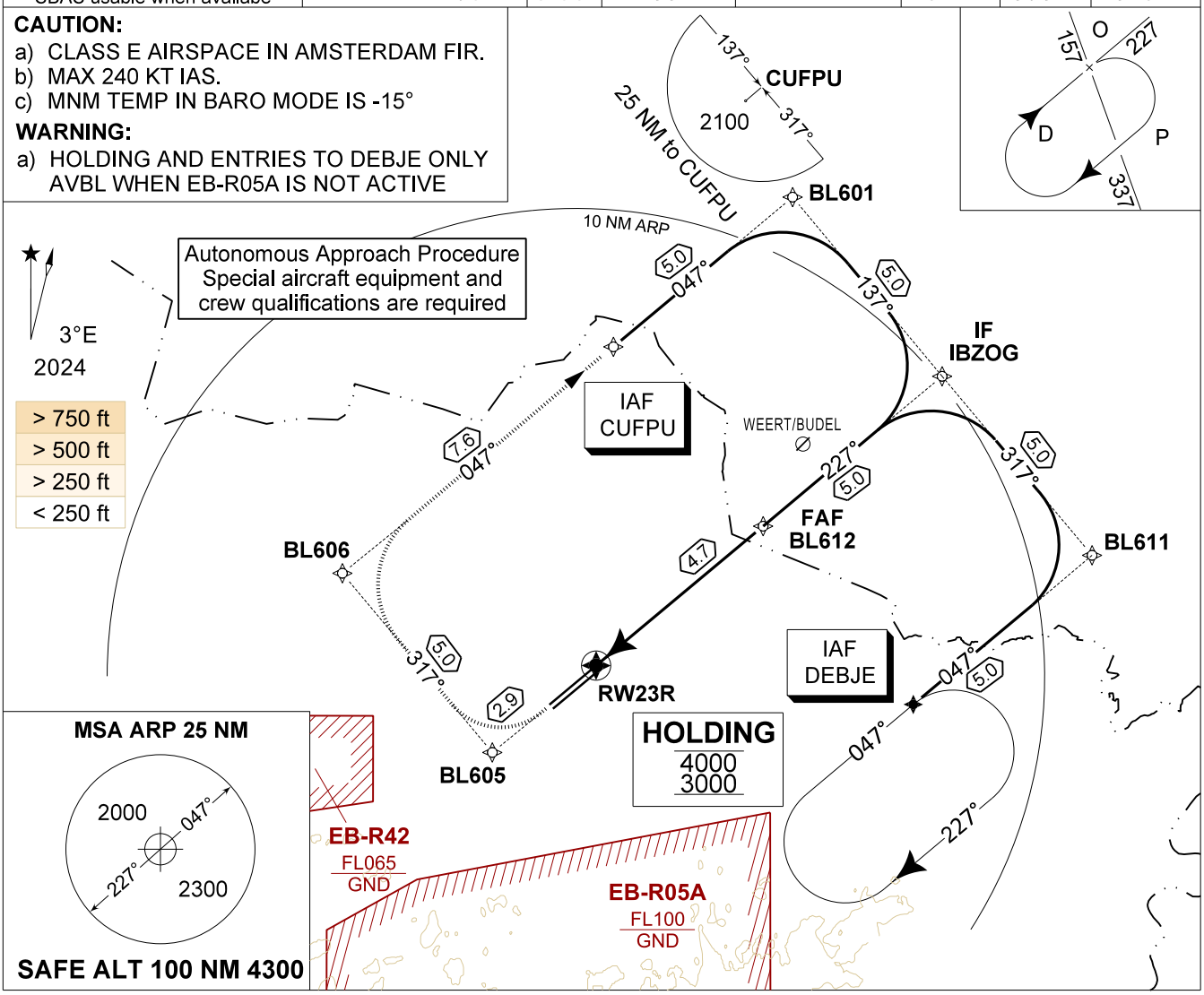
AA RWY 23R KLEINE-BROGEL (EBBL)

BELGA RADAR	KLEINE-BROGEL APP	KLEINE-BROGEL TWR	KLEINE-BROGEL GND
374.400 129.325	337.600 134.480	248.075 134.105	362.775 122.100

APCH in EGNOS service Volume for APV SBAS usable when availabe	APP COURSE	GS	FAF ALT	DA GEO / DA BARO	THR	ALS	LDA
	227° M 230° T	3.00°	1700 FT	DA GEO 581 DA BARO 562	161 FT	930 M	7926 FT

