PART 1 - GENERAL (GEN)

GEN 0 INTRODUCTION

GEN 0.1 Preface

1 NAME OF THE PUBLISHING AUTHORITY

The AIP of the Kingdom of Belgium (hereinafter “Belgium”) and the Grand Duchy of Luxembourg (hereinafter “Luxembourg”) is published by AIM Belgium under the authority of the Belgian and Luxembourg Civil Aviation Authority and Belgian Defence respectively.

2 APPLICABLE ICAO DOCUMENTS

The AIP is prepared in accordance with the SARPS of *ICAO Annex 15* and *ICAO Doc 8126*. Charts contained in the AIP are produced in accordance with *ICAO Annex 4* and *ICAO Doc 8697*. Differences from ICAO SARPS and Procedures are given in subsection GEN 1.7.

3 DIFFERENCE FROM COMMISSION REGULATION (EU) 73/2010

The data in the AIP do not comply with all regulatory requirements laid down in *Commission Regulation (EU) 73/2010 of 26 January 2010, laying down requirements on the quality of aeronautical data and aeronautical information for the single European sky* (cf. article 7, § 2 of the Regulation).

4 AIP STRUCTURE AND ESTABLISHED REGULAR AMENDMENT INTERVAL

4.1 AIP Structure

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in subsection GEN 3.1. The principal AIP structure is shown in graphic form at the end of this section. The AIP is made up of three parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

4.1.1 Part 1 - General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

- **GEN 0, Introduction:**
  Preface; Record of AIP amendments; Record of AIP supplements; Checklist of AIP pages; List of hand amendments to the AIP; Table of contents to Part 1.
- **GEN 1, National Regulations and Requirements:**
  Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/conventions; Differences from ICAO Standards, Recommended Practices and Procedures.
- **GEN 2, Tables and Codes:**
  Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion of units of measurement; Sunrise/sunset.
- **GEN 3, Services:**
  Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; Search and rescue.
- **GEN 4, Charges for Aerodromes/Heliports and Air Navigation Services:**
  Aerodrome/heliport charges; Air navigation services charges.

4.1.2 Part 2 - En-route (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

- **ENR 0, Introduction:**
  Table of contents to Part 2.
- **ENR 1, General Rules and Procedures:**
  General rules; Visual flight rules; Instrument flight rules; ATS airspace classification and description; Holding, approach and departure procedures; ATS surveillance services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management and airspace management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; Air traffic incidents.
- **ENR 2, Air Traffic Services Airspace:**
  FIR, UIR, TMA and CTA; Other regulated airspace.
- **ENR 3, ATS Routes:**
  Lower ATS routes; Upper ATS routes; Area navigation routes; Helicopter routes; Other routes; En-route holding.
- **ENR 4, Radio Navigation Aids/Systems:**
  Radio navigation aids – en-route; Special navigation systems; Global navigation satellite system (GNSS); Name-code designators for significant points; Aeronautical ground lights – en-route.
- **ENR 5, Navigation Warnings:**
  Prohibited, restricted and danger areas; military exercise and training areas and air defence identification zone (ADIZ); Other activities of a dangerous nature and other potential hazards; Air navigation obstacles; Aerial sporting and recreational activities; Bird migration and areas with sensitive fauna.
- **ENR 6, En-route Charts:**
  En-route charts and index charts.

4.1.3 Part 3 - Aerodromes (AD)

Part 3 consists of four sections containing information as briefly described hereafter.

- **AD 0, Introduction:**
  Table of contents to Part 3.
- **AD 1, Aerodromes/Heliports - Introduction:**
  Aerodrome/heliport availability and conditions of use; Rescue and fire fighting services and snow plan; Index to aerodromes and heliports; Grouping of aerodromes/heliports; Status of certification of aerodromes
- **AD 2, Aerodromes:**
  Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes.
- **AD 3, Heliports:**
  Detailed information about heliports not located at aerodromes.

4.2 Regular Amendment Interval

Regular amendments to the AIP are issued every four weeks according to the schedule published yearly in SUP.

5 SERVICES TO CONTACT IN CASE OF DETECTED AIP ERRORS OR OMISSIONS

5.1 Integrated Aeronautical Information Package

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

Post: AIM Belgium
AIP Office
Control Tower
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

FAX: +32 (0) 2 206 24 19

Email: aip.production@belgocontrol.be

Note: Any requests concerning aeronautical information within the responsibilities of Luxembourg will be forwarded to ANA AIS.

5.2 Customer Service

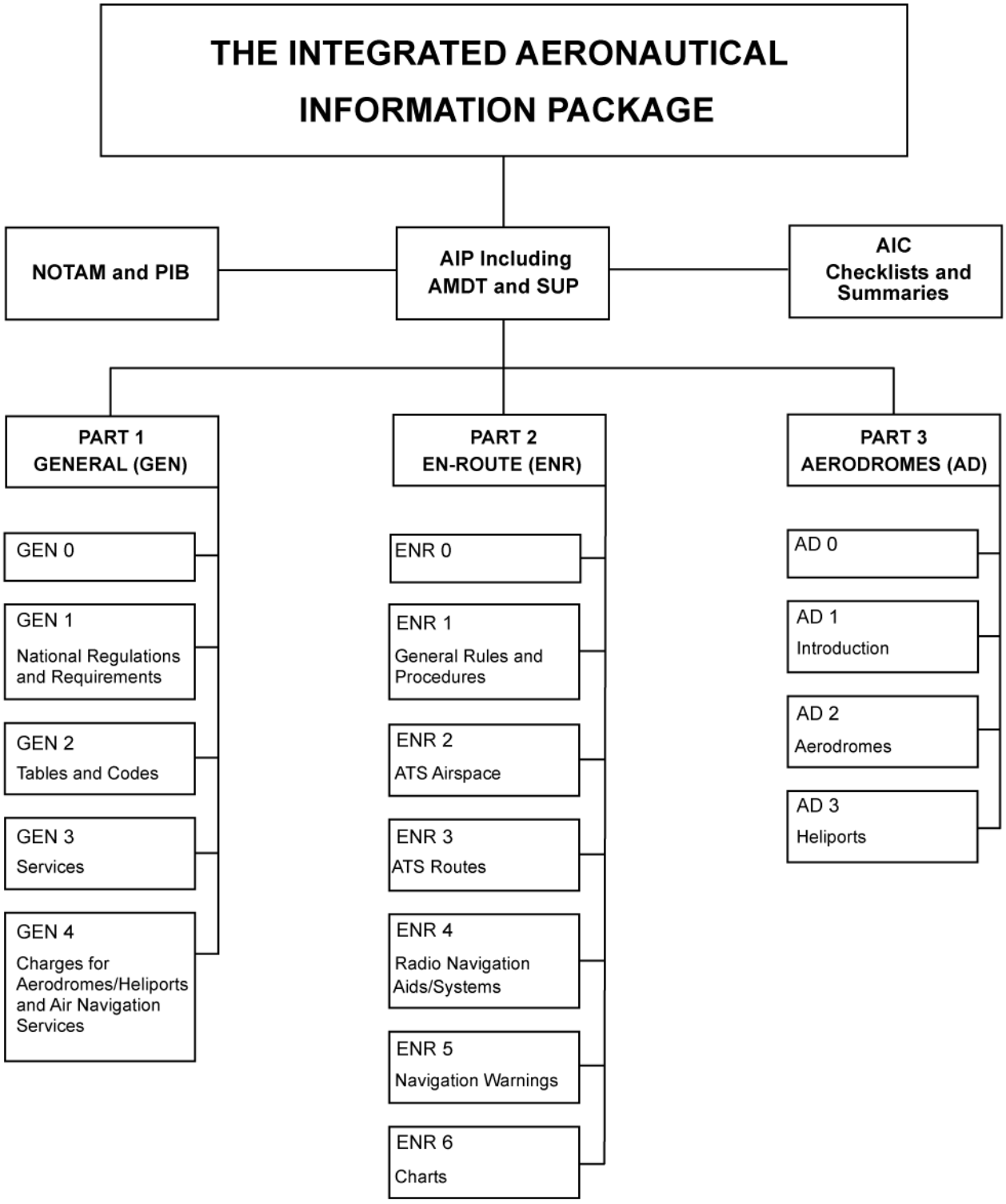
All enquiries regarding the distribution of the Integrated Aeronautical Information Package should be referred to:

Post: AIM Belgium
Customer Service
Control Tower
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

TEL: +32 (0) 2 206 22 97

FAX: +32 (0) 2 206 21 98
Email: aipclient@belgocontrol.be

6 STRUCTURE OF THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE



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GEN 0.2 Record of AIP Amendments

AIP AMENDMENT			
NR/Year	**Publication date**	**Date inserted**	**Inserted by**
002/2016	21-Jan-2016	04-Feb-2016	
003/2016	18-Feb-2016	03-Mar-2016	
004/2016	17-Mar-2016	31-Mar-2016	
005/2016	14-Apr-2016	28-Apr-2016	
006/2016	12-May-2016	26-May-2016	
007/2016	09-Jun-2016	23-Jun-2016	
008/2016	07-Jul-2016	21-Jul-2016	
009/2016	04-Aug-2016	18-Aug-2016	
010/2016	01-Sep-2016	15-Sep-2016	
011/2016	29-Sep-2016	13-Oct-2016	
012/2016	27-Oct-2016	10-Nov-2016	
013/2016	24-Nov-2016	08-Dec-2016	
001/2017	22-Dec-2016	05-Jan-2017	
002/2017	19-Jan-2017	02-Feb-2017	

AIRAC AMENDMENT			
NR/Year	**Publication date**	**Effective date**	**Inserted by**
002/2016	21-Jan-2016	03-Mar-2016	
003/2016	18-Feb-2016	31-Mar-2016	
004/2016	14-Apr-2016	26-May-2016	
005/2016	12-May-2016	23-Jun-2016	
006/2016	07-Jul-2016	18-Aug-2016	
007/2016	01-Sep-2016	13-Oct-2016	
008/2016	27-Oct-2016	08-Dec-2016	
001/2017	22-Dec-2016	02-Feb-2017	

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GEN 0.3 Record of AIP Supplements

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
002/2016	EBOS - Construction Works Apron 3	AD	From 07 JAN 2016	
008/2016	Temporary Obstacle near Luxembourg city	ENR	From 23 JUN 2016	
009/2016	Temporary Obstacle in the vicinity of ELEA	AD	From 18 AUG 2016	
010/2016	Temporary Obstacles penetrating Inner Horizontal Obstacle Limitation Surface (OLS) of ELLX	AD	From 18 AUG 2016	
011/2016	Temporary Obstacle near Mompach (Luxembourg)	ENR	From 18 AUG 2016	
012/2016	Brussels FIR - Navigation Warning Noise Sensitive Area Zeveneken (MIL Only)	ENR	From 15 SEP 2016	
014/2016	AIP Publication Schedule 2017	GEN	From 27 OCT 2016 to 07 DEC 2017	

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GEN 0.4 Checklist of AIP Pages

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 Designated Authorities

The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1 AVIATION AUTHORITY

1.1 In Belgium

1.1.1 Civil

Post: Civil Aviation Authority
Atrium - 6th floor
Rue du Progrès / Vooruitgangstraat 56
1210 Brussels
BELGIUM

TEL: +32 (0) 2 277 43 11

FAX: +32 (0) 2 277 42 59

Email: civilair@mobilit.belgium.be

URL: www.mobilit.belgium.be

1.1.2 Military

Post: Defence
Air Component - COMOPSAIR
Airspace Control Ops (A 3.2)
Kwartier Koningin Elisabeth / Quartier Reine Elisabeth
Bldg 1
Eversestraat / Rue d'Evere 1
1140 Brussels
BELGIUM

TEL: +32 (0) 2 701 17 36

FAX: +32 (0) 2 701 72 66

Email: comopsair-a3-air-ctrl-ops@mil.be

1.2 In Luxembourg

Post: Direction de l'Aviation Civile
BP 283
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 24 77 49 00

FAX: +352 46 77 90

Email: info@dac.public.lu

URL: www.dac.public.lu

2 METEOROLOGY

2.1 In Belgium

2.1.1 Civil

Post: Belgocontrol
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

TEL: +32 (0) 2 206 20 01

FAX: +32 (0) 2 206 20 35
AFS: EBVAYMYX
Email: meteo@belgocontrol.be
URL: www.belgocontrol.be

2.1.2 Military

Post: Defence
Air Component - COMOPSAIR
Meteo Wing
Base Charles Roman
1320 Beauvechain
BELGIUM
TEL: +32 (0) 10 68 24 20
TEL: +32 (0) 10 68 24 21
FAX: +32 (0) 10 68 26 93
Email: meteow-bgmt@mil.be

2.2 In Luxembourg

Post: Administration de la navigation aérienne
MET Department
BP 273
L-2012 Luxembourg
LUXEMBOURG
TEL: +352 47 98 27 00 1
FAX: +352 47 98 27 09 1
AFS: ELLXYMYX
Email: info@meteo.public.lu
URL: www.ana.public.lu
URL: www.meteolux.lu

3 CUSTOMS

3.1 In Belgium

Post: Administration Centrale des Douanes et Accises / Centrale Administratie der Douane en Accijnzen
Boulevard Roi Albert II / Koning Albert II-laan 33/37
1030 Brussels
BELGIUM
TEL: +32 (0) 2 576 30 19
FAX: +32 (0) 2 579 52 79
Email: info.douane@minfin.fed.be
URL: www.customs.fgov.be

3.2 In Luxembourg

3.2.1 Passengers

Post: Service des Douanes - Aéroport du Luxembourg
Brigade Surveillance Passagers
BP 61
L-6905 Niederanven
LUXEMBOURG
TEL: +352 24 64 88 00
FAX: +352 24 64 88 99
Email: idf.gsp@do.public.lu
URL: www.do.etat.lu

3.2.2 Cargo

Post: Service des Douanes - Aéroport du Luxembourg
Brigade Contrôle Fret
BP 61

L-6905 Niederanven
LUXEMBOURG

TEL: +352 24 56 90 77

FAX: +352 26 94 55 32

Email: idf.gaff@do.public.lu

URL: www.do.etat.lu

4 IMMIGRATION

4.1 In Belgium

Post: Federale Politie / Police Fédérale
Immigratie en grenscontrole / Immigration et contrôle frontière
F. Toussaintstraat / Rue F. Toussaint 47
1050 Brussels
BELGIUM

TEL: +32 (0) 2 642 63 21

URL: www.polfed-fedpol.be

4.2 In Luxembourg

Post: Police Grand-Ducale
Service de Contrôle à l'Aéroport
BP 1007
L-2957 Luxembourg
LUXEMBOURG

TEL: +352 24 40 89 10

FAX: +352 24 40 89 19

Email: sca-pnr@police.public.lu

URL: www.police.public.lu

5 HEALTH

5.1 In Belgium

Post: FOD Volksgezondheid, Veiligheid van de Voedselketen en Leefmilieu /
SPF Santé public, Sécurité de la Chaîne alimentaire et Environnement
Eurostation II
Victor Hortaplein / Place Victor Horta 40/10
1060 Brussels
BELGIUM

TEL: +32 (0) 2 524 97 97

URL: www.health.belgium.be

5.2 In Luxembourg

Post: Ministère de la Santé
Division de l'Inspection Sanitaire
20, rue de Bitbourg
L-1273 Luxembourg
LUXEMBOURG

TEL: +352 24 78 56 50

FAX: +352 48 03 23

Email: info@ms.public.lu

URL: www.ms.public.lu

6 EN-ROUTE CHARGES

Post: Eurocontrol Agency
Raketstraat / Rue de la Fusée 96
1130 Brussels
BRUSSELS

TEL: +32 (0) 2 729 38 45 or 49
FAX: +32 (0) 2 729 90 93 or 96
Email: r3crco@eurocontrol.int
URL: www.eurocontrol.int/crco

7 AERODROME CHARGES

7.1 EBAW and EBOS

Post: Ministerie van de Vlaamse Gemeenschap
Departement Mobiliteit en Openbare Werken
Afdeling Openbare Werken
Koning Albert II-laan 20/2
1000 Brussels
BELGIUM
TEL: +32 (0) 2 553 78 11
FAX: +32 (0) 2 553 78 65

7.2 EBBR

Post: Brussels Airport Company
Auguste Reyerslaan 80
1030 Brussels
BELGIUM
TEL: +32 (0) 2 753 42 00
AFS: EBBRYDYX

7.3 EBCI and EBLG

Post: Service Public de Wallonie
DGO - O/METCA-MET - D323
Boulevard du Nord 8
5000 Namur
BELGIUM
TEL: +32 (0) 81 77 20 00
FAX: +32 (0) 81 77 38 66

7.4 EBKT

Post: WIVWB
Luchthavenstraat 1 bus 1
8560 Wevelgem
BELGIUM
TEL: +32 (0) 56 36 20 45
FAX: +32 (0) 56 35 40 59
AFS: EBKTZPZX
Email: airport.kortrijk@skynet.be

7.5 ELLX

Post: Administration de la navigation aérienne
AIS/ARO Department
BP 273
L-2012 Luxembourg
LUXEMBOURG
TEL: +352 47 98 23 03 0
FAX: +352 47 98 23 09 0
Email: ais@airport.etat.lu
URL: www.ana.public.lu

8 AGRICULTURAL QUARANTINE

8.1 In Belgium

8.1.1 Brussels-Capital Region

Post: Ministère de la Région de Bruxelles-Capitale / Ministerie van het Brussels Hoofdstedelijk Gewest
Administration de l'Economie et de l'Emploi / Bestuur Economie en Werkgelegenheid
Boulevard du Jardin botanique / Kruidtuinlaan 20
1035 Brussels
BELGIUM

TEL: +32 (0) 2 800 34 52

FAX: +32 (0) 2 800 38 04

Email: info.eco@mrbc.irisnet.be

URL: www.brussels.irisnet.be

8.1.2 Flemish Region

Post: Ministerie van de Vlaamse Gemeenschap
Landbouw en Visserij
Koning Albert II-laan 35/40
1030 Brussels
BELGIUM

TEL: +32 (0) 2 552 77 69

FAX: +32 (0) 2 552 77 41

Email: communicatie@lv.vlaanderen.be

URL: lv.vlaanderen.be

8.1.3 Walloon Region

Post: Service Public de Wallonie
Direction Générale Agriculture, Ressources naturelles et Environnement
Avenue Prince de Liège 15
5100 Namur
BELGIUM

TEL: +32 (0) 81 64 94 11

Email: agriculture.dgarne@spw.wallonie.be

URL: agriculture.wallonie.be

8.2 In Luxembourg

8.2.1 Animals

Post: Administration des Services Vétérinaires
BP 1403
L-1014 Luxembourg
LUXEMBOURG

TEL: +352 24 78 25 39

FAX: +352 40 75 45

Email: info@asv.etat.lu

URL: www.asv.public.lu

8.2.2 Plants

Post: Administration des Services Techniques de l'Agriculture
BP 1904
L-1019 Luxembourg
LUXEMBOURG

TEL: +352 45 71 72 33 0

FAX: +352 45 71 72 34 0

Email: import-controle@asta.etat.lu

URL: www.asta.etat.lu

9 AIRCRAFT ACCIDENTS INVESTIGATION

9.1 In Belgium

9.1.1 Civil

Post: Air Accident Investigation Unit (Belgium)
Atrium - 6th floor
Rue du Progrès/Vooruitgangstraat 56
1210 Brussel
BELGIUM

TEL: +32 (0) 2 277 44 33 or +32 (0) 476 76 18 65

FAX: +32 (0) 2 277 42 60

Email: air-acc-incidents@mobilit.fgov.be

9.1.2 Military

Post: Defence
Air Component
Aviation Safety Directorate (ASD/ATM)
Base Charles Roman
1320 Beauvechain
BELGIUM

TEL: +32 (0) 2 442 54 48

FAX: +32 (0) 2 443 93 55

Email: asd-atm@mil.be

9.2 In Luxembourg

Post: Administration des Enquêtes Techniques
BP 1388
L-1013 Luxembourg
LUXEMBOURG

TEL: +352 24 78 44 04

FAX: +352 26 47 89 75

Email: info@aet.etat.lu

URL: www.mt.public.lu/transports/AET

GEN 1.2 Entry, Transit and Departure of Aircraft

1 IN BELGIUM

1.1 Civil

1.1.1 General

Aircraft registered in a member state of ICAO and aircraft registered in foreign states with which reciprocal agreements concerning aircraft and aircrews have been concluded, may be navigated in Belgium, subject to the observance of the applicable rules, conditions and limitations set forth in this document and in the legislation described in GEN 1.6, § 1.

1.1.2 Noise certification

Take-off and landing on Belgian aerodromes of civil subsonic jet aeroplanes is forbidden unless granted noise certification to the standards specified in Part II, Chapter 3, Volume 1 of *ICAO Annex 16*.

This prohibition applies only to civil subsonic jet aeroplanes with a by-pass ratio of less than two and with a MTOW of 34 000 KG or more, or with a certified maximum internal accommodation for the aeroplane type in question consisting of more than 19 passenger seats, excluding any seats for crew only.

This prohibition does not apply to:

- take-off and landing performed by aircraft carrying members of the Belgian Royal Family, the Belgian government, the regional and community governments and foreign Royal Families and heads of state or leaders of foreign governments, presidents and commissioners of the European Union, on official missions;
- take-off and landing performed with regard to missions in case of disasters or for the purpose of medical assistance
- take-off and landing concerning military missions;
- take-off and landing performed in exceptional conditions such as:
    - flights on which there is immediate danger to the life or health of persons, as well as animals;
    - flights diverted for meteorological reasons.

Exceptionally and on explicit justified request, the Minister of Transport may authorize a take-off or landing of a non-compliant aircraft. The operator of a flight seeking an exemption shall obtain prior permission from the CAA (see GEN-1.1).

Between 2200 and 0500 (2100 and 0400), flights of re-certificated civil subsonic jet aircraft are only authorized in clean configuration (landing gear and wing flaps retracted).

1.1.3 Crossing of the External Borders of the Schengen Area

Title II, Chapter I, Article 4 of *Regulation 562/2006 of the European Parliament and of the European Council* imposes restrictions on the crossing of the external borders of the Schengen Area. They may be crossed only at the official border crossing points notified by the EU Member States to the European Commission.

The Schengen Area, within which no restrictions to air travel apply, currently consists of 26 countries:

Austria	Belgium	Czech Republic	Denmark	Estonia
Finland	France	Germany	Greece	Hungary
Iceland	Italy	Latvia	Liechtenstein	Lithuania
Luxembourg	Malta	the Netherlands	Norway	Poland
Portugal	Slovakia	Slovenia	Spain	Sweden
Switzerland				

Flights arriving from any other country should only use the official border crossing points when landing in Belgium. Likewise, flights departing to any country outside the Schengen Area shall take-off only from the official border crossing points.

The official border crossing points are EBAW, EBBR, EBCI, EBKT, EBLG and EBOS. Incoming persons may travel freely in the Schengen Area after the border check at the official border crossing point.

When travelling by air in Belgium, entering or leaving the Schengen Area from any other aerodrome than the official border crossing points mentioned above, is illegal. Active surveillance will be carried out by the Belgian Federal Police and violations will be subject to law enforcement measures.

Further information can be obtained from:

Post: Federal Police
Aviation Police - Ostend-Bruges International Airport (EBOS)
Nieuwpoortsesteenweg 885/5
8400 Oostende
BELGIUM

TEL: +32 (0) 59 34 00 00

FAX: +32 (0) 59 34 00 51
Email: lpao.comdo@skynet.be
URL: www.luchtvaartpolitie-oostende.be

1.2 Military

Note: These regulations concern only DIPLOMATIC CLEARANCES. The underneath mentioned planned authorizations can absolutely not replace the normal ATC clearance, which must always be obtained following the national rules in force.

1.2.1 General

Overflight of Belgium by foreign military aircraft is subject to the approval of the Minister of Defence. No military aircraft of another State shall fly over the territory of Belgium or land thereon without prior authorisation, and in accordance with the terms thereof.

Standing diplomatic clearances can be obtained on an annual basis. The request for standing diplomatic clearance has to be introduced via the Ministry of Foreign Affairs. The standing diplomatic clearances, and the terms thereof, are notified to the requesting countries via diplomatic channel.

All flights, except those who are covered by a standing diplomatic clearance, are subject to an occasional diplomatic clearance request. This request has to be sent at least five working days in advance using the European Union Diplomatic Clearance (DIC) form.

1.2.2 Designated Authorities

Within the Ministry of Defence, the designated authorities concerned with diplomatic clearances are as follows:

The MTCC (Movement Transport Coordination Center), as part of ACOS Ops & Trg, is stationed at Evere. The MTCC, Cell Diplomatic Clearance, is responsible for the overall regulation of the diplomatic clearances, and administer the standing diplomatic clearances for foreign countries' military aircraft.

The flight MDC (Military Detachment for Coordination), as part of ATCC, is stationed at Steenokkerzeel (CANAC). The MDC-ADNC (Air Defense Notification Cell), under delegation of the MTCC, Cell Diplomatic Clearance, provides occasional diplomatic clearances for foreign countries' military aircraft.

1.2.3 Procedures

The standing diplomatic clearances numbers, and the terms thereof, are notified to the concerned countries via diplomatic channel.

The list of the States who have been granted standing diplomatic clearances, and the terms thereof, is available on the intranet site of the Belgian MTCC, and is annually updated.

The terms of those standing clearances depends of the bilateral or multilateral agreements. Those terms are:

- The reference numbers of the standing diplomatic clearances;
- The aircraft that are covered by the standing clearances;
- The airfields that can be used with the standing clearances;
- The notification delays that must be respected;
- The addresses to which the notification must be sent.

1.2.3.1 Reference of Clearances and Type of Flight

The detailed list of the reference numbers per nation is available on the intranet site of the Belgian MTCC.

For all nations:

- Transport of VIP;
- Transport of passengers and general cargo.

Additionally, for EU and NATO members:

- Transport of dangerous cargo, arms and ammunitions;
- Overflight and landing of military fighter and helicopter aircraft.

1.2.3.2 Type of Aircraft

The detailed list of the reference numbers per nation is available on the intranet site of the Belgian MTCC.

For all nations:

- All military transport aircraft.

Additionally, for EU and NATO members:

- Chartered military aircraft (commercial transport aircraft on military missions);
- All military fighter aircraft;
- All military helicopter aircraft.

1.2.3.3 Suitable Airfields

For all nations:

- Airfields open to civil air traffic;
- EBMB (for VIP flights).

Additionally, for EU and NATO members:

- Military airfields.

Operational clearance must always be obtained from the appropriate airfield authority.

1.2.3.4 Notification

For all nations:

- Reference of clearance has to be inserted in the ICAO flight plan;
- VIP flights with planned landing in Belgium have to be notified at least one working day prior landing, with use of the European Union Diplomatic Clearance form.

Additionally, for EU and NATO members:

- Fighter and helicopter aircraft, with planned landing in Belgium, have to be notified at least one working day prior landing, with use of the European Union Diplomatic Clearance form;
- Flights with dangerous cargo, arms and/or ammunition, have to be notified at least one working day prior the flight, with use of the European Union Diplomatic Clearance form. EATC flights, operated by military transport assets of the EATC Participants, and transport aircraft from nations who have signed the European DIC technical agreements are exempted of this notification;
- Transport of photographic or electronic equipment and radioactive material is not covered by those standing clearances. Exception is granted to EATC flights, operated by military transport assets of the EATC Participants, transporting radio-active material, who have to be notified at least three working days prior the flight, with use of the European Union Diplomatic Clearance form.

1.2.3.5 Addresses

Requests for standing diplomatic clearances, occasional requests and notifications, have to be sent through diplomatic channel to FPS Foreign Affairs, Foreign Trade and Development Cooperation, International Transport Directorate.

For EU and NATO members who have agreed on a simplified communication procedure, notifications and occasional requests may be sent directly to the Belgian Air Defence Notification Center. The list of the concerned nations is available on the intranet site of the MTCC.

Email: adnc@mil.be
Email: atcc-atc-flmdc-adnc@mil.be
TEL: +32 (0) 2 752 44 79
FAX: +32 (0) 2 206 27 99
FAX: +32 (0) 2 752 42 01 (backup only)

1.2.4 Flights of Foreign Military Aircraft over Belgian Territory

All foreign MIL flights within the Brussels FIR/UIR may be conducted according GAT or OAT rules, depending upon operational requirements of the mission. OAT flights are only possible during the ATCC operating hours (see GEN 3.3) and, other than transit flights, are forbidden on SAT, SUN and national HOL. COMOPSAIR Airspace Control Ops can grant exceptions to this rule.

Aircraft flying according GAT shall establish radio contact with Brussels ACC/APP/FIS on frequencies stated in GEN 3.3, § 6.1.

Aircraft flying according OAT shall establish radio contact with Semmerzake ATCC, call sign ‘Belga Radar’, on frequencies stated in GEN 3.3, § 6.4.

Foreign OAT flights that require manoeuvring airspace or that will make use of Special Use Airspace (danger areas or restricted areas) shall forward their airspace request (including timing and levels), in addition to the submission of a flight plan, to Semmerzake ATCC (FAX: +32 (0) 9 389 24 01, TEL: +32 (0) 9 389 25 55) to enable the Flexible Use of Airspace. Such airspace requests should arrive at Semmerzake ATCC not later than 0800 (0700) on Day-2 (two working days before the planned flight). Confirmation of any airspace bookings can be verified with the supervisor at Semmerzake ATCC on Day-1 after 1530 (1430) (TEL: +32 (0) 9 389 25 55). Reservations of the TSA24, TSA25 or TSA26 shall be made through CRC Glons (TEL: +32 (0) 4 289 32 16) each THU not later than 1000 (0900) for planned flights of the following week. For tactical air operations see ENR 1.1, § 2.16 and for booking procedures of airspace, see ENR 5.2, § 1.3.

