

AERONAUTICAL INFORMATION PUBLICATION

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AIRAC AMDT
012/2017

Publication date: 26 Oct 2017
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1. Amendment content:

Section	Subject	Change
ENR 1.3	Free Route Airspace Implementation	New
ENR 1.10	Free Route Airspace Implementation	New
ENR 2.1	Brussels UTA Remark ref Free Route Airspace Implementation	Updated
ENR 3.3	UM617 and UZ707	Updated
ENR 3.5	Direct Routes	Updated
ENR 4.1	Free Route Airspace Implementation	Updated
ENR 4.4	Free Route Airspace Implementation & Point RASCA	Updated/New

2. Hand corrections to the following pages:

NIL

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

NOTAM: NIL

SUP: NIL

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

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ENR 1.14-8	15-SEP-2016	ENR 3.3-43	14-SEP-2017	ENR 5.2-24	20-JUL-2017
ENR 1.14-9	15-SEP-2016	ENR 3.3-44	14-SEP-2017	ENR 5.3-1	04-FEB-2016
ENR 1.14-10	15-SEP-2016	ENR 3.3-45	14-SEP-2017	ENR 5.3-2	04-FEB-2016
ENR 1.14-11	15-SEP-2016	ENR 3.3-46	14-SEP-2017	ENR 5.4-1	17-AUG-2017
ENR 1.14-12	15-SEP-2016	ENR 3.3-47	07-DEC-2017	ENR 5.4-2	17-AUG-2017
ENR 2.1-1	07-DEC-2017	ENR 3.3-48	07-DEC-2017	ENR 5.5-1	03-MAR-2016
ENR 2.1-2	07-DEC-2017	ENR 3.3-49	14-SEP-2017	ENR 5.5-2	03-MAR-2016
ENR 2.1-3	04-FEB-2016	ENR 3.3-50	14-SEP-2017	ENR 5.5-3	09-NOV-2017
ENR 2.1-4	04-FEB-2016	ENR 3.4-1	04-FEB-2016	ENR 5.5-4	09-NOV-2017
ENR 2.1-5	04-FEB-2016	ENR 3.4-2	04-FEB-2016	ENR 5.5-5	04-FEB-2016
ENR 2.1-6	04-FEB-2016	ENR 3.5-1	07-DEC-2017	ENR 5.5-6	04-FEB-2016
ENR 2.1-7	13-OCT-2016	ENR 3.5-2	07-DEC-2017	ENR 5.5-7	25-MAY-2017
ENR 2.1-8	13-OCT-2016	ENR 3.5-3	15-SEP-2016	ENR 5.5-8	25-MAY-2017
ENR 2.1-9	04-FEB-2016	ENR 3.5-4	15-SEP-2016	ENR 5.5-9	04-FEB-2016
ENR 2.1-10	04-FEB-2016	ENR 3.5-5	22-JUN-2017	ENR 5.5-10	04-FEB-2016
ENR 2.1-11	30-MAR-2017	ENR 3.5-6	22-JUN-2017	ENR 5.5-11	14-SEP-2017
ENR 2.1-12	30-MAR-2017	ENR 3.5-7	22-JUN-2017	ENR 5.5-12	14-SEP-2017
ENR 2.1-13	30-MAR-2017	ENR 3.5-8	22-JUN-2017	ENR 5.5-13	14-SEP-2017
ENR 2.1-14	30-MAR-2017	ENR 3.5-9	22-JUN-2017	ENR 5.5-14	14-SEP-2017
ENR 2.1-15	04-FEB-2016	ENR 3.5-10	22-JUN-2017	ENR 5.6-1	15-SEP-2016

ENR 5.6-2	15-SEP-2016	AD 0.5-1	04-FEB-2016	AD 2.EBAW-VAC.02-2	03-MAR-2016
ENR 5.6-3	15-SEP-2016	AD 0.5-2	04-FEB-2016	AD 2.EBAW-VAC.03-1	04-FEB-2016
ENR 5.6-4	15-SEP-2016	AD 0.6-1	07-DEC-2017	AD 2.EBAW-VAC.03-2	04-FEB-2016
ENR 6-1	15-SEP-2016	AD 0.6-2	07-DEC-2017	AD 2.EBBR-1	17-AUG-2017
ENR 6-2	15-SEP-2016	AD 1.1-1	15-SEP-2016	AD 2.EBBR-2	17-AUG-2017
ENR 6.ENRC.01-1	12-OCT-2017	AD 1.1-2	15-SEP-2016	AD 2.EBBR-3	20-JUL-2017
ENR 6.ENRC.01-2	12-OCT-2017	AD 1.1-3	17-AUG-2017	AD 2.EBBR-4	20-JUL-2017
ENR 6-ENRC.02-1	12-OCT-2017	AD 1.1-4	17-AUG-2017	AD 2.EBBR-5	12-OCT-2017
ENR 6-ENRC.02-2	12-OCT-2017	AD 1.1-5	15-SEP-2016	AD 2.EBBR-6	12-OCT-2017
ENR 6-ENRC.03-1	08-DEC-2016	AD 1.1-6	15-SEP-2016	AD 2.EBBR-7	14-SEP-2017
ENR 6-ENRC.03-2	08-DEC-2016	AD 1.2-1	15-SEP-2016	AD 2.EBBR-8	14-SEP-2017
ENR 6-ENRC.04-1	07-DEC-2017	AD 1.2-2	15-SEP-2016	AD 2.EBBR-9	05-JAN-2017
ENR 6-ENRC.04-2	07-DEC-2017	AD 1.3-1	09-NOV-2017	AD 2.EBBR-10	05-JAN-2017
ENR 6-ENRC.05a-1	15-SEP-2016	AD 1.3-2	09-NOV-2017	AD 2.EBBR-11	05-JAN-2017
ENR 6-ENRC.05a-2	15-SEP-2016	AD 1.3-3	14-SEP-2017	AD 2.EBBR-12	05-JAN-2017
ENR 6-ENRC.05b-1	15-SEP-2016	AD 1.3-4	14-SEP-2017	AD 2.EBBR-13	12-OCT-2017
ENR 6-ENRC.05b-2	15-SEP-2016	AD 1.3-5	09-NOV-2017	AD 2.EBBR-14	12-OCT-2017
ENR 6-ENRC.05c-1	15-SEP-2016	AD 1.3-6	09-NOV-2017	AD 2.EBBR-15	14-SEP-2017
ENR 6-ENRC.05c-2	15-SEP-2016	AD 1.3-7	15-SEP-2016	AD 2.EBBR-16	14-SEP-2017
ENR 6-ENRC.05d-1	15-SEP-2016	AD 1.3-8	15-SEP-2016	AD 2.EBBR-17	12-OCT-2017
ENR 6-ENRC.05d-2	15-SEP-2016	AD 1.3-9	15-SEP-2016	AD 2.EBBR-18	12-OCT-2017
ENR 6-ENRC.05e-1	15-SEP-2016	AD 1.3-10	15-SEP-2016	AD 2.EBBR-19	12-OCT-2017
ENR 6-ENRC.05e-2	15-SEP-2016	AD 1.3-11	15-SEP-2016	AD 2.EBBR-20	12-OCT-2017
ENR 6-ENRC.05f-1	15-SEP-2016	AD 1.3-12	15-SEP-2016	AD 2.EBBR-21	12-OCT-2017
ENR 6-ENRC.05f-2	15-SEP-2016	AD 1.3-13	30-MAR-2017	AD 2.EBBR-22	12-OCT-2017
ENR 6-INDEX.01a-1	27-APR-2017	AD 1.3-14	30-MAR-2017	AD 2.EBBR-23	02-MAR-2017
ENR 6-INDEX.01a-2	27-APR-2017	AD 1.3-15	15-SEP-2016	AD 2.EBBR-24	02-MAR-2017
ENR 6-INDEX.01b-1	17-AUG-2017	AD 1.3-16	15-SEP-2016	AD 2.EBBR-25	02-MAR-2017
ENR 6-INDEX.01b-2	17-AUG-2017	AD 1.3-17	15-SEP-2016	AD 2.EBBR-26	02-MAR-2017
ENR 6-INDEX.01c-1	04-FEB-2016	AD 1.3-18	15-SEP-2016	AD 2.EBBR-27	02-MAR-2017
ENR 6-INDEX.01c-2	04-FEB-2016	AD 1.4-1	15-SEP-2016	AD 2.EBBR-28	02-MAR-2017
ENR 6-INDEX.01d-1	04-FEB-2016	AD 1.4-2	15-SEP-2016	AD 2.EBBR-29	02-MAR-2017
ENR 6-INDEX.01d-2	04-FEB-2016	AD 1.5-1	04-FEB-2016	AD 2.EBBR-30	02-MAR-2017
ENR 6-INDEX.02-1	27-APR-2017	AD 1.5-2	04-FEB-2016	AD 2.EBBR-31	20-JUL-2017
ENR 6-INDEX.02-2	27-APR-2017	AD 2.EBAW-1	08-DEC-2016	AD 2.EBBR-32	20-JUL-2017
ENR 6-INDEX.03a-1	04-FEB-2016	AD 2.EBAW-2	08-DEC-2016	AD 2.EBBR-33	17-AUG-2017
ENR 6-INDEX.03a-2	04-FEB-2016	AD 2.EBAW-3	05-JAN-2017	AD 2.EBBR-34	17-AUG-2017
ENR 6-INDEX.03b-1	04-FEB-2016	AD 2.EBAW-4	05-JAN-2017	AD 2.EBBR-35	12-OCT-2017
ENR 6-INDEX.03b-2	04-FEB-2016	AD 2.EBAW-5	10-NOV-2016	AD 2.EBBR-36	12-OCT-2017
ENR 6-INDEX.03c-1	03-MAR-2016	AD 2.EBAW-6	10-NOV-2016	AD 2.EBBR-37	12-OCT-2017
ENR 6-INDEX.03c-2	03-MAR-2016	AD 2.EBAW-7	22-JUN-2017	AD 2.EBBR-38	12-OCT-2017
ENR 6-INDEX.04a-1	09-NOV-2017	AD 2.EBAW-8	22-JUN-2017	AD 2.EBBR-39	02-MAR-2017
ENR 6-INDEX.04a-2	09-NOV-2017	AD 2.EBAW-9	22-JUN-2017	AD 2.EBBR-40	02-MAR-2017
ENR 6-INDEX.04b-1	04-FEB-2016	AD 2.EBAW-10	22-JUN-2017	AD 2.EBBR-41	02-MAR-2017
ENR 6-INDEX.04b-2	04-FEB-2016	AD 2.EBAW-11	18-AUG-2016	AD 2.EBBR-42	02-MAR-2017
ENR 6-INDEX.04c-1	04-FEB-2016	AD 2.EBAW-12	18-AUG-2016	AD 2.EBBR-43	02-MAR-2017
ENR 6-INDEX.04c-2	04-FEB-2016	AD 2.EBAW-13	02-FEB-2017	AD 2.EBBR-44	02-MAR-2017
ENR 6-INDEX.04d-1	28-APR-2016	AD 2.EBAW-14	02-FEB-2017	AD 2.EBBR-45	02-MAR-2017
ENR 6-INDEX.04d-2	28-APR-2016	AD 2.EBAW-15	18-AUG-2016	AD 2.EBBR-46	02-MAR-2017
ENR 6-INDEX.04e-1	28-APR-2016	AD 2.EBAW-16	18-AUG-2016	AD 2.EBBR-47	12-OCT-2017
ENR 6-INDEX.04e-2	28-APR-2016	AD 2.EBAW-ADC.01-1	03-MAR-2016	AD 2.EBBR-48	12-OCT-2017
ENR 6-INDEX.04f-1	22-JUN-2017	AD 2.EBAW-ADC.01-2	03-MAR-2016	AD 2.EBBR-49	12-OCT-2017
ENR 6-INDEX.04f-2	22-JUN-2017	AD 2.EBAW-ADC.02-1	04-FEB-2016	AD 2.EBBR-50	12-OCT-2017
ENR 6-INDEX.05-1	04-FEB-2016	AD 2.EBAW-ADC.02-2	04-FEB-2016	AD 2.EBBR-51	14-SEP-2017
ENR 6-INDEX.05-2	04-FEB-2016	AD 2.EBAW-AOC.01-1	28-APR-2016	AD 2.EBBR-52	14-SEP-2017
ENR 6-INDEX.06-1	22-JUN-2017	AD 2.EBAW-AOC.01-2	28-APR-2016	AD 2.EBBR-53	02-MAR-2017
ENR 6-INDEX.06-2	22-JUN-2017	AD 2.EBAW-ATCSMAC.01-1	03-MAR-2016	AD 2.EBBR-54	02-MAR-2017
ENR 6-INDEX.07-1	30-MAR-2017	AD 2.EBAW-ATCSMAC.01-2	03-MAR-2016	AD 2.EBBR-55	14-SEP-2017
ENR 6-INDEX.07-2	30-MAR-2017	AD 2.EBAW-STAR.01-1	12-OCT-2017	AD 2.EBBR-56	14-SEP-2017
ENR 6-INDEX.08-1	04-FEB-2016	AD 2.EBAW-STAR.01-2	12-OCT-2017	AD 2.EBBR-ADC.01-1	02-MAR-2017
ENR 6-INDEX.08-2	04-FEB-2016	AD 2.EBAW-SID.01-1	12-OCT-2017	AD 2.EBBR-ADC.01-2	02-MAR-2017
ENR 6-INDEX.09-1	09-NOV-2017	AD 2.EBAW-SID.01-2	12-OCT-2017	AD 2.EBBR-ADC.02-1	13-OCT-2016
ENR 6-INDEX.09-2	09-NOV-2017	AD 2.EBAW-SID.02-1	12-OCT-2017	AD 2.EBBR-ADC.02-2	13-OCT-2016
ENR 6-INDEX.10-1	15-SEP-2016	AD 2.EBAW-SID.02-2	12-OCT-2017	AD 2.EBBR-ADC.03-1	13-OCT-2016
ENR 6-INDEX.10-2	15-SEP-2016	AD 2.EBAW-IAC.01-1	12-OCT-2017	AD 2.EBBR-ADC.03-2	13-OCT-2016
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		AD 2.EBAW-IAC.02-2	30-MAR-2017	AD 2.EBBR-GMC.02a-1	17-AUG-2017
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		AD 2.EBAW-IAC.02a-2	04-FEB-2016	AD 2.EBBR-GMC.02b-1	23-JUN-2016
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		AD 2.EBAW-VAC.01-2	09-NOV-2017	AD 2.EBBR-GMC.03-1	25-MAY-2017
		AD 2.EBAW-VAC.02-1	03-MAR-2016	AD 2.EBBR-GMC.03-2	25-MAY-2017
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AD 0.1-1	04-FEB-2016				
AD 0.1-2	04-FEB-2016				
AD 0.2-1	04-FEB-2016				
AD 0.2-2	04-FEB-2016				
AD 0.3-1	31-MAR-2016				
AD 0.3-2	31-MAR-2016				
AD 0.4-1	04-FEB-2016				
AD 0.4-2	04-FEB-2016				