CAUTION:
a) CLASS E AIRSPACE IN AMSTERDAM FIR.
b) MAX 240 KT IAS.
c) MNM TEMP IN BARO MODE IS -15°

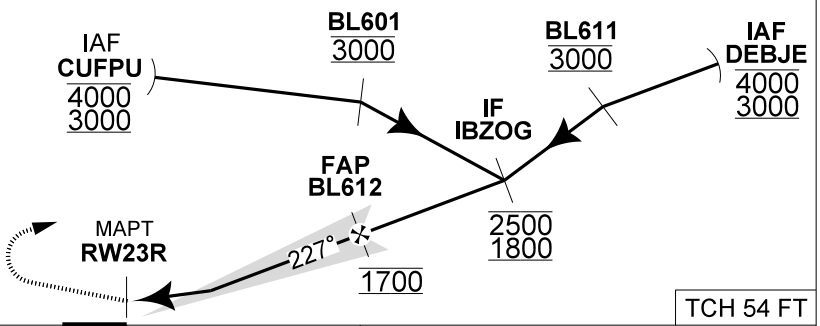
WARNING:
a) HOLDING AND ENTRIES TO DEBJE ONLY AVBL WHEN EB-R05A IS NOT ACTIVE



THR 23R	5	4	3	2
Altitude *Height*	1700 *(1539)*	1490 *(1329)*	1180 *(1019)*	860 *(699)*

TA 4500

MISSED APPROACH
MAX SPEED 165 KIAS.
Climb inbound BL605 then BL606 to reach IAF CUFPU at 3000 FT.



TCH 54 FT

CAT I THR 161 4.7

CATEGORY		C	Data ALS RWY 23R	
NATIONAL	AA (GEO) 23R (DA)	**581** - 1.2 420 (500 - 1.2 / 2.2) GS 3.00°	ANCHOR POINT: ALS Code: Final Course (true): Vertical Path Angle: FAP Altitude: Distance IF - FAP: Anchor Point:	N 51°10.528' / E 005°29.000' / 215 FT **E Z Z P U X** 230 °T 3.00° 1700 FT 5.5 NM 54 FT ABOVE THR 23R
	AA (BARO) 23R (DA)	**562** - 1.1 401 (500 - 1.1 / 2.1) GS 3.00°		

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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MIPS
INSTRUMENT APPROACH CHART

AD ELEV 192

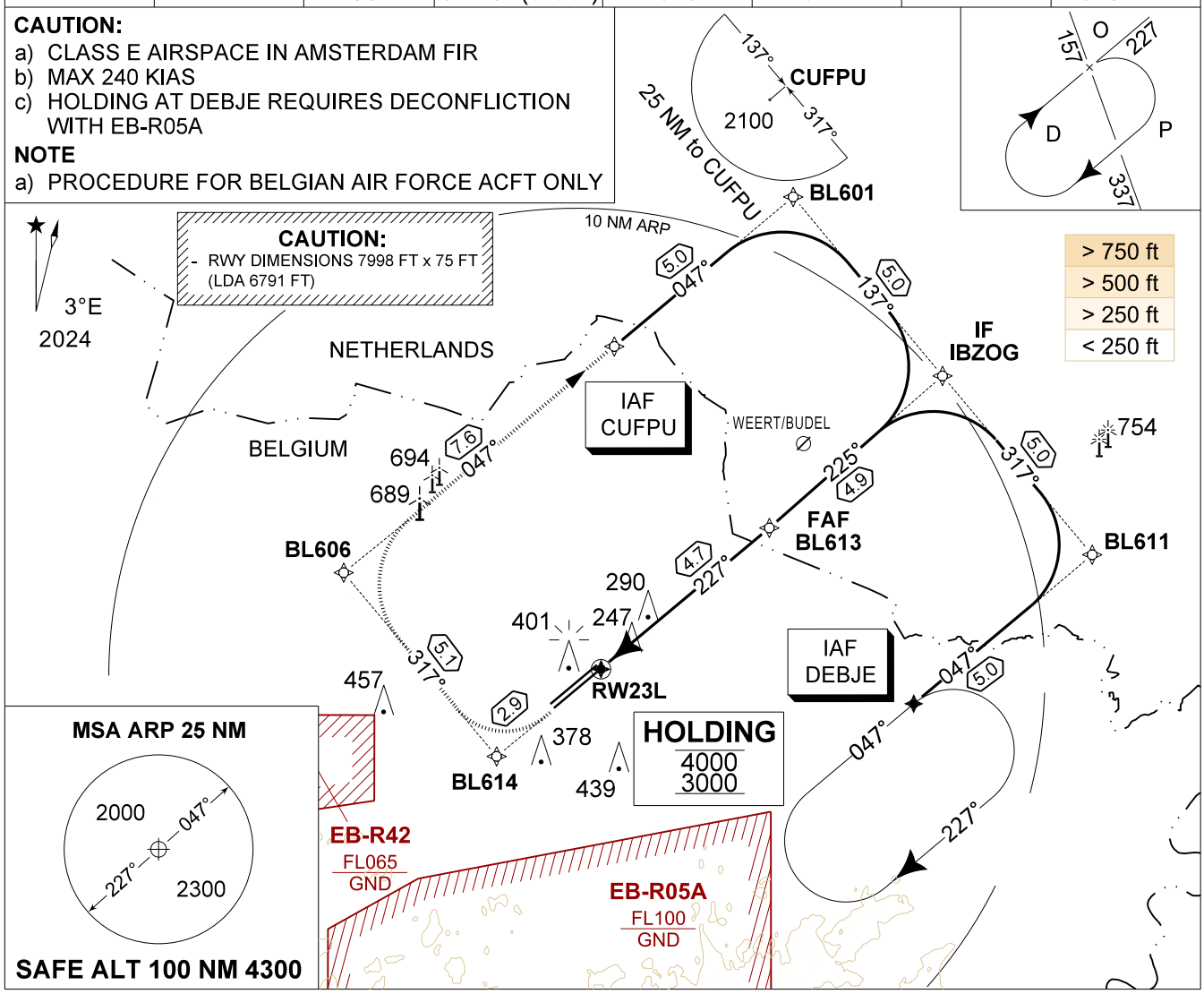
RNP RWY 23L
KLEINE-BROGEL (EBBL)

