AERONAUTICAL INFORMATION PUBLICATION
Belgium and Luxembourg

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012/2016

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1. Amendment content:

Section	Subject	Change
GEN 2.2	Amdt 32 of ICAO Doc 8400 inserted	Updated
GEN 2.4	EBTN, EBLE, EBZR and EBSL status changed to CIV aerodrome	Updated
ENR 1.1	Tactical Air Ops info	Updated
ENR 1.6	ELLX ground surveillance system	New
ENR 2.2	EBR18A/B, EBR24A and LFCBA16B	New
ENR 3.5	MIL transport routes	Updated
ENR 5.1	EBR04 nature of hazard and remarks	Updated
ENR 5.2	TSA28A/B nature of hazard and remarks. Priority guidelines	Updated
ENR 5.4	Obstacle data Belgium & Luxembourg	Updated
AD 1.3	EBTN, EBLE, EBZR and EBSL status changed to CIV aerodrome	Updated
EBAW AD 2.12	RWY 29 OFZ	Updated
EBBR AD 2.20	Push back procedures	Updated
EBBR AD 2.22	De-icing procedures	Updated
EBBR AD 2.24	Aircraft Parking Docking Chart - ICAO	Updated
EBBR AD 2.24	Instrument Approach Chart - ICAO: ILS or LOC RWY 01. Appendix: Alternate Routes RWY 01 - on ATC discretion only	Updated
EBLG AD 2.4	Fuelling facilities and capacity	Updated
ELLX AD 2.20	Ground surveillance system	New
ELLX AD 2.22	Ground surveillance system	New
EBFS AD 2.13	LDA RWY 26R	Updated
EBTN AD 2.1	Status changed to CIV aerodrome	Updated
EBFN AD 2.13	LDA RWY 11/29	Updated
EBFN AD 2.23	CIV use, dimensions RWY 02/20	Updated
EBLE AD 2.1	Status changed to CIV aerodrome	Updated
EBSU AD 2.24	Aerodrome Obstacle Chart - Type B.	New
EBZR AD 2.1	Status changed to CIV aerodrome	Updated

Section	Subject	Change
EBSL AD 2.1	Status changed to CIV aerodrome	Updated
ELNT AD 2.2	MAG VAR	Updated
ELUS AD 2.2	MAG VAR	Updated
ELEA AD 3.2	MAG VAR	Updated
ELET AD 3.2	MAG VAR	Updated
ELLC AD 3.2	MAG VAR	Updated
ELLZ AD 3.2	MAG VAR	Updated
ELLK AD 3.2	MAG VAR	Updated
EBRO AD 3.2	Remarks	Updated

2. Hand corrections to the following pages:

NIL

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

NOTAM: A2805/16, A2806/16, B2593/16, B2598/16, B2600/16, B2601/16, B3318/16, B3366/16 and B3408/16

SUP: NIL

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GEN 0.2 Record of AIP Amendments

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002/2016	21-Jan-2016	04-Feb-2016	
003/2016	18-Feb-2016	03-Mar-2016	
004/2016	17-Mar-2016	31-Mar-2016	
005/2016	14-Apr-2016	28-Apr-2016	
006/2016	12-May-2016	26-May-2016	
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002/2016	21-Jan-2016	03-Mar-2016	
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004/2016	14-Apr-2016	26-May-2016	
005/2016	12-May-2016	23-Jun-2016	
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GEN 0.3 Record of AIP Supplements

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
007/2013	Temporary Civil Unmanned Aerial Vehicle Sites	ENR	From 22 AUG 2013	
011/2015	Temporary Obstacle near Differdange (Luxembourg)	ENR	From 23 JUL 2015	
014/2015	AIP Publication Schedule 2016	GEN	From 12 NOV 2015 to 08 DEC 2016	
001/2016	Official School Holidays of the French Community in 2016	AD	From 07 JAN 2016 to 06 JAN 2017	
002/2016	EBOS - Construction Works Apron 3	AD	From 07 JAN 2016	
008/2016	Temporary Obstacle near Luxembourg city	ENR	From 23 JUN 2016	
009/2016	Temporary Obstacle in the vicinity of ELEA	AD	From 18 AUG 2016	
010/2016	Temporary Obstacles penetrating Inner Horizontal Obstacle Limitation Surface (OLS) of ELLX	AD	From 18 AUG 2016	
011/2016	Temporary Obstacle near Mompach (Luxembourg)	ENR	From 18 AUG 2016	
012/2016	Brussels FIR - Navigation Warning Noise Sensitive Area Zeveneken (MIL Only)	ENR	From 15 SEP 2016	
013/2016	Availability Control Positions at CRC	ENR	From 15 SEP2016	
014/2016	AIP Publication Schedule 2017	GEN	From 27 OCT 2016 to 07 DEC 2017	

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AD 2.EBBR-IAC.04-2	26-MAY-2016
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AD 2.EBBR-IAC.09-2	15-SEP-2016
AD 2.EBBR-IAC.10-1	26-MAY-2016
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AD 2.EBCI-6	04-FEB-2016
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AD 2.EBCI-8	03-MAR-2016
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AD 2.EBCI-22	31-MAR-2016
AD 2.EBCI-23	31-MAR-2016
AD 2.EBCI-24	31-MAR-2016
AD 2.EBCI-25	31-MAR-2016
AD 2.EBCI-26	31-MAR-2016
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AD 2.EBCI-ADC.02-2	13-OCT-2016
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AD 2.EBLG-IAC.03-2	31-MAR-2016
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AD 2.EBLG-IAC.09a-2	13-OCT-2016
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AD 2.ELLX-9	10-NOV-2016
AD 2.ELLX-10	10-NOV-2016
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AD 2.ELLX-17	10-NOV-2016
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AD 2.ELLX-ADC.01-1	13-OCT-2016
AD 2.ELLX-ADC.01-2	13-OCT-2016
AD 2.ELLX-ADC.02-1	04-FEB-2016
AD 2.ELLX-ADC.02-2	04-FEB-2016
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AD 2.ELLX-GMC.01-2	13-OCT-2016
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AD 2.ELLX-GMC.03-2	04-FEB-2016
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AD 2 EBFS AOC 03-2	15-SEP-2016
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AD 2.MIL-EBFN-7	15-SEP-2016
AD 2.MIL-EBFN-8	15-SEP-2016
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AD 2.MIL-EBFN-ADC.01-2	15-SEP-2016
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AD 2.MIL-EBFN-GMC.01-2	15-SEP-2016
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AD 2 EBFN AOC 01-2	15-SEP-2016
AD 2 EBFN AOC 02-1	15-SEP-2016
AD 2 EBFN AOC 02-2	15-SEP-2016
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AD 2.MIL-EBSU-AOC.01-2	10-NOV-2016
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AD 2.MIL-EBWE-1	04-FEB-2016
AD 2.MIL-EBWE-2	04-FEB-2016
AD 2.PVT-EBAM-1	04-FEB-2016
AD 2.PVT-EBAM-2	04-FEB-2016
AD 2.PVT-EBKH-1	04-FEB-2016
AD 2.PVT-EBKH-2	04-FEB-2016
AD 2.PVT-EBKH-3	04-FEB-2016
AD 2.PVT-EBKH-4	04-FEB-2016
AD 2.PVT-EBBT-1	04-FEB-2016
AD 2.PVT-EBBT-2	04-FEB-2016
AD 2.PVT-EBBT-3	04-FEB-2016
AD 2.PVT-EBBT-4	04-FEB-2016
AD 2.PVT-EBCF-1	04-FEB-2016
AD 2.PVT-EBCF-2	04-FEB-2016
AD 2.PVT-EBCF-3	04-FEB-2016
AD 2.PVT-EBCF-4	04-FEB-2016
AD 2.PVT-EBZW-1	04-FEB-2016
AD 2.PVT-EBZW-2	04-FEB-2016
AD 2.PVT-EBZW-3	04-FEB-2016
AD 2.PVT-EBZW-4	04-FEB-2016
AD 2.PVT-EBGG-1	04-FEB-2016
AD 2.PVT-EBGG-2	04-FEB-2016
AD 2.PVT-EBGG-3	04-FEB-2016
AD 2.PVT-EBGG-4	04-FEB-2016
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AD 2.PVT-EBTN-2	10-NOV-2016
AD 2.PVT-EBGB-1	04-FEB-2016
AD 2.PVT-EBGB-2	04-FEB-2016
AD 2.PVT-EBGB-3	04-FEB-2016
AD 2.PVT-EBGB-4	04-FEB-2016
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AD 2.PVT-EBGB-VAC.01-2	04-FEB-2016
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AD 2.PVT-EBZH-3	04-FEB-2016
AD 2.PVT-EBZH-4	04-FEB-2016
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AD 2.PVT-EBHN-2	04-FEB-2016
AD 2.PVT-EBHN-3	04-FEB-2016
AD 2.PVT-EBHN-4	04-FEB-2016
AD 2.PVT-EBLE-1	10-NOV-2016
AD 2.PVT-EBLE-2	10-NOV-2016
AD 2.PVT-EBMO-1	04-FEB-2016
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AD 2.PVT-EBMO-3	04-FEB-2016
AD 2.PVT-EBMO-4	04-FEB-2016
AD 2.PVT-EBNM-1	28-APR-2016
AD 2.PVT-EBNM-2	28-APR-2016
AD 2.PVT-EBNM-3	23-JUN-2016
AD 2.PVT-EBNM-4	23-JUN-2016
AD 2.PVT-ELNT-1	10-NOV-2016
AD 2.PVT-ELNT-2	10-NOV-2016
AD 2.PVT-EBSG-1	26-MAY-2016
AD 2.PVT-EBSG-2	26-MAY-2016
AD 2.PVT-EBSG-3	04-FEB-2016
AD 2.PVT-EBSG-4	04-FEB-2016
AD 2.PVT-EBSH-1	04-FEB-2016
AD 2.PVT-EBSH-2	04-FEB-2016
AD 2.PVT-EBSH-3	04-FEB-2016
AD 2.PVT-EBSH-4	04-FEB-2016
AD 2.PVT-EBST-1	03-MAR-2016
AD 2.PVT-EBST-2	03-MAR-2016
AD 2.PVT-EBST-3	31-MAR-2016
AD 2.PVT-EBST-4	31-MAR-2016
AD 2.PVT-SOVET-1	04-FEB-2016
AD 2.PVT-SOVET-2	04-FEB-2016
AD 2.PVT-EBSP-1	31-MAR-2016
AD 2.PVT-EBSP-2	31-MAR-2016
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AD 2.PVT-EBSP-4	04-FEB-2016
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AD 2.PVT-EBSP-VAC.01-2	04-FEB-2016
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AD 2.PVT-EBTY-3	04-FEB-2016
AD 2.PVT-EBTY-4	04-FEB-2016
AD 2.PVT-ELUS-1	10-NOV-2016
AD 2.PVT-ELUS-2	10-NOV-2016
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AD 2.PVT-EBTX-2	31-MAR-2016
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AD 2.PVT-EBZR-2	10-NOV-2016
AD 2.PVT-EBSL-1	10-NOV-2016
AD 2.PVT-EBSL-2	10-NOV-2016
AD 2.ULM-EBAR-1	26-MAY-2016
AD 2.ULM-EBAR-2	26-MAY-2016
AD 2.ULM-EBML-1	28-APR-2016
AD 2.ULM-EBML-2	28-APR-2016
AD 2.ULM-EBIS-1	04-FEB-2016
AD 2.ULM-EBIS-2	04-FEB-2016
AD 2.ULM-EBBN-1	04-FEB-2016
AD 2.ULM-EBBN-2	04-FEB-2016
AD 2.ULM-EBMG-1	04-FEB-2016
AD 2.ULM-EBMG-2	04-FEB-2016
AD 2.ULM-EBLN-1	04-FEB-2016
AD 2.ULM-EBLN-2	04-FEB-2016
AD 2.ULM-EBBY-1	21-JUL-2016
AD 2.ULM-EBBY-2	21-JUL-2016
AD 2.ULM-EBAV-1	04-FEB-2016
AD 2.ULM-EBAV-2	04-FEB-2016
AD 2.ULM-EBNE-1	04-FEB-2016
AD 2.ULM-EBNE-2	04-FEB-2016
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AD 2.ULM-EBBZ-2	04-FEB-2016
AD 2.ULM-EBOR-1	04-FEB-2016
AD 2.ULM-EBOR-2	04-FEB-2016
AD 2.ULM-EBZU-1	04-FEB-2016
AD 2.ULM-EBZU-2	04-FEB-2016
AD 3.MIL-EBCT-1	15-SEP-2016
AD 3.MIL-EBCT-2	15-SEP-2016
AD 3.MIL-EBCT-VAC.01-1	15-SEP-2016
AD 3.MIL-EBCT-VAC.01-2	15-SEP-2016
AD 3.MIL-EBCT-VAC.02-1	15-SEP-2016
AD 3.MIL-EBCT-VAC.02-2	15-SEP-2016
AD 3.HOSP-EBAL-1	04-FEB-2016
AD 3.HOSP-EBAL-2	04-FEB-2016
AD 3.HOSP-EBMD-1	04-FEB-2016
AD 3.HOSP-EBMD-2	04-FEB-2016
AD 3.HOSP-EBBA-1	04-FEB-2016
AD 3.HOSP-EBBA-2	04-FEB-2016
AD 3.HOSP-EBSJ-1	04-FEB-2016
AD 3.HOSP-EBSJ-2	04-FEB-2016
AD 3.HOSP-EBSS-1	04-FEB-2016
AD 3.HOSP-EBSS-2	04-FEB-2016
AD 3.HOSP-EBUC-1	04-FEB-2016
AD 3.HOSP-EBUC-2	04-FEB-2016
AD 3.HOSP-EBUB-1	04-FEB-2016
AD 3.HOSP-EBUB-2	04-FEB-2016
AD 3.HOSP-EBEU-1	04-FEB-2016
AD 3.HOSP-EBEU-2	04-FEB-2016
AD 3.HOSP-ELEA-1	10-NOV-2016
AD 3.HOSP-ELEA-2	10-NOV-2016
AD 3.HOSP-ELEA-ADC.01-1	13-OCT-2016
AD 3.HOSP-ELEA-ADC.01-2	13-OCT-2016
AD 3.HOSP-ELET-1	10-NOV-2016
AD 3.HOSP-ELET-2	10-NOV-2016
AD 3.HOSP-EBGT-1	04-FEB-2016
AD 3.HOSP-EBGT-2	04-FEB-2016
AD 3.HOSP-EBYP-1	04-FEB-2016
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AD 3.HOSP-EBGA-1	04-FEB-2016
AD 3.HOSP-EBGA-2	04-FEB-2016
AD 3.HOSP-EBLC-1	04-FEB-2016
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AD 3.HOSP-EBLS-2	04-FEB-2016
AD 3.HOSP-EBMS-1	04-FEB-2016
AD 3.HOSP-EBMS-2	04-FEB-2016
AD 3.HOSP-EBGE-1	31-MAR-2016
AD 3.HOSP-EBGE-2	31-MAR-2016
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AD 3.HOSP-ELLC-2	10-NOV-2016
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AD 3.HOSP-ELLC-ADC.01-2	13-OCT-2016
AD 3.HOSP-ELLZ-1	10-NOV-2016
AD 3.HOSP-ELLZ-2	10-NOV-2016
AD 3.HOSP-ELLK-1	10-NOV-2016
AD 3.HOSP-ELLK-2	10-NOV-2016
AD 3.HOSP-EBMT-1	04-FEB-2016
AD 3.HOSP-EBMT-2	04-FEB-2016
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AD 3.HOSP-EBVS-2	04-FEB-2016
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AD 3.PVT-EBDR-2	04-FEB-2016
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AD 3.PVT-EBAK-2	04-FEB-2016
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AD 3.PVT-EBBM-2	04-FEB-2016
AD 3.PVT-EBBH-1	04-FEB-2016
AD 3.PVT-EBBH-2	04-FEB-2016
AD 3.PVT-EBBC-1	23-JUN-2016
AD 3.PVT-EBBC-2	23-JUN-2016
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AD 3.PVT-EBBV-2	04-FEB-2016
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AD 3.PVT-EBDW-2	04-FEB-2016
AD 3.PVT-EBDI-1	04-FEB-2016
AD 3.PVT-EBDI-2	04-FEB-2016
AD 3.PVT-EBDL-1	04-FEB-2016
AD 3.PVT-EBDL-2	04-FEB-2016
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AD 3.PVT-EBEB-2	04-FEB-2016
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AD 3.PVT-EBFR-2	04-FEB-2016
AD 3.PVT-EBHL-1	04-FEB-2016
AD 3.PVT-EBHL-2	04-FEB-2016
AD 3.PVT-EBHA-1	04-FEB-2016
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AD 3.PVT-EBHO-2	04-FEB-2016
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AD 3.PVT-EBHT-2	04-FEB-2016
AD 3.PVT-EBKW-1	04-FEB-2016
AD 3.PVT-EBKW-2	04-FEB-2016
AD 3.PVT-EBKR-1	13-OCT-2016
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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
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)
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
ADO	Aerodrome office (specify service)
*ADP	Automatic data processing
ADR	Advisory route
ADS-B	Automatic dependent surveillance - broadcast
ADS-C	Automatic dependent surveillance - contract
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)
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
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 equipment]
AS	Altostratus
ASAP	As soon as possible
ASC	Ascend to or ascending to

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

B

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

C

C	Centre (runway identification)
C	Degrees Celsius (centigrade)
CA	Course to an altitude
CAA	Civil Aviation Authority or Civil Aviation Administration
*CANAC	Computer Assisted National Air traffic control Centre
*CAS	Close Air Support
CAT	Category
CAT	Clear air turbulence
CAVOK	Visibility, cloud and present weather better than prescribed values or conditions
CB	Cumulonimbus
*CBA	Cross-border area
CC	Cirrocumulus
CCA	(or CCB, CCC, etc. in sequence) Corrected meteorological message (message type designator)
CCO	Continuous climb operations
*CCTV	Closed circuit television
CD	Candela
CDN	Co-ordination (message type designator)
CDO	Continuous descent operations
CDR	Conditional route
*CENOR	Central and Northern region (an 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 (used in METAR/SPECI)
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
*COMOPSAIR	Commando Air Operations
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction or constructed
CONT	Continue(s) or continued
COOR	Coordinate or coordination
COORD	Coordinates
COP	Change-over point
COR	Correct or correction or corrected (used to indicate corrected meteorological message; message type designator)
COT	At the coast
COV	Cover or covered or covering
CPDLC	Controller-pilot data link communications
CPL	Current flight plan (message type designator)
CRC	Cyclic redundancy check

*CRC	Control and reporting centre
CRM	Collision risk model
CRP	Compulsory reporting point
*CRNA	Centre en Route de la Navigation Aérienne
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
EGNOS	European geostationary navigation overlay service
EHF	Extremely high frequency (30000 to 300000 MHZ)
EHS	Enhanced surveillance
ELBA	Emergency location beacon - aircraft
ELEV	Elevation
ELR	Extra long range
ELS	Elementary surveillance
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
*En	English
END	Stop-end (related to RVR)
ENE	East-north-east
ENG	Engine
ENR	En-route
ENRC	En-route chart (followed by name/title)
EOBT	Estimated off block time
EQPT	Equipment
*ESA	Emergency safety altitude
ESE	East-south-east
EST	Estimate or estimated or estimate (message type designator)
*EST	Estimated (preceded by time-group)
ETA	Estimated time of arrival or estimating arrival
ETD	Estimated time of departure or estimating departure
ETO	Estimated time over significant point
*ETOT	Estimated take-off time
EUR RODEX	European regional OPMET data exchange
*EUROAT	Eurocontrol harmonised rules for operational air traffic
*EUUP	European updated airspace use plan
EV	Every
EVS	Enhanced vision system
EXC	Except
*excl	Excluded
EXER	Exercises or exercising or to exercise

*EXP	Expect or expected or expecting
EXTD	Extend or extending or extended

F

F	Fixed
FA	Course from a fix to an altitude
*FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
*FANS	Future air navigation system
FAP	Final approach point
FAS	Final approach segment
*FASID	Facilities and Services Implementation Document
FATO	Final approach and take-off area
FAX	Facsimile transmission
FBL	Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain)
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
FLR	Flares
FLT	Flight
FLTCK	Flight deck
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following
FLY	Fly or flying
FM	Course from a fix to manual termination (used in navigation database coding)
FM	From
FM	From (followed by time weather change is forecast to begin)
FMC	Flight management computer
*FMP	Flow management position
FMS	Flight management system
FMU	Flow management unit
FNA	Final approach
*FOD	Foreign object damage
FPAP	Flight path alignment point
FPL	Flight plan
FPM	Feet per minute
FPR	Flight plan route
*FPS	Federal Public Service
FR	Fuel remaining
*Fr	French
*FRA	Free route airspace
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT	Front (relating to weather)
FROST	Frost (used in aerodrome warnings)
FRQ	Frequent
FSL	Full stop landing
FSS	Flight service station
FST	First
FT	Feet (dimensional unit)
FTE	Flight technical error
FTP	Fictitious threshold point
FTT	Flight technical tolerance
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)
G/A	Ground-to-air
GA	Go ahead, resume sending (to be used in AFS as a procedure signal)
GA	General Aviation
G/A/G	Ground-to-air and air-to-ground
GAGAN	GPS and geostationary earth orbit augmented navigation
GAIN	Airspeed or headwind gain
GAMET	Area forecast for low-level flights
GARP	GBAS azimuth reference point
*GAT	General air traffic
GBAS	Ground-based augmentation system
GCA	Ground controlled approach system or ground controlled approach
*Ge	German
GEN	General
GEO	Geographic or true
GES	Ground earth station
GLD	Glider
GLONASS	Global orbiting navigation satellite system
GLS	GBAS landing system
GMC	Ground movement chart (followed by name/title)
GND	Ground
GNDCK	Ground check
GNSS	Global navigation satellite system
GOV	Government
GP	Glide path
GPA	Glide path angle
GPIP	Glide path intercept point
GPS	Global positioning system
GPU	Ground power unit
GPWS	Ground proximity warning system
GR	Hail
GRAS	Ground-based regional augmentation system
GRASS	Grass landing area
GRIB	Processed meteorological data in the form of grid point values expressed in binary form (aeronautical meteorological code)
GRVL	Gravel
GS	Ground speed
GS	Small hail and/or snow pellets
*GSM	Global System for Mobile Communications
GUND	Geoid undulation

H

H	High pressure area or the centre of high pressure
H...	Significant wave height (followed by figures in METAR/SPECI)
H24	Continuous day and night service
HA	Holding/racetrack to an altitude
HAPI	Helicopter approach path indicator
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

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

I

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

J

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

K

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

L

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

	sage was . . .(to be used in AFS as a procedure signal)
*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
LVP	Low visibility procedures
LYR	Layer or layered

M

M	Indicator for minimum value of runway visual range (used in the METAR/SPECI code forms)
M	Mach number (followed by figures)
M	Metres (preceded by figures)
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	March
MAR	At sea
*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
*MDC	Military Detachment for Co-ordination
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
*MILFAG	Military Low Flying Area Golf
MIN	Minutes
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
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
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
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
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
NW	North-west
NWB	North-westbound
NXT	Next

O

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

P

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

Q

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

R

R	Rate of turn
R	Runway (used in the METAR/SPECI code forms)

R	Red
R	Right (runway identification)
R	Received (acknowledgement of receipt; to be used in AFS as a procedure signal)
R	Restricted area (followed by identification)
R	Radial from VOR (followed by three figures)
RA	Rain
RA	Resolution advisory
RAC	Rules of the air and air traffic services
*RAD	Route availability document
RAG	Ragged
RAG	Runway arresting gear
RAI	Runway alignment indicator
RAIM	Receiver autonomous integrity monitoring
RASC	Regional AIS system centre
RASS	Remote altimeter setting source
RB	Rescue boat
RCA	Reach cruising altitude
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
RDOACT	Radioactive
RDH	Reference datum height (for ILS)
RDL	Radial
RDO	Radio
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
*RFF	Rescue and fire fighting
RFFS	Rescue and fir 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)
RL	Report leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Request level not available
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)
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Required surveillance performance
RSP	Responder beacon
RSR	En-route surveillance radar
RSS	Root sum square
*RT	Right turn
RTD	Delayed (used to indicate delayed meteorological message; message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVA	Radar vectoring area
RVR	Runway visual range
*RVSM	Reduced vertical separation minimum
RWY	Runway

S

S	Indicator for state of the sea (used in the METAR/SPECI code forms)
S	South or southern latitude
SA	Sand
SALS	Simple approach lighting system
*SAM	Slot allocation message
SAN	Sanitary
SAR	Search and rescue
SARPS	Standards and Recommended Practices (ICAO)
SAT	Saturday
SATCOM	Satellite communication (used only when referring generally to both voice and data satellite communication or only data satellite communication)
SATVOICE	Satellite voice communication
SB	Southbound
SBAS	Satellite-based augmentation system
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 (used in the METAR/SPECI code forms)
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
STAR	Standard instrument arrival
*STANAG	Standardization agreement (NATO)
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
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
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
TRL	Transition level
TRG	Training
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 = thun-

	derstorm with rain and snow)
*TSA	Temporary segregated area
*TSAT	Target start-up approval time
TSUNAMI	Tsunami (used in aerodrome warnings)
TT	Teletypewriter
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
*UAV	Unmanned aerial vehicle
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	Ultra high frequency (300 to 3000 MHZ)
UIC	Upper information centre
UIR	Upper flight information region
ULM	Ultra light motorized aircraft
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation (used in automated METAR/SPECI)
*UPS	Uninterrupted power supply
U/S	Unserviceable
*USAF	United States Air Force
UTA	Upper control area
UTC	Coordinated Universal Time
*UWT	Upper winds and temperature

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
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
VLF	Very low frequency (3 to 30 KHZ)
*VLOS	Visual line of sight
VLR	Very long range
VM	Heading to a manual termination
VMC	Visual meteorological conditions
VNAV	Vertical navigation
VOL	Volume (followed by I, II...)
VOLMET	Meteorological information for aircraft in flight
VOR	VHF omnidirectional radio range
VORTAC	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VPA	Vertical path angle
VPT	Visual manoeuvre with prescribed track
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
*VSS	Visual segment surface
VTF	Vector to final
VTOL	Vertical take-off and landing
VV	Vertical visibility (used in the METAR/SPECI and TAF code forms)

W

W	Indicator for sea-surface temperature (ued in the METAR/SPECI code forms)
W	West or western longitude
W	White
WAAS	Wide area augmentation system
WAC	World Aeronautical Chart - ICAO 1:1 000 000 (followed by name/title)
WAFC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from or effective from
WGS-84	World Geodetic System - 1984
WI	Within
WID	Width or wide
WIE	With immediate effect or effective immediately
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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GEN 2.4 Location Indicators

The locations marked with an asterisk (*) cannot be used in the address component of AFS messages.

DECODE	
Identifier	Name
*EBAK	ANTWERPEN / Kiel
*EBAL	AALST
*EBAM	AMOUGIES
*EBAR	ARLON / Sterpenich
*EBAS	SCHILDE / 's Gravenwezel
*EBAV	HANNUT / Avernas-le-Bauduin
EBAW	ANTWERPEN / Deurne
*EBBA	BAUDOUR
EBBB	BRUSSELS (COM Centre)
*EBBC	BRECHT / Luyckx
EBBE	BEAUVECHAIN (MIL)
*EBBH	BRECHT / Keysers
EBBL	KLEINE-BROGEL (MIL)
*EBBM	BRAKEL / Michelbeke
*EBBN	BÜLLINGEN
EBBR	BRUSSELS / Brussels-National
*EBBS	BRUSSELS Civilair
*EBBT	BRASSCHAAT
EBBU	BRUSSELS (ACC/FIC)
*EBBV	BRECHT / Vochten
*EBBX	BERTRIX / Jehonville (MIL)
*EBBY	GENAPPE / Baisy-Thy
*EBBZ	PONT-À-CELLES / Buzet
*EBCF	CERFONTAINE
EBCI	CHARLEROI / Brussels South
*EBCT	CASTEAU / SHAPE (MIL)
*EBCV	CHIÈVRES (MIL)
*EBDI	DIKSMUIDE
*EBDL	DILSEN-STOKKEM / Lanklaar
*EBDR	ANTWERPEN / Commandant Fourcault
*EBDT	DIEST / Schaffen (MIL)
*EBDW	DIEST / Webbekom
*EBEB	EVERGEM / Belzele
*EBEN	RANST / Engels
*EBEU	EDEGEM / UZA
EBFN	KOKSIJDE (MIL)
*EBFR	FRANCORCHAMPS
EBFS	FLORENNES (MIL)
*EBGA	LEUVEN / UZ Gasthuisberg
*EBGB	GRIMBERGEN / Lint
*EBGE	LOVERVAL / Gerpinnes
*EBGG	GERAARDSBERGEN / Overboelare

DECODE	
Identifier	Name
EBGL	GLONS (MIL)
*EBGT	GENT / UZ Gent
*EBHA	HAM
*EBHL	HALEN
*EBHM	HASSELT / Maasland
*EBHN	HOEVENEN
*EBHO	HOLSBEEK
*EBHT	HOUTHALEN
*EBIS	ATH / Isières
*EBKH	BALEN / Keiheuvel
*EBKR	KRUISHOUTEM / Sons
EBKT	KORTRIJK / Wevelgem
*EBKW	KNOKKE-HEIST / Westkapelle
EBLB	ELSENBORN (MIL)
*EBLC	LIÈGE / Citadelle
*EBLE	LEOPOLDSBURG / Beverlo
EBLG	LIÈGE / Liège
*EBLM	MEULEBEKE
*EBLN	EGHEZÉE / Liernu
*EBLR	LO-RENINGE / Reninge
*EBLS	LIÈGE / Sart Tilman
*EBLT	LINT
*EBLU	LUMMEN
*EBLY	RANST / Lymar
EBMB	BRUSSELS / Melsbroek (MIL)
*EBMD	ANTWERPEN / AZ Middelheim
*EBME	MEERBEEK
*EBMG	DOISCHE / Matagne-la-Petite
EBMI	STEENOKKERZEEL (MDC) (MIL)
*EBML	ASSESSE / Maillen
*EBMO	MOORSELE
*EBMS	LIERNEUX / Bra
*EBMT	MONTIGNY-LE-TILLEUL
*EBMW	MEISE / Wolvertem
*EBNE	NEERPELT
*EBNH	OOSTENDE
*EBNK	NOKERE / Suys
*EBNM	NAMUR / Suarlée
*EBNP	NEERPELT / Tilburgs
*EBOB	OUD-HEVERLEE / Blanden
*EBOO	OOSTDIJCKBANK
*EBOR	VRESSE-SUR-SEMOIS / Orchimont
EBOS	OOSTENDE-BRUGGE / Oostende
*EBPW	PECQ / Warcoing

DECODE	
Identifier	Name
*EBRO	RANST / Van Den Bosch
*EBRR	ROESELARE / Rumbeke
*EBSG	SAINT-GHISLAIN
*EBSH	SAINT-HUBERT / Saint-Hubert
*EBSJ	BRUGGE / AZ Sint-Jan
*EBSL	ZUTENDAAL
EBSP	SPA / La Sauvenière
*EBSS	BRUGGE / Sint-Lucas
*EBST	SINT-TRUIDEN / Brustem
*EBSU	SAINT-HUBERT (MIL)
*EBSW	SINT-PIETERS-LEEUW
EBSZ	SEMMERZAKE (ATCC) (MIL)
*EBTK	TIELEN / Kasterlee
*EBTN	GOETSENHOVEN
*EBTX	VERVIERS / Theux
*EBTY	TOURNAI / Maubray
*EBUB	BRUSSELS / ULB
*EBUC	BRUSSELS / UCL
*EBUL	URSEL (MIL)
*EBUM	BRUSSELS (IRM/KMI)
EBUR	BRUSSELS (UIR)
EBVA	BELGOCONTROL
*EBVE	VEURNE
*EBVS	VEURNE / Sint-Augustinus
*EBVU	ROTSELAAR
*EBWA	WAASMUNSTER
*EBWE	WEELDE (MIL)
*EBWI	WINGENE
*EBWM	BEAUVECHAIN (MET) (MIL)
*EBWZ	WINGENE / Zwevezele
*EBYP	IEPER / Jan Yperman
*EBZH	HASSELT / Kiewit
*EBZI	ZINGEM
*EBZM	ZOMERGEM
*EBZO	ZONNEBEKE / Zandvoorde
*EBZR	ZOERSEL / Oostmalle
*EBZU	ZUIENKERKE
*EBZW	GENK / Zwartberg
*ELEA	ESCH-SUR-ALZETTE / Centre Hospitalier Emile Mayrisch
*ELET	ETTELBRUCK / Hôpital Saint-Louis
*ELLC	LUXEMBOURG / Centre Hospitalier du Centre
*ELLK	LUXEMBOURG / Hôpital Kirchberg
ELLX	LUXEMBOURG / Luxembourg
*ELLZ	LUXEMBOURG / Clinique Sainte-Thérèse
*ELNT	NOERTRANGE
*ELUS	USELDANGE

ENCODE	
Name	Identifier
AALST	*EBAL
AMOUGIES	*EBAM
ANTWERPEN / AZ Middelheim	*EBMD
ANTWERPEN / Commandant Fourcault	*EBDR
ANTWERPEN / Deurne	EBAW
ANTWERPEN / Kiel	*EBAK
ARLON / Sterpenich	*EBAR
ASSESSE / Maillen	*EBML
ATH / Isières	*EBIS
BALEN / Keiheuvel	*EBKH
BAUDOUR	*EBBA
BEAUVECHAIN (MIL)	EBBE
BEAUVECHAIN (MET) (MIL)	*EBWM
BELGOCONTROL	EBVA
BERTRIX / Jehonville (MIL)	*EBBX
BRAKEL / Michelbeke	*EBBM
BRASSCHAAT	*EBBT
BRECHT / Keysers	*EBBH
BRECHT / Luyckx	*EBBC
BRECHT / Vochten	*EBBV
BRUGGE / AZ Sint-Jan	*EBSJ
BRUGGE / Sint-Lucas	*EBSS
BRUSSELS (ACC/FIC)	EBBU
BRUSSELS (COM Centre)	EBBB
BRUSSELS (IRM/KMI)	*EBUM
BRUSSELS (UIR)	EBUR
BRUSSELS / Brussels-National	EBBR
BRUSSELS / Melsbroek (MIL)	EBMB
BRUSSELS / UCL	*EBUC
BRUSSELS / ULB	*EBUB
BRUSSELS Civilair	*EBBS
BÜLLINGEN	*EBBN
CERFONTAINE	*EBCF
CHARLEROI / Brussels South	EBCI
CHIÈVRES (MIL)	*EBCV
DIEST / Schaffen (MIL)	*EBDT
DIEST / Webbekom	*EBDW
DIKSMUIDE	*EBDI
DILSEN-STOKKEM / Lanklaar	*EBDL
DOISCHE / Matagne-la-Petite	*EBMG
EDEGEM / UZA	*EBEU
EGHEZÉE / Liernu	*EBLN
ESCH-SUR-ALZETTE / Centre Hospitalier Emile Mayrisch	*ELEA
ETTELBRUCK / Hôpital Saint-Louis	*ELET

ENCODE	
Name	Identifier
ELSENBORN (MIL)	*EBLB
EVERGEM / Belzele	*EBEB
FLORENNES (MIL)	EBFS
FRANCORCHAMPS	*EBFR
GENAPPE / Baisy-Thy	*EBBY
GENK / Zwartberg	*EBZW
GENT / UZ Gent	*EBGT
GERAARDSBERGEN / Overboelare	*EBGG
GLONS (MIL)	EBGL
GOETSENHOVEN	EBTN
GRIMBERGEN / Lint	*EBGB
HALEN	*EBHL
HAM	*EBHA
HANNUT / Avernas-le-Bauduin	*EBAV
HASSELT / Kiewit	*EBZH
HASSELT / Maasland	*EBHM
HOEVENEN	*EBHN
HOLSBEEK	*EBHO
HOUTHALEN	*EBHT
IEPER / Jan Yperman	*EBYP
KLEINE-BROGEL (MIL)	EBBL
KNOKKE-HEIST / Westkapelle	*EBKW
KOKSIJDE (MIL)	EBFN
KORTRIJK / Wevelgem	EBKT
KRUISHOUTEM / Sons	*EBKR
LEOPOLDSBURG / Beverlo	*EBLE
LEUVEN / UZ Gasthuisberg	*EBGA
LIÈGE / Citadelle	*EBLC
LIÈGE / Liège	EBLG
LIÈGE / Sart Tilman	*EBLS
LIERNEUX / Bra	*EBMS
LINT	*EBLT
LO-RENINGE / Reninge	*EBLR
LOVERVAL / Gerpinnes	*EBGE
LUMMEN	*EBLU
LUXEMBOURG / Centre Hospitalier du Centre	*ELLC
LUXEMBOURG / Clinique Sainte-Thérèse	*ELLZ
LUXEMBOURG / Hôpital Kirchberg	*ELLK
LUXEMBOURG / Luxembourg	ELLX
MEERBEEK	*EBME
MEISE / Wolvertem	*EBMW
MEULEBEKE	*EBLM
MONTIGNY-LE-TILLEUL	*EBMT
MOORSELE	*EBMO

ENCODE	
Name	Identifier
NAMUR / Suarlée	*EBNM
NEERPELT	*EBNE
NEERPELT / Tilburgs	*EBNP
NOERTRANGE	*ELNT
NOKERE / Suys	*EBNK
OOSTDIJCKBANK	*EBOO
OOSTENDE	*EBNH
OOSTENDE-BRUGGE / Oostende	EBOS
OUD-HERVERLEE/ Blanden	*EBOB
PECQ / Warcoing	*EBPW
PONT-À-CELLES / Buzet	*EBBZ
RANST / Engels	*EBEN
RANST / Lymar	*EBLY
RANST / Van Den Bosch	*EBRO
ROESELARE / Rumbeke	*EBRR
ROTSELAAR	*EBVU
SAINT-GHISLAIN	*EBSG
SAINT-HUBERT (MIL)	*EBSU
SAINT-HUBERT / Saint-Hubert	*EBSH
SCHILDE / ‘s Gravenwezel	*EBAS
SEMMERZAKE (ATCC) (MIL)	EBSZ
CASTEAU / SHAPE (MIL)	*EBCT
SINT-PIETERS-LEEUW	*EBSW
SINT-TRUIDEN / Brustem	*EBST
SPA / La Sauvenière	EBSP
STEENOKKERZEEL (MDC) (MIL)	EBMI
TIELEN / Kasterlee	*EBTK
TOURNAI / Maubray	*EBTY
URSEL (MIL)	*EBUL
USELDANGE	*ELUS
VERVIERS / Theux	*EBTX
VEURNE	*EBVE
VEURNE / Sint-Augustinus	*EBVS
VRESSE-SUR-SEMOIS / Orchimont	*EBOR
WAASMUNSTER	*EBWA
WEELDE (MIL)	*EBWE
WINGENE	*EBWI
WINGENE / Zwevezele	*EBWZ
ZINGEM	*EBZI
ZOERSEL / Oostmalle	*EBZR
ZOMERGEM	*EBZM
ZONNEBEKE / Zandvoorde	*EBZO
ZUIENKERKE	*EBZU
ZUTENDAAL	*EBSL

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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 COMOPSAIR (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 7 NM 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 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 AAP-49: 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 AAP-49: 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 Semmerzake ATCC if contact is lost with the controlling ACU (ICF) (VHF 129.325MHZ or UHF 278.475MHZ).
- 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 Glons only. If needed, CRC Glons will immediately inform Brussels ACC and Maastricht UAC through Semmerzake 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 Glons, CRC Glons 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 1 NM 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 1000 FT vertical separation at all times.
- Maintain ≥ 1 NM unless radar lock and 'judy'.
- Maintain ≥ 1500 FT (bubble) unless 'tally'.
- If visual contact is lost within 1500 FT, the intercept is broken off immediately.