AD 2.EBBR-GMC.04-1	02-MAR-2017	AD 2.EBBR-IAC.12-2	02-MAR-2017	AD 2.EBKT-3	09-NOV-2017
AD 2.EBBR-GMC.04-2	02-MAR-2017	AD 2.EBBR-IAC.12a-1	02-MAR-2017	AD 2.EBKT-4	09-NOV-2017
AD 2.EBBR-GMC.05-1	12-OCT-2017	AD 2.EBBR-IAC.12a-2	02-MAR-2017	AD 2.EBKT-5	09-NOV-2017
AD 2.EBBR-GMC.05-2	12-OCT-2017	AD 2.EBBR-IAC.13-1	02-MAR-2017	AD 2.EBKT-6	09-NOV-2017
AD 2.EBBR-APDC.01-1	12-OCT-2017	AD 2.EBBR-IAC.13-2	02-MAR-2017	AD 2.EBKT-7	09-NOV-2017
AD 2.EBBR-APDC.01-2	12-OCT-2017	AD 2.EBBR-IAC.13a-1	02-MAR-2017	AD 2.EBKT-8	09-NOV-2017
AD 2.EBBR-APDC.02-1	22-JUN-2017	AD 2.EBBR-IAC.13a-2	02-MAR-2017	AD 2.EBKT-9	09-NOV-2017
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AD 2.EBBR-APDC.03-1	20-JUL-2017	AD 2.EBBR-VAC.01-2	09-NOV-2017	AD 2.EBKT-11	09-NOV-2017
AD 2.EBBR-APDC.03-2	20-JUL-2017	AD 2.EBCI-1	14-SEP-2017	AD 2.EBKT-12	09-NOV-2017
AD 2.EBBR-AOC.01-1	03-MAR-2016	AD 2.EBCI-2	14-SEP-2017	AD 2.EBKT-13	09-NOV-2017
AD 2.EBBR-AOC.01-2	03-MAR-2016	AD 2.EBCI-3	12-OCT-2017	AD 2.EBKT-14	09-NOV-2017
AD 2.EBBR-AOC.02-1	03-MAR-2016	AD 2.EBCI-4	12-OCT-2017	AD 2.EBKT-ADC.01-1	22-JUN-2017
AD 2.EBBR-AOC.02-2	03-MAR-2016	AD 2.EBCI-5	04-FEB-2016	AD 2.EBKT-ADC.01-2	22-JUN-2017
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AD 2.EBBR-PATC.01-1	04-FEB-2016	AD 2.EBCI-10	21-JUL-2016	AD 2.EBKT-AOC.02-1	18-AUG-2016
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AD 2.EBBR-STAR.02-1	12-OCT-2017	AD 2.EBCI-18	31-MAR-2016	AD 2.EBKT-VAC.01-1	09-NOV-2017
AD 2.EBBR-STAR.02-2	12-OCT-2017	AD 2.EBCI-19	31-MAR-2016	AD 2.EBKT-VAC.01-2	09-NOV-2017
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AD 2.EBBR-SID.02-2	22-JUN-2017	AD 2.EBCI-23	09-NOV-2017	AD 2.EBKT-MISC.01-2	09-NOV-2017
AD 2.EBBR-SID.02a-1	22-JUN-2017	AD 2.EBCI-24	09-NOV-2017	AD 2.EBLG-1	14-SEP-2017
AD 2.EBBR-SID.02a-2	22-JUN-2017	AD 2.EBCI-25	31-MAR-2016	AD 2.EBLG-2	14-SEP-2017
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AD 2.EBBR-SID.03-2	22-JUN-2017	AD 2.EBCI-ADC.01-1	21-JUL-2016	AD 2.EBLG-4	17-AUG-2017
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AD 2.EBBR-SID.04a-2	22-JUN-2017	AD 2.EBCI-GMC.01-1	09-NOV-2017	AD 2.EBLG-8	17-AUG-2017
AD 2.EBBR-SID.04b-1	22-JUN-2017	AD 2.EBCI-GMC.01-2	09-NOV-2017	AD 2.EBLG-9	09-NOV-2017
AD 2.EBBR-SID.04b-2	22-JUN-2017	AD 2.EBCI-GMC.02-1	15-SEP-2016	AD 2.EBLG-10	09-NOV-2017
AD 2.EBBR-SID.05a-1	22-JUN-2017	AD 2.EBCI-GMC.02-2	15-SEP-2016	AD 2.EBLG-11	09-NOV-2017
AD 2.EBBR-SID.05a-2	22-JUN-2017	AD 2.EBCI-GMC.03-1	21-JUL-2016	AD 2.EBLG-12	09-NOV-2017
AD 2.EBBR-SID.05b-1	22-JUN-2017	AD 2.EBCI-GMC.03-2	21-JUL-2016	AD 2.EBLG-13	09-NOV-2017
AD 2.EBBR-SID.05b-2	22-JUN-2017	AD 2.EBCI-AOC.01-1	03-MAR-2016	AD 2.EBLG-14	09-NOV-2017
AD 2.EBBR-SID.06a-1	22-JUN-2017	AD 2.EBCI-AOC.01-2	03-MAR-2016	AD 2.EBLG-15	12-OCT-2017
AD 2.EBBR-SID.06a-2	22-JUN-2017	AD 2.EBCI-PATC.01-1	04-FEB-2016	AD 2.EBLG-16	12-OCT-2017
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AD 2.EBBR-SID.06b-2	22-JUN-2017	AD 2.EBCI-STAR.01-1	03-MAR-2016	AD 2.EBLG-18	17-AUG-2017
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AD 2.EBBR-IAC.03-2	20-JUL-2017	AD 2.EBCI-SID.03-1	02-FEB-2017	AD 2.EBLG-24	17-AUG-2017
AD 2.EBBR-IAC.04-1	20-JUL-2017	AD 2.EBCI-SID.03-2	02-FEB-2017	AD 2.EBLG-25	17-AUG-2017
AD 2.EBBR-IAC.04-2	20-JUL-2017	AD 2.EBCI-SID.04-1	02-FEB-2017	AD 2.EBLG-26	17-AUG-2017
AD 2.EBBR-IAC.05-1	12-OCT-2017	AD 2.EBCI-SID.04-2	02-FEB-2017	AD 2.EBLG-27	09-NOV-2017
AD 2.EBBR-IAC.05-2	12-OCT-2017	AD 2.EBCI-IAC.01-1	02-FEB-2017	AD 2.EBLG-28	09-NOV-2017
AD 2.EBBR-IAC.06-1	20-JUL-2017	AD 2.EBCI-IAC.01-2	02-FEB-2017	AD 2.EBLG-ADC.01-1	09-NOV-2017
AD 2.EBBR-IAC.06-2	20-JUL-2017	AD 2.EBCI-IAC.02-1	02-MAR-2017	AD 2.EBLG-ADC.01-2	09-NOV-2017
AD 2.EBBR-IAC.07a-1	17-AUG-2017	AD 2.EBCI-IAC.02-2	02-MAR-2017	AD 2.EBLG-ADC.02-1	17-AUG-2017
AD 2.EBBR-IAC.07a-2	17-AUG-2017	AD 2.EBCI-IAC.03-1	02-MAR-2017	AD 2.EBLG-ADC.02-2	17-AUG-2017
AD 2.EBBR-IAC.07b-1	20-JUL-2017	AD 2.EBCI-IAC.03-2	02-MAR-2017	AD 2.EBLG-GMC.01-1	17-AUG-2017
AD 2.EBBR-IAC.07b-2	20-JUL-2017	AD 2.EBCI-IAC.04-1	02-MAR-2017	AD 2.EBLG-GMC.01-2	17-AUG-2017
AD 2.EBBR-IAC.08-1	20-JUL-2017	AD 2.EBCI-IAC.04-2	02-MAR-2017	AD 2.EBLG-GMC.02a-1	17-AUG-2017
AD 2.EBBR-IAC.08-2	20-JUL-2017	AD 2.EBCI-IAC.04a-1	31-MAR-2016	AD 2.EBLG-GMC.02a-2	17-AUG-2017
AD 2.EBBR-IAC.09-1	20-JUL-2017	AD 2.EBCI-IAC.04a-2	31-MAR-2016	AD 2.EBLG-GMC.02b-1	17-AUG-2017
AD 2.EBBR-IAC.09-2	20-JUL-2017	AD 2.EBCI-IAC.05-1	02-MAR-2017	AD 2.EBLG-GMC.02b-2	17-AUG-2017
AD 2.EBBR-IAC.10-1	20-JUL-2017	AD 2.EBCI-IAC.05-2	02-MAR-2017	AD 2.EBLG-GMC.03-1	25-MAY-2017
AD 2.EBBR-IAC.10-2	20-JUL-2017	AD 2.EBCI-IAC.05a-1	31-MAR-2016	AD 2.EBLG-GMC.03-2	25-MAY-2017
AD 2.EBBR-IAC.11-1	02-MAR-2017	AD 2.EBCI-IAC.05a-2	31-MAR-2016	AD 2.EBLG-GMC.04-1	17-AUG-2017
AD 2.EBBR-IAC.11-2	02-MAR-2017	AD 2.EBCI-VAC.01-1	31-MAR-2016	AD 2.EBLG-GMC.04-2	17-AUG-2017
AD 2.EBBR-IAC.11a-1	02-MAR-2017	AD 2.EBCI-VAC.01-2	31-MAR-2016	AD 2.EBLG-GMC.05-1	17-AUG-2017
AD 2.EBBR-IAC.11a-2	02-MAR-2017	AD 2.EBKT-1	09-NOV-2017	AD 2.EBLG-GMC.05-2	17-AUG-2017
AD 2.EBBR-IAC.12-1	02-MAR-2017	AD 2.EBKT-2	09-NOV-2017	AD 2.EBLG-AOC.01-1	17-AUG-2017