EUROAT rules are applicable as described in ENR 1.1, § 2.1.2.2.

OAT and GAT flight plans shall be submitted according to the rules laid down in ENR 1.10.

The use of tactical call signs within the Belgian airspace is prohibited for non-Belgian military aircraft. QRA missions (training and real) are exempted from this rule. Other exception requests for the use of tactical call signs within the Belgian airspace need prior approval and can be sent, at least 5 working days in advance, to:

Post: Defence
Air Component - COMOPSAIR

Airspace Control Ops (A 3.2)
Kwartier Koningin Elisabeth
Bldg 1
Eversestraat / Rue d'Evere 1
1140 Brussels
BELGIUM

TEL: +32 (0) 2 701 17 04

FAX: +32 (0) 2 701 72 66

Email: comopsair-a3-air-ctrl-ops@mil.be

1.2.5 Landing of Military Aircraft at EBBR

1.2.5.1 Conventional and Jet Transport Aircraft

Aircraft of the 15W: No restrictions

Liaison aircraft: must file an IFR FPL and be able to select the appropriate radio frequencies stated in GEN 3.3, § 6.1.

1.2.5.2 Jet Fighter Aircraft

Jet fighter aircraft will only be allowed to land at EBBR in exceptional circumstances. When a jet fighter aircraft is authorised to land, the same prescription as in above will apply. The authorisation to land at EBBR must be obtained via COMOPSAIR Airspace Control Ops.

EUROPEAN UNION DIPLOMATIC CLEARANCE (DIC) FORM

(1) Reference number:		(2) Amendment number:	

(3) STATE	(4) R	(5) N	(6) L	(7) DG	(8) A	(9) FR	(10) EXISTING DIC NUMBER

(3): DIC issuing Participant
(4): this is a DIC request
(5): this is a DIC notification
(6): intention is to land in state (3)
(7): flight carrying dangerous goods
(8): this is an amendment to an existing clearance
(9): flight rules (I, V, Y or Z)
(10): provide number

SERIAL	REQUESTED INFORMATION	INFORMATION SUBMITTED
	AIRCRAFT AND CREW	
(11)	Requesting state	
(12)	Number and type of aircraft	
(13)	Aircraft registration	
(14)	Spare aircraft	
(15)	Callsign (including spare if different)	
(16)	Number of crew members	
(17)	Pilot rank and name	
(18)	Photographic sensors and/or cameras	YES - NO
(19)	Armament	YES - NO
(20)	Electronic warfare equipment	YES - NO
	FLIGHT DETAILS (Detailed routing in Appendix 1)	
(21)	Date of flight	
(22)	Purpose of flight	
(23)	Departure airport	
(24)	Destination airport(s)	
(25)	Alternate airport(s)	
(26)	Radio frequencies	
	LOAD INFORMATION	
(27)	Number of passengers	
(28)	VIP title /rank and name	
(29)	DG details	See Appendix 2
	REMARKS	
(30)		
	POINT OF CONTACT	
(31)	Rank, name, first name	
(32)	Telephone number	
(33)	E-mail	
(34)	Fax	

RESERVED FOR ISSUING STATE	
(35) STATE ISSUING	
(36) DIPLOMATIC CLEARANCE NUMBER	

Stamp issuing state:

Date:

Signature:

Appendix 1: DETAILED ITINERARY

State (37)	**Entry point and timing or airfield + ETD** **(DD MMM YY, HHMM Z)** (38)	**Route over territory** (39)	**Exit point and timing or airfield + ETA** **(DD MMM YY, HHMM Z)** (40)

Appendix 2: DANGEROUS GOODS DETAILS

UN Nbr (41)	Proper Shipping Name (42)	Class or Division (43)	Gross weight (44)	Total Net Quantity (45)	NEQ (Class 1) (46)

DIC FORM GUIDE

General instructions

- This form has to be filled in English.
- Use capital letters.

Guide for each item to be inserted:

1. Reference number of this document. One reference number refers to a single document.
2. Amendment to an already issued document.
3. State for which the respective column applies.
4. Insert a 'X' if a DIC request is made to the state specified in column (3).
5. Insert a 'X' if a DIC notification is made to the state specified in column (3).
6. Insert a 'X' if the intention is to land in the state specified in column (3).
7. Insert a 'X' if the flight is carrying dangerous goods (DG). Details for the DG's are to be inserted in Appendix 2.
8. Insert a 'X' if this document is an amendment to an existing DIC clearance document issued before.
9. Insert a 'I' if IFR, a 'V' if VFR, a 'Y' if IFR changing to VFR and a 'Z' if VFR changing to IFR.
10. Insert a 'X' if a DIC number already exists for the respective issue.
11. State requesting the issues towards the states mentioned in column (3).
12. Enter appropriate ICAO designator (i.e. C130, F16, etc.). If no designator has been assigned (or for formation flights comprising more than one type aircraft), indicate 'ZZZZ' and specify the aircraft type(s) in item (30).
13. Insert the aircraft registration number.
14. If a spare aircraft is assigned for the mission, specify type and registration number.
15. Insert the mission call sign.
16. Insert the total number of crew members.
17. Insert the rank and name of the pilot in command.
18. Indicate whether or not the aircraft will be equipped with photographic sensors and/or cameras. If the answer is YES, specify the type in item (30).
19. Indicate whether or not the aircraft will carry any type of armament. If the answer is YES, specify the type in item (30).
20. Indicate whether or not the aircraft will be equipped with electronic warfare equipment. If the answer is YES, specify the type in item (30).
21. Indicate the date of flight in following format: DD MMM YY, HHMM Z.
22. Indicate the purpose of the flight (i.e. participation to an exercise TLP/Red Flag/…, Logistic flight in support of…, Flight to support Operation XYZ, etc.).
23. Indicate the departure airfield. If no identifier has been assigned, indicate 'ZZZZ' and specify the airport name in item (30).
24. Indicate all airfields at which a landing is anticipated, including stop overs and intermediate destinations. If no identifier has been assigned, indicate 'ZZZZ' and specify the airport name in item (30).
25. Indicate all airfields to be used as alternate airfields for the entire mission.
26. If requested, indicate which radio frequencies will be used while transiting or landing in certain states.
27. Indicate the total number of passengers. If some/all passengers are leaving the aircraft, specify in item (30).
28. Indicate the title/rank and name of any VIP on board.
29. Dangerous goods details are to be inserted in Appendix 2.
30. Remarks field.
31. Indicate the rank, name and first name of the POC to be contacted for questions related to the request/notification.
32 Indicate the telephone number of the POC to be contacted for questions related to the request/notification.
33. Indicate the e-mail address of the POC to be contacted for questions related to the request/notification.
34. Indicate the fax number of the POC to be contacted for questions related to the request/notification.
35. State issuing the DIC number.
36. Indicate the DIC number.
37. State to be overflown.
38. Indicate the entry point and timing or airfield + ETD (DD MMM YY, HHMM Z).
39. Indicate which route will be flown. Alternate routes must be clearly identified by 'ALTERNATE ROUTE'.
40. Indicate the exit point and timing or airfield + ETA (DD MMM YY, HHMM Z).
41. Indicate the UN number.
42. Indicate the proper shipping name.
43. Indicate the class or division.
44. Indicate the gross weight.
45. Indicate the total net quantity.
46. For Class 1 only, indicate the total Net Explosive Quantity.

2 IN LUXEMBOURG

See relevant services, GEN 1.1.

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GEN 1.3 Entry, Transit and Departure of Passengers and Crew

See relevant services, GEN 1.1.

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GEN 1.4 Entry, Transit and Departure of Cargo

See relevant services, GEN 1.1.

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GEN 1.5 Aircraft Instruments, Equipment and Flight Documents

1 RNAV EQUIPMENT

Aircraft, other than state aircraft, operating on the ATS routes above FL95 within the Brussels FIR/UIR shall be equipped with, as a minimum, RNAV equipment meeting RNP 5 in accordance with the requirements set out in *ICAO Doc 7030, Regional Supplementary Procedures* (EUR SUPPS, chapter 4).

2 8.33 KHZ CHANNEL SPACING CAPABLE RADIO EQUIPMENT

The carriage of 8.33 KHZ channel spacing radio equipment is mandatory throughout the ICAO EUR Region for flights above FL195.

State aircraft operating within Brussels FIR/UIR are permanently exempted from the above carriage requirement, provided that they are able to communicate on UHF. In addition, all state aircraft flying OAT within the Brussels UIR, are exempted from the above-mentioned carriage requirement.

Except for UHF equipped state aircraft, non-equipped aircraft planning to enter any FIR/UIR above FL195 in the EUR Region where no exemption has been published (refer to the AIP of the state covering the FIR/UIR concerned), must flight plan to operate below FL195 throughout the entire EUR Region.

Note: Above FL245 in the Brussels UIR, UHF coverage is assured. Below FL245, regular 25KHZ assignments will be used. State aircraft planning to cross the Brussels UIR boundary above FL195 shall comply with the 8.33KHZ regulations of neighbouring states and check the UHF coverage provided.

3 EUR RVSM IN BRUSSELS UIR

Only RVSM approved aircraft and non-RVSM approved state aircraft will be permitted to operate within the EUR RVSM airspace.

Guidance material on the airworthiness, continued airworthiness and the operational practices and procedures for the EUR RVSM airspace is provided in the *Joint Aviation Authorities (JAA) Temporary Guidance Leaflet (TGL) Number 6, Revision 1*, and the *ICAO EUR Regional Supplementary Procedures* (EUR SUPPS, chapter 4).

Note 1: RVSM approved aircraft are those aircraft for which the operator has obtained an RVSM approval, either from the state in which the operator is based, or from the state in which the aircraft is registered.

Note 2: Details on RVSM airspace within Brussels UIR can be found in ENR 2.1.

4 SSR TRANSPONDER

4.1 Elementary Surveillance

The carriage and operation of a Mode S transponder with basic functionality is mandatory in the Brussels FIR/UIR, as follows:

- For IFR flight as GAT: a level 2 transponder is needed with elementary surveillance (including SI-code) functionality as a minimum, compliant with *ICAO Annex 10. Volume IV.*
- For VFR flights, conducted in airspace where the carriage and operation of SSR transponders is mandatory: a level 2 transponder is needed with elementary surveillance (including SI-code) functionality as a minimum, compliant with *ICAO Annex 10. Volume IV.*

Note: Functionality must include SI-code capability and, where ACAS II is installed, also resolution and traffic advisory reporting capability.

4.2 Enhanced Surveillance

Fixed wing aircraft flying as GAT in the Brussels UIR at or above FL 245 shall be equipped with a Mode S transponder with enhanced surveillance (EHS) functionality when the aircraft has a MTOW greater then 5700 KG and/or a maximum cruising true airspeed in excess of 250 KT.

4.2.1 Mode S Transponder

To meet EHS requirements compliant with *EUROCAE Document ED-73B*, as a minimum an approved level 2 Mode S transponder (specified in the declaration of design and performance (DDP) of the transponder equipment) must be installed.

4.2.2 EHS Capable Aircraft

An aircraft is considered to be EHS capable if the full list of 8 downlink parameters (DAP), as indicated below, can be supplied. Where the parameter 'track angle rate' cannot be supplied, it should be substituted by the 'true airspeed'.

BDS Register	Basic DAP Set (if Track Angle Rate is available)	Alternative DAP Set (if Track Angle Rate is not available)
BDS 4,0	Selected Altitude	Selected Altitude
BDS 5,0	Roll Angle	Roll Angle
	Track Angle Rate	
	True Track Angle	True Track Angle
	Ground Speed	Ground Speed
BDS 6,0	Magnetic Heading	Magnetic Heading
	Indicated Airspeed (IAS) / Mach Number	
	Vertical Rate (Barometric rate of climb/ descend or baro-inertial)	Vertical Rate (Barometric rate of climb/ descend or baro-inertial)
		True Airspeed (provided if Track Angle Rate is not available)
Note 1: IAS and Mach Number are considered as 1 DAP. If the aircraft can provide both, it must do it. *Note 2: Mode S EHS transponder systems must be certificated in accordance with EASA Document AMC 20-13.*		

If the DAP conditions cannot be met, the aircraft will be considered EHS non-capable and shall apply for an exemption, see below.

4.2.3 EHS Non-Capable Aircraft

Exemption of the EHS requirements may be granted to non-Mode S EHS capable aircraft and non-Mode S EHS compliant delivery and maintenance flights with a certificate of airworthiness issued prior to 31 MAR 2005 that conduct IFR/GAT flights in notified Mode S airspace in the Brussels FIR/UIR. In these instances the aircraft must, as a minimum, be Mode S elementary surveillance (ELS) compliant.

A standard form for the Mode S EHS exemption is contained in AIC 02/2009.

Exemption requests should be addressed to the competent CAA (see GEN 1.1).

The request must reach the administration 15 working days before the first flight using the exemption arrangements.

Fixed wing aircraft with a MTOW greater than 5700 KG and/or a maximum cruising true airspeed in excess of 250 KT, flying as GAT in the Brussels FIR/UIR at or above FL245 with a first certificate of airworthiness (CoA) issued on or after 31 MAR 2012, regardless of the date of original type certification, must be capable of complying with Mode S EHS airborne equipment requirements for flight in European Mode S airspace notified for Mode S EHS.

Mode S EHS transponder systems must be certificated in accordance with *EASA Document AMC 20-13* or with equivalent national certification requirements.

GEN 1.6 Summary of National Regulations and International Agreements / Conventions

1 IN BELGIUM

The national and international regulations concerning air navigation in Belgium can be consulted on the website of the CAA:

URL: mobilit.belgium.be/nl/luchtvaart/wetgeving_en_reglementering (Dutch)

URL: mobilit.belgium.be/fr/transport_aerien/legislation_et_reglementation (French)

2 IN LUXEMBOURG

2.1 National Regulations

The national regulations concerning air navigation in Luxembourg can be consulted on the website of Legilux:

URL: www.legilux.public.lu/radl/index.html (Transport aérien)

For further information, contact the CAA (see GEN 1.1).

2.2 International Agreements / Conventions

The international agreements / conventions concerning air navigation in Luxembourg can be consulted on the website of Legilux:

URL: www.legilux.public.lu/radl/index.html (Conventions internationales)

For further information, contact the CAA (see GEN 1.1).

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GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures

Number	Annex	Edition	Differences
1	Personnel Licensing	11	NIL
2	Rules of the Air	10	**Chapter 3, § 3.2.2** An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.
			Chapter 3, § 3.2.2.4 Sailplanes overtaking: a sailplane overtaking another sailplane may alter its course to the right or to the left.
			Chapter 3, § 3.2.3.2 (b) Unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable.
			Chapter 3, § 3.2.5 (c) and (d) (c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC; (d) except for balloons, land and take off into the wind unless safety, the runway configuration or air traffic considerations determine that a different direction is preferable.
			Chapter 3, § 3.3.1.2 VFR flights across international borders but remaining within the Schengen Area do not need a flight plan as far as the Belgian part of the Brussels FIR is concerned. A pilot is required to file a flight plan when planning any flight at night if leaving the vicinity of an aerodrome.
			Chapter 3, § 3.8 and Appendix 2 The words “in distress” are not included in Belgian law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive, as well as those found in Attachment A, are not contained in Belgian law.
			Chapter 4, § 4.3 Additional requirements: VFR flights at night may be permitted under the following conditions: 1. if leaving the vicinity of an aerodrome, a flight plan shall be submitted; 2. flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available; 3. the VMC visibility and distance from cloud minima as specified in table of ENR 1.2 § 1.1 shall apply except that: • the ceiling shall not be less than 450M (1500FT); • except as specified in (4), the reduced flight visibility provisions specified in table of ENR 1.2 § 1.1 shall not apply; • in airspace classes B, C, D, E, F and G, at and below 900M (3000FT) AMSL or 300M (1000FT) AGL, whichever is the higher, the pilot shall maintain continuous sight of the surface; • for helicopters in airspace classes F and G, flight visibility shall not be less than 3KM, provided that the pilot maintains continuous sight of the surface and if manoeuvred at a speed that will give adequate opportunity to observe other traffic or obstacles in time to avoid collision; and 4. ceiling, visibility and distance from cloud minima lower than those specified in (3) above may be permitted for helicopters in special cases, such as medical flights, search and rescue operations and fire-fighting; 5. except when necessary for take-off or landing, or except when specifically authorised by the CAA, a VFR flight at night shall be flown at a level which is not below the minimum flight altitude or, where no such minimum flight altitude has been established, at a level which is at least 300M (1000FT) above the highest obstacle located within 8KM of the estimated position of the aircraft.

Number	Annex	Edition	Differences
			Chapter 4, § 4.6 Except when necessary for take-off or landing, or except by permission from the CAA, a VFR flight shall not be flown: a. over the congested areas of cities, towns or settlements, industrial buildings, the L.N.G. terminal of Zeebrugge, nuclear plants, prisons or over an open-air assembly of persons at a height less than 300 M (1000 FT) above the highest obstacle within a radius of 600 M from the aircraft; b. elsewhere than as specified in (a), at a height less than 150 M (500 FT) above the ground or water, or 150 M (500 FT) above the highest obstacle within a radius of 150 M (500 FT) from the aircraft.
3	Meteorology	18	**Part I, § 4.6.2.2*** Only one (minimum) visibility value is given in local routine and special reports. *Note: RVR values for each section of the RWY are given in local routine and special reports according to § 4.6.3.3 of ICAO Annex 3.*
			Part I, § 4.6.5.2* Only a general cloud distribution is given in local routine and special reports. *Note: With the current technology and guidance material it is not possible to report accurate cloud information per approach area (cfr. WP 13 of the METG/14 meeting). When adequate technology and guidance material becomes available, Belgocontrol will reconsider the reporting of cloud information per approach area.*
			Part I, § 7.4 Wind shear warnings are not issued. *Note: Wind shear warnings are not issued as wind shear is not considered a factor in the Brussels FIR. The rare wind shear reports from pilots are included in the MET REPORT and ATIS.*
			Part II, Appendix 3, § 4.1.2.1 Surface wind displays are not clearly marked to identify the runway and the section of the runway monitored by each sensor. *Note: One sensor can be used for different runway; e.g. sensor indicator 25L is used in the same time for RWY 25L TDZ and for RWY 07R END. The location (chart form) and use of all wind sensors is indicated in the MET REPORT operating procedures published in the AIP.*
			Part II, Appendix 3, § 4.3.5* A 100% light intensity setting is used for RVR assessment, for both METAR and SPECI and local routine and special reports. *Note: 100% is used in all instances in order to have consistency between the data and in order to be able to make adequate statistics and comparisons.*
			Part II, Appendix 3, § 4.7.3.1 In Belgium, QNH is indicated in tenths of a hectopascal in local routine and special reports. *Note: Local ATC requirement.*
			Part II, Appendix 3, § 4.7.3.2 QFE is not indicated in local routine and special reports but is given by ATC on request of a pilot. In Luxembourg, QFE is also broadcast via ATIS. *Note: Local agreement.*
			Part II, Appendix 3, § 4.8.1.3* In Belgium, no information on wind shear is given in METAR/SPECI. *Note: Not warranted by local circumstances.*
4	Aeronautical Charts	11	NIL
5	Units of Measurement to be Used in Air and Ground Operations	5	NIL

Number	Annex	Edition	Differences
6	Operation of Aircraft		
	Part I: International Commercial Air Transport - Aeroplanes	9	NIL
	Part II: International General Aviation - Aeroplanes	7	NIL
	Part III: International Operations - Helicopters	7	NIL
7	Aircraft Nationality and Registration Marks	6	NIL
8	Airworthiness of Aircraft	11	NIL
9	Facilitation	13	NIL
10	Aeronautical Telecommunications		
	Volume 1: • Part 1: Equipment and System • Part 2: Radio Frequencies	6	NIL
	Volume 2: Communication Procedures including those with PANS status	6	NIL
	Volume 3: • Part 1: Digital Data Communication Systems • Part 2: Voice Communication Systems	2	NIL
	Volume IV: Surveillance Radar and Collision Avoidance Systems	4	NIL
	Volume V: Aeronautical Radio Frequency Spectrum Utilization	3	NIL

Number	Annex	Edition	Differences
11	Air Traffic Services	13	**Chapter 2, § 2.6 and Appendix 4** Pilots shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel in class G RMZ. The Director General of the CAA may exempt aircraft types, which for technical or safety reasons exceed the 250KT speed limit.
			Chapter 2, § 2.25.5 Time checks shall be given at least to the nearest minute.
			Chapter 3 and Appendix 4 When requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the appropriate ATS unit in airspace classes D and E, a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below FL100 during climb or descent, during day under VMC.
			Chapter 3, § 3.7.3.1 The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: a. ATC route clearances; b. clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and c. runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and d. transition levels, whether issued by the controller or contained in ATIS broadcasts.
			Chapter 3, § 3.7.3.1.1 Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.
			Chapter 3 (additional provision) Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except for helicopters in special cases such as medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied: a. by the pilot: 1. clear of cloud and with the surface in sight; 2. the flight visibility is not less the 1500M or, for helicopters, not less than 800M; 3. at speed of 140KT IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision, and b. by ATC: 1. during day only, unless otherwise permitted by the CAA; 2. the ground visibility is not less than 1500M or, for helicopters, not less than 800M; 3. the ceiling is not less than 180M (600FT).
12	Search and Rescue	8	NIL
13	Aircraft Accident Investigation	10	NIL
14	Aerodromes		
	Volume 1: Aerodrome Design and Operations	6	NIL
	Volume 2: Heliports	4	NIL
15	Aeronautical Information Services	14	NIL
16	Environmental Protection		
	Volume 1: Aircraft Noise	6	NIL
	Volume 2: Aircraft Engine Emissions	3	NIL
17	Security	9	NIL
18	The Safe Transport of Dangerous Goods by Air	4	NIL

Number	Annex	Edition	Differences
19	Safety Management	1	NIL

(*) References marked with an asterisk are differences from Recommendations.

Number	Document	Edition	Differences
4444	Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)	16	**Chapter 6, § 6.3.2.3** In Belgium, standard clearances for departing aircraft do not contain the cleared level. They will contain the initial level, except when this element is included in the SID description.
			Chapter 6, § 6.3.2.4 In Belgium, when a departing aircraft on a SID is cleared to climb to a level higher than the initially cleared level or the level(s) specified in the SID, the aircraft shall follow the published vertical profile of the SID, unless such restrictions are explicitly cancelled by ATC. The phraseologies specified in § 6.3.2.4 are not used in Belgium.
			Chapter 6, § 6.3.2.5 In Belgium, clearances will refer to the initial or intermediate level instead of the cleared level.
			Chapter 6, § 6.5.2.3 In Belgium, standard clearances for arriving aircraft do not contain the cleared level. They will contain the initial level, except when this element in included in the STAR description.
			Chapter 6, § 6.5.2.4 In Belgium, when an arriving aircraft on a STAR is cleared to descend to a level lower than the level or level(s) specified in the STAR, the aircraft shall follow the published vertical profile of the STAR, unless such restrictions are explicitly cancelled by ATC. Published minimum levels based on terrain clearance shall always be applied. The phraseologies specified in § 6.5.2.4 are not used in Belgium.
			Chapter 8, § 8.5.4.1 Where an aircraft's Mode C displayed level differs from the cleared flight level by 90 M (300 FT) or more, the controller will inform the pilot accordingly and the pilot shall be requested to check the pressure setting and confirm the aircraft's level.

Number	Document	Edition	Differences
4444	Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)		**Chapter 12, § 12.3.1.2, items (z) to (kk)** In Belgium, following additional phraseologies are used: • clearance to cancel level restriction(s) of the vertical profile of a SID during climb: *"CLIMB TO (level) [LEVEL RESTRICTION(S) (SID designator) CANCELLED (or) LEVEL RESTRICTION(S) (SID designator) AT (point) CANCELLED]"*; • clearance to cancel level restriction(s) of the vertical profile of a STAR during descend: *"DESCEND TO (level) [LEVEL RESTRICTION(S) (STAR designator) CANCELLED (or) LEVEL RESTRICTION(S) (STAR designator) AT (point) CANCELLED]"*. In Belgium, the phraseologies for the following circumstances are not used: • clearance to climb on a SID which has published level and/or speed restrictions, where the pilot is to climb to the cleared level and comply with published level restrictions, follow the lateral profile of the SID; and comply with published speed restrictions or ATC issued speed control instructions as applicable; • clearance to cancel level restriction(s) of the vertical profile of a SID during climb; • clearance to cancel specific level restriction(s) of the vertical profile of a SID during climb; • clearance to cancel speed restrictions of a SID during climb; • clearance to cancel specific speed restrictions of a SID during climb; • clearance to climb and to cancel speed and level restrictions of a SID; • clearance to descend on a STAR which has published level and/or speed restrictions, where the pilot is to descend to the cleared level and comply with published level restrictions, follow the lateral profile of the STAR and comply with published speed restrictions or ATC issued speed control instructions; • clearance to cancel level restrictions of a STAR during descent; • clearance to cancel specific level restrictions of a STAR during descent; • clearance to cancel speed restrictions of a STAR during descent; • clearance to cancel specific speed restrictions of a STAR during descent; • clearance to descend and to cancel speed and level restrictions of a STAR.
			In Belgium, the phraseology *"FLIGHT PLANNED ROUTE"* is used. **Chapter 12, § 12.3.2.2, item (b) (3)**
			In Belgium, the phraseology *"CLEARED VIA (designation)"* is used. **Chapter 12, § 12.3.3.1, item (f)**
			In Belgium, the phraseology for clearance to proceed direct with advance notice of a future instruction to rejoin the SID is not used. **Chapter 12, § 12.3.3.1, item (g) and (h)**
			In Belgium, the phraseology *"CLEARED (or PROCEED) VIA (designation)"* is used. **Chapter 12, § 12.3.3.2, item (a)**
			In Belgium, the phraseology *"CLEARED TO (clearance limit) VIA (designation)"* is used. **Chapter 12, § 12.3.3.2, item (b)**
			In Belgium, the phraseology *"CLEARED (or PROCEED) VIA (details of the route to be followed)"* is used. **Chapter 12, § 12.3.3.2, item (c)**
			In Belgium, the phraseology for clearance to proceed direct with advance notice of a future instruction to rejoin the STAR is not used. **Chapter 12, § 12.3.3.2, item (d) and (e)**
			In Belgium, the phraseology *"RESUME PUBLISHED SPEED)"* is not used. **Chapter 12, § 12.4.1.6, item (k)**
			Appendix 2, item 8, page A2-3, M if MIL In addition to MIL operations, operators of customs or police aircraft shall insert letter "M" in item 8 of the ICAO flight plan form.
7030/5-EUR	Regional Supplementary Procedures (SUPPS)	5	**Chapter 6, § 6.3, minimum flight level** § 6.3.1.2 is not applied in Belgium and Luxembourg.

GEN 2 TABLES AND CODES

GEN 2.1 Measuring System, Aircraft Markings, Holidays

1 UNITS OF MEASUREMENT

The table of units of measurement shown below are used by aeronautical stations within Brussels FIR/UIR for air and ground operations:

For measurement of	Units used
Distance used in navigation, position reporting, etc (generally in excess of 2 nautical miles)	Nautical miles (NM) and tenths
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Metres (M)
Altitudes, elevations and height	Feet (FT)
Horizontal speed, including wind speed	Knots (KT)
Vertical speed	Feet per minute (FPM)
Wind direction for landing and take-off	Degrees magnetic (°)
Wind direction, except for landing and take-off	Degrees true (°)
Visibility, including RVR	Kilometres or metres (KM or M)
Visibility, including RVR (MIL)	Kilometres or metres (KM or M) or nautical miles (NM) and tenths
Altimeter setting	Hectopascal (HPA)
Temperature	Degrees Celsius (°)
Weight	Metric tonnes (T) or kilogrammes (KG)
Weight (MIL)	Pounds or kilogrammes (KG)
Time	Hours and minutes, beginning at midnight UTC

2 TEMPORAL REFERENCE SYSTEM

Co-ordinated Universal Time (UTC) and the Gregorian calender are used by air navigation services and in publications issued by the AIS. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241.

Due to the application of daylight saving time, the relation between UTC and local time is different during summer and the winter period. The summer period starts every year on the last SUN of MAR at 0100 UTC and ends on the last SUN of OCT at 0100 UTC.

During the winter period, local time is UTC + 1 HR. During the summer period, local time is UTC + 2 HR.

In the AIP and in AIC, UTC times applicable during the summer period will be added between brackets when different from those applicable during the winter period.

SUP will mention UTC times as applicable during their period of validity. If the period of validity overlaps the transition from summer to winter period or vice versa, the system used in the AIP will be applied.

NOTAM will mention UTC times as applicable during their period of validity. If the period of validity overlaps the transition from summer to winter period or vice versa, a separate NOTAM will be published for each time period.

3 HORIZONTAL REFERENCE SYSTEM

All published geographical co-ordinates indicating latitude and longitude are expressed in terms of the World Geodetic System of 1984 (WGS-84) geodetic reference datum.

An asterisk (*) will be used to identify those published geographical co-ordinates which have been transformed in to WGS-84 co-ordinates but whose accuracy of original field work does not meet the requirements in *ICAO Annex 11*, Chapter 2 and *ICAO Annex 14, Volumes I and II*, Chapter 2.

4 VERTICAL REFERENCE DATUM

Mean sea level datum (MSL) is used as the vertical reference system. In Belgium, MSL values refer to the *Deuxième Nivellement Général / Tweede Algemene Waterpassing.* In Luxembourg, MSL values refer to the *Deutsches Haupthöhennetz, DHHN85.*

In addition to elevation values referenced to MSL, geoid undulation (referenced to the WGS-84 ellipsoid) is published for specific surveyed ground positions.