2.16.4.3 Radar Separation

2.16.4.3.1 Standard rule for radar separation

Vertical separation 5000 FT 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 1000 FT between aircraft flying below FL 290.
- To 2000 FT 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.The reservation of areas is only possible when the minimum or maximum criteria for the number of aircraft are met. Reservation procedures are in described in ENR 5.2, § 1.3. Reservation of areas like TSA26B, EBD26 and TSA S6 is subject to the prior approval of COMOPSAIR. The request for such areas will include a justification of the operational need to use such portion of airspace.

Exercise area	Minimum number of Aircraft	Maximum number of Aircraft	Controlling Agency	Remarks
TSA24	2	6	CRC Glons	
TSA25A	2	6	CRC Glons, AEW&C	
TSA25A/B	6	6	CRC Glons, AEW&C	For exceptions on maximum number of aircraft and for details on the kind of mission, see text below table
TSA 25A/B + TSA S1 + TSA S4	7	8 in unlimited manoeuvring category, no maximum in other manoeuvring category	CRC Glons	
TSA26A	7	8 in unlimited manoeuvring category, no maximum in other manoeuvring category	CRC Glons, AEW&C	
TSA26A/B	7	8 in unlimited manoeuvring category, no maximum in other manoeuvring category	CRC Glons, AEW&C	After approval of COMOPSAIR
TSA26A/B + EBD26	7	8 in unlimited manoeuvring category, no maximum in other manoeuvring category	CRC Glons, AEW&C	After approval of COMOPSAIR
TSA26A/B + EBD26 + TRAS6	7	8 in unlimited manoeuvring category, no maximum in other manoeuvring category	CRC Glons	After approval of COMOPSAIR
TSA26A/B + EBD26 + EBD32/EBD33	6	8 in unlimited manoeuvring category, no maximum in other manoeuvring category	CRC Glons	For details concerning combined AD and CAS mission after approval of COMOPSAIR (A3), see text below table
TSA N2 (Balen)	2	3	CRC Glons	Only for Belgian users
TSA N3 (Meeuwen)	2	3	CRC Glons	Only for Belgian users
TSA N2 + TSA N3	2	4	CRC Glons	Only for Belgian users
TSA S1 (Namur)	2	3	CRC Glons	See ENR 5.2 for vertical limits
TSA S2 (Beauraing)	2	3	CRC Glons	See ENR 5.2 for vertical limits

Exercise area	Minimum number of Aircraft	Maximum number of Aircraft	Controlling Agency	Remarks
TSA S3 (Givet)	2	3	CRC Glons	See ENR 5.2 for vertical limits
TSA S4 (Charleroi).	2	3	CRC Glons	See ENR 5.2 for vertical limits
TSA S1 + TSA S4	2	4	CRC Glons	First usable FL100
Uncontrolled airspace	-	-	CRC Glons, AEW&C	See ENR 1.2 for vertical limits
Unclassified airspace	-	-	CRC Glons, AEW&C	Above FL660

In TSA 25A/B it is possible to execute a HVAA (High Value Airborne Asset) protection scenario with a maximum of 8 aircraft. The aircraft participating are made up of a maximum of 6 Belgian fighter aircraft, with display of working area, in unlimited manoeuvring category and 2 HVAA aircraft in restricted or non-manoeuvring category. The HVAA will receive an airspace briefing. The flight path of HVAA will be briefed and sent to the different units i.a.w the scenario. Control will only be performed by CRC Glons.

In TSA25A/B it is possible to execute a mission air-to-air (2 vs 1) and a mission TGP training with 4 aircraft. This exercise is for Belgian fighter aircraft only, with display of working area. Two dedicated UHF frequencies and one common VHF will be assigned. Control will only be performed by CRC Glons. During this exercise, a fixed separation line between two missions is used to help the pilot with their visual separation. The fixed separation line has the following coordinates:

- North (501300N 0044500E)
- Bullseye TSA25A/B (500000N 0044500E)
- South (495216N 0044500E)

In TSA26A/B, EBD26, EBD32 and EBD33 combined air defense and CAS missions are possible. This exercise is for Belgian fighter aircraft only. The lateral limits are standard the lateral limits of TSA26, therefore EBD34 and EBD35 are not authorised to be booked for this kind of mission. Deconfliction and communication plan briefing between pilots, controllers and FAC is mandatory before the mission. Deconfliction cannot only be based on L16. For deconfliction, a common VHF frequency shall be used between CAS and the DCA pilots and the respective CAS and DCA controllers or if no common VHF frequency is available because the frequency is in use by the FAC, the three controllers (DCA/CAS/Red Air), located side by side, will deconflict flights amongst each other on their UHF frequency. Control will only be performed by CRC Glons.

2.16.6 Additional Regulations

2.16.6.1 Tactical Control by Other ACU than CRC Glons

2.16.6.1.1 Regulations

All foreign ADC must be familiar with the airspace structure within the Brussels FIR/UIR and delegated airspace. Foreign ACU equipment must be certified by appropriate authorities before receiving clearance to operate in the above mentioned airspace. For these stations all rules mentioned in the AIP apply. Additionally they must adhere to the following:

- Intercepts must be conducted within the framework of the integrated NATO C&R system.
- All standing NATO air defence rules and regulations.
- Operations must be authorised in advance by the master controller of CRC Glons, who also needs to get the approval of the Semmerzake ATCC supervisor before delegating airspace to any external ACU.
- All inadvertent supersonic flights must be reported to the master controller of CRC Glons.

2.16.6.1.2 Tactical Control by AEW&C Aircraft

Tactical control by AEW&C aircraft is limited to:

- E-3A/D/F are allowed to control missions in an active TSA25A/B (with a maximum of 6 aircraft), TSA26A, TSA26B, EBD26 and in uncontrolled airspace below 4500FT AMSL. Other type of AEW&C aircraft need a waiver issued by COMOPSAIR and an airspace briefing before controlling in the Brussels FIR/UIR or delegated airspace.
- The distance between the farthest edge from the E-3 orbit and the farthest edge of TSA South must be within 200NM. Present orbit meeting this condition is NL2.
- All weapons (controlling) activity coordination between CRC Glons FA and AEW&C FA are done using the mandatory CRC Glons WM (weapons manager) frequency.
- Before the start of the mission, all necessary information for the execution (i.e. dimensions & restrictions TSA-airspace, timings, NOTAM, traffic information, pilot's tactics briefing, handover and mission information) will be provided to the AEW&C FA by CRC Glons FA and/or vice versa.
- The CRC Glons FA will assign the control frequency and Mode 3/A to be used for the mission.

- Hand-over from Semmerzake ATCC to AEW&C aircraft has to be approved by and coordinated via CRC Glons. For the coordination between Semmerzake ATCC and CRC Glons, the direct telephone line will be used. For the coordination between CRC Glons and AEW&C aircraft, the E-3A weapons manager frequency will be used. CRC Glons will approve the direct hand-over to all parties before Semmerzake ATCC will transfer the fighter aircraft on the E-3A working frequency. Hand-over from AEW&C aircraft to Semmerzake ATCC is not allowed. They shall pass via CRC Glons, after which CRC Glons will hand the aircraft over to Semmerzake ATCC. At CRC Glons, workload permitting the hand-over between AEW&C aircraft and CRC Glons will be performed by the Fighter Allocator (FA) on the E-3A weapons manager frequency. If the FA workload is not permitting, the hand-over between AEW&C aircraft and CRC Glons will be performed by the air defence controller (ADC) on the E-3A working frequency.
- The AEW&C FA will provide a 10 minutes prenote before recovery and recovery intentions of the aircraft under control to CRC Glons.

2.16.6.2 Intercepts with Armed (Live Ordnance equipped) Aircraft

2.16.6.2.1 General Safety Directives

No live ordnance will be carried on participating aircraft during air-to-air training except in exercises where live ordnance is specifically authorised in an Exercise Operations Order. Live ordnance is defined as 'hot guns' and 'Air-to-Air missiles' that are not mechanically or electrically made safe. When live ordnance is authorised, the procedures laid down in ACE Manual 75-2-1 'Fighting Edge' Air-to-Air Training Rules or more restrictive national regulations apply.

2.16.6.2.2 Northern Region NATO QRA (I) Procedures

The following procedures are to be adhered to by all armed NR NATO QRA (I) aircraft conducting operational or training missions:

- Practice engagements are prohibited in all circumstances.
- An armament safety check is to be carried out at the initial check-in with the controlling ACU and repeated prior to the initiation of each intercept. The armament safety check is to be initiated by the ADC and a verbal response to the check is to be given by the aircrew.
- If this procedure has not been carried out, or the aircrew cannot confirm that weapons are safe, an intercept shall not be initiated.

2.16.6.3 Interceptions of Targets of Opportunity

Targets of opportunity can be intercepted over in the Brussels FIR/UIR and delegated airspace. In principle all military non-training aircraft (OAT) may be intercepted unless a special mission is executed (test-, calibration flights, special transport, AEW flights).

OAT traffic wishing to be intercepted can mention this wish in their flight plan (embellish targets) or to Semmerzake ATCC. The intercept will be coordinated between the ADC and ATC control agencies. Unless clearance is received for close-in, aircrews will maintain radar separation minima. When close-in clearance is received, a minimum horizontal separation distance of 1NM to the target will be maintained. The minimum separation to an AEW aircraft is 3000FT vertically or 3NM horizontally, for loaded /armed aircraft.

Only basic intercepts will be executed on a target of opportunity. Both aircrew and ADC will ensure that guard frequencies are monitored. The intercept must take place outside the civil ATM network. Weather conditions at intercept level must be better or equal to:

- Flight visibility of 8KM
- Vertical distance from clouds 1000FT
- Horizontal distance from clouds 1500FT

Break-off rules are as follows:

- No frontal quadrant attacks are allowed.
- 5NM when no radar contact.
- 3NM when no lock-on.
- 1NM is the minimum distance unless approved by the pilot-in-command of the intercepted aircraft.

2.16.6.4 Intervention to Land during A-Scramble

The following procedure is applicable for intervention to land on a military aerodrome and on a civil aerodrome during a renegade event and is performed only during a security flight (see § 2.16.3). The QRA (I) aircraft shall remain VMC and maintain on the frequency of the Air Defence Controller (ADC) of CRC Glons until a handover from the ADC to the Approach Control has been established through Semmerzake ATCC (during opening hours). At transfer of communications only one fighter will switch to the assigned frequency. The second fighter will maintain on the ADC frequency.

2.16.6.5 Practice Intervention Flights

The following procedures are applicable during practice intervention flights and NATO readiness verification. Crossing of civil and military ATM network will be performed under control of military ATC. However, only one QRA (I) aircraft will be on the ATC frequency while the other aircraft is on a CRC frequency in order to receive tactical orders. Internal communication between the QRA (I) formation is performed on a common VHF frequency. Crossing of civil ATS routes will be coordinated by COMOPSAIR before the exercise and a cleared level block (or Flight Level) will be requested for the benefit of Semmerzake ATCC.

2.16.6.6 Operations under Electronic Warfare (EW) Conditions

Flight operations under EW conditions are only allowed after coordination with the master controller (MC) or fighter allocator (FA) of the CRC Glons, and under the following conditions:

- Flight operations and EW must be according AIRCOM Manual 75-1. Taboo frequencies, which may not be jammed, will be determined before exercise start and communicated to all exercise participants. A safety FREQ will be used to order cease jamming when safety is endangered. This FREQ will be available to all exercise participants.
- In case of radio and/or radar jamming the jamming agency will monitor all safety frequencies and UHF guard. Jamming is not allowed during air-to-air refuelling (AAR), aircraft in distress, operational (non-training) missions and VIP flights.
- In case non-planned meaconing-, intrusion-, jamming- or interference (MIJI) conditions are observed both aircrew and ADC will inform each other immediately, log all necessary information (DTG, type, frequency, direction and duration) and perform all necessary actions to safeguard flight safety. Furthermore, action will be taken in order to localise the source of MIJI and to terminate the MIJI.

2.16.6.7 Use of Chaff and IR Flares

Chaff and IR Flares are not allowed in the Brussels FIR/UIR and delegated airspace, except inside air to ground range where it is specifically authorized or a waiver is granted by COA.

2.16.6.8 Degradation of Radar Equipment

If an ACU experiences a degradation of radar equipment and/or has no radar available due to equipment outages, it must inform the aircrew immediately. The ADC will immediately arrange a hand-over to another ACU or Semmerzake ATCC.

2.16.6.9 Short Term Contigency

The following short term contingencies are applicable for outages foreseen to last a short period of time or as a transitional solution during long outages. Depending on the technical restriction, different procedures will be enforced:

- In case of failure or short term outage of the radar equipment at CRC Glons, the callsign of EFFLUX (CRC GLONS) is backed up by callsign HERO, being personnel of CRC GLONS deployed to Semmerzake ATCC.
- A separate TTY and NOTAM will be issued to warn all Belgian and foreign units that CRC Glons will operate from Semmerzake ATCC. This message will include the restrictions applicable. In case of planned outage, this message will be sent not later than 2 weeks in advance.
- The message will include some restrictions like:
    - number of control points available
    - maximum size of the mission
    - equipment limitations
    - possibility of control by AEW&C aircraft

2.16.6.10 Outside Semmerzake ATCC OPS HR

During their mission, Belgian or foreign QRA aircraft flying in the Brussels FIR/UIR outside the Semmerzake ATCC operational hours will be controlled by CRC Glons or by another ACU.

2.17 Unplanned diversion with Armement

Before landing with armament or practice munitions at any military or civilian airfield, where respective local procedures are not known, the pilot-in-command shall appropriately advise ATC about the circumstances.

After landing the pilot-in-command shall request taxi instructions to the designated safe-for-parking area and avoid taxiing into an area or position that could threaten personnel or equipment.

Before leaving the aircraft the pilot-in-command shall ensure ground crew awareness about the armament on board and their qualification to handle armament.

If necessary, the pilot-in-command shall request assistance from the nearest suitable military installation and ensure appropriate measures be taken to safeguard the aircraft until qualified personnel take over.

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ENR 1.6 ATS Surveillance Services and Procedures

1 CIVIL

1.1 Transponder requirement

The carriage and operation of Mode S transponders with basic functionality is mandatory in the Brussels FIR/UIR for all aircraft operating:

- in civil class C airspace;
- in civil class D airspace;
- in class G airspace for VFR flights at night.

The carriage and operation of a serviceable transponder - capable of replying to Mode A and C interrogations - is mandatory in the Brussels FIR/UIR for all aircraft operating in military controlled airspace.

An exemption to these rules may be granted, provided that the request is made before the flight, to the authority having jurisdiction over the airspace concerned.

Note: Pilots are reminded about the importance of having a well-functioning transponder to be switched on in the Belgian part of the Brussels FIR/UIR; ATC is allowed when possible to refuse aircraft without a well-functioning one.

1.2 Standard SSR Operating Procedures

Except when encountering a state of emergency, pilots shall operate transponders and select modes and codes in accordance with ATC instructions. In particular, when entering the Brussels FIR, pilots who have already received specific instructions from ATC concerning the setting of the transponder shall maintain that setting until otherwise instructed.

IFR flights about to enter the Brussels FIR that have not received specific instructions from ATC concerning the setting of the transponder shall operate the transponder on Mode A and C, Code 2000 before entry and maintain that code setting until otherwise instructed.

In order to improve radar detection of non-controlled flights, VFR flights in the Brussels FIR shall select Mode A and C, Code 7000, unless otherwise instructed.

In accordance with *ICAO Doc 8168 (PANS-OPS). Volume I*, Part II, Section 3, chapter 1.3, the flight crew of aircraft equipped with Mode S transponders shall set the aircraft identification in the transponder. This setting shall correspond to the aircraft identification specified in item 7 of the ICAO flight plan, or if no flight plan has been filed, the aircraft registration. in order to be interpreted properly, there must be no spaces between the designator letters and flight number, nor any additional/superfluous zeros preceding the flight number. In case the aircraft identification can be entered manually, entry should be part of the start-up procedures.

Correct setting of aircraft identification is essential for identification and correlation (of radar track with flight plan data). An incorrect setting of the aircraft identification will be reported to the Belgian Civil Aviation Authority.

Note 1: For Mode S transponder ground operation at EBBR, see EBBR AD 2.20, § 1.4.

Note 2: For Mode S transponder ground operation at ELLX, see ELLX AD 2.20, § 1.

1.3 Emergency Procedure

If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised.

In all other circumstances, the transponder shall be set to Mode A and C, Code 7700. Notwithstanding the standard procedure (see above), a pilot may select Mode A and C, Code 7700 whenever the nature of the emergency is such that this appears to be the most suitable course of action.

Pilots of aircraft in flight subjected to unlawful interference shall endeavour to set the transponder to Mode A and C, Code 7500 to make the situation known, unless circumstances warrant the use of Code 7700.

Note: Continuous monitoring of responses on Mode A and C, Code 7500 and 7700 is provided.

1.4 Radio Communication Failure Procedure

In the event of an aircraft radio receiver failure, Mode A and C, Code 7600 shall be selected and established procedures followed. Subsequent control of the aircraft will be based on those procedures.

Note: Continuous monitoring of response on Mode A and C, Code 7600 is provided.

1.5 Transponder Failure

1.5.1 Failure Before Intended Departure

If the transponder fails before intended departure and cannot be repaired, pilot shall:

- inform ATS as soon as possible, preferably before the submission of a flight plan;
- plan to proceed, as directly as possible, to the nearest suitable aerodrome where repair can be made;
- insert in item 10 of the ICAO flight plan form under “SSR” the letter “N” for complete unserviceability of the transponder or, in the case of partial failure, the letter corresponding to the remaining transponder capability.

1.5.2 Failure After Departure

If the transponder fails after departure, pilots may expect that ATC units will endeavour to provide services for continuation of the flight to the aerodrome of first intended landing in accordance with the flight plan. After landing, pilots shall make every effort to have the transponder restored to normal operation. If repair cannot be effected, pilots shall comply with the provisions described in § 1.5.1 above.

1.6 System of SSR Code Assignment

1.6.1 In Belgium

Codes will be assigned in accordance with the SSR code allocation list for the ICAO EUR Region, which is based on the Originating Region Code Assignment Method (ORCAM).

Codes protected for international transit, transit codes, which are assigned to overflying or inbound flights, will be retained by ATC.

Code 1000 will be assigned or retained to indicate an eligible (flagged by the IFPS) IFR flight, where the downlinked aircraft identification is validated as matching the aircraft identification entered in the flight plan.

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
5101 - 5167	codes assigned by Brussels 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 - 6377	codes assigned by Antwerpen TWR

VFR Flights

0041 - 0057	codes assigned by Brussels INFO

1.6.2 In Luxembourg

A transit code from the series 3501-3507, 5650-5657 and 7170-7177 will be assigned by Luxembourg APP for traffic departing from ELLX.

Luxembourg APP may also provide any flight remaining in Luxembourg TMA below FL165 and solely controlled by Luxembourg APP with a code from the series 4460-4467 and 4470-4477.

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.

VAALS B AREA

Lateral limits	505047N 0060427E - 504516N 0060114E - along the Dutch-German border - 505047N 0060427E.		
Vertical limits	FL195 / FL95		
Airspace class	E (up to FL100) C (above FL100)		
Control units	Brussels ACC	**Call sign**	Brussels Control (En)
		OPR HR	H24
		FREQ	See ENR 2.1. § 3

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

LUXEMBOURG TMA TWO A

Lateral limits	500748N 0060816E - 500748N 0061252E - 500149N 0061228E - 495714N 0061208E - along the German-Luxembourg border - 500748N 0060816E.		
Vertical limits	FL145 / 2500FT AGL		
Airspace class	C/E *(1)*		
Control units	Luxembourg APP	**Call sign**	Luxembourg Approach (En)
		OPR HR	H24
		FREQ	See ELLX AD 2.18
Remarks	*(1)* Airspace class C at and above FL100.		

LUXEMBOURG TMA TWO B

Lateral limits	495536N 0061319E - 495228N 0062026E - 495152N 0061852E - along the German-Luxembourg border - 495536N 0061319E.		
Vertical limits	FL145 / 1000FT AGL		
Airspace class	C/E *(1)*		
Control units	Luxembourg APP	**Call sign**	Luxembourg Approach (En)
		OPR HR	H24
		FREQ	See ELLX AD 2.18
Remarks	*(1)* Airspace class C at and above FL100.		

LUXEMBOURG TMA TWO C

Lateral limits	500149N 0061228E - 495107N 0063220E - 495032N 0063325E - 494708N 0063341E - 494833N 0063010E - 495228N 0062026E - 495608N 0061204E - 500149N 0061228E.		
Vertical limits	FL95 / 5500FT AMSL		
Airspace class	E		
Control units	Luxembourg APP	**Call sign**	Luxembourg Approach (En)
		OPR HR	H24
		FREQ	See ELLX AD 2.18

LUXEMBOURG TMA TWO D

Lateral limits	495228N 0062026E - 494921N 0062812E - along the German-Luxembourg border - 495152N 0061852E - 495228N 0062026E.		
Vertical limits	FL165 / 1000FT AGL		
Airspace class	C/E *(1)*		
Control units	Luxembourg APP	**Call sign**	Luxembourg Approach (En)
		OPR HR	H24
		FREQ	See ELLX AD 2.18
Remarks	*(1)* Airspace class C at and above FL100.		

LUXEMBOURG TMA TWO E

Lateral limits	494833N 0063010E - 494708N 0063341E - 494600N 0063347E - 493834N 0063423E - 492340N 0063534E - 493808N 0062543E - 494833N 0063010E.		
Vertical limits	FL95 / 1000FT AGL *(1)*		
Airspace class	E		
Control units	Luxembourg APP	**Call sign**	Luxembourg Approach (En)
		OPR HR	H24
		FREQ	See ELLX AD 2.18
Remarks	*(1)* Lower limit partially 2500FT AGL (see *AIP Germany* for further details).		

LUXEMBOURG TMA TWO F

Lateral limits	493808N 0062543E - 492340N 0063534E - 492340N 0063308E - along the German-French border - 492810N 0062202E - along the German-Luxembourg border - 493808N 0062543E.		
Vertical limits	FL165 / 1000FT AGL *(1)*		
Airspace class	C/E *(2)*		
Control units	Luxembourg APP	**Call sign**	Luxembourg Approach (En)
		OPR HR	H24
		FREQ	See ELLX AD 2.18
Remarks	*(1)* Lower limit partially 2500FT AGL (see *AIP Germany* for further details). *(2)* Airspace class C at and above FL100.		

1.3 France

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

LUXEMBOURG TMA THREE

Lateral limits	492717N 0060604E - 492717N 0062854E - along the French-German border - 492810N 0062202E - along the French-Luxembourg border - 492717N 0060604E.		
Vertical limits	FL75 / 2500FT AMSL		
Airspace class	D		
Control units	Luxembourg APP	**Call sign**	Luxembourg Approach (En)
		OPR HR	H24
		FREQ	See ELLX AD 2.18

LUXEMBOURG TMA FOUR

Lateral limits	493232N 0054520E - 492710N 0054736E - 492710N 0055848E - along the French-Luxembourg border - 493247N 0054907 - along the French-Belgian border - 493232N 0054520E.		
Vertical limits	FL75 / 2500FT AMSL		
Airspace class	D		
Control units	Luxembourg APP	**Call sign**	Luxembourg Approach (En)
		OPR HR	H24
		FREQ	See ELLX AD 2.18

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

EBR18A - FLORENNES

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500629N 0044421E - 500208N 0045007E - along the Belgian-French border - 500629N 0044421E. (1)	FL 195 / 3500FT AMSL (2)	Climb-out sector for jet aircraft.	During EBFS OPR HR *(3)*
(1) LFP38 excluded. (2) From lateral limits of Florennes CTR to 13 NM from the ARP. *(3)* In IMC and below 4 500 ft AMSL, crossing clearance shall be requested from Florennes APP. Outside EBFS OPR HR, clearance shall be requested from Brussels FIC at least 5 MIN prior to entering the area.			

EBR18B - FLORENNES

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495850N 0040845E - an arc of circle, 25 NM radius, centred on 501437N 0043839E and traced clockwise to 501258N 0040000E - 501329N 0041041E - along the Belgian-French border to 495850N 0040845E.	FL 195 / FL 050	Climb-out sector for jet aircraft and let-down procedure space for jet aircraft.	During EBFS OPR HR (1)
(1) In IMC crossing clearance shall be requested from Florennes APP. Outside EBFS OPR HR, clearance shall be requested from Brussels FIC at least 5 MIN prior to entering the area.			

EBR24A - KOKSIJDE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510225N - 0022850E - 510130N - 0023426E, along the Belgian-French border - 504852N - 0023845E - 504322N - 0023628E, an arc of circle, 22 NM radius, centered on position 510525N - 0023910E, 504957N - 0021415E - 505813N - 0022356E.	FL 105 / 1500FT AMSL (1)	Let-down procedure space for jet aircraft.	During EBFN OPR HR (2)
(1) Lower limit: 1500 ft AMSL from lateral limits of Koksijde CTR to 16 NM from the ARP, then a slope of 10°30' to the extreme limit of this sector. Upper limit: FL 55 below AWY L607; 1500 ft AMSL below EBOS TMA. *(2)* Crossing clearance shall be requested from Koksijde APP (below 4500 ft AMSL) or from Semmerzake ATCC (at or above 4500 FT AMSL). Outside EBFN OPR HR, clearance shall be requested from Brussels FIC at least 5 MIN prior to entering the area.			

LFCBA16B - CROSS BORDER AREA 16 BRAVO

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494112N 0051434E - 494030N 0051133E - 494040N 0045055E - 494920N 0041830E - 495835N 0040853E - along the Belgian-French border - 494112N 0051434E.	UNL / FL065		*(1)*
(1) See *AIP France ENR 5.0.*			

PART OF KOKSIJDE CTR *(1)*

Lateral limits	510130N 0023426E - 510227N 0022840E - an arc of circle, 5 NM radius, centred at 510717N 0023045E - and traced clockwise to - 510534N 0022358E - along the FIR boundary - 510130N 0023426E.*(2)*		
Vertical limits	FL55 / GND		
Airspace class	D		
Control units	Koksijde APP	**Call sign**	Koksijde Approach (En)
		OPR HR	HO
		FREQ	See EBFN AD 2.18

PART OF KOKSIJDE CTR (1)

Control units	Oostende APP (3)	**Call sign**	Oostende Approach (En)
		OPR HR	H24
		FREQ	See EBOS AD 2.18
Remarks	*(1)* For full description of Koksijde CTR, see EBFN AD 2.17. *(2)* The area overhead LFAK is excluded between GND and 800 FT(510131N 0023419E - along the Belgian-French border - 510330N 0023344E - 510213N 0023003E - 510131N 0023419E). *(3)* Outside Koksijde APP OPR HR, the responsibility for providing ATS between 1500 FT AMSL and FL55 is transferred to Oostende APP (airspace class C).		

PART OF OOSTENDE TMA (1)

Lateral limits	510057N 0023417E - 510148N 0021940E - 510608N 0021430E - along the FIR boundary - 510057N 0023417E.		
Vertical limits	FL65 / 1500 FT AMSL		
Airspace class	C		
Control units	Oostende APP	**Call sign**	Oostende Approach (En)
		OPR HR	H24
		FREQ	See EBOS AD 2.18
Remarks	*(1)* For full description of Oostende TMA, see ENR 2.1.		

(U)L607 AREA

Lateral limits	510055N 0023429E - 510337N 0014427E - along the FIR boundary - 510055N 0023429E.		
Vertical limits	FL245 / FL65		
Airspace class	C		
Control units	Brussels ACC	**Call sign**	Brussels Control (En)
		OPR HR	H24
		FREQ	See ENR 2.1, § 3

2 TRANSPONDER MANDATORY ZONES

TMZ BRUSSELS FIR

Lateral limits	Brussels FIR
Vertical limits	FL195 / GND
Time of Activity	HN

TMZ LUXEMBOURG ONE

Lateral limits	494801N 0063129E - 494708N 0063341E - 493212N 0063453E - 492837N 0062541E - along the German-French and German-Luxembourg border - 494801N 0063129E.
Vertical limits	FL65 / 3500FT AMSL
Time of Activity	For details, see *AIP Germany*.

TMZ LUXEMBOURG TWO

Lateral limits	495521N 0061310E - 495719N 0062051E - 495032N 0063325E - 494708N 0063341E - 494801N 0063129E - along the German-Luxembourg border - 495521N 0061310E.
Vertical limits	FL65 / 5500FT AMSL
Time of Activity	For details, see *AIP Germany*.

3 RADIO MANDATORY ZONES

RMZ BRUSSELS FIR

Lateral limits	Brussels FIR
Vertical limits	FL195 / GND
Time of Activity	HN

RMZ KORTRIJK

Lateral limits	See EBKT AD 2.17
Vertical limits	
Time of Activity	

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Climb-outs are allowed from this route (e.g. to reach a TSA…) provided that a pre-coordination is done with Semmerzake ATCC prior take-off.

The DARK FALCON routes are depicted on the chart in ENR 6 MAP 7 C.

Note: Only that part of the FALCON routes situated within the Brussels FIR is published..

DARK FALCON

Speed (KT)	Turning point	Landmark	Position	Altitude (FT)
420	7A	Stree	5016.5557N 00417.9130E	1800
	7B	Highway exit	5027.0422N 00343.7557E	1600
	7C	Road crossing	5032.8103N 00336.2393E	1600
	7D	Highway crossing	5104.5163N 00327.0206E	1600
	7E	Docks	5108.7643N 00347.4314E	1800
	7F	Loenhout	5123.9191N 00438.6253E	1400
	7G	Postel	5117.1687N 00511.3622E	1700
	7H	Y Canal	5105.6429N 00508.2832E	1600
	7I	Airfield	5047.3865N 00511.8103E	1700
	7J	Crossing Eghezee	5035.5006N 00454.7498E	2200
	7K	Highway exit	5019.0992N 00507.7858E	2900
	7L	Dam Coo	5023.4087N 00552.3129E	3400
	7M	Bridge	4941.0657N 00530.7939E	2400
	7N	Castle	4947.6150N 00503.9759E	2500
	7O	Railroad	4959.0288N 00458.6793E	2800
	7P	Railroad	5007.8642N 00516.6229E	2500
	7Q	Y junction	5021.8959N 00452.3775E	2400
	7A	Stree	5016.5557N 00417.9130E	

DARK FALCON SHORT NORTH

Speed (KT)	Turning point	Landmark	Position	Altitude (FT)
420	7A	Stree	5016.5557N 00417.9130E	1800
	7B	Highway exit	5027.0422N 00343.7557E	1600
	7C	Road crossing	5032.8103N 00336.2393E	1600
	7D	Highway crossing	5104.5163N 00327.0206E	1600
	7E	Docks	5108.7643N 00347.4314E	1800
	7F	Loenhout	5123.9191N 00438.6253E	1400
	7G	Postel	5117.1687N 00511.3622E	1700
	7H	Y Canal	5105.6429N 00508.2832E	1600
	7I	Airfield	5047.3865N 00511.8103E	1700
	7J	Crossing Eghezee	5035.5006N 00454.7498E	2200
	7K	Highway exit	5019.0992N 00507.7858E	2500
	7Q	Y junction	5021.8959N 00452.3775E	

DARK FALCON SHORT SOUTH

Speed (KT)	Turning point	Landmark	Position	Altitude (FT)
420	7K	Highway exit	5019.0992N 00507.7858E	2900
	7L	Dam Coo	5023.4087N 00552.3129E	3400
	7M	Bridge	4941.0657N 00530.7939E	2400
	7N	Castle	4947.6150N 00503.9759E	2500
	7O	Railroad	4959.0288N 00458.6793E	2800
	7P	Railroad	5007.8642N 00516.6229E	2500
	7Q	Y junction	5021.8959N 00452.3775E	

2.3 Navigation Routes 15W TPT

A Terrain Avoidance Plan (TAP) will be applied for each night flight including:

- Imposed night flight altitudes:
  - Along predetermined routes using NVG: minimum altitude of 500FT above the highest obstacle within a radius of 1NM of the aircraft as indicated on the Obstacle sheets per leg, avoiding populated areas.
  - Along predetermined routes without NVG or outside predetermined routes: minimum altitude of 1000FT above the highest obstacle within a radius of 5KM of the aircraft as indicated on the Obstacle sheets per leg.
  - Above the lateral limits of the LFA Ardennes: Minimum Safety Height to be respected is 500FT above the highest obstacle within a radius of 1NM of the aircraft.
- Obstacle sheets per respective route;
- Thorough map study;
- Emergency Safety Altitude (ESA).