AD 2.EBLG-AOC.01-2	17-AUG-2017	AD 2.ELLX-GMC.03-1	22-JUN-2017	AD 2.EBOS-IAC.04-2	12-OCT-2017
AD 2.EBLG-AOC.02-1	17-AUG-2017	AD 2.ELLX-GMC.03-2	22-JUN-2017	AD 2.EBOS-VAC.01-1	02-FEB-2017
AD 2.EBLG-AOC.02-2	17-AUG-2017	AD 2.ELLX-APDC.01-1	22-JUN-2017	AD 2.EBOS-VAC.01-2	02-FEB-2017
AD 2.EBLG-PATC.01-1	17-AUG-2017	AD 2.ELLX-APDC.01-2	22-JUN-2017	AD 2.MIL-EBBE-1	15-SEP-2016
AD 2.EBLG-PATC.01-2	17-AUG-2017	AD 2.ELLX-AOC.01-1	12-OCT-2017	AD 2.MIL-EBBE-2	15-SEP-2016
AD 2.EBLG-PATC.02-1	17-AUG-2017	AD 2.ELLX-AOC.01-2	12-OCT-2017	AD 2.MIL-EBBE-3	15-SEP-2016
AD 2.EBLG-PATC.02-2	17-AUG-2017	AD 2.ELLX-PATC.01-1	20-JUL-2017	AD 2.MIL-EBBE-4	15-SEP-2016
AD 2.EBLG-PATC.03-1	17-AUG-2017	AD 2.ELLX-PATC.01-2	20-JUL-2017	AD 2.MIL-EBBE-5	15-SEP-2016
AD 2.EBLG-PATC.03-2	17-AUG-2017	AD 2.ELLX-PATC.02-1	20-JUL-2017	AD 2.MIL-EBBE-6	15-SEP-2016
AD 2.EBLG-ATCSMAC.01-1	17-AUG-2017	AD 2.ELLX-PATC.02-2	20-JUL-2017	AD 2.MIL-EBBE-7	09-NOV-2017
AD 2.EBLG-ATCSMAC.01-2	17-AUG-2017	AD 2.ELLX-ATCSMAC.01-1	22-JUN-2017	AD 2.MIL-EBBE-8	09-NOV-2017
AD 2.EBLG-STAR.01-1	25-MAY-2017	AD 2.ELLX-ATCSMAC.01-2	22-JUN-2017	AD 2.MIL-EBBE-9	09-NOV-2017
AD 2.EBLG-STAR.01-2	25-MAY-2017	AD 2.ELLX-STAR.01-1	22-JUN-2017	AD 2.MIL-EBBE-10	09-NOV-2017
AD 2.EBLG-STAR.02-1	17-AUG-2017	AD 2.ELLX-STAR.01-2	22-JUN-2017	AD 2.MIL-EBBE-11	15-SEP-2016
AD 2.EBLG-STAR.02-2	17-AUG-2017	AD 2.ELLX-STAR.02-1	22-JUN-2017	AD 2.MIL-EBBE-12	15-SEP-2016
AD 2.EBLG-SID.01-1	17-AUG-2017	AD 2.ELLX-STAR.02-2	22-JUN-2017	AD 2.MIL-EBBE-13	25-MAY-2017
AD 2.EBLG-SID.01-2	17-AUG-2017	AD 2.ELLX-SID.01-1	22-JUN-2017	AD 2.MIL-EBBE-14	25-MAY-2017
AD 2.EBLG-SID.02-1	17-AUG-2017	AD 2.ELLX-SID.01-2	22-JUN-2017	AD 2.MIL-EBBE-ADC.01-1	02-FEB-2017
AD 2.EBLG-SID.02-2	17-AUG-2017	AD 2.ELLX-SID.02-1	22-JUN-2017	AD 2.MIL-EBBE-ADC.01-2	02-FEB-2017
AD 2.EBLG-SID.03-1	17-AUG-2017	AD 2.ELLX-SID.02-2	22-JUN-2017	AD 2.MIL-EBBE-GMC.01-1	15-SEP-2016
AD 2.EBLG-SID.03-2	17-AUG-2017	AD 2.ELLX-IAC.01-1	22-JUN-2017	AD 2.MIL-EBBE-GMC.01-2	15-SEP-2016
AD 2.EBLG-SID.04-1	17-AUG-2017	AD 2.ELLX-IAC.01-2	22-JUN-2017	AD 2.MIL-EBBE-AOC.01-1	15-SEP-2016
AD 2.EBLG-SID.04-2	17-AUG-2017	AD 2.ELLX-IAC.02-1	22-JUN-2017	AD 2.MIL-EBBE-AOC.01-2	15-SEP-2016
AD 2.EBLG-IAC.01-1	09-NOV-2017	AD 2.ELLX-IAC.02-2	22-JUN-2017	AD 2.MIL-EBBE-AOC.02-1	15-SEP-2016
AD 2.EBLG-IAC.01-2	09-NOV-2017	AD 2.ELLX-IAC.03-1	22-JUN-2017	AD 2.MIL-EBBE-AOC.02-2	15-SEP-2016
AD 2.EBLG-IAC.02-1	09-NOV-2017	AD 2.ELLX-IAC.03-2	22-JUN-2017	AD 2.MIL-EBBE-AOC.03-1	15-SEP-2016
AD 2.EBLG-IAC.02-2	09-NOV-2017	AD 2.ELLX-IAC.04-1	22-JUN-2017	AD 2.MIL-EBBE-AOC.03-2	15-SEP-2016
AD 2.EBLG-IAC.03-1	17-AUG-2017	AD 2.ELLX-IAC.04-2	22-JUN-2017	AD 2.MIL-EBBE-SID.01-1	02-FEB-2017
AD 2.EBLG-IAC.03-2	17-AUG-2017	AD 2.ELLX-VAC.01-1	22-JUN-2017	AD 2.MIL-EBBE-SID.01-2	02-FEB-2017
AD 2.EBLG-IAC.04-1	17-AUG-2017	AD 2.ELLX-VAC.01-2	22-JUN-2017	AD 2.MIL-EBBE-SID.02-1	02-FEB-2017
AD 2.EBLG-IAC.04-2	17-AUG-2017	AD 2.ELLX-VAC.02-1	22-JUN-2017	AD 2.MIL-EBBE-SID.02-2	02-FEB-2017
AD 2.EBLG-IAC.05-1	17-AUG-2017	AD 2.ELLX-VAC.02-2	22-JUN-2017	AD 2.MIL-EBBE-SID.03-1	02-FEB-2017
AD 2.EBLG-IAC.05-2	17-AUG-2017	AD 2.EBOS-1	14-SEP-2017	AD 2.MIL-EBBE-SID.03-2	02-FEB-2017
AD 2.EBLG-IAC.06-1	17-AUG-2017	AD 2.EBOS-2	14-SEP-2017	AD 2.MIL-EBBE-SID.04-1	15-SEP-2016
AD 2.EBLG-IAC.06-2	17-AUG-2017	AD 2.EBOS-3	05-JAN-2017	AD 2.MIL-EBBE-SID.04-2	15-SEP-2016
AD 2.EBLG-IAC.07-1	17-AUG-2017	AD 2.EBOS-4	05-JAN-2017	AD 2.MIL-EBBE-SID.05-1	15-SEP-2016
AD 2.EBLG-IAC.07-2	17-AUG-2017	AD 2.EBOS-5	20-JUL-2017	AD 2.MIL-EBBE-SID.05-2	15-SEP-2016
AD 2.EBLG-IAC.08-1	17-AUG-2017	AD 2.EBOS-6	20-JUL-2017	AD 2.MIL-EBBE-MISC.01-1	15-SEP-2016
AD 2.EBLG-IAC.08-2	17-AUG-2017	AD 2.EBOS-7	17-AUG-2017	AD 2.MIL-EBBE-MISC.01-2	15-SEP-2016
AD 2.EBLG-IAC.09-1	17-AUG-2017	AD 2.EBOS-8	17-AUG-2017	AD 2.MIL-EBBE-STAR.01-1	15-SEP-2016
AD 2.EBLG-IAC.09-2	17-AUG-2017	AD 2.EBOS-9	21-JUL-2016	AD 2.MIL-EBBE-STAR.01-2	15-SEP-2016
AD 2.EBLG-IAC.09a-1	17-AUG-2017	AD 2.EBOS-10	21-JUL-2016	AD 2.MIL-EBBE-IAC.01-1	02-FEB-2017
AD 2.EBLG-IAC.09a-2	17-AUG-2017	AD 2.EBOS-11	30-MAR-2017	AD 2.MIL-EBBE-IAC.01-2	02-FEB-2017
AD 2.EBLG-IAC.10-1	17-AUG-2017	AD 2.EBOS-12	30-MAR-2017	AD 2.MIL-EBBE-IAC.02-1	02-FEB-2017
AD 2.EBLG-IAC.10-2	17-AUG-2017	AD 2.EBOS-13	27-APR-2017	AD 2.MIL-EBBE-IAC.02-2	02-FEB-2017
AD 2.EBLG-IAC.10a-1	17-AUG-2017	AD 2.EBOS-14	27-APR-2017	AD 2.MIL-EBBE-IAC.03-1	02-FEB-2017
AD 2.EBLG-IAC.10a-2	17-AUG-2017	AD 2.EBOS-15	27-APR-2017	AD 2.MIL-EBBE-IAC.03-2	02-FEB-2017
AD 2.EBLG-IAC.11-1	17-AUG-2017	AD 2.EBOS-16	27-APR-2017	AD 2.MIL-EBBE-IAC.04-1	02-FEB-2017
AD 2.EBLG-IAC.11-2	17-AUG-2017	AD 2.EBOS-ADC.01-1	22-JUN-2017	AD 2.MIL-EBBE-IAC.04-2	02-FEB-2017
AD 2.EBLG-VAC.01-1	02-FEB-2017	AD 2.EBOS-ADC.01-2	22-JUN-2017	AD 2.MIL-EBBE-IAC.05-1	02-FEB-2017
AD 2.EBLG-VAC.01-2	02-FEB-2017	AD 2.EBOS-ADC.02-1	27-APR-2017	AD 2.MIL-EBBE-IAC.05-2	02-FEB-2017
AD 2.ELLX-1	12-OCT-2017	AD 2.EBOS-ADC.02-2	27-APR-2017	AD 2.MIL-EBBE-IAC.06-1	02-FEB-2017
AD 2.ELLX-2	12-OCT-2017	AD 2.EBOS-ADC.03-1	27-APR-2017	AD 2.MIL-EBBE-IAC.06-2	02-FEB-2017
AD 2.ELLX-3	09-NOV-2017	AD 2.EBOS-ADC.03-2	27-APR-2017	AD 2.MIL-EBBE-IAC.07-1	02-FEB-2017
AD 2.ELLX-4	09-NOV-2017	AD 2.EBOS-APDC.01-1	17-AUG-2017	AD 2.MIL-EBBE-IAC.07-2	02-FEB-2017
AD 2.ELLX-5	12-OCT-2017	AD 2.EBOS-APDC.01-2	17-AUG-2017	AD 2.MIL-EBBE-IAC.08-1	02-FEB-2017
AD 2.ELLX-6	12-OCT-2017	AD 2.EBOS-AOC.01-1	03-MAR-2016	AD 2.MIL-EBBE-IAC.08-2	02-FEB-2017
AD 2.ELLX-7	22-JUN-2017	AD 2.EBOS-AOC.01-2	03-MAR-2016	AD 2.MIL-EBBE-IAC.09-1	02-FEB-2017
AD 2.ELLX-8	22-JUN-2017	AD 2.EBOS-AOC.02-1	22-JUN-2017	AD 2.MIL-EBBE-IAC.09-2	02-FEB-2017
AD 2.ELLX-9	07-DEC-2017	AD 2.EBOS-AOC.02-2	22-JUN-2017	AD 2.MIL-EBBE-IAC.10-1	25-MAY-2017
AD 2.ELLX-10	07-DEC-2017	AD 2.EBOS-PATC.01-1	04-FEB-2016	AD 2.MIL-EBBE-IAC.10-2	25-MAY-2017
AD 2.ELLX-11	07-DEC-2017	AD 2.EBOS-PATC.01-2	04-FEB-2016	AD 2.MIL-EBBE-IAC.11-1	02-FEB-2017
AD 2.ELLX-12	07-DEC-2017	AD 2.EBOS-PATC.02-1	04-FEB-2016	AD 2.MIL-EBBE-IAC.11-2	02-FEB-2017
AD 2.ELLX-13	07-DEC-2017	AD 2.EBOS-PATC.02-2	04-FEB-2016	AD 2.MIL-EBBE-IAC.12-1	02-FEB-2017
AD 2.ELLX-14	07-DEC-2017	AD 2.EBOS-STAR.01-1	12-OCT-2017	AD 2.MIL-EBBE-IAC.12-2	02-FEB-2017
AD 2.ELLX-15	10-NOV-2016	AD 2.EBOS-STAR.01-2	12-OCT-2017	AD 2.MIL-EBBE-IAC.13-1	22-JUN-2017
AD 2.ELLX-16	10-NOV-2016	AD 2.EBOS-SID.01-1	12-OCT-2017	AD 2.MIL-EBBE-IAC.13-2	22-JUN-2017
AD 2.ELLX-17	20-JUL-2017	AD 2.EBOS-SID.01-2	12-OCT-2017	AD 2.MIL-EBBE-IAC.14-1	25-MAY-2017
AD 2.ELLX-18	20-JUL-2017	AD 2.EBOS-SID.02-1	12-OCT-2017	AD 2.MIL-EBBE-IAC.14-2	25-MAY-2017
AD 2.ELLX-ADC.01-1	09-NOV-2017	AD 2.EBOS-SID.02-2	12-OCT-2017	AD 2.MIL-EBBE-IAC.15-1	22-JUN-2017
AD 2.ELLX-ADC.01-2	09-NOV-2017	AD 2.EBOS-IAC.01-1	12-OCT-2017	AD 2.MIL-EBBE-IAC.15-2	22-JUN-2017
AD 2.ELLX-ADC.02-1	04-FEB-2016	AD 2.EBOS-IAC.01-2	12-OCT-2017	AD 2.MIL-EBBE-IAC.16-1	22-JUN-2017
AD 2.ELLX-ADC.02-2	04-FEB-2016	AD 2.EBOS-IAC.02-1	12-OCT-2017	AD 2.MIL-EBBE-IAC.16-2	22-JUN-2017
AD 2.ELLX-GMC.01-1	22-JUN-2017	AD 2.EBOS-IAC.02-2	12-OCT-2017	AD 2.MIL-EBBE-IAC.17-1	25-MAY-2017
AD 2.ELLX-GMC.01-2	22-JUN-2017	AD 2.EBOS-IAC.03-1	12-OCT-2017	AD 2.MIL-EBBE-IAC.17-2	25-MAY-2017
AD 2.ELLX-GMC.02-1	12-OCT-2017	AD 2.EBOS-IAC.03-2	12-OCT-2017	AD 2.MIL-EBBE-IAC.18-1	25-MAY-2017
AD 2.ELLX-GMC.02-2	12-OCT-2017	AD 2.EBOS-IAC.04-1	12-OCT-2017	AD 2.MIL-EBBE-IAC.18-2	25-MAY-2017

AD 2.PVT-EBBT-4	04-FEB-2016	AD 2.PVT-EBZR-1	08-DEC-2016	AD 3.HOSP-ELLC-ADC.01-2	22-JUN-2017
AD 2.PVT-EBCF-1	04-FEB-2016	AD 2.PVT-EBZR-2	08-DEC-2016	AD 3.HOSP-ELLZ-1	10-NOV-2016
AD 2.PVT-EBCF-2	04-FEB-2016	AD 2.PVT-EBSL-1	10-NOV-2016	AD 3.HOSP-ELLZ-2	10-NOV-2016
AD 2.PVT-EBCF-3	04-FEB-2016	AD 2.PVT-EBSL-2	10-NOV-2016	AD 3.HOSP-ELLK-1	10-NOV-2016
AD 2.PVT-EBCF-4	04-FEB-2016	AD 2.ULM-EBAR-1	26-MAY-2016	AD 3.HOSP-ELLK-2	10-NOV-2016
AD 2.PVT-EBZW-1	04-FEB-2016	AD 2.ULM-EBAR-2	26-MAY-2016	AD 3.HOSP-EBMT-1	04-FEB-2016
AD 2.PVT-EBZW-2	04-FEB-2016	AD 2.ULM-EBML-1	28-APR-2016	AD 3.HOSP-EBMT-2	04-FEB-2016
AD 2.PVT-EBZW-3	04-FEB-2016	AD 2.ULM-EBML-2	28-APR-2016	AD 3.HOSP-EBVS-1	04-FEB-2016
AD 2.PVT-EBZW-4	04-FEB-2016	AD 2.ULM-EBIS-1	04-FEB-2016	AD 3.HOSP-EBVS-2	04-FEB-2016
AD 2.PVT-EBGG-1	22-JUN-2017	AD 2.ULM-EBIS-2	04-FEB-2016	AD 3.PVT-EBDR-1	04-FEB-2016
AD 2.PVT-EBGG-2	22-JUN-2017	AD 2.ULM-EBBN-1	22-JUN-2017	AD 3.PVT-EBDR-2	04-FEB-2016
AD 2.PVT-EBGG-3	04-FEB-2016	AD 2.ULM-EBBN-2	22-JUN-2017	AD 3.PVT-EBAK-1	04-FEB-2016
AD 2.PVT-EBGG-4	04-FEB-2016	AD 2.ULM-EBMG-1	04-FEB-2016	AD 3.PVT-EBAK-2	04-FEB-2016
AD 2.PVT-EBTN-1	22-JUN-2017	AD 2.ULM-EBMG-2	04-FEB-2016	AD 3.PVT-EBBM-1	04-FEB-2016
AD 2.PVT-EBTN-2	22-JUN-2017	AD 2.ULM-EBLN-1	04-FEB-2016	AD 3.PVT-EBBM-2	04-FEB-2016
AD 2.PVT-EBGB-1	04-FEB-2016	AD 2.ULM-EBLN-2	04-FEB-2016	AD 3.PVT-EBBH-1	30-MAR-2017
AD 2.PVT-EBGB-2	04-FEB-2016	AD 2.ULM-EBBY-1	21-JUL-2016	AD 3.PVT-EBBH-2	30-MAR-2017
AD 2.PVT-EBGB-3	04-FEB-2016	AD 2.ULM-EBBY-2	21-JUL-2016	AD 3.PVT-EBBC-1	23-JUN-2016
AD 2.PVT-EBGB-4	04-FEB-2016	AD 2.ULM-EBAV-1	27-APR-2017	AD 3.PVT-EBBC-2	23-JUN-2016
AD 2.PVT-EBGB-VAC.01-1	09-NOV-2017	AD 2.ULM-EBAV-2	27-APR-2017	AD 3.PVT-EBBV-1	04-FEB-2016
AD 2.PVT-EBGB-VAC.01-2	09-NOV-2017	AD 2.ULM-EBNE-1	04-FEB-2016	AD 3.PVT-EBBV-2	04-FEB-2016
AD 2.PVT-EBZH-1	04-FEB-2016	AD 2.ULM-EBNE-2	04-FEB-2016	AD 3.PVT-EBEB-1	04-FEB-2016
AD 2.PVT-EBZH-2	04-FEB-2016	AD 2.ULM-EBBZ-1	04-FEB-2016	AD 3.PVT-EBEB-2	04-FEB-2016
AD 2.PVT-EBZH-3	04-FEB-2016	AD 2.ULM-EBBZ-2	04-FEB-2016	AD 3.PVT-EBFR-1	04-FEB-2016
AD 2.PVT-EBZH-4	04-FEB-2016	AD 2.ULM-EBOR-1	04-FEB-2016	AD 3.PVT-EBFR-2	04-FEB-2016
AD 2.PVT-EBHN-1	04-FEB-2016	AD 2.ULM-EBOR-2	04-FEB-2016	AD 3.PVT-EBHL-1	04-FEB-2016
AD 2.PVT-EBHN-2	04-FEB-2016	AD 2.ULM-EBZU-1	04-FEB-2016	AD 3.PVT-EBHL-2	04-FEB-2016
AD 2.PVT-EBHN-3	04-FEB-2016	AD 2.ULM-EBZU-2	04-FEB-2016	AD 3.PVT-EBHA-1	04-FEB-2016
AD 2.PVT-EBHN-4	04-FEB-2016	AD 3.MIL-EBCT-1	15-SEP-2016	AD 3.PVT-EBHA-2	04-FEB-2016
AD 2.PVT-EBEH-1	14-SEP-2017	AD 3.MIL-EBCT-2	15-SEP-2016	AD 3.PVT-EBHM-1	17-AUG-2017
AD 2.PVT-EBEH-2	14-SEP-2017	AD 3.MIL-EBCT-VAC.01-1	15-SEP-2016	AD 3.PVT-EBHM-2	17-AUG-2017
AD 2.PVT-EBEH-3	14-SEP-2017	AD 3.MIL-EBCT-VAC.01-2	15-SEP-2016	AD 3.PVT-EBHO-1	04-FEB-2016
AD 2.PVT-EBEH-4	14-SEP-2017	AD 3.MIL-EBCT-VAC.02-1	15-SEP-2016	AD 3.PVT-EBHO-2	04-FEB-2016
AD 2.PVT-EBLE-1	10-NOV-2016	AD 3.MIL-EBCT-VAC.02-2	15-SEP-2016	AD 3.PVT-EBHT-1	04-FEB-2016
AD 2.PVT-EBLE-2	10-NOV-2016	AD 3.HOSP-EBAL-1	04-FEB-2016	AD 3.PVT-EBHT-2	04-FEB-2016
AD 2.PVT-EBMO-1	27-APR-2017	AD 3.HOSP-EBAL-2	04-FEB-2016	AD 3.PVT-EBKW-1	04-FEB-2016
AD 2.PVT-EBMO-2	27-APR-2017	AD 3.HOSP-EBMD-1	04-FEB-2016	AD 3.PVT-EBKW-2	04-FEB-2016
AD 2.PVT-EBMO-3	27-APR-2017	AD 3.HOSP-EBMD-2	04-FEB-2016	AD 3.PVT-EBKR-1	13-OCT-2016
AD 2.PVT-EBMO-4	27-APR-2017	AD 3.HOSP-EBBA-1	04-FEB-2016	AD 3.PVT-EBKR-2	13-OCT-2016
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ENR 1.3 Instrument Flight Rules

1 CIVIL

Note: Unless explicitly indicated, the rules in this section apply in both Belgium and Luxembourg.