BELGA RADAR		KLEINE-BROGEL APP		KLEINE-BROGEL TWR		KLEINE-BROGEL GND	
374.400	129.325	337.600	134.480	248.075	134.105	362.775	122.100

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

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

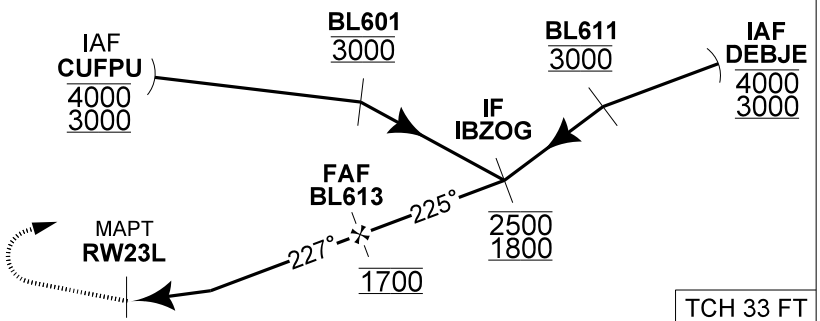
NOTE
a) PROCEDURE FOR BELGIAN AIR FORCE ACFT ONLY



THR 23R	5	4	3	2
Altitude *Height*	1700 *(1539)*	1470 *(1309)*	1150 *(989)*	840 *(679)*

TA 4500

MISSED APPROACH
MAX SPEED 165 KIAS.
Climb inbound BL614 then BL606 to reach IAF CUFPU at 3000 FT.



TCH 33 FT

CAT I | THR 161 | 4.7

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)

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

RNP RWY 23L 51°10.10' N 005°28.19' E **KLEINE-BROGEL (EBBL)**

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

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

EBFN AD 2.15 Other Lighting and Secondary Power Supply

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

EBFN AD 2.16 Helicopter Landing Area

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

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

EBFN AD 2.17 ATS Airspace

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

EBFN AD 2.18 ATS Communication Facilities

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

Service designation	Call sign	Frequency/ Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Koksijde Approach	121.055 (1) 235.050 MHZ	HO	Primary frequency
		122.500 MHZ (2) 362.300 MHZ	HO	Secondary frequency
		121.500 MHZ 243.000 MHZ	HO	Emergency frequency
	Koksijde PAR	123.300 MHZ 278.675 MHZ	HO	Primary frequency
SAR	Koksijde Rescue	123.100 MHZ 5 680 KHZ	H24	NIL
		282.800 MHZ	H24	Stand-by frequency SAR combined frequency
(1) 8.33 KHZ CH. (2) If no UHF, nor VHF 8.33 KHZ, contact this FREQ.				

EBFN AD 2.19 Radio Navigation and Landing Aids

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
KOKSY TACAN (1°E/2017)	KOK	CH92X	H24	510556.7N 0023919.8E	0FT	DOC: 80NM / FL500 Sector SE: 100NM / FL500

EBFN AD 2.20 Local Traffic Regulations

1 GENERAL

- Military use only;
- Due to military helicopter traffic at EBFN, the attention of pilots is drawn upon the necessity of flying with extreme caution in the vicinity of this aerodrome as well as in the proximity of helicopters. The helicopter entry and exit routes are established between the aerodrome and four gates (see AD 2.MIL-EBFN-FLIP 05-B);
- Due to uncontrolled civilian traffic at LFAK (510200N 0023300E), pilots are urged to fly with extreme caution in the Koksijde CTR;
- AD may be activated for foreign SAR flights and Federal Police flights. These flights shall be coordinated through the Wing Ops by TEL or when this is not possible on the Koksijde rescue frequency;
- VOR to PAR procedure only for home based aircraft during short term contingency;
- PPR for all aircraft intending to land at EBFN (excluding home-based and local traffic);
- 72 HR PPR for fixed ACFT CAT 3 and higher;
- All aircraft entering Koksijde CTR must be transponder equipped due to ASR problems.

2 TAXI REGULATIONS

Due to poor TWY conditions, attention is to be paid to potential FOD-hazard.

