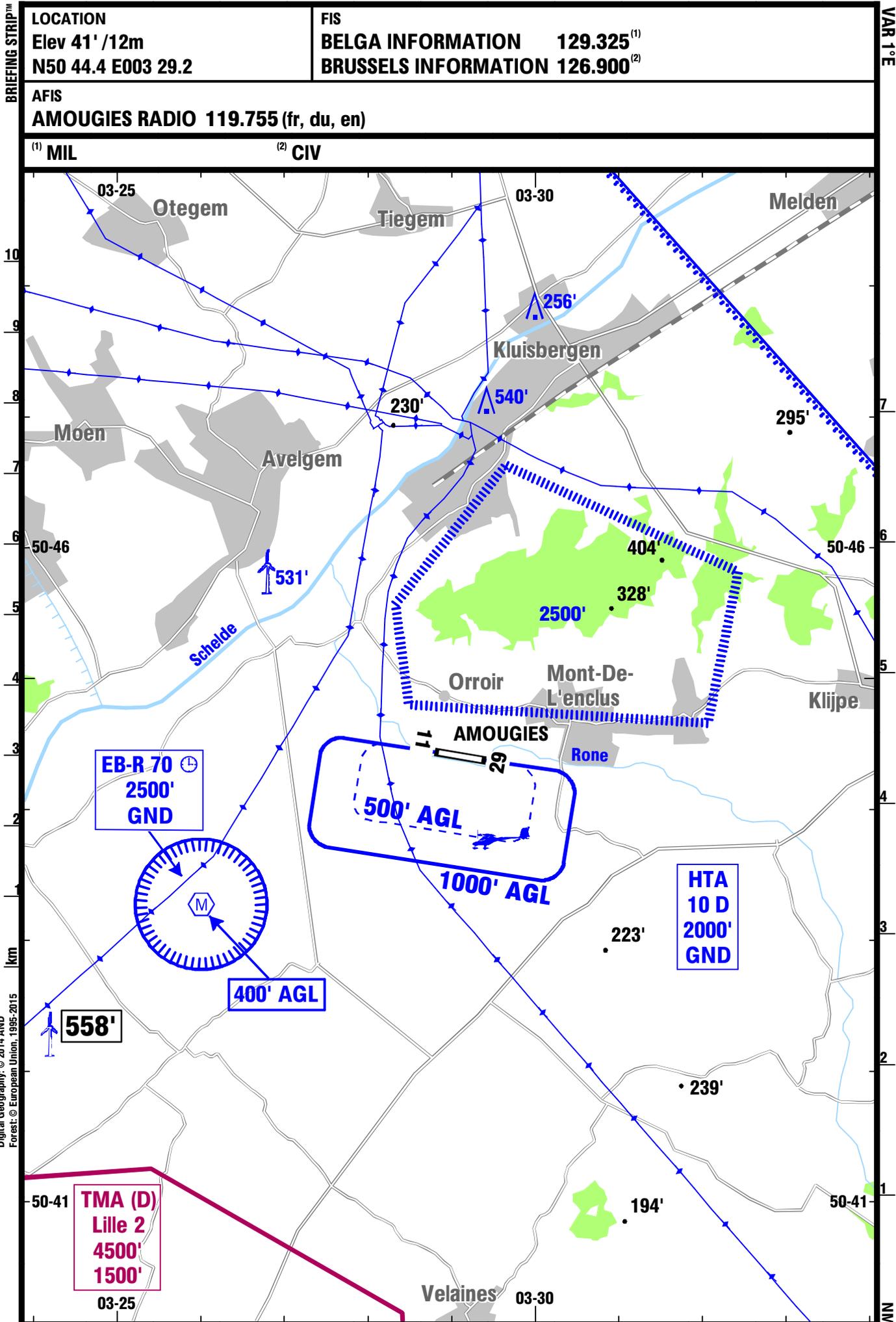


EBAM AMOUGIES

29 MAY 20 **(19-1)**

AMOUGIES BELGIUM



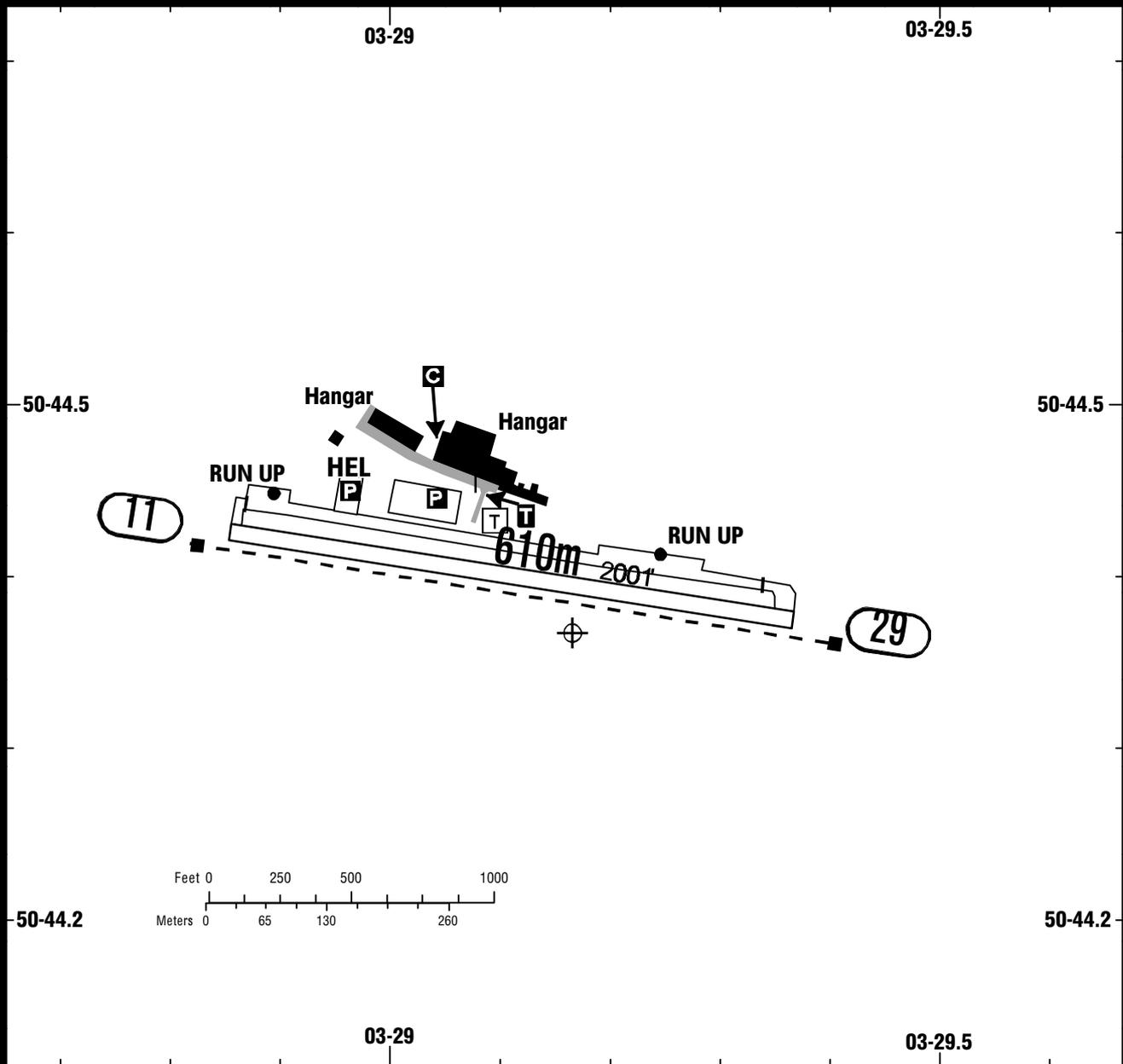
EBAM
AMOUGIES

29 MAY 20 **(19-2)**

AMOUGIES
BELGIUM

BRIEFING STRIP™

LOCATION Elev 41' / 12m N50 44.4 E003 29.2	AFIS AMOUGIES RADIO 119.755 (fr, du, en)	ADMITTED AIRCRAFT  (Cable)
---	---	--

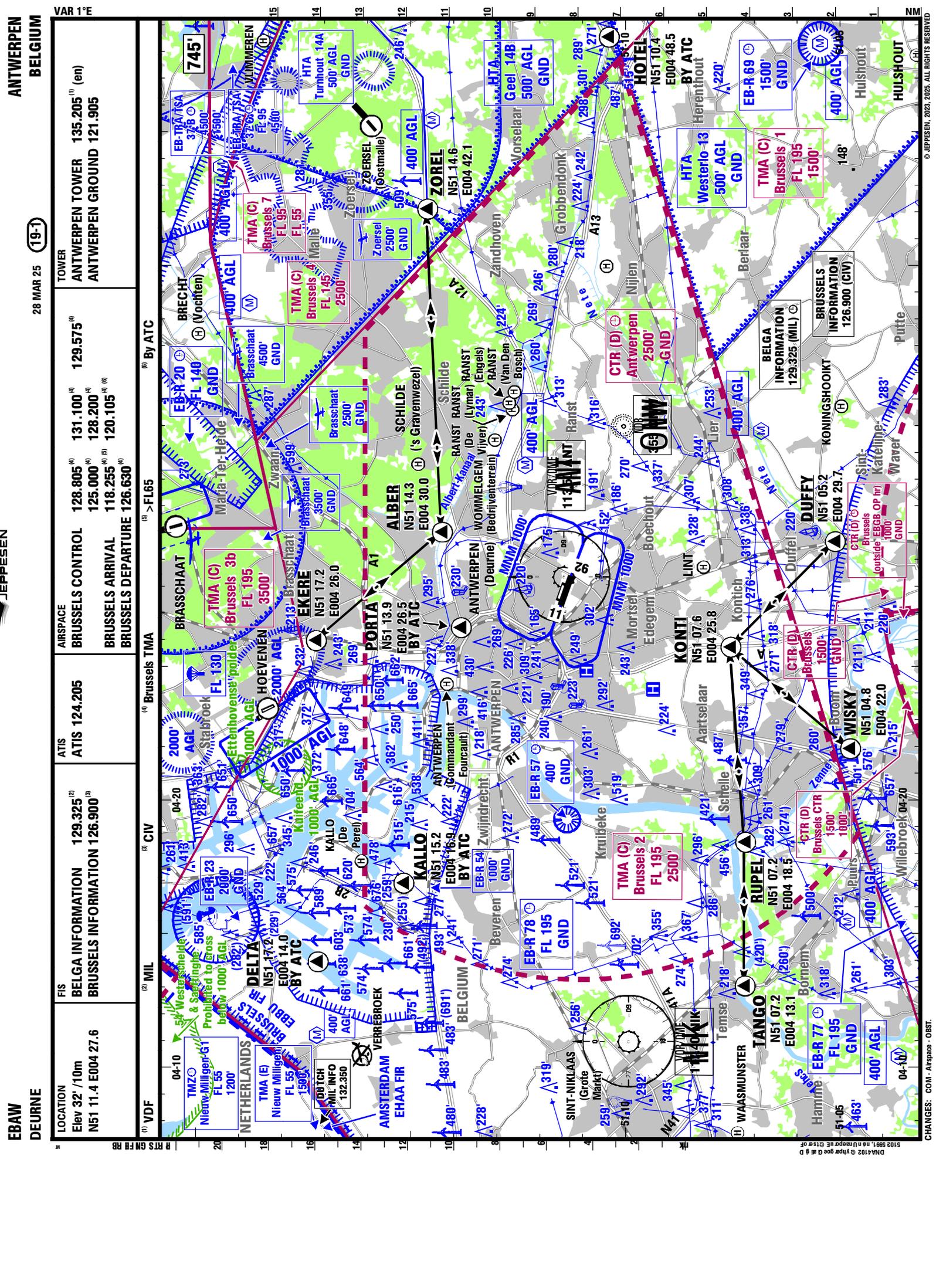


RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
11 29	610 x 18 Grass			2t MPW	---

Pay attention to glider flying activity (winch launching).
 Winch launching signalled by orange flashing light on West hangar.
 During winch launching (MAX 10 MIN):

- use of AD prohibited;
- avoid overflying the airfield below 2000' AGL;
- contact AD and follow instructions;
- ACFT without radio maintain 2000' AGL around the AD and join traffic circuit when the flashing light is off. Ask to ARO for departure.

High tension line 800m West of THR 11, height 131' AGL.
 Unusable outside RWY & TWYs.