1.1 Rules Applicable to All IFR Flights (SERA.5015)

1.1.1 Aircraft Equipment

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown in accordance with the applicable air operations legislation.

1.1.2 Minimum Levels

Except when necessary for take-off or landing, or except when authorized by the CAA, an IFR flight shall be flown at a level that is at least 1000FT above the highest obstacle located within 8KM of the estimated position of the aircraft.

1.1.3 Change from IFR Flight to VFR Flight

An aircraft electing to change the conduct of its flight from compliance with IFR to compliance with VFR shall notify the appropriate ATS unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

When an aircraft operating under IFR is flown in or encounters VMC it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted VMC.

Change from IFR flight to VFR flight shall only be acceptable when a message initiated by the pilot in command containing the specific expression 'CANCELLING MY IFR FLIGHT', together with the changes, if any, to be made to the current flight plan, is received by an ATS unit. No invitation to change from IFR flight to VFR flight shall be made by ATS either directly or by inference.

1.2 Rules Applicable to IFR Flights within Controlled Airspace (SERA.5020)

An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorised by the ATS unit to employ cruise climb techniques, between two levels or above a level, selected from the table of cruising levels in [ENR 1.7, § 3](#), except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in ATC clearances or specified in the AIP.

1.3 Rules Applicable to IFR flights outside Controlled Airspace (SERA.5025)

1.3.1 Cruising Levels

An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in the table of cruising levels in [ENR 1.7, § 3](#).

1.3.2 Communications

An IFR flight operating outside controlled airspace shall maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication with the air traffic services unit providing flight information service.

1.3.3 Position Reports

An IFR flight operating outside controlled airspace shall report position, as specified in [ENR 1.1, § 1.10.3](#).

1.4 Supplementary Rules

1.4.1 Flights Within Brussels UTA

1.4.1.1 General

Except as specified in [§ 1.4.1.2](#) and in [ENR 3.5, § 1](#) aircraft shall follow the RNAV routes published in [ENR 3.3](#). Alternate ATS routes may be used on prior request made by the pilot to Brussels ACC or Maastricht UAC, if co-ordination of the different types of traffic allows it.

Cruising levels below FL220 are normally not available for overflying traffic.

1.4.1.2 **Free Route Airspace**

Free Route Airspace (FRA) is a specified airspace within which users may freely plan direct routes between a defined FRA Horizontal Entry point (E) or FRA Departure Connecting point (D) and a defined FRA Horizontal Exit point (X) or FRA Arrival Connecting point (A), with the possibility to file via FRA Intermediate points (I), without reference to the ATS route network, subject to airspace availability and using the flight level orientation scheme concerned. Within this airspace, flights remain subject to ATC.

MUAC FRA procedures are available in the Brussels UTA between FL 245 and FL 660. Eligible flights are those over-flights that enter and exit MUAC FRA between FL 245 and FL 660. Additional eligible flights are those that depart from or arrive at aerodromes below the lateral limits of MUAC FRA or in its proximity and have a requested flight level above FL 245 within the FRA. Route points can be selected as defined in [ENR 4.1](#) and [ENR 4.4](#).

MUAC FRA is available between 2300 - 0500 (2200 - 0400). The ATS route network and Route Availability Document (RAD) Appendix 4 Direct Routings (DCTs) remain and are available H24.

1.4.1.3 **Reduced Reporting Procedures**

Pilots shall apply the following procedures in order to reduce air-ground communications, unless otherwise instructed by ATC:

- the initial call after a frequency change shall only contain aircraft identification and actual level, with the addition of cleared level for climbing or descending aircraft;
- any position report, if required subsequently, shall only contain aircraft identification, position and time;
- level changes shall only be reported on leaving assigned levels;
- pilots shall, in the absence of prior instructions from ATC to change frequency, indicate that the aircraft is going to leave Brussels UIR by reporting: "approaching the UIR boundary" unless crossing the Brussels/Hannover UIR boundary;
- aircraft that are not capable of replying on SSR with 4096 codes on Mode A, nor with automatic pressure-altitude transmission on Mode C, but that have been exceptionally authorized to operate in the Brussels UIR, shall make an abbreviated position report over all "on request" reporting points.

1.4.1.4 **Formation Flights**

Formation flights along ATS routes are authorized, provided that:

- prior permission has been obtained in accordance with [ENR 1.1, § 1.15.3](#);
- a proper ICAO flight plan has been filed;
- they are performed in accordance with [ENR 1.1, § 1.5.8](#);
- the formation leader squawks the assigned transponder code.

A formation flight will be handled by ATC as a single aircraft with increased radar separation (1 NM). When individual control is requested, advisory information will be issued to assist pilots in attaining standard ATC separation. When pilot-reports indicate that standard ATC separation has been established, normal ATC clearances will be issued.

Note 1: Separation responsibility between the aircraft within the formation during the formation flight and during transition to individual flight rests with the pilots concerned, until standard separation has been obtained.

Note 2: Formation join-up and break-away shall only be conducted when authorization has been obtained from ATC.

1.4.2 **Flights Above FL660**

The lowest usable flight level above FL660 is FL670.

Flights above FL660 should be conducted along the axes of the upper RNAV routes. Aircraft shall join or cross the axes of such routes at one of the reporting points listed in [ENR 4.4](#). The flight plan shall only mention reporting points defining the upper RNAV routes.

Flights bound for Brussels UTA shall request entry clearance 5 MIN before the estimated time of entry, unless such clearance has been previously issued by an adjacent control unit.

1.4.3 **IFR Flight in Class G Airspace**

In the Brussels FIR, IFR flights in class G airspace are subject to CAA approval.

2 **MILITARY**

2.1 **Minimum safety height**

The minimum safety height and the low flying regulation are laid down in [ENR 1.1, § 2.7](#).

2.2 **Flight Level**

IFR flights shall select a level appropriate to its track as specified in the [ENR 1.1, § 2.7](#), except for:

- security flights;
- flights under radar control;

- when otherwise instructed by the appropriate ATS unit.

2.3 Change from IFR Flight to VFR Flight

A pilot encountering VMC during an IFR flight shall continue his flight according to IFR until receiving permission from the appropriate ATS unit to proceed in VFR.

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If the aircraft has not taken off from an aerodrome, insert "ZZZZ" and specify the first point of the route or the marker beacon in item 18, preceded by "DEP".

If the flight plan is received from an aircraft in flight, insert "AFIL" and specify the ICAO location indicator of the ATS unit from which supplementary flight plan data can be obtained in item 18, preceded by "DEP".

Then, without a space, insert for a flight plan submitted before departure, the EOBT, or, for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

1.5.7 Item 15: Route

Insert the first cruising speed as in a) and the first cruising level as in b), without a space between them. Then, following the arrow, insert the route description as in c).

1.5.7.1 Cruising Speed (MAX 5 characters)

Insert the TAS for the first or the whole cruising portion of the flight, in terms of:

- kilometres per hour, expressed as "K" followed by 4 figures (e.g. "K0830");
- knots, expressed as "N" followed by 4 figures (e.g. "N0485");
- Mach number, when so prescribed by the appropriate ATS authority, to the nearest hundredth of Mach, expressed as "M" followed by 3 figures (e.g. "M082").

1.5.7.2 Cruising Level (MAX 5 characters)

Insert the planned cruising level for the first or the whole portion of the route to be flown, in terms of:

- Flight level, expressed as "F" followed by 3 figures (e.g. "F085", "F330");
- Standard Metric Level in tens of meters, expressed as "S" followed by 4 figures (e.g. "S1130"), when so prescribed by the appropriate ATS authorities;
- Altitude in hundreds of feet, expressed as "A" followed by 3 figures (e.g. "A045", "A100");
- Altitude in tens of metres, expressed as "M" followed by 4 figures (e.g. "M0840");
- for uncontrolled VFR flights, the letters "VFR".

1.5.7.3 Route (including changes of speed, level and/or flight rules)

1.5.7.3.1 Flights along designated ATS routes or direct routes (DCT)

Insert, if the departure aerodrome is located on or connected to the ATS route or direct route, the significant point at the end of the SID. If the departure aerodrome is not on or connected to the ATS route or direct route, insert the letters "DCT" followed by the point of joining the first ATS route or direct route, followed by the designator of the ATS route or the direct route.

Then, insert each point at which either a change of speed or and/or level is planned to commence, or a change of ATS route or direct route, and/or a change of flight rules is planned. Followed by the designator of the next ATS route segment, even if the same as the previous one, or by "DCT", if the flight to the next point will be outside a designated route, unless both points are defined by geographical co-ordinates.

For flights operating within free route airspace, FRA entry/exit points and other significant points shall be described using the standard ICAO format. The maximum allowed distance between FRA relevant significant points filed in the flight plan is 400 NM. Route segments between waypoints shall be indicated by means of DCT and shall not be planned closer than 2.5 NM to the MUAC FRA lateral border. Any published FRA significant point may be used for indicating changes of level and speed.

When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.

If a STAR is prescribed for the aerodrome of destination, the last point of the route shall be the first point of a STAR.

1.5.7.3.2 Flights outside designated ATS routes

Insert points normally not more than 30MIN flying time or 200NM apart, including each point at which a change of speed or level, a change of track, or a change of flight rules is planned.

Or, when required by appropriate ATS authorities, define the track of flights operating predominantly in an east-west direction between 70°N and 70°S by reference to significant points formed by the intersections of half or whole degrees of latitude with meridians spaced at intervals of ten degrees of longitude. For flights operating in areas outside those latitudes, the tracks shall be defined by significant points formed by the intersection of parallels of latitude with meridians normally spaced at twenty degrees of longitude. The distance between significant points shall, as far as possible, not exceed one hour flight time. Additional significant points shall be established as deemed necessary.

For flights operating predominantly in a north-south direction, define tracks by reference to significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at five degrees.

Insert "DCT" between successive points unless both points are defined by geographical co-ordinates or by bearing and distance.

1.5.7.3.3 Coding conventions

Use only the following conventions and separate each sub-time by a space:

ATS route (2 to 7 characters)

The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. "BCN1", "B1", "R14", "UB10", "KODAP2A").

Note: Provisions for the application of route designators are contained in appendix 1 of ICAO Annex 11, whilst guidance material on the application of an RNP type to a specific route segment(s), route(s) or area is contained in ICAO Doc 9613.

Significant point (2 to 11 characters)

The coded designator (2 to 5 characters) assigned to the point (e.g. "LN", "MAY", "HADDY"), or if no coded designator has been assigned, one of the following ways:

- Degrees only (7 characters): two figures describing latitude in degrees, followed by "N" (north) or "S" (south), followed by three figures describing longitude in degrees, followed by "E" (east) or "W" (west). Make up the correct number of figures, where necessary, by insertion of zeros (e.g. "46N078W");
- Degrees and minutes (11 characters): four figures describing latitude in degrees and tens and units of minutes, followed by "N" (north) or "S" (south), followed by five figures describing longitude in degrees and tens and units of minutes, followed by "E" (east) or "W" (west). Make up the correct number of figures, where necessary, by insertion of zeros (e.g. "4620N07805W");
- Bearing and distance from a significant point: The identification of the significant point followed by the bearing from the point in the form three figures giving degrees (MAG), then the distance from the point in the form of three figures expressing nautical miles. Make up the correct number of figures, where necessary, by insertion of zeros (e.g. a point 180° MAG at a distance of 40NM from VOR "DUB" should be expressed as "DUB180040").

Change of speed or level (MAX 21 characters)

The significant point at which a change of speed (5% TAS or M0.01, or more) or a change of level is planned to commence, followed by an oblique stroke and both the cruising speed and the cruising level, without a space between them, even when only one of these quantities will be changed.

Examples:

"LN/N0284A045"	"4602N07805W/N0500F350"
"HADDY/N0420F330"	"DUB180040/N0350M0840"
"MAY/N0305F180"	"46N078W/M082F330"

Change of flight rules (MAX 3 characters)

The significant point at which the change of flight rules is planned, followed by a space and one of the following:

"VFR" - if from IFR to VFR;

"IFR" - if from VFR to IFR.

Examples:

- "LN VFR"
- "LN/N0284A050 IFR"

Cruise climb (MAX 28 characters)

The letter "C" followed by an oblique stroke; then the point at which cruise climb is planned to start, expressed exactly as in 2. above, followed by an oblique stroke; then the speed to be maintained during cruise climb, expressed exactly as in a) above, followed by the two levels defining the layer to be occupied during cruise climb, each level expressed exactly as in b) above, or the level above which cruise climb is planned, followed by the letters "PLUS", without a space between them.

Examples:

- "C/48N050W/M082F290F350"
- "C/48N050W/M082F290PLUS"
- "C/52N050W/M220F580F620"

En-route special activities (MAX 10 characters)

Flights that are conducted entirely within the IFPS zone and that encounter time delays on their route due to special en-route activities (e.g. training activities, photographic missions or air-to-air refuelling), may indicate such time delay by adding a STAY indicator between the entry and the exit point of the area of activity. The STAY indicator shall consist of the letters "STAY", followed by a sequence number of one digit, an oblique stroke and then four numbers indicating the duration of the time delay in hours and minutes.

Examples:

- "SOG STAY1/0100 DUB"
- "SOG STAY1/0050 SOG"
- "SOG STAY1/0100 DUB DCT WAL STAY2/0030 DCS"

1.5.7.3.4 RVSM airspace

Operators of RVSM approved aircraft and non-RVSM approved state aircraft intending to operate within EUR RVSM airspace shall include the following in item 15:

- the entry point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM entry point;
- the exit point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM exit point. When the RVSM exit point is situated in the planned final descent trajectory, the requirement to include a requested flight level is withdrawn. Where appropriate, a co-located STAR may be included after the RVSM exit point.