More details can be found on:

URL: www.crs-geo.eu

5 AIRCRAFT NATIONALITY AND REGISTRATION MARKS

The nationality mark for civil aircraft registered in Belgium is the letter combination “OO” and for civil aircraft registered in Luxembourg, the letter combination “LX”. The nationality mark is followed by a hyphen and a registration mark consisting of three letters (e.g. OO-SDN, LX-LAA).

6 PUBLIC HOLIDAYS

New Year's Day	01 JAN	Belgium and Luxembourg
Easter Monday	-	Belgium and Luxembourg
King's Birthday	15 APR	Belgian Defence
Labour Day	01 MAY	Belgium and Luxembourg
Ascension Day	-	Belgium and Luxembourg
Day after Ascension Day	-	Belgian Defence
Whit Monday	-	Belgium and Luxembourg
National Holiday	23 JUN	Luxembourg
National Holiday	21 JUL	Belgium
Assumption Day	15 AUG	Belgium and Luxembourg
All Saints Day	01 NOV	Belgium and Luxembourg
All Souls Day	02 NOV	Belgium(*)
Armistice Day	11 NOV	Belgium
Dynasty Day	15 NOV	Belgium(*)
Christmas Day	25 DEC	Belgium and Luxembourg
Boxing Day	26 DEC	Belgium(*) and Luxembourg
Holiday period	27 - 31 DEC	Belgian Defence
(*) *Public services only*		

Note: Additional military closing days will be announced by SUP.

GEN 2.2 Abbreviations Used in AIS Publications

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

A

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

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

B

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

C

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

*CRC	Control and reporting centre
CRM	Collision risk model
CRP	Compulsory reporting point
*CRNA	Centre en Route de la Navigation Aérienne
CRZ	Cruise
CS	Call sign
CS	Cirrostratus
*CSAR	Combat search and rescue
CTA	Control area
CTAM	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
*CTOT	Calculated take-off time
CTR	Control zone
CU	Cumulus
CUF	Cumuliform
CUST	Customs
CVR	Cockpit voice recorder
CW	Continuous wave
CWY	Clearway

D

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

E

E	East or eastern longitude
*eAIP	Electronic aeronautical information publication
EAT	Expected approach time
*EAUP	European airspace use plan
*EAW	Early access weekend routes
EB	Eastbound
*ECAC	European Civil Aviation Conference
EDA	Elevation differential area
EDTO	Extended diversion time operations
EEE	Error (signal for use in the teletypewriter service only; to be used in AFS as a procedure signal)
EET	Estimated elapsed time
EFC	Expect further clearance
EFIS	Electronic flight instrument system
EGNOS	European geostationary navigation overlay service
EHF	Extremely high frequency (30000 to 300000 MHZ)
EHS	Enhanced surveillance
ELBA	Emergency location beacon - aircraft
ELEV	Elevation
ELR	Extra long range
ELS	Elementary surveillance
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
*En	English
END	Stop-end (related to RVR)
ENE	East-north-east
ENG	Engine
ENR	En-route
ENRC	En-route chart (followed by name/title)
EOBT	Estimated off block time
EQPT	Equipment
*ESA	Emergency safety altitude
ESE	East-south-east
EST	Estimate or estimated or estimate (message type designator)
*EST	Estimated (preceded by time-group)
ETA	Estimated time of arrival or estimating arrival
ETD	Estimated time of departure or estimating departure
ETO	Estimated time over significant point
*ETOT	Estimated take-off time
EUR RODEX	European regional OPMET data exchange
*EUROAT	Eurocontrol harmonised rules for operational air traffic
*EUUP	European updated airspace use plan
EV	Every
EVS	Enhanced vision system
EXC	Except
*excl	Excluded
EXER	Exercises or exercising or to exercise

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

F

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

G

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

H

H	High pressure area or the centre of high pressure
H...	Significant wave height (followed by figures in METAR/SPECI)
H24	Continuous day and night service
HA	Holding/racetrack to an altitude
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HCH	Helicopter crossing height
HDF	High frequency direction-finding station
HDG	Heading
HEL	Helicopter
*HEMS	Helicopter emergency medical service
HF	High frequency (3000 to 30000 KHZ)
HF	Holding/racetrack to a fix
*HFDL	High frequency data link
HGT	Height or height above
HJ	Sunrise to sunset
HLDG	Holding

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

I

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

J

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

K

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

L

L	Left (runway identification)
L	Locator (see LM, LO)
L	Low pressure area or the centre of low pressure
L	Litre
LAM	Logical acknowledgement (message type designator)
LAN	Inland
LAT	Latitude
*LB	Pounds
LCA	Local or locally or location or located
*LCN	Load classification number
*LCTA	Lower control area
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LEN	Length
LF	Low frequency (30 to 300 KHZ)
*LFA	Low flying area
LGT	Light or lighting
LGTD	Lighted
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LINE	Line (used in SIGMET)
*LLFC	Low level forecast chart
LM	Locator, middle
LMT	Local mean time
LNAV	Lateral navigation
LNG	Long (used to indicate the type of approach desired or required)
LO	Locator, outer
LOC	Localizer
LONG	Longitude
LORAN	Long range air navigation system
LOSS	Airspeed or headwind loss
LPV	Localizer performance with vertical guidance
LR	The last message received by me was . . .(to be used in AFS as a procedure signal)
LRG	Long range
LS	The last message sent by me was . . . or Last mes-

	sage was . . .(to be used in AFS as a procedure signal)
*LT	Left turn
LTA	Lower control area
LTD	Limited
LTP	Landing threshold point
*Lu	Luxembourgish
LV	Light and variable (relating to wind)
LVE	Leave or leaving
LVL	Level
LVP	Low visibility procedures
LYR	Layer or layered

M

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

N

*N	Newton
N	No distinct tendency (in RVR during previous 10 minutes)
N	North or northern latitude
NADP	Noise abatement departure procedure
NASC	National AIS system centre
NAT	North Atlantic
*NATO	North Atlantic Treaty Organisation
NAV	Navigation
NAVAID	Navigation aid
NB	Northbound
NBFR	Not before
NC	No change
NCD	No cloud detected (used in automated METAR/SPECI)
NDB	Non-directional radio beacon
NDV	No directional variations available (used in automated METAR/SPECI)
NE	North-east
NEB	North-eastbound
NEG	No or negative or permission not granted or that is not correct
NGT	Night
NIL	None or I have nothing to send to you
*NI	Dutch
NM	Nautical miles
NML	Normal
NN	No name, unnamed
NNE	North-north-east
NNW	North-north-west
NO	No (negative; to be used in AFS as a procedure signal)

NOF	International NOTAM office
NONSTD	Non-standard
NOSIG	No significant change (used in trend-type landing forecasts)
NOTAM	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOTAMC	Cancelling NOTAM
NOTAMN	New NOTAM
NOTAMR	Replacing NOTAM
NOV	November
NOZ	Normal operation zone
NPA	Non precision approach
NR	Number
NRH	No reply heard
NS	Nimbostratus
NSC	Nil significant cloud
NSE	Navigation system error
NSW	Nil significant weather
NTL	National
NTZ	No transgression zone
NW	North-west
NWB	North-westbound
NXT	Next

O

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

P

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

Q

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

R

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

R	Red
R	Right (runway identification)
R	Received (acknowledgement of receipt; to be used in AFS as a procedure signal)
R	Restricted area (followed by identification)
R	Radial from VOR (followed by three figures)
RA	Rain
RA	Resolution advisory
RAC	Rules of the air and air traffic services
*RAD	Route availability document
RAG	Ragged
RAG	Runway arresting gear
RAI	Runway alignment indicator
RAIM	Receiver autonomous integrity monitoring
RASC	Regional AIS system centre
RASS	Remote altimeter setting source
RB	Rescue boat
RCA	Reach cruising altitude
RCC	Rescue co-ordination centre
RCF	Radiocommunication failure (message type designator)
RCH	Reach or reaching
RCL	Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RCP	Required communication performance
RDOACT	Radioactive
RDH	Reference datum height (for ILS)
RDL	Radial
RDO	Radio
RE	Recent (used to qualify weather phenomena, e.g. RERA = recent rain)
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to . . . or refer to . . .
REG	Registration
*REJ	Rejected
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
RERTE	Re-route
RESA	Runway end safety area
*RETIL	Rapid exit taxiway indicator lighting
RF	Constant radius arc to a fix
*RFF	Rescue and fire fighting
RFFS	Rescue and fir fighting services
*RFP	Replacement flight plan (related to ATFM)
RG	Range (lights)
RHC	Right-hand circuit
RIF	Reclearance in flight
RIME	Rime (used in aerodrome warnings)
RL	Report leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Request level not available
RMK	Remark
*RMZ	Radio mandatory zone
RNAV	Area navigation
RNG	Radio range
RNP	Required navigation performance
ROBEX	Regional OPMET bulletin exchange (scheme)
ROC	Rate of climb
ROD	Rate of descent
RON	Receiving only
*RPA	Remotely piloted aircraft
*RPAS	Remotely piloted aircraft system
RPDS	Reference path data selector
RPI	Radar position indicator
RPL	Repetitive flight plan
RPLC	Replace or replaced
RPS	Radar position symbol
RPT	Repeat / I repeat (to be used in AFS as a procedure signal)
RQ	Indication of a request (to be used in AFS as a procedure signal)
RQMNTS	Requirements
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type designator)
RR	Report reaching
RRA	(or RRB, RRC, etc. in sequence) Delayed meteorological message (message type designator)
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Required surveillance performance
RSP	Responder beacon
RSR	En-route surveillance radar
RSS	Root sum square
*RT	Right turn
RTD	Delayed (used to indicate delayed meteorological message; message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVA	Radar vectoring area
RVR	Runway visual range
*RVSM	Reduced vertical separation minimum
RWY	Runway

S

S	Indicator for state of the sea (used in the METAR/SPECI code forms)
S	South or southern latitude
SA	Sand
SALS	Simple approach lighting system
*SAM	Slot allocation message
SAN	Sanitary
SAR	Search and rescue
SARPS	Standards and Recommended Practices (ICAO)
SAT	Saturday
SATCOM	Satellite communication (used only when referring generally to both voice and data satellite communication or only data satellite communication)
SATVOICE	Satellite voice communication
SB	Southbound
SBAS	Satellite-based augmentation system
SC	Stratocumulus
SCT	Scattered
SD	Standard deviation
SDBY	Stand by
SDF	Step down fix
SE	South-east
SEA	Sea (used in connection with sea-surface temperature and state of the sea)
SEB	South-eastbound
SEC	Seconds
SECN	Section
SECT	Sector
SELCAL	Selective calling system
SEP	September
SER	Service or servicing or served
SEV	Severe (used e.g. to qualify icing and turbulence reports)
SFC	Surface
SFO	Simulated flame out
SG	Snow grains
SGL	Signal
SH	Showers (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets

	or combinations thereof, e.g. SHRASN = showers of rain and snow)
SHF	Super high frequency (3000 to 30000 MHZ)
SI	International system of units
SID	Standard instrument departure
SIF	Selective identification feature
SIG	Significant
SIGMET	Information concerning en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations
*SIGWX	Significant weather
SIMUL	Simultaneous or simultaneously
*SITA	Sociéte Internationale des Télécommunications Aéronautique
SIWL	Single isolated wheel load
SKED	Schedule or scheduled
SLP	Speed limiting point
SLW	Slow
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow
SNOCLO	Indicator for the aerodrome being closed due to snow on the runway (used in the METAR/SPECI code forms)
SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format
SOC	Start of climb
*SOF	Supervisor of flights
SPECI	Aviation selected special weather report (in aeronautical meteorological code)
SPECIAL	Special meteorological report (in abbreviated plain language)
SPI	Special position indicator
SPL	Supplementary flight plan (message type designator)
SPOC	SAR point of contact
SPOT	Spot wind
SQ	Squall
SQL	Squall line
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of precision approach radar system
SRG	Short range
SRR	Search and rescue region
SRY	Secondary
SS	Sandstorm
SS	Sunset
SSB	Single sideband
SSE	South-south-east
SSR	Secondary surveillance radar
SST	Supersonic transport
SSW	South-south-west
ST	Stratus
STA	Straight-in approach
STAR	Standard instrument arrival
*STANAG	Standardization agreement (NATO)
STD	Standard
STF	Stratiform
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
STWL	Stopway light(s)
SUBJ	Subject to
SUN	Sunday
SUP	Supplement (AIP supplement)
SUPPS	Regional supplementary procedures
SVC	Service (message type only)
SVCBL	Serviceable
SW	South-west
SWB	South-westbound
*SWC-LL	Significant weather chart - low level
SWY	Stopway
*SYNOP	Synopsis

T

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

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

U

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

V

V	Indicator for variations from the mean wind direction (used in the METAR/SPECI code forms)
VA	Heading to an altitude
VA	Volcanic ash
VAAC	Volcanic ash advisory centre
VAC	Visual approach chart (followed by name/title)
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator system
*VAT	Value-added tax
VC	Vicinity of the aerodrome (followed by FG = fog, FC = funnel clouds, SH = showers, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, e.g. VC FG = vicinity fog)
VCY	Vicinity
VDF	Very high frequency direction-finding station
*VDL	Very high frequency data link
VER	Vertical
VFR	Visual flight rules
VHF	Very high frequency (30 to 300 MHZ)
VI	Heading to an intercept
VIP	Very important person
VIS	Visibility
VLF	Very low frequency (3 to 30 KHZ)
*VLOS	Visual line of sight
VLR	Very long range
VM	Heading to a manual termination
VMC	Visual meteorological conditions
VNAV	Vertical navigation
VOL	Volume (followed by I, II...)
VOLMET	Meteorological information for aircraft in flight
VOR	VHF omnidirectional radio range
VORTAC	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VPA	Vertical path angle
VPT	Visual manoeuvre with prescribed track
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
*VSS	Visual segment surface
VTF	Vector to final
VTOL	Vertical take-off and landing
VV	Vertical visibility (used in the METAR/SPECI and TAF code forms)

W

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

X

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

Y

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

Z

Z	Coordinated Universal Time (in meteorological messages)

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GEN 2.3 Chart Symbols

Aerodromes	
	Civil aerodrome
	Military aerodrome
	Joint civil and military aerodrome
	Private aerodrome
	Military aerodrome with civilian concession
Ⓡ	Military reserve aerodrome
Ⓜ	Aerodrome for ULM use only
Ⓗ	Heliport
H	Hospital heliport
	Aerodrome on which the procedure is based
	Aerodrome affecting traffic on the aerodrome on which the procedure is based

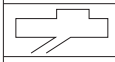
Air Traffic Services	
	Flight information region
	Control zone
	Control area
	Aerodrome traffic zone
	Final approach fix
087° 30.7	Route segment with track and distance
	Route compressed (not to scale)
	Additional procedure track
FL 195 / 4500	Upper and lower limit
4000	"At or above" altitude/level (on SID/STAR)
4000	"At or below" altitude/level (on SID/STAR)
4000	Mandatory altitude/level (on SID/STAR)
4000	Recommended altitude/level (on SID/STAR)

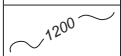
Miscellaneous	
	International boundary
	Prominent transmission line
23	Area minimum altitude (AMA), expressed in 100 FT (e.g. 2300 FT)

Radio Navigation Aids	
	Basic radio navigation aid symbol
	Non-directional beacon (NDB)
	VHF omnidirectional radio range (VOR)
	Distance measuring equipment (DME)
	Collocated VOR and DME (VOR/DME)
	UHF tactical air navigation aid (TACAN)
	Collocated VOR and TACAN (VORTAC)
	Compass rose, oriented to the magnetic north. Used in combination with the symbols for VOR, VOR/DME, TACAN and VORTAC
	Radio marker beacon
	Profile view symbols (from left to right): marker beacon, navigation aid, marker beacon and navigation aid combined, DME fix
	ILS course (plan view)
	ILS course (profile view)
10.9 NM / IBR	DME distance
R-251 BUN	VOR radial

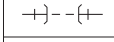
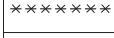
Obstacles	
	Obstacle
	Obstacle, lighted
	Group of obstacles
	Group of obstacles, lighted
	Exceptionally high obstacle (≥1000 FT AGL)
	Exceptionally high obstacle, lighted
	Wind turbine
	Wind turbine, lighted
	Area of wind turbines
351 (312)	Obstacle with elevation (in italic) and height (between parentheses)

Airspace Restrictions	
	Restricted airspace (P, R or D area); military exercise or training area; area for aerial sporting or recreational activities

Symbols Used on Aerodrome Charts	
	Runway
	Stopway
	Clearway
	Taxiways and parking area
	Helicopter alighting area on an aerodrome
	Aerodrome reference point
	RVR observation site
	Anemometer
	Wind direction indicator (unlighted / lighted)
	Landing direction indicator (unlighted / lighted)
	Point light
	Barrette
	Obstacle light
	PAPI
	Runway-holding position (pattern A)
	Runway-holding position (pattern B)
	Intermediate holding position
	Stop bar
	No entry

Topography	
	Spot elevation (in feet)
	Highest elevation on chart (in feet)
	Elevation contours (in feet)
	Swamp

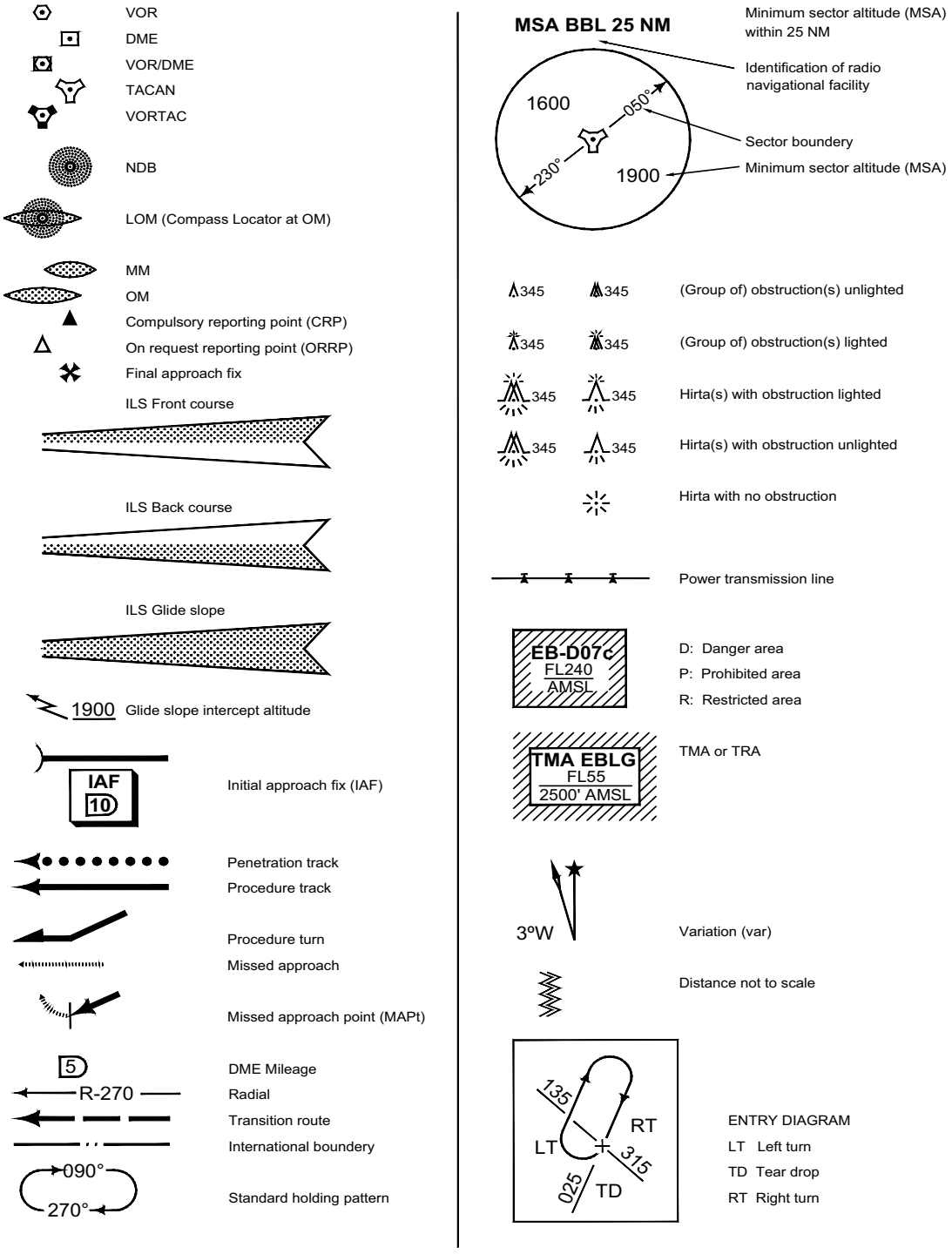
Symbols Used on Aerodrome Obstacle Charts	
	Three or shrub
	Pole, tower, spire, antenna, etc.
	Building or large structure
	Terrain penetrating obstacle plane

Culture	
	City or large town
	Town or village
	Building
	Dual motorway
	Road
	Road bridge
	Road tunnel
	Railroad (single track)
	Railroad (multiple track)
	Railroad bridge
	Railroad tunnel
	Railroad station
	Fence
	Church
	Nuclear power station

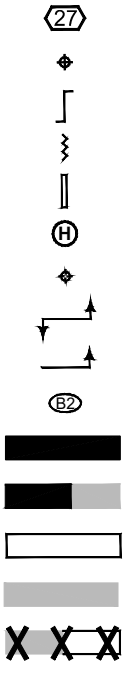
Aerial Activities	
	Glider activity
	Parachuting
	Delta gliding / paragliding
	Manned free balloon activity

Reporting and Fly-by / Flyover Functionality				
	On request fly-by	Compulsory fly-by	On request flyover	Compulsory flyover
Intersection / VFR reporting point				
VORTAC				
TACAN				
VOR				
VOR/DME				
NDB				
Waypoint				

MILITARY CHART SYMBOLS



MILITARY CHART SYMBOLS



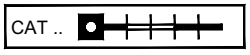
Procedure distance in NM (SID)
Aerodrome Reference Point (ARP)
Changeover point
Net / Safe barrier
Displaced threshold
Helicopter landing area
INS position
Cable, bi-directional
Cable, uni-directional
TWY identification
Runway - hard surface
Runway with overrun (less strength than RWY)
Runway other than hard surface
Taxiways and parking areas
Closed taxiway or runway

4500 — Recommended level
6000 — Minimum level
FL60 — Maximum level
7500 — Mandatory level
GS 3.0° / TCH 50 — Glide Slope / Threshold crossing height
P 2.5° — PAPI glide slope
V — Visual Descent Point (VDP)
RNAV Fly-Over Compulsory reporting
RNAV Fly-By Compulsory reporting
RNAV Fly-Over Reporting on request
RNAV Fly-By Reporting on request

MILITARY APPROACH LIGHTING SYSTEMS

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

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



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

GEN 2.4 Location Indicators

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

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

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

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

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

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

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

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GEN 2.5 List of Radio Navigation Aids

ID	Station name	Facility	Purpose (AD/ENR)	Station name	Facility	ID	Purpose (AD/ENR)
AFI	Affligem	DVOR/DME	AE	Affligem	DVOR/DME	AFI	AE
ANT	Antwerpen	DVOR/DME	AE	Antwerpen	DVOR/DME	ANT	AE
BBE	Beauvechain	TACAN	AE	Antwerpen	NDB	ONW	AE
BBL	Kleine-Brogel	TACAN	AE	Antwerpen	ILS	IAD	A
BFS	Florennes	TACAN	AE	Beauvechain	NDB	HTB	A
BUB	Brussels	DVOR/DME	AE	Beauvechain	TACAN	BBE	AE
BUN	Bruno	DVOR/DME	AE	Beauvechain	ILS	I-BBE	A
CIV	Chièvres	DVOR/TACAN	AE	Bruno	DVOR/DME	BUN	AE
COA	Costa	DVOR/DME	AE	Brussels	DVOR/DME	BUB	AE
DD	Oostende	L	AE	Brussels	L	OB	A
DIK	Diekirch	DVOR/DME/NDB	AE	Brussels	L	OP	A
ELU	Luxembourg	NDB	AE	Brussels	L	OZ	A
FLO	Flora	DVOR/DME	AE	Brussels	ILS	IBL	A
GSY	Gosly	DVOR/DME	AE	Brussels	ILS	IBM	A
HTB	Beauvechain	NDB	A	Brussels	ILS	IBR	A
HUL	Huldenberg	DVOR/DME	AE	Brussels	ILS	IBX	A
I-BBE	Beauvechain	ILS	A	Charleroi	NDB	ONC	AE
I-BBL	Kleine-Brogel	ILS	A	Charleroi	ILS	IGC	A
I-BFS	Florennes	ILS	A	Chièvres	DVOR/TACAN	CIV	AE
IAD	Antwerpen	ILS	AE	Costa	DVOR/DME	COA	AE
IBL	Brussels	ILS	A	Diekirch	DVOR/DME/NDB	DIK	AE
IBM	Brussels	ILS	A	Flora	DVOR/DME	FLO	AE
IBR	Brussels	ILS	A	Florennes	TACAN	BFS	AE
IBX	Brussels	ILS	A	Florennes	ILS	I-BFS	A
IGC	Charleroi	ILS	A	Gosly	DVOR/DME	GSY	AE
IHH	Liège	ILS	A	Huldenberg	DVOR/DME	HUL	AE
IKT	Kortrijk	LOC/DME	A	Kleine-Brogel	TACAN	BBL	AE
ILE	Luxembourg	ILS	A	Kleine-Brogel	ILS	I-BBL	A
ILG	Liège	ILS	A	Koksy	VORTAC	KOK	AE
IBI	Liège	ILS	A	Kortrijk	NDB	OKT	A
ILW	Luxembourg	ILS	A	Kortrijk	LOC/DME	IKT	A
IMI	Oostende	ILS	A	Liège	DVOR/DME	LGE	AE
IOS	Oostende	ILS	A	Liège	NDB	ONL	AE
KOK	Koksy	VORTAC	A	Liège	ILS	IHH	A
LE	Luxembourg	L	AE	Liège	ILS	ILG	A
LGE	Liège	DVOR/DME	A	Liège	ILS	IBI	A
LNO	Olno	DVOR/DME	AE	Luxembourg	DVOR/DME	LUX	AE
LUX	Luxembourg	DVOR/DME	AE	Luxembourg	NDB	ELU	AE
LW	Luxembourg	L	AE	Luxembourg	NDB	WLU	AE
MAK	Mackel	NDB	A	Luxembourg	L	LE	A
MAS	Maastricht	VOR/DME	AE	Luxembourg	L	LW	A
NIK	Nicky	DVOR/DME	AE	Luxembourg	ILS	ILE	A
OB	Brussels	L	AE	Luxembourg	ILS	ILW	A
OKT	Kortrijk	NDB	A	Mackel	NDB	MAK	AE
ONC	Charleroi	NDB	AE	Maastricht	VOR/DME	MAS	AE
ONL	Liège	NDB	AE	Nicky	DVOR/DME	NIK	AE
ONO	Oostende	NDB	AE	Olno	DVOR/DME	LNO	AE
ONW	Antwerpen	NDB	AE	Oostende	NDB	ONO	AE
OO	Oostende	L	AE	Oostende	L	DD	A

ID	Station name	Facility	Purpose (AD/ENR)	Station name	Facility	ID	Purpose (AD/ENR)
OP	Brussels	L	A	Oostende	L	OO	A
OZ	Brussels	L	A	Oostende	ILS	IMI	A
SLV	Spa	NDB	A	Oostende	ILS	IOS	A
SPI	Sprimont	DVOR/DME	AE	Spa	NDB	SLV	A
WLU	Luxembourg	NDB	AE	Sprimont	DVOR/DME	SPI	AE

GEN 2.6 Conversion of units of measurement

NM to KM (1 NM = 1.852 KM)		KM to NM (1 KM = 0.54 NM)		FT to M (1 FT = 0.3048 M)		M to FT (1 M = 3.281 FT)	
NM	KM	KM	NM	FT	M	M	FT
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.370	0.2	0.11	2	0.610	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.5	0.27	5	1.524	5	16.40
0.6	1.111	0.6	0.32	6	1.829	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1	1.852	1	0.54	10	3.048	10	32.81
2	3.704	2	1.08	20	6.096	20	65.62
3	5.556	3	1.62	30	9.144	30	98.43
4	7.408	4	2.16	40	12.192	40	131.23
5	9.260	5	2.70	50	15.240	50	164.04
6	11.112	6	3.24	60	18.288	60	196.85
7	12.964	7	3.78	70	21.336	70	229.66
8	14.816	8	4.32	80	24.384	80	262.47
9	16.668	9	4.86	90	27.432	90	295.28
10	18.520	10	5.40	100	30.480	100	328.08
20	37.040	20	10.80	200	60.960	200	656.17
30	55.560	30	16.20	300	91.440	300	984.25
40	74.080	40	21.60	400	121.920	400	1312.34
50	92.600	50	27.00	500	152.400	500	1640.42
60	111.120	60	32.40	600	182.880	600	1968.50
70	129.640	70	37.80	700	213.360	700	2296.59
80	148.160	80	43.20	800	243.840	800	2624.67
90	166.680	90	48.60	900	274.320	900	2952.76
100	185.200	100	54.00	1000	304.800	1000	3280.84
200	370.400	200	107.99	2000	609.600	2000	6561.68
300	555.600	300	161.99	3000	914.400	3000	9842.52
400	740.800	400	215.98	4000	1219.200	4000	13123.36
500	926.000	500	269.98	5000	1524.000	5000	16404.20

From decimal minutes of an arc to seconds of an arc							
MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8

From decimal minutes of an arc to seconds of an arc							
MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0		

From seconds of an arc to decimal minutes of an arc							
SEC	MIN	SEC	MIN	SEC	MIN	SEC	MIN
1	0.02	16	0.27	31	0.52	46	0.77
2	0.03	17	0.28	32	0.53	47	0.78
3	0.05	18	0.30	33	0.55	48	0.80
4	0.07	19	0.32	34	0.57	49	0.82
5	0.08	20	0.33	35	0.58	50	0.83
6	0.10	21	0.35	36	0.60	51	0.85
7	0.12	22	0.37	37	0.62	52	0.87
8	0.13	23	0.38	38	0.63	53	0.88
9	0.15	24	0.40	39	0.65	54	0.90
10	0.17	25	0.42	40	0.67	55	0.92
11	0.18	26	0.43	41	0.68	56	0.93
12	0.20	27	0.45	42	0.70	57	0.95
13	0.22	28	0.47	43	0.72	58	0.97
14	0.23	29	0.48	44	0.73	59	0.98
15	0.25	30	0.50	45	0.75		

GEN 2.7 Sunrise / Sunset

1 BELGIUM

Tables according to the ephemerides of Uccle/Ukkel.