ANTWERPEN
BEELM

TOWER
ANTWERPEN TOWER 135.205 (en)
ANTWERPEN GROUND 121.905

28 MAR 25 (19-1)

AIRSPACE
BRUSSELS CONTROL 128.805 (4) 131.100 (4) 129.575 (4)
BRUSSELS ARRIVAL 125.000 (4) 128.200 (4)
BRUSSELS DEPARTURE 118.255 (4) 120.105 (4)
BRUSSELS DEPARTURE 126.630 (4)

ATIS
ATIS 124.205

FIS
BELGA INFORMATION 129.325 (2)
BRUSSELS INFORMATION 126.900 (3)

LOCATION
Elev 32' /10m
N51 11.4 E004 27.6

VAR 1°E

By ATC

FL65

Brussels TMA

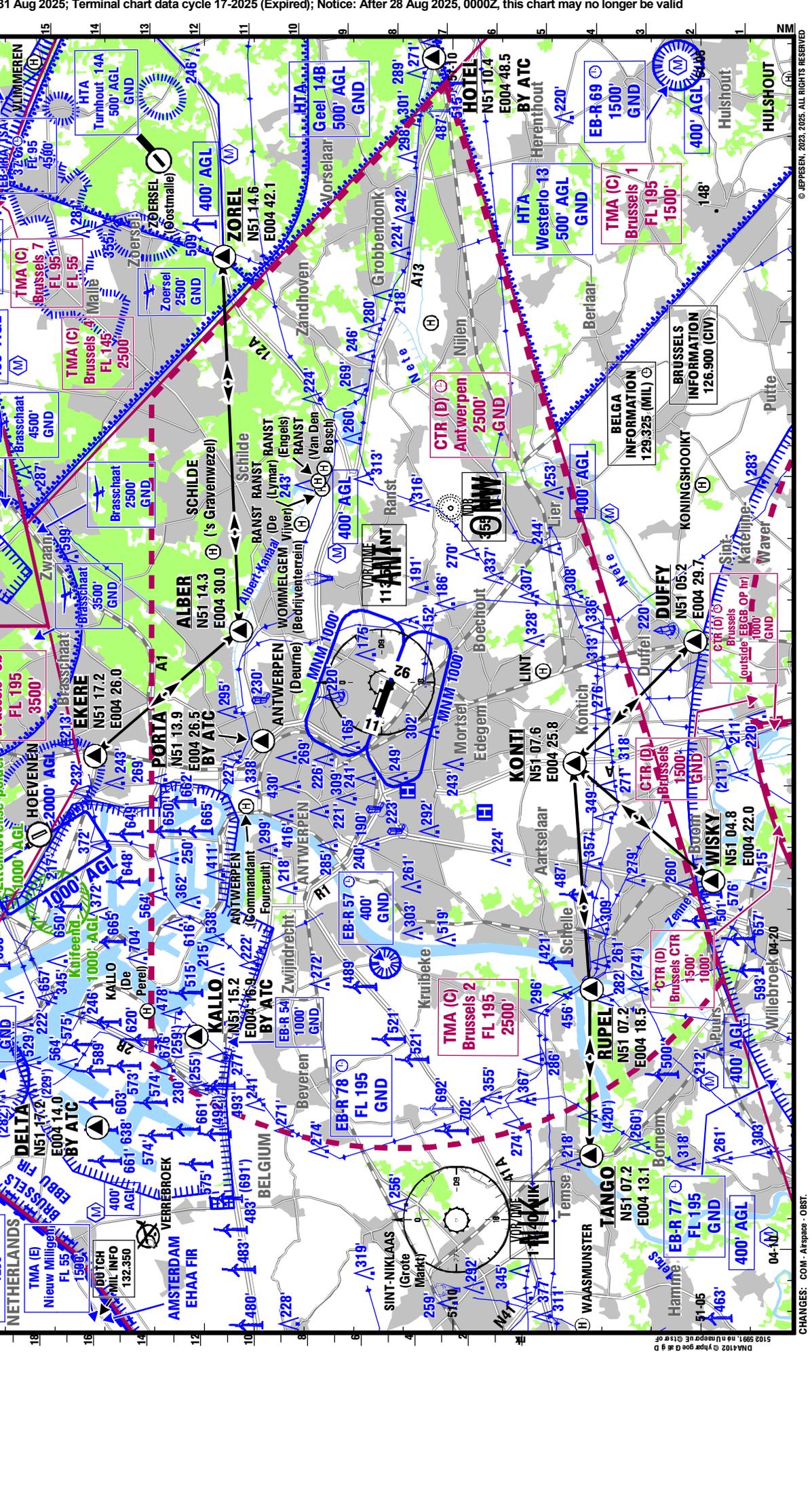
CIV

MIL

VDF

EBAW
DEURNE

NETHERLANDS



EBAW
DEURNE

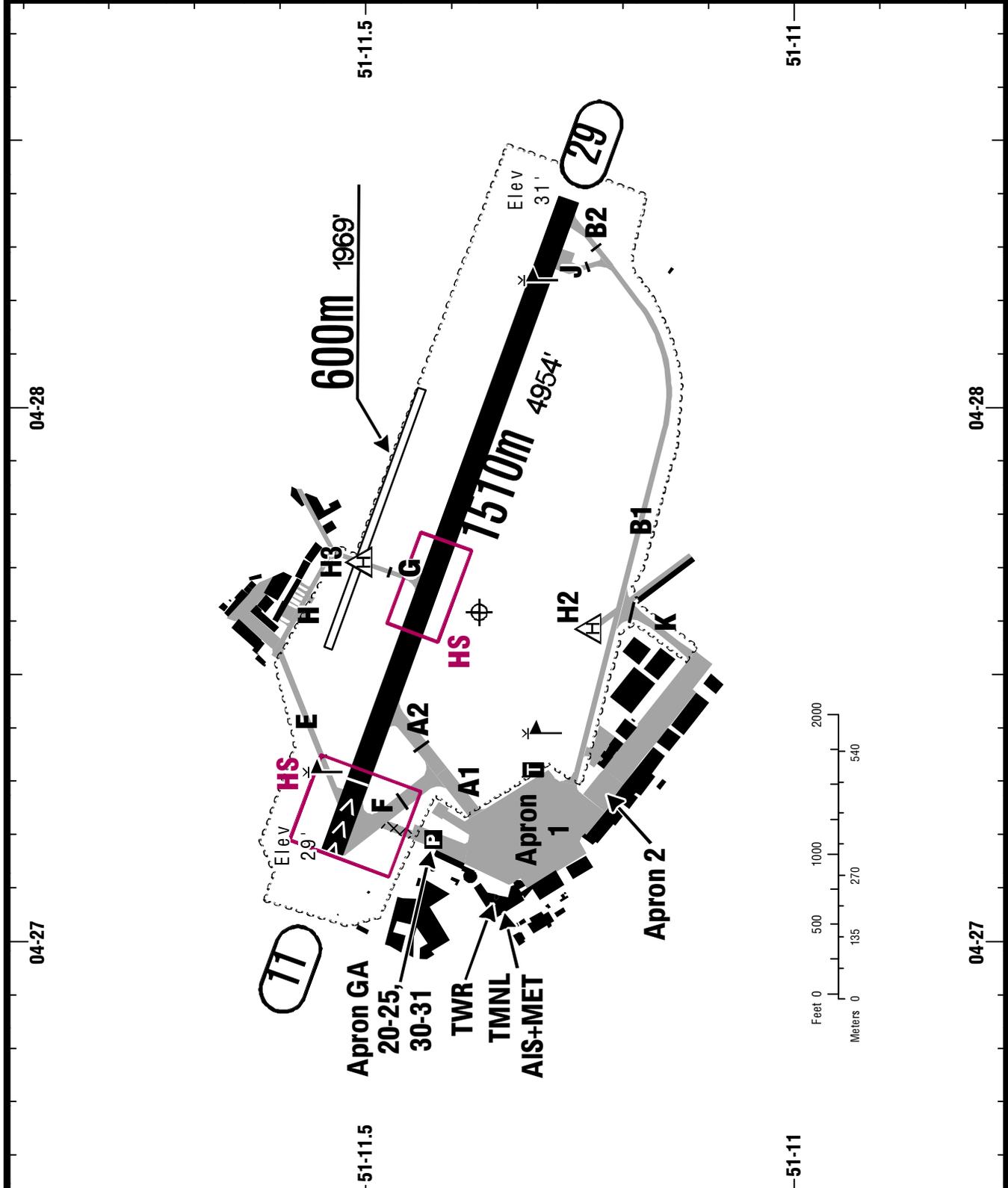
28 MAR 25 **(19-2)**

ANTWERPEN
BELGIUM

BRIEFING STRIP™

LOCATION Elev 32' /10m N51 11.4 E004 27.6	ATIS ATIS 124.205	TOWER ANTWERPEN GROUND 121.905 ANTWERPEN TOWER 135.205 ⁽¹⁾ (en)	ADMITTED AIRCRAFT 
--	-----------------------------	---	---

(1) VDF



ALS - PAPI 11 (3.5°), 29 (3.0°) - THRL - RL - RENL - RCLL - TWYL (A1, A2, F, K) - WDI.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
11 (109°) 29 (289°)	1510 x 45 Asphalt	1510 1502	1366 1502	PCN 36/F/B/X/T	
	600 x 18 Grass			2t MTOW	---

EBAW
DEURNE

28 MAR 25

19-3
ANTWERPEN
BELGIUM

Radio contact is mandatory.

Only home-based ULM are permitted. All ULM PPR.

Parachuting overhead the AD and aerobatic flights within AD traffic circuit are prohibited.

The altitude to enter, to leave or to fly within the CTR will be instructed by ATC.

Unless otherwise instructed by TWR, pilots shall use the predetermined VFR routes and they shall enter and leave the CTR via REPs on these routes.

ACFT to/from S and W shall route via KONTI. From KONTI arriving ACFT expect to join the southern circuit.

ACFT to/from N and E shall route via ALBER. From ALBER arriving ACFT expect to join the northern circuit.

All ACFT crew and AD personnel are required to wear high visibility clothing at all times when airborne.

Grass RWY: No solo training flights allowed. MAX crosswind 15KT. Horizontal visibility of MNM 5KM. PPR required.

ACFT with MTOW below 2000KG, performing touch-and-go should have a MAX noise level of 76dB (CAA certified). These ACFT need prior approval from the Airport Authority.

If the PIC considers the runway-in-use not usable for reasons of safety or performance, he shall request permission to use another RWY. ATC will accept such a request, provided that traffic and air safety conditions permit.

RWY Incursion Hot Spots

HS at the end of RWY 29 - Confusing point:

- no entry/exit to and from GAT parking;
- RWY crossing from TWY F to TWY E: explicit clearance required.

HS in the middle of RWY 11/29 - Taxiing on RWY from TWY G to TWY A2: explicit clearance required.

AD Traffic circuit

By day, VFR flights shall follow the AD traffic circuit depicted as instructed by ATC at a minimum altitude of 1000'.

Taxi Procedures

ACFT inbound to GA will hold position on the taxi guidance line when abeam the allocated parking stand number (stands 20-31). Stop the engine and push the ACFT on the allocated parking stand, nosewheel on the numbered yellow line.

Marshalling service on request.

Follow-me upon request for ARR ACFT at the end of TWY to stand.

Follow-me upon request for DEP ACFT from stand to RWY holding point.

North side

Single engine ACFT can taxi between the hangar to avoid damage to the ACFT.

Twin engine ACFT and HEL will be towed behind the white line and maximum use will be made of start-up area 1 and 2 for start-up and engine warm up purposes.

The same rules apply for arriving ACFT and HEL (use

start-up area 1 and 2).

Radio Failure

If an ACFT does not succeed in landing within the 30 MIN normally allowed to make its approach and landing, it must leave the CTR on a track of 310° at 2000' or below and land at the first suitable AD where the meteorological conditions permit a visual approach and landing.

Training and Test Flights

Training flights (incl touch-and-go, stop-and-go and multiple approaches) are allowed from MON to SAT (HOL excl) between 0900LT and 1959LT. MAX 2 ACFT for touch-and-go will be accepted simultaneously. ATC will endeavour to alternate the circuits to be flown. touch-and-go and stop-and-go circuit training flights shall be flown at 1500' during night.

HEL training is limited to MAX four circuits per hour. HEL ground training may only take place at HEL 2 spot, after prior permission from the Airport Authority has been obtained.

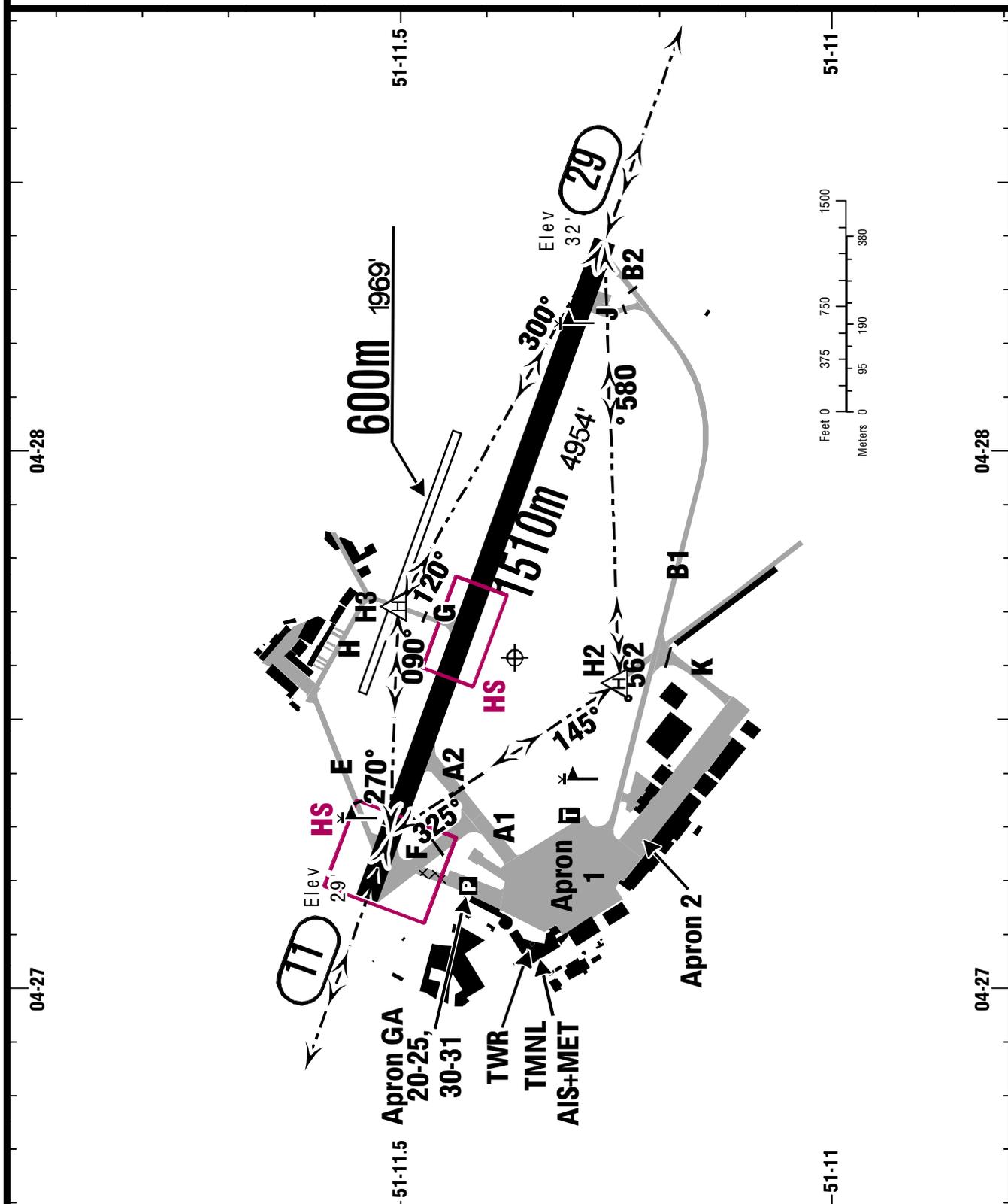
Following training activities are forbidden: Training flights without full-stop landing (unless prior permission has been obtained from the Airport Authority); When RWY 29 is in use: simulated engine failure after take-off and when RWY 11 is in use: simulated forced landing.