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

1.5.8.1 Destination Aerodrome and Total Estimated Elapsed Time (8 characters)

Insert the ICAO location indicator of the destination aerodrome followed, without a space, by the total estimated elapsed time, or, if no location indicator has been assigned, insert "ZZZZ" followed, without a space, by the total estimated elapsed time, and specify the name and location of the aerodrome in item 18, as indicated below (§ 1.5.9).

Note: For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies to the termination point of the flight plan.

1.5.8.2 Alternate Destination Aerodrome(s) (4 characters)

Insert the ICAO location indicator(s) of not more than two alternate destination aerodromes, separated by a space, or, if no location indicator has been assigned to the alternate aerodrome, insert "ZZZZ" and specify the name and location of the alternate aerodrome in item 18, as indicated below (§ 1.5.9).

1.5.9 Item 18: Other Information

Operators are warned that the use of indicators not included in the provisions may result in data being rejected, processed incorrectly or lost.

Only indicators described in the provisions may be used, and they must be inserted in the order shown. The indicators defined are as follows, and are listed in the order in which they are to be inserted, if used:

STS/

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

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

Note: Other reasons for special handling by ATS shall be denoted under the designator "RMK"

PBN/

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

RNAV SPECIFICATIONS		RNP SPECIFICATIONS	
A1	RNAV 10 (RNP 10)	L1	RNP 4
B1	RNAV 5 all permitted sensors	O1	Basic RNP 1 all permitted sensors
B2	RNAV 5 GNSS	O2	Basic RNP 1 GNSS
B3	RNAV 5 DME/DME	O3	Basic RNP 1 DME/DME
B4	RNAV 5 VOR/DME	O4	Basic RNP 1 DME/DME/IRU
B5	RNAV 5 INS or IRS	S1	RNP APCH
B6	RNAV 5 LORAN-C	S2	RNP APCH with BARO-VNAV
C1	RNAV 2 all permitted sensors	T1	RNP AR APCH with RF (special authorization required)
C2	RNAV 2 GNSS	T2	RNP AR APCH without RF (special authorization required)
C3	RNAV 2 DME/DME		

RNAV SPECIFICATIONS		RNP SPECIFICATIONS	
C4	RNAV 2 DME/DME/IRU		
D1	RNAV 1 all permitted sensors		
D2	RNAV 1 GNSS		
D3	RNAV 1 DME/DME		
D4	RNAV 1 DME/DME/IRU		

Note 1: Operators of aircraft approved for B-RNAV shall indicate the availability of capabilities relevant to RNAV 5. It is not necessary to insert additional information to indicate the aircraft is approved for B-RNAV.

Note 2: Operators of aircraft approved for P-RNAV, not relying solely on VOR/DME for determination of position, shall indicate the availability of capabilities relevant to RNAV 1. It is not necessary to insert additional information to indicate the aircraft is approved for P-RNAV.

NAV/

Significant data related to navigation equipment, other than specified in "PBN/", as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. "NAV/GBAS SBAS". If appropriate, insert "RNAVX" or "RNAVINOP" as described in the *IFPS Users Manual*, or "EURPRNAV" as described in chapter 2 of EUR SUPPS, *ICAO Doc 7030*.

COM/

Indicate communications applications or capabilities not specified in item 10a. If appropriate, insert "EXM833" as described in chapter 2 of EUR SUPPS, *ICAO Doc 7030*.

DAT/

Indicate data applications or capabilities not specified in item 10a. If appropriate, insert "CPDLCX" as described in chapter 2 of EUR SUPPS, *ICAO Doc 7030*.

SUR/

Include surveillance applications or capabilities not specified by item 10b.

DEP/

Name and location of departure aerodrome, if "ZZZZ" is inserted in item 13, or the ICAO location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, if "AFIL" is inserted in item 13. For aerodromes not listed in the relevant AIP, indicate location in any of the following ways:

- With four figures describing latitude in degrees and tens and units of minutes, followed by "N" (north) or "S" (south), followed by five figures describing longitude in degrees and tens and units of minutes, followed by "E" (east) or "W" (west). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. "4620N07805W" (11characters);
- Bearing and distance from the nearest significant point, as follows: the identification of the significant point followed by the bearing from the point in the form three figures giving degrees (MAG), then the distance from the point in the form of three figures expressing nautical miles. In areas of high latitude where it is determined by the appropriate authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros (e.g. a point 180° MAG at a distance of 40 NM from VOR "DUB" should be expressed as "DUB180040");
- The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/

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

DOF/

Date of flight departure in a six figure format (YYMMDD where: YY = year; MM = month; DD = day).

REG/

The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in item 7.

EET/

Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority (e.g. "EET/CAP0745 XYZ0830", "EET/EINN0204").

SEL/

SELCAL code, for aircraft so equipped.

TYP/

Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if "ZZZZ" is inserted in item 9 (e.g. "TYP/2F15 5F5 3B2").

CODE/

Aircraft address (expressed in the form of an alphanumeric code of six hexadecimal characters) when required by the appropriate ATS authority (e.g. "F00001" is the lowest aircraft address contained in the specific block administered by ICAO).

RVR/

The minimum RVR requirement of the flight, as detailed in the EUR SUPPS, *ICAO Doc 7030*.

DLE/

In case of en route delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm) (e.g. "DLE/MDG0030").

OPR/

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

ORGN/

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

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

PER/

Aircraft performance data, indicated by a single letter as specified in *ICAO Doc 8168, Volume I*, if so prescribed by the appropriate ATS authority.

ALTN/

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

RALT/

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

TALT/

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

RIF/

The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to re-clearance in flight (e.g. "RIF/DTA HEC KLAX", "RIF/ESP G94 CLA YPPH").

RMK/

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

RFP/

Q followed by a digit to indicate the sequence of the replacement flight plan being submitted, see [ENR 1.9. § 5.3](#).

STAYINFO/

Indication of the reason for the insertion of a STAY indicator in item 15 (see [§ 1.5.7](#) above). Insert "STAYINFO" followed by the sequence number of the STAY indicator, an oblique stroke and an explanation in free text (e.g. "STAYINFO1/CALIBRATION OF SOG").

1.5.10 Item 19: Supplementary Information

Note: In the paper flight plan form, an indicator is crossed out to denote that it is not available, in the digital flight plan form however, a mark is placed at the emergency and survival equipment that is available.

1.5.10.1 Endurance

After "E/" insert a 4-figure group giving the fuel endurance in HR and MIN.

1.5.10.2 Persons on Board

After "P/" insert the total number of persons (passengers and crew) on board.

insert "TBN" (to be notified) if the total number of persons is not known at the time of filing.

1.5.10.3 Emergency and Survival Equipment

"R" (RADIO)

- cross out "U" if UHF on FREQ 243.000MHZ is not available;
- cross out "V" if VHF on FREQ 121.500MHZ is not available;
- cross out "E" if emergency location beacon-aircraft (ELBA) is not available.

"S" (SURVIVAL EQUIPMENT)

- cross out "P" if polar survival equipment is not carried;
- cross out "D" if desert survival equipment is not carried;
- cross out "M" if maritime survival equipment is not carried;
- cross out "J" if jungle survival equipment is not carried.

"J" (JACKETS)

- cross out "J" if life jackets are not carried;
- cross out "L" if life jackets are not equipped with lights;
- cross out "F" if life jackets are not equipped with fluorescein;
- cross out "U" or "V" or both as in "R/" above to indicate radio capability of jackets, if any.

“D” (DINGHIES)

- (Number): cross out “D” and “C” if no dinghies are carried, or insert number of dinghies carried;
- (Capacity): insert total capacity, in persons, of all dinghies carried;
- (Cover): cross out “C” if dinghies are not covered;
- (Colour): insert colour of dinghies if carried.

“A” (AIRCRAFT COLOUR AND MARKINGS)

- insert colour of aircraft and significant markings.

“N” (REMARKS)

- cross out “N” if no remarks, or indicate any other survival equipment carried and any other remarks regarding survival equipment.

“C” (PILOT)

- insert name of pilot-in-command.

“Filed by”: insert the name of the unit, agency or person filing the flight plan.

1.6 Changes to a Flight Plan (SERA.4015)

Except for the provisions described in ENR 1.1, § 1.10.2.2, all changes to a flight plan submitted for an IFR flight and/or a mixed flight rules flight shall be reported as soon as practicable to IFPS (either directly via AFTN or SITA, or through the intermediate of a local ARO).

All changes to VFR flight plans shall be reported as soon as practicable to the responsible ARO or to the appropriate ATS unit.

Note 1: Information submitted prior to departure regarding fuel endurance or total number of persons carried on board, if incorrect at the time of departure, constitutes a significant change to the flight plan and must be reported.

Note 2: Changes to the route of a flight plan affecting the AFS addresses, involve the cancellation of the flight plan and subsequent submission of a new flight plan, except for IFR flights remaining within the IFPS zone.

1.7 Closing a Full Flight Plan (SERA.4020)

A report of arrival shall be made either in person or by radio at the earliest possible moment after landing, to the appropriate ATS unit at the arrival aerodrome, by any flight for which a flight plan has been submitted.

When no ATS unit exists at the arrival aerodrome, the pilot of a flight for which a flight plan has been submitted shall ensure that the arrival report is made immediately after landing to Brussels ARO or to Brussels FIC or, if this is not possible, to any other ATS unit with the request to inform Brussels FIC.

Note: A flight plan and its associated messages submitted for a VFR flight to be conducted wholly within Brussels FIR will not be sent to the destination aerodrome if the latter is a private aerodrome. This flight will nevertheless be provided with alerting service in so far as it is known or believed to be in a state of emergency. As a consequence, the pilot shall ensure that an arrival message is forwarded immediately after landing to the departure aerodrome or, if this is not possible, to Brussels FIC or Brussels ATC with the request to inform the aerodrome. Any failure to meet this obligation may cause unnecessary and expensive SAR operations.

Arrival reports made by the pilots shall contain the following information:

- aircraft identification;
- departure aerodrome;
- destination aerodrome (in case of diversion only);
- arrival aerodrome;
- time of arrival.

1.8 Repetitive Flight Plans (RPL)

1.8.1 General

RPL shall not be used for flights other than IFR flights operated regularly on the same day(s) of consecutive weeks and on at least ten occasions or every day over a period of at least ten consecutive days. The elements of each flight plan shall have a high degree of stability.

RPL shall cover the entire flight from the departure aerodrome to the destination aerodrome. RPL procedures shall be applied only when all ATS authorities concerned with the flights have agreed to accept RPL.

The use by States of RPL for international flight shall be subject to the provision that the affected adjacent States either already use RPL or will use them at the same time. The procedures for use between States shall be the subject of bilateral, multilateral or regional air navigation agreement as appropriate.

Conditions governing submission, notification of changes, or cancellation of RPL shall be the subject of appropriate arrangements between operators and the ATS authority concerned or of regional air navigation agreements.

An RPL shall comprise information regarding such of the following items as are considered relevant by the appropriate ATS authority:

- validity period of the flight plan;
- days of operation;
- aircraft identification;
- aircraft type and wake turbulence category;
- departure aerodrome;
- EOBT;
- cruising speed(s);
- cruising level(s);
- route to be followed;
- destination aerodrome;
- total estimated elapsed time;
- indication of the location where the following information may be obtained immediately upon request:
 - alternate aerodromes;
 - fuel endurance;
 - total number of persons on board;
 - emergency equipment;
 - other information.

In order to avoid a disproportionate workload on ATS units, RPL will not be accepted for any flight conducted on 25 DEC. On this day, individual flight plans shall be filed for all flights.

1.8.2 Submission of RPL Data

Eurocontrol NM assumes the full responsibility for the reception, processing and distribution of RPL data within the Brussels FIR/UIR.

Operators shall submit RPL data to:

Post: EUROCONTROL NM
FDO / RPL Team
Rue de la Fusée / Raketstraat 96
1130 Brussels
BELGIUM

TEL: +32 (0) 2 729 98 47

FAX: +32 (0) 2 729 90 42

SITA: BRUER7X

Note: For flights conducted partially outside the IFPS Zone and for which an RPL is filed, the RPL data shall additionally be forwarded to the RPL offices of the States concerned outside the IFPS-Zone, using the appropriate form.

Details of the IFPS RPL format and submission notes may be found in the *IFPS Users Manual* (see [ENR 1.9. § 3](#)).

2 MILITARY

2.1 Requirement to submit a Flight Plan

Information relative to an intended flight or portion of a flight, to be provided to ATS units, shall be in the form of a flight plan.

Traffic that intends to file an OAT flight plan outside the published OPS HR of Semmerzake ATCC has to obtain prior permission from COMOPSAIR (PPR 72HR). The request shall be sent to the FI MDC, FAX + 32 (0) 2 752 42 01. The permission will only be granted under exceptional circumstances when the ATS provided by a civil agency would not be possible or would not be desirable (e.g. sensitive military flight). If permission has been granted, Semmerzake ATCC will provide ATS only to that traffic for which the permission has been obtained.

Compliance with diplomatic rules as published by the foreign authorities is compulsory.

A flight plan shall be submitted prior to every flight, with exemption of the following flights:

- a. any flight remaining within the limits of a local CTR/TMA;
- b. a QRA(I) or SAR mission.

2.2 Submission of a Flight Plan

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

A flight plan is submitted by the local AIS section using the standard ICAO format. The addressing of the flight plan has to be in accordance with [ENR 1.11](#).

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

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

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

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

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

2.2.1 Delay of Flight Plan Submission

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

Note: Reservation of airspace by foreign Mil aircraft: see [ENR 5.2. § 1.3](#)

In the event of a delay of 30MIN in excess of the EOBT for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan should be submitted and the old one should be cancelled. See [ENR 1.9. § 5.2](#) for the specifications in reference to FPL which are subject to ATFM measures.

2.3 Completion of a Flight Plan

See [§ 1.5](#) for the general instructions concerning completion of a flight plan. The term “aerodrome” where used in a flight plan is intended to cover also sites other than aerodromes which may be used by certain types of aircraft, e.g. helicopters and balloons.

2.3.1 Insertion of ATS Data

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

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

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

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

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

- a. the registration marking of the aircraft (e.g. “CH11”, “OOSDE”), when:
 - in RTF the call sign to be used by the aircraft will consist of this identification alone (e.g. “CH11”), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. “Belgian Air Force CH11”);
 - the aircraft is not equipped with radio;
- b. the ICAO designator for the aircraft operating agency followed by the flight identification (e.g. “BAF105”) when in RTF the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. “Belgian Air Force 105”);
- c. The SSR mode A and code may be included. It shall consist of the letter A and it shall be followed by four numerics between the values of 0 and 7 and shall be separated from the aircraft identification by a slash ‘/’. The maximum number of characters, including the ‘/’, shall be 13 (e.g. ABC567C/A4510).

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

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

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

FLIGHT RULES

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

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

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

TYPE OF FLIGHT

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

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

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

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

See § 1.5.4.

2.3.1.4 Item 10: Equipment

Capabilities comprise the following elements:

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

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

RADIO COMMUNICATION, NAVIGATION AND APPROACH AID EQUIPMENT AND CAPABILITIES

Insert the letter as follows:

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

or

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

and/or

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

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

Operators of aircraft approved for basic area navigation (B-RNAV / RNAV5) operations shall insert the designator 'R' in Item 10a of the flight plan and PBN/ in Item 18 followed by the appropriate capability of that flight.

The PBN descriptors for B-RNAV are: B1, B2, B3, B4, and B5.