3 APRON REGULATIONS

NIL

4 RUNWAY REGULATIONS

- No PAR procedure authorized on RWY 11 due to insufficient obstacle clearance;
- RWY 29 for fixed wing aircraft: DA is 220 FT and glide slope of 3 degrees.

5 SPECIFIC TRAFFIC REGULATIONS

NIL

EBFN AD 2.21 Noise Abatement Procedures

- RWY 11: right hand circuit;
- After take-off and for overshoot manoeuvres, aircraft will leave by the most direct way the Belgian beach and the area situated 5 NM on each side of the coast.

EBFN AD 2.22 Flight Procedures

The information concerning IFR and VFR procedures is contained in EBFN AD 2.24 and the BAF FLIPs IFR & VFR.

EBFN AD 2.23 Additional Information

1 GENERAL

- PAR not available every TUE from 0700 till 1100 (0600 till 1000) due to preventive maintenance;
- Outside normal hours of operation: agricultural works will take place permanently along the RWY, starting at a distance of 30 M from the edges;
- Grass cutting in progress from APR 15 till SEP 30.

2 USE OUTSIDE MILITARY OPERATIONAL HOURS

2.1 Contact Details

Post: WEST AVIATION CLUB
Mr Johan De Block
Van Maldeghemstraat 37
8670 Koksijde
BELGIUM

TEL: +32 (0) 58 31 23 67

FAX: +32 (0) 58 31 23 67

2.2 Operational Hours

- SAT, SUN and HOL: HJ
- FRI: 1630 (1530) - SS
- O/R

MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 11

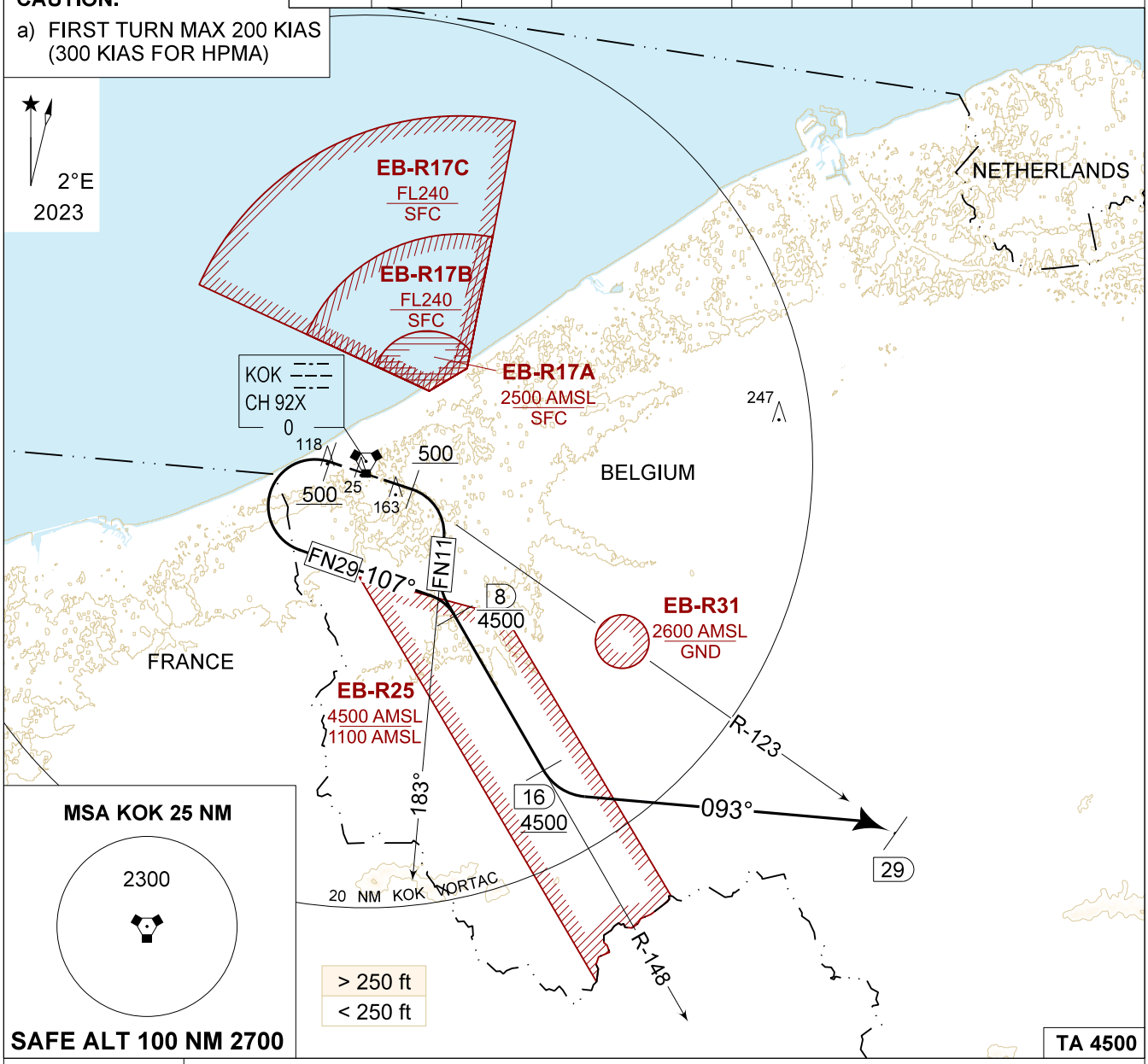
FN 11 - 29
KOKSIJDE (EBFN)