JAN 2017		FEB 2017		MAR 2017		APR 2017	
Day	SR -SS	Day	SR - SS	Day	SR - SS	Day	SR - SS
01	0745 - 1548	01	0718 - 1635	01	0627 - 1724	01	0518 - 1815
02	0745 - 1549	02	0717 - 1636	02	0625 - 1726	02	0516 - 1817
03	0745 - 1550	03	0715 - 1638	03	0622 - 1727	03	0514 - 1819
04	0744 - 1551	04	0714 - 1640	04	0620 - 1729	04	0512 - 1820
05	0744 - 1552	05	0712 - 1642	05	0618 - 1731	05	0510 - 1822
06	0744 - 1554	06	0711 - 1643	06	0616 - 1732	06	0507 - 1823
07	0743 - 1555	07	0709 - 1645	07	0614 - 1734	07	0505 - 1825
08	0743 - 1556	08	0707 - 1647	08	0612 - 1736	08	0503 - 1827
09	0742 - 1558	09	0705 - 1649	09	0609 - 1738	09	0501 - 1828
10	0742 - 1559	10	0704 - 1651	10	0607 - 1739	10	0459 - 1830
11	0741 - 1600	11	0702 - 1652	11	0605 - 1741	11	0457 - 1832
12	0741 - 1602	12	0700 - 1654	12	0603 - 1743	12	0454 - 1833
13	0740 - 1603	13	0658 - 1656	13	0601 - 1744	13	0452 - 1835
14	0739 - 1605	14	0656 - 1658	14	0559 - 1746	14	0450 - 1836
15	0738 - 1606	15	0655 - 1659	15	0556 - 1748	15	0448 - 1838
16	0738 - 1608	16	0653 - 1701	16	0554 - 1749	16	0446 - 1840
17	0737 - 1609	17	0651 - 1703	17	0552 - 1751	17	0444 - 1841
18	0736 - 1611	18	0649 - 1705	18	0550 - 1752	18	0442 - 1843
19	0735 - 1612	19	0647 - 1707	19	0547 - 1754	19	0440 - 1845
20	0734 - 1614	20	0645 - 1708	20	0545 - 1756	20	0438 - 1846
21	0733 - 1616	21	0643 - 1710	21	0543 - 1757	21	0436 - 1848
22	0732 - 1617	22	0641 - 1712	22	0541 - 1759	22	0434 - 1849
23	0730 - 1619	23	0639 - 1714	23	0538 - 1801	23	0432 - 1851
24	0729 - 1621	24	0637 - 1715	24	0536 - 1802	24	0430 - 1853
25	0728 - 1622	25	0635 - 1717	25	0534 - 1804	25	0428 - 1854
26	0727 - 1624	26	0633 - 1719	26	0532 - 1806	26	0426 - 1856
27	0725 - 1626	27	0631 - 1720	27	0530 - 1807	27	0424 - 1857
28	0724 - 1628	28	0629 - 1722	28	0527 - 1809	28	0422 - 1859
29	0723 - 1629			29	0525 - 1810	29	0420 - 1901
30	0721 - 1631			30	0523 - 1812	30	0418 - 1902
31	0720 - 1633			31	0521 - 1814		

MAY 2017		JUN 2017		JUL 2017		AUG 2017	
Day	SR - SS	Day	SR - SS	Day	SR- SS	Day	SR - SS
01	0416 - 1904	01	0335 - 1947	01	0334 - 1959	01	0409 - 1928
02	0415 - 1905	02	0334 - 1948	02	0334 - 1959	02	0411 - 1926
03	0413 - 1907	03	0333 - 1949	03	0335 - 1958	03	0412 - 1924
04	0411 - 1909	04	0333 - 1950	04	0336 - 1958	04	0414 - 1923
05	0409 - 1910	05	0332 - 1951	05	0337 - 1957	05	0415 - 1921
06	0408 - 1912	06	0331 - 1952	06	0337 - 1957	06	0416 - 1919
07	0406 - 1913	07	0331 - 1952	07	0338 - 1956	07	0418 - 1918
08	0404 - 1915	08	0330 - 1953	08	0339 - 1956	08	0419 - 1916
09	0403 - 1916	09	0330 - 1954	09	0340 - 1955	09	0421 - 1914
10	0401 - 1918	10	0330 - 1955	10	0341 - 1954	10	0423 - 1912
11	0359 - 1919	11	0329 - 1955	11	0342 - 1953	11	0424 - 1910

MAY 2017		JUN 2017		JUL 2017		AUG 2017	
Day	SR - SS	Day	SR - SS	Day	SR- SS	Day	SR - SS
12	0358 - 1921	12	0329 - 1956	12	0343 - 1953	12	0426 - 1909
13	0356 - 1922	13	0329 - 1957	13	0344 - 1952	13	0427 - 1907
14	0355 - 1924	14	0329 - 1957	14	0345 - 1951	14	0429 - 1905
15	0353 - 1925	15	0329 - 1958	15	0347 - 1950	15	0430 - 1903
16	0352 - 1927	16	0329 - 1958	16	0348 - 1949	16	0432 - 1901
17	0351 - 1928	17	0329 - 1959	17	0349 - 1948	17	0433 - 1859
18	0349 - 1930	18	0329 - 1959	18	0350 - 1947	18	0435 - 1857
19	0348 - 1931	19	0329 - 1959	19	0351 - 1946	19	0436 - 1855
20	0347 - 1932	20	0329 - 1959	20	0353 - 1944	20	0438 - 1853
21	0346 - 1934	21	0329 - 2000	21	0354 - 1943	21	0439 - 1851
22	0344 - 1935	22	0329 - 2000	22	0355 - 1942	22	0441 - 1849
23	0343 - 1936	23	0330 - 2000	23	0356 - 1941	23	0443 - 1847
24	0342 - 1938	24	0330 - 2000	24	0358 - 1939	24	0444 - 1845
25	0341 - 1939	25	0330 - 2000	25	0359 - 1938	25	0446 - 1843
26	0340 - 1940	26	0331 - 2000	26	0401 - 1937	26	0447 - 1840
27	0339 - 1941	27	0331 - 2000	27	0402 - 1935	27	0449 - 1838
28	0338 - 1942	28	0332 - 2000	28	0403 - 1934	28	0450 - 1836
29	0337 - 1944	29	0332 - 2000	29	0405 - 1932	29	0452 - 1834
30	0336 - 1945	30	0333 - 1959	30	0406 - 1931	30	0453 - 1832
31	0335 - 1946			31	0408 - 1929	31	0455 - 1830

SEP 2017		OCT 2017		NOV 2017		DEC 2017	
Day	SR - SS	Day	SR - SS	Day	SR - SS	Day	SR - SS
01	0456 - 1828	01	0543 - 1720	01	0634 - 1617	01	0723 - 1540
02	0458 - 1825	02	0545 - 1718	02	0636 - 1615	02	0724 - 1540
03	0500 - 1823	03	0546 - 1716	03	0638 - 1614	03	0726 - 1539
04	0501 - 1821	04	0548 - 1714	04	0640 - 1612	04	0727 - 1539
05	0503 - 1819	05	0549 - 1712	05	0641 - 1610	05	0728 - 1538
06	0504 - 1817	06	0551 - 1709	06	0643 - 1609	06	0729 - 1538
07	0506 - 1814	07	0553 - 1707	07	0645 - 1607	07	0730 - 1538
08	0507 - 1812	08	0554 - 1705	08	0646 - 1606	08	0732 - 1537
09	0509 - 1810	09	0556 - 1703	09	0648 - 1604	09	0733 - 1537
10	0510 - 1808	10	0557 - 1701	10	0650 - 1603	10	0734 - 1537
11	0512 - 1805	11	0559 - 1659	11	0652 - 1601	11	0735 - 1537
12	0513 - 1803	12	0601 - 1656	12	0653 - 1600	12	0736 - 1537
13	0515 - 1801	13	0602 - 1654	13	0655 - 1558	13	0737 - 1537
14	0516 - 1759	14	0604 - 1652	14	0657 - 1557	14	0738 - 1537
15	0518 - 1756	15	0606 - 1650	15	0658 - 1556	15	0738 - 1537
16	0520 - 1754	16	0607 - 1648	16	0700 - 1554	16	0739 - 1537
17	0521 - 1752	17	0609 - 1646	17	0702 - 1553	17	0740 - 1538
18	0523 - 1750	18	0611 - 1644	18	0703 - 1552	18	0741 - 1538
19	0524 - 1747	19	0612 - 1642	19	0705 - 1551	19	0741 - 1538
20	0526 - 1745	20	0614 - 1640	20	0706 - 1550	20	0742 - 1539
21	0527 - 1743	21	0616 - 1638	21	0708 - 1548	21	0742 - 1539
22	0529 - 1741	22	0617 - 1636	22	0710 - 1547	22	0743 - 1540
23	0530 - 1738	23	0619 - 1634	23	0711 - 1546	23	0743 - 1540
24	0532 - 1736	24	0621 - 1632	24	0713 - 1545	24	0744 - 1541
25	0534 - 1734	25	0622 - 1630	25	0714 - 1545	25	0744 - 1542
26	0535 - 1732	26	0624 - 1628	26	0716 - 1544	26	0744 - 1542

SEP 2017		OCT 2017		NOV 2017		DEC 2017	
Day	SR - SS	Day	SR - SS	Day	SR - SS	Day	SR - SS
27	0537 - 1729	27	0626 - 1626	27	0717 - 1543	27	0745 - 1543
28	0538 - 1727	28	0628 - 1624	28	0719 - 1542	28	0745 - 1544
29	0540 - 1725	29	0629 - 1623	29	0720 - 1541	29	0745 - 1545
30	0541 - 1723	30	0631 - 1621	30	0722 - 1541	30	0745 - 1546
		31	0633 - 1619			31	0745 - 1547

2 LUXEMBOURG

Tables according to the ephemerides of ELLX.

JAN 2017		FEB 2017		MAR 2017		APR 2017	
Day	SR -SS	Day	SR - SS	Day	SR - SS	Day	SR - SS
01	0734 - 1544	01	0709 - 1629	01	0619 - 1716	01	0514 - 1805
02	0734 - 1545	02	0708 - 1631	02	0617 - 1718	02	0511 - 1807
03	0734 - 1546	03	0706 - 1633	03	0615 - 1720	03	0509 - 1809
04	0733 - 1547	04	0705 - 1634	04	0613 - 1721	04	0507 - 1810
05	0733 - 1549	05	0703 - 1636	05	0611 - 1723	05	0505 - 1812
06	0733 - 1550	06	0701 - 1638	06	0609 - 1725	06	0503 - 1813
07	0732 - 1551	07	0700 - 1639	07	0607 - 1726	07	0501 - 1815
08	0732 - 1552	08	0658 - 1641	08	0605 - 1728	08	0459 - 1816
09	0732 - 1554	09	0657 - 1643	09	0603 - 1729	09	0457 - 1818
10	0731 - 1555	10	0655 - 1645	10	0601 - 1731	10	0455 - 1819
11	0731 - 1556	11	0653 - 1646	11	0559 - 1733	11	0452 - 1821
12	0730 - 1558	12	0652 - 1648	12	0556 - 1734	12	0450 - 1822
13	0729 - 1559	13	0650 - 1650	13	0554 - 1736	13	0448 - 1824
14	0729 - 1600	14	0648 - 1651	14	0552 - 1737	14	0446 - 1825
15	0728 - 1602	15	0646 - 1653	15	0550 - 1739	15	0444 - 1827
16	0727 - 1603	16	0644 - 1655	16	0548 - 1741	16	0442 - 1829
17	0726 - 1605	17	0643 - 1656	17	0546 - 1742	17	0440 - 1830
18	0725 - 1606	18	0641 - 1658	18	0544 - 1744	18	0438 - 1832
19	0724 - 1608	19	0639 - 1700	19	0541 - 1745	19	0436 - 1833
20	0724 - 1609	20	0637 - 1702	20	0539 - 1747	20	0434 - 1835
21	0723 - 1611	21	0635 - 1703	21	0537 - 1748	21	0432 - 1836
22	0721 - 1613	22	0633 - 1705	22	0535 - 1750	22	0431 - 1838
23	0720 - 1614	23	0631 - 1707	23	0533 - 1752	23	0429 - 1839
24	0719 - 1616	24	0629 - 1708	24	0531 - 1753	24	0427 - 1841
25	0718 - 1618	25	0627 - 1710	25	0529 - 1755	25	0425 - 1842
26	0717 - 1619	26	0625 - 1712	26	0526 - 1756	26	0423 - 1844
27	0716 - 1621	27	0623 - 1713	27	0524 - 1758	27	0421 - 1845
28	0714 - 1622	28	0621 - 1715	28	0522 - 1759	28	0419 - 1847
29	0713 - 1624			29	0520 - 1801	29	0418 - 1848
30	0712 - 1626			30	0518 - 1802	30	0416 - 1850
31	0710 - 1628			31	0516 - 1804		

MAY 2017		JUN 2017		JUL 2017		AUG 2017	
Day	SR - SS	Day	SR - SS	Day	SR- SS	Day	SR - SS
01	0414 - 1851	01	0334 - 1932	01	0334 - 1944	01	0408 - 1915
02	0412 - 1853	02	0334 - 1933	02	0335 - 1944	02	0409 - 1913
03	0411 - 1854	03	0333 - 1934	03	0335 - 1943	03	0410 - 1911
04	0409 - 1856	04	0333 - 1935	04	0336 - 1943	04	0412 - 1910
05	0407 - 1857	05	0332 - 1936	05	0337 - 1942	05	0413 - 1908
06	0406 - 1859	06	0332 - 1937	06	0338 - 1942	06	0415 - 1907

MAY 2017		JUN 2017		JUL 2017		AUG 2017	
Day	SR - SS	Day	SR - SS	Day	SR- SS	Day	SR - SS
07	0404 - 1900	07	0331 - 1938	07	0338 - 1941	07	0416 - 1905
08	0402 - 1902	08	0331 - 1938	08	0339 - 1941	08	0417 - 1903
09	0401 - 1903	09	0330 - 1939	09	0340 - 1940	09	0419 - 1902
10	0359 - 1905	10	0330 - 1940	10	0341 - 1940	10	0420 - 1900
11	0358 - 1906	11	0330 - 1940	11	0342 - 1939	11	0422 - 1858
12	0356 - 1908	12	0329 - 1941	12	0343 - 1938	12	0423 - 1856
13	0355 - 1909	13	0329 - 1942	13	0344 - 1937	13	0425 - 1854
14	0354 - 1910	14	0329 - 1942	14	0345 - 1936	14	0426 - 1853
15	0352 - 1912	15	0329 - 1943	15	0346 - 1936	15	0427 - 1851
16	0351 - 1913	16	0329 - 1943	16	0347 - 1935	16	0429 - 1849
17	0350 - 1914	17	0329 - 1943	17	0348 - 1934	17	0430 - 1847
18	0348 - 1916	18	0329 - 1944	18	0350 - 1933	18	0432 - 1845
19	0347 - 1917	19	0329 - 1944	19	0351 - 1932	19	0433 - 1843
20	0346 - 1918	20	0329 - 1944	20	0352 - 1930	20	0435 - 1841
21	0345 - 1920	21	0330 - 1944	21	0353 - 1929	21	0436 - 1839
22	0344 - 1921	22	0330 - 1945	22	0354 - 1928	22	0438 - 1837
23	0342 - 1922	23	0330 - 1945	23	0356 - 1927	23	0439 - 1835
24	0341 - 1923	24	0330 - 1945	24	0357 - 1926	24	0441 - 1833
25	0340 - 1925	25	0331 - 1945	25	0358 - 1924	25	0442 - 1831
26	0339 - 1926	26	0331 - 1945	26	0359 - 1923	26	0444 - 1829
27	0339 - 1927	27	0332 - 1945	27	0401 - 1922	27	0445 - 1827
28	0338 - 1928	28	0332 - 1945	28	0402 - 1920	28	0446 - 1825
29	0337 - 1929	29	0333 - 1944	29	0403 - 1919	29	0448 - 1823
30	0336 - 1930	30	0333 - 1944	30	0405 - 1918	30	0449 - 1821
31	0335 - 1931			31	0406 - 1916	31	0451 - 1819

SEP 2017		OCT 2017		NOV 2017		DEC 2017	
Day	SR - SS	Day	SR - SS	Day	SR - SS	Day	SR - SS
01	0452 - 1817	01	0537 - 1712	01	0626 - 1611	01	0712 - 1536
02	0454 - 1815	02	0538 - 1710	02	0627 - 1610	02	0713 - 1536
03	0455 - 1813	03	0540 - 1708	03	0629 - 1608	03	0715 - 1535
04	0457 - 1811	04	0541 - 1706	04	0631 - 1606	04	0716 - 1535
05	0458 - 1809	05	0543 - 1704	05	0632 - 1605	05	0717 - 1534
06	0500 - 1806	06	0544 - 1702	06	0634 - 1603	06	0718 - 1534
07	0501 - 1804	07	0546 - 1659	07	0635 - 1602	07	0719 - 1534
08	0503 - 1802	08	0547 - 1657	08	0637 - 1600	08	0721 - 1534
09	0504 - 1800	09	0549 - 1655	09	0639 - 1559	09	0722 - 1533
10	0505 - 1758	10	0550 - 1653	10	0640 - 1557	10	0723 - 1533
11	0507 - 1756	11	0552 - 1651	11	0642 - 1556	11	0724 - 1533
12	0508 - 1753	12	0553 - 1649	12	0644 - 1555	12	0725 - 1533
13	0510 - 1751	13	0555 - 1647	13	0645 - 1553	13	0726 - 1533
14	0511 - 1749	14	0557 - 1645	14	0647 - 1552	14	0726 - 1533
15	0513 - 1747	15	0558 - 1643	15	0648 - 1551	15	0727 - 1534
16	0514 - 1745	16	0600 - 1641	16	0650 - 1549	16	0728 - 1534
17	0516 - 1743	17	0601 - 1639	17	0652 - 1548	17	0729 - 1534
18	0517 - 1740	18	0603 - 1637	18	0653 - 1547	18	0729 - 1534
19	0519 - 1738	19	0604 - 1635	19	0655 - 1546	19	0730 - 1535
20	0520 - 1736	20	0606 - 1633	20	0656 - 1545	20	0731 - 1535
21	0522 - 1734	21	0608 - 1631	21	0658 - 1544	21	0731 - 1536
22	0523 - 1732	22	0609 - 1629	22	0659 - 1543	22	0732 - 1536
23	0525 - 1730	23	0611 - 1627	23	0701 - 1542	23	0732 - 1537

SEP 2017		OCT 2017		NOV 2017		DEC 2017	
Day	SR - SS	Day	SR - SS	Day	SR - SS	Day	SR - SS
24	0526 - 1727	24	0613 - 1626	24	0702 - 1541	24	0732 - 1537
25	0528 - 1725	25	0614 - 1624	25	0704 - 1540	25	0733 - 1538
26	0529 - 1723	26	0616 - 1622	26	0705 - 1539	26	0733 - 1539
27	0531 - 1721	27	0617 - 1620	27	0707 - 1539	27	0733 - 1539
28	0532 - 1719	28	0619 - 1618	28	0708 - 1538	28	0734 - 1540
29	0534 - 1717	29	0621 - 1616	29	0709 - 1537	29	0734 - 1541
30	0535 - 1714	30	0622 - 1615	30	0711 - 1537	30	0734 - 1542
		31	0624 - 1613			31	0734 - 1543

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GEN 3 SERVICES

GEN 3.1 Aeronautical Information Services

1 RESPONSIBLE SERVICES

AIM Belgium, Belgocontrol, Belgian Defence and ANA are the responsible authorities to ensure the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the areas indicated below.

Note: AIM Belgium is a service provided by Belgocontrol in cooperation with Belgian Defence.

The service is provided in accordance with the provisions contained in *ICAO Annex 15.*

1.1 AIP Office (AIM Belgium)

Post: AIM Belgium
AIP Office
Control Tower
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

FAX: +32 (0) 2 206 24 19

AFS: EBVAYOYX

Email: aip.production@belgocontrol.be

1.2 Brussels NOF (Belgocontrol)

Post: Belgocontrol AIM
International NOTAM Office
Control Tower
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

TEL: +32 (0) 2 206 25 30

FAX: +32 (0) 2 206 25 29

AFS: EBBRYNYN

Email: notam@belgocontrol.be

URL: www.belgocontrol.be

1.3 Semmerzake NOF (Belgian Defence)

Post: Defence
Semmerzake Air Traffic Control Centre
Sqn ATC/Sec NOTAM Office
Molenstraat 69
9890 Gavere
BELGIUM

TEL: +32 (0) 9 389 25 04

FAX: +32 (0) 2 389 24 07

AFS: EBSZYNYN

Email: atcc-atc-flnof-secnop@mil.be

1.4 AIS Luxembourg (ANA)

Post: Administration de la navigation aérienne
AIS/ARO Department
BP 273
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 47 98 23 01 0

FAX: +352 47 98 23 09 0
AFS: ELLXZPZX
Email: ais@airport.etat.lu
URL: www.ana.public.lu

2 AREA OF RESPONSIBILITY

2.1 AIM Belgium

AIM Belgium is responsible for the provision of the AIP (including AIP amendments and AIP supplements) and the AIC for Belgium and Luxembourg.

2.2 Belgocontrol

Belgocontrol is responsible for the origination and issuance of NOTAM in the Brussels FIR and for the provision of pre-flight information services in relation to route stages originating at the civil aerodromes and heliports in Belgium.

2.3 Belgian Defence

Belgian Defence is responsible for the origination and issuance of military NOTAM in the Brussels FIR and for the provision of pre-flight information services in relation to route stages originating at the military aerodromes and heliports in Belgium.

2.4 ANA

ANA is responsible for the provision of pre-flight information services in relation to route stages originating at the aerodromes and heliports in Luxembourg.

3 AERONAUTICAL PUBLICATIONS

The aeronautical information is provided in the form of the Integrated Aeronautical Information Package, consisting of the following elements:

- Aeronautical Information Publication (AIP)
- Amendment service to the AIP (AMDT)
- Supplements to the AIP (SUP)
- NOTAM and Pre-flight Information Bulletins (PIB)
- Aeronautical Information Circulars (AIC)
- Checklist and list of valid NOTAM

3.1 Aeronautical Information Publication (AIP)

The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

The AIP is available in an electronic form that allows for printing on paper, for use in international and domestic operations, whether the flight is a commercial or a private one. The text is in English only.

The AIP is published on CD-ROM and is also made available on the Belgocontrol website (www.belgocontrol.be).

3.2 Amendment Service to the AIP

Amendments to the AIP are made by issuing replacement CD-ROMs. Each CD-ROM is allocated a separate serial number, which is consecutive and based on the calendar year. The year, indicated by four digits, is a part of the serial number of the CD-ROM.

A new CD-ROM is issued for each AIRAC effective date. This effective date is printed on the CD-ROM.

Each AIP CD-ROM contains:

- The AIP including the AIRAC AIP amendment becoming effective on the CD-ROM effective date, if any;
- The AIP including the regular AIP amendment inserted on the CD-ROM effective date;
- A preview of the published AIRAC AIP amendments that are not yet effective, if any.

Amendment changes in the AIP are identified by a light blue (regular AIP amendment) or pink (AIRAC AIP amendment) background, whereby removed text is barred with a horizontal line. Each amendment is also available in an electronic form that allows for printing on paper.

AIRAC AIP amendments, issued in accordance with the AIRAC System (see also § 4 below) and identified by the acronym “AIRAC”, incorporate operationally significant permanent changes into the AIP on the indicated AIRAC effective date. Regular AIP amendments, issued in accordance with the established regular interval, incorporate other permanent changes into the AIP.

Each regular and AIRAC AIP amendment is allocated a separate serial number, which is consecutive and based on the calendar year. The year, indicated by four digits, is a part of the serial number of the amendment.

The publication schedule of the AIP amendments is published yearly in an AIP supplement.

3.3 Supplements to the AIP (SUP)

Temporary changes of long duration (three months and longer) and information of short duration that consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP supplements.

AIP supplements are separated by information subject (GEN, ENR, AD) and are published in one package with the AIP. Each AIP supplement is allocated a separate serial number, which is consecutive and based on the calendar year. The year, indicated by four digits, is a part of the serial number of the AIP supplement.

An AIP supplement is kept in the AIP as long as all or some of its information remain valid. The period of validity of the information contained in the AIP supplement will normally be given in the AIP supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the AIP supplement.

The checklist of AIP supplements currently in force is issued by regular AIP CD-ROM.

3.4 NOTAM and Pre-flight Information Bulletins (PIB)

3.4.1 NOTAM

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM format and is composed of the significations / uniform abbreviated phraseology assigned to the ICAO NOTAM code, complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language.

NOTAM are originated and issued for the Brussels FIR/UIR and are distributed in three series identified by the letters A, B, M and S:

- *Series A:* General international distribution.
- *Series B:* International distribution limited to Denmark, France, Germany, the Netherlands, Switzerland and the United Kingdom.
- *Series M:* Military NOTAM.
- *Series S (SNOWTAM):* Information concerning snow, slush, ice or standing water associated with snow, slush and ice in the movement areas. SNOWTAM are prepared in accordance with Appendix 2 of *ICAO Annex 15*.

Each NOTAM will be allocated a series identified by a letter (A, B, M or S) and a four-digit number followed by a stroke and a two-digit number for the year (e.g. A0023/10). Each series starts on 1 JAN with number 0001.

Note: NOTAM series A, B and S are originated and issued by Brussels NOF. NOTAM series M are originated and issued by Semmerzake NOF.

3.4.2 Pre-flight Information Bulletins (PIB)

PIB, which contain a recapitulation of current NOTAM and other information of urgent character for the operator / flight crews are available on the Belgian aerodromes, at ELLX and from the Belgocontrol website. The extent of the information contained in the PIB is listed in § 5.

3.5 Aeronautical Information Circulars (AIC)

AIC contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters.

AIC are published in one package with the AIP

Each AIC is allocated a separate serial number, which is consecutive and based on the calendar year. The year, indicated by four digits, is a part of the serial number of the AIC. A checklist of AIC currently in force is issued as an AIC at regular intervals and is also available on each AIP CD-ROM.

3.6 Checklists and Lists of Valid NOTAM

A checklist of valid NOTAM, also containing information about the number of the latest issued AIP amendment, AIRAC AIP amendment, AIP supplement and AIC is issued monthly via AFS.

The list of valid NOTAM contains a plain language presentation of the valid NOTAM. A real-time updated version of the list of valid NOTAM in series A and B can be consulted on the Belgocontrol website (www.belgocontrol.be).

3.7 Sale of Publications

The above-mentioned publications can be obtained from the AIS. Purchase arrangements and prices of the AIP on CD-ROM are published by means of an AIC. Foreign AIS can obtain the AIP on CD-ROM free of charge on a reciprocal basis.

4 AIRAC SYSTEM

In order to control and regulate the operationally significant changes requiring amendments to charts, route-manuals etc., such changes – whenever possible – will be issued on predetermined dates according to the AIRAC system as an AIRAC AIP amendment.

The table below indicates the AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user not later than 28 days before the effective date. At AIRAC effective dates, a trigger NOTAM will be issued, giving a brief description of the contents and reference number of the AIRAC AIP amendment that becomes effective on that date. The trigger NOTAM remains in force as a reminder in the PIB for fifteen days after the effective date.

To provide additional advanced notification to professional users, each AIRAC AIP amendment will be posted in electronic format on the Eurocontrol AIS AGORA forum approximately one week before its publication date. This forum can be found on the following address:

URL: www.eurocontrol.int/services/ais-agora

If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before the AIRAC effective date concerned.

The publication schedule of the AIRAC AIP amendments will be published yearly in an AIP supplement.

2016	2017	2018	2019	2020
07 JAN	05 JAN	04 JAN	03 JAN	02 JAN
04 FEB	02 FEB	01 FEB	31 JAN	30 JAN
03 MAR	02 MAR	01 MAR	28 FEB	27 FEB
31 MAR	30 MAR	29 MAR	28 MAR	26 MAR
28 APR	27 APR	26 APR	25 APR	23 APR
26 MAY	25 MAY	24 MAY	23 MAY	21 MAY
23 JUN	22 JUN	21 JUN	20 JUN	18 JUN
21 JUL	20 JUL	19 JUL	18 JUL	16 JUL
18 AUG	17 AUG	16 AUG	15 AUG	13 AUG
15 SEP	14 SEP	13 SEP	12 SEP	10 SEP
13 OCT	12 OCT	11 OCT	10 OCT	08 OCT
10 NOV	09 NOV	08 NOV	07 NOV	05 NOV
08 DEC	07 DEC	06 DEC	05 DEC	03 DEC
				31 DEC

Note: Because of reduced staffing and increased postal delays, data providers are requested to avoid AIRAC effective dates between 21 DEC and 17 JAN, both dates included (cfr. ICAO Annex 15, chapter 6 and ICAO Doc 8126, chapter 4).