Operations of aircraft approved for precision area navigation (P-RNAV) operations shall, in addition to the designator 'R' in Item 10a, also insert PBN/ in Item 18 followed by the appropriate capability of that flight.

The PBN descriptors for P-RNAV are: O1, O2, O3, O4, D1, D2, D3, and D4. It is also possible to indicate the P-RNAV capability by inserting 'Z' in Item 10a and NAV/P-RNAV in Item 18.

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

Where a failure or degradation results in the aircraft being unable to meet the B-RNAV functionality and accuracy requirements before departure, the operator of the aircraft shall not insert the designators 'S' or 'R' in Item 10a of the flight plan. Since such flights require special handling by ATC, the letter 'Z' shall be inserted in Item 10a and Item 18 shall contain NAV/RNAVINOP.

Note1: Any alphanumeric characters not indicated above are reserved.

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

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

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

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

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

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

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

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

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

Note9: In addition to the letter 'S' and/or any other letters, as appropriate, the letter 'Y' shall be inserted in Item 10a of the FPL, for aircraft equipped with 8.33kHz channel spacing capable radio equipment. aircraft normally capable of operating above FL 195, but planning to fly below these levels, shall include the letter 'Y' as specified above.

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

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

2.3.1.5 **Item 10B: Surveillance Equipment**

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

or

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

SSR Mode A and C:

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

SSR Mode S:

- E - Transponder - Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
- H - Transponder - Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
- I - Transponder - Mode S, including aircraft identification, but no pressure-altitude capability
- L - Transponder - Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA and CTA

Note: Airspace situated outside Brussels FIR/UIR but controlled by Belgian or Luxembourg ATS units is published in ENR 2.2.

1 UPPER AIRSPACE

1.1 Upper Flight Information Region

BRUSSELS UIR

Lateral limits	510521N 0023244E - 510700N 0020000E - 513000N 0020000E - 512223N 0032147E - along the Belgian-Dutch border - 504515N 0060116E - along the Belgian-German border - 500748N 0060816E - along the German-Luxembourg border - 492810N 0062202E - along the French-Luxembourg border - 493247N 0054907E - along the Belgian-French border - 510521N 0023244E.		
Vertical limits	UNL / FL195		
Airspace class	C ⁽¹⁾		
Units	Maastricht UAC ⁽²⁾	Call sign	Maastricht Radar (En)
		OPR HR	H24
		FREQ	See § 3
	Brussels ACC ⁽³⁾	Call sign	Brussels Control (En)
		OPR HR	H24
		FREQ	See § 3
	Semmerzake ATCC ⁽⁴⁾	Call sign	Belga Radar (En)
		OPR HR	HO
		FREQ	See § 3
Remarks	<p>(1) Unclassified above FL660.</p> <p>(2) Above FL245 (DLIC, ACM, AMC and ACL AVBL).</p> <p>(3) Below FL245.</p> <p>(4) for OAT only.</p>		

1.2 Control Areas within Brussels UIR

BRUSSELS UTA

Lateral limits	510521N 0023244E - 510700N 0020000E - 513000N 0020000E - 512223N 0032147E - along the Belgian-Dutch border - 504515N 0060116E - along the Belgian-German border - 500748N 0060816E - along the German-Luxembourg border - 492810N 0062202E - along the French-Luxembourg border - 493247N 0054907E - along the Belgian-French border - 510521N 0023244E.		
Vertical limits	FL660 / FL195		
Airspace class	C ⁽¹⁾ ⁽²⁾		
Control units	Maastricht UAC ⁽³⁾	Call sign	Maastricht Radar (En)
		OPR HR	H24
		FREQ	See § 3
	Brussels ACC ⁽⁴⁾	Call sign	Brussels Control (En)
		OPR HR	H24
		FREQ	See § 3
	Semmerzake ATCC ⁽⁵⁾	Call sign	Belga Radar (En)
		OPR HR	HO
		FREQ	See § 3
Remarks	<p>(1) The airspace between FL290 and FL410 (incl) forms part of the EUR RVSM airspace.</p> <p>(2) The airspace between FL245 and FL660 forms part of the FRA (see ENR 1.3).</p> <p>(3) Above FL245.</p> <p>(4) Below FL245.</p> <p>(5) for OAT only.</p>		

2 LOWER AIRSPACE

2.1 Flight Information Region

BRUSSELS FIR

Lateral limits	510521N 0023244E - 510700N 0020000E - 513000N 0020000E - 512223N 0032147E - along the Belgian-Dutch border - 504515N 0060116E - along the Belgian-German border - 500748N 0060816E - along the German-Luxembourg border - 492810N 0062202E - along the French-Luxembourg border - 493247N 0054907E - along the Belgian-French border - 510521N 0023244E.		
Vertical limits	FL195 / GND		
Airspace class	G ⁽¹⁾ ⁽²⁾		
Units	Brussels FIC	Call sign	Brussels Information (En)
		OPR HR	H24
		FREQ	See § 3
	Luxembourg APP ⁽³⁾	Call sign	Luxembourg Approach (En)
		OPR HR	H24
		FREQ	See ELLX AD 2.18
	Semmerzake ATCC	Call sign	Belga Information (En)
		OPR HR	HO
		FREQ	See § 3
Remarks	<p>(1) Outside regulated airspace.</p> <p>(2) RMZ and TMZ during night.</p> <p>(3) Provides FIS for the Luxembourgish part of the Brussels FIR.</p>		

Route designator {RNP type}	[Route usage notes]					Remarks
Significant point name {RNP type}	Significant point coordinates		Upper limit / lower limit	FL series		Controlling unit {Airspace class} Remarks
	Initial track MAG	Great circle DIST		↓	↑	
	↓ ↑					
UM615 {B-RNAV}	(1) H24					
△ DENOV Hannover UIR / Brussels UIR	503812N 0061226E					(2)
	193/013	34.4NM	FL660 FL245	Even (1)		{class C}
△ GESLO	500445N 0060018E					
	195/014	21.0NM	FL660 FL245	Even (1)		{class C}
△ IDOSA	494430N 0055211E					
Route remarks: Control unit: Maastricht UAC.						
Point remarks: (2) For continuation see <i>AIP Germany</i> .						

Route designator {RNP type}	[Route usage notes]					
Significant point name {RNP type}	Significant point coordinates		Upper limit / lower limit		FL series	Remarks
	Initial track MAG	Great circle DIST			↓	↑
	↓ ↑					
Controlling unit {Airspace class} Remarks						
UM617 {B-RNAV}	(1) H24					
△ Maastricht VOR/DME (MAS)	505819N 0055738E				(2)	
	254/074	8.8NM	FL660 FL195	Even (1)		{class C}
△ Amsterdam FIR / Brussels UIR	505556N 0054409E					
	254/074	27.3NM	FL660 FL195	Even (1)		{class C}
△ SOGRI	504823N 0050243E					
	254/073	17.6NM	FL660 FL195	Even (1)		{class C}
△ BUPAL	504323N 0043604E					
	253/073	21.7NM	FL660 FL195	Even (1)	Odd (1)	{class C}
△ SISGA	503705N 0040324E					
	253/073	9.0NM	FL660 FL195	Even (1)	Odd (1)	{class C}
△ Chièvres DVOR (CIV)	503426N 0034958E					
	232/052	9.7NM	FL245 FL195	Odd (1)	Even (1)	{class C}
△ ROBAL Brussels UIR / France UIR	502824N 0033800E				(3)	
Route remarks: Control units: Brussels ACC (below FL 245); Maastricht UAC (above FL 245).						
Point remarks: (2) For continuation see <i>AIP the Netherlands</i> . (3) For continuation see <i>AIP France</i> .						

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
	↓ ↑			↓	↑	
UZ319 {B-RNAV}	(1) H24					
△ DENOX	505246N 0040140E					
	176/356	15.8NM	FL660 FL 195	Odd (1)	{class C}	
△ SISGA	503705N 0040324E					
	176/356	18.3NM	FL660 FL 195	Odd (1)	{class C}	
△ DELOM Brussels UIR / France UIR	501853N 0040523E				(2)	
Route remarks: Control units: Brussels ACC (below FL 245); Maastricht UAC (above FL 245).						
Point remarks: (2) For continuation see <i>AIP France</i> .						

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
	↓ ↑			↓	↑	
UZ703 {B-RNAV}	(1) Conditional route, for availability see above (§ 1.2.1).					
△ BABIX Amsterdam FIR / Brussels UIR	512447N 0045419E				(2)	
	219/039	44.8NM	FL660 FL 245	Odd (1)	{class C}	
△ LERVO	504959N 0040931E					
	219/038	19.9NM	FL660 FL 245	Odd (1)	{class C}	
△ Chièvres DVOR (CIV)	503426N 0034958E					
Route remarks: Control unit: Maastricht UAC.						
Point remarks: (2) For continuation see <i>AIP the Netherlands</i> .						

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
	↓ ↑			↓	↑	
UZ706 {B-RNAV}	(1) Conditional route, for availability see above (§ 1.2.1).					
△ ARDEN France UIR / Brussels UIR	495143N 0045128E				(2)	
	049/230	26.2NM	FL660 FL195	Even (1)	{class C}	
△ KOMOB	500838N 0052225E					
	050/231	45.2NM	FL660 FL195	Even (1)	{class C}	
△ LENDO Brussels UIR / Langen FIR - Hannover UIR	503731N 0061643E				(3)	
Route remarks: Control units: Brussels ACC (below FL 245); Maastricht UAC (above FL 245).						
Point remarks: (2) For continuation see <i>AIP France</i> . (3) For continuation see <i>AIP Germany</i> .						

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
	↓ ↑			↓	↑	
UZ707 {B-RNAV}	(1) CDR 1: Conditional route, for availability see above (§ 1.2.1).					
△ ULPEN Amsterdam FIR / Brussels UIR	504520N 0055539E				(2)	
	219/039	13.1NM	FL660 FL245	Odd (1)	{class C}	
△ Olno DVOR/DME (LNO)	503509N 0054237E					
	231/050	41.4NM	FL660 FL245	Odd (1)	{class C}	
△ RASCA Brussels UIR / France UIR	500845N 0045252E					
	231/050	15.9NM	FL660 FL245	Odd (1)	{class C}	
△ FAMEN Brussels UIR / France UIR	495830N 0043400E				(3)	
Route remarks: Control unit: Maastricht UAC.						
Point remarks: (2) For continuation see <i>AIP the Netherlands</i> . (3) For continuation see <i>AIP France</i> .						

ENR 3.5 Other Routes

1 DIRECT ROUTES

In the Brussels FIR/UIR, direct routes are available if the following prerequisites are met:

- a. The direct routing to be cleared in the Brussels FIR/UIR shall begin (entry point) and end (exit point) at waypoints in the Brussels FIR/UIR or other FIR, determined for the purpose of defining en-route flight procedures in line with the applicable national legislation and listed in the relevant AIP (ENR 4.3 or ENR 4.4);
- b. The restrictions on the use of waypoints for direct routings which can be found in Appendix 4 (DCT limits) of the *Route Availability Document (RAD)* shall be complied with. More details on the RAD can be found in [ENR 1.10, § 1.3.3](#);
- c. The direct routing shall be indicated in item 15 of the flight plan;
- d. The traffic situation must permit the issuance of an ATC clearance for a direct routing in line with the requirements for safe, orderly and expeditious handling of air traffic.

2 MILITARY ROUTES

	Rotary Wing		Fixed Wing	
	Heli		15W Tpt Aircraft	Jet Aircraft
General	Night flying is allowed in any of following conditions: <ul style="list-style-type: none"> • In controlled airspace • Along a network of pre-determined routes • In pre-determined areas. 			
Timings	Mon & Tue: night flight possible as per flying window. Wed – Fri: 15W transport aircraft; others when authorized by COMOPSAIR.			
Flight planning	FPL to be filed not later than 1100 day of flight. FI MDC to share FPL between participating squadrons for awareness.			
Pre-determined routes	Yearly assessed			BENE, Falcon and Dark Falcon routes
Route – altitude	NVG: 200FT above highest obstacle < 1KM NO NVG: 500FT above highest obstacle < 3KM		NVG: 500FT above highest obstacle < 1NM NO NVG: 1000FT above highest obstacle < 5km	1000FT above highest obstacle < 5km
Areas	In NVG only: HTAs + LFA11 +NOTAM		In NVG only: Above LFAs lateral limits	N/A
Areas – altitude	In NVG only: See ACOT-GID-TRGMST-AOLG-200		In NVG only: 500ft above obstacle < 1NM	N/A
Airbase – circuit training	After prior coordination with local ATC			
Deconfliction during flight (MIL only)	All flights in uncontrolled airspace: to check in on “night flight frequency” = 362,35 <ul style="list-style-type: none"> • At each reporting point: broadcast callsign, route + direction, reporting point + altitude. • When crossing: Heli stay lowest, transport aircraft above, Jet aircraft highest. 			
Foreign ACFT	Not allowed, unless approval from COA			

2.1 BENE ROUTES

The BENE routes consist of an integrated system of low flying routes which have been agreed by the Belgian Air Component and Royal Netherlands Air Force and flown by jet Aircraft by night over the Netherlands and Belgium below 4500FT AMSL.

All BENE routes, except BENE THREE and SIX, may be flown by day at VFR levels.

In order to provide awareness, all night flights will be announced by the night flight message sent by Semmerzake ATCC each THU for the next week. Also, a FPL 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 ESA, squawk A/7700 and request immediate ATC assistance.

Radio contact with Belga Information is mandatory for the complete formation throughout the flight, except when crossing controlled airspace.

All altitudes depicted are minimum altitudes, aircraft may fly above the minimum altitude provided that they remain outside controlled airspace.

The BENE routes are depicted on the chart in [ENR 6-ENRC.05a](#).

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

2.1.1 BENE Routes

BENE ONE

Speed (KT)	Turning point	Position	Altitude (FT)
420	BBL	511003.6N 0052808.4E	2000
	1a	512818.6N 0043949.2E	2000
		512213.2N 0055154.0E	2000
	BBL	511003.6N 0052808.4E	

Note: High level return from Vliehors direct via VKL to BBL can be flown when a flight plan has been filed accordingly.