From 1 JUN till 31 AUG touch-and-go training flights on SAT allowed till 1400LT.

BRIEFING STRIP™

LOCATION Elev 32' /10m N51 11.4 E004 27.6	ATIS ATIS 124.205	TOWER ANTWERPEN GROUND 121.905 ANTWERPEN TOWER 135.205 ⁽¹⁾ (en)	ADMITTED AIRCRAFT
--	-----------------------------	---	------------------------------

(1) VDF



ALS - PAPI 11 (3.5°), 29 (3.0°) - THRL - RL - RENL - RCLL - TWYL (A1, A2, F, K) - WDI.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
11 (109°)	1510 x 45 Asphalt	1510	1366	PCN 36/F/B/X/T	
29 (289°)		1502	1502		
	600 x 18 Grass			2t MTOW	---

EBAW HELICOPTERS
DEURNE

23 JUN 23

19-6

ANTWERPEN
BELGIUM

Arrivals:

- HEL shall join the traffic circuit at MNM 1000'.
- All approaches should terminate at the assigned FATO (H2-H3) or RWY and then proceed to the marked parking spaces, by taxiing.

Departures:

- HEL shall TKOF from a FATO or RWY and proceed towards the end of RWY in use.
- HEL shall climb straight ahead until reaching 600' before turning.
- All DEPs shall start from a FATO or RWY.

Delay on ATC discretion due to traffic may be imposed.

FATO H2-H3 only to be used during day.

MAX D-value: FATO H2 - 15.66m, FATO H3 - 14.05m. MAX strength for both is 3.175t.

HEL no taxi allowed BTN buildings N side and TWY H (after LDG at H3, proceed via grass strip to TWY E).

Shut down engine at crossing of TWY E and H.

EBBR
BRUSSELS-NATIONAL

15 AUG 25 **(19-1)**

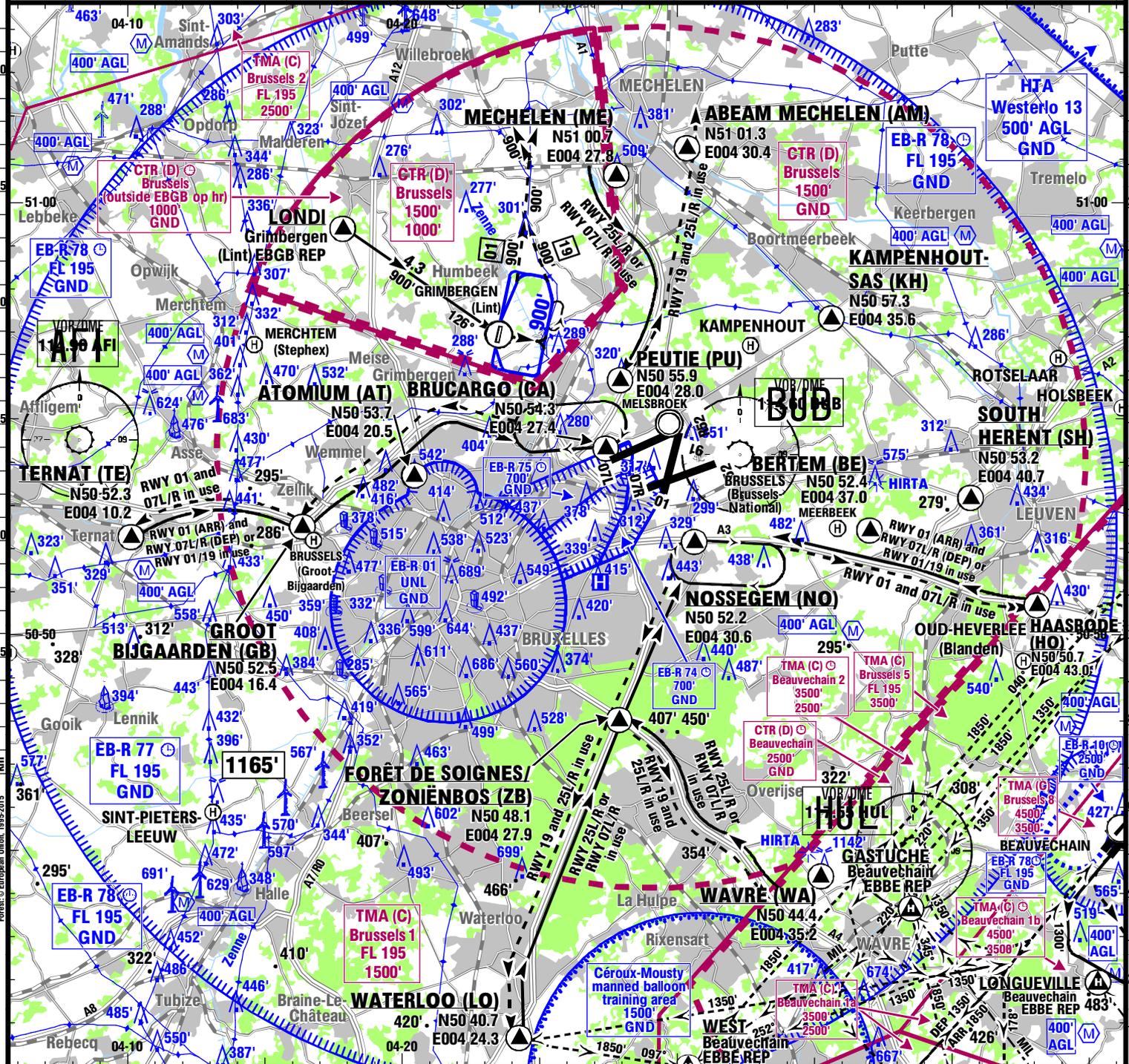
BRUSSELS
BELGIUM

LOCATION Elev 175' / 53m N50 54.1 E004 29.1	FIS BELGA INFORMATION 129.325⁽²⁾ BRUSSELS INFORMATION 126.900⁽³⁾	ATIS ATIS 132.480⁽⁴⁾ 114.900⁽⁵⁾ 114.600⁽⁶⁾ 110.600⁽⁷⁾ 112.050⁽⁸⁾ 117.550⁽⁹⁾ 121.755⁽¹⁰⁾
---	--	--

AIRSPACE BRUSSELS CONTROL 128.805⁽¹¹⁾ 131.100⁽¹¹⁾ 129.575⁽¹¹⁾ 125.000⁽¹¹⁾ 128.200⁽¹¹⁾	APPROACH BRUSSELS APPROACH 120.105^{(11) (13)} 129.730⁽¹⁴⁾ 127.575⁽¹⁴⁾ BRUSSELS ARRIVAL 118.255^{(11) (15)} BRUSSELS DEPARTURE 126.630⁽¹⁶⁾ BRUSSELS RADAR 120.105^{(11) (12)}
--	--

TOWER BRUSSELS TOWER 120.780⁽¹⁷⁾ (en) 118.605^{(11) (18)} (en) BRUSSELS GROUND 118.055⁽¹⁹⁾ 121.880⁽²⁰⁾

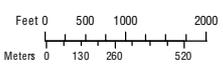
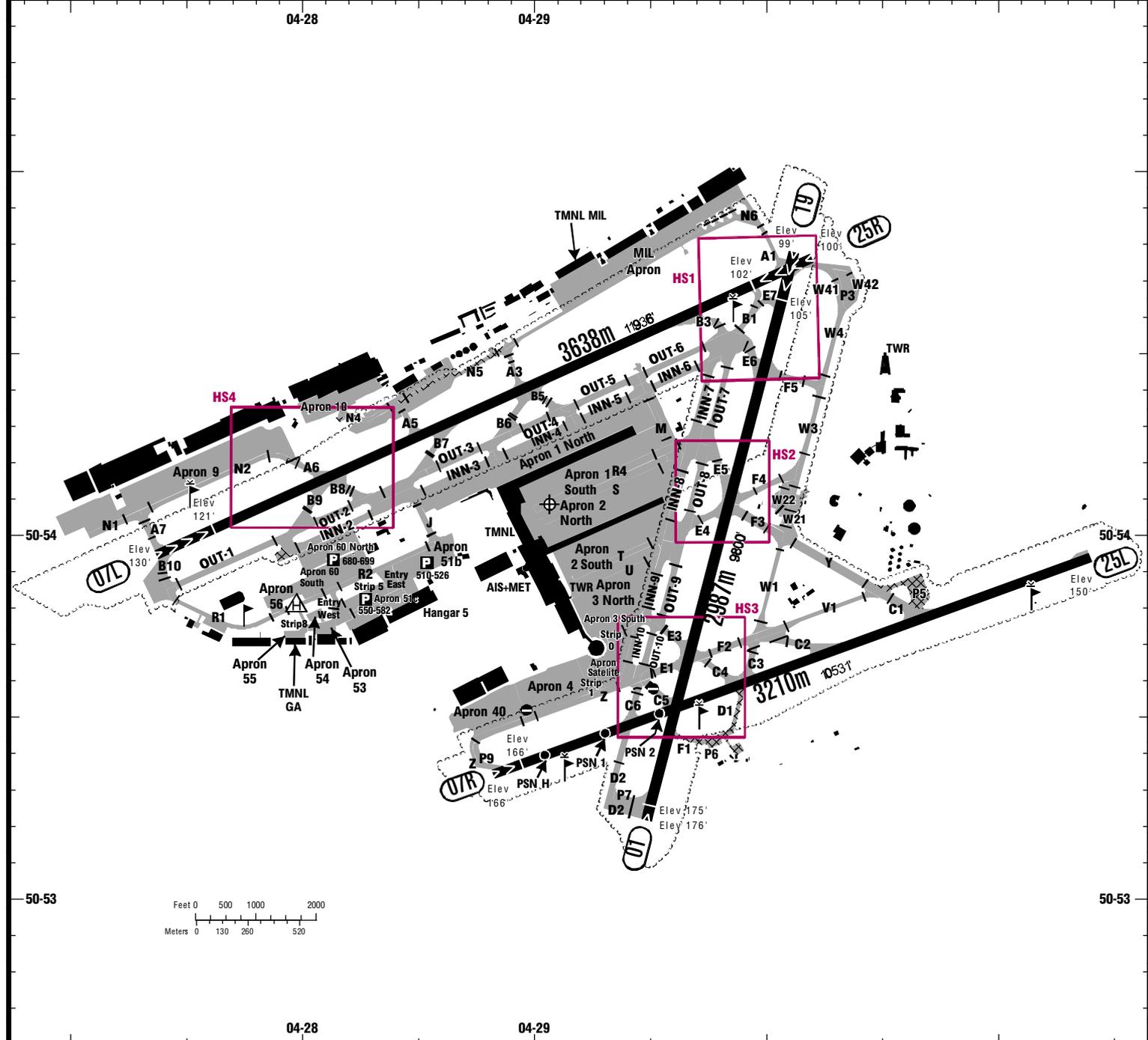
(1) VDF (2) MIL (3) CIV (4) ARR (5) ARR, AFI (6) ARR, BUB (7) ARR, BUN (8) ARR, FLO (9) ARR, HUL (10) DEP (11) Brussels TMA (12) By ATC (13) ARR, by ATC only (14) DEP and ARR, by ATC only (15) ARR, entering TMA below FL 65 (16) DEP, entering TMA below FL 65 (17) North & West (18) South & East (19) North (20) South



15 AUG 25 **(19-2)**

LOCATION Elev 175' /53m N50 54.1 E004 29.1	ATIS ATIS 132.480 ⁽²⁾ 114.900 ⁽³⁾ 114.600 ⁽⁴⁾ 110.600 ⁽⁵⁾ 112.050 ⁽⁶⁾ 117.550 ⁽⁷⁾ 121.755 ⁽⁸⁾	TOWER	ADMITTED AIRCRAFT
		BRUSSELS DELIVERY 121.955 ⁽⁹⁾	 
		BRUSSELS GROUND 118.055 ⁽¹⁰⁾ 121.880 ⁽¹¹⁾ BRUSSELS TOWER 120.780 ⁽¹²⁾ (en) 118.605 ⁽¹⁾ (en)	

(1) VDF (2) ARR (3) ARR, AFI (4) ARR, BUB (5) ARR, BUN (6) ARR, FLO (7) ARR, HUL (8) DEP (9) Start-up clearance (10) North (11) South (12) North & West (13) South & East



ALS (EXC 07R) - PAPI 01 (3.0°), 19 (3.0°), 07L (3.0°), 25R (3.0°), 07R (3.0°), 25L (3.0°) - THR L - RL - RENL - RCLL - TWYL - Apron - WDL

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
07L (064°) 25R (244°)	3638 x 45 Asphalt	3638	3350 3339	PCN 120/F/A/W/T (PCR 720/F/A/X/T)	
07R (069°) 1 25L (249°)	3210 x 45 Asphalt	2893 3210	3088 3210	PCN 120/F/A/W/T (PCR 720/F/A/X/T)	
01 (013°) 19 (193°)	2987 x 50 Asphalt	2987	2941 2767	PCN 120/F/A/W/T (PCR 720/F/A/X/T)	

1 No TKOF before PSN H.

EBBR
BRUSSELS-NATIONAL

20 JUN 25

19-3

BRUSSELS
BELGIUM
NOTE 1: Manoeuvring Area: Under ATC control.
NOTE 2: Apron: Under ATC guidance only (Pilots & drivers are responsible for their own separation).
Intersection TKOF
ATC may, subject to pilot's acceptance, authorise TKOF from one of the intersections below.