5 PRE-FLIGHT INFORMATION SERVICE AT AERODROMES / HELIPORTS

5.1 In Belgium

Pre-flight information is available at aerodromes as detailed below.

5.1.1 Civil Aerodromes

AD	TYPE	BRIEFING COVERAGE
EBAW	Documentation	Belgium, Luxembourg, France, Germany, the Netherlands, United Kingdom and Spain via self-briefing terminals. Denmark, Switzerland paper copy AVBL
	PIB	Worldwide coverage via self-briefing terminals
EBBR	Documentation	Belgium, Luxembourg, France, Germany, the Netherlands, United Kingdom and Spain via self-briefing terminals O/R to EBBR NOF: **Europe:** full coverage **Africa:** Algeria, ASECNA, Cape Verde, Egypt, Ghana, Kenya, Libya, Morocco, Nigeria, Democratic Republic of Congo, South Africa and Tunisia **Asia:** Bahrain, China, Hong Kong, India, Iran, Israel, Japan, Jordan, Korea, Kuwait, Lebanon, Oman, Saudi Arabia, Singapore, Syria, United Arab Emirates and Uzbekistan **North America:** Canada and the United States **South America and the Caribbean:** Cuba and Eastern Caribbean States
	PIB	Worldwide coverage via self-briefing terminals
EBCI	Documentation	Belgium, Luxembourg, France, Germany, the Netherlands, United Kingdom and Spain via self-briefing terminals
	PIB	Worldwide coverage via self-briefing terminals
EBLG	Documentation	Belgium, Luxembourg, France, Germany, the Netherlands, United Kingdom and Spain via self-briefing terminals
	PIB	Worldwide coverage via self-briefing terminals
EBOS	Documentation	Belgium, Luxembourg, France, Germany, the Netherlands, United Kingdom and Spain via self-briefing terminals.
	PIB	Worldwide coverage via self-briefing terminals

PIB are also delivered by FAX or via e-mail after request to Brussels NOF. Self-briefing is possible via the Belgocontrol website (www.belgocontrol.be).

Note: PIB via self-briefing terminals or via internet include only NOTAM not older than 250 days and "PERM" NOTAM not older than 90 days from their start of validity.

5.1.2 Military Aerodromes

AD	TYPE	BRIEFING COVERAGE
EBBE	Documentation (CIV)	Belgium, Luxembourg, France, Germany, the Netherlands and the United Kingdom.
	Documentation (MIL)	Belgium, Luxembourg, France, Germany, the Netherlands and the United Kingdom.
	PIB	Information at AIS office on request. *(coverage: see ATM instruction 5).*
EBFS	Documentation (CIV)	Belgium, Luxembourg, France, Germany and the United Kingdom.
	Documentation (MIL)	Belgium, Luxembourg, France, Germany, Italy, Spain and the United Kingdom.
	PIB	Information at AIS office on request. *(coverage: see ATM instruction 5).*
EBBL	Documentation (CIV)	Belgium, Luxembourg, Denmark, France, Germany, Greece, the Netherlands, Norway, Slovakia, Turkey and the U.K.
	Documentation (MIL)	Belgium, Luxembourg, the Czech Republic, Denmark, France, Germany, Greece, Italy, the Netherlands, Portugal, Spain and the U.K.
	PIB	Information at AIS office on request. *(coverage: see ATM instruction 5).*
EBFN	Documentation (CIV)	Belgium, Luxembourg, France, Germany, the Netherlands and the United Kingdom.
	Documentation (MIL)	Belgium, Luxembourg, France, Germany, the Netherlands and the United Kingdom.
	PIB	Information at AIS office on request. *(coverage: see ATM instruction 5).*
EBMB	Documentation (CIV)	Austria, Belgium, Luxembourg, China, the Czech Republic, Denmark, Egypt, Estonia, France, Germany, Greenland and the Faroe Islands, Kazachstan, Latvia, Lithuania, Morocco, Moldova, the Netherlands, Norway, Poland, Russia, Serbia and Montenegro, Slovakia, Slovenia, Switzerland and the United Kingdom.
	Documentation (MIL)	Belgium, Luxembourg, France, Germany, Italy, the Netherlands, Spain and the United Kingdom.
	PIB	Information at AIS office on request. *(coverage: see ATM instruction 5).*

5.2 In Luxembourg

Pre-flight information is available as detailed below.

AD	TYPE	BRIEFING COVERAGE
ELLX	Documentation	ECAC Member States, Tunisia
	PIB	Worldwide coverage. AVBL H24 at the AIS Office

6 ELECTRONIC TERRAIN AND OBSTACLE DATA

An Area 1 electronic obstacle data set is available for the Brussels FIR. Further information may be obtained from:

Post: Belgocontrol
Procedure Design & TOD
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

TEL: +32 (0) 2 206 22 31

FAX: +32 (0) 2 206 24 19

Email: scs@belgocontrol.be

7 EAD

Belgium and Luxembourg are fully migrated to the European AIS Database (EAD). The EAD may be consulted at the following address (free registration required):

URL: www.ead.eurocontrol.int/eadcms/eadsite

GEN 3.2 Aeronautical Charts

1 RESPONSIBLE SERVICE

The aeronautical charts are produced by AIM Belgium (see GEN 3.1, AIP Office).

The civil charts are prepared in accordance with the provisions contained in *ICAO Annex 4*. The military aeronautical charts are prepared in accordance with the provisions contained in *ICAO Annex 4* or in accordance with the provisions of CENOR.

2 MAINTENANCE OF CHARTS

The aeronautical charts are kept up to date by AIP amendments. The BEMIL FLIP charts are kept up to date by replacement. If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

3 PURCHASE ARRANGEMENTS

The civil charts and selected military charts are included in the AIP.

Military users can obtain the military charts listed in § 5.2 from their local AIS office. En-route charts “Airspace 4500FT / FL195”, “Airspace FL200 / UNL” and “Brussels FIR/UIR structure” are available on request at the AIS headquarters.

4 AERONAUTICAL CHART SERIES AVAILABLE

Aerodrome Chart - ICAO:
This chart contains detailed aerodrome data to provide flight crews with information that will facilitate the ground movement of aircraft from the aircraft stand to the runway and from the runway to the aircraft stand. It also provides essential operational information concerning the aerodrome.

Aerodrome Ground Movement Chart - ICAO:
This chart is produced for those aerodromes where, due to congestion of information, details necessary for the ground movement of aircraft along the taxiways to and from the aircraft stands and for the parking or docking of aircraft cannot be shown with sufficient clarity on the Aerodrome Chart - ICAO.

Aircraft Parking/Docking Chart - ICAO:
This chart is produced for those aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking or docking of aircraft cannot be shown with sufficient clarity on the Aerodrome Chart - ICAO or on the Aerodrome Ground Movement Chart - ICAO.

Aerodrome Obstacle Chart - ICAO - Type A (operating limitations):
This chart contains detailed information on obstacles in the take-off flight path areas of aerodromes. It is shown in plan and profile view. This obstacle information provides the data necessary to enable an operator to comply with the operating limitations as contained in *ICAO Annex 6*.

Aerodrome Obstacle Chart - ICAO - Type B:
This chart provides information to satisfy the following functions:

- The determination of minimum safe altitudes/heights, including those for circling procedures;
- The determination of procedures for use in the event of an emergency during take-off or landing;
- The application of obstacle clearing and marking criteria;
- The provision of source material for aeronautical charts.

Precision Approach Terrain Chart - ICAO:
This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters. It is produced for all precision approach runways CAT II and III.

En-route Chart - ICAO:
This chart is produced for the Brussels FIR/UIR. It provides the flight crew with information that will facilitate navigation along ATS routes in compliance with ATS procedures.

ATC Surveillance Minimum Altitude Chart - ICAO:
This chart provides information which will enable flight crews to monitor and cross-check altitudes assigned by a controller using an ATS surveillance system.

Standard Departure Chart - Instrument (SID) - ICAO:
This chart is produced whenever a SID has been established and provides the flight crew with information that will enable them to comply with the designated SID from the take-off phase to the en-route phase.

Standard Arrival Chart - Instrument (STAR) - ICAO:
This chart is produced whenever a STAR has been established and provides the flight crew with information that will enable them to comply with the designated STAR from the en-route phase to the approach phase.

Instrument Approach Chart - ICAO:
This chart is produced for all aerodromes used for civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart - ICAO is provided for each approach procedure. It provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing, including the missed approach procedure and, where applicable, associated holding patterns.

Visual Approach Chart - ICAO:
This chart provides the flight crew with information that will enable them to transit from the en-route/descent phase to the approach phase and to perform an approach by means of visual reference to the runway of intended landing.

5 LIST OF AERONAUTICAL CHARTS AVAILABLE

5.1 Aeronautical Charts Contained in the AIP

5.1.1 Aerodrome Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.2 Aerodrome Ground Movement Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.3 Aircraft Parking/Docking Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.4 Aerodrome Obstacle Charts (- ICAO) - Type A

See section AD 2.24 of relevant aerodromes/heliports.

5.1.5 Aerodrome Obstacle Charts - ICAO - Type B

See section AD 2.24 of relevant aerodromes/heliports.

5.1.6 ATC Surveillance Minimum Altitude Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.7 En-route Charts (- ICAO)

See ENR 6.

5.1.8 En-route Index Charts

See ENR 6.

5.1.9 Precision Approach Terrain Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.10 Standard Departure Charts - Instrument (SID) - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.11 Standard Arrival Charts - Instrument (STAR) - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.12 Instrument Approach Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.1.13 Visual Approach Charts - ICAO

See section AD 2.24 of relevant aerodromes/heliports.

5.2 BEMIL FLIP Charts

The Belgian Military Flight Information Publication booklets contain the military IFR and VFR flying procedures (BEMIL FLIP IFR and BEMIL FLIP VFR). These booklets are published as two volumes and are only available for Belgian military users.

5.2.1 Aerodrome Layout / Radar

- EBBE
- EBFS
- EBBL
- EBFN
- EBLG
- EBAW
- EBBR
- EBCI
- EBOS

5.2.2 Aerodrome Ground Movement Charts

- EBBE
- EBFS
- EBBL
- EBFN

5.2.3 Instrument Departure Charts

- EBBE
- EBFS
- EBBL
- EBFN

5.2.4 Instrument Approach Charts

- EBBE
- EBFS
- EBBL
- EBFN
- EBLG
- EBAW
- EBBR
- EBCI
- EBOS

5.2.5 Visual Approach and Departure Charts

- EBBE
- EBFS
- EBBL
- EBFN
- EBLG
- EBAW
- EBBR
- EBCI
- EBOS

6 INDEX TO THE WORLD AERONAUTICAL CHART (WAC) - ICAO 1:1000000

The WAC is not available for Belgium or Luxembourg.

7 TOPOGRAPHICAL CHARTS

Various topographical charts for Belgium can be obtained from the National Geographical Institute:

Post: IGN / NGI
Service de Vente / Verkoopdienst
Abbaye de la Cambre / Abdij ter Kameren 5
1050 Brussels
BELGIUM

TEL: +32 (0) 2 629 82 82

FAX: +32 (0) 2 629 82 83

URL: www.ign.be

Military users can obtain the “Low-Air” Chart from COMOPSAIR, their local AIS or Mission Planning Office.

8 CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

NIL

9 MILITARY USE OF NAVIGATIONAL CHARTS

For low-level flights military jet pilots shall use the latest edition of the Low Flying Chart 2nd series (LFC) 1:500 000. Sheets 1, 2, 4 and 5 give coverage of Belgium.

NOTAM and the Chart Amendment Document - GERMANY (CHAD-GER) shall be consulted for latest updates to sheets 1 and 2. The AAFCE Chart Amendment Low Flying (CALF) bulletin and NOTAM shall be consulted for latest updates to sheets 4 and 5.

Other than jet pilots can use the Belgian produced “Low-Air” Chart 1:250 000 (M-534) or the Transit Flying Chart (Low level) 2nd series (TFC(L)) sheets NM 31-2, NM 31-3, NM 31-5, NM 31-6, NM 31-9, NM 31-12 and NM32-4.

The AAFCE Chart Amendment Low Flying (CALF) bulletin and NOTAM shall be consulted for latest updates to all sheets except for sheet NM 32-4 which is updated by the CHAD-GER.

For the “Low-Air” Chart 1:250 000 there is no update in between the yearly publication cycle. Pilots are to consult AIP and NOTAM for the changes to the aeronautical information.

GEN 3.3 Air Traffic Services

1 RESPONSIBLE SERVICES

1.1 Civil

Belgocontrol, ANA and Eurocontrol are the responsible authorities for the provision of air traffic services within the area indicated under § 2 below.

In some cases, air traffic services are delegated to Belgian Defence (see ENR 2.1).

The services are provided in accordance with the provisions contained in the following ICAO documents:

- *ICAO Annex 2. Rules of the Air*
- *ICAO Annex 11. Air Traffic Services*
- *ICAO Doc 4444. Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)*
- *ICAO Doc 7030. Regional Supplementary Procedures*
- *ICAO Doc 8168. Aircraft Operations (PANS-OPS)*

Differences to these provisions are detailed in section GEN 1.7.

1.1.1 Belgocontrol

Post: Belgocontrol
Directorate-General Operations
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

TEL: +32 (0) 2 206 23 20

FAX: +32 (0) 2 206 22 21

AFS: EBVAZGZX

Email: info@belgocontrol.be

URL: www.belgocontrol.be

1.1.2 ANA

Post: Administration de la navigation aérienne
ATC Department
BP 273
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 47 98 24 00 1

FAX: +352 47 98 24 09 3

AFS: ELLXZTZX

Email: info.dir@aeroport.public.lu

URL: www.ana.public.lu

1.1.3 Eurocontrol

Post: Eurocontrol
Maastricht UAC
Horsterweg 11
6199 AC Maastricht Airport
THE NETHERLANDS

TEL: +31 (0) 43 366 12 34

FAX: +31 (0) 43 366 13 00

AFS: EDYYZQZX

Email: masuac.info@eurocontrol.int

URL: www.eurocontrol.int/muac

1.2 Military

Within Belgian Defence, Comopsair is the responsible authority for the provision of air traffic services to OAT (see ENR 1.1) within the area indicated under § 2.2 below.

Post: Defence
Air Component - COMOPSAIR

Airspace Control Ops (A 3.2)
Kwartier Koningin Elisabeth
Bldg 1
Eversestraat / Rue d'Evere 1
1140 Brussels
BELGIUM
TEL: +32 (0) 2 441 66 42
Email: comopsair-a3-air-ctrl-ops@mil.be

2 AREA OF RESPONSIBILITY

2.1 Civil

2.1.1 Belgocontrol

Belgocontrol is responsible for the provision of air traffic services within the Brussels FIR/UIR up to and including FL245, with the exception of the airspace within which air traffic services are provided by ANA.

In some cases, delegated air traffic services are provided in airspace belonging to the Amsterdam, Langen and Paris FIR and the France UIR. Details of such services are provided in section ENR 2.2.

2.1.2 ANA

ANA is responsible for the provision of air traffic services within the territory of Luxembourg up to the upper limits of Luxembourg TMA One A and Luxembourg TMA One B.

In some cases, delegated air traffic services are provided in airspace of Belgium and in airspace belonging to the Langen, Reims and Paris FIR. Details of such services are provided in section ENR 2.2.

2.1.3 Eurocontrol

Eurocontrol Maastricht UAC is responsible for the provision of air traffic services within the Brussels UIR above FL245.

2.2 Military

Belgian Defence is responsible for the provision of air traffic services to OAT within the Brussels FIR/UIR.

In some cases, delegated air traffic services are provided in airspace belonging to the Amsterdam FIR, Paris FIR and France UIR. Details of such services are provided in section ENR 2.2.

3 TYPES OF SERVICES

3.1 Civil

The following types of services are provided:

- Flight Information Service (FIS) and Alerting Service (ALRS);
- Area Control (ACC);
- Approach Control (APP).

The following types of services are provided at aerodromes:

- Aerodrome Control (TWR);
- Aerodrome Flight Information Service (AFIS);
- Automatic Terminal Information Service (ATIS);
- Alerting Service (ALRS);
- ATS Reporting Office (ARO).

At certain aerodromes basic information may be provided, consisting of advice and information useful for the safe and efficient conduct of flights while not subject to an air traffic service. Basic information shall not be considered to be equivalent to FIS. It may include:

- MET conditions;
- changes in the serviceability of facilities;
- AD conditions;
- general airspace activity;
- any other information likely to affect safety.

3.2 Military

When providing a radar service, controllers will, immediately after having identified the aircraft, notify pilots of the service they are provided with. Depending on the traffic situation, controllers may change the type of service. They will notify pilots of this. Pilots are to note that they are not in receipt of a radar service, until they are formally identified and notified of the type of service.

The following types of services are provided:

3.2.1 Radar Control (RC)

Radar control is an air traffic control radar service in which pilots are given mandatory instructions to enable the prescribed separation minima from other traffic to be maintained. These instructions will generally be associated with information on the conflicting traffic. No changes of heading or level are to be made without prior approval of the controller. The provision of RC will normally be restricted to flights within controlled airspace.

3.2.2 TRA Service (TRAS)

TRA Service is an air traffic control radar service in which pilots are given mandatory instructions in order to:

- Keep participating traffic (VFR and IFR) inside the published limits of its assigned reserved area;
- Enable the prescribed separation minima from other traffic to be maintained.

IFR traffic will be separated from VFR traffic and vice versa using the radar separation minima.

VFR traffic will be given traffic info towards other VFR traffic and traffic avoidance on request.

Responsibility for separation between participating aircraft inside the TRA lies with the pilots. 'Participating aircraft' are those flights for which a specific area has been booked for simultaneous use.

3.2.3 Radar Information Service (RIS)

Radar Information Service is an air traffic radar service provided to VFR flights, which assists pilots in their navigation.

In class C airspace, the VFR traffic will be informed of bearing, distance and, if available, level of any conflicting VFR traffic or obstacle known to the controller. Traffic avoidance advice will be provided on request. The pilot is responsible for maintaining the prescribed separation.

The controller has the authority to change the RIS into radar control to enable the prescribed separation minima to be maintained (VFR to IFR).

In Class G airspace, the VFR traffic will be informed of bearing, distance and, if available, level of any conflicting VFR traffic or obstacle known to the controller. The pilot is responsible for maintaining the prescribed separation whether the controller has called the conflicting traffic or obstacle or not.

3.2.4 Flight Information Service (FIS)

Flight Information Service is an air traffic service provided for the purpose of giving information for the safe and efficient conduct of flights.

3.2.5 Aerodrome Control Service

Aerodrome control service is an air traffic control service that shall issue, with or without the use of radar, information, clearances and instructions for sequencing to aircraft to achieve a safe, orderly and expeditious flow of air traffic on and in the vicinity of an aerodrome (pilots flying VFR are responsible for separation).

4 CO-ORDINATION BETWEEN THE OPERATOR AND ATS

Co-ordination between the operator and ATS is effected in accordance with *ICAO Annex 11*, chapter 2 and *ICAO Doc 4444*, chapter 8. For operational reasons, Belgian Defence may use non ICAO compliant procedures.

5 MINIMUM FLIGHT ALTITUDE

No ATS route within the Brussels FIR has a lower limit falling below the minimum flight altitude as determined in accordance with *ICAO Doc 8168, Volume I*, Part I, Section 5, § 1.4 and *ICAO Doc 8168, Volume II*, Part II, Section 3, § 1.3 and § 1.5. Minimum flight altitudes are therefore not published.

6 ATS UNITS ADDRESS LIST

6.1 Belgocontrol

ATS unit	Postal address	TEL and FAX NR	AFS address
ANTWERPEN TWR	Belgocontrol Luchthaven Antwerpen/Deurne O/ATS/AW 2100 Deurne BELGIUM	TEL: +32 (0) 3 285 69 08 TEL: +32 (0) 3 285 69 09 FAX: +32 (0) 3 281 29 84	EBAWZTZX
BRUSSELS ACC/APP/FIS	Belgocontrol CANAC Tervuursesteenweg 303 1820 Steenokkerzeel BELGIUM	TEL: +32 (0) 2 206 27 00 FAX: +32 (0) 2 206 27 09	EBBUZGZX
BRUSSELS TWR	Belgocontrol Control Tower Tervuursesteenweg 303 1820 Steenokkerzeel BELGIUM	TEL: +32 (0) 2 206 25 10 FAX: +32 (0) 2 206 25 09	EBBRZTZX
BRUSSELS ARO	Belgocontrol Control Tower Tervuursesteenweg 303 1820 Steenokkerzeel BELGIUM	TEL: +32 (0) 2 206 25 30 TEL: +32 (0) 2 206 25 31 FAX: +32 (0) 2 206 25 29	EBBRZPZX
CHARLEROI TWR/APP	Belgocontrol Aéroport de Charleroi/Brussels South O/ATS/CI 6041 Gosselies BELGIUM	TEL: +32 (0) 71 25 12 13 FAX: +32 (0) 71 37 32 80	EBCIZTZX
LIÈGE APP	Belgocontrol Aéroport civil de Liège O/ATS/LG 4460 Grâce-Hollogne BELGIUM	TEL: +32 (0) 4 234 84 23 FAX: +32 (0) 4 234 87 42	EBLGZGZA
LIÈGE TWR	Belgocontrol Aéroport civil de Liège O/ATS/LG 4460 Grâce-Hollogne BELGIUM	TEL: +32 (0) 4 234 84 92 FAX: +32 (0) 4 234 85 00	EBLGZGZT
OOSTENDE TWR/APP	Belgocontrol Internationale luchthaven Oostende-Brugge O/ATS/OS 8400 Oostende BELGIUM	TEL: +32 (0) 59 55 14 90 FAX: +32 (0) 59 51 29 51	EBOSZTZX

6.2 ANA

ATS unit	Postal address	TEL and FAX NR	AFS address
LUXEMBOURG TWR/APP	Administration de la navigation aérienne ATC Department BP 273 L-2012 Luxembourg LUXEMBOURG	TEL: +352 47 98 24 00 1 FAX: +352 47 98 24 09 3	ELLXZTZX
LUXEMBOURG ARO	Administration de la navigation aérienne AIS/ARO Department BP 273 L-2012 Luxembourg LUXEMBOURG	TEL: +352 47 98 23 01 0 FAX: +352 47 98 23 09 0	ELLXZPZX

6.3 Eurocontrol

ATS unit	Postal address	TEL and FAX NR	AFS address
MAASTRICHT UAC	EUROCONTROL Maastricht UAC Horsterweg 11 6199 AC Maastricht Airport THE NETHERLANDS	TEL: +31 43 366 12 34 FAX: +31 43 366 13 00 INMARSAT: +871 761 619 227	EDYYZQZX

6.4 Belgian Defence

ATS unit	Postal address	TEL and FAX NR	AFS address
BEAUVECHAIN TWR/APP	Belgian Air Component 1W Base Lt Col Avi Ch. Roman 1320 Beauvechain BELGIUM	TEL: +32 (0) 10 84 12 94 (TWR) TEL: +32 (0) 10 68 25 24 (APP) FAX: +32 (0) 10 68 26 35	EBBEZPZX
FLORENNES TWR/APP	Belgian Air Component 2 W TAC Base J. Offenberg 5620 Florennes BELGIUM	TEL: +32 (0) 68 71 25 22 (TWR) TEL: +32 (0) 68 71 25 24 (APP) FAX: +32 (0) 68 71 26 48	EBFSZPZX
KLEINE-BROGEL TWR/APP	Belgian Air Component 10 W TAC Vliegbasis Kleine-Brogel 3990 Peer BELGIUM	TEL: +32 (0) 11 51 25 22 (TWR) TEL: +32 (0) 11 51 25 24 (APP) FAX: +32 (0) 11 51 26 32	EBBLZPZX
KOKSIJDE TWR/APP	Belgian Air Component Basis van Koksijde R. Van Dammestraat, 10 8670 Koksijde BELGIUM	TEL: +32 (0) 58 53 25 19 FAX: +32 (0) 58 53 24 23	EBFNZPZX
SEMMERZAKE ATCC supervisor	Belgian Air Component Air Traffic Control Centre Kwartier Kapitein Vlieger de Hemptinne Molenstraat 69 9890 Gavere BELGIUM	TEL: +32 (0) 9 389 25 55 FAX: +32 (0) 9 389 24 01	
SEMMERZAKE FDS	Belgian Air Component Air Traffic Control Centre Kwartier Kapitein Vlieger de Hemptinne Molenstraat 69 9890 Gavere BELGIUM	TEL: +32 (0) 9 389 25 40	EBSZZRZX
MDC COORDINATION	c/o Belgocontrol CANAC Tervuursesteenweg 303 1820 Steenokkerzeel BELGIUM	TEL: +32 (0) 2 752 44 52	EBMIZGZF
MDC ADNC	c/o Belgocontrol CANAC Tervuursesteenweg 303 1820 Steenokkerzeel BELGIUM	TEL: +32 (0) 2 752 44 79	
MDC RCC	c/o Belgocontrol CANAC Tervuursesteenweg 303 1820 Steenokkerzeel BELGIUM	TEL: +32 (0) 2 752 44 77 FAX: +32 (0) 2 752 42 01	EBMIYCYX

7 SEMMERZAKE ATCC OPERATIONAL HOURS

Semmerzake ATCC is providing ATS from MON to FRI between 0730 and 1630 (0630 and 1530), except on HOL as published in GEN 2.1, § 6. Any planned closures during normal operational hours or planned activities outside normal operational hours of Semmerzake ATCC will be announced by NOTAM.

Under exceptional circumstances (contingencies, operations in the interest of national security, etc.) COMOPSAIR can decide to activate Semmerzake ATCC at short notice outside the normal operational hours and without NOTAM.

8 CRC GLONS OPERATIONAL HOURS

CRC Glons guarantees a minimum of 3 air defence control positions H24 in the Brussels FIR. The master controller has the authority to alter this number to maximum 5 in function of system status or manning.

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GEN 3.4 Communication Services

1 RESPONSIBLE SERVICES

1.1 Civil

Belgocontrol, ANA and Eurocontrol are the responsible authorities for the provision of telecommunication and navigation facility services within the areas indicated under § 2 below.

The services are provided in accordance with the provisions contained in the following ICAO documents:

- *ICAO Annex 10. Aeronautical Telecommunications*
- *ICAO Doc 7030. Regional Supplementary Procedures*
- *ICAO Doc 7910. Location Indicators*
- *ICAO Doc 8400. ICAO Abbreviations and Codes (PANS-ABC)*
- *ICAO Doc 8585. Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services*

1.1.1 Belgocontrol

Post: Belgocontrol
Directorate-General Systems
Tervuursesteenweg, 303
1820 Steenokkerzeel
BELGIUM

TEL: +32 (0) 2 206 22 03

FAX: +32 (0) 2 206 22 00

Email: info@belgocontrol.be

URL: www.belgocontrol.be

1.1.2 ANA

Post: Administration de la Navigation Aérienne
CNS Department
BP 273
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 47 98 25 00 1

FAX: +352 46 98 25 09 0

Email: info.rad@aeroport.public.lu

URL: www.ana.public.lu

1.1.3 Eurocontrol

Post: Eurocontrol
Maastricht UAC
Horsterweg 11
6199 AC Maastricht Airport
THE NETHERLANDS

TEL: +31 (0) 43 366 12 34

FAX: +31 (0) 43 366 13 00

AFS: EDYYZQZX

Email: masuac.info@eurocontrol.int

URL: www.eurocontrol.int/muac

1.2 Military

Within Belgian Defence, Comopsair is the responsible authority for the provision of military telecommunication and navigation facility services within the area indicated under § 2.2 below.

Post: Defence
Air Component - COMOPSAIR
Airspace Control Ops (A 3.2)
Kwartier Koningin Elisabeth
Bldg 1
Eversestraat / Rue d'Evere 1
1140 Brussels
BELGIUM

TEL: +32 (0) 2 701 17 04
FAX: +32 (0) 2 701 72 66
Email: comopsair-a3-air-ctrl-ops@mil.be

2 AREA OF RESPONSIBILITY

2.1 Civil

2.1.1 Belgocontrol

Belgocontrol is responsible for the provision of radio navigation and surveillance services within the territory of Belgium.

Belgocontrol is responsible for the provision of voice and data communications services within the area of responsibility of its air traffic services (see GEN 3.3, § 2.1.2).

Note: Data link services are provided in cooperation with SITA, ARINC and Sat AIRCOM.

2.1.2 ANA

ANA is responsible for the provision of radio navigation and surveillance services within the territory of Luxembourg.

ANA is responsible for the provision of voice and data communication services within the area of responsibility of its air traffic services (see GEN 3.3, § 2.1.2).

2.1.3 Eurocontrol

Eurocontrol Maastricht UAC is responsible for the provision of voice and data communication services within the Brussels UIR above FL245.

2.2 Military

Military communication services are provided for the Brussels FIR/UIR.

COMOPSAIR is responsible for the provision of military communications services within the area of responsibility of its air traffic services (see GEN 3.3, § 2.2).

3 TYPE OF SERVICES

3.1 Radio Navigation Services

The following types of radio aids for navigation are available:

- Non-directional radio beacon (NDB)
- VHF omnidirectional radio range (VOR) - Doppler VOR (DVOR)
- VHF direction-finding station (VDF)
- Instrument landing system (ILS)
- Distance measuring equipment (DME)
- UHF tactical air navigation aid (TACAN)
- Terminal area surveillance radar (TAR)
- Secondary surveillance radar (SSR)
- Surface movement radar (SMR)
- En-route surveillance radar (RSR)

According to the judgement of the direction-finding station, bearings are classified as follows:

Class A	Accurate within ± 2 DEG
Class B	Accurate within ± 5 DEG
Class C	Accurate within ± 10 DEG

Direction-finding stations have authority to refuse to give bearings or headings to steer when conditions are unsatisfactory or when bearings do not fall within the calibrated limits of the station, stating the reason at the time of refusal.