BENE TWO

Speed (KT)	Turning point	Position	Altitude (FT)
420	BBL	511003.6N 0052808.4E	4000
	2a	504442.0N 0054116.2E	4000
	2b	502226.4N 0053103.0E	3300
	2c	494324.6N 0053236.0E	4000
	2d	495216.8N 0045552.2E	3000
	2e	501702.4N 0050536.0E	4000
	2f	501646.2N 0041734.8E	2300
	2g	502705.4N 0034520.4E	2000
	2h	505603.0N 0032554.0E	2200
	2j	504957.0N 0025955.8E	3000
	2k	511122.2N 0033325.8E	3000
	2l	511724.0N 0043219.8E	3000
	2m	505820.4N 0052140.8E	3000
	2n	505853.4N 0054223.4E	3000
		EXIT to Kleine-Brogel - Wildenrath - Volkel	510255.8N 0052836.0E

ENR 4 RADIO NAVIGATION AIDS / SYSTEMS

ENR 4.1 Radio Navigation Aids - En-route

Name of station (MAG VAR/year)	ID	Frequency (CH)	Hours of operation	Coordinates	DME antenna ELEV	Remarks
1	2	3	4	5	6	7
Affligem DVOR/DME (0°/2015)	AFI	114.900MHZ (CH 96X)	H24	505428N 0040820E	291FT AMSL	DOC: 40NM - FL250 Sector E: 90NM - FL250.
Antwerpen DVOR/DME (0°/2015)	ANT	113.500MHZ (CH 82X)	H24	511126N 0042821E	74FT AMSL	DOC: 40NM - FL250
Beauvechain TACAN (0°/2011)	BBE	(CH 107X)	H24	504525N 0044607E	354FT AMSL	DOC: 100NM - FL250 OPR: Belgian Air Component.
Kleine-Brogel TACAN (1°E/2015)	BBL	(CH 33X)	H24	511014N 0052758E	219FT AMSL	DOC: 40NM - FL250 OPR: Belgian Air Component.
Florennes TACAN (1°E/2015)	BFS	(CH 52X)	H24	501429N 0043912E	965FT AMSL	DOC: 100NM - FL600 Sector SE: 200NM - FL600. OPR: Belgian Air Component. TACAN restricted due to azimuth unlocks may be observed in sector R341-R347
Brussels DVOR/DME (0°/2015)	BUB	114.600MHZ (CH 93X)	H24	505408N 0043217E	178FT AMSL	DOC: 100NM - FL500 FRA (IDA)
Bruno DVOR/DME (0°/2015)	BUN	110.600MHZ (CH 43X)	H24	510707N 0045032E	86FT AMSL	DOC: 40NM - FL250
Chièvres DVOR (1°E/2015)	CIV	113.200MHZ	H24	503426N 0034958E		DOC: 60NM - FL500 DVOR is located 808M from TACAN. Both aids can therefore not be considered as collocated. FRA (IA)
Chièvres TACAN (1°/2011)	CIV	(CH 79X)	H24	503420N 0034918E	214FT AMSL	DOC: 60NM - FL500 TACAN unreliable: 056°-234° and 315°-326° beyond 30NM BLW 3000FT. OPR: USAF
Costa DVOR/DME (0°/2015)	COA	110.050MHZ (CH 37Y)	H24	512053N 0032119E	42FT AMSL	DOC: 60NM - FL500
Diekirch DVOR/DME/NDB (1°E/2015)	DIK	114.400MHZ (CH 91X) 307.000KHZ	H24	495141N 0060747E	1100FT AMSL	DOC DVOR: 100NM - FL500 DOC NDB: 50NM - FL600 FRA (IDA)
Luxembourg NDB	ELU	368.500KHZ	H24	494047N 0062119E		DOC: 25NM - FL600
Flora DVOR/DME (1°E/2015)	FLO	112.050MHZ (CH 57Y)	H24	505236N 0050804E	129FT AMSL	DOC: 50NM - FL250
Gosly DVOR/DME (1°E/2015)	GSY	115.700MHZ (CH 104X)	H24	502714N 0042629E	644FT AMSL	DOC: 30NM - FL260

Name of station (MAG VAR/year)	ID	Frequency (CH)	Hours of operation	Coordinates	DME antenna ELEV	Remarks
1	2	3	4	5	6	7
Huldenberg DVOR/DME (0°/2015)	HUL	117.550MHZ (CH 122Y)	H24	504458N 0043830E	372FT AMSL	DOC: 40NM - FL250 Sector NNW-NE: 32NM - FL 250.
Koksy VORTAC (0°/2015)	KOK	114.500MHZ (CH 92X)	H24	510541N 0023906E	33FT AMSL	DOC: 80NM - FL500 Sector SE: 100NM - FL500. COORD TACAN: 510557N - 0023920E. OPR TACAN: Belgian Air Component. FRA (ID)
Liège DVOR/DME (1°E/2015)	LGE	115.450MHZ (CH 101Y)	H24	503914N 0052814E	633FT AMSL	DOC: 40NM - FL250
Olno DVOR/DME (1°E/2015)	LNO	112.800MHZ (CH 75X)	H24	503509N 0054237E	866FT AMSL	DOC: 60NM - FL500 Sector NW-SW: 80NM - FL500. FRA (ID)
Luxembourg DVOR/DME (1°E/2015)	LUX	112.250MHZ (CH 59Y)	H24	493822N 0061450E	1221FT AMSL	DOC: 60NM - FL250
Mackel NDB	MAK	360.500KHZ	H24	505752N 0032947E		DOC: 50NM
Maastricht VOR/DME (0°/2010)	MAS	108.600MHZ (CH 23X)	H24	505819N 0055738E		DOC: 40NM - FL250 OPR: See AIP the Netherlands.
Nicky DVOR/DME (0°/2015)	NIK	117.400MHZ (CH 121X)	H24	510954N 0041102E	112FT AMSL	DOC: 60NM - FL500 Sector E: 100NM - FL500. FRA (ID)
Charleroi NDB	ONC	323.000KHZ	H24	502922N 0043319E		DOC: 25NM
Liège NDB	ONL	290.000KHZ	H24	504204N 0053257E		DOC: 25NM
Oostende NDB	ONO	399.500KHZ	H24	511313N 0030042E		DOC: 50NM
Antwerpen NDB	ONW	355.000KHZ	H24	511003N 0043358E		DOC: 50NM
Sprimont DVOR/DME (1°E/2015)	SPI	113.100MHZ (CH 78X)	H24	503053N 0053725E	976FT AMSL	DOC: 60NM - FL500 Sector NW-SW: 80NM - FL500. FRA (IA)
Luxembourg NDB	WLU	346.000KHZ	H24	493404N 0060315E		DOC: 25NM - FL600

ENR 4.4 Name-code Designators for Significant Points

Name-code designator	Coordinates	ATS route (ENR 3.3)	ATS route (other)
1	2	3	4
ADIXO	503453N 0050220E		SID EBBR
ADUSU	495722N 0061146E	UT856	
ADUTO	503054N 0032142E	N873, UN873	FRA (E)
AGENI	504500N 0060200E	T855, UZ158	
AKELU	492201N 0062750E		STAR ELLX
AKOVI	504450N 0034307E		STAR EBBR, STAR EBAW
ARCKY	501757N 0060756E	L607, N853, Q50, T181, T853, Z907, UN853, UQ50, UT853, UZ907	FRA (I)
ARDEN	495143N 0045128E	UZ706	FRA (E)
ARVOL	503245N 0032949E		STAR EBAW, STAR EBBR, STAR EBCI
ARVUG	495522N 0061345E	UN857	
ASDAK	503608N 0061507E	UT880	
ASMOX	495410N 0061634E		SID ELLX
ASPIX	502907N 0052500E		SID EBCI
BABIX	512447N 0045419E	UZ703	FRA (I)
BARTU	510011N 0041018E	UY131, UZ709	
BATTY	503857N 0055056E	T855, UL608, UL610, UT880, UY37	STAR EBAW, STAR EBBR, STAR EBCI FRA (I)
BEKEM	512556N 0043449E	Z311	STAR EBBR
BELOB	504234N 0031252E	UY873	FRA (E)
BETEX	494857N 0062531E	Z110, UN858	STAR ELLX FRA (E)
BREDI	493120N 0061730E		DCT (at ATC discretion only)
BROGY	511057N 0052656E	UN852	
BUGIB	502202N 0062158E	T181	
BULAM	512109N 0024501E	L610, UL610	
BULUX	503534N 0051505E		SID EBBR, SID EBCI
BUPAL	504323N 0043604E	UL607, UM617	

Name-code designator	Coordinates	ATS route (ENR 3.3)	ATS route (other)
1	2	3	4
CONDO	494612N 0062024E		DCT (at ATC discretion only)
DELOM	501853N 0040523E	UY50, UZ319	FRA (X)
DEMUL	495747N 0055843E	M624, UM624, UY181	FRA (ID)
DENOX	505246N 0040140E	L607, N872, UN872, UZ319	FRA (ID)
DENOV	503812N 0061226E	T857, UM615, UT857	
DENUT	511410N 0033927E	L610, Y18, UL608, UL610, UY18, UY873	SID EBBR, STAR EBOS FRA (ID)
DIBLI	512443N 0021545E	L610, UL610	
DINAN	494955N 0051953E	UM170, UY157	FRA (I)
DINKI	503821N 0055422E	UM170	
DISKI	493420N 0062814E	Q763	SID/STAR ELLX
DUDAN	492842N 0060418E		DCT (at ATC discretion only)
ELSIK	511142N 0045955E	L179, UL179	SID EBBR
ERIGO	505017N 0053022E	M617	
ETENO	501055N 0061130E	UY863	
EVOSA	511058N 0054611E	UZ29	
FAMEN	495830N 0043400E	UZ707	FRA (X)
FERDI	505445N 0033813E	N873, Y18, Y50, UL607, UN873, UY18, UY50	SID/STAR EBOS FRA (I)
GESLO	500445N 0060018E	N852, Z104, UM615, UN852, UZ104	STAR EBLG FRA (I)
GILOM	504507N 0044627E	L607, M624	STAR EBLG, SID EBAW
GIREL	501514N 0053229E		STAR EBLG
GIRVI	504644N 0030356E		DCT (see ENR 3.5. § 1) FRA (E)
GOBNO	505856N 0055923E	Z717, UZ717	
GOLEX	505643N 0033657E	L607, Y50	
GOPAS	495759N 0060411E	N852, Y181, UN852, UY181	
HELEN	511407N 0035211E	L179, N873, Y28, UL179, UN873, UY28	SID EBBR
IBERA	493030N 0061630E	UN853	FRA (E)
IBESA	502900N 0062000E	T853, UT853	FRA (IA)

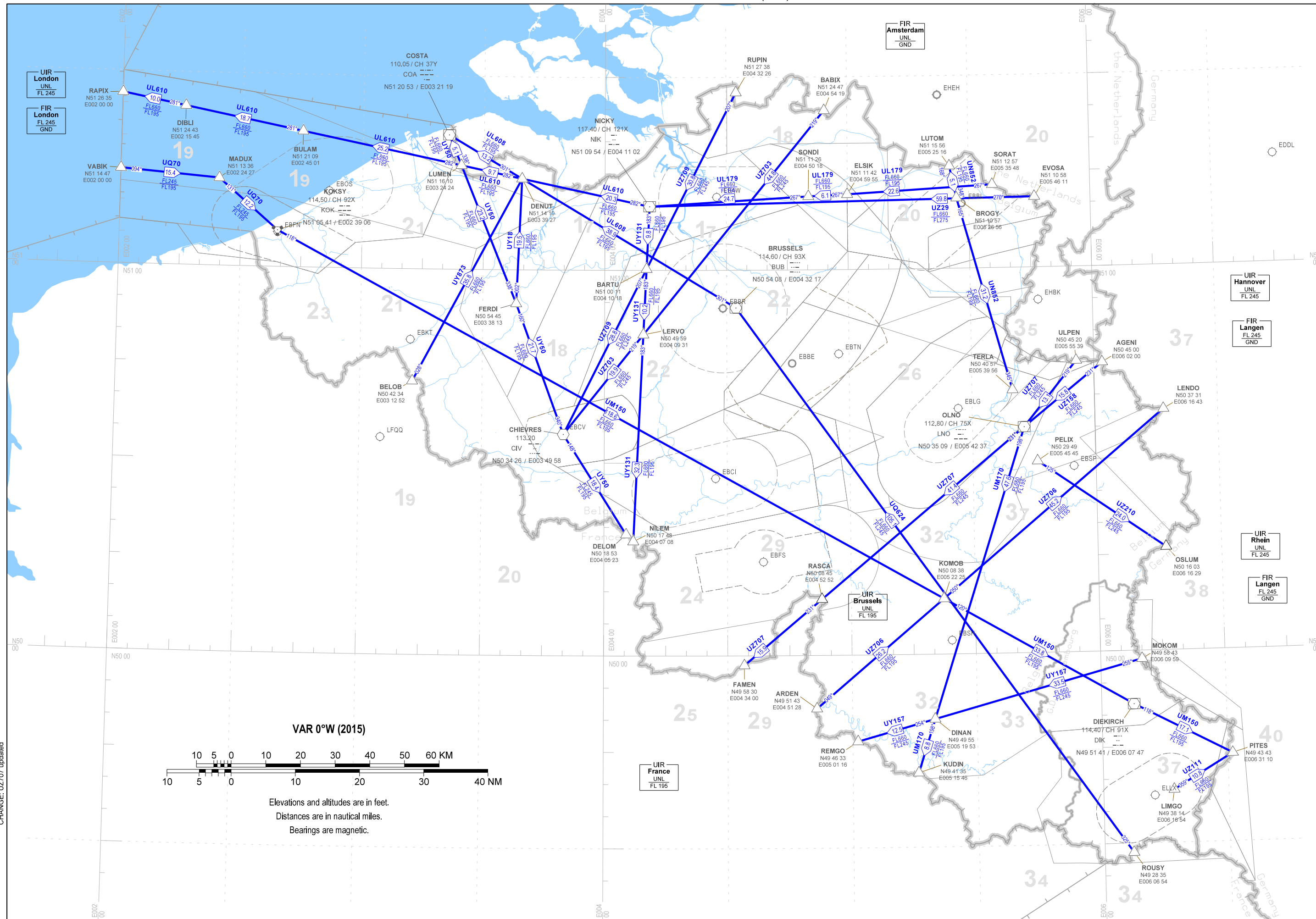
Name-code designator	Coordinates	ATS route (ENR 3.3)	ATS route (other)
1	2	3	4
IDOKO	502026N 0035223E	Y50	
IDOSA	494430N 0055211E	Y180, UM615, UN857, UZ283	FRA (I)
IMVIX	502221N 0061706E	T181	
IRTON	493300N 0053300E		DCT (at ATC discretion only)
KEGIT	512425N 0030624E	UL179, UL608	FRA (I)
KERKY	505537N 0035933E		STAR EBBR, STAR EBCI
KOGES	503412N 0061202E	Z907, UZ907	
KOMOB	500838N 0052225E	UM150, UZ706	FRA (IDA)
KONAN	510751N 0020000E	L607, UL607	SID EBOS FRA (E)
KUDIN	494135N 0051546E	UM170	FRA (EX)
LAKAL	494606N 0060425E		DCT (at ATC discretion only)
LAMLA	503535N 0061417E	UL610	
LAREP	502634N 0054739E	Q50, UN852, UQ50	
LENDO	503731N 0061643E	UZ706	FRA (IA)
LERVO	504959N 0040931E	UY131, UZ703	
LIMGO	493814N 0061654E	N852, Q763, Z110, UN852, UN858, UZ111	FRA (EX)
LIPNI	493148N 0055045E	UN858	FRA (EX)
LOLGI	503946N 0050913E		STAR EBCI
LUMEN	511610N 0032424E	L610, Y50, UL610, UY50	
LUTAX	493258N 0054858E	UM163	FRA (E)
LUTOM	511556N 0052516E	UN852	FRA (IDA)
MADUX	511336N 0022427E	Q70, UQ70	
MAKIK	495812N 0061002E	Y181, UY181	
MAKOB	503726N 0042549E		DCT (see ENR 3.5. § 1)
MAPAD	504946N 0060109E	Y868, UY868	
MATUG	502500N 0062211E	UL607	FRA (X)
MEDIL	502032N 0034030E	N872, UN872	SID EBCI FRA (EX)