RWY	PSN	TORA (m)
01	E1	2078
	E3	2028
	E4	1254
07R	C6	2405
	C4	1800
	Line-up PSN 1	2624
	Line-up PSN 2	2344
	Line-up PSN H	2893
	C3	1790
07L	B9	2527
	A6	2645
	B8	2601
	A5	2156
	B7	1842
	B6	1384
	A3	1569
	B5	1517
19	A1	2819
	E7	2678
	E6	2163
	E5	1557
	E4	1559
25L	C1	2209
	C2	1696
	C3	1255
	C4	1240
25R	A1	3428
	B1	3266
	B3	2760
	B5	1999
	A3	1991
	B6	1988
	B7	1526
	A5	1409

RWY Incursion Hot Spots

Explicit RWY crossing clearance is required.

HS1 - Complex RWY/TWY intersection B1 and E7. Make sure to line up on the correct RWY.
HS2 - Complex RWY/TWY intersection.
HS3 - Complex RWY/TWY intersection. TWY C5 is no entry towards RWY.
HS4 - Complex RWY/TWY intersection.
General

NORDO ACFT prohibited.

The routes as depicted are compulsory and will be allocated at ATC discretion. Pilots unable to comply shall contact ATC immediately to request an alternative route.

Pilots on VFR flights operating within the Brussels CTR/TMA are advised to switch on the navigational, landing and anti-collision lights and shall keep a sharp look out for other ACFT.

ARR

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

Pilots entering the Brussels TMA below FL 65 shall contact BRUSSELS DEPARTURE.

Pilots entering the Brussels CTR below 2000' shall contact BRUSSELS TOWER.

DEP

Request start-up clearance from BRUSSELS DELIVERY. The start-up clearance will be issued depending on traffic density.

Pilots will receive instructions regarding transponder settings, outbound routes to be expected, ATS units and frequencies.

Taxi Restrictions

TWY A1 and TWY N6 may only be used by MIL ACFT only.

Crossing

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

Traffic crossing the Brussels CTR east of EBBR can be instructed by ATC to hold over REP SOUTH HERENT (northbound) or REP KAMPENHOUT-SAS (southbound) awaiting clearance to cross the final APCH path of RWYs 25L/R.

Traffic with destination EBGB Grimbergen (Lint) AD departing EBBR or crossing Brussels CTR will be instructed to vacate Brussels CTR via the relevant DEP routes. Traffic will not be allowed to route directly to EBGB.

Transponder

Pilots flying transponder-equipped aircraft set the code 7000 in mode A/C.

Unless another code has been previously allocated, Brussels TWR will allocate a code from series 6301-6313.

ACFT operators intending to use EBBR should ensure that the Mode S transponders are able to operate when ACFT is on the ground.

ACFT taxiing without flight plan shall select Mode A code 2000.

Radio COM Failure

If an ACFT does not succeed in landing within the 30 MIN normally allowed for APCH and LDG, it shall leave Brussels CTR and TMA on R 289° BUB at 2200' QNH or below, and land at the first suitable AD where the weather conditions allow a VFR APCH and LDG.

Lightning Procedure

Lightning procedure in progress will be announced by ATIS.

When lightning procedure is activated:

- all handling activities are suspended;
- boarding and de-boarding operations are suspended (except when boarding bridge is already connected to the ACFT);
- do not walk/stay in open areas or under ACFT;
- handling of explosive and/or inflammable products in open air are suspended;
- push-back and towing operations are suspended (no push-back clearance will be issued by ATC);
- marshalling is suspended.

**EBBT
BRASSCHAAT**

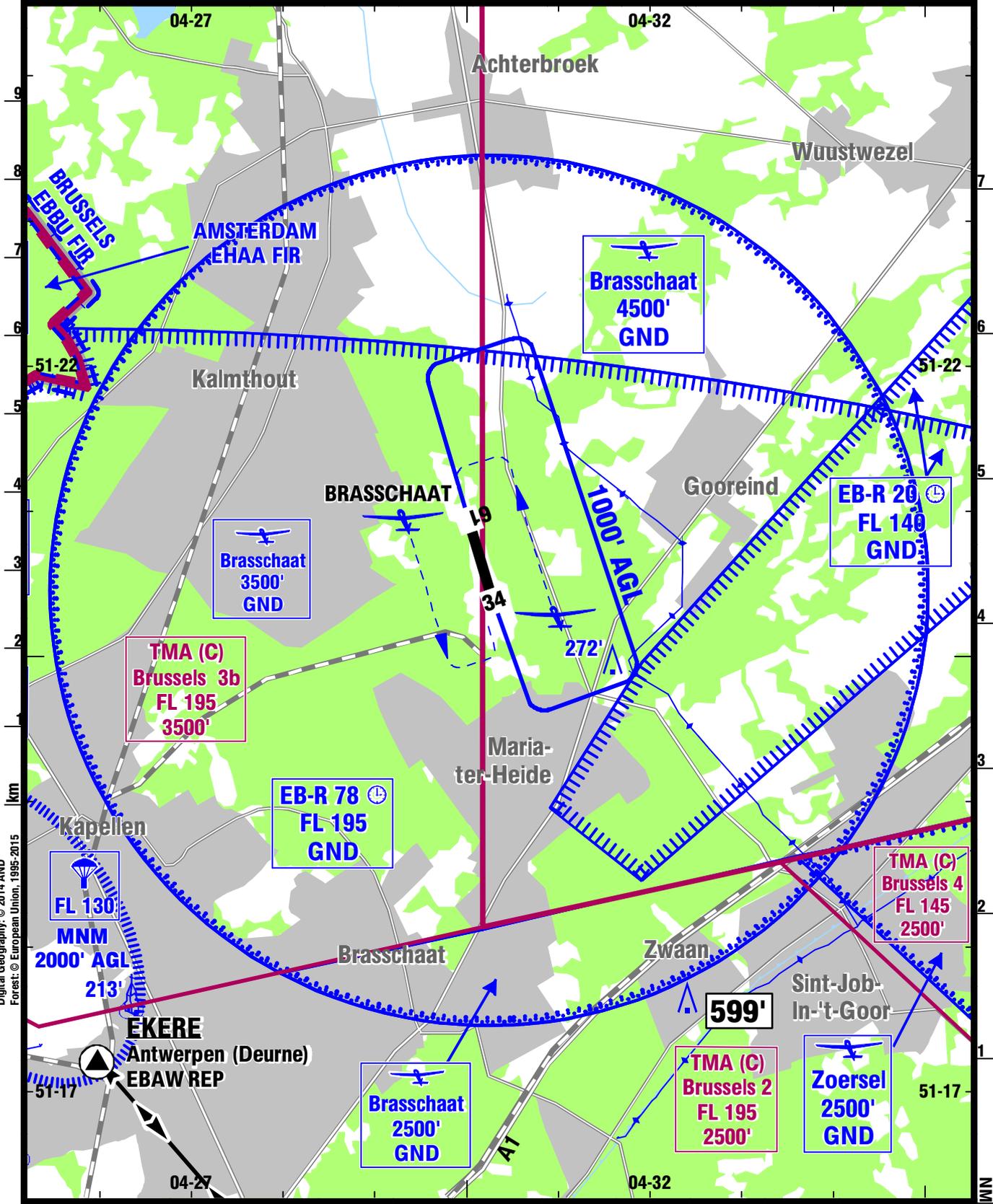
**BRASSCHAAT
BELGIUM**

15 SEP 23 **(19-1)**

VAR 2°E

BRIEFING STRIP™	LOCATION	FIS			
	Elev 68' /21m	BELGA INFORMATION			129.325 ⁽¹⁾
	N51 20.5 E004 30.3	BRUSSELS INFORMATION			126.900 ⁽²⁾
AIRSPACE					
BRUSSELS CONTROL	128.805 ⁽³⁾	131.100 ⁽³⁾	129.575 ⁽³⁾	BRASSCHAAT RADIO 122.905 (en)	
	125.000 ⁽³⁾	128.200 ⁽³⁾			
BRUSSELS ARRIVAL	118.255 ^{(3) (4)}	120.105 ^{(3) (5)}			
BRUSSELS DEPARTURE	126.630 ⁽³⁾				

(1) MIL (2) CIV (3) Brussels TMA (4) >FL65 (5) By ATC



Digital Geography: © 2014 AND
Forest © European Union, 1995-2015

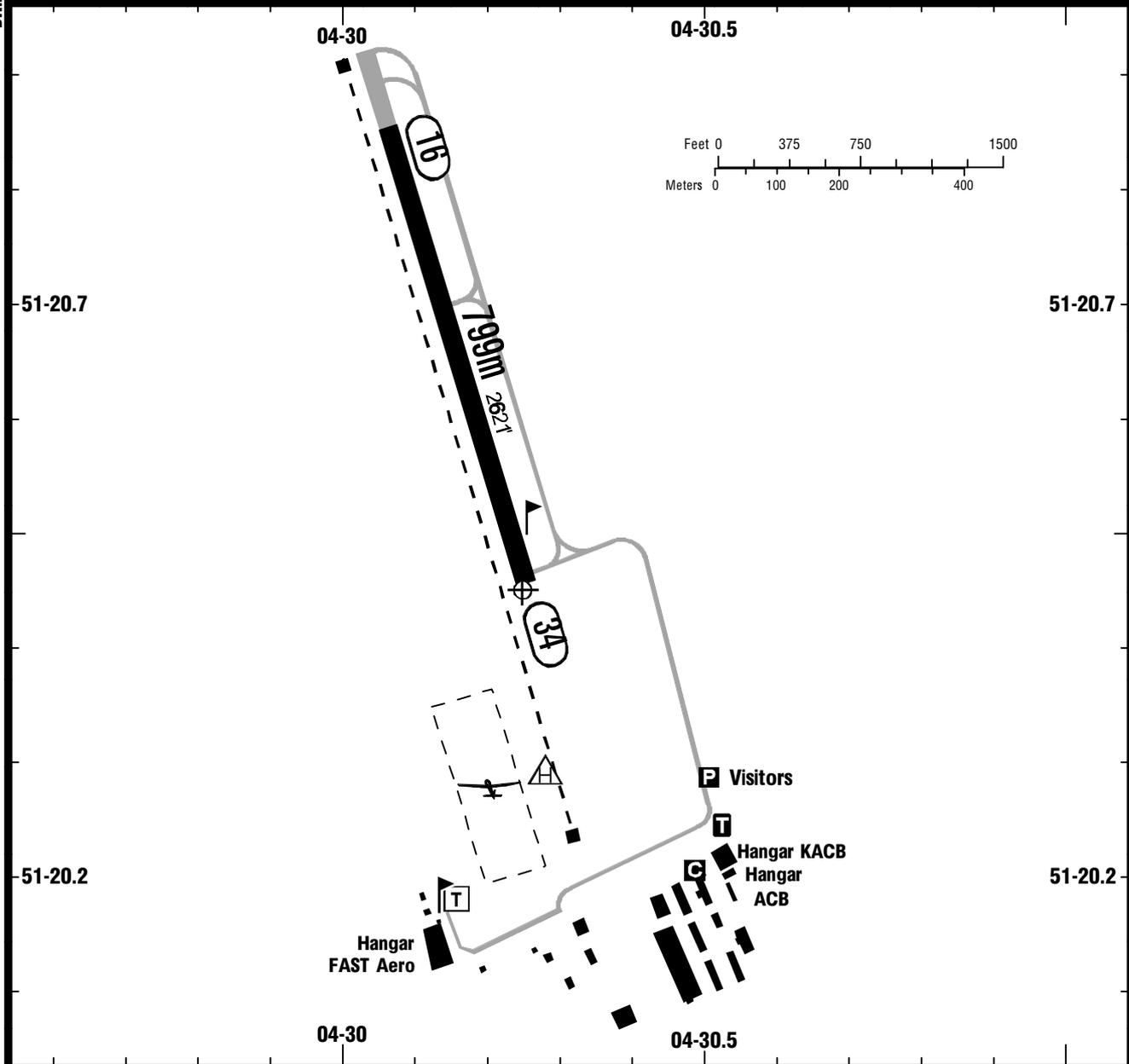
**EBBT
BRASSCHAAT**

**BRASSCHAAT
BELGIUM**

15 SEP 23 **(19-2)**

BRIEFING STRIP™

LOCATION Elev 68' /21m N51 20.5 E004 30.3	BRASSCHAAT RADIO 122.905 (en)	ADMITTED AIRCRAFT  (Cable 2500' AGL)
--	--------------------------------------	--



RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
16 (163°) 34 (343°)	799 x 30 Asphalt			5.7t	---

AD prohibited for ULM not equipped with four-stroke engine and DPM.

Visiting ACFT full stop LDGs only (no Touch-and-Go).