3.1.1 Miscellaneous

Due to Clacton VOR/DME (CLN) operating on FREQ 114.550 MHZ / CH 92Y, aircraft equipped with receivers with channel spacing of 100 KHZ and flying in lower airspace may be subject to erroneous indications at the limit of the designated operational coverage of BUB (FREQ 114.600 MHZ) and KOK (FREQ 114.500 MHZ).

Consequently, it is recommended that these aircraft use only a coverage of 50 NM for BUB and 40 NM for KOK in the north sector of both stations between 270 and 090 degrees.

3.2 Voice and Fixed Services

3.2.1 Voice Service

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified.

An aircraft should normally communicate with the air-ground control radio station that exercises control in the area in which it is flying. Aircraft should maintain continuous watch on the appropriate frequencies of the control station and should not abandon watch, except in an emergency, without informing the control station.

On frequencies published as “guarded”, a permanent listening watch is maintained during the responsible unit’s operational hours. On frequencies published as “stand-by”, no permanent listening watch is maintained.

3.2.2 Fixed Service

The messages to be transmitted over the AFS are accepted only if:

- they satisfy the requirements of *ICAO Annex 10*, volume 2, chapter 3
- they are prepared in the form specified in *ICAO Annex 10*
- the text of an individual message does not exceed 200 groups

3.3 Broadcasting Service

Sub-area meteorological broadcasts (VOLMET) are available H24 for use by aircraft in flight. Full details are given in GEN 3.5, § 1.7.

At EBAW, EBBR, EBCI, EBLG, EBOS and ELLX, ATIS broadcasts are available to pass routine arrival and departure information. Full details are given in the relevant AD 2.18 and AD 2.23 sections.

Note: In Belgium, voice toggling (male/female) is used in order to attract attention on the start of a new message.

3.4 Data Link Service

3.4.1 Controller-Pilot Data Link Communication (CPDLC)

3.4.1.1 General

The CPDLC application provides a means of communication between the air traffic controller and the pilot, using a predefined data link message set. This application includes a set of clearance/information/request message elements which correspond to the phraseologies used in the radiotelephony environment.

CPDLC services are available for all certified aircraft operating within the upper airspace (above FL245) of the Brussels UIR in the area under the responsibilty of Maastricht UAC. There is no need to register for CPDLC services at Maastricht UAC.

The protected mode controller-pilot data link communication (PM-CPDLC) service is available, ensuring only PM-CPDLC equipped aircraft will be able to log-on for ATN on VHF data link Mode 2. Consequently no voice read backs are required anymore.

The following CPDLC services are provided in this airspace:

- DLIC (data link initiation capability)
- ACL (ATC clearances and instructions)
- ACM (ATC communications management)
- AMC (ATC microphone check)

Use of CPDLC is not mandatory in this airspace and is conducted at the discretion of ATC and at the initiative of the pilots concerned.

3.4.1.2 Flight Plan

Pilots shall file their aircraft 24-bit address code in the flight plan item 18 “CODE/” (6 hexadecimal characters). To use future air navigation system (FANS) 1/A it is mandated to file the registration mark of the aircraft in item 18 “REG/” (tail number).

3.4.1.3 Contact for Aircraft Operators

CPDLC contact for aircraft operators at Maastricht UAC.

Post: MUAC Datalink
EUROCONTROL MAS-UAC
Operational & Airspace Systems
Horsterweg 11
6191 AC Maastricht Airport
THE NETHERLANDS

FAX: +31 (0) 43 366 15 02

Email: MUAC.Datalink@eurocontrol.int

3.4.1.4 CPDLC Use

In the area of responsibility of Maastricht UAC, voice communication and radiotelephony instructions have priority over CPDLC instructions at all times. A clearance requested via CPDLC should subsequently be issued via CPDLC. A clearance requested via radiotelephony should also be issued via radiotelephony.

Only if the controller is asking explicitly for a voice read back, the following phrase should be used by the pilot: e.g. “Call sign -Confirming CPDLC climb FL370”.

No CPDLC clearances shall be executed until the WILCO message has been sent.

If uncertainty arises regarding a data link message, voice communication shall be used. CPDLC exchanges with Maastricht UAC shall only be conducted when the aircraft is actually under control and responsibility of Maastricht UAC.

3.4.1.5 DLIC log-on

The data link address for Maastricht UAC is EDYY.

CPDLC shall be established in due time to ensure that the aircraft is communicating with the appropriate ATC unit. Log-on shall be initiated by the pilot. Pilots shall log-on using their ICAO call sign as filed in the flight plan. Pilots shall not use a two letter IATA flight ID, or insert a leading zero (0) into a call sign, as these actions will result in a failed log-on.

Log-on should be initiated 10 to 15 MIN prior to entry into Maastricht UAC airspace. For aircraft departing from an aerodrome in close proximity to Maastricht UAC airspace, log-on can be initiated when the aircraft is on the ground.

Irrespective of the number of Maastricht sectors entered during their flight only one log-on per flight is required.

3.4.1.6 CPDLC Services

3.4.1.6.1 ATC Clearances and Instructions (ACL)

Pilots may receive the uplink messages described via data link. Pilots may request changes to flight levels (ascent or descent) via data link or clearance direct to a point on their route.

3.4.1.6.2 ATC Communications Management (ACM)

The pilot response to an ATC instruction to change the communication channel shall be WILCO. If the pilot is unable to comply with this data link instruction, he shall revert to voice communication to inform ATC.

When an aircraft is transferred by data link to an adjacent sector/ATSU, the pilot shall acknowledge the instruction by WILCO, and shall the contact the next sector/ATSU by voice communication on the instructed channel.

3.4.1.6.3 ATC Microphone Check (AMC)

A 'Check Stuck Microphone' instruction may be sent by ATC in circumstances where an aircraft is inadvertently blocking a voice communication channel. For FANS 1/A+ aircraft a ROGER response will be expected in response to this instruction.

If the 'Check Stuck Microphone' instruction relates to the RTF channel currently being used, the pilot shall check that the radio equipment is not causing the blockage. If the 'Check Stuck Microphone' instruction does not relate to the RTF channel being used, no further action by the pilot is required.

3.4.1.7 Message Restrictions

Pilots shall not use free-format free-text messages when communicating with Maastricht UAC via CPDLC. Use of such a free-text message will result in an error response.

3.4.1.8 Log-off

Log-off is automatic on leaving Maastricht UAC airspace, no pilot action is required. Between Maastricht and other CPDLC equipped centres, the ACM service will be used.

3.4.1.9 CPDLC Failure

In case of a CPDLC failure, CPDLC clearances that have not yet been confirmed shall be repeated over radiotelephony and/or confirmed. If either the pilot or ATC consider that CPDLC should not be used in the prevailing circumstances, CPDLC shall be suspended or terminated and the other party shall be informed by voice communication.

In case of a scheduled shutdown or an unexpected failure of the CPDLC system, ATC will instruct all aircraft equipped with data link to return to voice communication. In case of an on board failure of CPDLC, the pilot shall return to voice communication and inform ATC.

3.4.1.10 CPDLC Messages

The controller or pilot shall construct CPDLC messages using the defined message set. The following uplink clearances and instructions may be expected when using CPDLC with Maastricht UAC:

- **ATC Uplink Clearances and Instructions, supported for ATN and FANS 1/A aircraft**
  - Vertical clearances:
    - MAINTAIN [level]
    - CLIMB TO [level]
    - DESCEND TO [level]

- Contact/monitor/surveillance requests:
  - CONTACT [unitname] [frequency]
  - SQUAWK [code]
  - SQUAWK IDENT
- Lateral offsets:
  - RESUME OWN NAVIGATION
- Route modifications:
  - PROCEED DIRECT TO [position]
- Speed changes:
  - MAINTAIN [speed]
  - MAINTAIN PRESENT SPEED
  - MAINTAIN [speed] OR GREATER
  - MAINTAIN [speed] OR LESS
  - MAINTAIN NORMAL SPEED
- Air traffic advisories:
  - CHECK STUCK MICROPHONE [frequency]

- **ATC Uplink Clearances and Instructions, only for ATN (PM-CPDLC via VDL M2)**
  - Route modifications:
    - TURN [direction] HEADING [degrees]
    - FLY HEADING [degrees]
    - CONTINUE PRESENT HEADING

Pilots shall respond to all uplink clearances and instructions with the appropriate data link operational response, before manoeuvre execution.

- **Pilot Downlink Request**

  The following downlink requests may be sent by pilots using CPDLC with Maastricht UAC:
  - Vertical request:
    - REQUEST [level]
    - REQUEST CLIMB TO [level]
    - REQUEST DESCENT TO [level]
  - Route modifications request:
    - REQUEST DIRECT TO [position]
  - Speed requests:
    - REQUEST [speed]

When using CPDLC, the maximum dialogue time is 120 SEC. CPDLC shall only be used for non time critical requests, i.e. requests that do not require the immediate reaction of the controller. Nevertheless, as in radiotelephony, it is of paramount importance that the CPDLC messages shall be answered with the least possible delay. If the downlink request is cut off because the time limit was exceeded, the pilot should also repeat the request via radiotelephony.

3.4.1.11 Additional Fans 1/A Procedures

To protect FANS 1/A aircraft against message misdirection, Maastricht will prepend the Flight-ID to all uplink CPDLC messages. Pilots should check the Flight-ID to ensure that the correct message was received before executing the uplink.

To protect FANS 1/A aircraft against message latency Maastricht will uplink the free text message UM169 (Latency Time) to all FANS 1/A aircraft. All FANS 1/A+ aircraft shall set the Latency Time Monitor to 40 seconds appropriately.

In case of an uplink message time out, ATC will acknowledge receipt of the uplink message via voice communication. In case the uplink was not received, the crew will be instructed to terminate CPDLC (DM101: REQUEST END OF SERVICE) until the next ATC unit to avoid a potential late uplink message.

3.4.2 D-VOLMET and D-ATIS

Digital VOLMET (D-VOLMET) and digital ATIS (D-ATIS) are available H24 via data link. The information provided is identical with the information provided through broadcasting (see § 3.3 above).

The system operates in accordance with specifications AEEC 622 and 623. Aircraft can interface with the service through the SITA and ARINC service providers' networks where available to aircraft.

Uplink messages will be formatted according to the line width indicated by the value of the avionics indicator contained in the down-linked request. Formatting of the up-linked information takes into account pre-defined rules intended to enhance the readability of the messages.

Note 1: A single VOLMET message is provided for en-route (E) requests associated with EBAW, EBBR, EBCI, EBLG or EBOS.

Note 2: For EBBR a separate ATIS message is provided for arrival (A) or departure (D) requests; for EBAW, EBCI, EBLG and EBOS, a combined ATIS message is provided for arrival (A) or departure (D) requests. A continuous update sequence is generated for a contract (C) request and ended by a terminate (T) request, or else automatically timed out after 1 hour.

D-VOLMET and D-ATIS information is also made available (for non-operational use only) in the following ways:

Free dial-in voice service:

TEL: +32 (0) 2 206 25 25

Internet text service (registration required):

URL: www.belgocontrol.be

Note: Message content should not differ from the airborne content (voice and text), but a small synchronisation lag may be noticed.

3.5 Common Frequencies

VHF CHANNEL	SERVICE
119.700 MHZ	TWR
122.100 MHZ	TWR (MIL)
122.500 MHZ	TWR (MIL)
122.250 MHZ	Air/Ground (Balloon)
123.425 MHZ	Air/Ground (ULM)
123.500 MHZ	Air/Ground

Unless specifically approved by the Belgian CAA, these frequencies are not to be used for special events. Frequencies for special events shall continue to be requested through existing channels.

3.6 Languages Used

3.6.1 Civil

In the Brussels FIR/UIR English shall be used to contact ATS units providing ATC, FIS and AFIS. For the preferential language to be used on non-controlled aerodromes and heliports, see AD 2 and AD 3.

3.6.2 Military

In the Brussels FIR/UIR, for communication with military ATS, only English shall be used for the normal communication and flight safety messages.

4 REQUIREMENTS AND CONDITIONS

NIL

5 MISCELLANEOUS

5.1 SUMMARY OF AFS ADDRESSES

5.1.1 Belgium

5.1.1.1 Civil

BELGOCONTROL

Management	EBVAYDYX
ATS	EBVAZGZX
COM	EBVAYTYX
AIS	EBVAYOYX

EBAW

Management	EBAWYDYX
ARO	EBAWZPZX
TWR /APP	EBAWZTZX

EBBR

Management	EBBRYDYX
COM	EBBBYFYX
MET (Data Bank)	EBBRYMYX - EBBRYZYX
NOF	EBBRYNYN
ARO	EBBRZPZX
ACC/FIC (Chief)	EBBUZGZX
Operations (VFR)	EBBUZFZX
Operations (IFR)	EBBUZQZX
Operations (FMP)	EBBRFMPC
TWR/APP	EBBRZTZX

EBCI

Management	EBCIYDYX
ARO	EBCIZPZX
TWR/APP	EBCIZTZX

EBKT

Operator	EBKTZPZX
Basic Information	EBKTZTZX

EBLG

Management	EBLGYDYX
MET	EBLGYMYX
TWR/APP	EBLGZTZX

EBOS

Management	EBOSYDYX
ARO	EBOSZPZX
TWR/APP	EBOSZTZX

EBSP

Management	EBSPYDYX

5.1.1.2 Military

EBBE

AIS	EBBEZPZX

EBCI

Test Flying Office	EBCIYXYX

EBCV

Base Ops	ETARYXYX KRCHYXYX

EBFS

AIS	EBFSZPZX

EBGL

AIS	EBGLZPZX

EBBL

AIS	EBBLZPZX

EBFN

AIS	EBFNZPZX
RSC	EBFNYCYX

EBMB

W OPS	EBMBZPZX

ATCC SEMMERZAKE

FDS	EBSZZRZX
NOF	EBSZYNYX

MDC (CANAC)

Co-ordination	EBMIZGZF
RCC	EBMIYCYX

5.1.2 Luxembourg

CAA

CAA	ELLXYAYX

ELLX

Management	ELLXYDYX
COM	ELLXYTYX
MET	ELLXYMYX
AIS	ELLXYOYX
ARO	ELLXZPZX
TWR/APP	ELLXZTZX
RSC	ELLXYCYX

5.1.3 Eurocontrol

UIC/UAC	EDYYZQZX
CEU (West)	EUCHCEUW
Network Manager	EUCHEUCX
ATFM	EUCHZMTA
IFPU Brussels	EUCHZMFP
IFPU Brétigny	EUCBZMFP

GEN 3.5 Meteorological Services

1 CIVIL

1.1 Responsible Services

Belgocontrol and ANA are the meteorological service providers for international air navigation within the area indicated under § 1.2 below.

The services are provided in accordance with the provisions contained in the following ICAO documents:

- *Annex 3. Meteorological Service for International Air Navigation*
- *Doc 7030. Regional Supplementary Procedures*
- *Doc 7754. Air Navigation Plan. European Region*

Differences to these provisions are detailed in section GEN 1.7.

1.1.1 Belgocontrol

Post: Belgocontrol
MET Department
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

TEL: +32 (0) 2 206 28 02

FAX: +32 (0) 2 206 28 09

Email: meteo@belgocontrol.be

URL: www.belgocontrol.be

1.1.2 ANA

Post: Administration de la navigation aérienne
MET Department - Forecast Office
BP 273
L-2012 Luxembourg
LUXEMBOURG

TEL: +352 47 98 27 01 1

FAX: +352 47 98 27 09 0

Email: info@meteo.public.lu

URL: www.ana.public.lu

URL: www.meteolux.lu

AFS: ELLXYMYX

1.2 Area of Responsibility

Belgocontrol is responsible for the provision of meteorological services within the Brussels FIR/UIR, with the exception of the airspace within which meteorological services are provided by ANA.

ANA is responsible for the provision of meteorological services within the territory of Luxembourg.

1.3 Meteorological Observations and Reports

Name of station Location indicator	Type and frequency of observation/ automatic observing system	Types of MET reports & Supplementary Information included	Observation system & Sites	Hours of operation	Climato-logical infor-mation
1	2	3	4	5	6
ANTWERPEN/ Deurne EBAW	Half hourly plus special observations	METAR MET REPORT SPECIAL MET REPORT (AUTO METAR AUTO MET REPORT AUTO SPECIAL MET REPORT) (1) TREND (2)	Windvector-sensor: THR 29 and THR 11. Ceilometer: THR 29. RVR measurement: forward scattermeters TDZ RWY 29 and TDZ RWY 11. Temperature: observation site.	During AD OPR HR: MAN reports issued from EBAW or EBBR (see EBAW AD 2.11). Outside AD OPR HR: AUTO reports	AVBL (3)
BRUSSELS/ Brussels-National EBBR	Half hourly plus special observations	METAR MET REP SPECIAL MET REP TREND	Windvector-sensor: see AD 2.EBBR-ADC.01. Ceilometer: MM RWY 25L, MM RWY 01, THR RWY 07L and THR RWY 25R. RVR measurement: forward scattermeters TDZ, MID and END of RWY 25R/07L, 25L/07R and 01/19. Temperature: observation site. Radar: airport centre (see AD 2.EBBR-ADC.01).	H24	AVBL (3)
CHARLEROI/ Brussels-South EBCI	Half hourly plus special observations	METAR MET REP SPECIAL MET REP TREND	Windvector-sensor: THR 25 and THR 07. Ceilometer: MM RWY 25 and THR RWY 07. RVR measurement: forward scattermeter TDZ, MID and END of RWY 25. Temperature: observation site.	H24	AVBL (3)
LIÈGE/Liège EBLG	Half hourly plus special observations	METAR MET REP SPECIAL MET REP TREND	Windvector-sensor: THR RWY 23L and THR RWY 05R. Ceilometer: MM RWY 23L and TDZ of RWY 05R. RVR measurement: forward scattermeters TDZ, MID and END of RWY 23L and TDZ of RWY 23R. Temperature: observation site.	H24	AVBL (3)
LUXEMBOURG/ Luxembourg ELLX	Half hourly plus special observations	METAR MET REP SPECIAL MET REP TREND	Windvector-sensor: THR 06, THR 24 and in the middle of RWY 24. Ceilometer: RWYs 06 and 24. RVR measurement: points A, B and C of RWY 24. Temperature: observation site.	H24	AVBL (4)
OOSTENDE-BRUGGE/ Oostende EBOS	Half hourly plus special observations	METAR MET REP SPECIAL MET REP TREND	Windvector-sensor: THR RWY 26 and THR RWY 08. Ceilometer: MM RWY 26 and THR RWY 08. RVR measurement: forward scattermeters TDZ, MID and END of RWY 26. Temperature: observation site.	H24	AVBL (3)
SAINT-HUBERT/ Saint-Hubert EBSH	Half hourly	AUTO METAR (1)	Windvector-sensor: THR NW. Ceilometer: observation site. Temperature: observation site.	H24 (Unmanned station)	AVBL (3)
SPA/La Sauvenière EBSP	Half hourly	AUTO METAR (1)	Windvector-sensor: 180 M right side axis RWY 05. Ceilometer: observation site. Temperature: observation site.	H24 (Unmanned station)	AVBL (3)

Note 1: When automated meteorological reports are provided, cumulonimbus clouds (CB), towering cumulus clouds (TCU) and thunderstorm (TS) are not included due to technical reasons.

Note 2: When automated meteorological reports are provided, no TREND forecast is included in the report.

Note 3: Aeronautical climatological information for aerodromes is available on request via the Belgocontrol website (request form available on www.belgocontrol.be, costs may be charged.

Note 4: Aeronautical climatological information shall be requested via TEL (+352 47 98 27 00 3), FAX (+352 47 98 27 09 1), email (climatologie@airport.etat.lu), AFS (ELLXYMYX) or post (see GEN 1.1, § 2.2).

1.4 Types of Services

1.4.1 General

Personal briefing and consultation for flight crew members are provided at EBAW, EBCI, EBLG, EBOS and ELLX.

For all other civil aerodromes in Belgium (incl EBBR), briefing and consultation is available by telephone.

Flight documentation for flights from aerodromes in Belgium is supplied to operators and flight crew via self-briefing terminals in dedicated crew-rooms or via internet (Belgocontrol web page accessible after registration). In case of problems or specific questions, please contact the local Aerodrome Meteorological Offices (AMO).

Note: Charges for telephone briefings and consultations may apply.

Details of the AMO and the meteorological information available are given in § 1.3 and in section AD 2.11.

For ELLX, a weather bulletin is available to the users via the MeteoLux website and through a polling system:

URL: www.meteolux.lu

FAX: +352 47 98 27 09 0

1.4.2 Meteorological Info for International Scheduled Air Traffic

Meteorological information for international scheduled air traffic normally consists of documentation and if necessary briefing/consultation.

The documentation is supplied to the pilot-in-command via self-briefing terminal or via airport operators.

The flight documentation consists generally of:

- Meteorological aerodrome reports: METAR;
- Aerodrome forecasts in TAF-form;
- Forecast of en-route conditions in form of charts (significant weather charts);
- Upper winds-and temperature-forecasts in chart form (for one or more isobaric standard levels best adapted to the flights concerned (3 levels MAX));
- SIGMET;
- AIRMET;
- Volcanic Ash Advisories and Tropical Cyclone Advisories.

The AMO at the aerodrome of departure can supply the pilot-in-command with a detailed oral explanation of the existing situation and the expected weather conditions during the flight and also with a forecast for take-off that can be requested MAX 3 hours before departure. At EBBR and EBCI, this consultation can only be obtained via telephone.

1.4.3 Meteorological Info for General Aviation

Meteorological information for General Aviation is normally supplied upon request by a pilot as briefing directly or by telephone.

Flight documentation is available via self-briefing terminal or via internet (Belgocontrol web page accessible after registration).

In Belgium, for special activities such as glider flying, ballooning, VFR flights, low level private and business aviation, weather charts, special bulletins, etc. are available to the users via the Belgocontrol website (after registration).

Briefing, consultation and information about these special activities may be obtained on request via CONSULTEL:

TEL: 0902 / 88 173 (charges apply).

In Luxembourg, information for glider flying, ballooning, VFR flights, low-level private and business aviation are available by phone.

1.4.3.1 GAMET Area forecast for Low-level Flights

A GAMET Area Forecast is available at set timings and provides information about the following elements:

A. Section I: Weather phenomena hazardous to low-level flights:
   - Strong surface wind speed (>30KT);
   - Low surface visibility (≤5KM) + weather;
   - Significant weather phenomena;
   - Significant clouds;
   - Icing;
   - Turbulence;
   - Applicable SIGMET.

B. Section II: Additional information required by low-level flights:
   - Synopsis;
   - Surface wind speed (>30KT);
   - Winds and temperature at 1000, 2000, 5000 and 10000FT;
   - Surface visibility;

- Clouds;
- Freezing level;
- MNM QNH;
- Outlook:

Availability		Validity period
(UTC)	Outlook	
2100	00-06	+6
0300	06-12	+6
0900	12-18	+6
1500	18-24	+6

The GAMET is accessible via the Belgocontrol website (after registration).

1.4.3.2 Significant Weather Chart - Low Level (SWC - LL)

Periodically a SWC-LL covering the Brussels FIR will be made available. This chart is a prognostic chart for the low-level flights and gives areas with similar characteristics about:

- Visibility;
- Weather;
- Clouds;
- Turbulence and icing;
- Zero degree level.

Fronts and pressure centres with direction of movement, convergence lines, low-level jets, widespread strong surface winds and squall lines are given on the maps by means of the appropriate international symbols.

Availability (UTC)	Validity time
0200	0600 (0430 - 0730)
0500	0900 (0730 - 1030)
0800	1200 (1030 - 1330)
1100	1500 (1330 - 1630)
1400	1800 (1630 - 1930)

The SWC-LL is accessible via the Belgocontrol website (after registration).

1.5 Notification Required from Operators

The service required for a non-scheduled flight shall be requested with a prior notice sufficient for the preparation of the briefing and documentation (a 2 HR notice is generally sufficient for an ordinary flight).

1.6 Aircraft Reports

The meteorological office at the aerodrome of departure or arrival in Belgium should be informed as soon as possible (via the appropriate ATC communication channels) when the following weather phenomena are encountered during the climb-out, en route or approach phases of the flight:

- Moderate or severe icing;
- Moderate or severe turbulence;
- Moderate or severe wind shear;
- Volcanic ash;
- Thunderstorm (with/without hail);
- Other meteorological conditions when they, in the opinion of the pilot-in-command, may affect the safety of other aircraft operations.

1.7 VOLMET Service

Name of station	Call sign Identification (EM)	FREQ (MHZ)	Broadcast period	Hours of service	Aerodromes included	Contents and format of REP and FCST and remarks
1	2	3	4	5	6	7
BRUSSELS	Brussels MET Broadcast (A3E)	127.800	H24	CNS	EBBR EBOS EGLL ELLX EHAM LFPO EDDF EDDK EDDL	METAR, TREND

1.8 SIGMET and AIRMET Service

1.8.1 General

For the safety of air traffic, the Meteorological Watch Office (MWO) maintains a continuous watch over meteorological conditions affecting flight operations within the Brussels FIR. In case of occurrence or expected occurrence of special meteorological phenomena, which may endanger safety and efficiency of flight operations, SIGMET and AIRMET information is issued.
Furthermore, aerodrome warnings are issued to operators, in accordance with local arrangements, by all AMO.

1.8.2 Area Meteorological Watch Service

SIGMET and AIRMET information are provided by the Brussels AMO and disseminated internationally as well as nationally.
SIGMET information is valid for the entire Brussels FIR and refers to the following phenomena:

- Obscured, embedded, frequent, squall line thunderstorms (with/without hail);
- Severe icing;
- Severe turbulence;
- Radioactive cloud;
- Volcanic ash.

AIRMET information is valid for the entire Brussels FIR from surface up to level FL100 and will be issued if one of the following phenomena is not forecast in the section I of the GAMET:

- Occasional, isolated thunderstorms (with/without hail);
- Moderate icing;
- Moderate turbulence;
- Surface wind speed >30KT;
- Surface visibility <5KM;
- Broken or overcast clouds with base below 1000 FT AGL.

1.8.3 Aerodrome Warning Service

Local meteorological warnings referring to a certain airport and its vicinity are being provided by the local meteorological centres. These warnings refer to the occurrence or expected occurrence of one or more of the following phenomena:

- Thunderstorm;
- Squall line;
- Strong surface wind and gusts;
- Hail;
- Hoar frost or rime;
- Snow;
- Freezing precipitation;
- Freezing fog;
- Volcanic ash;
- Toxic chemicals;
- Funnel cloud.

The aerodrome warnings are issued in English and are distributed in accordance with a distribution list agreed upon locally.

Lightning warnings are also provided to aerodrome operators.

1.9 Other Automated Meteorological Services

Service name	Information available	Area, route and aerodrome coverage	Telephone numbers, websites, remarks
1	2	3	4
Meteorological Information Self-briefing Terminal	OPMET (TAF, METAR, SIGMET, ...), satellite imagery, weather-radar info, analysis FCST charts of MSL pressure; SIGWX charts, aviation weather warning, UWT charts, time series…	Europe, Worldwide international aerodromes	Contact local AMO
Internet website	OPMET (TAF, METAR, ...), satellite imagery, weather-radar info, analysis FCST charts of MSL pressure; SIGWX charts, aviation weather warning, UWT charts, time series…	Europe, Worldwide international aerodromes	www.belgocontrol.be
Brussels EUROPMET Databank	METAR, TAF, SIGMET, AIRMET, volcanic ash advisories, other GA meteorological information	Europe, Worldwide international aerodromes	AFTN (EBBRYZYX) with ICAO OPMET query language

1.9.1 Meteorological Information Self-briefing Terminal (MIST)

Meteorological Information Self Briefing terminal are available at any Flight Briefing Unit. Contact the local AMO for details.

1.9.2 Internet Website

A dedicated website (www.belgocontrol.be) is available, requiring user-name and password. These can be obtained online for aeronautical users residing in Belgium.

1.9.3 Brussels EUROPMET Databank

1.9.3.1 General

To serve the aviation community, the Brussels databank supplies actual OPMET data for flight services. The Brussels databank is one of the three European ICAO EUR OPMET databanks.

The use of the databank is only for aviation purposes and commercial use for third parties is not allowed.

The Brussels EUR OPMET Databank is managed and operated by Belgocontrol (H24):

Post: Belgocontrol O/MET
EUR OPMET Databank
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

Email: metsysadmin@belgocontrol.be

AFS: EBBRYZYX (interrogation - automatic response)

1.9.3.2 Contents

The EUR OPMET Database Catalogue consists of lists of OPMET products that are required to be available, in the ICAO EUR OPMET Databases, following the requirements by the ICAO EUR Air Navigation Plan (EUR ANP).

These requirements are:

a. for message types METAR/SPECI, FT TAF and FC TAF:
FASID Table MET 2A of the Global Air Navigation Plan. This document is available via the MET section of the ICAO website (www.icao.int/safety/meteorology/Pages/default.aspx).

b. for SIGMET messages:
all FIR, as listed in the Regional SIGMET Guides. These documents are available via the regional ICAO websites; for the EUR/NAT region (www.icao.int/eurnat/Pages/welcome.aspx).

1.9.3.3 Access Procedures

Access via AFTN/AMHS.