The proposed routes will be flown by daylight on a yearly basis in order to update the obstacle clearance sheet.

In order to provide awareness, all night flights for the next week will be coordinated and announced by the night flight message sent by Semmerzake ATCC each THU for the next week. Also, a Flight Plan needs to be filed for any night flight not later than 1100 on the day of flight.:

FI MDC will:

- provide Brussels FIC with details on MIL low level night flights activities;
- coordinate night flights between helicopters and fixed wing aircraft.

Aircraft which have not been allocated a specific route segment shall avoid these night low flying routes, unless the respective route segment is not activated or the aircraft is under RIS/RC.

If the pilot can not maintain the enroute altitude for technical or other reasons, he shall assume the ESA, squawk A/7700 and request immediate ATC assistance.

Only pre-planned deviations will be allowed:

- For planned deviations of the routes and corridors an appropriate advance request shall be made to Semmerzake ATCC not later than 24 HR prior take-off. All deviations are subject to approval of Semmerzake ATCC;
- Upon instruction of Semmerzake ATCC, the proposed TAP shall be aborted and the flight shall be continued at the enroute altitude, ESA or the allocated flight altitude depending on the instructions received.

The 15W Navigation Routes are depicted on the chart in ENR 6 MAP 7 E.

ROUTE 1

Turning point	Position		Emergency
AFI	5054.47N	00408.33E	Climb to ESA
BE066	5043.00N	00411.20E	
BE068	5032.40N	00414.00E	
BE069	5029.80N	00407.80E	
BE057	5022.45N	00401.87E	
BE071	5018.60N	00408.20E	
FSENW	5013.10N	00423.10E	

ROUTE 2

Turning point	Position		Emergency
BUN	5107.12N	00450.52E	Climb to ESA
YANKE	5105.64N	00508.25E	
BE120	5100.00N	00513.40E	
NVG04	5050.74N	00520.32E	
BE164	5044.70N	00541.00E	
BE171	5014.90N	00543.80E	
BE181	4943.20N	00535.50E	
BE136	4948.60N	00500.30E	
FNENE	5017.10N	00453.00E	

ROUTE 3

Turning point	Position		Emergency
BE163	5051.20N	00530.00E	Climb to ESA
BEEXS	5027.91N	00455.01E	
FNENE	5017.10N	00453.00E	

ROUTE 4

Turning point	Position		Emergency
AFI	5054.47N	00408.33E	Climb to ESA
BE036	5057.40N	00334.00E	
DIKSM	5102.04N	00251.89E	

2.4 NVG Link Routes Belgian Military Helicopters

A Terrain Avoidance Plan (TAP) will be applied for each night flight including:

- Imposed Night Flight altitudes:
  - Along predetermined routes using NVG: minimum altitude of 200FT above the highest obstacle within a radius of 1KM of the aircraft as indicated on the Obstacle sheets per leg.
  - Along predetermined routes without NVG or outside predetermined routes: minimum altitude of 500FT above the highest obstacle within a radius of 3KM of the aircraft as indicated on the Obstacle sheets per leg.
  - In the HTAs: at an altitude between GND and 500FT AGL, adapting speed and height in function of the contours and cover of the ground.
- Obstacle sheets per respective route
- Thorough map study
- Minimum Safe Altitude (MSA)

The proposed routes will be flown by daylight on a yearly basis in order to update the Obstacle clearance sheet.

In order to provide awareness, all night flights will be announced by the night flight message sent by Semmerzake ATCC each Thursday for the next week. Also, a Flight Plan needs to be filed for any night flight not later than 1100 on the day of flight. FI MDC will:

- Provide Brussels FIC with details on MIL low level night flights activities
- Coordinate night flights between helicopters and fixed wing aircraft.

aircraft which have not been allocated a specific route segment shall avoid these night low flying routes, unless the respective route segment is not activated or the aircraft is under RIS/RC.

If the pilot cannot maintain the en-route altitude for technical or other reasons, he shall assume the MSA, squawk A/7700 and request immediate ATC assistance.

Only pre-planned deviations will be allowed:

- *For planned deviations of the routes and corridors an appropriate advance request shall be made to COMOPSAIR not later than 24HR prior take-off. All deviations are subject to approval by COMOPSAIR.*
- *Upon instruction of Semmerzake ATCC, the proposed TAP shall be aborted and the flight shall be continued at the en-route altitude, ESA or the allocated flight altitude depending on the instructions received.*

The Belgian Military Helicopter NVG Routes are depicted on the chart in ENR 6 MAP 7 D.

To allow maximum training value and to reduce repetitive overflights of the same route, a set of reporting points is established. The link routes are any acceptable combination of routes between those published points. Full priority will be given to night flights planned to follow route BENE TWO (see § 2.1.1 above).

NORTH SECTOR

Reporting point	Landmark	Position	Remark
N1	Cheratte	504025N 0053916E	Road crossing
N2	Tongeren	504725N 0053123E	Road crossing
N3	Zutendaal	505630N 0053400E	
N4	Remicourt	504102N 0051825E	
N5	Walshoutem	504226N 0050427E	Road crossing
N6	Sint-Truiden	504711N 0051122E	
N7	Goetsenhoven	504632N 0045717E	
N8	Lummen	510002N 0051230E	Road crossing
N9	Aarschot	505731N 0044919E	Road crossing
N10	Schaffen	505934N 0050334E	
N11	Balen Keiheuvel	511025N 0051309E	
N12	Postel	511705N 0051111E	Road crossing
N13	Weelde	512323N 0045720E	
N14	Heist o/d Berg	510421N 0044234E	Road crossing
N15	Duffel	510532N 0042923E	
N16	Zoersel	511532N 0044507E	
N17	Entry east	512316N 0043435E	
N18	Entry south	511700N 0043129E	
N19	Entry west	511911N 0042525E	
N20	Helchteren	514000N 0052400E	
N21	Kinrooi	510827N 0054416E	
N22	Lanaken	505329N 0053904E	
N23	Flora	505221N 0050800E	

SOUTH SECTOR

Reporting point	Landmark	Position	Remark
S1	Villers-le-Bouillet	503431N 0051219E	Road crossing
S2	Marche-les-Dames	512901N 0045732E	
S3	Namur Suarlée	502910N 0044605E	
S4	Gembloux	503403N 0044206E	
S5	Ivoi	502230N 0045548E	
S6	Sovet	501707N 0050215E	
S7	Tinlot	502828N 0052223E	Road crossing
S8	Spa	502834N 0055422E	

SOUTH SECTOR

Reporting point	Landmark	Position	Remark
S9	Manhay	501720N 0054008E	
S10	Marche-en-Famenne	501407N 0052101E	Road crossing
S11	Saint-Hubert	500202N 0052614E	
S12	Bastogne	500018N 0054100E	Road crossing
S13	Bertrix	495318N 0051316E	
S14	Stockem	494035N 0054625E	
S15	Agimont	501000N 0044734E	
S16	Rance	500824N 0041627E	

WEST SECTOR

Reporting point	Landmark	Position	Remark
W1	Stekene	511326N 0040313E	Road crossing
W2	Zele	510405N 0040210E	
W3	Wetteren	505820N 0034922E	Road crossing
W4	Overboelare	504428N 0035115E	
W5	Amougies	504413N 0032906E	
W6	Moorsele	505106N 0030830E	
W7	Ursel	510823N 0032819E	
W8	Leers-et-Fosteau	501800N 0041500E	
W9	Carrefours Mons	502318N 0035800E	
W10	Lion de Waterloo	504029N 0042414E	

For safety and de-confliction reasons only the following route based on a set combination of points can be flown Night VFR assisted by NVG:

All routes may be flown clockwise and counter-clockwise.

Night VFR assisted by NVG

West 1 - 22		West 1 - 04		North 1 - 22		North 1 - 04		South 1 - 22		South 1 - 04	
Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL
EBBE		EBBE		EBBE		EBBE		EBBE		EBBE	
BIERB.	900	GAST.	900	BIERB.	900	HOEG.	900	LONG.	900	HOEG.	900
N14	800	W10	1300	N14	800	N23	800	S4	1400	N23	800
W2	800	W4	1500	N16	700	N8	800	S3	1400	N2	1000
W4	900	W2	900	N13	700	N11	900	S2	1700	N1	1300
W10	1500	N14	800	N12	600	N12	900	S7	1600	S7	1900
GAST.	1300	BIERB.	800	N11	900	N13	600	N1	1900	S2	1600
EBBE	900	EBBE	900	N8	900	N16	700	N2	1300	S3	1700
EET: 0100 MSA: 1500 FT		EET: 0100 MSA: 1500 FT		N23	800	N14	700	N23	1000	S4	1400
				HOEG.	800	BIERB.	800	HOEG.	800	LONG.	1400
				EBBE	900	EBBE	900	EBBE	900	EBBE	900
				EET: 0100 MSA: 900 FT		EET: 0100 MSA: 900 FT		EET: 0100 MSA: 1900 FT		EET: 0100 MSA: 1900 FT	

Night VFR assisted by NVG

West 2 - 22		West 2 - 04		North 2 - 22		North 2 - 04		South 2 - 22		South 2 - 04	
Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL	Turning Point	FT AMSL
EBBE		EBBE		EBBE		EBBE		EBBE		EBBE	
BIERB.	900	GAST.	900	BIERB.	900	HOEG.	900	LONG.	900	HOEG.	900
N14	800	W10	1300	N14	800	N23	800	S4	1400	N23	800
W2	800	W4	1500	N16	700	N2	1000	S15	1900	N2	1000
W7	800	W5	1100	N18	1100	N3	1300	EBFS D	1900	N1	1300
W5	900	W7	900	N19	1000	N21	1300	S13	2000	S9	2600
W4	1100	W2	800	N17	1100	N12	900	S11	2400	S11	2600
W10	1500	N14	800	N13	1100	N13	600	S9	2600	S13	2400
GAST.	1300	BIERB.	800	N12	600	N17	1100	N1	2600	EBFS D	2000
EBBE	900	EBBE	900	N21	900	N19	1100	N2	1300	S15	1900
EET: 0130 MSA: 1500 FT		EET: 0130 MSA: 1500 FT		N3	1300	N18	1000	N23	1000	S4	1900
				N2	1300	N16	1100	HOEG.	800	LONG.	1400
				N23	1000	N14	700	EBBE	900	EBBE	900
				HOEG.	800	BIERB.	800	EET: 0130 MSA: 2600 FT		EET: 0130 MSA: 2600 FT	
				EBBE	900	EBBE	900				
				EET: 0130 MSA: 1300 FT		EET: 0130 MSA: 1300 FT					

Night VFR assisted by NVG

West 3 - 22		West 3 - 04	
Turning Point	FT AMSL	Turning Point	FT AMSL
EBBE		EBBE	
BIERB.	900	GAST.	900
N14	800	W10	1300
N18	900	W9	1300
N19	1000	W6	1100
W1	1000	W7	800
W7	800	W1	800
W6	800	N19	1000
W9	1100	N18	1000
W10	1300	N14	900
GAST.	1300	BIERB.	800
EBBE	900	EBBE	900
EET: 0145 MSA: 1500 FT		EET: 0145 MSA: 1500 FT	

2.5 TACAN ROUTES

Note: State aircraft traffic between Belgium, Luxembourg and France along TACAN routes must be transferred as GAT flights. Following rules apply:
- OAT flying on TG1 will be routed to France via DIK on UA242 and becomes GAT from intersection of TG-1 and UA24.

- State aircraft traffic transiting Luxembourg and south of Belgium will be routed as GAT on UR110 via NTM, LUX, MMD and vice versa.

Route designator {RNP Type}	**[Route usage notes]**					
Significant Point Name	**Significant point coordinates**					**Remarks**
{RNP Type}	**Initial track MAG** ↓ ↑	**Great circle DIST**	**Upper limit / lower limit**	**FL series** ↓	↑	**Controlling unit {Airspace class} Remarks**
TG1	*(1)* HX					
△ Koksy TACAN (KOK)	510557N 0023920E					
	123/305	92.0NM	UNL / FL260	Odd(1)	Even(1)	{class C}
△ Florennes TACAN (BFS)	501429N 0043912E					
	100/281	58.2NM	UNL / FL260	Odd(1)	Even(1)	{class C} (2)
△ NTM16 Brussels UIR / Rhein UIR	500405N 0060726E					

Route remarks:

Control unit: Semmerzake ATCC.

Segment remarks:

(2) For continuation see *AIP Germany*.

Route designator {RNP Type}	**[Route usage notes]**					
Significant Point Name	**Significant point Coordinates**					**Remarks**
{RNP Type}	**Initial track MAG** ↓ ↑	**Great circle DIST**	**Upper limit / lower limit**	**FL series** ↓	↑	**Controlling unit {Airspace class} Remarks**
TL4	*(1)* HX					
△ NPT London UIR / Brussels UIR	512941N 0020000E					(3)
	134/314	34.4NM	UNL / FL260	Odd(1)	Even(1)	{class C} (2)
△ Koksy TACAN (KOK)	510557N 0023920E					

Route remarks:

Control unit: Semmerzake ATCC.

Segment remarks:

(2) Minimum IFR cruising level FL270.

Point remarks:

(3) For continuation see *AIP United Kingdom*.

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ENR 5 NAVIGATION WARNINGS

ENR 5.1 Prohibited, Restricted and Danger Areas

1 PROHIBITED AREAS

ELP01 - DUPONT DE NEMOURS

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 600M radius, centred on 493551N 0061208E.	2500FT AMSL / GND	Entry prohibited. Chemical plant.	PERM

2 RESTRICTED AREAS

EBR01 - BRUSSELS CITY

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
505311N 0042013E - an arc of circle, 1.5KM radius, centred on 505311N 0042130E and traced clockwise to 505316N 0042247E - an arc of circle, 5KM radius, centred on 505039N 0042142E and traced clockwise to 505311N 0042013E.	UNL / GND	Entry prohibited, unless instructed by ATC.	PERM

EBR02 - ROYAL ESTATE OF CIERGNON

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 1.5KM radius, centred on 500958N 0050620E.	UNL / GND	Entry prohibited, unless instructed by ATC.	PERM

EBR03 - DIEST

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
A circle, 3NM radius, centred on 505957N 0050355E.*(1)*	3500FT AMSL / GND(2)(3)	Parachute dropping zone. Entry prohibited, unless instructed by Schaffen Radio or Brussels APP.	MON 0001 (SUN 2301) - SAT SR (HOL excl) *(4)*

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

(2) For drops at 2000FT AMSL or below, the dropping aircraft shall contact Semmerzake ATCC before entering the area. Drops above 2000FT AMSL, except those mentioned hereafter, may only take place after prior co-ordination with Brussels APP and will only be authorized if the traffic situation in Brussels CTA East permits. During those drops, the dropping aircraft shall maintain radio contact with Brussels APP who will inform Beauvechain APP about the beginning and end of the dropping sessions. Beauvechain APP always relays this information to Kleine-Brogel APP and Semmerzake ATCC.

(3) Drops are authorized between 2000FT AMSL and 3500FT AMSL with approval of Beauvechain APP in that part of EBP03 situated under Brussels CTA East Two. The dropping aircraft shall maintain radio contact with Beauvechain APP and Brussels APP. Beauvechain APP will inform Semmerzake ATCC and Kleine-Brogel APP of beginning and end of dropping sessions.

(4) Additional activation possible (see NOTAM).

EBR04 - ELSENBORN 01[1]

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503117N 0061200E - along the Belgian-German border - 502557N 0062234E - 502557N 0060956E - 502657N 0060841E - 503117N 0061200E.	FL170 / GND [2]	Gunnery area, destruction centre of explosives and CAS Air exercises.[3] During gunnery and destruction of explosives activity, entry prohibited. During CAS Air Exercises, entry prohibited to non-participating aircraft.[4]	Weekly programme announced by NOTAM [5]
(1) This airspace could be activated simultaneously with TSA28A, therefore UAV operators shall contact Elsenborn Sécurité des tirs, TEL + 32 (0) 80 44 21 25 or FREQ 138.975MHZ to coordinate UAV operations with gunnery/destruction activities.			
(2) Upper limit may be restricted to FL105 (see NOTAM).			
(3) Military aircraft transiting to or from Camp Elsenborn are allowed. Before take-off, pilots shall contact ELSENBORN “Sécurité des tirs” TEL +32 (0) 80 44 21 25 and on FREQ 138.975 (Call Sign “BARBARA 1”) to verify ACT of the area and to get access/departure directives.			
(4) During CAS Air exercises, military aircraft shall obtain an additional entry clearance from the ALO“RINGO Range” on FREQ 241.700 (back up 281.575).			
(5) Activation can be checked with Semmerzake ATCC or MDC. This area is contiguous to EDR117 (see *AIP Germany*). Activation of EDR117 can be checked with MDC (EBMIZGZF) or TEL +32 (0) 2 752 44 52.			

EBR05A - HELCHTEREN[1]

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510723N 0053455E - 510157N 0053455E - 505929N 0051951E - 510452N 0051951E - 510557N 0052255E - 510723N 0053455E.	FL100 / GND	Firing and bombing exercises. Entry prohibited to non-participating aircraft.	HX[2][3]
(1) Military aircraft proceeding to Helchteren range shall avoid to fly east of the river Meuse.			
(2) May be activated MON to FRI (HOL excl) 0800-1600 (0700-1500). May be activated MON to FRI (HOL excl) 1600-0800 (1500-0700) at irregular times. Activation can be checked with Brussels FIC, Semmerzake ATCC or Kleine-Brogel APP.			
(3) Outside activation and between 2500FT and 4500FT AMSL, during EBBL OPR HR, Kleine-Brogel TMA Two will be activated.			

EBR05B - HELCHTEREN RUN-IN[1]

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510805N 0055036E - along the Belgian-Dutch border - 510333N 0054619E - 510157N 0053455E - 510607N 0053455E - 510805N 0055036E.	3000FT AGL / 1750FT AGL	Run-in lane for bombing exercises. Entry prohibited to non-participating aircraft.	HX[2][3]
(1) Military aircraft proceeding to Helchteren range shall avoid to fly east of the river Meuse.			
(2) May be activated MON to FRI (HOL excl) 0800-1600 (0700-1500). May be activated MON to FRI (HOL excl) 1600-0800 (1500-0700) at irregular times. Activation can be checked with Brussels FIC, Semmerzake ATCC or Kleine-Brogel APP.			
(3) Outside activation and between 2500FT and 4500FT AMSL, during EBBL OPR HR, Kleine-Brogel TMA Two will be activated.			

EBR05C - HELCHTEREN DOWNWIND[1]

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
510333N 0054619E - along the Belgian-Dutch border - 505655N 0054502E - 505528N 0053207E - 505530N 0052752E - 505533N 0051951E - 505929N 0051951E - 510157N 0053455E - 510333N 0054619E.	FL50 / 2500FT AGL	Downwind lane for bombing exercises. Entry prohibited to non-participating aircraft.	HX[2][3]
(1) Military aircraft proceeding to Helchteren range shall avoid to fly east of the river Meuse.			
(2) May be activated MON to FRI (HOL excl) 0800-1600 (0700-1500). May be activated MON to FRI (HOL excl) 1600-0800 (1500-0700) at irregular times. Activation can be checked with Brussels FIC, Semmerzake ATCC or Kleine-Brogel APP.			
(3) Outside activation and between 2500FT and 4500FT AMSL, during EBBL OPR HR,Kleine-Brogel TMA Three will be activated.			

EBD35 - MARCHE AREA (1)

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500400N 0051100E - 501200N 0051200E - 501200N 0052800E - 500900N 0052600E - 500400N 0051100E.	4500FT AMSL / GND (2)	CAS exercises target zone. Prohibited to non participating MIL aircraft.	HX(3)
(1) May be active MON, 1230-1600 (1130-1500); TUE to THU, 0830-1100 (0730-1000) and 1230-1600 (1130-1500); FRI, 0830-1100 (0730-1000). *(2)* Military users: During opening hours and within the lateral limits of LFA Ardennes, the lowest usable level is 250FT AGL. Outside opening hours of LFA Ardennes the lowest usable level is 500FT AGL. For non-Belgian participants, the lowest usable level is 1000FT AGL at all times. *(3)* Announced by NOTAM. Activation can be checked with Semmerzake ATCC.			

EBD36 - SAINT VITH AREA (1)

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502900N 0060700E - 502900N 0061900E - 502000N 0062000E - 501800N 0060900E - 502900N 0060700E.	4500FT AMSL / GND (2)	CAS exercises target zone. Prohibited to non participating MIL aircraft.	HX(3)
(1) May be active MON, 1230-1600 (1130-1500); TUE to THU, 0830-1100 (0730-1000) and 1230-1600 (1130-1500); FRI, 0830-1100 (0730-1000). *(2)* Military users: During opening hours and within the lateral limits of LFA Ardennes, the lowest usable level is 250FT AGL. Outside opening hours of LFA Ardennes the lowest usable level is 500FT AGL. For non-Belgian participants, the lowest usable level is 1000FT AGL at all times. *(3)* Announced by NOTAM. Activation can be checked with Semmerzake ATCC.			

EBD37 - AEROBATIC SECTOR

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503941N 0044955E - 503457N 0044956E - 502758N 0045957E - 502902N 0050637E - an arc of circle, 6.5 NM radius, centred on 502912N 0051650E and traced clockwise to 503101N 0050701E - 503357N 0050551E - 504355N 0051545E - 504709N 0050621E - 504157N 0045525E - 503941N 0044955E.	2500FT AMSL / GND(1)	MIL aerobatic and training sector for light aircraft.(2)	During EBBE OPR HR. In VMC only
(1) Military users: Minimum safety height is 500FT AGL, except for Practice Forced Landing (see ENR 1.2, § 2.4), in which case the minimum safety height will be 200FT AGL. *(2)* Mandatory RIS on EBBE APP for transiting OAT flights.			

4 TEMPORARY RESERVED AREAS AND TEMPORARY SEGREGATED AREAS

In temporary reserved areas (TRA), activities that are dangerous to non-participating aircraft take place at specified times. Restrictions apply to crossing aircraft.

In temporary segregated areas (TSA), activities that require the exclusive reservation of the area take place at specified times. These areas are not accessible to non-participating aircraft during their activation.

TRA31 - FRANCORCHAMPS *(1) (2)*

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502300N 0050943E - 502318N 0051231E - an arc of circle, 6.5NM radius, centred on 502912N 0051650E and traced counterclockwise to 502426N 0052348E - 503029N 0053401E - 503053N 0053725E - 503343N 0055152E - 503726N 0061055E - along the Belgian-German border - 500748N 0060816E - along the Belgian-Luxembourg border - 500426N 0055210E - 500652N 0053418E - 502300N 0050943E. *(3)*	FL95 / 4500FT AMSL	Heavy traffic due to F1 Grand Prix motor race in Francorchamps.	HX*(4)*

(1) Airspace class C.

(2) Permission to penetrate can be obtained on Brussels ACC FREQ 128.200MHZ.

(3) Excluding EBR04, TRA/TSA S6, TSA27C, TSA28A, TSA28B, TSA29A, TSA29B when activated.

(4) Activation announced by NOTAM.

5 RESERVATION SPECIFICATIONS (MILITARY ONLY)

EBD26 - Ardennes 05: The reservation request should be forwarded to CRC Glons and to COMOPSAIR Airspace Control Ops for approval. This airspace can only be activated together with TSA26B as a navigation warning.

EBD29 - Ardennes 07: The reservation request should be forwarded to COMOPSAIR Airspace Control Ops at least one month in advance. This airspace can only be activated together with TSA29A, TSA29B and TSA29C as a navigation warning. 'Heavy jet traffic ddmmyy xx.xxZ - xx.xxZ in Brussels FIR outside controlled airspace between 1000FT AGL and 4500FT AMSL'.

EBD32 - Bertrix Area: When medium level CAS is performed on the Bertrix target, the TRA S5 / TSA S5 (Neufchateau area) and TRA S2 / TSA S2 (Beauraing Area) have to be booked from 4500FT AMSL within the Brussels FIR and FL065 within the CBA16B to FL150. Radio contact with Semmerzake ATCC is compulsory for medium level CAS. When CAS is combined with an Air Defense Mission, TSA26A, TSA26B and EBD26 have to be booked and Tactical Air Control is provided by CRC Glons.

EBD33 - Remagne Area: When medium level CAS is performed on the Remagne target, the TRA S5 / TSA S5 (Neufchateau area) and TRA S2 / TSA S2 (Beauraing Area) have to be booked from 4500FT AMSL within the Brussels FIR and FL065 within the CBA16B to FL150. Radio contact with Semmerzake ATCC is compulsory for medium level CAS. When CAS is combined with an Air Defense Mission, TSA26A, TSA26B and EBD26 have to be booked and Tactical Air Control is provided by CRC Glons.

EDB34 - Tenneville Area: When medium level CAS is performed on the Tenneville target, the TRA S6 / TSA S6 (Durbuy area) and TRA S2 / TSA S2 (Beauraing Area) have to be booked from 4500FT AMSL within the Brussels FIR and FL065 within the CBA16B to FL150. Radio contact with Semmerzake ATCC is compulsory for medium level CAS. Can not be booked for combined CAS and Air Defense Mission.

EBD35 - Marche Area: When medium level CAS is performed on the Marche target, the TRA S6 / TSA S6 (Durbuy area) and TRA S2 / TSA S2 (Beauraing Area) have to be booked from 4500FT AMSL within the Brussels FIR and FL065 within the CBA16B to FL150. Radio contact with Semmerzake ATCC is compulsory for medium level CAS. Can not be booked for combined CAS and Air Defense Mission.

EBD36 - Saint Vith Area: When medium level CAS is performed on the St Vith target, the TSA 28A and TSA 28B have to be booked from GND to FL105, highest usable level FL90. Radio contact with Semmerzake ATCC is compulsory for medium level CAS.

TSA27A - LEGLISE

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495854N 0054241E - 494735N 0054237E - 494137N 0051624E - along the Belgian-French border - 494957N 0045159E - 495854N 0054241E.	FL95 / 4500FT AMSL	UAV flights. Prohibited to all manned aircraft. *(1)*	HX *(2)*
(1) Other traffic may be allowed inside the TSA for transit purposes. At all times the standard radar separation minima must be maintained between the UAV and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control. *(2)* Announced by NOTAM. Area will only be activated when TRA SA is active. Activation can be checked pre-flight with Semmerzake ATCC (TEL +32 (0) 9 389 25 55).			

TSA27B - RONCHAMP

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502125N 0051209E - 501416N 0052304E - 500613N 0053516E - 495734N 0053456E - 495313N 0051015E - 502125N 0051209E.	FL95 / 4500FT AMSL	UAV flights. Prohibited to all manned aircraft. *(1)*	HX *(2)*
(1) Other traffic may be allowed inside the TSA for transit purposes. At all times the standard radar separation minima must be maintained between the UAV and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control. *(2)* Announced by NOTAM. Area will only be activated when TRA SA is active. Activation can be checked pre-flight with Semmerzake ATCC (TEL +32 (0) 9 389 25 55).			

TSA27C - HOTTON

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502125N 0051209E - 502441N 0052449E - 502236N 0053314E - 500618N 0054251E - 500613N 0053516E - 501416N 0052304E - 502125N 0051209E.	FL95 / 4500FT AMSL	UAV flights. Prohibited to all manned aircraft. *(1)*	HX *(2)*
(1) Other traffic may be allowed inside the TSA for transit purposes. At all times the standard radar separation minima must be maintained between the UAV and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control. *(2)* Announced by NOTAM. Area will only be activated when TRA SA is active. Activation can be checked pre-flight with Semmerzake ATCC (TEL +32 (0) 9 389 25 55).			

TSA27D - GEDINNES

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
502108N 0045210E - 502300N 0050943E - 502125N 0051209E - 495313N 0051015E - 494957N 0045200E - along the Belgian-French border - 500913N 0045232E - 501912N 0045235E - 502108N 0045210E.	FL95 / 4500FT AMSL	UAV flights. Prohibited to all manned aircraft. *(1)*	HX *(2)*
(1) Other traffic may be allowed inside the TSA for transit purposes. At all times the standard radar separation minima must be maintained between the UAV and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control. *(2)* Area will only be activated when TRA SA is active. Activation can be checked pre-flight with Semmerzake ATCC (TEL +32 (0) 9 389 25 55).			

TSA27E - COUVIN

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
500206N 0040902E - 500545N 0044211E - along the Belgian-French border - 500007N 0040903E - 50206N 0040902E	FL95 / 4500FT AMSL	UAV flights. Prohibited to all manned aircraft. *(1)*	HX *(2)*
(1) Other traffic may be allowed inside the TSA for transit purposes. At all times the standard radar separation minima must be maintained between the UAV and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control. *(2)* Area will only be activated when TRA SA is active. Activation can be checked pre-flight with Semmerzake ATCC (TEL +32 (0) 9 389 25 55).			

TSA28A - ELSENBORN 02

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503420N 0055956E - 503754N 0061308E - along the Belgian-German border - 502557N 0062234E - 502557N 0060648E - 503042N 0055956E - 503420N 0055956E.	FL105 / GND	During UAV activity, prohibited to all manned aircraft. During air exercises, prohibited to non-participating aircraft. *(1)(2)(3)*	HX *(4)*

(1) During CAS Air exercises, all aircraft (participating or transiting) shall obtain an additional entry clearance from the ALO “RINGO Range” on FREQ 241.700 (back up 281.575).

(2) Military aircraft transiting to or from Camp Elsenborn are allowed. Military pilots shall contact Semmerzake ATCC to verify the activity of the area and to obtain transit directives after coordination with the UAV operators.

(3) Other traffic may be allowed inside the TSA for transit purposes. At all times the standard radar separation minima must be maintained between the UAV and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control.

(4) Announced by NOTAM. Activation can be checked with Semmerzake ATCC. This airspace could be activated simultaneously with EBD04, therefore UAV operators shall contact Elsenborn Sécurité des tirs, TEL + 32 (0) 80 44 21 25 and FREQ 138.975MHZ to coordinate UAV operations with gunnery/destruction activities.

TSA28B - ELSENBORN 03 *(1)*

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
503042N 0055956E - 502557N 0060648E - 502557N 0062234E - along the Belgian-German border - 501011N 0060832E - 501324N 0060343E - 501955N 0055956E - 503042N 0055956E.	FL105 / GND	During UAV activity, prohibited to all manned aircraft. During air exercises, prohibited to non-participating aircraft. *(1)(2)(3)*	HX *(4)*

(1) During CAS Air exercises, all aircraft (participating or transiting) shall obtain an additional entry clearance from the ALO “RINGO Range” on FREQ 241.700 (back up 281.575).

(2) Military aircraft transiting to or from Camp Elsenborn are allowed. Military pilots shall contact Semmerzake ATCC to verify the activity of the area and to obtain transit directives after coordination with the UAV operators.

(3) Other traffic may be allowed inside the TSA for transit purposes. At all times the standard radar separation minima must be maintained between the UAV and the other traffic, therefore the manned aircraft flying within this TSA must be under radar control.

(4) Announced by NOTAM. Activation can be checked with Semmerzake ATCC. This airspace could be activated simultaneously with EBD04, therefore UAV operators shall contact Elsenborn Sécurité des tirs, TEL + 32 (0) 80 44 21 25 and FREQ 138.975MHZ to coordinate UAV operations with gunnery/destruction activities.

TSA29A - ARDENNES 06

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495835N 0040853E - 500338N 0040939E - 501425N 0043911E - 502231N 0045226E - 503001N 0052456E - 502627N 0053920E - 500426N 0055210E - along the Belgian-Luxembourg border - 500120N 0055102E - 500118N 0054241E - 494735N 0054237E - 494137N 0051624E - 494030N 0051133E - 494040N 0045055E - 494920N 0041830E - 495835N 0040853E. *(1)*	FL145 / 4500FT AMSL *(2)*	CSAR exercises.	HX *(3)*

(1) Flights within TSA29A shall stay clear of controlled airspace, prohibited areas, danger areas and conflicting TRA and TSA.

(2) Lower limit FL65 within CBA16B (see *AIP France*).

(3) Announced by NOTAM. May be active MON to FRI (HOL excl). Activation can be checked with Semmerzake ATCC.

1.3.7 Priority Guidelines

See table 1.3.7.1 for general guidelines on priorities for airspace allocation.

Requests are only valid when they are received by the appropriate agency (see column d) within the delays (as stated in column c).

Requests on D-7 to D-1 are accepted according to the priority of the mission, as inserted by the user during the reservation in LARA (see table 5.7.2). Reservations on D can only book still available airspace, and are on a 'first come, first served' basis.

Booking confirmation can either:

- accept an airspace slot as requested;
- accept an airspace request with limitations (laterally, horizontally, timing, number of aircraft,…);
- refuse the airspace slot request.

Airspace requests for flights not included in the LARA priority list (see table 5.7.2) such as civil glider competitions, civil photo missions, Geographical & Environmental Surveillance flights…) will obtain a case by case priority by COMOPSAIR.

The ATCC Supervisor can himself reserve "manoeuvring" airspace for holding, separating or sequencing aircraft whenever he expects high traffic density in a specific area (for instance when large formations are returning from abroad to land at a Belgian airfield). The ATCC Supervisor will in that case make the airspace unavailable to other users through LARA. Cancellations of already confirmed airspace to create manoeuvring airspace is only allowed when flight safety would otherwise be endangered. Airspace can also be made unavailable to accommodate GAT avoiding bad weather (thunderstorms).

Overlapping requests for aerobatic areas prior D will be solved using the priority list in LARA (see table 5.7.2).

Airspace users should avoid to book airspace already requested by other users. If this occurs the ATCC Supervisor should contact the users and try to find a solution. If the users have different priority, the ATCC Supervisor shall approve the mission with the highest priority. If users with equal priority can not agree, the ATCC Supervisor will take the final decision

Operations within TSA26B will take priority over UAV operations within TSA27A/B/D/E if the TSA26B airspace reservation is made prior THU Week -1 1100 (1000). TSA27A/B/D/E airspace reservations will have priority over TSA26B airspace reservations made after THU Week -1 1100 (1000) until D -1. Reservations made on D will be treated on a 'first-come first-served basis'.