KOKSIJDE GND		KOKSIJDE TWR		KOKSIJDE APP		BELGA RADAR	
231.800	122.100	231.800	122.100	235.050	121.055	374.400	129.325

DVORTAC	RWY	PDG		From-To	120	180	240	300	360	Reason
KOK 114.500 CH 92X	**11**	4.48%	2.57°	DER-4500	550	820	1090	1370	1640	**ATC**
	29	3.30%	1.89°	DER-4500	410	610	810	1010	1210	**ATC**

CAUTION:

a) FIRST TURN MAX 200 KIAS (300 KIAS FOR HPMA)



FN 11 (RWY 11) 30	- Climb straight ahead. - When passing 500 FT AMSL turn right, track 183° to intercept R-148 outbound KOK VORTAC. - Remain below 4500 FT untill passing 8 DME on R-148 outbound KOK. - Contact BELGA RADAR, when passing 4500 FT. - At 16 DME, above 4500 FT turn left track 093°. - Intercept R-123 outbound KOK.
FN 29 (RWY 29) 38	- Climb straight ahead. - When passing 500 FT AMSL turn left, track 107° to intercept R-148 outbound KOK VORTAC. - Remain below 4500 FT untill passing 8 DME on R-148 outbound KOK. - Contact BELGA RADAR, when passing 4500 FT. - At 16 DME, above 4500 FT turn left track 093°. - Intercept R-123 outbound KOK.

CHANGE: Minor correction of routes description

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

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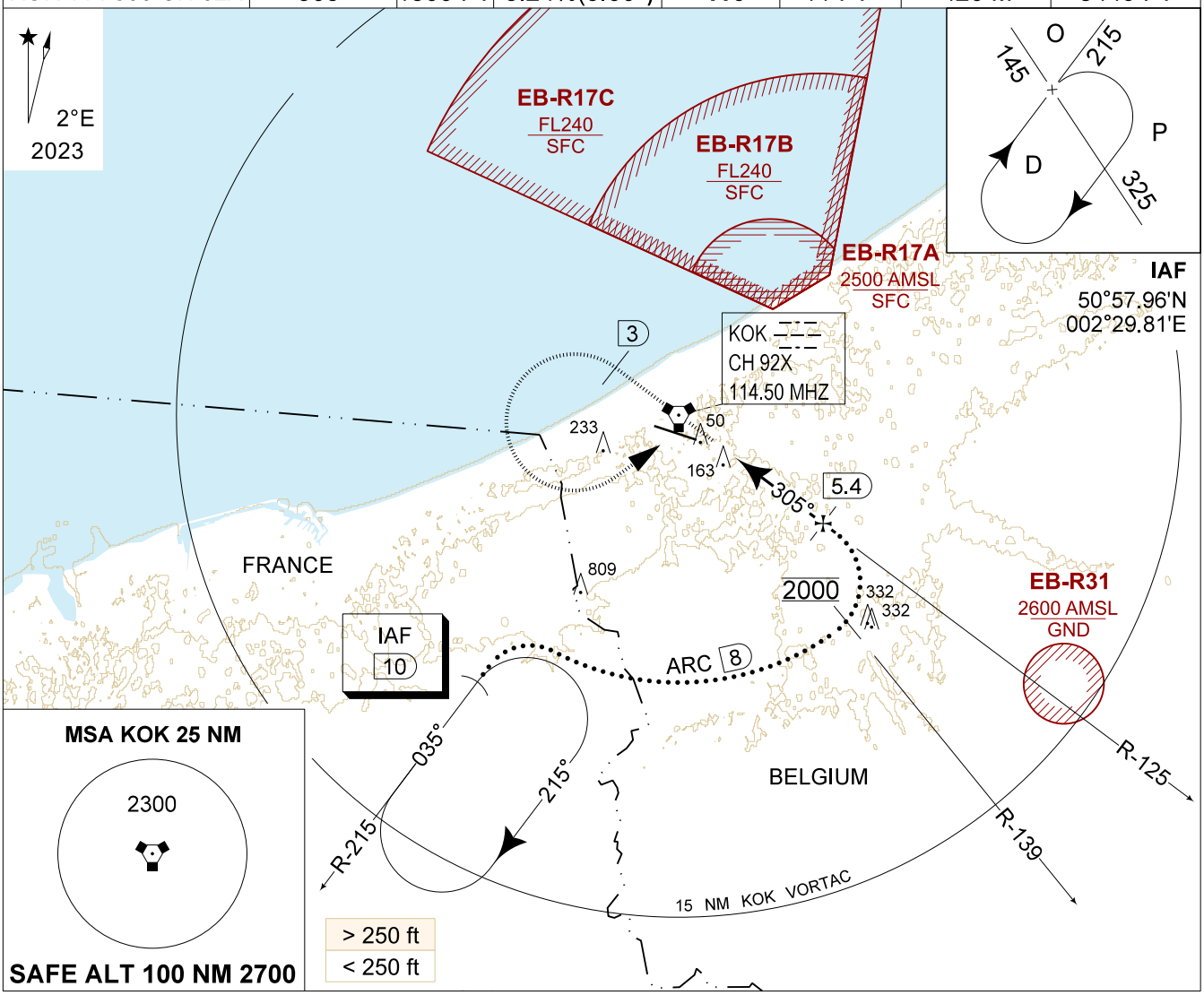
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 11