For details on the access procedures, data types and the EUR OPMET Databank query language, see *Appendix A (Interface Control Document) - ICAO EUR Doc-018: EUR OPMET Data management handbook*. This document is available on the ICAO EUR/NAT website:

URL: www.icao.int/eurnat/Pages/welcome.aspx

Note: Access procedures shall be strictly applied.

2 MILITARY

2.1 Responsible Service

The National Military Meteorological Centre (NMMC) is the meteorological service provider for military air navigation within the area indicated under § 1.2 below.

Post: Defence
Air Component - COMOPSAIR
Meteo Wing
Base Charles Roman
1320 Beauvechain
BELGIUM

TEL: +32 (0) 2 442 54 24

TEL: +32 (0) 2 442 54 34

FAX: +32 (0) 2 443 94 16

Email: meteow-bmgt@mil.be

2.2 Area of Responsibility

The NMMC is responsible for the provision of military meteorological services within the Brussels FIR/UIR.

2.3 Meteorological Offices

2.3.1 TYPES OF SERVICES

2.3.1.1 National Military Meteorological Centre (NMMC)

The NMMC is competent to:

- provide and obtain forecasts and other relevant information for flights that are concerned;
- provide an amendment service to forecasts;
- supply meteorological information and provide briefings and documentation to aeronautical personnel;
- disseminate meteorological information required by a dependent meteorological office or meteorological observation station;
- exchange meteorological information with other NMMCs, civil and allied meteorological offices.

2.3.1.2 Dependent Meteorological Office (DMO)

A DMO is competent to:

- prepare and obtain forecasts under the guidance of the NMMC for flights that are concerned;
- supply meteorological information and provide briefings and documentation to aeronautical personnel;
- have forecasting capability for local meteorological conditions.

2.3.1.3 Meteorological Observation Station (MOS)

A MOS is competent to:

- make synoptic and aeronautical observations;
- make meteorological reports and transmit these reports to the NMMC.

A MOS may be an independent station or may be part of a DMO.

2.3.2 Addresses of Military Meteorological Offices

Location indicator Name / type of unit	Hours of operation	Additional information:
EBWM Beauvechain Weather Military Centre / NMMC (see § 2.1)	H24	TEL: +32 (0) 2 442 54 30 FAX: +32 (0) 10 68 26 96 FAX: +32 (0) 2 443 94 17 AFS: EBWMYMYX Email: meteow-ops-meteoc@mil.be Language used: En - Fr - Nl

The associated NMMC of the following meteorological units is the Beauvechain Weather Military Centre

Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
EBBE / DMO - MOS	x	x	x	DMO: MON to FRI, 0500-1700 (0400-1600) (night flight: 2300(2200)) MOS: H24 (manual if Air OPS; AUTO if no OPS)	(AUTO-)SYNOP, (AUTO-)METAR, (AUTO-)SPECI, TAF	TREND
Observation systems and site: 1. Windvector-sensor: THR 22 and THR 04 2. Ceilometer: observation site 3. Temperature: observation site 4. Visibility meter: observation site					**Additional information:** TEL: +32 (0) 2 442 54 96 FAX: +32 (0) 2 443 93 66 AFS: EBBEYMYX Email: meteow-ops-metsta-1w@mil.be Language used: En - Fr - Nl	

Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
EBCV / MOS	x	x	x	H24 (Fully AUTO mode)	AUTO-SYNOP, AUTO-METAR, AUTO-SPECI, TAF	
Observation systems and site: 1. Windvector-sensor: observation site 2. Ceilometer: observation site 3. Temperature: observation site 4. Visibility meter: observation site					**Additional information:** TEL: +32 (0) 2 442 54 30 (Meteo Wing - MeteoC) AFS: EBCVYMYX Email: meteow-ops-meteoc@mil.be Language used: En - Fr	

Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
EBLB / MOS	x	x	x	H24 (Fully AUTO mode)	AUTO-SYNOP, AUTO-METAR, AUTO-SPECI	
Observation systems and site: 1. Windvector-sensor: near center RWY 04-22 2. Ceilometer: near center RWY 04-22 3. Temperature: near center RWY 04-22 4. Visibility meter: near center RWY 04-22					**Additional information:** TEL: +32 (0) 2 442 54 30 (Meteo Wing - MeteoC) AFS: EBLBYMYX Email: meteow-ops-meteoc@mil.be Language used: En - Fr - Nl	

Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
EBFS / DMO - MOS	x	x	x	DMO: MON to FRI, 0500-1700 (0400-1600) (night flight: 2300 (2200)) MOS: H24 (manual; AUTO if necessary)	(AUTO-)SYNOP, (AUTO-)METAR, (AUTO-)SPECI, TAF	TREND
Observation systems and site: 1. Windvector-sensor: THR 26 and THR 08 2. Ceilometer: observation site 3. Temperature: observation site 4. Visibility meter: observation site					**Additional information:** TEL: +32 (0) 2 442 65 85 AFS: EBFSYMYX Email: meteow-ops-metsta-2w@mil.be Language used: En - Fr	

Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
EBBL / DMO - MOS	x	x	x	DMO: MON to FRI, 0500-1700 (0400-1600) (night flight: 2300(2200)) MOS: H24 (manual; AUTO if necessary)	(AUTO-)SYNOP, (AUTO-)METAR, (AUTO-)SPECI, TAF	TREND
Observation systems and site: 1. Windvector-sensor: THR 23 and THR 05 2. Ceilometer: observation site 3. Temperature: observation site 4. Visibility meter: THR 05					**Additional information:** TEL: +32 (0) 11 51 25 17 FAX: +32 (0) 11 51 26 07 AFS: EBBLYMYX Email: meteow-ops-metsta-10w@mil.be Language used: En - Nl	

Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
EBFN / DMO - MOS	x	x	x	DMO: MON to FRI, 0500-1700 (0400-1600) (night flight: 2300 (2200)) MOS: H24 (manual; AUTO if necessary)	(AUTO-)SYNOP, (AUTO-)METAR, (AUTO-)SPECI, TAF	TREND
Observation systems and site: 1. Windvector-sensor: THR 29 and near RWY (29 - 11) / VOR 2. Ceilometer: observation site 3. Temperature: observation site 4. Visibility meter: observation site					**Additional information:** TEL: +32 (0) 2 442 35 78 FAX: +32 (0) 2 443 92 83 AFS: EBFNYMYX Email: meteow-ops-metsta-bkoks@mil.be Language used: En - Fr - Nl	

Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
EBMB / DMO	(*)	(*)	(*)	DMO: 0500-1200 (0400-1100) (outside these HR, contact EBWM NMMC) MOS: H24 (*)	(*)	(*)
(*) Observations are made by civil MOS.					**Additional information:** TEL: +32 (0) 2 752 45 16 FAX: +32 (0) 2 752 44 17 AFS: EBMBYMYX Email: meteow-ops-metsta-15w@mil.be Language used: En - Fr - Nl	

Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
EBDT / DMO - MOS	x	x	x	DMO: MON to FRI, 0500 (0400) to end of training OPS MOS: H24 (manual if Air OPS; AUTO if no OPS)	(AUTO-)SYNOP, (AUTO-)METAR, (AUTO-)SPECI, TAF	TREND
Observation systems and site: 1. Windvector-sensor: observation site 2. Ceilometer: observation site 3. Temperature: observation site 4. Visibility meter: observation site					**Additional information:** TEL: +32 (0) 2 442 05 55 FAX: +32 (0) 2 443 90 72 AFS: EBDTYMYX Email: meteow-ops-metsta-cepara@mil.be Language used: En - Fr - Nl	

Location indicator / type of unit	Observations			Hours of operation	Reports	Supplementary information
	hourly	half-hourly	special			
1	2	3	4	5	6	7
EBSZ / MOS	x	x	x	H24 (Fully AUTO mode)	AUTO-SYNOP, AUTO-METAR, AUTO-SPECI	
Observation systems and site: 1. Windvector-sensor: observation site 2. Ceilometer: observation site 3. Temperature: observation site 4. Visibility meter: observation site					**Additional information:** TEL: +32 (0) 2 442 54 30 (Meteo Wing - MeteoC) AFS: EBSZYMYX Email: meteow-ops-meteoc@mil.be Language used: En - Fr - Nl	

Note 1: No TREND included in automated meteorological reports (AUTO-METAR & AUTO-SPECI)

Note 2: No CB (Cumulonimbus clouds), No TCU (Towering Cumulus clouds), No TS (Thunderstorm) included in AUTO-reports.

2.4 Belgian Meteorological Stations - Code And Decode

Belgian Meteorological Stations (CODE)						
Station	Service	Position	Elevation HP		WMO Index	ICAO LOC Indicator
			M (AMSL)	FT (AMSL)		
ANTWERPEN-DEURNE	Belgocontrol	51 11 25N 004 27 28E	13	43	06 450	EBAW
BEAUVECHAIN	MIL	50 44 44N 004 45 48E	123	404	06 458	EBBE
BEITEM	KMI	50 54 14N 003 07 18E	25	82	06 414	
BRUSSELS NATIONAL (AIRPORT)	Belgocontrol	50 53 47N 004 31 38E	55	180	06 451	EBBR
BUZENOL	IRM	49 37 13N 005 35 15E	324	1063	06 484	
CHARLEROI/BRUSSELS SOUTH	Belgocontrol	50 27 15N 004 26 24E	188	617	06 449	EBCI
CHIEVRES	MIL	50 34 20N 003 49 53E	62	205	06 432	EBCV
DIEPENBEEK	KMI	50 54 56N 005 27 01E	39	128	06 477	
DOURBES	IRM	50 05 44N 004 35 40E	233	764	06 455	
ELSENBORN	MIL	50 28 56N 006 10 53E	567	1861	06 496	EBLB
ERNAGE	IRM	50 34 55N 004 41 21E	157	515	06 459	
FLORENNES	MIL	50 14 04N 004 39 11E	290	952	06 456	EBFS
GENK	KMI	50 56 00N 005 30 00E	63	207	06 481	
GENT/INDUSTRIE-ZONE	KMI	51 10 50N 003 48 15E	8	26	06 431	
HUMAIN	IRM	50 11 37N 005 15 20E	296	971	06 472	
KLEINE-BROGEL	MIL	51 10 08N 005 27 46E	57	188	06 479	EBBL
KOKSIJDE	MIL	51 05 17N 002 39 09E	7	22	06 400	EBFN
LIEGE-BIERSET	Belgocontrol	50 38 45N 005 27 20E	181	0594	06 478	EBLG
MELLE	KMI	50 58 49N 003 48 57E	15	49	06 434	
MELSBROEK	MIL	50 54 00N 004 30 00E	39	128		EBMB
MONT-RIGI	IRM	50 30 39N 006 04 24E	673	2208	06 494	
OOSTENDE (AIRPORT)	Belgocontrol	51 12 01N 002 53 14E	5	16	06 407	EBOS
OOSTENDE (PIER)	KMI	51 14 00N 002 55 00E	9	30	06 408	
RETIE	KMI	51 13 17N 005 01 38E	21	69	06 464	
SAINT-HUBERT	Belgocontrol	50 02 20N 005 24 14E	557	1828	06 476	EBSH
SCHAFFEN	MIL	50 59 49N 005 03 43E	54	178	06 465	EBDT
SEMMERZAKE	MIL	50 56 26N 003 40 11E	37	123	06 428	EBSZ
SINT-KATELIJNE-WAVER	KMI	51 04 30N 004 31 29E	11	36	06 439	
SPA/LA SAUVENIERE	Belgocontrol	50 28 43N 005 54 36E	477	1566	06 490	EBSP
STABROEK	KMI	51 19 29N 004 21 50E	6	20	06 438	
UCCLE	KMI/IRM	50 47 49N 004 21 29E	101	331	06 447	EBUM
ZEEBRUGGE	KMI	51 20 50N 003 12 06E	9	30	06 418	

Note 1: Elevation HP is the datum level to which barometric pressure reports at the station refers.

Note 2: Service:

- MIL: MET stations of the Belgian Air Component.
- BELGOCONTROL: MET stations of the Civil Aviation Authority.
- IRM / KMI: MET stations of the Royal Meteorological Institute.

Belgian Meteorological Stations (DECODE)			
WMO Index	Station	WMO Index	Station
06 400	KOKSIJDE	06 456	FLORENNES
06 407	OOSTENDE (AIRPORT)	06 458	BEAUVECHAIN
06 408	OOSTENDE (PIER)	06 459	ERNAGE
06 414	BEITEM	06 464	RETIE
06 418	ZEEBRUGGE	06 465	SCHAFFEN
06 428	SEMMERZAKE	06 472	HUMAIN
06 431	GENT/INDUSTRIE-ZONE	06 476	SAINT-HUBERT

Belgian Meteorological Stations (DECODE)			
WMO Index	**Station**	**WMO Index**	**Station**
06 432	CHIEVRES	06 477	DIEPENBEEK
06 434	MELLE	06 478	LIEGE-BIERSET
06 438	STABROEK	06 479	KLEINE-BROGEL
06 439	SINT-KATELIJNE-WAVER	06 481	GENK
06 447	UCCLE	06 484	BUZENOL
06 449	CHARLEROIS/BRUSSELS SOUTH	06 490	SPA/LA SAUVENIERE
06 450	ANTWERPEN-DEURNE	06 494	MONT-RIGI
06 451	BRUSSELS NATIONAL (AIRPORT)	06 496	ELSENBORN
06 455	DOURBES		

Belgian Meteorological Stations (DECODE)			
ICAO Loc Ind	**Station**	**ICAO Loc Ind**	**Station**
EBAW	ANTWERPEN-DEURNE	EBLB	ELSENBORN
EBBE	BEAUVECHAIN	EBLG	LIEGE-BIERSET
EBBL	KLEINE-BROGEL	EBMB	MELSBROEK
EBBR	BRUSSELS NATIONAL (AIRPORT)	EBOS	OOSTENDE (AIRPORT)
EBCI	CHARLEROI/BRUSSELS SOUTH	EBSH	SAINT-HUBERT
EBCV	CHIEVRES	EBSP	SPA/LA SAUVENIERE
EBDT	SCHAFFEN	EBSZ	SEMMERZAKE
EBFN	KOKSIJDE	EBUM	UCCLE
EBFS	FLORENNES		

2.5 Symbols used for MET chart designation

P-charts	PS	Prognostic chart	Surface
	P850	Prognostic chart	FL050
	P700	Prognostic chart	FL100
	P600	Prognostic chart	FL140
	P500	Prognostic chart	FL180
	P400	Prognostic chart	FL240
	P350	Prognostic chart	FL270
	P300	Prognostic chart	FL300
	P275	Prognostic chart	FL320
	P250	Prognostic chart	FL340
	P225	Prognostic chart	FL360
	P150	Prognostic chart	FL450
	P100	Prognostic chart	FL530
S-charts	S1	Hourly surface chart	Surface
	S3	3 - hourly surface synoptic chart	Surface
	S6	6 - hourly surface synoptic chart	Surface
TKcharts	TK 10/5	Thickness chart 1000/500 hPa	1000-500hPa
U-charts	U1000	Upper air chart	1000hPa
	U850	Upper air chart	850hPa
	U700	Upper air chart	700hPa
	U500	Upper air chart	500hPa

2.6 Climatology and Historical Data

2.6.1 Data

Climatological (means - extreme – frequencies - …) and historical (past meteorological) data is available for the following military stations:

- BEAUVECHAIN
- CHIEVRES
- ELSENBORN
- FLORENNES
- KLEINE-BROGEL
- KOKSIJDE
- SCHAFFEN

- SEMMERZAKE

2.6.2 Parameters

Climatological and/or historical data can be obtained for the following meteorological parameters, depending on their availability:

- Air temperature
- Soil temperature
- Surface wind (direction & speed)
- Visibility
- Cloud amount & height of cloud base
- Precipitation (rain, drizzle, snow)
- State of ground
- Surface pressure

2.6.3 Winds and Temperature Aloft

Historical data about winds and temperature aloft are available as well. They are based on the upper air soundings of Uccle (IRM/KMI).

2.7 Regulations

2.7.1 International Flights of Transport Aircraft

The basic obligations for meteorological service for International Air Navigation are contained in the ICAO Annex 3.

Pilots-in-command of transport aircraft and meteorological officers should comply with the regulations concerning briefing, de-briefing, documentation and in-flight weather observation and reporting.

2.7.2 Operational and Training Flights

2.7.2.1 Briefing

No pilot is allowed to take-off unless he is fully briefed on the meteorological situation.

Attendance to a general or an individual meteorological briefing is mandatory. This shall be by means of personal contact with the aerodrome meteorological office or by means of consultation of network displayed briefings. When personal briefing or consultation is impracticable, meteorological information should be provided by telephone or other suitable telecommunication facilities.

Flight documentation will be issued when considered necessary and as agreed between aerodrome meteorological office and the flight crew members.

2.7.2.2 In-flight Weather Observation

Debriefing should always include the weather elements so that actual enroute information is obtained. If the qualified meteorological officer does not receive the weather de-briefing, weather information should be made available to the debriefing officer who will pass it to the local meteorological office or station for onward dissemination through national channels.

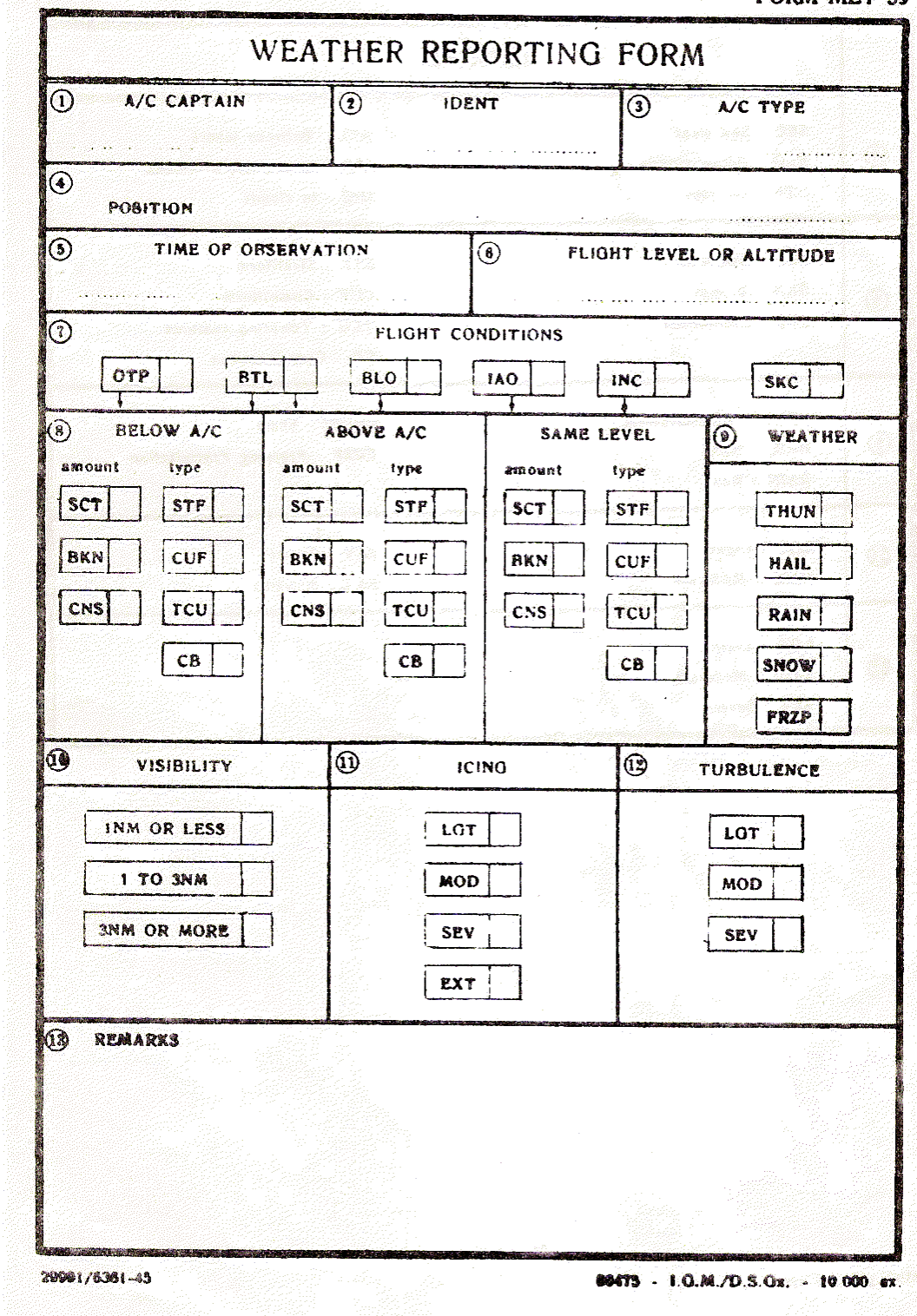
Aircrew will usually be able to provide detailed information and they are encouraged to draft a pilot-report (PIREP) using the pro-format.

The value of aircrew weather reports is increased if, prior to take-off, pilots are given some indication where weather observation is considered most important.

2.8 Summary of MIL AFTN Addresses

METEO STATION	SERVICE	AFTN-ADDRESS
BEAUVECHAIN	Meteo Station Military Meteorological Center	EBBEYMYX EBWMYMYX
CHIEVRES	Meteo Station	EBCVYMYX
ELSENBORN	Meteo Station	EBLBYMYX
FLORENNES	Meteo Station	EBFSYMYX
KLEINE-BROGEL	Meteo Station	EBBLYMYX
KOKSIJDE	Meteo Station	EBFNYMYX
MELSBROEK	Meteo Station	EBMBYMYX
SCHAFFEN	Meteo Station	EBDTYMYX
SEMMERZAKE	Meteo Station	EBSZYMYX

FORM MET 39


WEATHER REPORTING FORM
1 A/C CAPTAIN
2 IDENT
3 A/C TYPE
4 POSITION
5 TIME OF OBSERVATION
6 FLIGHT LEVEL OR ALTITUDE
7 FLIGHT CONDITIONS
OTP
BTL
BLO
IAO
INC
SKC
8 BELOW A/C
ABOVE A/C
SAME LEVEL
amount
type
SCT
BKN
CNS
STF
CUF
TCU
CB
9 WEATHER
THUN
HAIL
RAIN
SNOW
FRZP
10 VISIBILITY
1NM OR LESS
1 TO 3NM
3NM OR MORE
11 ICING
LGT
MOD
SEV
EXT
12 TURBULENCE
13 REMARKS
20981/6361-43
- I.G.M./D.S.Gx. - 10 000 ex.

	LEGEND	
⑦	SKC : Sky clear BLO : Below clouds OTP : On tops	BTL : Between layers IAO : In and out of clouds INC : In clouds
⑧	SCT : Scattered BKN : Broken CNS : Continuous	STF : Stratiform CUF : Cumuliform TCU : Towering cumulus CB : Cumulonimbus
⑨	THUN : Thunderstorm HAIL : Hail RAIN : Rain	SNOW : Snow FRZP : Freezing Precipitation
⑪	LGT : Light MOD : Moderate	SEV : Severe EXT : Extreme
⑫	LGT : Light MOD : Moderate SEV : Severe	

GEN 3.6 Search and Rescue

1 RESPONSIBLE SERVICE

1.1 Responsible Authority

SAR within the Brussels FIR is organized in accordance with ICAO SARPS and the overall responsibility for making available the necessary facilities rests with the Belgian Department of Defence.

1.2 Rescue Co-ordination Centre (RCC) and Related Rescue Units

Details of the RCC and related Rescue Units are given in § 2.

In addition, various elements of the State Police Organization, the Merchant Marine, the Armed Forces and private organizations can be made available for SAR missions, when required. The aeronautical maritime and public telecommunication services are available to the SAR organization.

1.3 Applicable ICAO Documents

- *ICAO Annex 12. Search and Rescue*
- *ICAO Annex 13. Aircraft Accident and Incident Investigation*
- *ICAO Doc 7030. Regional Supplementary Procedures*
- *ICAO Doc 9731. International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual*

2 AREA OF RESPONSIBILITY

2.1 General

The SAR Region coincides with the Brussels FIR/UIR. Operations are performed by military organization under the direction of the Belgian Air Component.

2.2 Rescue Co-ordination Centre

The RCC Brussels for SAR operations is a section of the ATCC / flight MDC located in the CANAC II installation at Steenokkerzeel and operates under the responsibility of Comopsair Brussels.

RCC Brussels, to which all phases of emergency are to be notified, provides the aeronautical SAR services and may call upon the Koksijde and Luxembourg Sub-Centres (RSC) for assistance.

MRCC Oostende provides the maritime SAR services.

The RCC Brussels is in direct liaison with all stations guarding the emergency frequencies and communicates with adjacent RCC, i.e. Kinloss (the United Kingdom), Den Helder (the Netherlands), Münster (Germany) and Drachenbronn (France), when necessary.

2.3 Co-ordination with the Neighbouring SAR Organisations

In compliance with ICAO Recommended Practices, RCC Brussels may be called upon to put its available SAR means at the disposal of the neighbouring RCC and to co-operate with SAR operations.

SAR service may be called upon for SAR operations within the national SAR region, and outside that region, on request by a neighbouring RCC.

If a SAR operation necessitates different RCC to co-operate in close conjunction, they will, by mutual arrangements, agree on a directing RCC and one or more associated RCC.

2.4 Rescue Sub-Centre (Belgium)

The RSC Koksijde assures a permanent listening watch on emergency - and search and rescue frequencies during SAR operations.

It initiates SAR operations according to the decision matrix as stated in the Guidelines for Homeland Operations when first advised or when immediate action is required.

It executes SAR operations requested by the RCC Brussels.

It co-ordinates SAR operations within its area of responsibility.

It keeps RCC Brussels informed about SAR operations.

2.5 Contact

2.5.1 Rescue Co-ordination Centre (RCC)

Post: Search and Rescue Co-ordination Centre
RCC Brussels
Belgian Air Component
CANAC Building
Tervuursesteenweg 303
1820 Steenokkerzeel
BELGIUM

AFS: EBMIYCYX

TEL: +32 (0) 2 751 46 15

TEL: +32 (0) 2 752 44 52

TEL: +32 (0) 2 752 44 77

FAX: +32 (0) 2 752 42 01

TEL: 1026 (Belgocontrol - ATS network security)

TEL: 9-2623-4452 (MIL network)

2.5.2 Rescue Sub-Centres (RSC)

2.5.2.1 Belgium

Post: Search and Rescue Sub-Centre Koksijde
Koksijde Air Base
R. Van Dammestraat, 100
8670 Koksijde
BELGIUM

AFS: EBFNYCYX

TEL: +32 (0) 58 31 17 14 (direct line)

TEL: +32 (0) 58 53 25 11 (direct line)

FAX: +32 (0) 58 53 24 01

TEL: 9-2630-2504 (MIL network)

TEL: 9-2630-2511 (MIL network)

2.5.2.2 Luxembourg

Post: Administration de la navigation aérienne
ATC Department - Rescue Sub-Centre
BP 273
L-2012 Luxembourg
LUXEMBOURG

AFS: ELLXYCYX

TEL: +352 47 98 24 00 1

TEL: +352 47 98 24 09 3

3 TYPES OF SERVICE

Name	Location	Means	Remarks
BEAUVECHAIN (EBBE)	504528N 0044601E	HEL SRG	Depending on availability
BLANKENBERGE	511851N 0030635E	RV / RB	Depending on availability
BRUSSELS / Melsbroek (EBMB)	505405N 0042904E	ACFT	NIL
KOKSIJDE (EBFN)	510525N 0023910E	HEL	0700-1900 (0600-1800): 15 MIN prior notice 1900-0700 (1800-0600): 45 MIN prior notice
NIEUWPOORT	510919N 0024310E	RV / RB	Depending on availability
OOSTENDE	511414N 0025518E	RV / RB, tugboats	Depending on availability
ZEEBRUGGE	512027N 0031230E	RV / RB	Depending on availability

4 SAR AGREEMENTS

INFO not AVBL.

5 CONDITIONS OF AVAILABILITY

INFO not AVBL.

6 PROCEDURES AND SIGNALS USED

6.1 Procedures and Signals Used by Aircraft

Procedures for pilots-in-command observing an accident or intercepting a distress call and/or message are outlined SAR in *ICAO Annex 12*, Chapter 5.