1.3.7.1 Airspace Allocation Priorities

a	b	c	d	e	f
PRIO	Type of Exercise (Exercises for which specific airspace requests are made)	Airspace Requests		Confirmation (acceptance or refusal)	
		Not later then	To	Not later then	By
0	QRA (A and T) scrambles	N/A	N/A	N/A	N/A
1.1	Exercise calendar airspace requirements	10 working days prior	ATCC	Preceding THU 1400 (1300)	ATCC (LARA)
1.2	Scheduled TSA24/25/26 and CBA1 slots	THU of the preceding week 1000 (0900)	CRC		CRC (TTY)
2.1	Belgian Air Force COMAO departures and recoveries	Preceding day 1500 (1400)	ATCC	Preceding day 1600 (1500)	ATCC (LARA)
2.2	Military paradrops	10 working days prior			
3.1	Exercises requesting one or more aerobatic areas (or portions thereof).	Preferably on D-1 at the latest (will soon be at least three hours prior execution)	ATCC (LARA)	If possible, one hour after last landing D-1	ATCC (LARA)
3.2	Foreign military users or civil users requesting TRA/TSAN1-N3 and S1-S6.	7 working days	COMOPSAIR	Preceding day 1600 (1500)	COMOPSAIR
4.1	Military opportunity traffic requesting airspace before TKOF.	30 MIN prior TKOF (will soon be at least three hours prior execution)	ATCC (LARA)	ASAP	ATCC (LARA)
4.2	Civil traffic requesting airspace before TKOF.				
5	Military opportunity traffic in flight	In flight		In flight	R/T

1.3.7.2 Airspace Reservation Priorities

1	Airspace Management	(ATC)
5	COMOPSAIR Waiver	(ATC)
11	Exercise Calendar Ex	(ATC and Air Defence)
14	Syllabus TRA N1 W	(ATC)
16	TSA and CBA1 slot for L16 COMAO	(Air Defence)
17	TSA and CBA1 slot for OCU F-16	(Air Defence)
18	TSA and CBA1 slot for other Belgian aircraft	(Air Defence)
19	TSA and CBA1 slot for foreign aircraft	(Air Defence)
20	Belgian Air Force COMAO	(ATC and Air Defence)
22	Military Paradrop	(ATC)
30	FCF/Calibration TRA S	(ATC)
31	Navaid Calibration	(ATC)
32	Syllabus Flight 1 W	(ATC and Air Defence)
33	Syllabus Flight OCU	(ATC and Air Defence)
34	Qualification Training	(ATC and Air Defence)
35	Continuity Training	(ATC and Air Defence)
36	Visiting Aircrew	(ATC and Air Defence)
41	Opportunity Traffic	(ATC and Air Defence)

2 HELICOPTER TRAINING AREAS

Within helicopter training areas (HTA), military helicopters operate at very low altitude. Other airspace users should keep a sharp look-out when crossing.

ENR 5.4 Air Navigation Obstacles

1 IN BELGIUM

The Area 1 obstacle data for Belgium as known to Belgocontrol AIM, may be downloaded in CSV format from the following address:

URL: www.belgocontrol.be/opersite/eaip/eAIP_Product/Obstacles/ObstacleDataArea1Belgium.csv

Following file contains additional area 1 obstacle data for Belgium received by third parties, but not verified by an obstacle survey:

URL: www.belgocontrol.be/opersite/eaip/eAIP_Product/Obstacles/eTODAREA1additional_info.csv

For further details on these data, see GEN 3.1, § 6.

2 IN LUXEMBOURG

No Area 1 electronic obstacle sets are currently available in Luxembourg. The list below contains obstacles that are known to ANA AIS.

Designation	Municipality	Obstacle type	Obstacle position	ELEV / HGT (FT)	Marked	Remarks
EL0001	Beidweiler	Radio mast	494343N 0061904E	1844 / 952	Yes	
EL0002	Beidweiler	Radio mast	494349N 0061915E	1838 / 952	Yes	
EL0003	Beidweiler	Radio mast	494356N 0061926E	1825 / 952	Yes	
EL0004	Blaschette	Radio tower	494240N 0060958E	1680 / 299	Yes	Height less than 100M
EL0005	Dudelange	Radio tower	492748N 0060545E	2353 / 985	Yes	
EL0006	Parc Hosingen	Radio mast	500115N 0060617E	2694 / 985	Yes	
EL0007	Junglinster	Radio tower	494300N 0061529E	1857 / 716	Yes	
EL0008	Junglinster	Radio tower	494307N 0061540E	1894 / 716	Yes	
EL0009	Junglinster	Radio tower	494313N 0061551E	1913 / 716	Yes	
EL0010	Wincrange	Wind turbine	500428N 0055946E	2014 / 338	Yes	
EL0011	Wincrange	Wind turbine	500344N 0055824E	2014 / 338	Yes	
EL0012	Wincrange	Wind turbine	500411N 0055628E	1996 / 339	Yes	
EL0013	Wincrange	Wind turbine	500412N 0055711E	1999 / 339	Yes	
EL0014	Preizerdaul	Wind turbine	494731N 0055737E	1400 / 319	Yes	Height less than 100M
EL0015	Preizerdaul	Wind turbine	494721N 0055711E	1394 / 319	Yes	Height less than 100M
EL0016	Schengen	Wind turbine	492926N 0062027E	1213 / 319	Yes	Height less than 100M
EL0017	Weiswampach	Wind turbine	500659N 0060056E	2199 / 598	Yes	
EL0018	Weiswampach	Wind turbine	500626N 0060139E	2233 / 598	Yes	
EL0019	Weiswampach	Wind turbine	500626N 0060200E	2208 / 598	Yes	
EL0020	Weiswampach	Wind turbine	500621N 0060115E	2189 / 598	Yes	
EL0021	Weiswampach	Wind turbine	500609N 0060059E	2175 / 598	Yes	
EL0022	Wincrange	Wind turbine	500115N 0055208E	1904 / 319	Yes	Height less than 100M
EL0023	Wincrange	Wind turbine	500123N 0055247E	1932 / 319	Yes	Height less than 100M
EL0024	Wincrange	Wind turbine	500141N 0055310E	1941 / 319	Yes	Height less than 100M
EL0025	Wincrange	Wind turbine	500112N 0055348E	1949 / 319	Yes	Height less than 100M
EL0030	Clervaux	Wind turbine	500500N 0060439E	2064 / 339	Yes	To be dismantled in 2016
EL0031	Clervaux	Wind turbine	500437N 0060453E	2032 / 339	Yes	To be dismantled in 2016
EL0032	Clervaux	Wind turbine	500435N 0060516E	1989 / 339	Yes	To be dismantled in 2016
EL0033	Clervaux	Wind turbine	500421N 0060505E	1988 / 339	Yes	To be dismantled in 2016
EL0034	Clervaux	Wind turbine	500712N 0060536E	2118 / 447	Yes	
EL0035	Clervaux	Wind turbine	500659N 0060555E	2145 / 447	Yes	
EL0036	Clervaux	Wind turbine	500632N 0060449E	2130 / 447	Yes	
EL0037	Weiswampach	Wind turbine	500731N 0060508E	2243 / 598	Yes	
EL0038	Bourscheid	Wind turbine	495346N 0060721E	1926 / 614	Yes	

Designation	Municipality	Obstacle type	Obstacle position	ELEV / HGT (FT)	Marked	Remarks
EL0039	Bourscheid	Wind turbine	495432N 0060551E	2143 / 614	Yes	
EL0040	Bourscheid	Wind turbine	495542N 0060500E	2040 / 516	Yes	
EL0041	Esch-sur-Sûre	Wind turbine	495402N 0060045E	2093 / 458	Yes	
EL0042	Esch-sur-Sûre	Wind turbine	495330N 0060011E	2105 / 458	Yes	
EL0043	Esch-sur-Sûre	Wind turbine	495333N 0060033E	2126 / 458	Yes	
EL0044	Bourscheid	Wind turbine	495337N 0060104E	2136 / 458	Yes	
EL0045	Bourscheid	Wind turbine	495336N 0060129E	2127 / 458	Yes	
EL0046	Bourscheid	Wind turbine	495325N 0060109E	2105 / 458	Yes	
EL0047	Bourscheid	Wind turbine	495309N 0060112E	2067 / 458	Yes	
EL0048	Esch-sur-Sûre	Wind turbine	495350N 0060022E	1971 / 290	Yes	Height less than 100M
EL0049	Esch-sur-Sûre	Wind turbine	495343N 0060006E	1968 / 290	Yes	Height less than 100M
EL0050	Esch-sur-Sûre	Wind turbine	495339N 0055945E	1963 / 290	Yes	Height less than 100M
EL0051	Mompach	Wind turbine	494554N 0062932E	1654 / 498	Yes	
EL0052	Mompach	Wind turbine	494550N 0062950E	1644 / 498	Yes	
EL0053	Mompach	Wind turbine	494528N 0062924E	1646 / 498	Yes	
EL0054	Mompach	Wind turbine	494507N 0062923E	1615 / 498	Yes	
EL0055	Mompach	Wind turbine	494542N 0062646E	1505 / 234	No	Height less than 100M
EL0056	Mompach	Wind turbine	494539N 0062637E	1486 / 234	No	Height less than 100M
EL0057	Mompach	Wind turbine	494531N 0062648E	1520 / 234	No	Height less than 100M
EL0058	Mompach	Wind turbine	494529N 0062637E	1495 / 234	No	Height less than 100M
EL0059	Wiltz	Wind turbine	495652N 0055458E	2273 / 642	Yes	Under construction
EL0060	Wiltz	Wind turbine	495651N 0055619E	2177 / 642	Yes	
EL0061	Goesdorf	Wind turbine	495643N 0055952E	2079 / 642	Yes	
EL0062	Goesdorf	Wind turbine	495550N 0055717E	2230 / 642	Yes	
EL0063	Putscheid	Wind turbine	495626N 0060704E	2199 / 614	Yes	Under construction
EL0064	Parc Hosingen	Wind turbine	495749N 0060441E	2240 / 642	Yes	
EL0065	Putscheid	Wind turbine	495818N 0060638E	2274 / 614	Yes	Under construction
EL0066	Parc Hosingen	Wind turbine	495946N 0060413E	2279 / 642	Yes	
EL0067	Parc Hosingen	Wind turbine	500058N 0060413E	2282 / 642	Yes	
EL0068	Parc Hosingen	Wind turbine	500155N 0060522E	2332 / 642	Yes	
EL0069	Clervaux	Wind turbine	500237N 0060243E	2263 / 642	Yes	
EL0070	Clervaux	Wind turbine	500308N 0060610E	2207 / 665	Yes	Under construction
EL0071	Weiswampach	Wind turbine	500603N 0060232E	2245 / 598	Yes	Under construction
EL0072	Clervaux	Wind turbine	500452N 0060452E	2350 / 614	Yes	
EL0073	Clervaux	Wind turbine	500606N 0060428E	2330 / 614	Yes	Under construction
EL0074	Luxembourg	Building	493718N 0060836E	1401 / 348	Yes	
EL0075	Luxembourg	Building	493719N 0060838E	1411 / 348	Yes	
EL0076	Wincrange	Wind turbine	500638N 0055738E	2304 / 663	Yes	Under construction
EL0077	Wincrange	Wind turbine	500650N 0055730E	2320 / 663	Yes	Under construction
EL0078	Wincrange	Wind turbine	500703N 0055710E	2343 / 663	Yes	Under construction
EL0079	Wincrange	Wind turbine	500715N 0055701E	2353 / 663	Yes	Under construction
EL0080	Wincrange	Wind turbine	500717N 0055636E	2343 / 663	Yes	Under construction
EL0081	Wincrange	Wind turbine	500724N 0055620E	2330 / 663	Yes	Under construction
EL0082	Wincrange	Wind turbine	500728N 0055602E	2307 / 663	Yes	Under construction

AD 0.6 Table of Contents to Part 3

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AD 1.3 Index to Aerodromes and Heliports

1 AERODROMES AND HELIPORTS

Note 1: The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

Note 2: National traffic is considered to be all traffic not leaving the EU countries that are part of the Schengen area.

Note 3: For a graphical depiction of the location of the aerodromes and heliports, see chart ENR 6-INDEX.09.

Aerodrome / heliport name location indicator	Type of traffic permitted to use the aerodrome / heliport			Reference to aerodrome section and remarks
	INTL - NTL	IFR - VFR	S: Scheduled NS: Non-scheduled P: Private	
1	2	3	4	5
PUBLIC AERODROMES				
ANTWERPEN / Deurne EBAW	INTL - NTL	IFR - VFR	S - NS - P	AD 2.EBAW
BRUSSELS / Brussels-National EBBR	INTL - NTL	IFR - VFR	S - NS - P	AD 2.EBBR
CHARLEROI / Brussels South EBCI	INTL - NTL	IFR - VFR	S - NS - P	AD 2.EBCI
KORTRIJK / Wevelgem EBKT	INTL - NTL	IFR - VFR	NS - P	AD 2.EBKT
LIÈGE / Liège EBLG	INTL - NTL	IFR - VFR	S - NS - P	AD 2.EBLG
LUXEMBOURG / Luxembourg ELLX	INTL - NTL	IFR - VFR	S - NS - P	AD 2.ELLX
OOSTENDE-BRUGGE / Oostende EBOS	INTL - NTL	IFR - VFR	S - NS - P	AD 2.EBOS
MILITARY AERODROMES				
BEAUVECHAIN EBBE	-	IFR - VFR	NS	AD 2.MIL-EBBE
BERTRIX / Jehonville EBBX*	-	VFR	NS	AD 2.MIL-EBBX
BRUSSELS / Melsbroek EBMB	-	IFR - VFR	NS	AD 2.MIL-EBMB
CHIÈVRES EBCV*	-	IFR - VFR	NS	AD 2.MIL-EBCV
DIEST / Schaffen EBDT	-	VFR	NS	AD 2.MIL-EBDT
FLORENNES EBFS	-	IFR - VFR	NS	AD 2.MIL-EBFS
KLEINE-BROGEL EBBL	-	IFR - VFR	NS	AD 2.MIL-EBBL
KOKSIJDE EBFN	-	IFR - VFR	NS	AD 2.MIL-EBFN
SAINT-HUBERT EBSU*	-	VFR	NS	AD 2.MIL-EBSU
URSEL EBUL*	-	VFR	NS	AD 2.MIL-EBUL
WEELDE EBWE*	-	VFR	NS	AD 2.MIL-EBWE
PRIVATE AERODROMES				
AMOUGIES EBAM*	NTL	VFR	P	AD 2.PVT-EBAM
BALEN / Keiheuvel EBKH*	NTL	VFR	P	AD 2.PVT-EBKH
BRASSCHAAT EBBT*	NTL	VFR	P	AD 2.PVT-EBBT

Aerodrome / heliport name location indicator	Type of traffic permitted to use the aerodrome / heliport			Reference to aerodrome section and remarks
	INTL - NTL	IFR - VFR	S: Scheduled NS: Non-scheduled P: Private	
1	2	3	4	5
CERFONTAINE EBCF	NTL	VFR	P	AD 2.PVT-EBCF
GENK / Zwartberg EBZW*	NTL	VFR	P	AD 2.PVT-EBZW
GERAARDSBERGEN / Overboelare EBGG*	NTL	VFR	P	AD 2.PVT-EBGG
GOETSENHOVEN EBTN*	NTL	VFR	P	AD 2.PVT-EBTN
GRIMBERGEN/Lint EBGB*	NTL	VFR	P	AD 2.PVT-EBGB
HASSELT / Kiewit EBZH*	NTL	VFR	P	AD 2.PVT-EBZH
HOEVENEN EBHN*	NTL	VFR	P	AD 2.PVT-EBHN
LEOPOLDSBURG / Beverlo EBLE*	NTL	VFR	P	AD 2.PVT-EBLE
MOORSELE EBMO*	NTL	VFR	P	AD 2.PVT-EBMO
NAMUR / Suarlée EBNM*	NTL	VFR	P	AD 2.PVT-EBNM
NOERTRANGE ELNT*	NTL	VFR	P	AD 2.PVT-ELNT
SAINT-GHISLAIN EBSG*	NTL	VFR	P	AD 2.PVT-EBSG
SAINT-HUBERT / Saint-Hubert EBSH	NTL	VFR	P	AD 2.PVT-EBSH
SINT-TRUIDEN / Brustem EBST*	NTL	VFR	P	AD 2.PVT-EBST
SOVET -	NTL	VFR	P	AD 2.PVT-SOVET
SPA / La Sauvenière EBSP	NTL	VFR	P	AD 2.PVT-EBSP
TOURNAI / Maubray EBTY*	NTL	VFR	P	AD 2.PVT-EBTY
USELDANGE ELUS*	NTL	VFR	P	AD 2.PVT-ELUS
VERVIERS / Theux EBTX*	NTL	VFR	P	AD 2.PVT-EBTX
ZOERSEL / Oostmalle EBZR*	NTL	VFR	P	AD 2.PVT-EBZR
ZUTENDAAL EBSL*	NTL	VFR	P	AD 2.PVT-EBSL
ULM AERODROMES				
ARLON / Sterpenich EBAR*	NTL	VFR	P	AD 2.ULM-EBAR
ASSESSE / Maillen EBML*	NTL	VFR	P	AD 2.ULM-EBML
ATH / Isières EBIS*	NTL	VFR	P	AD 2.ULM-EBIS
BÜLLINGEN EBBN*	NTL	VFR	P	AD 2.ULM-EBBN
DOISCHE / Matagne-la-Petite EBMG*	NTL	VFR	P	AD 2.ULM-EBMG
EGHEZÉE / Liernu EBLN*	NTL	VFR	P	AD 2.ULM-EBLN

EBAW AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY end COORD THR geoid undulation	THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
11	109.80°	1510 x 45	30/F/A/W/U ASPH	511130.70N 0042717.19E 511115.74N 0042823.44E 139 FT	THR 36FT
29	289.80°	1502 x 45	30/F/A/W/U ASPH	511115.85N 0042823.03E 511132.30N 0042710.10E 139 FT	THR 39FT TDZ 40FT

Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	RMK
7	8	9	10	11	12
+0.06%	NIL	NIL	1630 x 300	NIL	NIL
-0.06%	NIL	8 x 150	1630 x 300	YES	NIL

Note: A grass strip of 600M x 18M is available next to the runway for aircraft with MTOW below 2000KG. PPR only.

EBAW AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
11	1510	1510	1510	1366	NIL
29	1502	1510	1502	1502	NIL

EBAW AD 2.14 Approach and Runway Lighting

RWY 11					
Approach lighting system	*Type:* SALS *Length:* 420M *Intensity:* LIH		**VASIS**	*Type:* PAPI (left / 3.5°) *MEHT:* 57FT	
Runway threshold lights	*Colour:* green *Wing bars:* NIL		**Touchdown zone lights**	NIL	
Runway end lights	*Colour:* red *Wing bars:* NIL		**Stopway lights**	NIL	
Runway centre line lights	*Length:* 1358M *Spacing:* 15M *Intensity:* LIH	*white:* *red / white:* *red:*	from 0 to 633M from 633 to 1053M from 1053 to 1358M		
Runway edge lights	*Length:* 1328M *Spacing:* 30M *Intensity:* LIH	*white:*	from 0 to 1328M		
Remarks	NIL				

RWY 29						
Approach lighting system	*Type:* SALS *Length:* 620M *Intensity:* LIH			**VASIS**	*Type:* PAPI (left / 3°) *MEHT:* 54FT	
Runway threshold lights	*Colour:* green *Wing bars:* NIL			**Touchdown zone lights**	NIL	
Runway end lights	*Colour:* red *Wing bars:* NIL			**Stopway lights**	NIL	
Runway centre line lights	*Length:* 1510M *Spacing:* 15M *Intensity:* LIH	*white:* *red / white:* *red:*	from 0 to 732M from 732 to 1204M from 1204 to 1510M			
Runway edge lights	*Length:* 1510M *Spacing:* 30M *Intensity:* LIH	*white:*	from 0 to 1510M			
Remarks	NIL					

EBAW AD 2.15 Other Lighting, Secondary Power Supply

1	**ABN / IBN location, characteristics and hours of operation**	NIL
2	**LDI location and lighting**	NIL
	WDI location and lighting	Next to apron 2 (lighted) At THR 11 (lighted) At THR 29 (lighted)
3	**Taxiway edge lighting**	TWY A1, A2, B1, B2, E, F and J
	Taxiway centre line lighting	TWY A1, A2, F and K
4	**Secondary power supply**	To all lighting at aerodrome
	Switch-over time	0 SEC
5	**Remarks**	NIL

EBAW AD 2.16 Helicopter Landing Area

See chart AD 2 EBAW ADC.01.

EBAW AD 2.17 ATS Airspace

1	**Designation**	Antwerpen CTR
	Lateral limits	511606N 0041600E - 511606N 0043737E - 511005N 0044746E - 510432N 0041845E - an arc of circle, 8NM radius, centred at 511107N 0042600E and traced clockwise to 511606N 0041600E.
2	**Vertical limits**	2500FT AMSL
3	**Airspace classification**	D
4	**ATS unit call sign**	Antwerpen Tower
	Language(s)	En
5	**Transition altitude**	4500FT AMSL
6	**Remarks**	Antwerpen CTR is only active during EBAW operational hours. Activation may be checked with Brussels FIC.

3 APRON REGULATIONS

3.1 Docking Guidance

When arriving at parking positions on remote stands or on stands where no guidance system is installed, pilots shall **not enter the stand unless a marshaller is present for guidance. In case no marshaller is present,** contact GND, **request** marshaller guidance and await the marshaller on the taxiway centre line.

Parking positions 140 to 174, 201 to 240, 350 to 354 and 680 to 699 are equipped with a docking guidance system. Guidance to these positions by marshallers may still be requested from GND.

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

System messages on parking positions 140 to 174, 350 to 354 and 680 to 699	
"Flight number" / "Aircraft type" flashing	Gate is ready for docking. **Aircraft is not yet detected**
"Aircraft type" steadily	**Aircraft has been detected.** Aircraft symbol appears and system guides the pilot
"Distance"	Distance to stop position in metres. Approach slowly
Arrow <	Correction to the left required
Arrow >	Correction to the right required
"STOP"	Stop now, the docking position has been reached
"OK"	Docking successful
"STOP TOO FAR"	Aircraft has gone past the stop position
"ESTOP"	Emergency stop. **Stop aircraft immediately** and await marshaller instructions
"BRIN" / "STOP"	Bridge is not in good position. **Stop aircraft** and await marshaller instructions (not applicable at stands 680 to 699)

System messages on parking positions 201 to 240	
WAIT (in red)	Self test after starting of the system
"Aircraft type" + "rolling arrows"	DGS ready for docking. Aircraft not yet detected
"Aircraft type" + "yellow centre line"	Aircraft detected and tracked
"Aircraft type" + "distance"	Distance from stop position in meters (from +/- 20 m)
Arrow >	Correction to the right required
Arrow <	Correction to the left required
STOP (in red)	Stop now, docking position has been reached or Emergency Stop
OK	Docking successful
STOP + TOO FAR	Aircraft has gone past the stop position
STOP in red + TOO FAST	Approach on too high speed
WAIT + GATE BLOCK	Object is detected. Docking procedure stopped. The docking procedure will resume as soon as the blocking object has been removed.
WAIT + VIEW BLOCK	Message coming when the closest view is hindered. (Laser problem, dust on the glass,...). Closing rate display comes again when the problem is resolved
ERROR + "Code"	Internal error code
"BRIN" / "STOP"	Bridge is not in good position. **Stop aircraft** and await marshaller instructions
STOP (in red) + ID FAIL	Bad type of aircraft detected

Note: Two simultaneous messages are always shown in an alternate way.

3.2 Push-back

Unless prior permission has been obtained from the Airport Inspection, push-back is compulsory at nose-in stands. Push-back shall be executed immediately after approval has been received from GND, taking into account the traffic information and/or restrictions contained in the approval message.

ATC can give push-back instructions that overrule the standard procedures. The captain shall notify the headset operator who shall notify the puschback driver.

The pilot shall always relay push-back instructions received from ATC to the headset operator (see below, § 3.2.1). If - for unforeseen reasons - the push back operator is unable to perform the push-back following the standard procedures or the special ATC instructions, he shall immediately inform the captain who shall inform ATC. Simultaneous push-back of aircraft on adjacent stands is not allowed below 400 M RVR. Power out on reverse thrust is not allowed. Power out on nose-in stand is not allowed, except when authorized by Airside Inspection.

3.2.1 Standard Phraseology

- For push-back according to the standard procedure, the phraseology, will be:
  "Push-back approved [facing E (W, N, S)]".
- For push-back according to special instructions from ATC, the phraseology will state **the special instructions**:
  "Push-back approved. **Push on T (R, S, U, Inner, Outer)**, *[facing E (W, N, S)]".*

3.2.2 Push-back at apron 1 North

- Positions 144 till 158: all aircraft shall be pushed on the push-out line (white dotted line).

3.2.3 Push-back at apron 1 South

- Positions 143 and 145 L/R: all aircraft shall be pushed no further than stop point on taxiway (white perpendicular mark on taxiway).

3.2.4 Push-back at apron 2 North

- Positions 204 and 206 L/R: all aircraft shall be pushed no further than stop point on taxiway (white perpendicular mark on taxiway).

3.2.5 Push-back at apron 2 South

- Positions 201 and 205 L/R: all aircraft shall be pushed backward with a slight turn to the right-hand side onto the push-out line with the aircraft centred and aligned on the push-out line. Nose gear must be stopped on the stop position (white perpendicular mark on the push-out line). Aircraft will be towed forward abeam stand 211.
- Full engine start only abeam stand 211.

3.2.6 Push-back at apron 3 North

- All aircraft category C. Aircraft from the position 312 shall be pushed with a slight turn to the left-hand side onto the push-out line with the aircraft centred and aligned on the push-out line. Aircraft will be towed forward abeam stand 316.
- All aircraft category D or E shall be pushed onto taxiway T. Aircraft from the position 312 shall be pushed with a slight turn to the left-hand side onto the push-out line with the aircraft centred and aligned on the push-out line. Nose gear must be stopped on the stop bar. Aircraft will be towed forward abeam stand 211. Full engine start only abeam stand 211.

3.2.7 Push-back at apron 3 South

- Position 313 and 315: aircraft with wingspan 36M MAX will be pushed on the push-out line (white dotted line), with the aircraft centred and aligned on the push-out line. Nose gear **shall** be stopped on the stop point (white perpendicular mark on the push-out line). All other aircraft will be pushed on INN-9 or INN-10. ATC will specify facing North or South.
- Positions 317 until 327: push on INN-9 or INN-10. ATC will specify facing North or South.

3.2.8 Push-back at satellite (apron 3)

- Positions 350 and 351: aircraft will be pushed on the push-out line (white dotted line), with the aircraft centred and aligned on the push-out line. Nose gear **shall** be stopped on the stop point (white perpendicular mark on the push-out line).
- Positions 352, 353, 354 and 304: all aircraft will be pushed on taxiway INN-10. ATC will specify facing North or South.
- Position 305 (stand-by parking): gate power in/power out.
- Positions 306: all aircraft shall be pushed onto the centre line of the taxiway Z. ATC will specify facing East or West.

3.2.9 Push-back at apron 9

- Position 898: The slope of all aircraft positions is upward. All aircraft shall be pushed onto the centre line of taxiway A6. Nose gear must be stopped on the white perpendicular mark. Aircraft will be towed forward abeam stand 899 facing West. Full engine start only abeam stand 899.

4 RUNWAY REGULATIONS

4.1 Selection of Runway-in-use

The direction in which aircraft take off and land is determined by the speed and direction of the surface wind or by the preferential runway system.

The term "runway-in-use" is used to indicate the runway that - at a particular time - is considered by ATC to be the most suitable for use by the types of aircraft expected to land or take off according to the preferential runway system.

Normally, an aircraft will take off and land into the wind, unless safety, runway configuration or traffic conditions determine that a different direction is preferable. However, in selecting the runway-in-use, ATC shall also take into consideration other

relevant factors such as the aerodrome traffic circuits, the length of the runway, the approach and landing aids available, meteorological conditions, aircraft performance, the existence of a preferential runway system and noise abatement.

Accepting a runway is a pilot's decision. If the pilot-in-command considers the runway-in-use not usable for reasons of safety or performance, he shall request permission to use another runway. ATC will accept such request, provided that traffic and air safety conditions permit.

4.2 Preferential Runway System

4.2.1 Runway Configuration Scheme

		0500 to 1459 (0400 to 1359)	1500 to 2159 (1400 to 2059)	2200 to 0459 (2100 to 0359)
MON 0500 (0400) till TUE 0459 (0359)	TKOF	25R		25R / 19(1)
	LDG	25L / 25R		25R / 25L(2)
TUE 0500 (0400) till WED 0459 (0359)	TKOF	25R		25R / 19(1)
	LDG	25L / 25R		25R / 25L(2)
WED 0500 (0400) till THU 0459 (0359)	TKOF	25R		25R / 19(1)
	LDG	25L / 25R		25R / 25L(2)
THU 0500 (0400) till FRI 0459 (0359)	TKOF	25R		25R / 19(1)
	LDG	25L / 25R		25R / 25L(2)
FRI 0500 (0400) till SAT 0459 (0359)	TKOF	25R		25R(3)
	LDG	25L / 25R		25R
SAT 0500 (0400) till SUN 0459 (0359)	TKOF	25R	25R / 19(1)	25L(4)
	LDG	25L / 25R	25R / 25L(2)	25L
SUN 0500 (0400) till MON 0459 (0359)	TKOF	25R / 19(1)	25R	19(4)
	LDG	25R / 25L(2)	25L / 25R	19

(1) RWY 25R only for traffic via ELSIK, NIK, HELEN, DENUT, KOK and CIV / RWY 19 only for traffic via LNO, SPI, SOPOK, PITES and ROUSY; aircraft with MTOW between 80 and 200T can use RWY 25R or 19 (at pilot discretion); aircraft with MTOW > 200T shall use RWY 25R regardless the destination.
(2) Arrival on RWY 25L at ATC discretion only.
(3) No airport slot will be allocated for take-off between 0000 (2300) and 0500 (0400) (EBBR AD 2.20, § 1).
(4) No airport slot will be allocated for take-off between 2300 (2200) and 0500 (0400) (EBBR AD 2.20, § 1).

Times of runway changeover are subject to flexibility in order to ensure transition in safe conditions. ATC will operate the changeover as close as possible from the indicated time, taking into account the traffic conditions.

4.2.2 Wind Criteria

In selecting the runway combination to be used, the following wind components shall be applied:

Runway-in-use: wind components are exceeded at:

	RWY 25L/R	RWY 19 (TKOF only)
Tailwind MAX	7KT	7KT
Crosswind MAX	20KT	20KT

	RWY 01	RWY 07L/R	RWY 19 (TKOF and ARR)
Tailwind MAX	0KT - 3KT (incl)	0KT - 3KT (incl)	0KT - 3KT (incl)
Crosswind MAX	20KT	20KT	20KT

Note: (incl) means that the wind component threshold is exceeded when the component exceeds 3KT.

4.2.3 Exceptions

The preferential runway system is not the determining factor in runway selection under the following circumstances:

a. when the crosswind component exceeds 20KT or more (gusts included);
b. when the tailwind component exceeds 7KT or more (gusts included);
c. when the runways are contaminated or when estimated surface friction is less than good;
d. when alternative runways are successively requested by pilots for safety reasons;
e. when pilots report excessive wind at higher altitudes resulting in go-arounds;
f. when wind shear has been reported or forecast, or when thunderstorms are expected to affect arriving or departing traffic;

g. when works are in progress on one of the runways included in the preferential runway system;
h. for landing, when the ceiling is lower than 500FT or the visibility is less than 1900M;
i. for departure, when the visibility is less than 1900M.

Gust components are derived from the maximum 3 second average wind speed which occurred during the last 10 minutes (or a shorter period in case of a marked discontinuity).

4.2.4 Definitions

Following definitions (based upon JAR-OPS terminology) apply:

- A runway is considered **contaminated** when more than 25% of the runway surface area (whether in isolated areas or not) within the required length and width being used is covered by:
  - surface water more than 3MM deep, or by slush or loose snow, equivalent to more than 3MM of water;
  - snow that has been compressed into a solid mass that resists further compression and will hold together or break into lumps if picked up (also referred to as “compacted snow”) or;
  - ice, including wet ice.
- **Estimated surface friction “good”** is a comparative value meaning that aircraft should not experience directional control or braking difficulties and that stopping is available within the scheduled distance, but that conditions are not as good as when landing on a clear, dry runway.

4.3 Runway Occupation

In order to avoid go-arounds, aircraft should vacate the runway quickly, without prejudice to safety. Pilots should take into consideration that it might be more efficient to use an exit situated farther away, than to try to vacate too quickly, miss the exit and then having to taxi slowly to the next. The aim should be to achieve a normal touchdown with progressive smooth deceleration to vacate, at a safe speed, at the nominated exit point.

The table below indicates the distances to exit. The exits are grouped in left or right turns and by increasing distance.

RWY	exit	distance to exit (M)
25L	C1/P5	850
	C2	1232
	C3/C4	1792
	C5	2148
	C6	2405
25R	A3	1270
	A5	1848
	A6	2347
	B6	1089
	B5	1206
	B7	1555
	B9	2218
	B8	2302
07R	C3/C4	1115
	C2	1568
	C1/P5	2088

RWY	exit	distance to exit (M)
07L	A5	1149
	A3	1731
	B7	1241
	B6	1702
	B5	1739
	B3	2512
	B1	3009
01	E3	802
	E4/E5	1512
	E6	2118
	B1	2629
19	E4	1033
	E3	1808
	E1	1855
	C5	2105

5 SPECIFIC TRAFFIC REGULATIONS

5.1 Aircraft Without Radio

Aircraft without radio are prohibited.

5.2 Glider Flights

Glider flights are prohibited.

5.3 ULM Flights

ULM flights are prohibited.

3.5 Speed Limitation

Aircraft being radar vectored shall reduce speed to 250KIAS when entering the radar vectoring area or when below FL100. 250KIAS MAX shall be respected by all pilots as soon as they cross one of the speed limiting points (SLP) as shown on chart AD 2.EBBR-STAR.01.

3.6 Special Procedures for Arrivals between 2200 and 0459 (2100 and 0359)

Traffic leaving IAF KERKY for approach to RWY 25L/R will not be cleared to descend below FL70 until crossing R-360 BUB unless for vectored continuous descent operations (see § 3.4 above).

4 DEPARTURE PROCEDURES

4.1 General

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

4.2 Climb Gradient

In order to minimize noise nuisance, to clear obstacles in the departure area and for compliance with ATS airspace limits, aircraft shall maintain a net climb gradient of 7% MNM until passing 3200FT QNH. If unable to comply, pilots shall advise ATS accordingly when requesting start-up clearance.

4.3 Noise Abatement Take-off and Climb Procedures

The following operational noise abatement take-off procedures must be applied for outbound flights:

For turbo-jet aircraft:

- from take-off to 1700FT QNH:
  - take-off power;
  - take-off flaps;
  - climb to V2 + 10 to 20KT or as limited by body angle;
- at 1700FT QNH:
  - reduce thrust to not less than climb thrust;
- from 1700FT QNH to 3200FT QNH:
  - climb at V2 + 10 to 20KT;
- at 3200FT QNH:
  - accelerate smoothly to en-route climb speed with flaps retraction.

For propeller aircraft:

- from take-off to 1700FT QNH:
  - take-off power;
  - climb at maximum gradient compatible with safety;
  - speed not less than single engine climb speed, nor higher than best rate of climb speed;
- at 1700FT QNH:
  - reduce power to the maximum normal operating power (if this power has been used for showing compliance with the noise certification requirements) or to the maximum climb power;
- from 1700FT QNH to 3200FT QNH:
  - climb at the maximum gradients with reduced power, maintaining constant speed;
- at 3200FT QNH:
  - accelerate smoothly to en-route climb speed.

4.4 Speed Restrictions

Unless otherwise instructed by ATC for safety reasons, maximum speed below FL100 is 250KIAS or clean speed (V_{ZF}), whichever is higher.

4.5 Special Procedures for Aircraft with MTOW > 200T

When preferential runway system configuration RWY 25R/19 is in use for departures, the following aircraft shall use RWY 25R for departure, regardless of their destination.

ICAO aircraft type (see ICAO Doc 8643)						
A124	A332	A333	A342	A343	A345	A346
A388	AN22	B741	B742	B743	B744	B748
B74R	B74S	B764	B772	B773	B77L	B77W
B788	C5	C17	DC10	IL96	L101	MD11

4.6 Special Procedures for Departures between 2200 and 0459 (2100 and 0359)

All departures from RWY 25R shall start their take-off at the beginning of the runway and preferably an uninterrupted take-off from P3 will be made.