HPMA-TACAN RWY 29
KOKSIJDE (EBFN)

BELGA RADAR	KOKSIJDE APP	KOKSIJDE TWR	KOKSIJDE GND
374.400 129.325	235.050 121.055	231.800 122.100	231.800 122.100

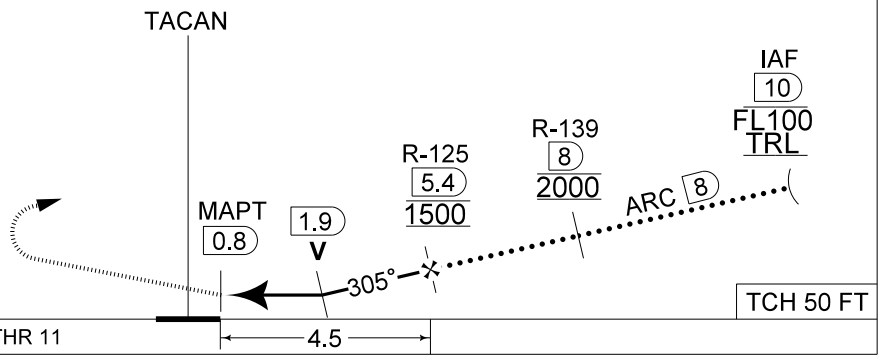
DVORTAC	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
KOK 114.500 CH 92X	305°	1500 FT	5.24%(3.00°)	**410**	11 FT	420 M	8446 FT



DME KOK	5	4	3	2
Altitude *Height*	1400 *(1389)*	1080 *(1069)*	770 *(759)*	450 *(439)*

TA 4500

MISSED APPROACH
At 3 DME passed KOK TACAN turn left at MAX 210 KIAS (MAX 275 KIAS for HPMA) inbound KOK TACAN at MAX 2000 FT AMSL except instructed otherwise by ATC.