Use of RADIO is mandatory at or in the vicinity of the AD. All positions during entering, exiting and in the TFC pattern will be reported, if necessary by using blind transmission procedures.

TFC circuit RWY 34: RH.

Simultaneous use of RWY and launch strip prohibited.

Avoid overflying the AD below 2500' AGL, due to GLD launch.

Avoid overflying all built-up areas in the vicinity of the AD and the residential area W of AD. Follow the prescribed

TFC pattern as strictly as possible. Fly as much as possible with reduced power in the TFC pattern.

Taxi Instruction

Taxiing is only allowed on the paved TWYs.

Vacating RWY 16: After landing on RWY 16 stay on the RWY to the end and then vacate via the last exit to the left.

Vacating RWY 34: After landing on RWY 34 vacate via the right exits in the middle or at the end of the runway.

Backtracking on the RWY is not allowed. TFC from the RWY to the parking area has priority over outbound TFC.

EBCF CERFONTAINE

18 AUG 23

19-1

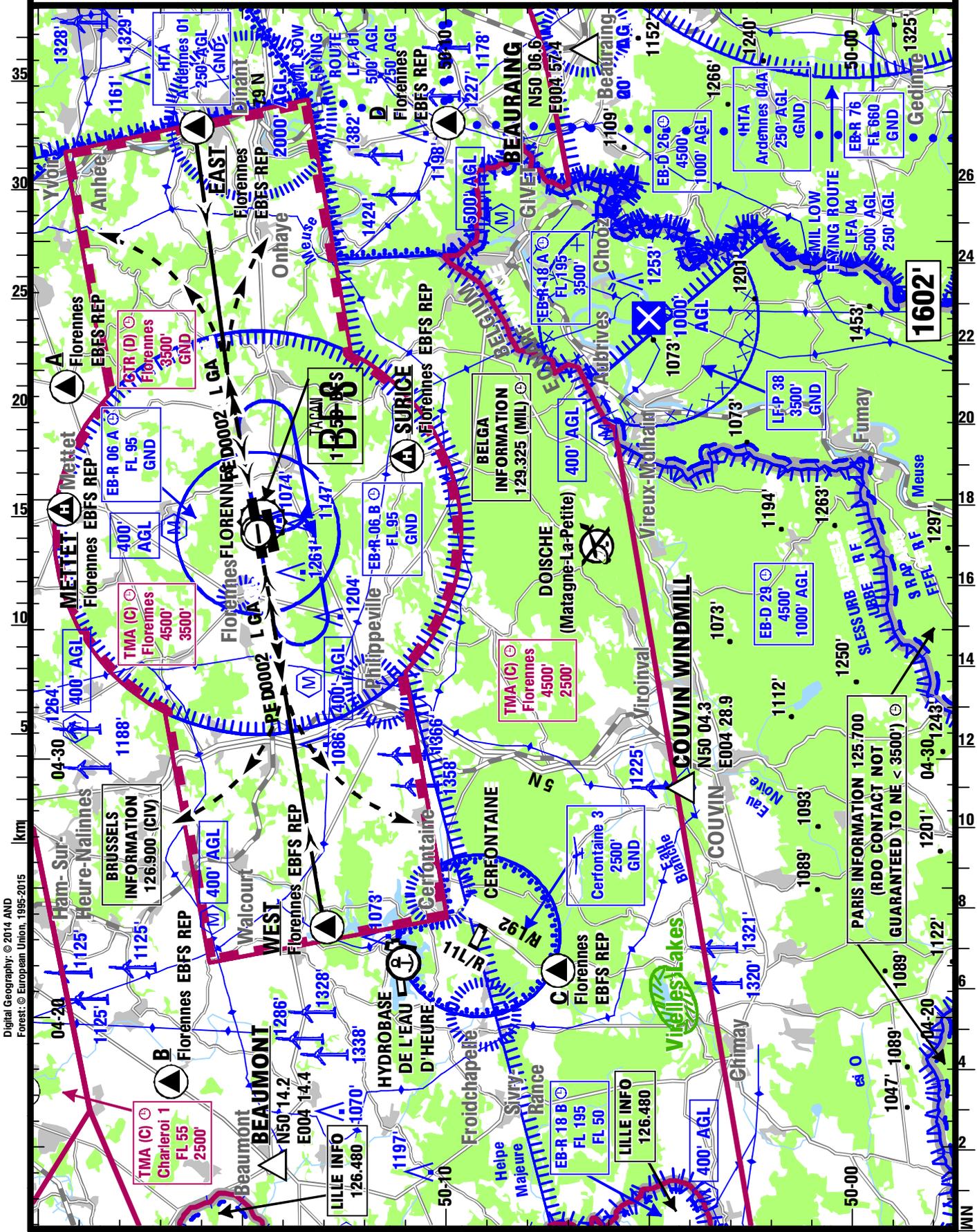
CERFONTAINE BELGIUM

VAR 2°E

BRIEFING STRIP™	LOCATION	FIS	AIRSPACE
	Elev 943' / 287m	BELGA INFORMATION 129.325 ⁽¹⁾	FLORENNES TOWER 125.880 ⁽³⁾
	N50 09.2 E004 23.2	BRUSSELS INFORMATION 126.900 ⁽²⁾	FLORENNES APPROACH 124.380 ⁽⁴⁾

CERFONTAINE RADIO 123.205 (fr, du, en)

(1) MIL (2) CIV (3) Florennes CTR (4) Florennes TMA



Digital Geography: © 2014 AND
Forest: © European Union, 1995-2015

EBCF
CERFONTAINE

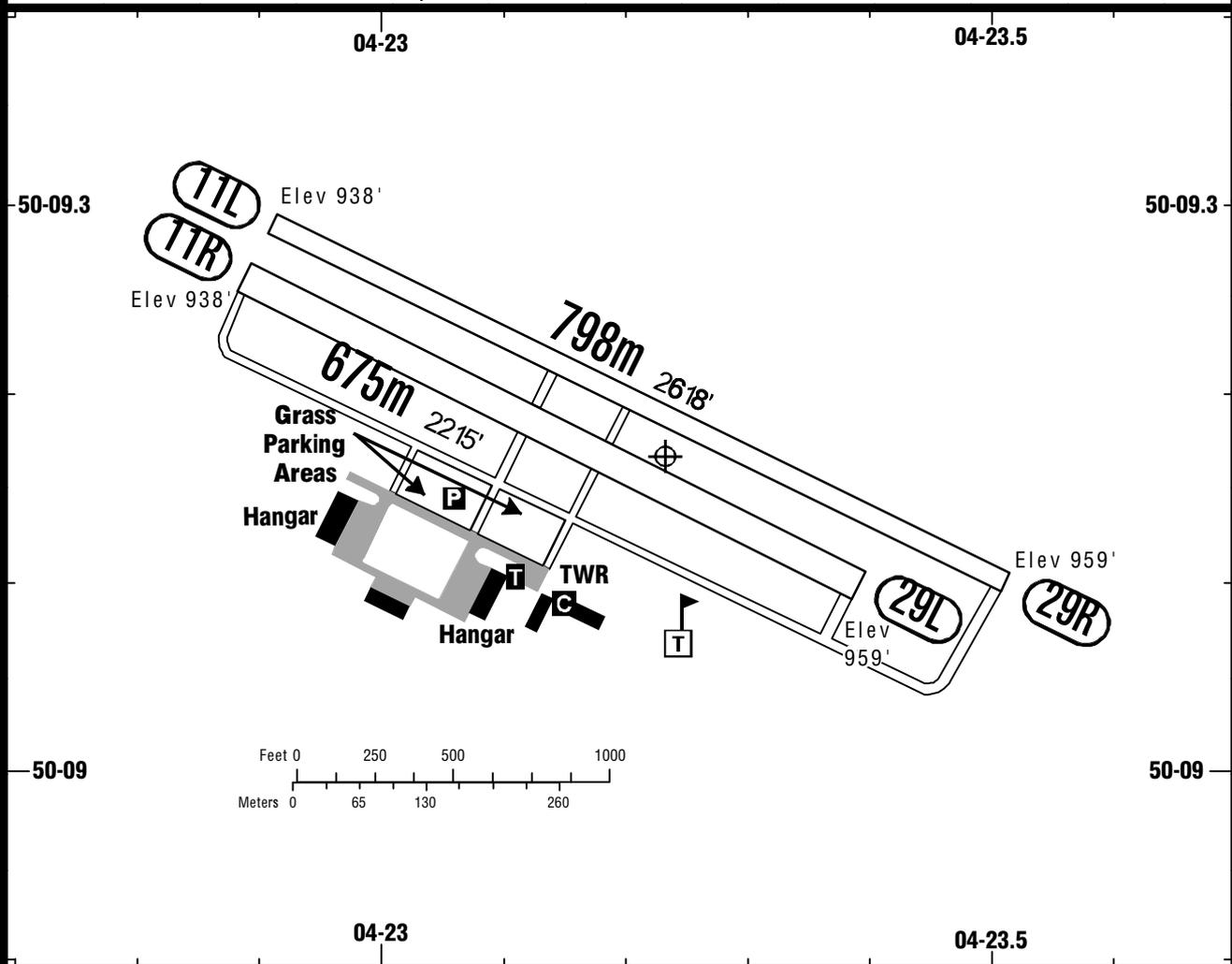
CERFONTAINE
BELGIUM

18 AUG 23 **(19-2)**

BRIEFING STRIP™

LOCATION Elev 943' /287m N50 09.2 E004 23.2	CERFONTAINE RADIO 123.205 (fr, du, en)
--	---

ADMITTED AIRCRAFT

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
11L (117°) 29R (297°)	798 x 20 Grass	798	798	5.7t MTOW	---
11R (117°) 29L (297°)	675 x 30 Grass	675	675	5.7t MTOW	---

Jet ACFT OPS not allowed. (except for taxiing).

Before reaching entry points and after DEP, all inbound and outbound traffic should contact FLORENNES APPROACH even if neither in Florennes CTR nor TMA. Cerfontaine and Froidchapelle should be avoided. Avoid Nature Reserve Area 'Virelles Lakes' 4.8 NM SW of the AD.

Recommended entry/exit points:

- N: BEAUMONT, avoiding EBFS CTR via Presles and Thuin;
- E: BEAURAING;
- S: COUVIN WINDMILL.

APCH 2200', DEP 1800'.

ACFT used for PJE (RWY 29R RH circuit).

The use of AD during PJE is limited to ACFT used for dropping.

ACFT shall land and TKOF only when parallel RWY is vacated or if there is no simultaneous OPS on this RWY

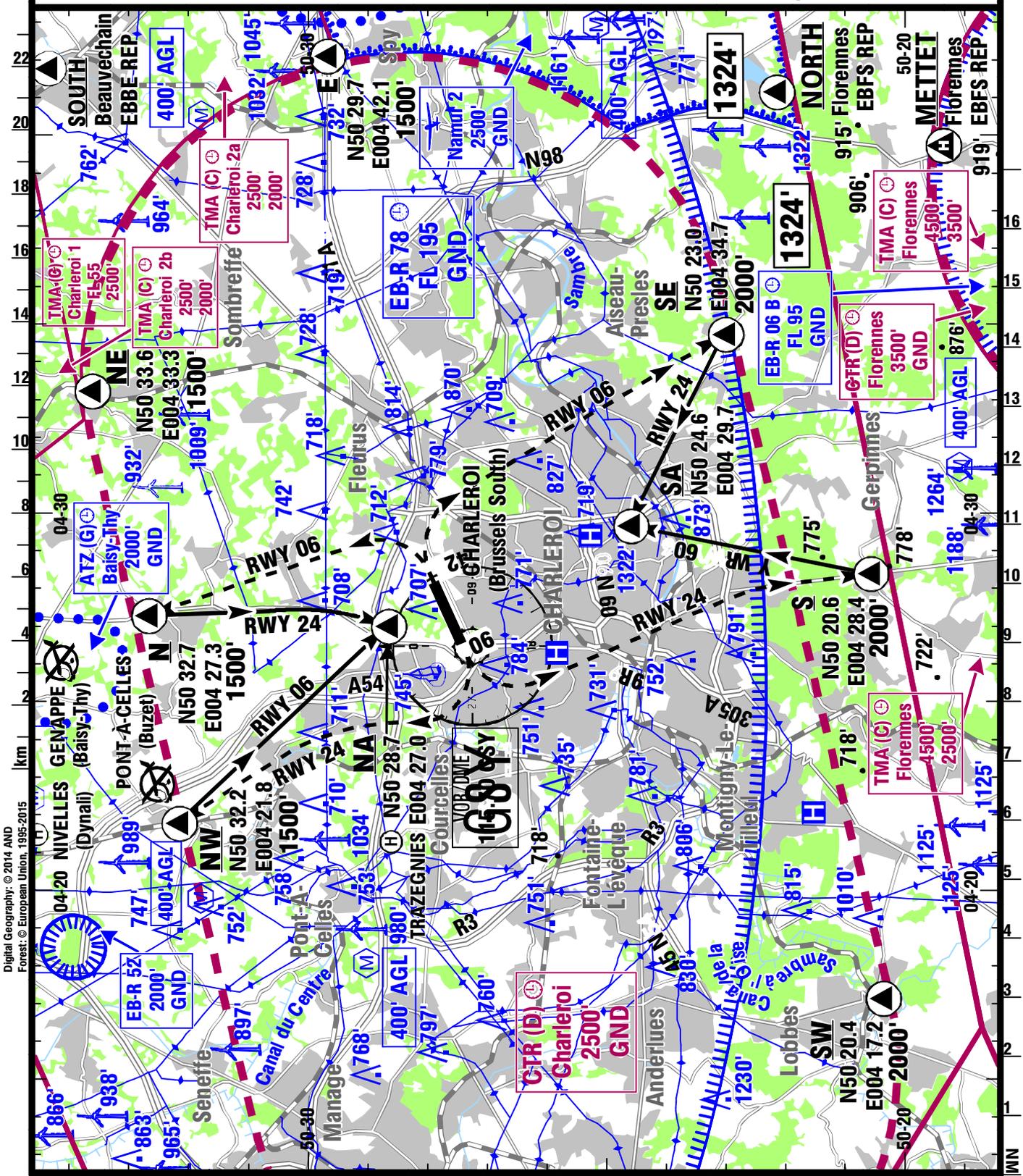
EBCI
BRUSSELS SOUTH

18 JUL 25 **(19-1)**

CHARLEROI
BELGIUM

BRIEFING STRIP™	LOCATION	FIS	ATIS
	Elev 606' /185m N50 27.6 E004 27.2	BELGA INFORMATION 129.325⁽²⁾ BRUSSELS INFORMATION 126.900⁽³⁾	ATIS 134.630(en) 115.700⁽⁴⁾
AIRSPACE	APPROACH		
BRUSSELS ARRIVAL 120.105^{(5) (6)} BRUSSELS DEPARTURE 126.630^{(5) (6)}	CHARLEROI APPROACH 133.130⁽¹⁾		
TOWER	CHARLEROI TOWER 121.305⁽¹⁾ (en) CHARLEROI GROUND 121.805⁽¹⁾		