EBBR AD 2.22 Flight Procedures

1 GENERAL

1.1 Aerodrome Minima

For specific landing minima, see charts:

- AD 2.EBBR-IAC.01
- AD 2.EBBR-IAC.02
- AD 2.EBBR-IAC.08
- AD 2.EBBR-IAC.09
- AD 2.EBBR-IAC.10

2 IFR FLIGHTS (INBOUND)

2.1 General

2.1.1 Aircraft Equipment

DME is compulsory for all inbound IFR traffic.

2.1.2 Radar Vectoring

Radar vectoring may be expected when crossing 30 DME BUB.

In case of radar vectoring, the intermediate approach procedure may be partially or completely omitted. The clearance limit assigned by Brussels ACC will then be replaced by a clearance to a final approach aid or radar vectors will be given to direct the aircraft to a position from where final approach can be started or a visual approach made.

2.1.3 Speed Limitations

In case of ILS approach following speed limits apply, unless otherwise instructed by ATC:

- 250KIAS below FL100;
- 220KIAS or more from IAF until LOC interception;
- 180KIAS or more at a distance of approximately 12NM from touchdown until 6NM from touchdown;
- 160KIAS until OM (or 4NM from THR RWY 19).

Aircraft unable to maintain 160KIAS until OM (or 4NM from THR RWY 19) will not be accepted during periods 0700-0900 (0600-0800), 1200-1300 (1100-1200) and 1600-1900 (1500-1800) ATA.

ATC may request specific speeds for accurate spacing. Comply with any level or speed adjustment as promptly as feasible within operational constraints. If a level or speed change for aircraft performance reasons or weather conditions is necessary, advise ATC.

The speed limitations do not relieve pilots of their responsibility to observe any applicable noise abatement procedures (see EBBR AD 2.21).

3.1.1.2 CDM alerts

An alert mechanism monitors expected upcoming events to trigger data updates and consistency. These alert messages will be sent via the A-CDM Information Sharing Platform and are classified into 3 classes, sorted in decreasing priority:

- Primary Alert;
- Secondary Alert; and
- Advisory Alert

React onto the alerts as required.

3.1.1.3 Coordination with Eurocontrol NM

A permanent and fully automatic data exchange with the Eurocontrol NM (Network Management) is established. This data transfer enables highly accurate early predictions of landing and departure times. Furthermore, this allows for more accurate and efficient calculation of the CTOT due to the use of local target take-off times.

The following system-to-system messages are used:

- Flight Update Message (FUM);
- Early Departure Planning Information Message (E-DPI);
- Target Departure Planning Information Message (T-DPI);
  - T-DPI-t is based on the TOBT and related updates;
  - T-DPI-s is based on TSAT and related updates;
- ATC Departure Planning Information Message (A-DPI);
- Cancel DPI (C-DPI).

The first DPI (E-DPI) is based on the Estimated Off-Block Time (=STD) and confirms the validity of the Airport Slot against a flight plan. The target DPIs are triggered by TOBT/TSAT and provide Target Take-Off Times, used to re-assess the impact on the Network. The final DPI is sent at Actual Off-Block Time and freezes the ATFM-slot.

The basic Eurocontrol NM procedures continue to apply. The Eurocontrol NM will generally take these local target take-off times into consideration and will try to adjust the CTOT accordingly, if possible.

3.1.1.4 De-icing

3.1.1.4.1 On stand de-icing

On stand de-icing is performed for:

- all aircraft larger than ICAO code C;
- aircraft up to ICAO code C that are not allocated to be de-iced on a remote de-icing platform.

Aircraft handled on apron 9:

- are being de-iced on stand in case of departures from RWY 25R, RWY 07L or RWY 19;
- for departures from RWY 07R or RWY 01 stand 304 is available for de-icing with engines shut down. In case of de-icing on stand 304, pilot requests taxi to stand 304 and no start-up clearance (movement to stand 304). Once de-icing is complete, pilot requests actual start-up (activation of flight plan) and push-back.

3.1.1.4.2 Remote de-icing

Remote de-icing can be performed on one of the following locations:

- TWY W2 (preferred location):
  - offers two de-icing positions for aircraft up to ICAO code C;
  - note that the two de-icing positions are not on the same level, pilots should thus line up with the de-icing stop of their assigned de-icing pad and not line up with the aircraft on the adjacent pad;
  - signalisation panels support verbal communication on the VHF FREQ. Verbal communication however holds priority over the messages on the panels;
  - de-icing platform W2 is used for all departures from RWY 25R;
  - de-icing platform W2 cannot be used when RWY 01 or RWY 19 is in use;
  - when W2 is active, TWY F3, F4, W21 and W22 are restricted to ICAO code C aircraft.
- TWY M:
  - offers one de-icing position for aircraft up to ICAO code C;
  - de-icing platform M is used for departures:
    - from RWY 25R when de-icing platform W2 is not operational;
    - from RWY 19.
- de-icing platform South (stands 320 and 325):
  - offers one de-icing position for aircraft up to ICAO code C;
  - aircraft enter the platform via stand 320 where they hold and proceed over the service drive to the stand 325 for de-icing (parked in the opposite direction of the stand on the de-icing stop). After being de-iced the aircraft shall leave the pad by continuing straight;
  - de-icing platform South is used for all departures from RWY 07R and RWY 01.

ATC will provide taxi clearance up until the entrance to the remote de-icing platform, after which pilots will be requested to contact the platform coordinator on VHF FREQ 129.8.

Upon completion of the de-icing, pilots will only contact the GND FREQ after having received the confirmation of the platform coordinator that the platform is clear.

De-icing and A-CDM

EBBR has implemented the de-icing milestones in its A-CDM program, indicating start/end times and duration of de-icing. This means that for both on-stand and remote de-icing the de-icing operations are always excluded out of TOBT.

On-stand de-icing

Whenever a flight has been flagged for on-stand de-icing, the TSAT will be based on the Estimated End of De-icing Time (EEZT) instead of the TOBT.

The EEZT is a calculated element, derived from the ground handler's estimation of the start of de-icing (ECZT) + the expected duration of the de-icing job (EDIT). An update of the EEZT is provided when the de-icing job actually starts (ACZT).

Remote de-icing

Whenever a flight has been flagged for remote de-icing, the TSAT will be based on the ground handler's estimation of the start of the de-icing (ECZT) at the platform, taking into account the taxi time to the platform + a standard queueing time.

Pre de-icing

Flights that are flagged for pre de-icing are exempted from having to share the de-icing milestones.

Cancellation of de-icing

De-icing can be cancelled at any time after having been flagged for either on-stand or remote de-icing. When de-icing is requested again after cancellation, the process as described above has to be initiated again.

3.1.2 Data Link Clearance Delivery Service (DCL)

3.1.2.1 General

A DCL through Digital Data Link is implemented at Brussels TWR. The system, implemented through ACARS, uses the SITA network, which complies with the requirements and recommendations of *EUROCAE Document ED-85*.

To use DCL via Data Link, the user should have certified on-board equipment according to the recommendations of *Document ED-85* and comply with the entire operational procedure that overcomes the risk identified by *Document ED-85*.

In order to be authorized to use Brussels DCL, operators shall apply to the national authority responsible for their own operational oversight (or to the state of registry when appropriate) to obtain technical and operational approval to receive departure clearance over ACARS. When obtained, copy of such authorization shall be sent to Belgocontrol:

Post: Belgocontrol
DGO
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

The document shall indicate the type and registration of each authorized aircraft, as well as the ICAO and IATA aircraft operating agency designator of the operator.

3.1.2.2 Operational Use

DCL via Data Link can only be used by aircraft using SID whose specifications include level requirements.

The service does not provide clearance revision. Any clearance modification will be made via the Brussels Delivery voice frequency.

After reception of the departure clearance, the pilot shall send to the ground system an acknowledge message including the entire content of the clearance before contacting GND. In case a departure clearance is not received, the pilot shall contact Brussels Delivery by voice.

TSAT will be communicated from TOBT-10MIN onwards. Syntax: "*Standby till TSAT hh:mm*".

Note: TSAT on DGS has precedence over TSAT via Data Link (TSAT can only be sent once via DCL thus late TSAT-changes should be monitored via DGS).

The aircrew, before taking off, shall check the consistency of the SID delivered in the DCL message with the departure runway and the flight plan information. Voice procedures shall be used in case of inconsistency.

Departure clearance delivered by voice shall always supersede any DCL clearance. **Pilots are reminded to keep a continuous listening watch on 121.950MHZ.**

3.2 Departure Procedures

3.2.1 Standard Instrument Departures

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

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

Note: ATC may deviate from these routes.

3.2.1.1 Route Description

RWY 01

Designator	Route		Remarks
	Lateral	Vertical	
LNO 6F	At 700FT QNH TR 028. At 1700 FT QNH RT to intercept R-355 HUL INBD. At 6.0 DME HUL LT to intercept R-287 LNO INBD to LNO.	Cross R-045 HUL at FL60 (FL70 when QNH is below 977HPA) or above.	For TFC requesting a cruising or initial FL below FL195.
SPI 6F	At 700FT QNH TR 028. At 1700FT QNH RT to intercept R-355 HUL INBD. At 6.0 DME HUL LT to intercept R-287 LNO INBD, RT to intercept R-295 SPI INBD to SPI.	Cross R-045 HUL at FL60 (FL70 when QNH is below 977HPA) or above.	NIL
SOPOK 6F	At 700FT QNH TR 028. At 1700FT QNH RT to intercept R-355 HUL INBD. LT to intercept R-287 SPI INBD. When passing BULUX or climbing through FL170, whichever is later, RT direct to SOPOK.	Cross HUL at FL60 (FL70 when QNH is below 977HPA) or above.	ATC climb requirements: see § 3.2.2 below.
PITES 6F	At 700FT QNH TR 028. At 1700FT QNH RT to intercept R-355 HUL INBD. LT to intercept R-287 SPI INBD. When passing REMBA, RT direct to RITAX, DIK, PITES next.	Cross HUL at FL60 (FL70 when QNH is below 977HPA) or above.	ATC climb requirements: see § 3.2.2 below. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 6F-SOPOK - RITAX - DIK - PITES). Only when UM150 between DIK and PITES is AVBL (alternative route: SOPOK 6F - SOPOK - ETENO).
ROUSY 6F	At 700FT QNH TR 028. At 1700FT QNH RT to intercept R-355 HUL INBD. LT to intercept R-287 SPI INBD. When passing REMBA, RT direct to RITAX, ROUSY next.	Cross HUL at FL60 (FL70 when QNH is below 977HPA) or above.	ATC climb requirements: see § 3.2.2 below. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 6F - SOPOK - RITAX - ROUSY).
CIV 9F	At 700FT QNH TR 028. At 1700FT QNH RT to intercept R-355 HUL INBD. At 3 DME HUL RT to intercept R-071 CIV INBD to CIV.		AVBL when RWY 01 in single RWY operations. ATC climb requirements: see § 3.2.2 below. M617 southbound, MAX FL170. Y50 southbound, MAX FL190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flight planned above FL195.
KOK 2F	Climb straight ahead. At 1700FT QNH LT direct to KOK.		L607 westbound.
DENUT 8F	At 700FT QNH TR 008. At 1800FT QNH DCT to DENUT.		B-RNAV above MSA.
HELEN 8F	At 700FT QNH TR 008. At 1800FT QNH DCT to HELEN.		B-RNAV above MSA.
NIK 5F	At 700FT QNH TR 008. At 1700FT QNH LT direct to NIK.		M624 northbound. Not to be used by TFC DEST EHAM.
ELSIK 2F	At 700FT QNH RT direct to BUN, ELSIK next.		L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.

RWY 07L ONLY

Designator	Route		Remarks
	Lateral	Vertical	
LNO 5H	Climb straight ahead. At 17.7 DME AFI, RT to intercept R-083 AFI. At 22.7 DME AFI, RT to intercept R-140 ANT. RT to intercept R-174 BUN to REMBA. LT to intercept R-278 LNO INBD to LNO.		For TFC requesting a cruising or initial FL below FL195.
LNO 1W	Climb straight ahead. At 1 700FT QNH RT to intercept R-355 HUL INBD. At 6.0 DME HUL LT to intercept R-287 LNO INBD to LNO.	Cross R-045 HUL at FL 60 (FL 70 when QNH is below 977 HPA) or above if instructed by ATC.	For TFC requesting a cruising or initial FL below FL 195.
SPI 6H	Climb straight ahead. At 17.7 DME AFI, RT to intercept R-083 AFI. At 22.7 DME AFI, RT to intercept R-140 ANT. RT to intercept R-174 BUN to REMBA. LT to intercept R-287 SPI INBD to SPI.		NIL
SPI 1W	Climb straight ahead. At 1 700FT QNH RT to intercept R-355 HUL INBD. At 6.0 DME HUL LT to intercept R-287 LNO INBD. RT to intercept R-295 SPI INBD to SPI.	Cross R-045 HUL at FL 60 (FL 70 when QNH is below 977 HPA) or above if instructed by ATC.	NIL
SOPOK 5H	Climb straight ahead. At 17.7 DME AFI, RT to intercept R-083 AFI. At 22.7 DME AFI, RT to intercept R-140 ANT. RT to intercept R-174 BUN to REMBA. LT to intercept R-287 SPI to BULUX, SOPOK next.		ATC climb requirements: see § 3.2.2 below. BULUX-SOPOK is a B-RNAV segment.
SOPOK 1W	Climb straight ahead. At 1 700FT QNH RT to intercept R-355 HUL INBD. LT to intercept R-287 SPI INBD. When passing BULUX or climbing through FL 170, whichever is later, RT direct to SOPOK.	Cross HUL at FL 60 (FL 70 when QNH is below 977 HPA) or above if instructed by ATC.	ATC climb requirements: see § 3.2.2 below. BULUX-SOPOK is a B-RNAV segment.
PITES 6H	Climb straight ahead. At 17.7 DME AFI, RT to intercept R-083 AFI. At 22.7 DME AFI, RT to intercept R-140 ANT. RT to intercept R-174 BUN to REMBA. Intercept R-315 DIK INBD via RITAX to DIK, PITES next.		ATC climb requirements: see § 3.2.2 below. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 5H-SOPOK - RITAX - DIK - PITES). Only when UM150 between DIK and PITES is AVBL (alternative route: SOPOK 5H - SOPOK - ETENO).
PITES 1W	Climb straight ahead. At 1 700FT QNH RT to intercept R-355 HUL INBD. LT to intercept R-287 SPI INBD. When passing REMBA, RT direct to RITAX, DIK, PITES next.	Cross HUL at FL 60 (FL 70 when QNH is below 977 HPA) or above if instructed by ATC.	ATC climb requirements: see § 3.2.2 below. CDR 1 - H24 TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 1W-SOPOK-RITAX-DIK-PITES). Only when UM150 between DIK and PITES is AVBL (alternative route: SOPOK 1W-SOPOK-ETENO).
ROUSY 6H	Climb straight ahead. At 17.7 DME AFI, RT to intercept R-083 AFI. At 22.7 DME AFI, RT to intercept R-140 ANT. RT to intercept R-174 BUN to REMBA. Intercept R-315 DIK INBD via RITAX, ROUSY next.		ATC climb requirements: see § 3.2.2 below. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 5H-SOPOK - RITAX - ROUSY).
ROUSY 1W	Climb straight ahead. At 1 700FT QNH RT to intercept R-355 HUL INBD. LT to intercept R-287 SPI INBD. When passing REMBA, RT direct to RITAX, ROUSY next.	Cross HUL at FL 60 (FL 70 when QNH is below 977 HPA) or above if instructed by ATC.	ATC climb requirements: see § 3.2.2 below. CDR 1 - H24 TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 1W-SOPOK-RITAX-ROUSY). RITAX-ROUSY is a B-RNAV segment.

RWY 07L ONLY

Designator	Route		Remarks
	Lateral	Vertical	
CIV 7H	Climb straight ahead. At 17.7 DME AFI, RT to intercept R-083 AFI. At 22.7 DME AFI, RT to TR 157 to intercept R-064 CIV INBD to CIV.		ATC climb requirements: see § 3.2.2 below. M617 southbound, MAX FL170. Y50 southbound, MAX FL190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flight planned above FL195.
CIV 2P	Climb straight ahead. At 1700FT QNH LT to TR 275 to intercept R-042 CIV INBD to CIV.		At ATC discretion only.
CIV 1W	Climb straight ahead. At 1 700FT QNH LT HDG 275 to intercept R-042 CIV INBD to CIV.		ATC climb requirements: see § 3.2.2 below. M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flightplanned above FL 195.
KOK 1H	Climb straight ahead. At 1700FT QNH LT direct to KOK.		L607 westbound.
DENUT 4H	Climb straight ahead. At 1800FT QNH DCT to DENUT.		B-RNAV above MSA.
HELEN 4H	Climb straight ahead. At 1800FT QNH DCT to HELEN.		B-RNAV above MSA.
NIK 1H	Climb straight ahead. At 1700FT QNH LT direct to NIK.		M624 northbound. Not to be used by TFC DEST EHAM.
ELSIK 1H	At 700FT QNH LT direct to BUN, ELSIK next.		L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.

RWY 07R ONLY

Designator	Route		Remarks
	Lateral	Vertical	
LNO 5J	At 700FT QNH TR 062. At 4.4 DME BUB, intercept R-068 BUB. At 8.0 DME BUB, RT to intercept R-140 ANT. RT to intercept R-174 BUN to REMBA. LT to intercept R-278 LNO INBD to LNO.		For TFC requesting a cruising or initial FL below FL195.
LNO 1Y	At 700FT QNH TR 062. At 2.2 DME BUB, RT to HUL. At 6.0 DME HUL LT to intercept R-287 LNO INBD to LNO.	Cross R-045 HUL at FL 60 (FL 70 when QNH is below 977 HPA) or above if instructed by ATC.	For TFC requesting a cruising or initial FL below FL 195.
SPI 5J	At 700FT QNH TR 062. At 4.4 DME BUB, intercept R-068 BUB. At 8.0 DME BUB, RT to intercept R-140 ANT. RT to intercept R-174 BUN to REMBA. LT to intercept R-287 SPI INBD to SPI.		NIL
SPI 1Y	At 700FT QNH TR 062. At 2.2 DME BUB, RT to HUL. At 6.0 DME HUL LT to intercept R-287 LNO INBD to LNO. RT to intercept R-295 SPI INBD to SPI.	Cross R-045 HUL at FL 60 (FL 70 when QNH is below 977 HPA) or above if instructed by ATC.	NIL
SOPOK 5J	At 700FT QNH TR 062. At 4.4 DME BUB, intercept R-068 BUB. At 8.0 DME BUB, RT to intercept R-140 ANT. RT to intercept R-174 BUN to REMBA. LT to intercept R-287 SPI to BULUX, SOPOK next.		ATC climb requirements: see § 3.2.2 below. BULUX-SOPOK is a B-RNAV segment.

RWY 07R ONLY

Designator	Route		Remarks
	Lateral	Vertical	
SOPOK 1Y	At 700FT QNH TR 062. At 1 700FT QNH or 1.1 DME BUB, whichever is later, RT to intercept R-350 HUL INBD. LT to intercept R-287 SPI INBD. When passing BULUX or climbing through FL 170, whichever is later, RT direct to SOPOK.	Cross HUL at FL 60 (FL 70 when QNH is below 977 HPA) or above if instructed by ATC.	BULUX-SOPOK is a B-RNAV segment.
PITES 6J	At 700FT QNH TR 062. At 4.4 DME BUB, intercept R-068 BUB. At 8.0 DME BUB, RT to intercept R-140 ANT. RT to intercept R-174 BUN to REMBA. Intercept R-315 DIK INBD via RITAX to DIK, PITES next.		ATC climb requirements: see § 3.2.2 below. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 5J - SOPOK - RITAX - DIK - PITES). Only when UM150 between DIK and PITES is AVBL (alternative route: SOPOK 5J - SOPOK - ETENO).
PITES 1Y	At 700FT QNH TR 062. At 1 700FT QNH or 1.1 DME BUB, whichever is later, RT to intercept R-350 HUL INBD. LT to intercept R-287 SPI INBD. When passing REMBA, RT direct to RITAX, DIK, PITES next.	Cross HUL at FL 60 (FL 70 when QNH is below 977 HPA) or above if instructed by ATC.	ATC climb requirements: see § 3.2.2 below. CDR 1 - H24 TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 1Y-SOPOK-RITAX-DIK-PITES). Only when UM150 between DIK and PITES is AVBL (alternative route: SOPOK 1Y-SOPOK-ETENO).
ROUSY 6J	At 700FT QNH TR 062. At 4.4 DME BUB, intercept R-068 BUB. At 8.0 DME BUB, RT to intercept R-140 ANT. RT to intercept R-174 BUN to REMBA. Intercept R-315 DIK INBD to RITAX, ROUSY next.		ATC climb requirements: see § 3.2.2 below. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 5J - SOPOK - RITAX - ROUSY).
ROUSY 1Y	At 700FT QNH TR 062. At 1 700FT QNH or 1.1 DME BUB, whichever is later, RT to intercept R-350 HUL INBD. LT to intercept R-287 SPI INBD. When passing REMBA, RT direct to RITAX, ROUSY next.	Cross HUL at FL 60 (FL 70 when QNH is below 977 HPA) or above if instructed by ATC.	ATC climb requirements: see § 3.2.2 below. CDR 1 - H24 TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 1Y-SOPOK-RITAX-ROUSY). RITAX-ROUSY is a B-RNAV segment.
CIV 7J	At 700FT QNH TR 062. At 4.4 DME BUB, intercept R-068 BUB. At 8.0 DME BUB, RT to intercept TR 157 to intercept R-064 CIV INBD to CIV.		ATC climb requirements: see § 3.2.2 below. M617 southbound, MAX FL170. Y50 southbound, MAX FL190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flight planned above FL195.
CIV 2U	At 700FT QNH TR 062. At 1700FT QNH LT to TR 275 to intercept R-042 CIV INBD to CIV.		At ATC discretion only.
CIV 1Y	At 700FT QNH TR 062. At 1 700FT QNH or 1.1 DME BUB, whichever is later, RT to intercept R-350 HUL INBD. At 3.0 DME HUL RT to intercept R-071 CIV INBD to CIV.	Cross R-270 HUL at FL 60 (FL 70 when QNH is below 977 HPA) or above if instructed by ATC.	ATC climb requirements: see § 3.2.2 below. M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flightplanned above FL 195.
KOK 2J	At 700FT QNH TR 062. At 1700FT QNH LT DCT to KOK.		L607 westbound.
DENUT 2J	At 700FT QNH TR 062. At 1800FT QNH DCT to DENUT.		B-RNAV above MSA.
HELEN 2J	At 700FT QNH TR 062. At 1800FT QNH DCT to HELEN.		B-RNAV above MSA.
NIK 2J	At 700 FT QNH TR 062. At 1700FT QNH direct to NIK.		M624 northbound. Not to be used by TFC DEST EHAM.
ELSIK 2J	At 700FT QNH TR 062. At 4.4 DME BUB, DCT direct to BUN, ELSIK next.		L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.

RWY 19

Designator	Route		Remarks
	Lateral	Vertical	
LNO 6L	At 700FT QNH LT to intercept R-287 LNO INBD to LNO. **P-RNAV:** [A700+]-BR010-BR011[6000+]-LNO	Cross R-045 HUL at FL60 (FL70 when QNH is below 977HPA) or above.	For TFC requesting a cruising or initial FL below FL195.
SPI 5L	At 700FT QNH LT to intercept R-287 LNO INBD, RT to intercept R-295 SPI INBD to SPI. **P-RNAV:** [A700+]-BR010-BR011[6000+]-SPI	Cross R-045 HUL at FL60 (FL70 when QNH is below 977HPA) or above.	NIL
SOPOK 6L	At 700FT QNH LT to intercept R-319 HUL INBD. LT to intercept R-287 SPI INBD. When passing BULUX RT direct to SOPOK. **P-RNAV:** [A700+]-BR012[5000+]-BR013-REMBA-BULUX-SOPOK	Cross HUL at FL60 (FL70 when QNH is below 977HPA) or above.	ATC climb requirements: see § 3.2.2 below.
PITES 7L	At 700FT QNH LT to intercept R-319 HUL INBD. LT to intercept R-287 SPI INBD. When passing REMBA, RT direct to RITAX, DIK, PITES next. **P-RNAV:** [A700+]-BR012[5000+]-BR013-REMBA-RITAX-DIK-PITES	Cross HUL at FL60 (FL70 when QNH is below 977HPA) or above.	ATC climb requirements: see § 3.2.2 below. CDR - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 6L - SOPOK - RITAX - DIK - PITES). Only when UM150 between DIK and PITES is AVBL (alternative route: SOPOK 6L - SOPOK - ETENO).
ROUSY 7L	At 700FT QNH LT to intercept R-319 HUL INBD. LT to intercept R-287 SPI INBD. When passing REMBA, RT direct to RITAX, ROUSY next. **P-RNAV:** [A700+]-BR012[5000+]-BR013-REMBA-RITAX-ROUSY	Cross HUL at FL60 (FL70 when QNH is below 977HPA) or above.	ATC climb requirements: see § 3.2.2 below. CDR - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 6L - SOPOK - RITAX - ROUSY).
CIV 2L	At 700FT QNH LT on TR 130 to intercept R-066 CIV INBD to CIV. **P-RNAV:** [A700+]-BR012-BR014-CIV		ATC climb requirements: see § 3.2.2 below. M617 southbound, MAX FL170. Y50 southbound, MAX FL190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flight planned ABV FL195.
KOK 7L	At 700FT QNH RT HDG 333 to intercept R-280 BUB to KOK. **P-RNAV:** [A700+]-BR015[2900+]-KOK	Cross 7.0 DME BUB at or above 1700FT QNH.	L607 westbound.
DENUT 7L	Climb straight ahead. At 1700FT QNH RT to intercept R-315 HUL. LT to intercept R-301 BUB to DENUT. **P-RNAV:** [A1700+]-BR016-BR017-DENUT		**AVBL from 0500 to 2159 (0400 to 2059).** (U)L610 westbound. For TFC overflying London TMA with requested flight level above FL245. For TFC destination EGKK, EGHH and EGHI.
DENUT 6N	At 700FT QNH RT to intercept R-315 HUL. LT to intercept R-301 BUB to DENUT. **P-RNAV:** [A700+]-BR016[3700+]-BR017-DENUT	Cross R-280 BUB at or above 1700FT QNH.	**AVBL from 2200 to 0459 (2100 to 0359) or when RWY 25R is not AVBL for LDG**. (U)L610 westbound. For TFC overflying London TMA with requested flight level above FL245. For TFC DEST EGKK, EGHH and EGHI.

RWY 19

Designator	Route		Remarks
	Lateral	Vertical	
HELEN 5L	Climb straight ahead. At 1700FT QNH RT to intercept R-315 HUL to HELEN. **P-RNAV:** [A1700+]-BR016-BR017-HELEN		**AVBL from 0500 to 2159 (0400 to 2059).** For TFC INBD London TMA except DEST EGKK, EGHH and EGHI: route connection HELEN - COA. For TFC overflying London TMA with requested flight level below FL245: route connection HELEN - COA. For TFC via L745 intending to leave Amsterdam FIR via RAVLO, MIMVA or GODOS: route connection HELEN - COA - TULIP. For TFC DEST EHAM: route connection HELEN - HSD.
HELEN 5N	At 700FT QNH RT to intercept R-315 HUL to HELEN. **P-RNAV:** [A700+]-BR016[3700+]-BR017-HELEN	Cross R-280 BUB at or above 1700FT QNH.	**AVBL from 2200 to 0459 (2100 to 0359) or when RWY 25R is not AVBL for LDG**. For TFC INBD London TMA except DEST EGKK, EGHH and EGHI: route connection HELEN - COA. For TFC overflying London TMA with requested flight level below FL245: route connection HELEN - COA. For TFC via L745 intending to leave Amsterdam FIR via RAVLO, MIMVA or GODOS: route connection HELEN - COA - TULIP. For TFC DEST EHAM: route connection HELEN - HSD.
NIK 3L	Climb straight ahead. At 1700FT QNH RT direct to NIK. **P-RNAV:** [A1700+]-BR018-NIK		**AVBL from 0500 to 2159 (0400 to 2059).** M624 northbound. Not to be used by TFC DEST EHAM.
NIK 4N	At 700FT QNH RT direct to NIK. **P-RNAV:** [A700+]-BR018[4200+]-NIK	Cross R-280 BUB at or above 1700 FT QNH.	**AVBL from 2200 to 0459 (2100 to 0359) or when RWY 25R is not AVBL for LDG**. M624 northbound. Not to be used by TFC DEST EHAM.
ELSIK 2L	At 700FT QNH LT direct to BUN, ELSIK next. **P-RNAV:** [A700+]-BUN-ELSIK		L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.

RWY 25L / R

Designator	Route		Remarks
	Lateral	Vertical	
LNO 3D	Climb straight ahead. At 4000FT QNH or when crossing 8.0 DME BUB, whichever is later, LT to HUL. At HUL intercept R-283 LNO INBD to LNO.	Cross HUL at FL60 (FL70 when QNH is below 977HPA) or above.	Only **AVBL** from 0500 to 2159 (0400 to 2059) for **DEP RWY** 25R and **H24** for **DEP RWY** 25L. For TFC requesting a cruising or initial FL below FL195. To be used by four-engine aircraft.
SPI 3D	Climb straight ahead. At 4000FT QNH or when crossing 8.0 DME BUB, whichever is later, LT to intercept R-287 SPI INBD to SPI.	Cross R-225 HUL at FL60 (FL70 when QNH is below 977HPA) or above.	Only **AVBL** from 0500 to 2159 (0400 to 2059) for **DEP RWY** 25R and **H24** for **DEP RWY** 25L. To be used by four-engine aircraft.
SOPOK 4D	Climb straight ahead. At 4000FT QNH or when crossing 8.0 DME BUB whichever is later, LT to intercept R-287 SPI. When passing BULUX or climbing through FL170, whichever is later, RT direct to SOPOK.	Cross R-225 HUL at FL60 (FL70 when QNH is below 977HPA) or above.	Only **AVBL** from 0500 to 2159 (0400 to 2059) for **DEP RWY** 25R and **H24** for **DEP RWY** 25L. To be used by four-engine aircraft. ATC climb requirements: see § 3.2.2 below.
PITES 4D	Climb straight ahead. At 4000FT QNH or when crossing 8.0 DME BUB, whichever is later, LT to intercept R-287 SPI. When passing REMBA, RT direct to RITAX, DIK, PITES next.	Cross R-225 HUL at FL60 (FL70 when QNH is below 977HPA) or above.	Only **AVBL** from 0500 to 2159 (0400 to 2059) for **DEP RWY** 25R and **H24** for **DEP RWY** 25L. To be used by four-engine aircraft. ATC climb requirements: see § 3.2.2 below. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 4D - SOPOK - RITAX - DIK - PITES). Only when UM150 between DIK and PITES is AVBL (alternative route: SOPOK 4D - SOPOK - ETENO).
ROUSY 4D	Climb straight ahead. At 4000FT QNH or when crossing 8.0 DME BUB, whichever is later, LT to intercept R-287 SPI. When passing REMBA, RT direct to RITAX, ROUSY next.	Cross R-225 HUL at FL60 (FL70 when QNH is below 977HPA) or above.	Only **AVBL** from 0500 to 2159 (0400 to 2059) for **DEP RWY** 25R and **H24** for **DEP RWY** 25L. To be used by four-engine aircraft. ATC climb requirements: see § 3.2.2 below. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 4D - SOPOK - RITAX - ROUSY).
CIV 4C	At 700FT QNH RT on track 292° to intercept R-273 BUB. At 6.7 DME BUB, LT to intercept R-041 CIV INBD to CIV.		**Not AVBL during weekends from 0500 to 2159 (0400 to 2059).** ATC climb requirements: see § 3.2.2 below. M617 southbound, MAX FL170. Y50 southbound, MAX FL190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flight planned ABV FL195.
KOK 4C	At 700FT QNH RT HDG 290 to intercept R-280 BUB to KOK.	Cross 7.0 DME BUB at or above 1700FT QNH.	L607 westbound.
DENUT 6C	At 700FT QNH RT on track 297° to intercept R-278 BUB. RT to intercept R-308 HUL to DENUT.	Cross R-280 BUB at or above 1700FT QNH.	(U)L610 westbound. For TFC overflying London TMA with requested flight level above FL245. For TFC DEST EGKK, EGHH and EGHI.
HELEN 6C	At 700FT QNH RT on track 305° to intercept R-315 HUL to HELEN.	Cross R-280 BUB at or above 1700FT QNH.	For TFC INBD London TMA except DEST EGKK, EGHH and EGHI: route connection HELEN - COA. For TFC overflying London TMA with requested flight level below FL245: route connection HELEN - COA. For TFC via L745 intending to leave Amsterdam FIR via RAVLO, MIMVA or GODOS: route connection HELEN - COA - TULIP. For TFC DEST EHAM: route connection HELEN - HSD.

RWY 25L / R

Designator	Route		Remarks
	Lateral	Vertical	
NIK 3C	At 700FT QNH RT direct to NIK.	Cross R-280 BUB at or above 1700FT QNH.	M624 northbound. Not to be used by TFC DEST EHAM.
ELSIK 3C	At 700FT QNH RT direct to BUN, ELSIK next.	Cross R-280 BUB at or above 1700FT QNH.	L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT. To be used by all TFC at ATC discretion. Pilots unable to comply with the procedure shall advise ATC and expect ELSIK 3D.
ELSIK 3D	At 700FT QNH RT direct to NIK, ELSIK next.	Cross R-280 BUB at or above 1700FT QNH.	L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT. To be used at ATC discretion.
SOPOK 8C	Climb straight ahead. At 1700FT QNH LT to HUL. After HUL intercept R-287 SPI INBD. When passing BULUX or climbing through FL170 whichever is later, RT direct to SOPOK.	Cross HUL at FL60 (FL70 when QNH is below 977HPA) or above.	Only **AVBL** from 0500 to 2159 (0400 to 2059) for **DEP RWY** 25R and **H24** for **DEP RWY** 25L. ATC climb requirements: see § 3.2.2 below. To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to *ICAO Annex 16, Chapter 3/FAR part 36 Stage 3* and whose performances permit to adhere to the SID. BULUX - SOPOK is a B-RNAV segment.
PITES 7C	Climb straight ahead. At 1700FT QNH LT to HUL. After HUL intercept R-287 SPI INBD. When passing REMBA, RT direct to RITAX, DIK, PITES next.	Cross HUL at FL60 (FL70 when QNH is below 977HPA) or above.	Only **AVBL** from 0500 to 2159 (0400 to 2059) for **DEP RWY** 25R and **H24** for **DEP RWY** 25L. ATC climb requirements: see § 3.2.2 below. To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to *ICAO Annex 16*, Chapter 3/FAR Part 36 Stage 3 and whose performances permit to adhere to the SID. CDR 1 - H24 TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 8C - SOPOK - RITAX - DIK - PITES). Only when UM150 between DIK and PITES is AVBL (alternative route: SOPOK 8C - SOPOK - ETENO).
ROUSY 7C	Climb straight ahead. At 1700FT QNH LT to HUL. After HUL intercept R-287 SPI INBD. When passing REMBA, RT direct to RITAX, ROUSY next.	Cross HUL at FL60 (FL70 when QNH is below 977HPA) or above.	Only **AVBL** from 0500 to 2159 (0400 to 2059) for **DEP RWY** 25R and **H24** for **DEP RWY** 25L. ATC climb requirements: see § 3.2.2 below. To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to *ICAO Annex 16, Chapter 3/FAR part 36 Stage 3* and whose performances permit to adhere to the SID. CDR 1 - H24 TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 8C - SOPOK - RITAX - ROUSY). RITAX - ROUSY is a B-RNAV segment.