CATEGORY	HPMA
S-TAC 29	**410** - 1.8 399 (400 - 1.8 / 2.2)
S-PAR 29	**211** - 0.8 200 (200 - 0.8 / 1.0) GS 3.00°

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

HPMA-TACAN RWY 29 51°05.42' N 002°39.17' E **KOKSIJDE (EBFN)**

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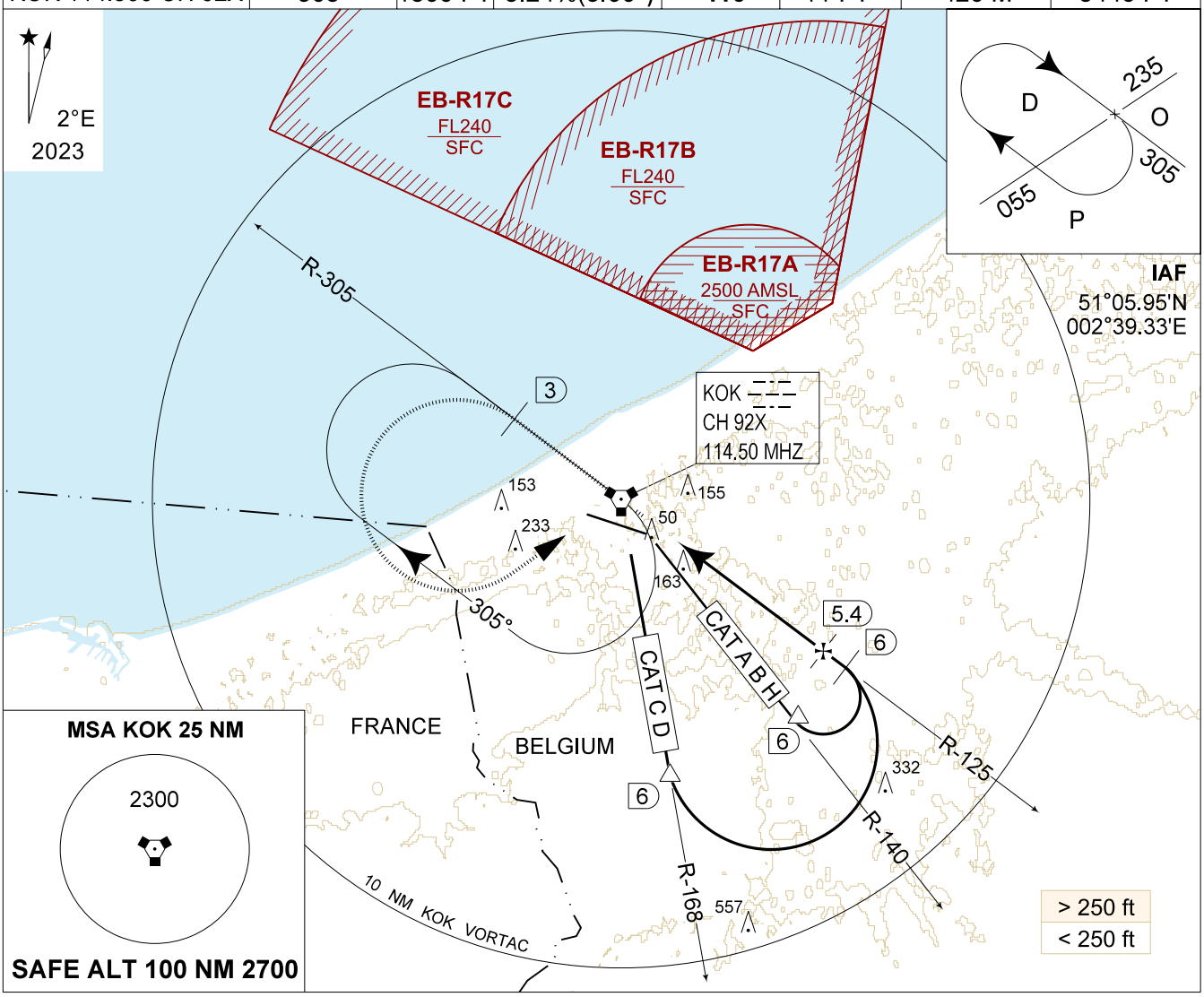
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 11

TACAN RWY 29
KOKSIJDE (EBFN)

BELGA RADAR		KOKSIJDE APP		KOKSIJDE TWR		KOKSIJDE GND	
374.400	129.325	235.050	121.055	231.800	122.100	231.800	122.100

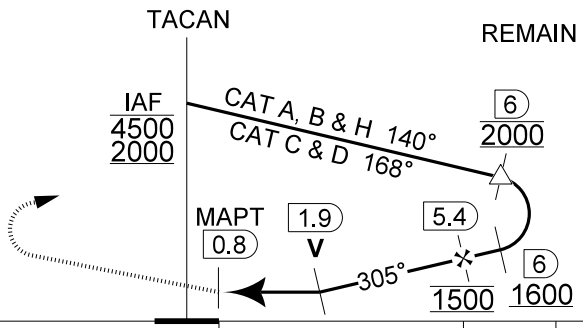
DVORTAC	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
KOK 114.500 CH 92X	305°	1500 FT	5.24%(3.00°)	**410**	11 FT	420 M	8446 FT



DME KOK	5	4	3	2
Altitude *Height*	1400 *(1389)*	1080 *(1069)*	770 *(759)*	450 *(439)*

TA 4500

MISSED APPROACH
At 3 DME passed KOK TACAN turn left at MAX 210 KIAS (MAX 275 KIAS for HPMA) inbound KOK TACAN at MAX 2000 FT AMSL except instructed otherwise by ATC.



CATEGORY	A - B	C - D	H
S-TAC 29	**410** - 1.5 399 (400 - 1.5 / 2.2)	**410** - 1.8 399 (400 - 1.8 / 2.2)	**410** - 1.5 399 (400 - 1.5 / 2.2)
S-PAR 29	**211** - 0.8 200 (200 - 0.8 / 1.0) GS 3.00°		**162** - 0.4 151 (200 - 0.4 / 0.8) GS 3.00°