(1) VDF (2) MIL (3) CIV (4) GSY (5) Charleroi TMA (6) outside op hr EBCI



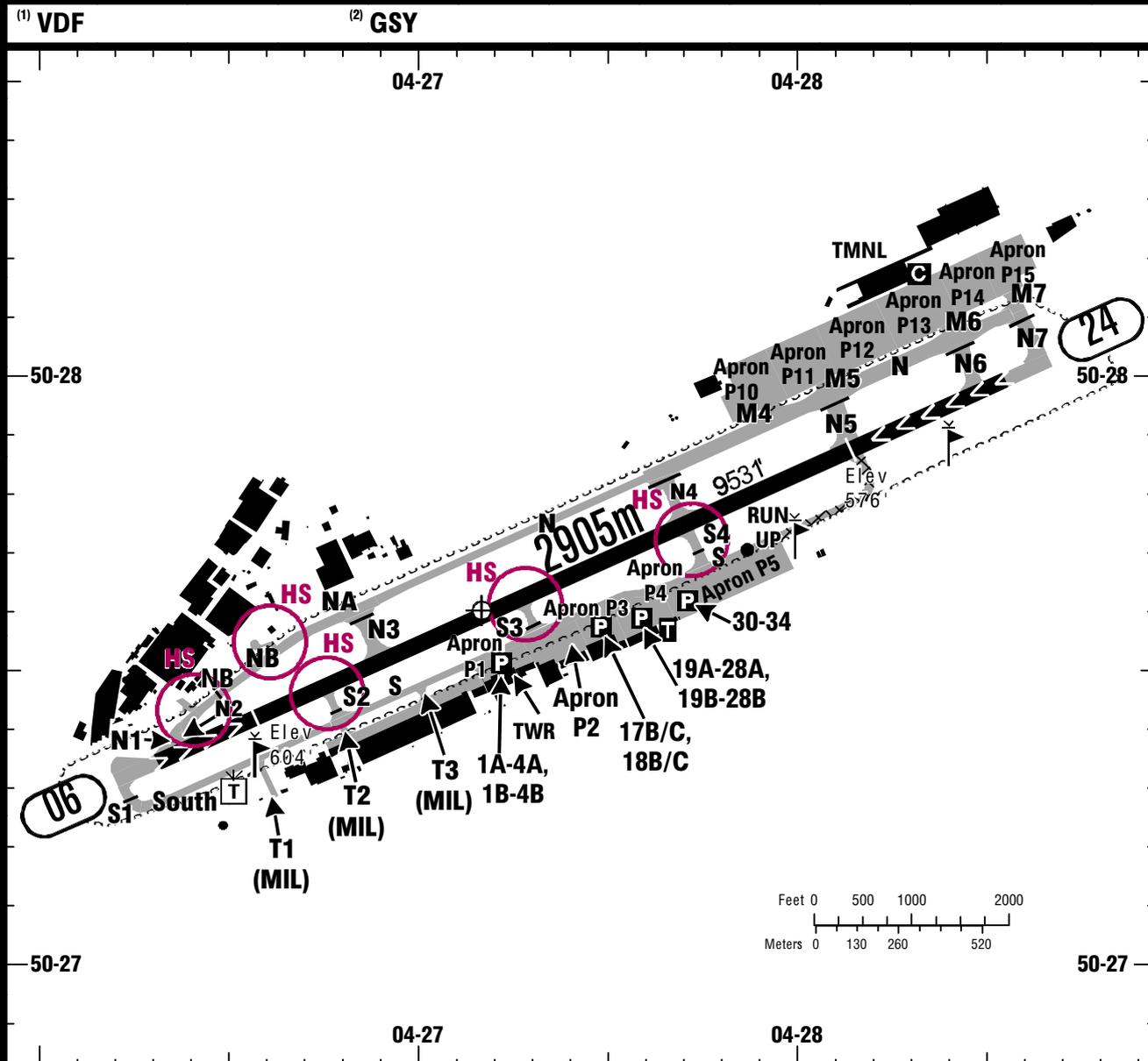
Digital Geography: © 2014 AND
Forest: © European Union, 1995-2015

EBCI
BRUSSELS SOUTH

18 JUL 25 **(19-2)**

CHARLEROI
BELGIUM

BRIEFING STRIP™	LOCATION Elev 606' /185m N50 27.6 E004 27.2	ATIS ATIS 134.630 (en) 115.700 ⁽²⁾	TOWER CHARLEROI GROUND 121.805 ⁽¹⁾ CHARLEROI TOWER 121.305 ⁽¹⁾ (en)
	ADMITTED AIRCRAFT 		
	(1) VDF (2) GSY		



ALS - PAPI 06 (3.0°), 24 (3.0°) - THRL - RL - RENL - RCLL - TWYL - LDI - WDI.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
06 (064°)	3055 x 45 Asphalt	2905	2600	PCN 64/F/A/W/T	
24 (244°)		3055	2405		

Intersection TKOF

RWY	TWY	TORA (m)
06	N2	2800
	S2	2345
	N3	2160
	S3	1670
24	N6	2837
	N5	2405
	N4, S4	1820

Non-based VFR flights are prohibited unless able to maintain 160 KT on APCH if REQ (except HEL).

TWY centreline markings shall strictly be followed by ACFT entering RWY 06 via N1 or N2.

The RWY slope changes do not give the pilot an unobstructed line of sight over half the length of the RWY at all points 3m above the RWY.

Charleroi CTR prohibited to acrobatic flight.

RWY Incursion Hot Spots

HS - Explicit RWY crossing CLR required.

NORDO ACFT prohibited.

EBCI
BRUSSELS SOUTH

03 JAN 25

19-3

CHARLEROI
BELGIUM

Preferential Runway System

RWY 24 will be assigned for TKOF and LDG, provided the RWY is dry and the cross or tailwind component does not exceed 10 or 8 KT respectively. When the RWYCC is under 5, the tailwind component is 5 KT MAX.

If the PIC considers the runway-in-use not usable for reasons of safety, he shall request permission to use another RWY. ATC will accept such a request, provided that traffic and air safety conditions permit.

Parking Restrictions

Apron P1 and P2: PRKG stands for code A or B ACFT with height MAX 4.78m, length MAX 18m and wingspan MAX 16.61m only.

Apron P4: PRKG stands 19-21, 23, 24, 26 and 27 for ACFT with MAX wingspan 13.60m. PRKG stands 22, 25 and 28 for ACFT with MAX wingspan 12m.

Long duration PRKG of tail wheel ACFT is prohibited on PRKG stands 26-28.

Ground Procedures

Engine tests runs (high power) are prohibited on ACFT stands.

During the engine test, no ACFT < than 10t shall be on final RWY 24.

TWY S E of TWY S4 will be closed when a full power run-up is performed by ACFT code E.

During full power engine tests ACFT with a MTOW <= 5,7t are subject to the following restrictions:

- TWY S4 not available;
- only home-based ACFT are allowed to DEP from TWY S3 (no LDG, no touch and go);
- for training flights instructor must be on board;
- in case of emergency, RWY 06 will be used for LDG.

Traffic Circuit

Visual circuit of ACFT up to 6t shall be flown at 1500' MAX, unless otherwise instructed by ATC, or requested by the pilot. ACFT with a weight exceeding 6t that intend to make visual circuits below 2500' shall use left turn when RWY 06 is in use and right turn when RWY 24 is in use.

RWY 06 RH when inbound via S-SA.

RWY 24 RH when inbound via N-NA.

Radio Failure

Leave controlled airspace by the shortest way:

- N of RWY axis: via REP NW;
- S of RWY axis: via REP S.

Within the traffic circuit: Make a full-stop landing.

HEL

HEL TKOF and final APCH shall be performed on RWY 06/24.

Ground Surveillance - Use of Mode S Transponders

AD is equipped with an advanced ground surveillance system using Mode S. Operators intending to use the AD should ensure that Mode S transponders are able to

operate when their ACFT are on the ground.

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

- from the taxi request;
- after LDG, continuously until the ACFT is fully parked on stand. When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

ACFT taxiing without flight plan, shall select Mode A code 2000.

GRIMBERGEN BELGIUM

VAR 1°E

23 MAY 25 (19-1)

AFIS GRIMBERGEN RADIO 119.505 (en)

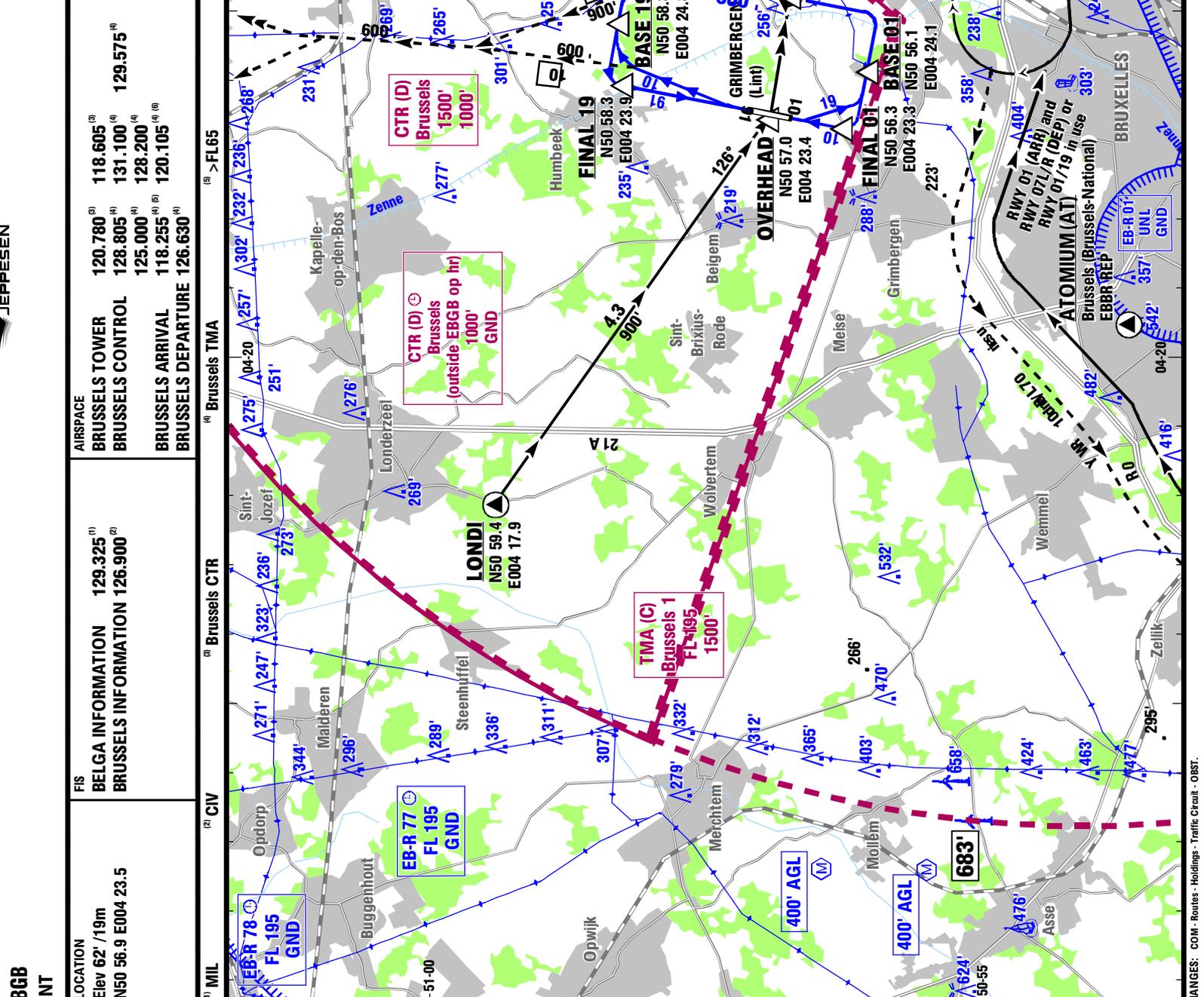
AIRSPACE

BRUSSELS TOWER 120.780 (3) 118.605 (3)
 BRUSSELS CONTROL 128.805 (4) 131.100 (4) 129.575 (4)
 BRUSSELS ARRIVAL 125.000 (4) 128.200 (4) (4) (4)
 BRUSSELS DEPARTURE 118.255 (4) (4) (4) (4) 120.105 (4) (4) (4) (4) 126.630 (4)