Name-code designator	Coordinates	ATS route (ENR 3.3)	ATS route (other)
1	2	3	4
MOKOM	495843N 0060959E	UY157	
MOSET	493247N 0062039E		STAR ELLX
NAVAK	504939N 0055505E	Y868, Z283, UY868, UZ283	
NILEM	501748N 0040708E	UY131	FRA (X)
NISIV	495334N 0061435E	Y180, UY180	
NIVOR	504138N 0041727E		STAR EBCI
NPT	512941N 0020000E	TL4	
NTM16	500405N 0060726E	TG1	
ORVOS	493024N 0052956E		DCT (see ENR 3.5. § 1) FRA (E)
OSLUM	501604N 0061630E	UZ210	
PABLI	503547N 0045543E		SID EBBR
PELIX	502949N 0054545E	UL607, UN852, UZ210	
PESOV	502239N 0062054E	UT180	
PETAN	493310N 0055238E		STAR ELLX
PINUS	504547N 0055145E	Z283, UZ283	
PITES	494343N 0063110E	M150, UM150, UZ111	SID EBBR
PODAT	504145N 0060811E	M170, UM170	
PODEN	504121N 0060825E	UY862	FRA (IA)
PUTTY	512157N 0042015E		SID EBAW
RAPIX	512635N 0020000E	L610, UL610	FRA (X)
RAPOR	493529N 0051247E		SID ELLX
RASCA	500845N 0045252E	UZ707	
REMBA	503944N 0045451E	M624, UL607, UM624	SID EBBR, STAR ELLX FRA (IDA)
REMGO	494633N 0050116E	UY157	
RITAX	500440N 0054825E	M624, UM624, UT27, UZ104, UZ283	SID EBBR, SID EBCI, STAR EBLG FRA (ID)
ROBAL	502824N 0033800E	M617, UM617	
ROBON	500442N 0060705E	Z104, UZ104	

Name-code designator	Coordinates	ATS route (ENR 3.3)	ATS route (other)
1	2	3	4
RODRI	505236N 0035146E		STAR EBBR
ROUSY	492835N 0060654E	UM624, UQ624, UT27	SID EBBR FRA (EX)
RUBUT	504905N 0024033E		DCT (see ENR 3.5. § 1) FRA (E)
RUDIX	502504N 0050607E		STAR EBLG
RUPIN	512738N 0043226E	UZ709	
SASKI	513253N 0023000E	L179, UL179, UL608	SID EBOS
SISGA	503705N 0040324E	UM617, UZ319	
SOGRI	504823N 0050243E	M617, Y868, UL608, UM617, UY868	FRA (IDA)
SONDI	511126N 0045018E	L179, UL179	SID EBAW
SOPOK	501510N 0054626E	UY863, UZ283	SID EBBR, SID EBCI FRA (ID)
SORAT	511257N 0053548E	L179, UL179	
STINO	493730N 0055654E		DCT (at ATC discretion only)
SUMAS	505635N 0060059E	Z283, UZ283	
SUTAL	492800N 0062330E	N852, UN852	FRA (X)
SUXIM	501658N 0061719E	L607, UQ50	
TALUD	493604N 0052514E	Q763	
TERLA	504057N 0053956E	UL608, UN852	
TILVI	493630N 0053503E	Q763, Y180	SID ELLX
TOLVU	493731N 0052218E	UN857	FRA (X)
TULNI	503327N 0031656E		STAR EBAW, STAR EBBR
ULPEN	504520N 0055539E	UZ707	
VABIK	511447N 0020000E	Q70, UQ70	
WOODY	512420N 0042159E	N872, Z310, UN872 UZ310,	STAR EBAW, STAR EBBR FRA (I)

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En-route Chart - ICAO B-RNAV ROUTES IN THE UPPER AIRSPACE (CDR)



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AD 0.6 Table of Contents to Part 3

AD 0 INTRODUCTION

AD 0.1 Preface

AD 0.2 Record of AIP Amendments

AD 0.3 Record of AIP Supplements

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AD 0.6 Table of Contents to Part 3

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 Aerodrome/Heliport Availability and Conditions of Use

AD 1.2 Rescue and Fire Fighting Services and Snow Plan

AD 1.3 Index to Aerodromes and Heliports

AD 1.4 Grouping of Aerodromes / Heliports

AD 1.5 Status of Certification of Aerodromes

AD 2 PUBLIC AERODROMES

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AD 3 MILITARY HELIPORTS

AD 3 HOSPITAL HELIPORTS

AD 3 PRIVATE HELIPORTS

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- 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

3.1 Noise Abatement Approach and Landing 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.

3.2 Continuous Descent Operations (CDO)

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

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

After passing either CONDO or SARBU (for RWY24), respectively STINO or DUDAN (for RWY06), aircraft on CDO are expected to turn inbound FAF and intercept the ILS.

Following phraseology shall be used:

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

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

Following restrictions apply:

RWY	Route	Restriction
06	MMD – IRTON – WLU	MNM FL80 abeam IRTON
	SORAL – AKELU – BREDI - DUDAN	MNM FL80 2 NM north of AKELU MNM 4000FT above DUDAN
24	MMD – IRTON – CONDO	MNM FL80 abeam IRTON
	SORAL – AKELU – SARBU	MNM FL80 2 NM north of AKELU

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

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

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

4 DEPARTURE PROCEDURES

4.1 General

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

4.2 Noise Abatement Take-off and Climb Procedures

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

ELLX AD 2.22 Flight Procedures

1 GENERAL

1.1 Aerodrome Minima

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

Specific minima apply for following procedures:

- ILS/DME CAT I RWY 06: 600M RVR;
- LOC/DME RWY 06 (CAT A/B/C): 800M RVR or VIS;
- LOC/DME RWY 06 (CAT D): 1200M RVR or VIS;
- NDB/DME RWY 06 (CAT A/B/C): 1200M RVR or VIS;
- NDB/DME RWY 06 (CAT D): 1600M RVR or VIS;
- ILS/DME CAT I RWY 24: 550M RVR;
- ILS/DME CAT II/III RWY 24: 125M RVR;
- LOC/DME or LOC RWY 24 (CAT A/B/C): 800M RVR or VIS;
- LOC/DME or LOC RWY 24 (CAT D): 1200M RVR or VIS;
- NDB/DME or NDB RWY 24 (CAT A/B/C): 1200M RVR or VIS;
- NDB/DME or NDB RWY 24 (CAT D): 1600M 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 1000FT above the highest obstacle located within 3NM or 5NM of the aircraft, as appropriate (in accordance with ICAO Doc 8168 PANS-OPS, Volume II, Section 2, § 6.2.3).

2.1.3 Speed Limitations

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

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

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

2.2 Holding Patterns**DIEKIRCH**

Fix	DIK DVOR/DME
Turn / inbound track (MAG)	Right / 122°
Levels (MAX / MNM)	FL 100 / 4000FT QNH
Remarks	Holding pattern shall be entered at 220KIAS MAX

LUXEMBOURG (ELU)

Fix	ELU NDB
Turn / inbound track (MAG)	Right / 239°
Levels (MAX / MNM)	4000FT QNH / 3000FT QNH
Remarks	Holding pattern shall be entered at 150KIAS MAX

LUXEMBOURG (WLU)

Fix	WLU NDB
Turn / inbound track (MAG)	Left / 076°
Levels (MAX / MNM)	FL 70 / 3000FT QNH
Remarks	Holding pattern shall be entered at 220KIAS MAX Limit of the outbound track is 12 DME LUX

2.3 Approach Procedures**2.3.1 Standard Instrument Arrivals**

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

HOLDING DIK DVOR/DME

Designator	Route	Track (MAG)	Distance (NM)	MNM IFR level	Remarks
REMBA 2K	REMBA				Holding entry: direct
		136°	49.1	FL 100	
	RITAX				
		136°	18.0	4000FT QNH	
	DIK DVOR				

HOLDING DIK DVOR/DME

Designator	Route	Track (MAG)	Distance (NM)	MNM IFR level	Remarks
LNO 4K	LNO DVOR				Holding entry: direct
		159°	27.5	FL50	
	TMA BDRY				
		159°	18.8	4000FT QNH	
BETEX 2K	BETEX				Holding entry: offset
		282°	11.8	4000FT QNH	
DISKI 3K	DISKI				Holding entry: parallel
		294°	9.6	4000FT QNH	
	LUX DVOR				
		340°	14.1	4000FT QNH	
AKELU 3K	AKELU				Holding entry: parallel
		335°	2.0	FL80	
	27NM north of GTQ VOR				
		335°	3.6	FL60	
	TMA BDRY				
		335°	6.0	4000FT QNH	
	MOSET				
	335°	20.6	4000FT QNH		
MMD 4K	MMD VOR				Holding entry: parallel
		071°	26.2	FL80	
	TMA BDRY				
		071°	4.8	4000FT QNH	
	PETAN				
		027°	21.0	4000FT QNH	
	DIK DVOR				

HOLDING WLU NDB

Designator	Route	Track (MAG)	Distance (NM)	MNM IFR level	Remarks
REMBA 2M	REMBA				Holding entry: parallel
		136°	49.1	FL100	
	RITAX				
		136°	18.0	4000FT QNH	
	DIK DVOR				
		189°	4.0	4000FT QNH	
	4 DME DIK				
	189°	13.9	3000FT QNH		
LNO 5M	LNO DVOR				Holding entry: parallel
		159°	27.5	FL50	
	TMA BDRY				
		159°	18.8	4000FT QNH	
	DIK DVOR				
		189°	4.0	4000FT QNH	
	4 DME DIK				
	189°	13.9	3000FT QNH		
	WLU NDB				

HOLDING WLU NDB

Designator	Route	Track (MAG)	Distance (NM)	MNM IFR level	Remarks
BETEX 2M	BETEX				Holding entry: parallel
		212°	12.6	3000FT QNH	
	LUX DVOR				
		239°	8.7	3000FT QNH	
DISKI 3M	DISKI				Holding entry: parallel
		294°	9.6	3000FT QNH	
	LUX DVOR				
		239°	8.7	3000FT QNH	
AKELU 3M	AKELU				Holding entry: offset
		335°	2	FL 80	
	27NM north of GTQ VOR				
		335°	3.6	FL 60	
	TMA BDRY				
		335°	6	3000FT QNH	
	MOSET				
MMD 4M	MMD VOR				Holding entry: direct
		071°	26.2	FL 80	
	TMA BDRY				
		071°	4.8	3000FT QNH	
	PETAN				
		081°	7.0	3000FT QNH	

2.3.2 Circling Approach

Circling approaches are prohibited.

3 IFR FLIGHTS (OUTBOUND)**3.1 Starting Procedures**

Pilots shall call Luxembourg TWR on **FREQ 118.100 MHZ** in accordance with their slot (if any) and when ready to push and/or taxi immediately. ATC start-up and/or push-back clearances are based on the assumption that an average of 15 MIN is required for start-up, push-back, taxi and take-off manoeuvres. Start-up and/or push-back shall be performed without delay after reception of the respective clearance. An ATC departure clearance shall only be requested after start-up and/or push-back has been granted by ATC.

3.2 Departure Procedures**3.2.1 Standard Instrument Departures**

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

After take-off, aircraft shall immediately contact Luxembourg APP on **FREQ 118.900MHZ**.

The initial turns are based upon 250KIAS, AD ELEV (1234FT), a bank angle of 25° and a temperature of ISA+15°C.

DME distance information to assist aircraft in leading the turn onto the next track are based upon 250KIAS, 6000FT ALT, a bank angle of 25° and a temperature of ISA+15°C.

Due to the risk of confusion between SID DIK and DISKI, pilots shall double-check that the correct SID has been entered in the FMS.

RWY 06

Designator	Route	Remarks
DIK 3T	R-059 LUX to 6 DME LUX, LT to intercept R-128 DIK to DIK.	NIL
ASMOX 2T	R-059 LUX to 6 DME LUX, LT to intercept R-128 DIK INBD, RT to intercept R-003 LUX to ASMOX.	Cross ASMOX FL80 MNM After TKOF, contact Luxembourg APP climbing to 4000FT AMSL
ASMOX 2U	R-059 LUX to 6 DME LUX, LT to intercept R-128 DIK INBD, at 2 DME DIK, RT to intercept R-065 DIK to ASMOX.	Cross ASMOX FL80 MNM After TKOF, contact Luxembourg APP climbing to 4000FT AMSL
DISKI 3T	R-059 LUX, after passing LE, RT to intercept R-114 LUX to DISKI.	Cross DISKI FL60 MNM Always AVBL for traffic DEST EDDR, EDRZ and ETAR Additionally AVBL FRI, 1700 (1600) to MON, 0700 (0600) to join Q760 and Z729
DISKI 3U	R-059 LUX to 6 DME LUX, LT to intercept R-019 LUX to LUX, LT R-114 LUX to DISKI.	Cross DISKI FL60 MNM Always AVBL for traffic DEST EDDR, EDRZ and ETAR Additionally AVBL FRI, 1700 (1600) to MON, 0700 (0600) to join Q760 and Z729
GTQ 8T	R-059 LUX, after passing LE, RT to intercept R-335 GTQ to GTQ.	Cross 27 DME GTQ FL80 MNM Flights filing FL 130 or above, cross 25 DME GTQ FL 130 MNM. If unable to comply, advise ATC.
GTQ 8U	R-059 LUX to 6 DME LUX, LT to intercept R-019 LUX INBD, intercept R-335 GTQ to GTQ.	Cross 27 DME GTQ FL80 MNM Flights filing FL 130 or above, cross 25 DME GTQ FL 130 MNM. If unable to comply, advise ATC.
MMD 8T	R-059 LUX to 6 DME LUX, LT to intercept R-019 LUX to LUX, RT R-265 LUX to TILVI, MMD next.	Cross 19 DME LUX FL60 MNM Cross TILVI FL 80 MNM
RAPOR 5T	R-059 LUX to 6 DME LUX, LT to intercept R-019 LUX to LUX, RT R-265 LUX to TILVI, RAPOR next.	Cross 19 DME LUX FL60 MNM

RWY 24

Designator	Route	Remarks
DIK 3X	R-237 LUX to 8 DME LUX, RT to intercept R-200 DIK to DIK.	NIL
ASMOX 2X	R-237 LUX, after passing LW, LT to intercept R-203 LUX INBD to LUX, R-003 LUX to ASMOX.	Climb gradient: 5.2% MNM Cross ASMOX FL80 MNM After TKOF, contact Luxembourg APP climbing to 4000FT AMSL
ASMOX 2Y	R-237 LUX to 8 DME LUX, LT to intercept R-203 LUX INBD to LUX, R-003 LUX to ASMOX.	Climb gradient: 5.2% MNM Cross ASMOX FL80 MNM After TKOF, contact Luxembourg APP climbing to 4000FT AMSL
ASMOX 2Z	R-237 LUX to 8 DME LUX, RT to intercept R-200 DIK INBD to DIK, intercept R-065 DIK to ASMOX.	Climb gradient: 5.2% MNM Cross ASMOX FL80 MNM After TKOF, contact Luxembourg APP climbing to 4000FT AMSL
DISKI 3X	R-237 LUX, after passing LW, LT within 5 DME LUX, intercept as soon as possible R-114 LUX to DISKI.	Climb gradient: 5.2% MNM Cross DISKI FL60 MNM Always AVBL for traffic DEST EDDR, EDRZ and ETAR Additionally AVBL FRI, 1700 (1600) to MON, 0700 (0600) to join Q760 and Z729