RWY 25R ONLY

Designator	Route		Remarks
	Lateral	Vertical	
LNO 5C	Climb straight ahead. At 1700FT QNH LT to intercept R-287 LNO INBD to LNO.	Cross R-045 HUL at FL60 (FL70 when QNH is below 977HPA) or above.	**AVBL from 0500 to 2159 (0400 to 2059).** AVBL for TFC requesting a cruising or initial flight level below FL195. To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to *ICAO Annex 16, Chapter 3/FAR part 36 Stage 3* and whose performances permit to adhere to the SID.
LNO 5Z	At 700FT QNH RT HDG 290 to intercept R-043 CIV. Do not cross R-277 BUB. At 22.0 DME CIV LT to intercept R-156 AFI. At 9.0 DME AFI LT to intercept R- 269 HUL INBD. At HUL intercept R-283 LNO INBD to LNO.	Cross HUL at FL60 (FL70 when QNH is below 977HPA) or above.	**AVBL from 2200 to 0459 (2100 to 0359).** ATC climb requirements: see § 3.2.2 below. For TFC requesting a cruising or initial FL below FL195.
SPI 5C	Climb straight ahead. At 1700FT QNH LT to intercept R-287 LNO INBD, intercept R-295 SPI INBD to SPI.	Cross R-045 HUL at FL60 (FL70 when QNH is below 977HPA) or above.	**AVBL from 0500 to 2159 (0400 to 2059).** To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to *ICAO Annex 16, Chapter 3/FAR part 36 Stage 3* and whose performances permit to adhere to the SID.
SPI 6Z	At 700FT QNH RT HDG 290 to intercept R-043 CIV. Do not cross R-277 BUB. At 22.0 DME CIV LT to intercept R-156 AFI. At 9.0 DME AFI LT to intercept R-269 HUL INBD. At HUL R-290 SPI INBD to SPI.	Cross HUL at FL60 (FL70 when QNH is below 977HPA) or above.	**AVBL from 2200 to 0459 (2100 to 0359).** ATC climb requirements: see § 3.2.2 below.
SOPOK 6Z	At 700FT QNH RT HDG 290 to intercept R-043 CIV. Do not cross R-277 BUB. At 22.0 DME CIV LT to intercept R-156 AFI. At 9.0 DME AFI LT to intercept R-269 HUL INBD to intercept R-287 SPI INBD to BULUX, SOPOK next.	Cross R-225 HUL at FL60 (FL70 when QNH is below 977HPA) or above.	**AVBL from 2200 to 0459 (2100 to 0359).** ATC climb requirements: see § 3.2.2 below.
PITES 5Z	At 700FT QNH RT HDG 290 to intercept R-043 CIV. Do not cross R-277 BUB. At 22.0 DME CIV LT to intercept R-156 AFI. At 9.0 DME AFI LT to intercept R-269 HUL INBD to intercept R-310 DIK INBD to DIK, PITES next.	Cross R-225 HUL at FL60 (FL70 when QNH is below 977HPA) or above.	**AVBL from 2200 to 0459 (0400 to 2059).** ATC climb requirements: see § 3.2.2 below. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 6Z - SOPOK - RITAX - DIK - PITES). Only when UM150 between DIK and PITES is AVBL (alternative route: SOPOK 6Z - SOPOK - ETENO).
ROUSY 5Z	At 700FT QNH RT HDG 290 to intercept R-043 CIV. Do not cross R-277 BUB. At 22.0 DME CIV LT to intercept R-156 AFI. At 9.0 DME AFI LT to intercept R-269 HUL INBD. RT to intercept R-138 AFI to ROUSY.	Cross R-225 HUL at FL60 (FL70 when QNH is below 977HPA) or above.	**AVBL from 2200 to 0459 (2100 to 0359).** ATC climb requirements: see § 3.2.2 below. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 6Z - SOPOK - RITAX - ROUSY).
CIV 2D	At 700FT QNH track 251. At 6.0 DME BUB LT to track 206 to intercept R- 053 CIV INBD to CIV. **P-RNAV:** [A700]-BR045-BR009-CIV		**AVBL** from 2200 to 0459 (2100 to 0359). **H24** on **SAT** and **SUN**. ATC climb requirements: see § 3.2.2 below. M617 southbound, MAX FL170. Y50 southbound, MAX FL190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flight planned ABV FL195. Between 2200 and 0459, only to be used by aircraft with QC ≤ 4.

RWY 25L ONLY

Designator	Route		Remarks
	Lateral	Vertical	
LNO 5Q	At 700 FT QNH LT to intercept R-287 LNO INBD to LNO.	Cross R-045 HUL at FL 60 (FL 70 when QNH is below 977 HPA) or above.	To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to *ICAO Annex 16, Chapter 3/FAR part 36 Stage 3* and whose performances permit to adhere to the SID. For TFC requesting a cruising or initial FL below FL 195.
SPI 5Q	At 700 FT QNH LT to intercept R-287 LNO INBD, intercept R-295 SPI INBD to SPI.	Cross R-045 HUL at FL 60 (FL 70 when QNH is below 977 HPA) or above.	To be used by single, two- and three-engine aircraft. May be used by four-engine aircraft noise certificated according to *ICAO Annex 16*, Chapter 3/FAR Part 36 Stage 3 and whose performances permit to adhere to the SID.
CIV 2Q	Climb straight ahead. At 7.0 DME BUB LT to TR 206° to intercept R-053 CIV INBD to CIV.		**AVBL** from 2200 to 0459 (2100 to 0359). **H24** on **SAT** and **SUN**. ATC climb requirements: see § 3.2.2 below. M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flight planned ABV FL 195. Between 2200 and 0459, only to be used by aircraft with QC ≤ 4.

3.2.1.2 Waypoint Information

ID	Latitude	Longitude
BR009	504645.6N	0041652.9E
BR010	504759.7N	0043857.8E
BR011	504634.6N	0044604.2E
BR012	504642.1N	0043607.3E
BR013	504200.3N	0044228.9E
BR014	504315.6N	0042300.9E
BR015	505527.1N	0042026.7E
BR016	505707.5N	0041921.6E
BR017	510208.8N	0041122.9E
BR018	505823.7N	0041943.8E
BR045	505247.9N	0042143.7E
RWL07	505400.1N	0042734.3E
RWR25	505441.5N	0042957.7E

3.2.1.3 Path Terminators

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

3.2.1.3.1 RWY 19

LNO 6L

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)
1				CA		194.4		700+		
2	BR010	504759.7N	0043857.8E	DF	N					
3	BR011	504634.6N	0044604.2E	TF	N	107.5		6000+	4.7	
4	LNO	503509.3N	0054237.0E	TF	N	107.3			37.7	

SPI 5L

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)
1				CA		194.4		700+		
2	BR010	504759.7N	0043857.8E	DF	N					
3	BR011	504634.6N	0044604.2E	TF	N	107.5		6000+	4.7	
4	SPI	503053.1N	0053725.0E	TF	N	115.3			36.3	

SOPOK 6L

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)
1				CA		194.4		700+		
2	BR012	504642.1N	0043607.3E	DF	N			5000+		
3	BR013	504200.3N	0044228.9E	TF	N	139.3			6.2	
4	REMBA	503944.0N	0045450.5E	TF	N	106.1			8.2	
5	BULUX	503534.0N	0051504.6E	TF	N	107.8			13.5	
6	SOPOK	501510.0N	0054626.0E	TF	N	135.3			28.6	

ROUSY 7L

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)
1				CA		194.4		700+		
2	BR012	504642.1N	0043607.3E	DF	N			5000+		
3	BR013	504200.3N	0044228.9E	TF	N	139.3			6.2	
4	REMBA	503944.0N	0045450.5E	TF	N	106.1			8.2	
5	RITAX	500440.0N	0054825.0E	TF	N	135.3			49.1	
6	ROUSY	492835.0N	0060654.0E	TF	N	161.5			38.1	

PITES 7L

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)
1				CA		194.4		700+		
2	BR012	504642.1N	0043607.3E	DF	N			5000+		
3	BR013	504200.3N	0044228.9E	TF	N	139.3			6.2	
4	REMBA	503944.0N	0045450.5E	TF	N	106.1			8.2	
5	RITAX	500440.0N	0054825.0E	TF	N	135.3			49.1	
6	DIK	495141.0N	0060746.7E	TF	N	136.0			18.0	
7	PITES	494342.9N	0063109.7E	TF	N	117.6			17.1	

CIV 2L

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)
1				CA		194.4		700+		
2	BR012	504642.1N	0043607.3E	DF	N					
3	BR014	504315.6N	0042300.9E	TF	N	247.6			9.0	
4	CIV	503426.3N	0034958.4E	TF	N	247.4			22.8	

KOK 7L

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)
1				CA		194.4		700+		
2	BR015	505527.1N	0042026.7E	DF	N			2900+		
3	KOK	510540.9N	0023905.9E	TF	N	279.8			64.8	

DENUT 7L

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)
1				CA		194.4		1700+		
2	BR016	505707.5N	0041921.6E	DF	N					
3	BR017	510208.8N	0041122.9E	TF	N	315.0			7.1	
4	DENUT	511410.0N	0033927.4E	TF	N	301.1			23.4	

DENUT 6N

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)
1				CA		194.4		700+		
2	BR016	505707.5N	0041921.6E	DF	N			3700+		
3	BR017	510208.8N	0041122.9E	TF	N	315.0			7.1	
4	DENUT	511410.0N	0033927.4E	TF	N	301.1			23.4	

HELEN 5L

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)
1				CA		194.4		1700+		
2	BR016	505707.5N	0041921.6E	DF	N					
3	BR017	510208.8N	0041122.9E	TF	N	315.0			7.1	
4	HELEN	511407.1N	0035211.0E	TF	N	314.9			17.0	

HELEN 5N

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)
1				CA		194.4		700+		
2	BR016	505707.5N	0041921.6E	DF	N			3700+		
3	BR017	510208.8N	0041122.9E	TF	N	315.0			7.1	
4	HELEN	511407.1N	0035211.0E	TF	N	314.9			17.0	

NIK 3L

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)
1				CA		194.4		1700+		
2	BR018	505823.7N	0041943.8E	DF	N					
3	NIK	510954.3N	0041102.2E	TF	N	334.6			12.8	

NIK 4N

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)
1				CA		194.4		700+		
2	BR018	505823.7N	0041943.8E	DF	N			4200+		
3	NIK	510954.3N	0041102.2E	TF	N	334.6			12.8	

ELSIK 2L

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)
1				CA		194.4		700+		
2	BUN	510707.1N	0045031.6E	DF	N					
3	ELSIK	511142.1N	0045955.0E	TF	N	52.1			7.5	

3.2.1.3.2 RWY 25R ONLY

CIV 2D

#	ID	Latitude	Longitude	P/T	F/O	Course (°T)	Turn Dir.	ALT (FT)	DIST (NM)	Speed limit (KIAS)
1	RWR25			CA		245.4		700		
2	BR045	505247.9N	0042143.7E	CF	N	252.0	L			
3	BR009	504645.6N	0041652.9E	TF	N	207.0	R		6.8	
8	CIV	503426.3N	0034958.4E	TF	N	234.4			21.1	

3.2.2 Climb Requirements

All traffic shall initially climb to FL60, unless instructed otherwise by ATC. Brussels APP or Brussels ACC will allocate a higher level as soon as possible.

Following additional requirements apply:

- Traffic proceeding via SOPOK - ETENO - LIRSU and planned above FL245 shall cross BULUX at FL170 MNM and ETENO at FL250 MNM;
- Traffic proceeding via REMBA - RITAX shall cross REMBA at FL100 MNM;
- Traffic proceeding via RITAX - ROUSY or RITAX - PITES and planned above FL245 shall cross RITAX or abeam at FL250 MNM;
- Traffic proceeding via CIV - MEDIL and planned above FL265 shall cross MEDIL at FL210 MNM.

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

4 LOW VISIBILITY PROCEDURES

4.1 Facilities and Equipment Available

4.1.1 Runways

RWY 25L and 25R are equipped with ILS and are approved for CAT IIIB operations.

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

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

Departing aircraft are required to use the following CAT II/III holding points at RWY 25R: B1 (backtrack not allowed), P3 or A1. Intersection take-offs are not allowed except when entering RWY 25R via B1 or A1.

Guided take-off is not available.

4.1.2 Taxiways

Taxi is restricted to the taxiways equipped with centre line lights. Standard routes are established for departing and arriving aircraft (see chart AD 2.EBBR-MISC.03). After receiving taxi clearance, aircraft shall proceed only when a green centre line path is illuminated, except on TWY N6-A1.

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

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

4.1.3 Communications

Pilots will be informed by ATIS or ATC when LVP are in progress. The ATIS message will contain the phrase “LOW VISIBILITY PROCEDURES IN PROGRESS” 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 Initiation and Termination of LVP

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

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

4.3 Other Information

When 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). This spacing will be in the order of 8NM in case of CAT II operations and 10NM during CAT III operations.

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

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

5 VFR FLIGHTS

5.1 General

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

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

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

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

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

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

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

5.2 Visual Reporting Points

VFR traffic shall only use following reporting points:

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

5.3 Inbound Traffic

5.3.1 Communications

Pilots intending to enter Brussels CTR shall contact Brussels TWR on FREQ 120.775MHZ (entry via AT, GB or ME) or 118.600MHZ (entry via HO, LO or WA).

Pilots entering Brussels TMA shall contact Brussels Departure (entry between 2000FT AMSL and FL60) or Brussels ACC (entry above FL60).

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

5.3.2 Routes

RWY 19 AND 25L/R IN USE

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

RWY 01 AND 07L/R IN USE

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

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

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

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

5.4 Outbound Traffic

5.4.1 Communications

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

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

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

5.4.2 Routes

RWY 19 AND 25L/R IN USE

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

RWY 01 AND 07L/R IN USE

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

6 HELICOPTER FLIGHTS

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

TEL: + 32 (0) 2 753 69 00

FAX: + 32 (0) 2 753 69 09

Email: inspect@brusselsairport.be

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

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

Restrictions of use applying to the FATO:

- The FATO is limited to:
  - helicopters able to climb on a 8% slope all engines running;
  - VFR traffic only;
  - day operations only (HJ);
  - performance class 2 (slope category “C”) and performance class 3 (slope category “B”) operations only;
  - helicopters that have an MOPSC ≤ 19;
- All helicopters shall take off or land on the designated runway in use in the following conditions:
  - night operations (HN);
  - operating under IFR;
  - operating under performance class 1 (slope category “A”);
  - if the MOPSC > 19.

7 RADIO COMMUNICATION FAILURE

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

See also ENR 1.1, § 1.10.5.

EBBR AD 2.23 Additional Information

1 ATIS

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

The messages contain following elements in the order as listed:

Item	ATIS	Start of expression
Aerodrome name	BRUNAT	Brussels...
Alphabetical designator	INFO (A till Z)	Information ... (alfa - zulu)
Time of observation	HHMM	...
Type of approach to be expected	TYP APCH	Expecting vectoring ...
Runway in use for landing	LDG RWY	Landing runway …
Runway in use for take-off	TKOF RWY	Take-off runway…
Braking action	BA (TDZ)	Braking action touchdown ...
	MID	Mid-point ...
	END	Stop-end ...
Operational status	OPS STS	Operational status ...
Surface wind, direction and speed (including significant variations)	WIND	Wind...
Visibility	VIS	Visibility ...
RVR	RVR (RWY)	Runway visual range on runway ...
	TDZ / M	... touchdown ... / ... metres...
	MID / M	... mid-point ... / ... metres ...
	END / M	... stop-end ... / ...metres ...
Present weather	WX	Present weather ...
Cloud base	BASE	Cloud base ...
Air temperature	T	Temperature ...
Dewpoint temperature	DP	Dewpoint ...
Altimeter setting	QNH	QNH ...
Transition level	TL	Transition level ...
Recent weather	RE	Recent weather ...
Wind shear	WS	Wind shear ...
Landing forecast TREND	TREND	Trend...

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

Pilots are requested to listen to the ATIS broadcast prior to the first contact with ATS. When establishing communication with the relevant ATS unit, the pilot shall acknowledge receipt of ATIS message with the phrase “INFORMATION ... [alphabetical designator] RECEIVED”. ATS will confirm the validity of the received alphabetical designator. If the designator has changed meanwhile, only the actually valid designator will be given.

2 LIGHTNING PROCEDURE

Lightning procedure in progress will be announced by ATIS.

When lightning procedure is activated, some handling activities may be temporarily suspended.

EBBR AD 2.24 Charts Related to EBBR

AD 2.EBBR-ADC.01	Aerodrome Chart - ICAO
AD 2.EBBR-ADC.02	Aerodrome Chart - ICAO. Appendix 1: Runway Marking Aids
AD 2.EBBR-ADC.03	Aerodrome Chart - ICAO. Appendix 2: Runway Lighting Aids
AD 2.EBBR-GMC.01	Aerodrome Ground Movement Chart - ICAO
AD 2.EBBR-GMC.02a	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (a)
AD 2.EBBR-GMC.02b	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (b)
AD 2.EBBR-GMC.02c	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (c)

AD 2.EBBR-GMC.02d	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways, Aircraft Stand Taxi Lanes and Holding Platforms (d)
AD 2.EBBR-GMC.03	Aerodrome Ground Movement Chart - ICAO. Appendix 2: Ground Movement Responsibilities
AD 2.EBBR-GMC.04	Aerodrome Ground Movement Chart - ICAO. Appendix 3: Low Visibility Procedures
AD 2.EBBR-GMC.05	Aerodrome Ground Movement Chart - ICAO. Appendix 4: Hot Spots
AD 2.EBBR-APDC.01	Aircraft Parking Docking Chart - ICAO
AD 2.EBBR-APDC.02	Aircraft Parking Docking Chart - ICAO: Apron 9
AD 2.EBBR-APDC.03	Aircraft Parking Docking Chart - ICAO: General Aviation
AD 2.EBBR-AOC.01	Aerodrome Obstacle Chart. Type A (Operating Limitations): RWY 01/19
AD 2.EBBR-AOC.02	Aerodrome Obstacle Chart. Type A (Operating Limitations): RWY 07L/25R
AD 2.EBBR-AOC.03	Aerodrome Obstacle Chart. Type A (Operating Limitations): RWY 07R/25L
AD 2.EBBR-AOC.04	Aerodrome Obstacle Chart. Type B
AD 2.EBBR-PATC.01	Precision Approach Terrain Chart - ICAO: RWY 25L
AD 2.EBBR-PATC.02	Precision Approach Terrain Chart - ICAO: RWY 25R
AD 2.EBBR-ATCSMAC.01	ATC Surveillance Minimum Altitude Chart - ICAO
AD 2.EBBR-STAR.01	Standard Arrival Chart - Instrument - ICAO
AD 2.EBBR-STAR.02	Standard Arrival Chart - Instrument - ICAO (P-RNAV Overlay GNSS / DME-DME)
AD 2.EBBR-SID.01	Standard Departure Chart - Instrument - ICAO: RWY 01
AD 2.EBBR-SID.02	Standard Departure Chart - Instrument - ICAO: RWY 07L
AD 2.EBBR-SID.02a	Standard Departure Chart - Instrument - ICAO: RWY 07L
AD 2.EBBR-SID.03	Standard Departure Chart - Instrument - ICAO: RWY 07R
AD 2.EBBR-SID.03a	Standard Departure Chart - Instrument - ICAO: RWY 07R
AD 2.EBBR-SID.04a	Standard Departure Chart - Instrument - ICAO: RWY 19
AD 2.EBBR-SID.04b	Standard Departure Chart - Instrument - ICAO: RWY 19 (P-RNAV Overlay GNSS / DME-DME)
AD 2.EBBR-SID.05a	Standard Departure Chart - Instrument - ICAO: RWY 25L (C Departures)
AD 2.EBBR-SID.05b	Standard Departure Chart - Instrument - ICAO: RWY 25L (D - Q Departures)
AD 2.EBBR-SID.06a	Standard Departure Chart - Instrument - ICAO: RWY 25R (C Departures)
AD 2.EBBR-SID.06b	Standard Departure Chart - Instrument - ICAO: RWY 25R (D - Z Departures)
AD 2.EBBR-IAC.01	Instrument Approach Chart - ICAO: ILS or LOC a RWY 25R (IAF ANT/KERKY)
AD 2.EBBR-IAC.02	Instrument Approach Chart - ICAO: ILS or LOC b RWY 25R (IAF FLO)
AD 2.EBBR-IAC.03	Instrument Approach Chart - ICAO: ILS or LOC a RWY 25L (IAF ANT/KERKY)
AD 2.EBBR-IAC.04	Instrument Approach Chart - ICAO: ILS or LOC b RWY 25L (IAF FLO)
AD 2.EBBR-IAC.05	Instrument Approach Chart - ICAO: VOR a RWY 25L (IAF ANT/KERKY)
AD 2.EBBR-IAC.06	Instrument Approach Chart - ICAO: VOR b RWY 25L (IAF FLO)
AD 2.EBBR-IAC.07a	Instrument Approach Chart - ICAO: ILS or LOC RWY 01
AD 2.EBBR-IAC.07b	Instrument Approach Chart - ICAO: ILS or LOC RWY 01. Appendix: Alternate Routes RWY 01 - On ATC discretion only
AD 2.EBBR-IAC.08	Instrument Approach Chart - ICAO: VOR RWY 07R
AD 2.EBBR-IAC.09	Instrument Approach Chart - ICAO: ILS or LOC RWY 19
AD 2.EBBR-IAC.10	Instrument Approach Chart - ICAO: VOR RWY 07L
AD 2.EBBR-VAC.01	Visual Approach Chart - ICAO

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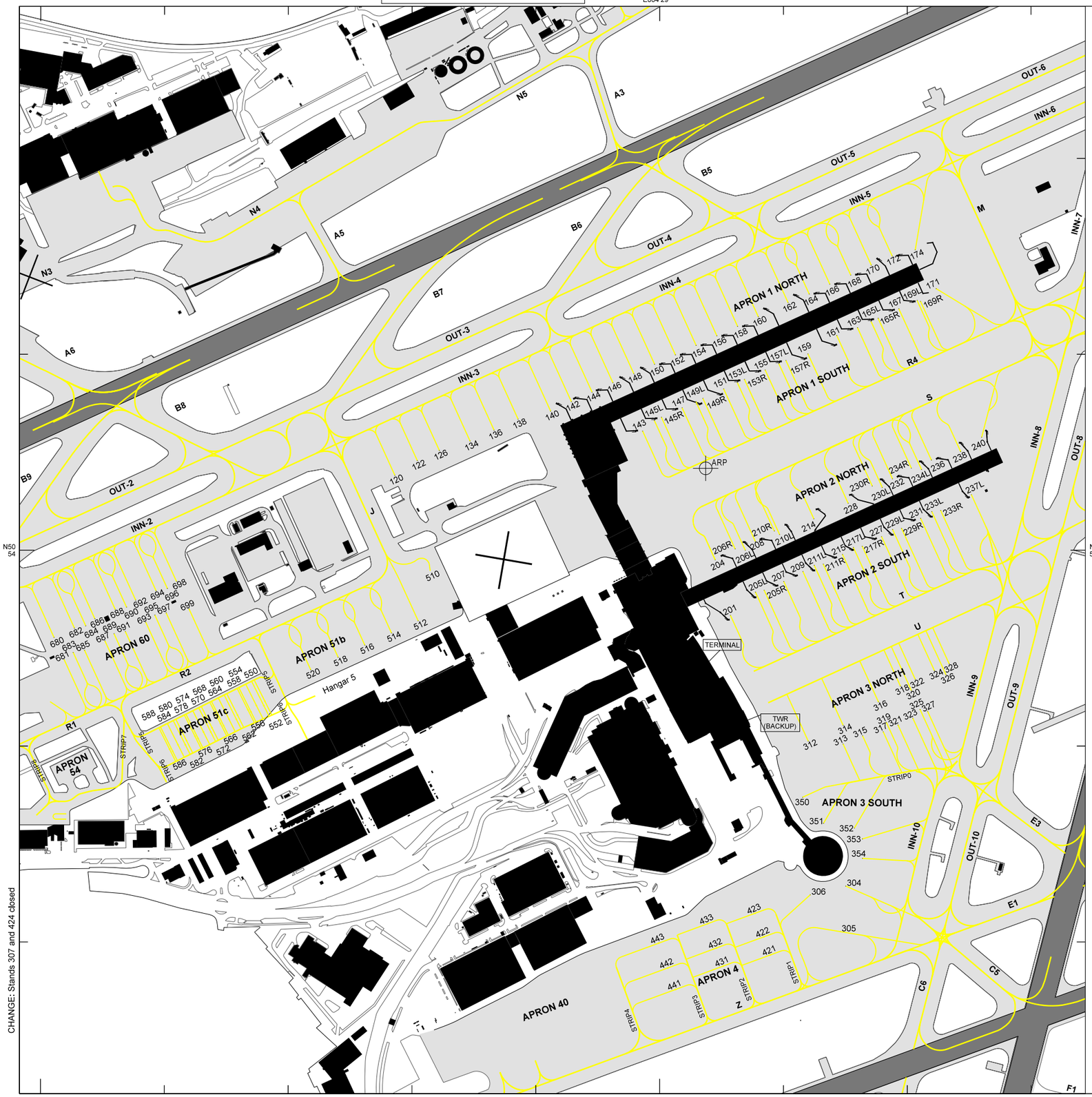
AIRCRAFT PARKING/DOCKING CHART - ICAO

GND		CLR
121.875	118.050	121.950

BRUSSELS / Brussels-National (EBBR)



Apron	Stands	Coordinates	
1 North	120	505404.61N	0042834.44E
	122	505405.51N	0042836.61E
	126	505406.13N	0042838.75E
	134	505406.70N	0042841.73E
	136	505407.38N	0042844.06E
	138	505408.05N	0042846.39E
	140	505408.54N	0042849.54E
	142	505409.12N	0042851.55E
	144	505409.70N	0042853.56E
	146	505410.28N	0042855.58E
	148	505410.85N	0042857.59E
	150	505411.42N	0042859.62E
	152	505411.99N	0042901.63E
	154	505412.57N	0042903.64E
	156	505413.16N	0042905.65E
	158	505413.74N	0042907.66E
	160	505414.32N	0042909.67E
	162	505415.19N	0042912.56E
	164	505415.72N	0042914.61E
	166	505416.32N	0042916.60E
	168	505416.87N	0042918.63E
	170	505417.48N	0042920.62E
	172	505418.03N	0042922.66E
	174	505418.41N	0042924.89E
1 South	143	505407.32N	0042858.46E
	145L	505408.04N	0042859.55E
	145R	505408.16N	0042900.29E
	147	505408.74N	0042902.29E
	149L	505409.12N	0042903.62E
	149R	505409.32N	0042904.30E
	151	505409.90N	0042906.32E
	153L	505410.29N	0042907.64E
	153R	505410.48N	0042908.33E
	155	505411.06N	0042910.34E
	157L	505411.45N	0042911.67E
	157R	505411.64N	0042912.35E
	159	505412.05N	0042914.48E
	161	505413.18N	0042917.28E
	163	505413.65N	0042919.29E
	165L	505414.03N	0042920.61E
	165R	505414.23N	0042921.29E
	167	505414.81N	0042923.30E
	169L	505415.32N	0042925.07E
	169R	505415.27N	0042925.39E
	171	505416.04N	0042926.91E
2 North	204	505359.44N	0042905.49E
	206L	505400.02N	0042908.41E
	206R	505400.12N	0042907.41E
	208	505400.67N	0042909.31E
	210L	505400.98N	0042911.74E
	210R	505401.21N	0042911.22E
	214	505401.94N	0042915.06E
	228	505402.90N	0042918.38E
	230L	505403.86N	0042921.69E
	230R	505403.96N	0042920.71E
	232	505404.50N	0042922.61E
	234L	505404.97N	0042925.49E
	234R	505405.05N	0042924.51E
	236	505405.60N	0042926.41E
	238	505406.06N	0042929.29E
	240	505406.94N	0042931.33E
2 South	201	505356.03N	0042906.97E
	205L	505357.45N	0042909.40E
	205R	505357.51N	0042910.28E
	207	505358.21N	0042912.07E
	209	505358.61N	0042914.07E
	211L	505359.10N	0042915.10E
	211R	505359.16N	0042915.98E
	215	505359.71N	0042917.87E
	217L	505400.19N	0042918.89E
	217R	505400.25N	0042919.76E
	227	505400.80N	0042921.66E
	229L	505401.30N	0042922.68E
	229R	505401.35N	0042923.57E
	231	505401.90N	0042925.46E
	233L	505402.39N	0042926.49E
	233R	505402.45N	0042927.36E
	237L	505403.43N	0042930.33E
Hangar 5		505351.46N	0042827.65E

Apron	Stands	Coordinates	
3 North	312	505348.33N	0042914.52E
	313	505348.15N	0042917.89E
	314	505349.30N	0042917.89E
	315	505348.65N	0042919.79E
	316	505350.72N	0042921.33E
	317	505348.90N	0042921.78E
	318	505351.70N	0042923.45E
	319	505349.48N	0042922.08E
	320	505351.43N	0042924.51E
	321	505349.32N	0042923.21E
	322	505352.11N	0042924.89E
	323	505349.73N	0042924.65E
	324	505352.65N	0042926.74E
	325	505350.27N	0042925.35E
	326	505352.39N	0042927.86E
	327	505350.15N	0042926.09E
	328	505353.06N	0042928.18E
3 South	350	505344.89N	0042913.96E
	351	505343.30N	0042916.01E
	352	505343.01N	0042919.00E
	353	505342.34N	0042919.78E
	354	505341.14N	0042919.77E
	304	505339.45N	0042918.15E
	305	505336.66N	0042917.64E
	306	505338.91N	0042914.71E
4	421	505335.23N	0042910.85E
	422	505336.34N	0042910.21E
	423	505337.78N	0042909.37E
	431	505334.55N	0042906.26E
	432	505335.66N	0042905.62E
	433	505337.14N	0042904.77E
	441	505333.11N	0042901.66E
	442	505334.43N	0042900.89E
	443	505335.95N	0042900.01E
51b	510	505358.74N	0042837.76E
	512	505355.69N	0042836.70E
	514	505354.95N	0042834.12E
	516	505354.21N	0042831.53E
	518	505353.46N	0042828.95E
	520	505352.69N	0042826.29E
51c	550	505350.77N	0042821.85E
	552	505350.51N	0042821.74E
	554	505350.51N	0042821.02E
	556	505350.12N	0042820.50E
	558	505350.25N	0042820.20E
	560	505349.93N	0042819.19E
	562	505349.67N	0042819.08E
	564	505349.67N	0042818.37E
	566	505349.27N	0042817.85E
	568	505349.40N	0042817.55E
	570	505349.14N	0042816.72E
	572	505348.88N	0042816.61E
	574	505348.88N	0042815.90E
	576	505348.49N	0042815.38E
	578	505348.62N	0042815.08E
	580	505348.36N	0042814.25E
	582	505348.10N	0042814.14E
	584	505348.10N	0042813.43E
	586	505347.71N	0042812.91E
	588	505347.84N	0042812.61E
60	680	505354.68N	0042801.41E
	681	505353.32N	0042802.39E
	682	505355.25N	0042803.39E
	683	505353.76N	0042803.27E
	684	505355.39N	0042804.49E
	685	505353.89N	0042804.37E
	686	505355.82N	0042805.36E
	687	505354.46N	0042806.35E
	688	505356.39N	0042807.34E
	689	505354.90N	0042807.23E
	690	505356.53N	0042808.44E
	691	505355.04N	0042808.33E
	692	505356.96N	0042809.32E
	693	505355.61N	0042810.30E
	694	505357.53N	0042811.30E
	695	505356.04N	0042811.18E
	696	505357.67N	0042812.39E
	697	505356.18N	0042812.28E
	698	505358.11N	0042813.28E
	699	505356.43N	0042814.49E

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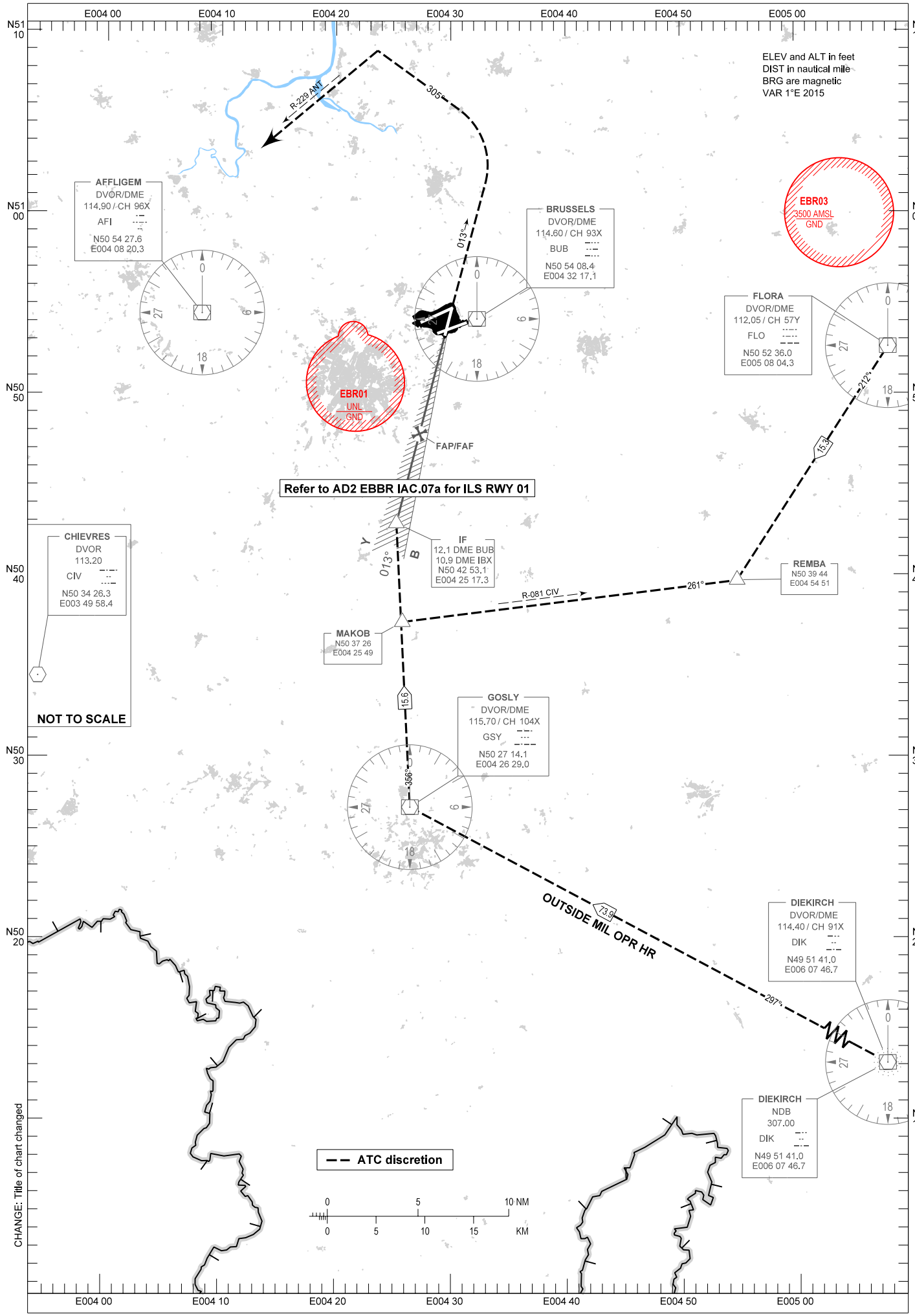
INSTRUMENT APPROACH CHART - ICAO ILS OR LOC RWY 01
APPENDIX: Alternate routes RWY 01 - on ATC discretion only

AD ELEV 184
OCH RELATED TO
THR 01 *ELEV 183*

BRUSSELS / Brussels-National (EBBR)



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EBLG - LIÈGE / Liège

EBLG AD 2.1 Aerodrome Location Indicator and Name

EBLG - LIÈGE / Liège

EBLG AD 2.2 Aerodrome Geographical and Administrative Data

1	**ARP coordinates**	503811N 0052634E
	Site of ARP at aerodrome	262° MAG / 785M from TWR
2	**Direction and distance from (city)**	5NM W of Liège
3	**Elevation / reference temperature**	659FT / 22°C
4	**Geoid undulation**	144FT
5	**Magnetic variation / annual change**	1°E (2015) / INFO not AVBL
6	**AD administration address**	**Airport Authority:** Service Public de Wallonie Direction de l'aéroport de Liège Mr. Toussaint (Director) Aéroport civil de Liège 4460 Grâce-Hollogne BELGIUM **Airport Management:** Liège Airport SA Aéroport civil de Liège 4460 Grâce-Hollogne BELGIUM
	TEL	Service Public de Wallonie: +32 (0) 4 234 84 07 (Airport Authority, 0700-1500 (0600-1400)) +32 (0) 4 234 84 29 (Airport Inspection, H24) Liège Airport SA: +32 (0) 4 234 84 11 (0700-1500 (0600-1400))
	FAX	Service Public de Wallonie: +32 (0) 4 234 84 08 (Airport Authority, 0700-1500 (0600-1400)) +32 (0) 4 234 84 20 (Airport Inspection, H24) Liège Airport SA: +32 (0) 4 234 84 04 (0700-1500 (0600-1400)) +32 (0) 4 234 85 61 (H24)
	Telex	NIL
	AFS	EBLGYDYX (Airport Authority)
	Email	NIL
7	**Types of traffic permitted (IFR/VFR)**	IFR / VFR
8	**Remarks**	NIL

EBLG AD 2.3 Operational Hours

1	**AD Administration**	H24
2	**Customs and immigration**	H24
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	H24
5	**ATS Reporting Office (ARO)**	H24
6	**MET Briefing Office**	H24

7	**ATS**	H24
8	**Fuelling**	H24
9	**Handling**	H24
10	**Security**	H24
11	**De-icing**	H24
12	**Remarks**	NIL

EBLG AD 2.4 Handling Services and Facilities

1	**Cargo-handling facilities**	Modern handling facilities Nearest railway siding: Cargo Village (1KM)
2	**Fuel types**	AVGAS 100 LL and JET A1
	Oil types	NIL
3	**Fuelling facilities and capacity**	AVGAS 100 LL (sold via Liège Airport): • 1 tank 38M³ • 1 truck 5000l JET A1: • 3 trucks 85000L, 3000L/MIN • 3 trucks 60000L, 3000L/MIN • 3 trucks 40000L, 3000L/MIN • 2 Hydrant Cars, 3000L/MIN BP, Q8, TF, Vitol, WFS and TUI fuel cards accepted via TF, Q8 and WFS. Credit cards accepted via TF.
4	**Oxygen**	NIL

RWY 05L					
Approach lighting system	NIL			**VASIS**	*Type:* PAPI (left / 3°) *MEHT:* INFO not AVBL
Runway threshold lights	*Colour:* green *Wing bars:* NIL			**Touchdown zone lights**	NIL
Runway end lights	*Colour:* red *Wing bars:* NIL			**Stopway lights**	NIL
Runway centre line lights	NIL (1)				
Runway edge lights	*Length:* 2340M *Spacing:* 60M *Intensity:* LIH	*white:* from 0 to 1740M *amber:* from 1740 to 2340M			
Remarks	*(1)* Green centre line (length 2340M, spacing 15M) when runway is used as TWY B.				