FIS BELGA INFORMATION 129.325 (1)
 BRUSSELS INFORMATION 126.900 (2)

LOCATION ELEV 62' / 19m
 N50 56.9 E004 23.5

(1) MIL (2) CIV (3) Brussels CTR (4) Brussels TMA (5) > FL65 (6) By ATC



EBGB

GRIMBERGEN

LINT

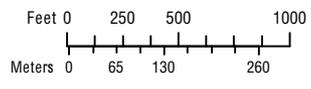
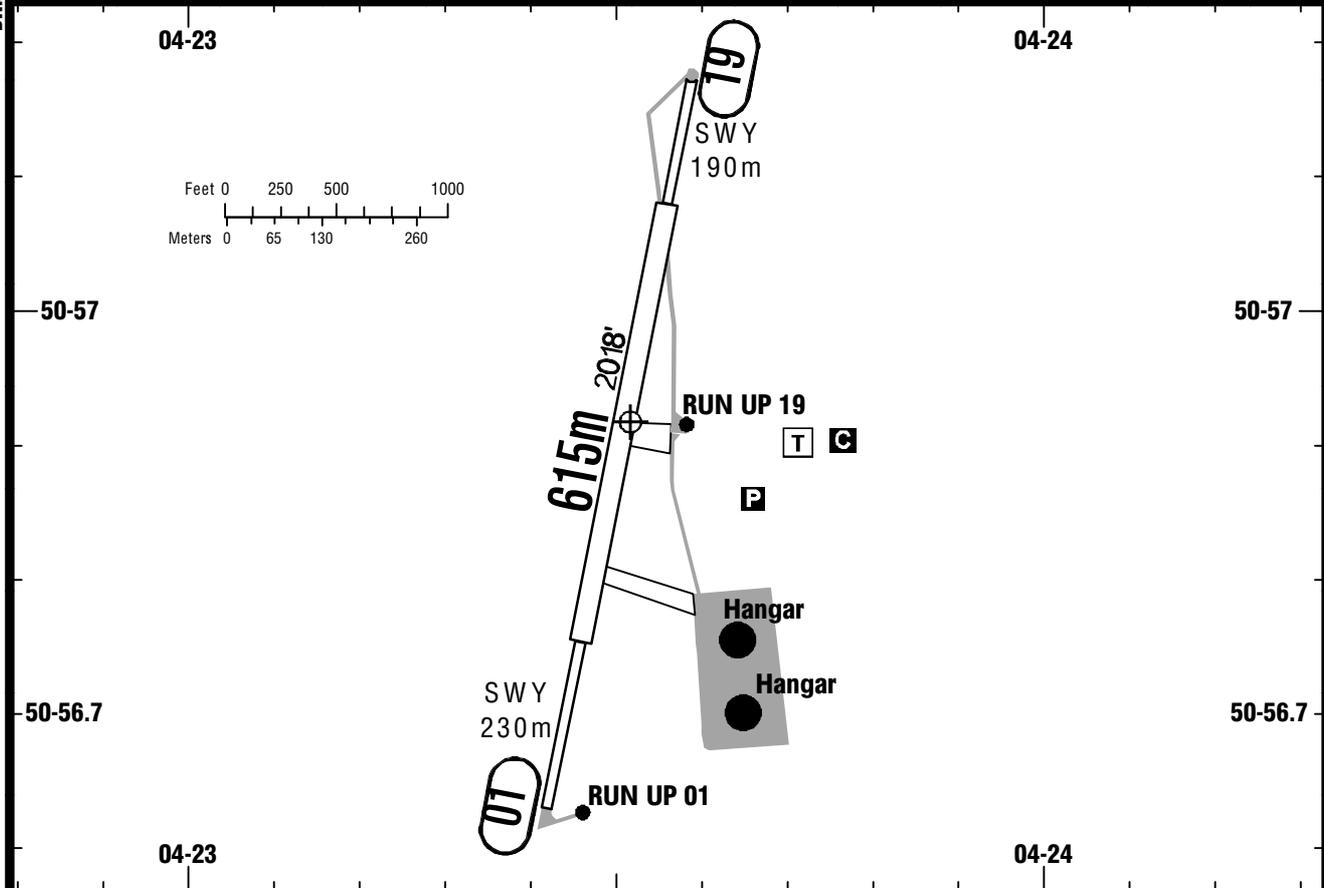
23 MAY 25

19-2

BELGIUM

BRIEFING STRIP™

LOCATION Elev 62' / 19m N50 56.9 E004 23.5	AFIS GRIMBERGEN RADIO 119.505 (en)	ADMITTED AIRCRAFT 
---	---	---



---  ---

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
01 (011°) 19 (191°)	615 x 30 Grass	615	615	3t	---

ARR contact GRIMBERGEN RADIO at least 3 MIN prior reaching REP LONDI.

Within AD traffic listening watch shall be maintained at all times.

Compulsory position reports on GRIMBERGEN RADIO when joining, leaving & within circuit.

CAUTION: AD close to Brussels airport and within CTR (D) Brussels.

Traffic Circuits

RWY 01 RH traffic circuit. After TKOF turn right 10°, turn crosswind MNM 500'. Proceed for MAX angle of climb.

RWY 19 LH traffic circuit. After TKOF left turn 25° to avoid town, turn crosswind at MNM 600'.

Noise Abatement Procedures

Only ACFT with noise certificate are allowed.

Reduce power as much as safety permits within the AD traffic circuit and for joining and leaving the area (slow cruise performance).

Avoid residential areas.

Arrivals

Proceed from REP LONDI at 900' direct overhead AD.

Verify the signal area for RWY-in-use and circuit direction. Traffic departing Brussels AD or crossing CTR (D) Brussels with destination Grimbergen AD: See EBBR.

Departures

RWY 01: after TKOF turn right 10° and climb to maintain 900'. Continue straight ahead until crossing the canal. Remain E of the canal and W of the high tension line, avoid residential area Zemst. Track N until reaching the railway Dendermonde-Mechelen and remain clear of CTR (D) Brussels.

RWY 19: after TKOF turn left 25° to avoid residential area. When passing 600', turn left, continue climb to 900' and fly E of the canal along downwind. At end of downwind track 350° avoid residential area Zemst. Remain W of the high tension line until reaching the railway Dendermonde-Mechelen and remain clear of CTR (D) Brussels.

Traffic departing Grimbergen AD and intending to enter CTR (D) Brussels: See EBBR.

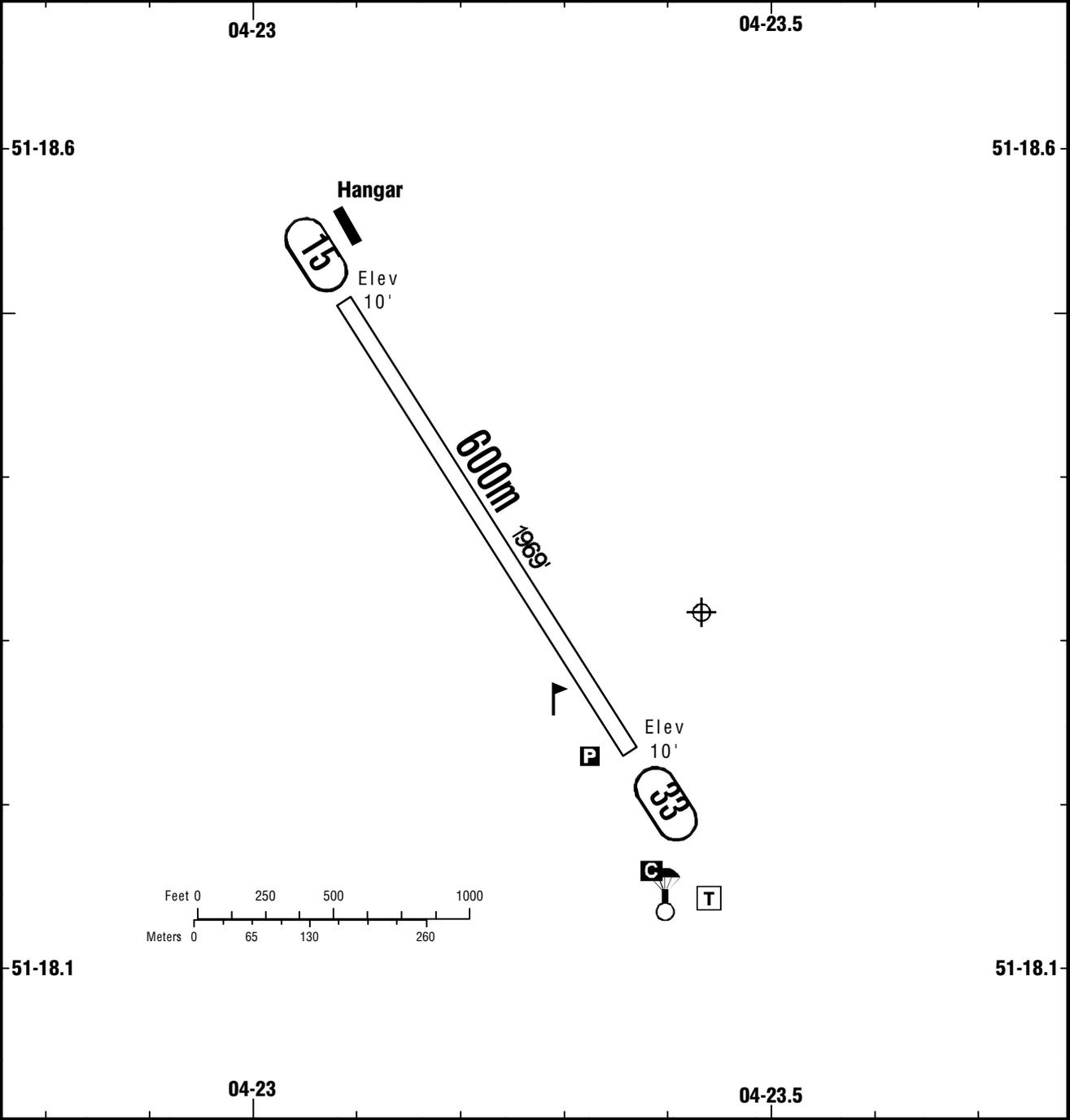
Direct entry into CTR (D) Brussels is not permitted.

EBHN
HOEVENEN

23 JUN 23 **19-2**

HOEVENEN
BELGIUM

BRIEFING STRIP™	LOCATION Elev 2' /1m N51 18.3 E004 23.4	AFIS HOEVENEN RADIO 135.005 (du, en)	ADMITTED AIRCRAFT 
	04-23 04-23.5		



RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
15 33	600 x 18 Grass	600	600	2t AUW	---

CAUTION: Parachute jumping. Training FLT's for home-based ACFT only.
 Use of AD PPR from OPR.
 Do not overfly street E of RWY axis.
 Avoid AD vicinity and traffic pattern when paradrop is in progress. When no paradrop takes place overfly AD above 1500' AGL to join downwind at 1000' AGL.
 Antwerpen airport is close to the AD.
 Avoid built-up areas and Doel power plant W of AD below 2000' AGL.

**EBKH
KEIHEUVEL**

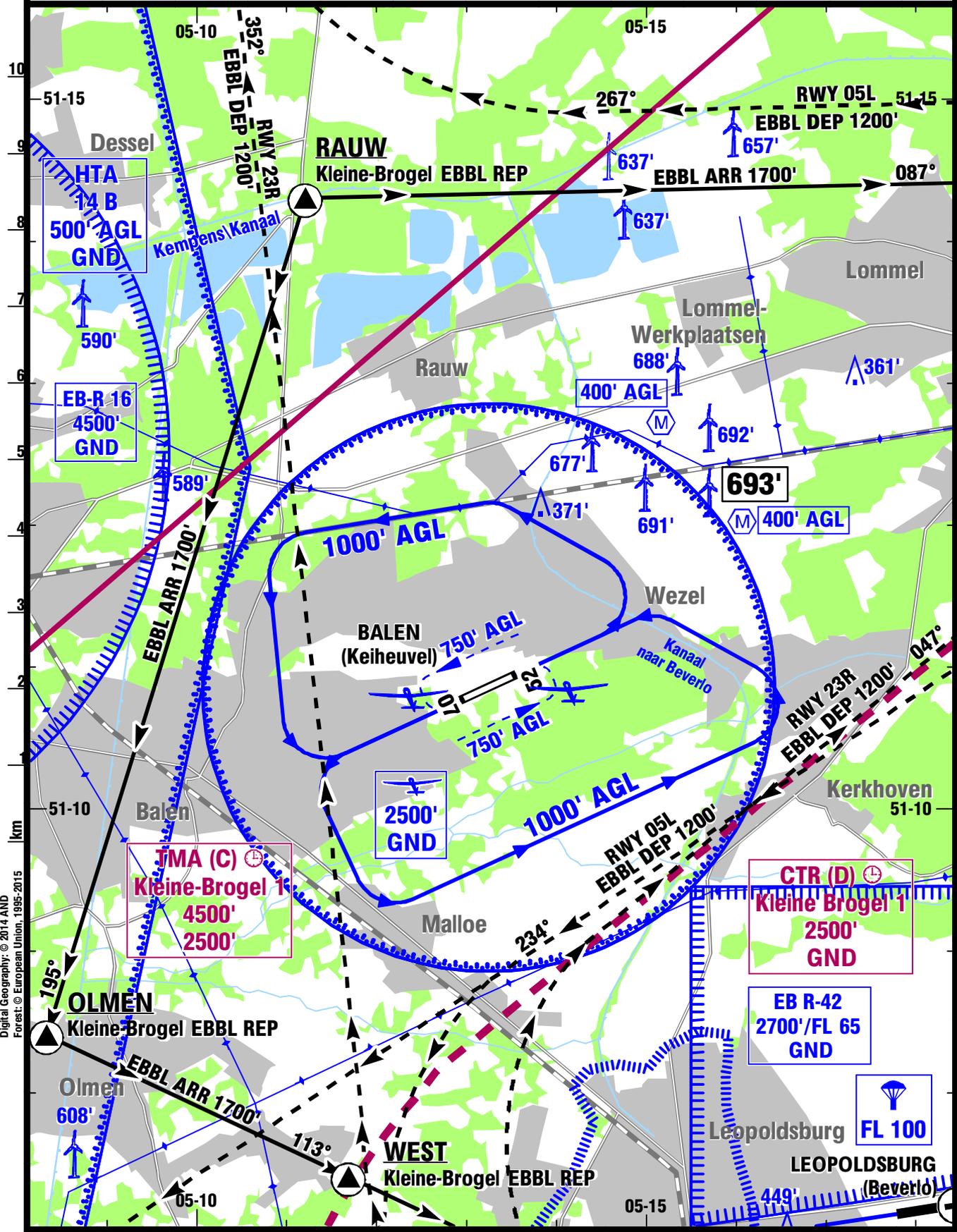
31 MAR 23 (19-1)