6.2 Communication

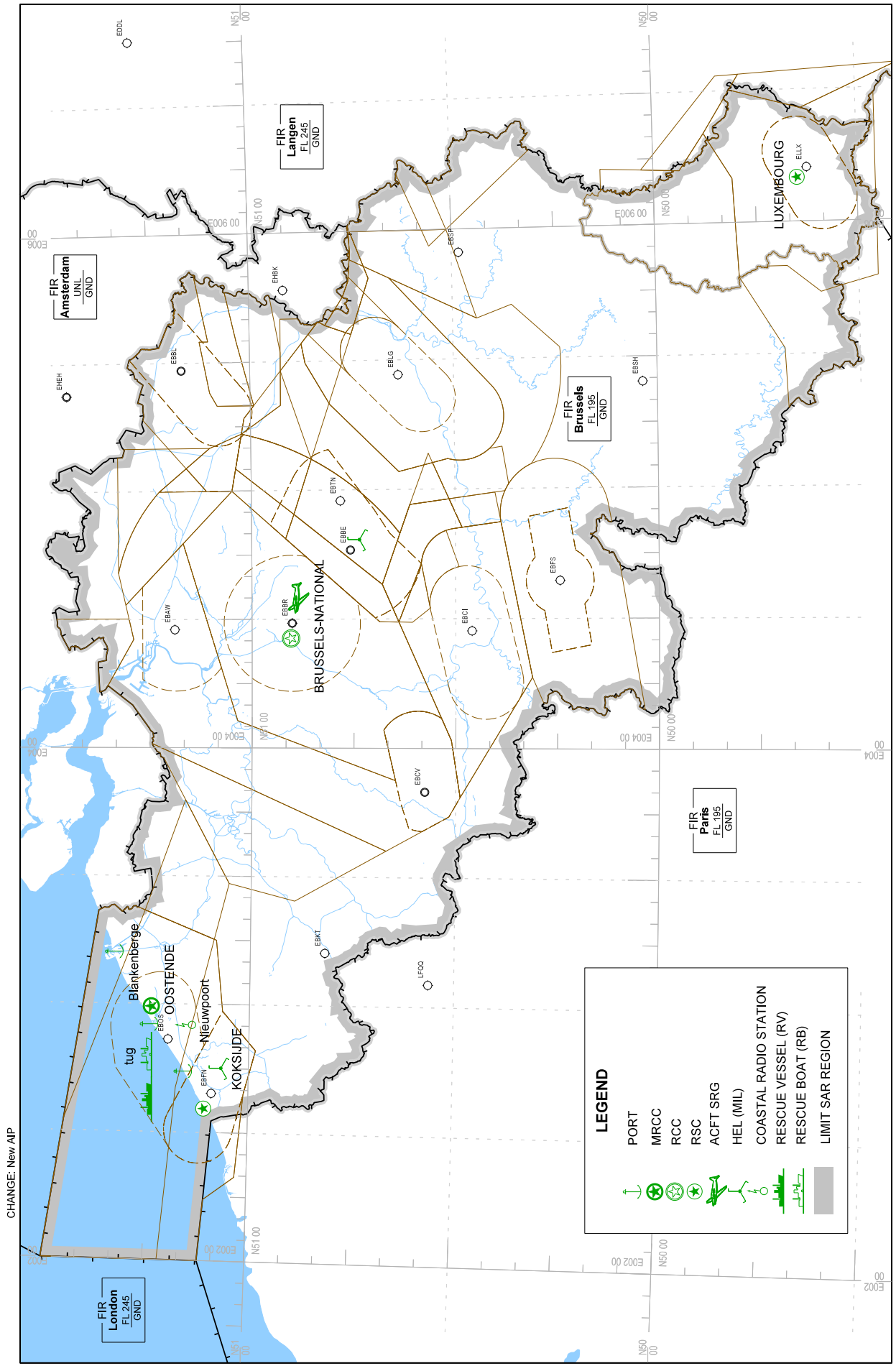
Transmission and reception of distress messages within the SAR Region are handled in accordance with *ICAO Annex 10. Volume II*, § 5.3. High priority indicators are specified for such messages:

- “DD” for INCERFA
- “SS” for ALERFA and DETRESFA.

The following frequencies are designated for the reception of distress messages:

FREQ	EM	Normal use	Guarded by or remarks
The designated air-ground area or route frequency (see ENR 2.1. § 3)	A3	ATC RTF (HF - VHF - UHF)	ATC units
121.500 MHZ	A3	International VHF: emergency VHF channel (aeronautical stations)	• EBAW (HS) • EBBR (H24) • EBCI (HS) • EBLG (H24) • ELLX (H24) • MIL AD (HO) • EBOS (H24) • CRC (H24) • ATCC (HO) • RSC (H24) • RCC (H24)
243.000 MHZ	A3	International UHF: emergency RTF channel (aeronautical stations)	• EBBR (H24) • EBCI (HS) • EBLG (H24) • MIL AD (HO) • CRC (H24) • ATCC (HO) • RSC (H24) • RCC (H24)
2182 KHZ	A3	International distress RTF frequency for coastal and sea areas	Coastal station Oostende • Call sign: Oostende Radio (H24)

7 SAR REGION CHART


CHANGE: New AIP
FIR Amsterdam UNL GND
FIR Langen FL 245 GND
FIR Brussels FL 195 GND
FIR Paris FL 195 GND
FIR London FL 245 GND
BRUSSELS-NATIONAL
LUXEMBOURG
OOSTENDE
Blankenberge
tug
Nieuwpoort
KOKSIJDE
EDDL
EHEH
EHBK
EBBL
EBLG
EBSH
EBSP
ELLX
EBTN
EBBE
EBBR
EBAW
EBCI
EBFS
EBCV
EBKT
LFQQ
EBOS
EBFN
E002 00
E004 00
E006 00
N51 00
N50 00
LEGEND
PORT
MRCC
RCC
RSC
ACFT SRG
HEL (MIL)
COASTAL RADIO STATION
RESCUE VESSEL (RV)
RESCUE BOAT (RB)
LIMIT SAR REGION

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GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 Aerodrome/Heliport Charges

1 EBAW

1.1 Landing and Take-off

The charges for landing, take-off or IFR approach without landing between 0530 and 2200 (0430 and 2100) are fixed as follows:

Aircraft weight	Charge
≤ 10T	4.16 EUR/T (12.50 EUR MNM)
> 10T to ≤ 30T	41.60 EUR/T + 3.12 EUR/T exceeding 10T
> 30T	104 EUR/T + 4.16 EUR/T exceeding 30T

1.2 Collective Parking

The charge for the collective parking is 3.12 EUR/day/T, but not less than 15 EUR.

This charge will be levied after a period of:

- 3 HR for aircraft ≤ 3T;
- 4 HR for aircraft > 3T and ≤ 5T;
- 5 HR for aircraft > 5T and ≤ 7T;
- 6 HR for aircraft > 7T.

1.3 Use of Passenger Facilities

The charge for use of passenger facilities is 16 EUR per departing passenger (free of VAT) for aircraft > 3T and 6 EUR per departing passenger (free of VAT) for aircraft ≤ 3T. Transfer passengers shall pay a charge of 8 EUR (free of VAT).

The charge shall be levied by the aircraft operator and the exact amount shall be mentioned separately on the air ticket.

Passengers that use the Business Terminal or Brabo lounge shall pay an extra charge of 7 EUR (free of VAT).

1.4 Fuelling

The charges for the supply of fuel on board of aircraft are:

- per liter taken on board: 0.005 EUR;
- per fixed or mobile supply station: 400 EUR per year.

1.5 Exemptions and Reductions

Are exempted from the charges for landing, take-off, collective parking and use of passenger facilities:

- Aircraft used for the exclusive transportation of heads of state or members of the Government and the persons accompanying them on official business;
- Aircraft carrying out flights of which the humanitarian or aeronautical propagandist or historic nature is recognized by the LEM Antwerpen NV;
- Aircraft carrying out flights on request of the LEM Antwerpen NV;
- Aircraft carrying out flights on request of the CAA or Belgocontrol for inspection of the installations;
- Aircraft forced to return to the aerodrome of departure for technical reasons or bad weather conditions, without having landed at another airport;
- Aircraft carrying members of the airport personnel who, as part of their function, need to verify installations;
- Aircraft carrying out test flights prescribed by the CAA for issue or renewal of the certificate of airworthiness.

Are exempted from the charge for use of passenger facilities:

- Children younger than two years;
- Airline personnel on duty.

Student pilots can get a reduction of 70% for all airport charges for their training flights if:

- The student pilot is inscribed in a training school acknowledged by the CAA;
- The aircraft that is used for training is acknowledged by the CAA;
- The aircraft that is used for training is home-based at EBAW and the MTOW does not exceed 2T.

For air transport companies starting up a regular international passenger line, the fees for landing, take-off and passengers are reduced by 50% during the first year and 25% during the second year.

1.6 Remarks

For the calculation of the charges, every part of a ton is counted as a full ton, every started hour is counted as a full hour and every started day is counted as a full day. The weight of an aircraft is considered to be the MTOW as stipulated on the certificate of airworthiness, in the flight manual or in any other record annexed to the certificate of airworthiness. The tariffs mentioned are VAT excluded.

The airport commander or his deputy may ground any aircraft for which the charges that are due have not been paid within the prescribed deadlines.

2 EBBR

The charges are published in the *Brussels Airport Handbook*, chapter TER - Terms of Use of the Installations of Brussels Airport, Charges for Aeronautical Activities, item TER/TAR01. This information can be consulted online on the Brussels Airport website or on the Brussels Airport Extranet after obtaining a login and password.

URL: www.brusselsairport.be

Post: Brussels Airport Company
Satellite Building, +1
1930 Zaventem
BELGIUM

Email: OperationalDocumentation@brusselsairport.be

3 EBCI

3.1 Landing Charges

3.1.1 Scheduled Passenger Flights

The landing charges for scheduled passenger flights at EBCI are fixed at 2.27 EUR/passenger.

Reduction to the yearly charges per carrier is granted as follows:

Bracket of departing passengers	Reduction applicable to the passengers in this bracket
15001 to 35000	5%
35001 to 50000	10%
50001 to 100000	25%
100001 to 200000	35%
200001 and up	50%

The landing charges are also due for diverted flights and for flights forced to land for technical reasons.

3.1.2 General Aviation and Other Non-scheduled Flights

The landing charges for general aviation and other non-scheduled flights at EBCI are fixed at 8.87 EUR/T MTOW.

Quarterly and annual subscriptions are available as follows:

Aircraft weight	Quarterly	Annual
< 1T	273.28 EUR	854.02 EUR
1T to < 2T	444.09 EUR	1503.07 EUR
2T to < 3T	580.74 EUR	1981.32 EUR
3T to < 4T	751.55 EUR	2459.57 EUR
4T to < 5T	922.33 EUR	3040.30 EUR
5T to < 6T	1093.14 EUR	3655.20 EUR

3.1.3 Training Flights and Touch-and-go

The landing charges for training flights and touch-and-go movements are fixed at 8.87 EUR/T MTOW.

For training flights and touch-and-go movements performed with aircraft of 6T or more from MON to FRI (HOL excl), a reduction of 50% is granted.

3.1.4 Cargo Flights

The landing charges for cargo flights are fixed at 8.87 EUR/T MTOW.

3.2 Unsheltered Parking

A charge is due for the unsheltered parking of an aircraft for longer than twelve consecutive hours. This charge is fixed at 2.05 EUR/T MTOW per day.

3.3 Exemptions

None of the above mentioned charges are due for

- Aircraft used for the exclusive transport of heads of state or government members on official business;
- Aircraft carrying out flights on request of the Walloon regional government;
- Aircraft carrying out flights on request of the CAA in order to perform checks and controls;
- Aircraft carrying out flights on request of Belgocontrol for a mission concerning EBCI;
- Aircraft carrying out flights of which the humanitarian character has been recognized by the regional Minister of Transport;
- Members of the Walloon regional government or services of the Walloon regional government on official duty.

3.4 Remarks

For the calculation of the charges, every part of a ton is counted as a full ton and every started day is counted as a full day.

All charges are linked to the Belgian consumer price index and will be updated accordingly, once a year. The tariffs mentioned are VAT excluded.

If the charges due are not settled as required, aircraft may be grounded by the Airport Authority.

4 EBLG

4.1 Landing Charges

The landing charges at EBLG are fixed at 8.16 EUR/T MTOW.

Reduction of the charges is granted as follows (per carrier per year):

Freight		Embarking passengers	
Amount of initial charge	Reduction granted	Number of passengers	Reduction granted
45000 EUR - 105000 EUR	5%	5000 and more	10%
105000 EUR - 205000 EUR	10%	15000 and more	15%
205000 EUR - 450000 EUR	15%	25000 and more	20%
450000 EUR - 550000 EUR	20%	35000 and more	25%
more than 550000 EUR	25%	45000 and more	30%

Freight		Embarking passengers	
Amount of initial charge	Reduction granted	Number of passengers	Reduction granted
		55000 and more	35%
		65000 and more	40%
		75000 and more	45%
		85000 and more	50%
		95000 and more	55%
		105000 and more	60%
		200000 and more	70%
		500000 and more	100%

For training flights and examination flights imposed by the Belgian CAA, for test flights performed in order to deliver, renew or restore a certificate of airworthiness and for test flights after maintenance, the landing charges are reduced by 75%.

Annual subscriptions are available, upon request, for aircraft up to 6 T MTOW at a price of:

- 862.81 EUR/T MTOW (MAX 50 landings for 12 consecutive months);
- 2588.43 EUR/T MTOW (unlimited number of landings for 12 consecutive months).

4.2 Unsheltered Parking

The charge for unsheltered parking is fixed at 4.20 EUR/T MTOW per 24 H (24.72 EUR MNM).

Annual subscriptions are available per contracting aircraft up to 6 T MTOW at a price of 588.21 EUR/T MTOW.

These subscriptions are only available on parking positions assigned by Liège Airport and take force on their signing date.

The unsheltered parking fees are also mandatory for aircraft renting hangars but parking outside.

4.3 Use of Passenger Facilities

A charge is due for the use of the passenger facilities. This charge is fixed at 7.20 EUR/embarking passenger. For transit passengers, the charge is fixed at 4.70 EUR/passenger.

A charge is due for assistance to passengers with reduced mobility. This charge is fixed at 1.20 EUR/embarking passenger.

4.4 Exemptions

No charges for landing or unsheltered parking are due for:

- Aircraft used for the exclusive transport of heads of state or government members on official business;
- Aircraft carrying out flights on request of the Walloon regional government;
- Aircraft forced to return to EBLG;
- Aircraft carrying out flights on request of the CAA in order to perform checks and controls;
- Aircraft carrying out flights on request of Belgocontrol for a mission concerning EBLG;
- Aircraft carrying out flights of which the humanitarian character has been recognized by the regional Minister of Transport;
- Aircraft carrying out promotional flights.

No charges for the use of the passenger facilities are due for:

- Children of less than two years old;
- Passengers travelling on a flight that is exempted from charges for landing and unsheltered parking;
- Members of the Walloon regional government or services of the Walloon regional government on official duty;
- Student pilots participating in non-international or training flights.

4.5 Remarks

For the calculation of the charges, every part of a ton is counted as a full ton and every started day is counted as a full day.

All charges are linked to the Belgian consumer price index and will be updated accordingly, once a year. The tariffs mentioned are VAT excluded.

If the charges due are not settled as required, aircraft may be grounded by the Airport Authority.

5 EBKT

This information can be consulted online on the Kortrijk Airport website.

URL: www.kortrijkairport.be

Post: International Airport Kortrijk-Wevelgem
Luchthavenstraat 1 bus 1
8560 Wevelgem
BELGIUM

Email: airport.kortrijk@skynet.be

6 ELLX

6.1 Parking Fee

Parking fees amount to 1.25 EUR per ton and per period of 24 HR, any fraction of a ton and period of 24 HR is invoiced as a complete unit.

After every landing, the first four parking hours are free. The first period of 24 HR starts only as of the fifth HR after landing.

Landing or take-off times on the flight progression strip apply.

6.2 Passenger Fee

Passenger service fees applicable for commercial flights amount to 3.50 EUR per passenger at departure. It is due per passenger and payable through the aircraft operator. The amount is provided as separate information on the travel ticket. The operator of the aircraft is responsible for the payment of the passenger service fees.

Passengers in direct transit, children less than two years old and holders of a service ticket are exempted from this fee.

6.3 Remarks

For further details regarding aerodrome charges consult the website:

www.ana.public.lu

7 EBOS

7.1 Landing and Take-off

The charges for landing or take-off are fixed as follows:

- From 0600 till 2059 (0500 till 1959): 3.30 EUR/T;
  The minimum charge is 10 EUR for aircraft ≤ 6 T;
  The minimum charge is 100 EUR for aircraft > 6 T.
- From 2100 till 0559 (2000 till 0459): 5.50 EUR/T;
  The minimum charge is 100 EUR for aircraft ≤ 6 T;
  The minimum charge is 580 EUR for aircraft > 6 T.

7.2 Collective Parking

The charges for the collective parking at the airport are:

- for aircraft ≤ 6 T:
  - no charges for the first 6 HR;
  - thereafter the parking charge is 3.00 EUR/T per 24 HR or part thereof (15 EUR MNM).
- for aircraft > 6 T:

Parking time	Charge per day
first 6 HR	no charge
6th up to and including the 48th hour	3.00 EUR/T
3th day up to and including the 7th day	2.10 EUR/T
8th day up to and including the 21st day	4.20 EUR/T
22nd day up to and including the 28th day	8.40 EUR/T
29th day up to and including the 35th day	10.50 EUR/T
36th day and every day thereafter	21 EUR/T (2000 EUR MNM)

Aircraft home-based at EBOS pay no charges for the first 24 HR.

7.3 Passenger

The charge for the use of passenger facilities is 13 EUR per departing passenger (free of VAT). The charge shall be levied by the aircraft operator and the exact amount shall be mentioned separately on the air ticket.

Security is included. Transit and arrival free of charge.

Any passenger not using the main terminal nor the business terminal and leaving from the own premisses or premisses owned by operator will be free of charge.

7.4 Fuelling

The charges for the supply of fuel on board of aircraft are:

- per liter taken on board: 0.00625 EUR;
- per fixed or mobile supply station: 625 EUR/year.

7.5 Exemptions and Reductions

Are exempted from the charges for landing, take-off, collective parking and use of passenger facilities:

- Aircraft used for the exclusive transportation of heads of state or members of the Government and the persons accompanying them on official business;
- Aircraft carrying out flights of which the humanitarian or aeronautical propagandist or historic nature is recognized by the LEM Oostende-Brugge NV;
- Aircraft carrying out flights on request of the LEM Oostende-Brugge NV;
- Aircraft carrying out flights on request of the CAA or Belgocontrol for inspection of the installations;
- Aircraft forced to return to the aerodrome of departure for technical reasons or bad weather conditions, without having landed at another airport;
- Aircraft carrying members of the airport personnel who, as part of their function, need to verify installations;
- Aircraft carrying out test flights prescribed by the CAA for issue or renewal of the certificate of airworthiness.

Are exempted from the charges for use of passenger facilities:

- Children younger than two years;
- Direct transit passengers and transfer passengers not leaving the transit zone;
- Airline personnel on duty.

Student pilots can get a reduction of 70% for all airport charges for their training flights if:

- The student pilot is inscribed in a training school acknowledged by the CAA;
- The aircraft that is used for training is acknowledged by the CAA;
- The aircraft that is used for training is home-based at EBOS and the MTOW does not exceed 2T.

Flights performed with aircraft > 53T, which have no other purpose than the training of the flying personnel, get a reduction of 50% on landing and take-off charges.

The General Manager of the Airport can grant reductions, except for movements between 2100 and 0559 (2000 and 0459).

7.6 Incentives

LEM Oostende-Brugge NV offers a series of incentives to encourage users to develop their services at Ostend-Bruges International Airport:

- First year 50% rebate on landing and take-off, 50% rebate on passenger fees;
- Second year 25% rebate on landing and take-off, 25% rebate on passenger fees.

7.7 Ground Handling Fee

The ground handling fee exists of a yearly fixed fee of 3 000 EUR and 0.35 EUR/MTOW (per turnaround). This fee is invoiced to the handling companies.

7.8 Remarks

For the calculation of the charges, every part of a ton is counted as a full ton, every started hour is counted as a full hour and every started day is counted as a full day. The weight of an aircraft is considered to be the MTOW as stipulated on the certificate of airworthiness, in the flight manual or in any other record annexed to the certificate of airworthiness. The tariffs mentioned are VAT excluded.

The airport authority may ground any aircraft for which the charges that are due have not been paid within the prescribed deadlines.

All airport fees are subject to a yearly indexation.

For further information contact the navigation department:

TEL: + 32 (0) 59 55 14 13
Email: navigation@ost.aero

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GEN 4.2 Air Navigation Services Charges

1 BELGOCONTROL

1.1 Amount of the Charges

Belgocontrol levies a charge for each take-off in the charging zone of EBBR, the amount of which is equal to the product of the formula:

$U \times W_i \times E_i \times D_i \times O_i \times \alpha$

in which:

- "U" is the unit rate;
- "W_i" is the number of chargeable terminal service units of this flight;
- "E_i" is the environmental factor of this flight;
- "D_i" is the day/night factor of this flight;
- "O_i" is the ATS optimisation factor of this flight;
- "i" identification of the individual flight;
- "α" is the compensation coefficient allowing to offset the revenue surplus or deficit due to the application of factors E, O and D.

U: the unit rate (U) is set at 188.60 EUR.

W: the number of terminal service units (W) equals the weight factor for the aircraft concerned. The weight factor, expressed according to Annex V of *Commission Implementing Regulation (EU) nr. 391/2013* as a figure taken to two decimal places, shall be the quotient, obtained by dividing by fifty the number of metric tons in the highest maximum certified take-off weight of the aircraft, referred to in Annex IV point 1.5 of the Regulation, to the power of 0.7.

E: the environmental factor (E) is determined according to the noise categories of the aircraft and equals:

- 0.85 for CAT A;
- 0.90 for CAT B;
- 0.95 for CAT C;
- 1.05 for CAT D;
- 1.20 for CAT E;
- 1.70 for CAT F.

The noise category of an aircraft is determined by means of noise certification data of the aircraft type concerned, in accordance with *ICAO Annex 16, Volume I*, Part 2. The category is determined as follows:

- CAT A: Ntot ≤ Nmax - 20 EPNdB. The difference between the noise certification value and the maximum value shall correspond to at least 4 EPNdB for each measuring point;
- CAT B: Ntot ≤ Nmax - 15 EPNdB. The difference between the noise certification value and the maximum value shall correspond to at least 3 EPNdB for each measuring point;
- CAT C: Ntot ≤ Nmax - 10 EPNdB. The difference between the noise certification value and the maximum value shall correspond to at least 2 EPNdB for each measuring point;
- CAT D: Ntot ≤ Nmax - 5 EPNdB. The difference between the noise certification value and the maximum value shall correspond to at least 1 EPNdB for each measuring point;
- CAT E: Ntot ≤ Nmax. The noise certification value does not exceed the maximum value for any measuring point;
- CAT F: the noise certification value exceeds the maximum value in a measuring point.

And in which:

- Ntot: the sum of the three noise certification values in EPNdB for the noise level in lateral flight, landing and TKOF of the aircraft type concerned at MTOW.
- Nmax: the sum of the maximum noise certification values in EPNdB for the noise level in lateral flight, landing and TKOF of the aircraft type concerned at MTOW and determined according to *ICAO Annex 16, Volume I*, Part 2, Chapter 3.

For aircraft of which the type was certified according to *ICAO Annex 16, Volume I*, Part 2, Chapter 2, Nmax is raised by 2.1 dB.

In the absence of the certification data according to the ICAO provisions, the certification data according to the EASA provisions can also be used.

For certain types of aircraft, for which no noise certification is required, and for which no or only partial noise data are at disposal, a suitable procedure is established in consultation with the aircraft operator in order to obtain a realistic Nmax value.

For that purpose, Belgocontrol uses the classification of aircraft into categories drawn up by the competent service of Brussels Airport.

D: The day/night factor (D) equals (D1 + D2)/2, in which D1 represents the day/night factor for landing and D2 is the day/night factor for TKOF.

D1 is determined by means of the table below:

Day/night factor for landing (D1)	Noise quota flight (QC)		
	QC<8.0	8.0≤QC<12	12≤QC
0500 - 0559 (0400 - 0459)	1.25	1.25	1.5
0600 - 0659 (0500 - 0559)	1.0	1.0	1.25
0700 - 1959 (0600 - 1859)	0.9	1.0	1.0
2000 - 2159 (1900 - 2059)	1.0	1.0	1.25
2200 - 0459 (2100 - 0359)	2.0	2.25	2.25

D2 is determined by means of the table below:

Day/night factor for landing (D2)	Noise quota flight (QC)		
	QC<8.0	8.0≤QC<12	12≤QC
0500 - 0559 (0400 - 0459)	1.25	1.5	3.0
0600 - 0659 (0500 - 0559)	1.1	1.25	2.25
0700 - 1959 (0600 - 1859)	0.9	1.0	1.0
2000 - 2159 (1900 - 2059)	1.1	1.25	2.25
2200 - 0459 (2100 - 0359)	2.0	2.5	3.0

For that purpose, Belgocontrol uses the noise classification (QC) of aircraft drawn up by the competent service of Brussels Airport.

The TKOF time is the actual time at which the aircraft lifts-off.

O: the ATS optimisation factor (O) is determined as follows, whereby M represents the certified MTOW:

- for M ≤ 25 ton:
  O= 0.16 + 25.2/(M+5);
- for 25 ton < M ≤ 150 ton:
  O= 1;
- for 150 ton < M ≤ 375 ton:
  O= 1-(M-150)/1140.64 for the year 2015;
  O= 1-(M-150)/2162.60 for the year 2016;
  O= 1 as from the year 2017;
- for 375 ton < M:
  O= 0.80274 for the year 2015;
  O= 0.89596 for the year 2016;
  O= 1 as from the year 2017.

α = $\Sigma W_i / \Sigma[W_i \times E_i \times D_i \times O_i]$.

α is calculated on the data of the year n-2.

1.2 Exemptions

Exempted from this charge are aircraft:

- flights performed exclusively for the transport, on official mission, of reigning Monarchs and their immediate family, head of state, heads of Government and Government Ministers; in all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan;
- search and rescue flights authorised by the appropriate competent body;
- flights performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning flights by the aircraft concerned;
- flights forced to return;
- humanitarian flights authorised by the appropriate competent body;
- customs and police flights.

1.3 Remarks

The charge laid down by the present regulations does not include VAT, if any.

The above-mentioned charge has to be paid to the airport manager or his deputy in specie, with a eurocheque or by means of any electronic instrument of payment.

Payment on a later date is possible on the understanding that Belgocontrol has given prior written agreement. In that case, the deposit of a guarantee can be required.

Provision of air navigation services will be refused to debtors unwilling to pay outstanding ATC charges with conventional enforcement measures. Belgocontrol will inform its debtors in writing of the deadline from when the provision of air navigation services will be discontinued if payment is not received. After the expiry of this deadline all Belgocontrol regions and local units will be instructed not to accept any flight plans from such debtors nor to issue start-up permission, taxi or take-off clearances.

1.4 Military Aircraft

Belgian military aircraft are exempted from charge. Foreign military aircraft are exempted from charge if their State grants a similar advantage to Belgian military aircraft on a properly settled reciprocal basis.

2 ANA

2.1 General

All landings are free of TNC charges, only departing aircraft shall pay a TNC charge.

Aircraft with a MTOW of 2T or less shall pay a fixed TNC charge of 6.10 EUR.

Aircraft with a MTOW of 2T or less shall pay a unique TNC charge, including the service provided while performing touch-and-goes.

2.2 Amount of Charges

The formula used for the calculation of the TNC charges is shown below and applies for any aircraft with a MTOW above 2T:

$$R = U \times (MTOW/50)^{0.7} \times E \times D \times \alpha$$

in which:

- "R" is the TNC charge per departure aircraft in EUR;
- "U" is the unit rate (set to 224.80 EUR for 2016 and to 220.64 EUR for 2017);
- "MTOW" is the maximum take-off weight of the aircraft expressed in tons;
- "E" is the environmental factor;
- "D" is the day/night factor;
- "α" is the compensational factor (set to 0.80 for 2016 and 2017).

2.2.1 Environmental factor

The environmental factor (E) is determined according to the table below:

Acoustic Category	V (acoustic factor)	E
CAT A (least noisy)	10 or more	0.90
CAT B	between 7.5 (included) and 10	1.00
CAT C	between 5 (included) and 7.5	1.25
CAT D (most noisy)	less than 5	1.50

In order to define the environmental factor (E), an acoustic factor (V) will be used.

The acoustic factor is obtained by dividing through the number of engines of the aircraft the difference of the aircraft maximum noise level value(s) as specified in *ICAO Annex 16* and the actual aircraft noise level value(s) figuring on the noise certification data sheet.

In case of multiple values for lateral, approach, fly over, overflight and/or take-off noise levels, cumulative noise values will be used.

In the case of *ICAO Annex 16* chapters containing sub-chapters (e.g. chapter 8, 10 or 11), the highest maximum noise levels will be considered.

In case of multiple values for MTOW, the highest MTOW shall be applied.

2.2.2 Day/Night factor

The day/night factor (D) is determined according to the table below:

TKOF time	D
0500 - 2200 (0400 - 2100)	1.00
2201 - 2300 (2101 - 2200)	1.50
2301 - 0459 (2201 - 0359)	2.00

The take-off time on the flight progress strip applies.

2.3 Noise Certification Data Sheet

In order to allow for the correct calculation of the TNC, especially with regard to the environmental factor it is strongly recommended to submit all noise certification date sheet(s) to the ANA AIS/ARO Department prior to departure (see GEN 3.1).

In the case that the noise certificate has not been received prior to departure, is unreadable or does not provide actual noise level values, the environmental factor (E) is considered as 1.50.

In this context the correct environmental factor (E) can only be applied starting from the date the noise certificate has been received by ANA AIS/ARO Department. Backwards recalculation prior to the date of reception of the noise certificate cannot be performed.

2.4 Exemptions

The following aircraft are exempted from TNC:

- aircraft with a MTOW of 2T or less which are owned/operated by an approved flying school. In order to benefit from this exemption, proof of ownership/operation by a flying school shall be submitted at least 48HR prior to operating the flight. Backwards recalculation prior to the date of reception of the documents cannot be performed;
- military aircraft;
- flights operated for governmental needs;
- flights carrying head of State;
- humanitarian flights;
- search and rescue flights;
- flights in distress;
- flights operating in the interest of the State of Luxembourg (e.g. ILS calibration flights).

Note: medical flights are not exempted from TNC.

2.5 Payment Terms

If the bill is not paid within thirty days from the date of invoice, ANA reserves the right to charge default interest. After sixty days late, ANA will automatically send a formal notice to the debtor and will charge default interest in accordance and as foreseen in the national legislation.

ANA may prohibit the flight of any aircraft for which the charges due under this regulation have not been paid within the time prescribed above.

3 ROUTE CHARGES

The route charges for the Brussels FIR/UIR are managed by Eurocontrol's Central Route Charges Office (CRCO). Details can be consulted on the Eurocontrol website:

URL: www.eurocontrol.int/crco