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

TACAN RWY 29 51°05.42' N 002°39.17' E **KOKSIJDE (EBFN)**

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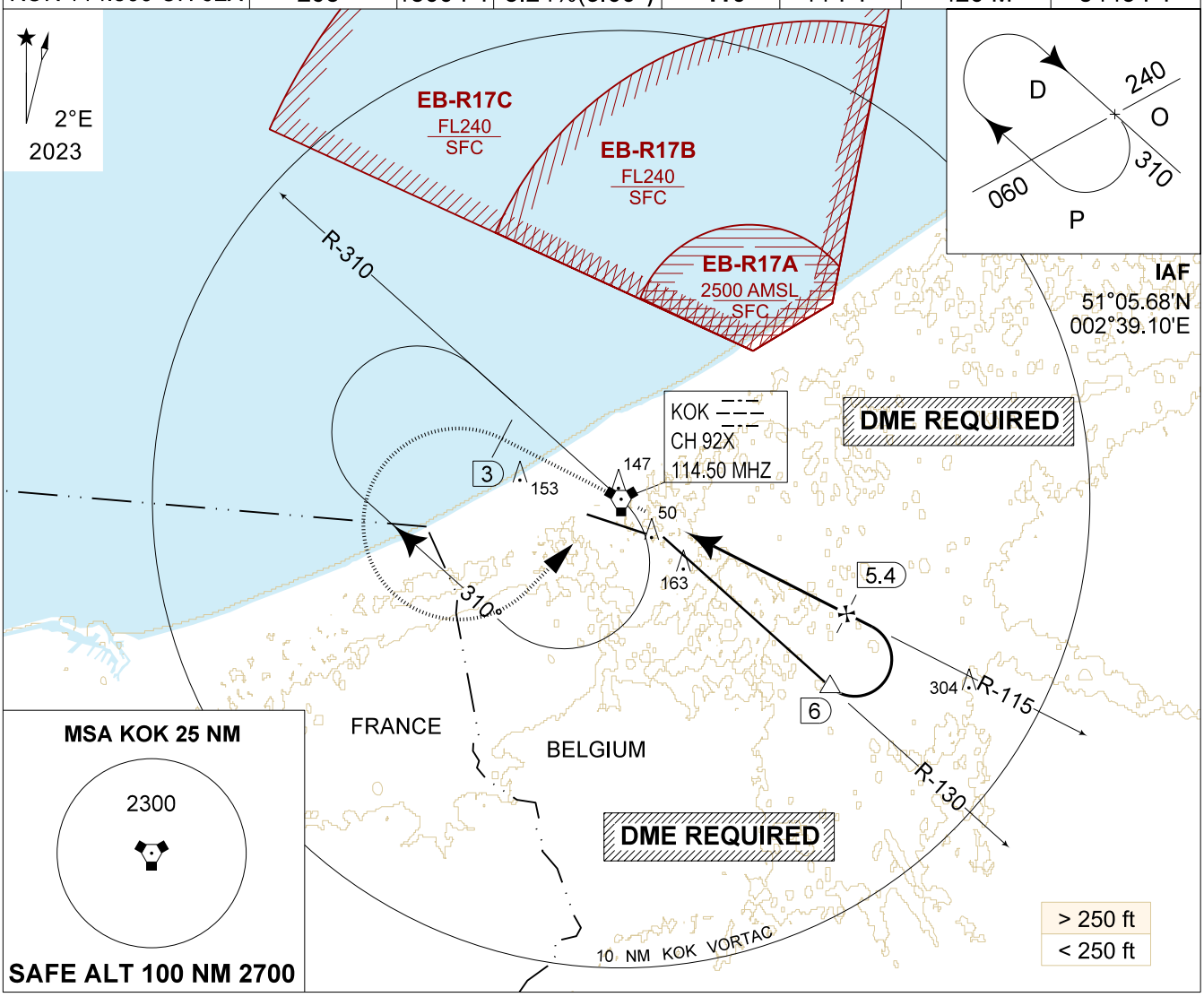
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 11

VOR RWY 29
KOKSIJDE (EBFN)

BELGA RADAR	KOKSIJDE APP	KOKSIJDE TWR	KOKSIJDE GND
374.400 129.325	235.050 121.055	231.800 122.100	231.800 122.100

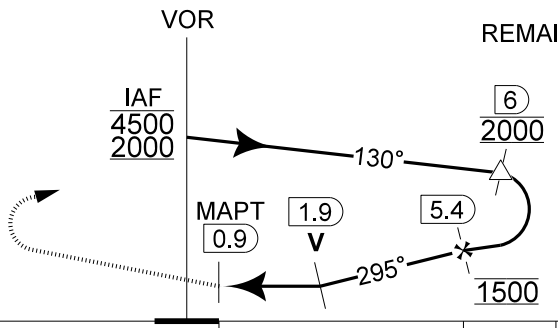
DVORTAC	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS	LDA
KOK 114.500 CH 92X	295°	1500 FT	5.24%(3.00°)	**410**	11 FT	420 M	8446 FT



DME KOK	5	4	3	2
Altitude *Height*	1400 *(1389)*	1080 *(1069)*	770 *(759)*	450 *(439)*

TA 4500

MISSED APPROACH
Continue straight ahead untill 3 DME passed KOK VOR then turn left inbound KOK VOR at MAX 2000 FT AMSL except instructed otherwise by ATC.



S-ALS THR 11 4.5

CATEGORY	A - B	H
S-VOR 29	**410** - 1.5 399 (400 - 1.5 / 2.2)	
S-PAR 29	**211** - 0.8 200 (200 - 0.8 / 1.0) GS 3.00°	**162** - 0.4 151 (200 - 0.4 / 0.8) GS 3.00°

MIPS

CHANGES: Holding entry diagram

BEL DEFENCE, AIR COMPONENT 15-MAY-2025 - THS

VOR RWY 29 51°05.42' N 002°39.17' E **KOKSIJDE (EBFN)**

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