RWY 23R					
Approach lighting system	*Type:* PALS CAT I *Length:* 900M *Intensity:* LIH			**VASIS**	*Type:* PAPI (left / 3°) *MEHT:* INFO not AVBL
Runway threshold lights	*Colour:* green *Wing bars:* NIL			**Touchdown zone lights**	NIL
Runway end lights	*Colour:* red *Wing bars:* NIL			**Stopway lights**	NIL
Runway centre line lights	NIL (1)				
Runway edge lights	*Length:* 2340M *Spacing:* 60M *Intensity:* LIH	*white:* from 0 to 1740M *amber:* from 1740 to 2340M			
Remarks	*(1)* Green centre line (length 2340M, spacing 15M) when runway is used as TWY B.				

EBLG AD 2.15 Other Lighting, Secondary Power Supply

1	**ABN / IBN location, characteristics and hours of operation**	NIL
2	**LDI location and lighting**	Between TWY S3 and S4 (lighted)
	WDI location and lighting	Next to the LDI (lighted)
3	**Taxiway edge lighting**	All TWY except C1, D0, D1, D2, N0, N2, N3 and N4 (reflectors only)
	Taxiway centre line lighting	TWY A, B, C0, C1, C2, C4, D0, D1, D2, N0, N1, N2, S2, S3, S4, S5, S6
4	**Secondary power supply**	To all lighting at aerodrome
	Switch-over time	0SEC: RWY 05R/23L (ALS, THR, RCLL, TDZ, stop bars, WDI and LDI), RWY 05L/23R (ALS, stop bars, WDI and LDI) 10SEC: THR 05L/23R, REDL, taxiway edge and centre line lights, signs and runway guard lights
5	**Remarks**	NIL

EBLG AD 2.16 Helicopter Landing Area

1	**Coordinates of TLOF and FATO THR**	503834.35N 0052654.69E
2	**TLOF / FATO elevation**	574FT
3	**TLOF dimensions, surface and strength**	• Dimensions: 40M x 40M • Surface: ASPH • Strength: PCN 51/F/B/W/T
4	**FATO true bearing**	045° / 225°
5	**Declared distances available**	
6	**TLOF and FATO marking**	Standard markings
7	**Approach and FATO lighting**	
8	**Remarks**	VFR (day only). FATO / TLOF is situated on RWY 23R/05L

EBLG AD 2.17 ATS Airspace

1	**Designation**	Liège CTR
	Lateral limits	504512N 0052633E - an arc of circle, 5NM radius, centred on 504137N 0053205E and traced clockwise to 503802N 0053736E - 503113N 0052641E - an arc of circle, 5NM radius, centred on 503447N 0052110E and traced clockwise to 503821N 0051538E - 504512N 0052633E.
2	**Vertical limits**	2500FT AMSL
3	**Airspace classification**	D
4	**ATS unit call sign**	Liège Tower
	Language(s)	En
5	**Transition altitude**	4500FT AMSL
6	**Remarks**	NIL

EBLG AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	**2**	**3**	**4**	**5**
APP	Liège Approach	119.275MHZ *(1)* 121.500MHZ *(2)* 243.000MHZ *(2)*	H24	*(1)* Primary FREQ *(2)* Emergency FREQ
TWR	Liège Tower	118.125MHZ *(1)* 130.625MHZ *(2)* 121.500MHZ *(3)* 243.000MHZ *(3)*	H24	*(1)* Primary FREQ *(2)* Secondary FREQ *(3)* Emergency FREQ
	Liège Ground	121.925MHZ	H24	Ground movement control and start-up clearance
ATIS	Liège Information	126.250MHZ 115.450MHZ *(1)*	H24	*(1)* LGE frequency D-ATIS AVBL (see GEN 3.4, § 3.4.2)
VDF	Liège Homer	119.275MHZ 118.125MHZ 130.625MHZ 128.200MHZ 121.500MHZ	H24	NIL

EBLG AD 2.19 Radio Navigation and Landing Aids

Type of aid MAG VAR	ID	FREQ	Hours of operation	Position of transmitting antenna	DME antenna elevation	RMK
1	2	3	4	5	6	7
DVOR/DME (1°E/2015)	LGE	115.450 MHZ CH101Y	H24	503914.3N 0052813.5E	633 FT	Coverage: 40 NM/FL250
NDB	ONL	290 KHZ	H24	504203.9N 0053257.0E		Coverage: 25 NM Collocated with OM ILS 23L
ILS 05R (CAT I)						
LOC	IHH	108.750 MHZ	H24	503905.8N 0052759.9E		045° GEO / 1.96 NM from THR 05R No back beam available LOC only reliable within 35° either side of course line
GP		330.350 MHZ	H24	503754.3N 0052558.0E		Slope 3° RDH 54 FT
DME	IHH	CH 24Y	H24	503754.3N 0052558.1E	591 FT	Collocated with GP
ILS 23L (CAT III)						
LOC	ILG	109.350 MHZ	H24	503735.0N 0052536.1E		225° GEO / 1.84 NM from THR 23L No back beam available LOC only reliable within 35° either side of course line
GP		331.850 MHZ	H24	503846.2N 0052720.2E		Slope 3° RDH 54.3 FT
OM	dash / dash	75 MHZ	H24	504204N 0053257E		4.64 NM from THR 23L or 4.13 DME LGE The DME fix (4.13 DME LGE) shall only be used as OM fix if the markers are unserviceable
MM	dot / dash	75 MHZ	H24	503920N 0052823E		0.65 NM from THR 23L
ILS 23R (CAT I)						
LOC	IBI	109.350 MHZ	H24	503742.7N 0052532.8E		225° GEO / 1.50 NM from THR 23R No back beam available LOC only reliable within 35° either side of course line
GP		331.850 MHZ	H24	503839.9N 0052654.7E		Slope 3° RDH 54 FT Operations restricted to 5º left and right from course line Full fly down indications may not be maintained when high above GP
DME	IBI	CH 30Y	H24	503839.5N 0052654.4E	591 FT	Collocated with GP

EBLG AD 2.20 Local Aerodrome Regulations

1 GENERAL

1.1 Use of SSR

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

1.2 Security

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

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

2 TAXI REGULATIONS

”Follow-me” car services available only when requested by pilots except in LVP.

3 APRON REGULATIONS

Stands 110 to 128 are mandatory nose-in positions.

Aircraft of type A124 shall be parked nose-in on stands 110 and 112 (A380 stands) or 124 and 128 (when stands 122 and 126 are empty).

4 RUNWAY REGULATIONS

NIL

5 SPECIFIC TRAFFIC REGULATIONS

5.1 Aircraft Without Radio

Aircraft without radio are prohibited

5.2 Glider Flights

Glider flights are prohibited.

5.3 ULM Flights

ULM flights are prohibited.

5.4 Balloon Flights

NIL

5.5 Parachuting

Parachuting is prohibited.

5.6 Acrobatic Flights

NIL

5.7 Training and Test Flights

Training flights may only be operated by jet and propeller aircraft of more than 6000 KG from MON to FRI between 0800 and 1800 (0700 and 1700), except on HOL and during the official school holiday periods of the Belgian French-speaking Community, provided they have already been operated in the territory of the Walloon Region before 08 NOV 2000 or provided the operator develops commercial activities in that area.

EBLG AD 2.21 Noise Abatement Procedures

1 GENERAL

1.1 Noise Restrictions

Aircraft operating at EBLG must be noise certificated according to *ICAO Annex 16*.

Recertificated civil subsonic jet aircraft are prohibited from 2200 to 0600 (2100 to 0500). The Airport Authority is entitled to require any aircraft operator to provide any document or technical information related to the aircraft operated and to prohibit any aircraft from take-off if the required documents have not been forwarded.

Following flights are exempted from this restriction:

- Flights carrying members of the Belgian Royal Family, the Belgian government, the Regional and Community governments and foreign Royal Families and Heads of State or leaders of foreign governments, presidents and commissioners of the European Union, on official mission;
- Missions in case of disasters or for the purpose of medical assistance;
- Military missions;
- Take-off and landing performed in exceptional conditions (flights on which there is immediate danger to the life or health of persons as well as animals, flights diverted for meteorological reasons, etc.);
- Delayed flights, provided the delay is due to circumstances beyond the operator's control.

Exceptionally and on explicit justified request, the Minister of Transport of the Walloon Region may authorize take-off or landing of a non-compliant aircraft.

1.2 Use of Reverse Thrust

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

2 GROUND PROCEDURES

2.1 Engine Tests

Full power engine tests are prohibited from 2000 to 0800 (1900 to 0700).

3 ARRIVAL PROCEDURES

NIL

4 DEPARTURE PROCEDURES

4.1 General

The SID (see EBLG AD 2.22, § 3.2.1) constitute noise abatement procedures. Therefore, it is emphasized that pilots, except when being radar vectored, shall adhere to the allocated route as closely as performance criteria permit. If unable to comply with these procedures, they shall advise ATC immediately.

4.2 Climb Gradient

In order to minimize noise disturbance, aircraft shall maintain a net climb gradient of not less than 5.8% until FL 50.

4.3 Noise Abatement Take-Off and Climb Procedures

The following operational noise abatement take-off procedures must be applied for outbound flights:

For turbo-jet aircraft:

- From take-off to 2100 FT QNH:
  - take-off power;
  - take-off flaps;
  - climb to V2 + 10 to 20 KT or as limited by body angle;
- At 2100 FT QNH:
  - reduce thrust to not less than climb thrust;
- From 2100 FT QNH to 3600 FT QNH:
  - climb at V2 + 10 to 20 KT;
- At 3600 FT QNH:
  - accelerate smoothly to en-route climb speed with flaps retraction.

For propeller aircraft:

- From take-off to 1600FT QNH:
  - take-off power;
  - climb at maximum gradient compatible with safety;
  - speed not less than single engine climb speed, nor higher than best rate of climb speed.
- At 1600FT QNH:
  - reduce power to the maximum normal operating power (if this power has been used for showing compliance with the noise certification requirements) or to the maximum climb power;
- From 1600FT QNH to 3600FT QNH:
  - climb at the maximum gradients with reduced power, maintaining constant speed;
- At 3600FT QNH:
  - accelerate smoothly to en-route climb speed.

EBLG AD 2.22 Flight Procedures

1 GENERAL

1.1 Aerodrome Minima

Except when authorized by the CAA or in case of emergency, a pilot-in-command shall not take off below the following minima:

- RWY 23L: 125M RVR;
- RWY 05R: 550M RVR;
- RWY 05L/23R: 400M RVR.

2 IFR FLIGHTS (INBOUND)

2.1 General

2.1.1 Radar vectoring

Inbound traffic is radar vectored by Liège APP or Liège TWR, on FREQ 119.275MHZ or 118.125MHZ respectively, until the interception of ILS or until the IAF.

2.1.2 Speed Limitations

In the interest of accurate spacing and in order to maintain a smooth and orderly traffic flow, following speed limitations apply:

- Aircraft being vectored shall reduce speed to 250KIAS when below FL100;
- The holding patterns within Brussels FIR are protected up to 14000FT inclusive and shall be entered at or below 170KIAS by aircraft CAT A/B and at 230KIAS or below by aircraft CAT C/D;
- Along the initial approach segments, unless otherwise instructed by ATC, 220KIAS shall not be exceeded;
- Along the intermediate and final approach segments 220KIAS shall be maintained until established on the ILS (unless otherwise instructed by ATC);
- The OM of RWY 23L or 4 DME from RWY 23R or RWY 05R shall be crossed at 170KIAS;
- ATC may request speed adjustments. Pilots are requested to comply with these speed adjustments as promptly as feasible within their own operational constraints. Aircraft unable to comply with the requested speed shall inform and state to ATC what speed shall be used. Application or non-application of the speed restrictions does not relieve the pilot of his responsibility for the observation of any noise abatement procedures;
- Aircraft unable to maintain 160KT until base leg for visual approach or 4NM from THR for instrument approach will not be accepted between 2200 and 0400 (2100 and 0300) ATA, unless prior permission is obtained from ATC.

Type of aid (MAG VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna	DME antenna elevation	Remarks
1	2	3	4	5	6	7
ILS 06 (CAT I)						
LOC	ILE	109.900MHZ	H24	493819.1N 0061438.3E		060° GEO / 2.55NM from THR 06 DOC: 25NM - FL60
GP		333.800MHZ	H24	493703.9N 0061127.9E		Slope 3° RDH 52FT DOC: 25NM - FL60
DME	ILE	CH 36X	H24	493703.9N 0061127.9E	1168FT	Type P Collocated with GP 0 at 230M from THR 06 DOC: 25NM - FL100
ILS 24 (CAT III)						
LOC	ILW	110.700MHZ	H24	493659.3N 0061103.5E		240° GEO / 2.31NM from THR 24 DOC: 25NM - FL60
GP		330.200MHZ	H24	493758.9N 0061358.9E		Slope 3° RDH 52FT DOC: 25NM - FL60
DME	ILW	CH 44X	H24	493758.9N 0061358.9E	1214FT	Type P Collocated with GP 0 at 300M from THR 24 (ABM antenna) DOC: 25NM - FL100

ELLX AD 2.20 Local Aerodrome Regulations

1 GENERAL

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

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

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

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

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

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

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

1.2 Aircraft Code F

Aircraft code F are subject to a special permission. B747-8F are authorised to operate at ELLX. In case of B747-8 operations at ELLX, other B747 type aircraft may expect ATC induced intermediate holding positions during taxi due to wing tip clearance and separation requirements. At holding point RWY 24 on TWY A no parallel holding position will be allowed for B747 type aircraft due to same requirements.

2 TAXI REGULATIONS

When issued with taxi instructions, departing aircraft shall taxi as close as possible to the appropriate runway-holding position. Unless otherwise notified to ATC by the pilot, aircraft are expected to be ready for departure upon reaching the runway-holding position. General aviation aircraft departing from aprons P5 and P6 shall complete all pre-departure checks, including engine/power checks, before requesting taxi instructions to enter the manoeuvring area.

Aircraft with WTC H are not allowed to enter RWY 06/24 via intersection G, except when towed. All aircraft are still permitted to vacate at TWY G after landing.

Traffic landing on RWY 06 and vacating at TWY E or D1 shall await onward clearance before entering TWY B1 due to conflicting ground traffic in opposite direction.

3 APRON REGULATIONS

Aprons P1, P2 and P7 shall only be entered behind a follow-me car. Also, when the apron markings are not visible, aprons P1 and P2 shall only be exited behind a follow-me car. No control service provided on apron by ATC.

4 RUNWAY REGULATIONS

4.1 Minimum Runway Occupancy Time

4.1.1 Departure

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

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

4.1.2 Arrival

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

5 SPECIFIC TRAFFIC REGULATIONS

5.1 Aircraft without Radio

Aircraft without radio are prohibited.

5.2 Glider Flights

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

5.3 ULM Flights

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

5.4 Balloon Flights

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

5.5 Parachuting

Parachuting is prohibited.

5.6 Acrobatic Flights

Acrobatic flights are prohibited.

5.7 Training and Test Flights

Are considered as training flights:

- Successive touch-and-goes on the traffic circuit;
- Successive approaches, VFR or IFR, followed by a landing or a go-around.

Training flights are prohibited, except for Luxembourg registered aircraft and aircraft with a special permission from the CAA.

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

In addition, the following applies:

- Training flights for multi-engine aircraft are only allowed: MON to SAT, HOL excl. 0530-2100 (0430-2000);
- IFR training flights for aircraft unable to maintain 170 KIAS are only allowed: MON to SAT 0630-0800, 1100-1430 and 1800-2000 (0530-0700, 1000-1330 and 1700-1900); SUN and HOL 0700-1430 and 1800-2000 (0600-1330 and 1700-1900);

- Training flights performing successive touch-and-goes in the traffic circuit are only allowed: MON to SAT 0700-2100 (0600-2000); SUN and HOL 0700-1100 and 1300-2100 (0600-1000 and 1200-2000);
- Only one training flight is allowed in the traffic circuit at a time. Time slots shall be arranged via telephone with ELLX ARO (+352 47 98 23 01 0 or 1), starting at 0600 (0500) of the day on which the flight is planned to be executed.

RWY maintenance/inspection has priority over training flights.

5.8 Local Flights

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

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

ELLX AD 2.21 Noise Abatement Procedures

1 GENERAL

1.1 “Chapter 2" Aircraft

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

State and military aircraft are exempted from this prohibition.

1.2 Use of Reverse Thrust

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

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

2 GROUND PROCEDURES

Engine run-ups shall only be conducted on the engine test area located on TWY I.

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

Ground idle runs are not considered to be engine test runs.

Engine run-ups are only allowed for aircraft meeting the standards of *ICAO Annex 16. Volume 1*, Chapter 3.

Engine run-ups on the engine test area on TWY I will not be allowed during LVP.

Aircraft performing engine run-up on TWY I must normally be positioned on a heading between 240° clockwise through 060° and additionally in a way that blasting along TWY I centre line towards RWY 06/24 is avoided.

3 ARRIVAL PROCEDURES

Aircraft performing a LOC/DME approach on RWY 06 shall cross 2 DME ILE at 1810FT QNH (650FT QFE) MNM.

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

4 DEPARTURE PROCEDURES

4.1 General

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

4.2 Noise Abatement Take-off and Climb Procedures

Climb until 4 000 FT shall be performed with most noise abatement efficient aircraft setting if available, or at maximum climb gradient compatible with safety.

ELLX AD 2.22 Flight Procedures

1 GENERAL

1.1 Aerodrome Minima

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

Specific minima apply for following procedures:

- ILS/DME CAT I RWY 06: 600 M RVR;
- ILS/DME RWY 06: 600 M RVR;
- LOC/DME RWY 06 (CAT A/B/C): 800 M RVR or VIS;
- LOC/DME RWY 06 (CAT D): 1 200 M RVR or VIS;
- NDB/DME RWY 06 (CAT A/B/C): 1 200 M RVR or VIS;
- NDB/DME RWY 06 (CAT D): 1 600 M RVR or VIS;
- ILS/DME CAT I RWY 24: 550 M RVR;
- ILS/DME CAT II/III RWY 24: 125 M RVR;
- LOC/DME or LOC RWY 24 (CAT A/B/C): 800 M RVR or VIS;
- LOC/DME or LOC RWY 24 (CAT D): 1 200 M RVR or VIS;
- NDB/DME or NDB RWY 24 (CAT A/B/C): 1 200 M RVR or VIS;
- NDB/DME or NDB RWY 24 (CAT D): 1 600 M RVR or VIS.

2 IFR FLIGHTS (INBOUND)

2.1 General

2.1.1 Aircraft Equipment

DME is compulsory for all inbound IFR traffic.

2.1.2 Radar Vectoring

Radar vectoring may be expected.

Aircraft receiving radar vectors to intercept an instrument approach to Luxembourg Airport may be assigned levels by ATC below the minimum sector altitude/terminal arrival level. Levels assigned will assure that the aircraft remains at least 1 000 FT above the highest obstacle located within 3 NM or 5 NM of the aircraft, as appropriate (in accordance with *ICAO Doc 8168 PANS-OPS, Volume II, Section 2, § 6.2.3*).

2.1.3 Speed Limitations

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

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

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

RWY 24

Designator	Route	Remarks
DISKI 3Y	R-237 LUX to 8 DME LUX, RT to intercept R-221 NTM to 24 DME NTM, RT R-155 DIK, LT R-114 LUX to DISKI.	Cross DISKI FL 60MNM Always AVBL for traffic DEST EDDR, EDRZ and ETAR Additionally AVBL FRI, 1700 (1600) to MON, 0700 (0600) to join Q760 and Z729
GTQ 8X	R-237 LUX to 6 DME LUX, LT to intercept QDR-117 WLU, RT R-335 GTQ to GTQ.	Climb gradient: 5.2% MNM Cross 27 DME GTQ FL80 MNM Flights filing FL130 or above, cross 25 DME GTQ FL130 MNM. If unable to comply, advise ATC.
GTQ 8Y	R-237 LUX to 8 DME LUX, RT to intercept R-221 NTM to 24 DME NTM, RT R-335 GTQ to GTQ.	Cross 27 DME GTQ FL80 MNM Flights filing FL130 or above, cross 25 DME GTQ FL130 MNM. If unable to comply, advise ATC.
MMD 8X	R-237 LUX to 8 DME LUX, RT R-265 LUX to TILVI, MMD next.	Cross 19 DME LUX FL60 MNM Cross TILVI FL80 MNM
RAPOR 5X	R-237 LUX to 8 DME LUX, RT R-265 LUX to TILVI, RAPOR next.	Cross 19 DME LUX FL60 MNM

3.2.2 Climb Requirements

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

4 LOW VISIBILITY PROCEDURES

4.1 Facilities and Equipment Available

4.1.1 Runways

RWY 24 is equipped with ILS and is approved for CAT II and III (minimum RVR is 125M). If wind direction and speed require the use of RWY 06 (ILS CAT I only), LVP are not notified.

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

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

Guided take-off:

- RWY 06: not AVBL;
- RWY 24: on request upon start-up.

4.1.2 Taxiways

The taxiways are equipped with centre line lights, except for TWY I and H.

TWY C and D1 shall not be used during LVP unless authorized by ATC.

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

4.1.3 Communications

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

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

Pilots will be informed by ATC when LVP are terminated.

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

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

4.2 Criteria for Initiation and Termination of LVP

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

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

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

4.3 Other Information

Any operator wishing to perform CAT II/III operations at ELLX shall apply in writing to obtain approval from the CAA.

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

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

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

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

During LVP reduced aerodrome capacity. Major delay should be expected.

5 VFR FLIGHTS

5.1 General

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

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

Pilots should bear in mind that Prohibited Area ELP01 - DUPONT DE NEMOURS is located within the aerodrome traffic circuits to the south west of the aerodrome and extends from the surface up to 2 500FT AMSL.

Centreline crossing closer than 11NM from ARP should be done at 2000FT MAX. Aircraft unable to comply shall contact Luxembourg APP 118.900MHZ.

5.2 Visual Reporting Points

VFR traffic shall only use following compulsory reporting points:

Name	Associated landmark	Relative position	Position
ALPHA	Church of Keispelt	R-294 LUX / 7.7 DME	494138N 0060407E
MERSA	Silo installation at Mersch	R-321 LUX / 8.6 DME	494511N 0060640E
BRAVO	Motorway crossing A1/A7	R-271 LUX / 2.3 DME	493827N 0061121E
CARLI	Castle of Fischbach	R-339 LUX / 6.9 DME	494451N 0061112E
OSCAR	Bridge of Wormeldange	R-107 LUX / 6.4 DME	493626N 0062414E
REMIK	Bridge of Remich	R-139 LUX / 7.5 DME	493236N 0062214E
SIERA	Railway crossing at Moutfort	R-175 LUX / 2.8 DME	493534N 0061507E
TANGO	Water tower at Frisange	R-196 LUX / 7.8 DME	493053N 0061123E

5.3 Inbound Traffic

Inbound flights shall proceed via the arrival routes depicted on chart AD 2.ELLX-VAC.01.

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

5.4 Outbound Traffic

Outbound flights shall proceed via the departure routes depicted on chart AD 2.ELLX-VAC.01 and

- if RWY 06 is in use, via CARLI or OSCAR;

- if RWY 24 is in use, via ALPHA or TANGO.

6 RADIO COMMUNICATION FAILURE

6.1 IFR

- Set transponder on code 7600;
- Proceed to DIK at last assigned and acknowledged flight level or, if assigned a level below 4 000 FT whilst receiving radar vectors to intercept an instrument approach, climb immediately to 4 000 FT;
- At last received and acknowledged EAT or, in the absence of an EAT, at FPL ETA, descend to 4000 FT QNH in the DIK holding pattern;
- Descend to initial approach altitude to carry out a standard instrument approach according to IAC;
- Aircraft equipped with an on-board telephone/cellphone, dial +352 47 98 24 01 0 or +352 47 98 24 01 1 and mention last RTF channel used.

6.2 VFR

- Set transponder on code 7600;
- Without clearance do not enter Luxembourg CTR and land on alternate aerodrome;
- If already cleared to join aerodrome circuit: hold on downwind and look out for light signals from TWR;
- Aircraft equipped with an on-board telephone/cellphone, dial +352 47 98 24 05 0 or +352 47 98 24 05 1 and mention last RTF channel used.

ELLX AD 2.23 Additional Information

1 ATIS

ATIS messages serving both inbound and outbound traffic are broadcast H24 (see ELLX AD 2.18).

The messages contain following elements in the order as listed:

- Runway-in-use;
- QNH (in HPA);
- Transition level;
- Operational status LVP;
- METAR (letter of the alphabet and time of observation expressed in HR and MIN UTC) or SPECI;
- Surface wind direction and speed (average and gusts when appropriate). Expressions “variable” and “calm” are used when appropriate;
- Visibility;
- Present weather;
- Clouds (amount expressed by SCT, BKN and OVC, height in feet. Types CB and TCU only are specified);
- The expression CAVOK is used when VIS is 10 KM MNM, no clouds exist below 5000 FT and no CB are present and no precipitation or thunderstorms exist;
- Temperature and dew point;
- Wind shear;
- Previous weather;
- TREND.

Low visibility operations are announced when RVR is 800 M or below and the ceiling is 200 FT or below.

ELLX AD 2.24 Charts Related to ELLX

AD 2.ELLX-ADC.01	Aerodrome Chart - ICAO
AD 2.ELLX-ADC.02	Aerodrome Chart - ICAO. Appendix 1: Runway Markings and Lighting Aids
AD 2.ELLX-GMC.01	Aerodrome Ground Movement Chart - ICAO
AD 2.ELLX-GMC.02	Aerodrome Ground Movement Chart - ICAO. Appendix 1: Taxiways
AD 2.ELLX-GMC.03	Aerodrome Ground Movement Chart - ICAO. Appendix 2: Hot Spots
AD 2.ELLX-APDC.01	Aircraft Parking Docking Chart - ICAO

AD 2.ELLX-STAR.01	Standard Arrival Chart - Instrument - ICAO: Holding DIK DVOR/DME
AD 2.ELLX-STAR.02	Standard Arrival Chart - Instrument - ICAO: Holding WLU NDB
AD 2.ELLX-SID.01	Standard Departure Chart - Instrument - ICAO: RWY 06
AD 2.ELLX-SID.02	Standard Departure Chart - Instrument - ICAO: RWY 24
AD 2.ELLX-IAC.01	Instrument Approach Chart - ICAO: ILS or LOC RWY 06
AD 2.ELLX-IAC.02	Instrument Approach Chart - ICAO: ILS or LOC RWY 24
AD 2.ELLX-IAC.03	Instrument Approach Chart - ICAO: NDB RWY 06
AD 2.ELLX-IAC.04	Instrument Approach Chart - ICAO: NDB RWY 24
AD 2.ELLX-VAC.01	Visual Approach Chart - ICAO
AD 2.ELLX-VAC.02	Visual Approach Chart - ICAO. Appendix 1: Aerodrome Traffic Circuit

EBFS AD 2.8 Aprons, Taxiways and Check Locations Data

1	**Apron surface**	CONC
	Apron strength	
2	**Taxiway width**	All TWY: 15 M Except: • TWY C2, C3, E1 - E3, Q, S4, T: 12 M • TWY C1, G1, N2 and P1 - P5: 22.5 M
	Taxiway surface	
	Taxiway strength	• TWY C1, G1 and N2: PCN 45/F/C/W/T • TWY C2 and C3: PCN 44/F/C/W/T • TWY G2 and H1:PCN 32/F/C/W/T • TWY G3, L, M1 - M3 and W2: LCN 45 • TWY N1, E1- E3, Q, S4 and T: LCN 30 • TWY N3 and N4: PCN 31/F/C/W/U • TWY P1 - P5: 59/F/C/W/T • TWY S1 - S3: 21/F/C/W/T • TWY W1: 37/F/C/W/T
3	**ACL and elevation**	
4	**VOR check points**	
	INS check points	On main ACFT parkings and RWY entrance + 2 squat fixes (on taxi W1 and E1)
5	**Remarks**	T parking/apron markings not compliant with STANAG/ICAO; taxi with help of marshaller is mandatory.

EBFS AD 2.9 Surface Movement Guidance and Control System and Markings

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

EBFS AD 2.10 Aerodrome Obstacles

1 SPECIFIC OBSTACLES FOR THE PRIMARY RWY

a. Localizer antenna 20FT high, 20M in front of beginning of concrete RWY 08L, 317M in front of THR 08L;
b. Near field antenna 5FT high, 60M down the RWY 08L, 237M before the THR 08L;
c. Glide slope antenna 59FT high, 120M from centre line south of RPI RWY 26R;
d. To avoid pilots from coming in too low on RWY 08L, the portion of RWY in front of the threshold markings of RWY 08L is marked with yellow chevrons, thus indicating clearly to pilots not to touch before over the threshold markings. The portion marked with these yellow chevrons is nevertheless usable for ground movements of ACFT.

2 SPECIFIC OBSTACLES FOR THE SECONDARY RWY

a. OBST in the lateral slope:
   • Shelter 27, 12M high, 121M south of THR 26L, ELEV 955FT;

- Antenna D1, 24M high, 150M south axis, 105 M down of THR 08R, ELEV 1072FT;

b. OBST in the approach slope:
- Trees “Pont de la Cour”, 1400M before THR 26L, south of the axis with an ELEV of 1025FT;

c. UAV equipment alongside the secondary RWY:
- RAPS landing system, 3FT high, 501414N 004 3823E and 501417N 0043849E;
- DRUMS arresting system, 1FT high, 501415N 004 3845E and 501415N 0043829E.

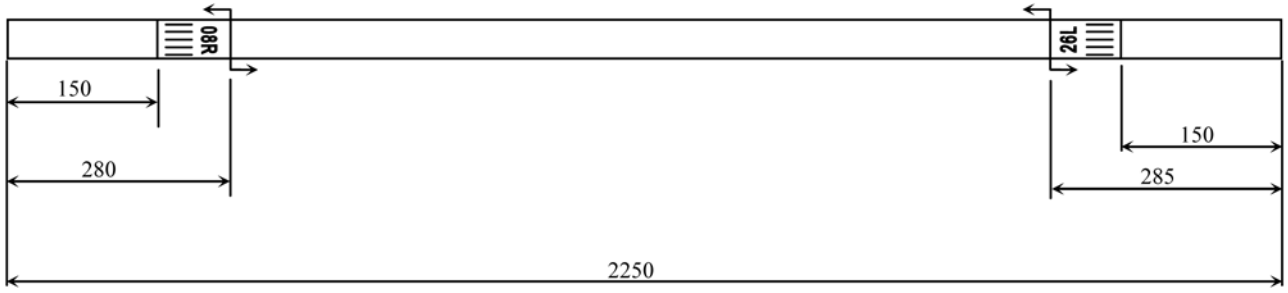
3 Other obstacles

Type	Elevation (FT AMSL)	From ARP		Marking	Lighting
		Distance (M)	Bearing (GEO)		
Anemometer 08	962	1320	266	YES	YES
Church CORENNE	1010	2400	067	NO	U/S UFN
Church FLAVION	965	4600	082	NO	NO
ILS Glide Antenna	983	1060	086	YES	YES
Brichart Antenna	972	4300	088	YES	YES
Church ANTHEE	1000	8220	093	NO	NO
Church ROSEE	1060	2980	114	NO	U/S UFN
TACAN	966	385	128	NO	YES
PAR	939	300	147	NO	YES
TWR	1074	1250	152	NO	YES
F82 Antenna	1109	1350	159	YES	YES
Windsock	994	960	162	YES	NO
Clairière Antenna	1189	2165	169	YES	YES
Water tower	1182	2060	170	NO	YES
ASR	1150	2605	175	NO	YES
D62 Antenna	1035	1575	219	YES	YES
D1 Antenna	1002	1280	221	YES	YES
Multiplex Antenna	1265	2920	223	YES	YES
Barrier Luc Antenna	1208	5620	226	NO	YES
ILS LOC Antenna	919	1752	259	YES	YES
Nearfield LOC Antenna	911	1672	259	NO	YES
Mobistar Antenna	1027	2385	287	YES	YES
Football Terrain Antenna	1056	3830	289	YES	YES
Scree of career	1020	1600	284	NO	NO
C9 Antenna	1017	350	320	YES	YES

EBFS AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	EBFS MET
2	**Hours of service**	As AD OPR HR
	MET Office outside hours	
3	**Office responsible for TAF preparation**	EBFS MET
	Periods of validity	9 HR for the 3 first and 12 HR for the last one published at 1541 (1441)
4	**Type of landing forecast**	Colour state
	Interval of issuance	1 HR or more often when necessary
5	**Briefing / consultation provided**	TEL, personal consultation, MOSA computer system

EBFS 08R – 26L (Distances in metres)



EBFS AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
08L	2875	3325	3125	2638	NIL
26R	2766	2925	3125	2674	NIL
08R	1965	2250	2250	1815	NIL
26L	1975	2250	2250	1825	NIL

EBFS AD 2.14 Approach and Runway Lighting

RWY 08L					
Approach lighting system	*Type:* ALS with sequenced flashing lights *Length:* 750M *Intensity:* LIH		**VASIS**	*Type:* PAPI (both sides / 2.75°) *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:* 3385M *Spacing:* 60M *Intensity:* LIH / LIL (directional & omnidirectional)	*red:* from 0 to 240M *orange:* from 300 to 840M			
Remarks	NIL				

RWY 26R					
Approach lighting system	*Type:* ALS with sequenced flashing lights *Length:* 900M *Intensity:* LIH		**VASIS**	*Type:* PAPI (both sides / 2.75°) *MEHT:*	
Runway threshold lights	*Colour:* green *Wing bars:* NIL		**Touchdown zone lights**	NIL	
Runway end lights	*Colour:* red *Wing bars:* NIL		**Stopway lights**		

RWY 26R			
Runway centre line lights	*Length:* *Spacing:* *Intensity:*		
Runway edge lights	*Length:* *Spacing:* 60M *Intensity:* LIH / LIL (directional & omnidirectional)	*red:* *orange:*	from 0 to 240M from 300 to 840M
Remarks	NIL		

RWY 08R					
Approach lighting system	*Type:* Non-standard *Length:* 335M *Intensity:*		**VASIS**	*Type:* *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:* 2250M *Spacing:* 30M *Intensity:* LIL (omnidirectional)				
Remarks	NIL				

RWY 26L					
Approach lighting system	*Type:* Non-standard *Length:* 210M *Intensity:*		**VASIS**	*Type:* PAPI (left / 3.2°) *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:* 2250M *Spacing:* 30M *Intensity:* LIL (omnidirectional)				
Remarks	NIL				

EBFS AD 2.15 Other Lighting, Secondary Power Supply

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

EBFN AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY end COORD THR geoid undulation	THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
11	108°	2678 x 35	PCN 22 F/C/W/T ASPH / CONC	510537.33N 0023809.81E 510511.21N 0024015.22E	THR 15FT TDZ 16FT
29	288°	2678 x 35	PCN 22 F/C/W/T ASPH / CONC	510512.24N 0024010.63E 510538.44N 0023804.09E	THR 20FT TDZ 20FT

Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	RMK
7	8	9	10	11	12
Long: 0.2 % Trans: 1.0 %					

Note: A portable aircraft arresting system (PORTARREST) for tailhook equipped ACFT can be installed for planned OPS.

EBFN AD 2.13 Declared Distances

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	RMK
1	2	3	4	5	6
11	2678	2678	2678	2571	NIL
29	2678	2678	2678	2574	NIL

EBFN AD 2.14 Approach and Runway Lighting

RWY 11			
Approach lighting system	*Type:* NIL *Length:* *Intensity:*	**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**	

RWY 11	
Runway centre line lights	*Length:* *Spacing:* *Intensity:*
Runway edge lights	*Length:* *Spacing:* 30M *Intensity:* LIH / LIL (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:* 30M *Intensity:* LIH / LIL (directional & omnidirectional)		
Remarks			

EBFN AD 2.15 Other Lighting, 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 (centre of HEL landing area) Geoid undulation**	
2	**Location**	Beginning of old RWY 02, see AD 2 EBFN FLIP 5-2
3	**Marking**	Standard helipad markings
4	**Lighting**	NIL
5	**Remarks**	NIL

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

2.3 Runway Physical Characteristics

RWY designator	Dimensions of RWY (M)	QFU	Strength and surface of RWY and SWY
11	635 x 35	109°	
29	673 x 35	289°	
Portion of 02	799 x 30	016°	5700KG CONC
Portion of 20	799 x 30	196°	5700KG CONC

2.4 Communication Facilities

Basic information: 122.100 MHZ - "Koksijde 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;
- Jet aircraft operations not allowed.

2.6 Flight Procedures

- Overhead: 1400FT;
- Circuit Altitude: 900FT AMSL;
- RWY 02 and 11: right hand circuit.

EBFN AD 2.24 Charts Related to EBFN

AD 2.MIL-EBFN-ADC.01	Aerodrome Chart
AD 2.MIL-EBFN-GMC.01	Aerodrome Ground Movement Chart
AD 2 EBFN AOC 01	Aerodrome Obstacle Chart. Type A (Operating Limitations) RWY 11/29
AD 2 EBFN AOC 02	Aerodrome Obstacle Chart. Type B
AD 2.MIL-EBFN-SID.01	Instrument Departure Chart - MIPS: FN 01 - 02
AD 2.MIL-EBFN-SID.02	Instrument Departure Chart - MIPS: FN 03-04 (COPTER)
AD 2.MIL-EBFN-MISC.01	Minimum Vectoring Altitude - MIPS: MVA CHART
AD 2.MIL-EBFN-IAC.01	Instrument Approach Chart - MIPS: HI-TACAN RWY 29
AD 2.MIL-EBFN-IAC.02	Instrument Approach Chart - MIPS: TACAN RWY 29
AD 2.MIL-EBFN-IAC.03	Instrument Approach Chart - MIPS: VOR RWY 29
AD 2.MIL-EBFN-VAC.01	Visual Approach Chart: VAC-JET RWY 11 - 29
AD 2.MIL-EBFN-VAC.02	Visual Approach Chart: VAC-HEL

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EBSU - SAINT-HUBERT (MIL)

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EBSU AD 2.1 Aerodrome Location Indicator and Name

EBSU - SAINT-HUBERT (MIL)

EBSU AD 2.2 Military data

1	**Coordinates**	500203N 0052624E
2	**Elevation (FT)**	1930
3	**RWY**	07 / 25
4	**Dimensions (M)**	2600 x 45
5	**Surface**	CONC and ASPH
6	**Strength**	
7	**Operator**	Belgian Air Component
8	**TEL**	
9	**FAX**	
10	**Operational hours**	PPR
11	**Remarks**	Reserve aerodrome (can be activated by NOTAM). Two groups of aerial masts with height 17M (56FT) AGL are present, no markings.

EBSU AD 2.24 Charts Related to EBSU

AD 2.MIL EBSU-AOC.01	Aerodrome Obstacle Chart. Type B

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AERODROME OBSTACLE CHART

TYPE B

SAINT – HUBERT (EBSU)
BELGIUM

AERODROME ELEV 1930 ft
THR ELEV 25 1912 ft
THR ELEV 07 1912 ft

INNER HORIZONTAL SURFACE

VAR 1.25° E JUNE 2016
ANNUAL CHANGE 8' E

TRANSITIONAL SURFACE SLOPE 1:7

INSTRUMENT APPROACH SURFACE SLOPE 1:4

TAKE – OFF CLIMB SURFACE SLOPE 1:5

05° 23' 05° 24' 05° 25' 05° 26' 05° 27' 05° 28' 05° 29' 05° 30'

50° 03'
50° 02'
50° 01'

LEGEND	
AERODROME REFERENCE POINT 50° 02'03'' N – 005° 26'24'' E [WGS84] REFERENCE ALTITUDE FOR INNER HORIZONTAL AND CONICAL SURFACE : 1930 ft	⊕
TREE OR SHRUB	✳
POLE,TOWER,SPIRE,ANTENNA,ETC.	⊙
BUILDING OR LARGE STRUCTURE	▭
FACTORY	▨
RAILROAD	—|—|—
WATER	▩
POPULATED PLACES	⁘
HIGH TENSION CABLE OVERHEAD CABLE	—T—T—

ORDER OF ACCURACY
HORIZONTAL 0.5 M
VERTICAL 2 FT

DIMENSIONS IN METRES
ELEVATIONS IN FEET
BEARINGS ARE MAGNETIC

SCALE 1 : 25 000
METERS
500 0 500 1000 1500 2000

MAP PROJECTION : BELGIAN LAMBERT 72 PROJECTION
MAP GRID : WGS 84

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EBTN - GOETSENHOVEN

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EBTN AD 2.1 Aerodrome Location Indicator and Name

EBTN - GOETSENHOVEN

EBTN AD 2.2 Aerodrome Geographical and Administrative Data

1	**ARP Coordinates**	504654N 0045728E
2	**Direction and distance from (city)**	
3	**Elevation / reference temperature**	246 FT / INFO not AVBL
4	**Geoid undulation**	INFO not AVBL
5	**Magnetic variation / annual change**	INFO not AVBL
6	**AD administration address**	KV De Wouw Mr. Stockmans Nerm 123 3320 Hoegaarden BELGIUM Vliegclub ULM Goetsenhoven VZW Mr. Schollaert Boekhoutstraat 46A 3390 Tielt-Winge BELGIUM
	TEL	+32 (0) 16 81 22 78 (KV De Wouw)
	FAX	NIL
	Telex	NIL
	AFS	NIL
	Email	NIL
7	**Types of traffic permitted (IFR/VFR)**	VFR
8	**Remarks**	

EBTN AD 2.3 Operational Hours

SAT, SUN and HOL: from 0700 (0600) to SS.

Outside these hours: O/R

EBTN AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY end COORD THR geoid undulation	THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
06	060°	655 × 30	PCN 20 ASPH		
24	240°	655 × 30	PCN 20 ASPH		
17	170°	779 × 30	PCN 20 ASPH		
35	350°	779 × 30	PCN 20 ASPH		

EBTN AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Basic information	Goetsenhoven Radio	125.375 MHZ	see EBTN AD 2.3	INFO only, no ATC (En/Nl)

EBTN AD 2.20 Local Aerodrome Regulations

The use of the aerodrome is subject to prior permission from the operator.

Mixed activity (airplanes and gliders).

Jet aircraft operations not allowed.

During EBBE opening hours Federal Police can, in close coordination with EBBE ATC, use EBTN aerodrome for drone flying training, 1NM radius and 300FT AGL MAX. This activity will be announced by NOTAM.

EBTN AD 2.22 Flight procedures

Circuit Altitude: 1000FT AMSL.

Right hand circuit.

EBLE - LEOPOLDSBURG / Beverlo

Note: The following sections in this chapter are intentionally left blank: AD-2.4, AD-2.5, AD-2.6, AD-2.7, AD-2.8, AD-2.9, AD-2.10, AD-2.11, AD-2.13, AD-2.14, AD-2.15, AD-2.16, AD-2.17, AD-2.19, AD-2.21, AD-2.23, AD-2.24

EBLE AD 2.1 Aerodrome Location Indicator and Name

EBLE - LEOPOLDSBURG / Beverlo

EBLE AD 2.2 Aerodrome Geographical and Administrative Data

1	**ARP Coordinates**	510712N 0051826E
2	**Direction and distance from (city)**	
3	**Elevation / reference temperature**	207 FT / INFO not AVBL
4	**Geoid undulation**	INFO not AVBL
5	**Magnetic variation / annual change**	INFO not AVBL
6	**AD administration address**	Aeroclub Sanicole VZW Kamperbaan 153 3940 Hechtel BELGIUM
	TEL	+32 (0) 11 34 27 39
	FAX	+32 (0) 11 34 88 71
	Telex	NIL
	AFS	NIL
	Email	Nicole@sanicole.com
7	**Types of traffic permitted (IFR/VFR)**	VFR
8	**Remarks**	

EBLE AD 2.3 Operational Hours

0800 (0700) - SS (after 1900 (1800) only landing)

EBLE AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY end COORD THR geoid undulation	THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
08		600 x 18	5000KG ASPH		
26		600 x 18	5000KG ASPH		

EBLE AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Basic information	Beverlo Radio	125.525MHZ	see AD-2.3	INFO only, no ATC (En)

EBLE AD 2.20 Local Aerodrome Regulations

Use of the aerodrome is subject to prior permission from the operator;

Prohibited to non-home based ULMs, DPMs and civil helicopters;

Parachuting in VMC;

Aerodrome given in concession to the civil club outside MIL activity;

Jet aircraft operations not allowed.

EBLE AD 2.22 Flight procedures

RWY 08: Right-hand circuit;

EBLE is situated in Kleine-Brogel CTR. When EBBL is active, pilots shall contact Kleine-Brogel APP on 122.500MHZ before entering the CTR or after take-off from EBLE. Circuit altitude is 700FT when EBBL is active and 1200FT when EBBL is not active.

ELNT - NOERTRANGE

Note: The following sections in this chapter are intentionally left blank: AD-2.3, AD-2.4, AD-2.5, AD-2.6, AD-2.7, AD-2.8, AD-2.9, AD-2.10, AD-2.11, AD-2.12, AD-2.13, AD-2.14, AD-2.15, AD-2.16, AD-2.17, AD-2.18, AD-2.19, AD-2.20, AD-2.21, AD-2.22, AD-2.23, AD-2.24

ELNT AD 2.1 Aerodrome Location Indicator and Name

ELNT - NOERTRANGE

ELNT AD 2.2 Aerodrome Data

1	**Coordinates**	495852N 0055504E
2	**Elevation (FT)**	1522
3	**Runway, true bearing**	080° / 260°
4	**Runway dimensions (M)**	657 x 30
5	**Slope**	+2.4% to W
6	**Surface**	GRASS
7	**Strength**	2250KG
8	**Operator**	Fédération Aéronautique Luxembourgeoise (FAL) 3, route d'Arlon L-8009 Strassen LUXEMBOURG
9	**TEL**	+352 95 84 30 (AD) +352 49 38 52 (OPR)
10	**FAX**	NIL
11	**Email**	fal@pt.lu
12	**Operational hours**	MON-SAT: 0830 - 1100 (0730 - 1000) and 1200 - 1900 (1100 - 1800) (or SS, whichever is later) SUN, HOL: 0830 - 1100 (0730 - 1000) and 1300 - 1900 (1200 - 1800) (or SS, whichever is later)
13	**AFIS**	"Noertrange Information" - 126.950MHZ - INFO only, no ATC
14	**Procedures**	Circuit approach from the North. Avoid straight long final on RWY 08 due to obstacle (church tower) aligned on extended centre line.
15	**Remarks**	The use of the aerodrome is subject to the presence of a person in charge designated by the operator. ULM and HEL: PPR from CAA (see GEN 1.1, § 1.2). Aerodrome available for single-engine aircraft only. Parachuting jumping at aerodrome.

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ELUS - USELDANGE

Note: The following sections in this chapter are intentionally left blank: AD-2.3, AD-2.4, AD-2.5, AD-2.6, AD-2.7, AD-2.8, AD-2.9, AD-2.10, AD-2.11, AD-2.12, AD-2.13, AD-2.14, AD-2.15, AD-2.16, AD-2.17, AD-2.18, AD-2.19, AD-2.20, AD-2.21, AD-2.22, AD-2.23, AD-2.24

ELUS AD 2.1 Aerodrome Location Indicator and Name

ELUS - USELDANGE

ELUS AD 2.2 Aerodrome Data

1	**Coordinates**	494604N 0055803E
2	**Elevation (FT)**	925
3	**Runway, true bearing**	101° / 281°
4	**Runway dimensions (M)**	900 x 30
5	**Slope**	NIL
6	**Surface**	GRASS
7	**Strength**	NIL
8	**Operator**	Cercle Luxembourgeois de Vol à Voile (CLVV) B.P. 3 L-8701 Useldange LUXEMBOURG
9	**TEL**	+352 23 63 81 17 +352 621 45 53 80
10	**FAX**	NIL
11	**Email**	contact@clvv.lu
12	**Operational hours**	From SR-30 MIN to SS+30 MIN
13	**AFIS**	NIL
14	**Procedures**	NIL
15	**Remarks**	The use of the aerodrome is subject to prior permission of a person in charge designated by the operator. This person has to be present on site to assess the usability of the manoeuvring and signal area an to release the aerodrome for operations. Glider activity only. Winch launching up to 1500 FT AGL. Two wind turbines are situated in the vicinity of the aerodrome: • 494721.3N 0055711.0E (ELEV 1383 FT) • 494732.2N 0055735.2E (ELEV 1396 FT) Trees close to the final approach RWY 28 (possible turbulence by north wind). Grove (small group of trees) and obstacle (barn/stable) close to the glide path of final approach RWY 10.

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EBZR - ZOERSEL / Oostmalle

Note: The following sections in this chapter are intentionally left blank: AD-2.4, AD-2.5, AD-2.6, AD-2.7, AD-2.8, AD-2.9, AD-2.10, AD-2.11, AD-2.13, AD-2.14, AD-2.15, AD-2.16, AD-2.17, AD-2.19, AD-2.21, AD-2.23, AD-2.24

EBZR AD 2.1 Aerodrome Location Indicator and Name

EBZR - ZOERSEL / Oostmalle

EBZR AD 2.2 Aerodrome Geographical and Administrative Data

1	**ARP Coordinates**	511553N 0044512E
2	**Direction and distance from (city)**	
3	**Elevation / reference temperature**	53 FT / INFO not AVBL
4	**Geoid undulation**	INFO not AVBL
5	**Magnetic variation / annual change**	INFO not AVBL
6	**AD administration address**	VZW Aero-Paraclub der Kempen Vliegveld Zoersel/Oostmalle 2390 Oostmalle BELGIUM
	TEL	+32 (0) 3 311 55 13
	TEL	+32 (0) 3 474 32 40 83 (supervisor of flying for PPR request)
	FAX	+32 (0) 3 311 55 13
	Telex	NIL
	AFS	NIL
	Email	info@ebzr.org
7	**Types of traffic permitted (IFR/VFR)**	VFR
8	**Remarks**	

EBZR AD 2.3 Operational Hours

SAT, SUN and HOL: 0800 (0700) - SS

Outside these hours: O/R

EBZR AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY end COORD THR geoid undulation	THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
05		799 x 43	ASPH / CONC		
23		799 x 43	ASPH / CONC		

EBZR AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Basic information	Zoersel Radio	123.800MHZ	see EBZR AD 2.3	INFO only, no ATC (En)

EBZR AD 2.20 Local Aerodrome Regulations

Use of the aerodrome is subject to prior permission from the operator;

Mixed activity (airplanes and gliders);

Jet aircraft operations not allowed.

EBZR AD 2.22 Flight procedures

Left-hand circuit;

Circuit height: 1000FT AGL.

EBSL - ZUTENDAAL

Note: The following sections in this chapter are intentionally left blank: AD-2.4, AD-2.5, AD-2.6, AD-2.7, AD-2.8, AD-2.9, AD-2.10, AD-2.11, AD-2.13, AD-2.14, AD-2.15, AD-2.16, AD-2.17, AD-2.19, AD-2.21, AD-2.22, AD-2.23, AD-2.24

EBSL AD 2.1 Aerodrome Location Indicator and Name

EBSL - ZUTENDAAL

EBSL AD 2.2 Aerodrome Geographical and Administrative Data

1	**ARP Coordinates**	505651N 0053526E
2	**Direction and distance from (city)**	
3	**Elevation / reference temperature**	312 FT / INFO not AVBL
4	**Geoid undulation**	INFO not AVBL
5	**Magnetic variation / annual change**	INFO not AVBL
6	**AD administration address**	Limburgs Zweefvliegcentrum Hoogveldstraat 65 3600 Genk BELGIUM
	TEL	+32 (0) 475 29 11 47
	TEL	+32 (0) 474 09 39 00 (Airport Commander)
	FAX	NIL
	Telex	NIL
	AFS	NIL
	Email	info@lzc.be
7	**Types of traffic permitted (IFR/VFR)**	
8	**Remarks**	

EBSL AD 2.3 Operational Hours

FRI: 1600 (1500) to SS + 30 MIN

SAT, SUN and HOL: SR - 30 MIN to SS + 30 MIN

O/R

EBSL AD 2.12 Runway Physical Characteristics

RWY designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY end COORD THR geoid undulation	THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
06	060°	399 x 18	5700KG CONC		
24	240°	399 x 18	5700KG CONC		

EBSL AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Basic information	Zutendaal Radio	134.925MHZ	see EBSL AD 2.3	INFO only, no ATC (En/Nl)

EBSL AD 2.20 Local Aerodrome Regulations

Use of the aerodrome is subject to prior permission from the operator;

Only gliders allowed winching up to 2300FT;

Jet aircraft operations not allowed.

ELEA - ESCH-SUR-ALZETTE / Centre Hospitalier Emile Mayrisch

Note: The following sections in this chapter are intentionally left blank: AD-3.3, AD-3.4, AD-3.5, AD-3.6, AD-3.7, AD-3.8, AD-3.9, AD-3.10, AD-3.11, AD-3.12, AD-3.13, AD-3.14, AD-3.15, AD-3.16, AD-3.17, AD-3.18, AD-3.19, AD-3.20, AD-3.21, AD-3.22

ELEA AD 3.1 Heliport location indicator and name

ELEA - ESCH-SUR-ALZETTE/ Centre Hospitalier Emile Mayrisch

ELEA AD 3.2 Heliport Data

1	**Coordinates**	493003N 0055856E
2	**Elevation (FT)**	966
3	**Dimensions (M)**	TLOF: 18.75 x 18.75 FATO: 95.00 x 18.75
4	**Slope**	NIL
5	**Surface**	TLOF: CONC FATO: GRVL
6	**Strength**	TLOF: 40000KG FATO: 40000KG
7	**Routes (MAG)**	Departure: 062° / 242° Arrival: 062° / 242°
8	**Operator**	Centre Hospitalier Emile Mayrisch BP 436 L-4005 Esch-sur-Alzette LUXEMBOURG
9	**TEL**	+352 57 11 83 02 1
10	**FAX**	+352 57 11 79 50 9
11	**Email**	info@chem.lu
12	**Operational hours**	SR-30MIN - SS+30MIN
13	**AFIS**	NIL
14	**Remarks**	Prior permission required. Hospital heliport located in congested hostile environment. VFR only. Only helicopters performance class I are allowed. Overflight of hospital, adjacent school building and gas tanks prohibited. Heliport fire fighting category H1.

ELEA AD 3.23 Charts Related to ELEA

AD 3.HOSP-ELEA-ADC.01	Heliport Chart - ICAO

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ELET - ETTELBRUCK / Hôpital St. Louis

Note: The following sections in this chapter are intentionally left blank: AD-3.3, AD-3.4, AD-3.5, AD-3.6, AD-3.7, AD-3.8, AD-3.9, AD-3.10, AD-3.11, AD-3.12, AD-3.13, AD-3.14, AD-3.15, AD-3.16, AD-3.17, AD-3.18, AD-3.19, AD-3.20, AD-3.21, AD-3.22, AD-3.23

ELET AD 3.1 Heliport location indicator and name

ELET - ETTELBRUCK / Hôpital St. Louis

ELET AD 3.2 Heliport Data

1	**Coordinates**	495116N 0060540E
2	**Elevation (FT)**	682
3	**Dimensions (M)**	18 x 18
4	**Slope**	NIL
5	**Surface**	ASPH
6	**Strength**	INFO not AVBL
7	**Arrival routes (MAG)**	140°
8	**Operator**	Centre Hospitalier du Nord 120, avenue Salentiny L-9080 Ettelbruck LUXEMBOURG
9	**TEL**	+352 81 66 30 60 +352 81 66 65 55 0
10	**FAX**	+352 81 66 30 95
11	**Email**	securite@chdn.lu
12	**Operational hours**	HJ
13	**AFIS**	NIL
14	**Remarks**	Prior permission required. Hospital heliport.

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ELLC - LUXEMBOURG / Centre Hospitalier du Centre

Note: The following sections in this chapter are intentionally left blank: AD-3.3, AD-3.4, AD-3.5, AD-3.6, AD-3.7, AD-3.8, AD-3.9, AD-3.10, AD-3.11, AD-3.12, AD-3.13, AD-3.14, AD-3.15, AD-3.16, AD-3.17, AD-3.18, AD-3.19, AD-3.20, AD-3.21, AD-3.22

ELLC AD 3.1 Heliport Location Indicator and Name

ELLC - LUXEMBOURG / Centre Hospitalier du Centre

ELLC AD 3.2 Heliport Data

1	**Coordinates**	493709N 0060609E
2	**Elevation (FT)**	1079
3	**Dimensions (M)**	20 x 20
4	**Slope**	NIL
5	**Surface**	CONC
6	**Strength**	3175KG
7	**Arrival routes (MAG)**	089° / 269°
8	**Operator**	Centre Hospitalier de Luxembourg 4, rue Barblé L-1210 Luxembourg LUXEMBOURG URL: www.chl.lu
9	**TEL**	+352 44 11 11
10	**FAX**	+352 45 87 62
11	**Email**	admin.sec@chl.lu
12	**Operational hours**	H24
13	**AFIS**	NIL
14	**Remarks**	Prior permission required. Elevated hospital heliport located in congested hostile environment. VFR only. Obstacles: trees immediately adjacent north of heliport.

ELLC AD 3.23 Charts Related to ELLC

AD 3.HOSP-ELLC-ADC.01	Heliport Chart - ICAO

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ELLZ - LUXEMBOURG / Clinique Sainte-Thérèse

Note: The following sections in this chapter are intentionally left blank: AD-3.3, AD-3.4, AD-3.5, AD-3.6, AD-3.7, AD-3.8, AD-3.9, AD-3.10, AD-3.11, AD-3.12, AD-3.13, AD-3.14, AD-3.15, AD-3.16, AD-3.17, AD-3.18, AD-3.19, AD-3.20, AD-3.21, AD-3.22, AD-3.23

ELLZ AD 3.1 Heliport location indicator and name

ELLZ - LUXEMBOURG / Clinique Sainte-Thérèse

ELLZ AD 3.2 Heliport Data

1	**Coordinates**	493612N 0060741E
2	**Elevation (FT)**	1029
3	**Dimensions (M)**	15.24 x 15.24
4	**Slope**	NIL
5	**Surface**	Aluminium
6	**Strength**	6000KG
7	**Routes (MAG)**	Departure: 073° / 239° Arrival: 253° / 059°
8	**Operator**	ZithaKlinik S.A. 36, rue Sainte Zithe L-2763 Luxembourg LUXEMBOURG URL: www.zithaklinik.lu
9	**TEL**	+352 28 88 1
10	**FAX**	+352 28 88 59 00
11	**Email**	klinik@hopitauxschuman.lu
12	**Operational hours**	H24
13	**AFIS**	NIL
14	**Remarks**	Prior permission required. Elevated hospital heliport located in congested hostile environment. VFR only. Heliport fire fighting category H1.

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ELLK - LUXEMBOURG / Hôpital Kirchberg

Note: The following sections in this chapter are intentionally left blank: AD-3.3, AD-3.4, AD-3.5, AD-3.6, AD-3.7, AD-3.8, AD-3.9, AD-3.10, AD-3.11, AD-3.12, AD-3.13, AD-3.14, AD-3.15, AD-3.16, AD-3.17, AD-3.18, AD-3.19, AD-3.20, AD-3.21, AD-3.22, AD-3.23

ELLK AD 3.1 Heliport Location Indicator and Name

ELLK - LUXEMBOURG / Hôpital Kirchberg

ELLK AD 3.2 Heliport Data

1	**Coordinates**	493758N 0061038E
2	**Elevation (FT)**	1220
3	**Dimensions (M)**	19 x 19
4	**Slope**	NIL
5	**Surface**	CONC
6	**Strength**	3000KG
7	**Routes (MAG)**	Arrival: 137° / Departure: 317°
8	**Operator**	Hôpital Kirchberg 24, rue Edward Steichen L-2540 Luxembourg LUXEMBOURG
9	**TEL**	+352 24 68 24 24 (Security) +352 24 68 36 66 (REA)
10	**FAX**	NIL
11	**Email**	NIL
12	**Operational hours**	H24
13	**AFIS**	NIL
14	**Remarks**	Prior permission required. Elevated hospital heliport located in congested hostile environment. VFR only.

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EBRO - RANST / Van Den Bosch

Note: The following sections in this chapter are intentionally left blank: AD-3.3, AD-3.4, AD-3.5, AD-3.6, AD-3.7, AD-3.8, AD-3.9, AD-3.10, AD-3.11, AD-3.12, AD-3.13, AD-3.14, AD-3.15, AD-3.16, AD-3.17, AD-3.18, AD-3.19, AD-3.20, AD-3.21, AD-3.22, AD-3.23

EBRO AD 3.1 Heliport Location Indicator and Name

EBRO - RANST / Van Den Bosch

EBRO AD 3.2 Heliport Data

1	**Coordinates**	511235N 0043515E
2	**Elevation (FT)**	33
3	**Dimensions (M)**	20 in diameter
4	**Slope**	NIL
5	**Surface**	CONC
6	**Strength**	INFO not AVBL
7	**Arrival routes (MAG)**	150° and 270°
8	**Operator**	Mr Van Den Bosch Ter Stratenweg 7 2520 Oelegem BELGIUM
9	**TEL**	+32 (0) 3 384 30 30 +32 (0) 475 70 46 71
10	**FAX**	+32 (0) 3 385 40 30
11	**Email**	NIL
12	**Operational hours**	HJ
13	**Basic Information (languages used)**	NIL
14	**Remarks**	Prior permission required. Heliport is situated in EBAW CTR.

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AERONAUTICAL INFORMATION PUBLICATION
Belgium and Luxembourg

AIM Belgium
Control Tower
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

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AFS: EBVAYOYX
Email: aip.production@belgocontrol.be
URL: www.belgocontrol.be

SUPPLEMENT
014/2016

Publication Date: 27-OCT-2016
Effective Date: 10-NOV-2016
End Date: 07-DEC-2017

AIP Publication Schedule 2017

The regular amendments to the AIP for the year 2017 will be published as follows:

Cycle nr	Latest day for data delivery	Publication	AMDT insertion
1	24 NOV 2016	22 DEC 2016	05 JAN 2017
2	22 DEC 2016	19 JAN 2017	02 FEB 2017
3	19 JAN 2017	16 FEB 2017	02 MAR 2017
4	16 FEB 2017	16 MAR 2017	30 MAR 2017
5	16 MAR 2017	13 APR 2017	27 APR 2017
6	13 APR 2017	11 MAY 2017	25 MAY 2017
7	10 MAY 2017	08 JUN 2017	22 JUN 2017
8	08 JUN 2017	06 JUL 2017	20 JUL 2017
9	06 JUL 2017	03 AUG 2017	17 AUG 2017
10	03 AUG 2017	31 AUG 2017	14 SEP 2017
11	31 AUG 2017	28 SEP 2017	12 OCT 2017
12	28 SEP 2017	26 OCT 2017	09 NOV 2017
13	25 OCT 2017	23 NOV 2017	07 DEC 2017

The AIRAC amendments to the AIP for the year 2017 will be published as follows:

Cycle nr	Latest day for data delivery	Publication	AIRAC effective date
1	27 OCT 2016	24 NOV 2016	05 JAN 2017
2	24 NOV 2016	22 DEC 2016	02 FEB 2017
3	22 DEC 2016	19 JAN 2017	02 MAR 2017
4	19 JAN 2017	16 FEB 2017	30 MAR 2017
5	16 FEB 2017	16 MAR 2017	27 APR 2017
6	16 MAR 2017	13 APR 2017	25 MAY 2017
7	13 APR 2017	11 MAY 2017	22 JUN 2017
8	10 MAY 2017	08 JUN 2017	20 JUL 2017

Cycle nr	Latest day for data delivery	Publication	AIRAC effective date
9	08 JUN 2017	06 JUL 2017	17 AUG 2017
10	06 JUL 2017	03 AUG 2017	14 SEP 2017
11	03 AUG 2017	31 AUG 2017	12 OCT 2017
12	31 AUG 2017	28 SEP 2017	09 NOV 2017
13	28 SEP 2017	26 OCT 2017	07 DEC 2017

AERONAUTICAL INFORMATION CIRCULAR
Belgium and Luxembourg

AIM Belgium
Control Tower
Tervuursesteenweg 303
1830 Steenokkerzeel
BELGIUM

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URL:www.belgocontrol.be

AIC
006/2016

Publication Date: 27-OCT-2016
Effective Date: 10-NOV-2016
End Date: 27-APR-2017

ELLX - 2016-2017 Seasonal Snow Plan

This AIC contains additional information regarding seasonal availability and snow clearing operations at Luxembourg Airport (ELLX) for the winter season 2016-2017.

Designated authority for the publication of runway state information is the Administration de la navigation aérienne (ANA):

Post: B.P. 273
2012 Luxembourg
LUXEMBOURG

TEL: +352 47 98 23 01 0

FAX: +352 47 98 23 09 0

Email: ais@airport.etat.lu

1 Runway State Information

Information about the current runway state and the progress of snow clearing operations will be transmitted by SNOWTAM and ATS.

The braking action is measured using Surface Friction Tester (SFH) or Skiddometer.

Braking action will only be provided for the runway.

ANA does not guarantee the completeness of information about state of aprons published by SNOWTAM.

2 General Operational Procedures for Snow Clearing and De-icing

Average clearing times for complete runway snow clearing are 45MIN.

The manoeuvring area will be kept operational from 0500 to 2259 (0400 to 2159).

3 Clearing Priorities

Manoeuvring area:

1. runway over a width of MNM 45M
2. main taxiways A, B1, B2, B3, B4
3. intersection taxiways C, D1, D2, E, F, G depending on runway in use

4 Equipment Used for Snow and Ice Clearing

Snow clearing:

- 4 snow blowers
- 8 sweeper blowers

De-icing:

- 1 sprayer truck, capacity 15000L (liquid)
- 1 sprayer truck, capacity 8000L (liquid)
- 1 spreader truck, capacity 6400L (liquid), $3M^3$ (solid)

AERONAUTICAL INFORMATION CIRCULAR
Belgium and Luxembourg

AIM Belgium
Control Tower
Tervuursesteenweg 303
1830 Steenokkerzeel
BELGIUM

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AFS: EBVAYOYX
Email: aip.production@belgocontrol.be
URL: www.belgocontrol.be

AIC
007/2016

Publication Date: 27-OCT-2016
Effective Date: 10-NOV-2016
End Date:

CHECKLIST OF AIC

With effect from 10-NOV-2016, the following AIC remain in force:

AIC 002/2009 - Carriage and Operation of SSR Mode S Airborne Equipment and ACAS II - Exemption Arrangements

AIC 007/2010 - Slot Notification for General Aviation in FPL

AIC 005/2012 - Validation of Licenses

AIC 013/2012 - Track-keeping on Departure from and Arrival to Brussels National Airport

AIC 001/2013 - Aircraft Noise Limits around Brussels National Airport (EBBR)

AIC 001/2014 - Airspace Infringement due to Altimeter Settings

AIC 004/2014 - Trial Implementation of RLatSM in the ICAO NAT Region

AIC 006/2014 - ICAO 24-bit Aircraft Addresses and Aircraft Identification Reporting

AIC 007/2014 - Holders of a Flight Crew License

AIC 010/2014 - Volcanic Ash

AIC 011/2014 - Implementation of 8.33 KHZ Channel Spacing below FL 195

AIC 002/2015 - Designated Operational Coverage

AIC 001/2016 - Introduction of a RNAV 1 Mandate at Notified Aerodromes in the Belgian Part of the Brussels FIR

AIC 003/2016 - Low Level Temperature Inversion Warning at EBBR

AIC 004/2016 - AIP Belgium and Luxembourg

AIC 006/2016 - ELLX - 2016-2017 Seasonal Snow Plan

AIC 007/2016 - Checklist

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