**BALEN
BELGIUM**

VAR 1°E

LOCATION Elev 123' /37m N51 10.9 E005 13.3	FIS BELGA INFORMATION 129.325 ⁽¹⁾ BRUSSELS INFORMATION 126.900 ⁽²⁾
	AIRSPACE KLEINE-BROGEL TOWER 134.105 ⁽³⁾ KLEINE-BROGEL APPROACH 134.480 ⁽⁴⁾

(1) MIL (2) CIV (3) Kleine-Brogel CTR (4) Kleine Brogel TMA



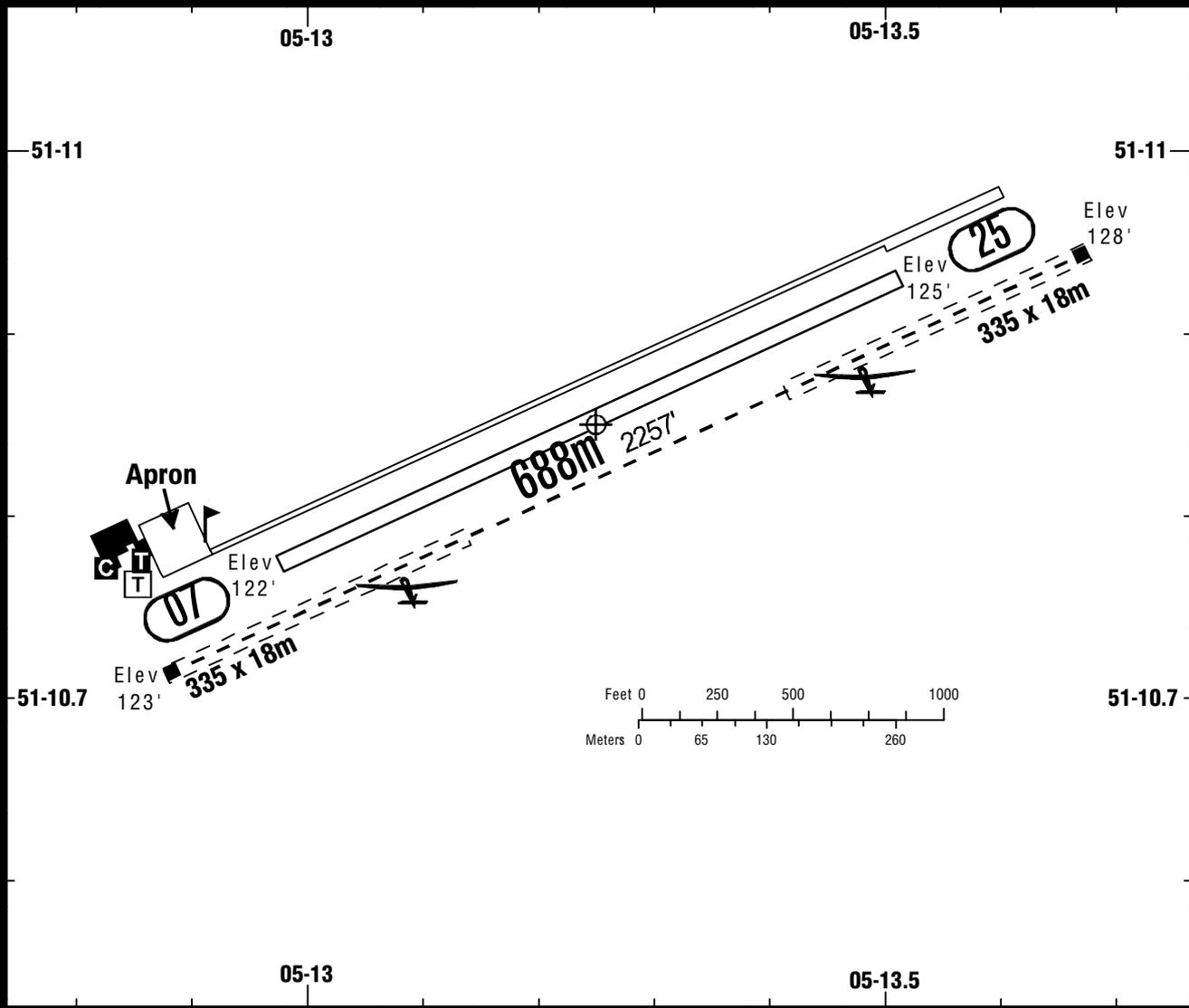
Digital Geography: © 2014 AND
Forest: © European Union, 1995-2015

EBKH
KEIHEUVEL

31 MAR 23 **(19-2)**

BALEN
BELGIUM

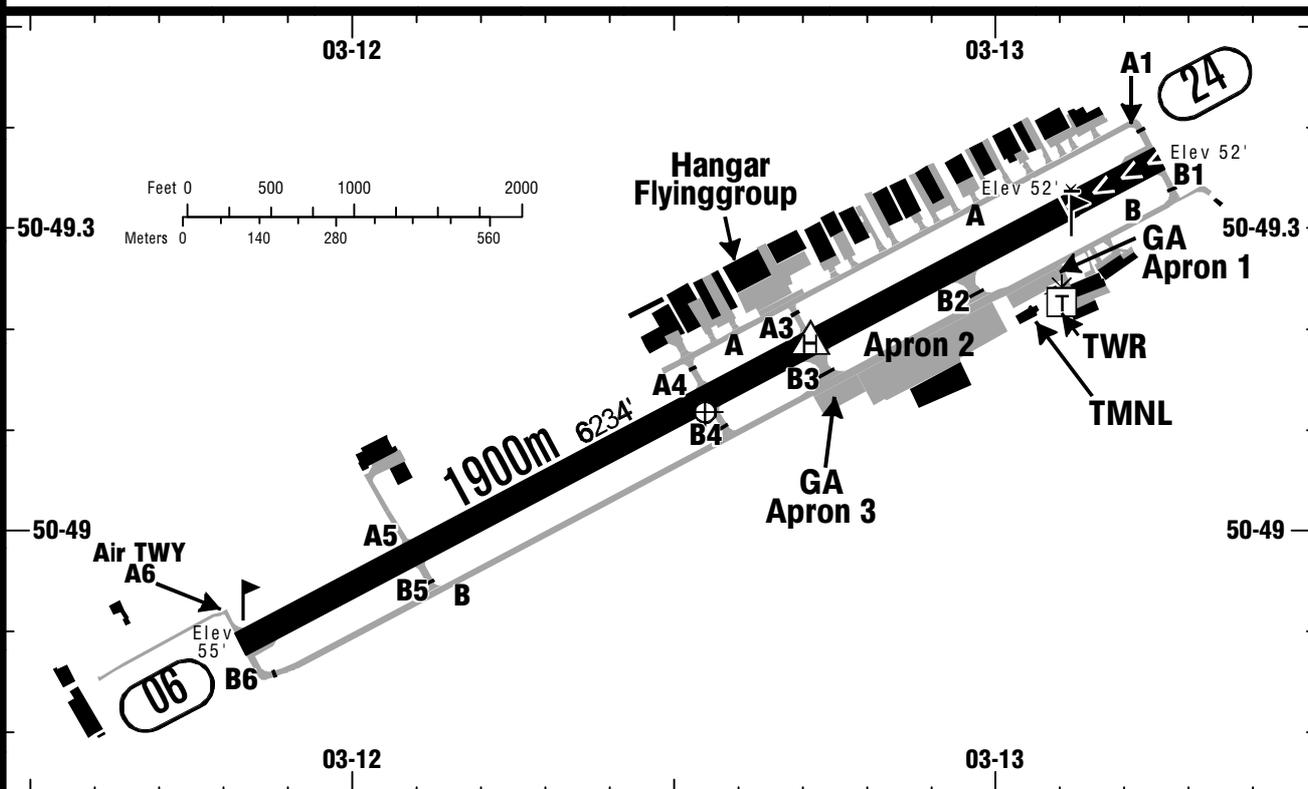
BRIEFING STRIP™	LOCATION Elev 123' /37m N51 10.9 E005 13.3	ADMITTED AIRCRAFT (Cable 2000' AGL)
	BALEN RADIO 120.310 (du, en)	



RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
07 25	688 x 18 Grass			5.7t A UW	---

Two-stroke engine DPM (motorised deltaplanes), ULM not allowed.
 Simultaneous use of RWY and launch strip prohibited.
 Taxi N of RWY only.
 Avoid overflying the AD below 2000' AGL, due to GLD launch, by both winch and airtow.
 Avoid overflying built-up areas near AD.
 Full stop LDGs only.

BRIEFING STRIP™	LOCATION Elev 55' /17m N50 49.1 E003 12.6	AFIS KORTRIJK INFORMATION 120.250 ⁽¹⁾ (en)	ADMITTED AIRCRAFT
	⁽¹⁾ VDF		



ALS 24 - PAPI 06 (3.1°), 24 (3.0°) - THRL - RL - RENL - RCLL - TWYL - LDI - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
06 (061°)	1900 x 45 Asphalt	1776	1776	PCN 52/F/B/X/T	
24 (241°)		1900	1722		

All ACFT crew, operational crew and airport personnel shall wear high visibility clothing on airside at all times.
NORDO ACFT prohibited.
 Only home-based ULM are permitted. All ULM PPR.
INT TKOF prohibited for fixed wing ACFT.

Arrival Procedures

Pilots entering Kortrijk RMZ and receiving no reply on KORTRIJK INFORMATION can obtain flight info from Brussels FIC.
 Keep ALT of 1000' until turning final, if compatible with safety of ACFT.
 Keep the angle of descent as high as compatible with safety of ACFT.
Perform APCH greater or equal 3° with the lowest power setting possible.
 Low APCH with full flaps setting, high motor rotation speed and high pitch setting is forbidden.
 Incoming traffic shall contact KORTRIJK INFORMATION at least 5 MIN before entering traffic circuit. However, contact shall be made at MAX 15 NM from AD and MAX 3000'.
 REP N1, W1, S1 or E1 shall be reported and overflown before entering the visual traffic circuit. Pilots are recommended to route N1-N2, W1-W2 or S1-S2. In order to increase situational awareness it is recommended to

VFR flights not to fly overhead the AD when entering the RMZ but to proceed directly to the circuit pattern.

AFIS will provide pilots with AD information. VFR pilots should join beginning of downwind of their applicable circuit.

All pilots shall report left/right hand downwind and base leg.

Departure Procedures

It is recommended to leave the traffic circuit via E1, N1, S1 and W1.

Traffic Circuits

RWY 06

HEL

- RH circuit;
- TKOF must be performed using the best rate of climb of ACFT. Continue to climb straight ahead to 800' before turning right crosswind, continue the climb to circuit ALT 1000';
- RH downwind leg is at 1000' overhead the water canal;
- Keep an ALT of 1000' until turning final, if compatible with the safety of ACFT.

EBKT**KORTRIJK-WEVELGEM**

26 APR 24

19-3**KORTRIJK-WEVELGEM****BELGIUM****Light ACFT (<2t MTOW)**

- LH circuit;
- TKOF must be performed using the best rate of climb of ACFT. Continue to climb straight ahead to 800' before turning left crosswind, continue the climb to circuit ALT 1000';
- LH downwind leg is situated over the motorway A19 at 1000', avoiding Moorsele ATZ;
- Turn left base leg before the high tension line.

ACFT (>2t MTOW)

- RH circuit, S of the AD;
- TKOF must be performed using the best rate of climb of ACFT. Continue straight ahead and turn right crosswind after passing the city of Kortrijk;
- RH downwind leg is at 1500';
- Perform a final APCH with a MNM of 3° and the lowest power setting possible (compatible with the safety of ACFT).

RWY 24**HEL**

- RH circuit;
- TKOF must be performed using the best rate of climb of ACFT. Continue to climb straight ahead to 800' before turning right crosswind, continue the climb to circuit ALT 1000';
- RH downwind leg is at 1000' overhead the A19 motorway for noise abatement;
- Turn right base leg before the railroad;
- Keep an ALT of 1000' until turning final, if compatible with the safety of the ACFT.

Light ACFT (<2t MTOW)

- LH circuit;
- TKOF must be performed using the best rate of climb of ACFT. Continue to climb straight ahead to 800' before turning left crosswind, continue the climb to circuit ALT 1000';
- LH downwind leg is situated between the water canal and the goods railway station of Kortrijk, at 1000';
- Turn left base leg before the city of Kortrijk.

ACFT (>2t MTOW)

- LH circuit, S of the AD;
- TKOF must be performed using the best rate of climb of ACFT. Continue to climb straight and turn left crosswind before reaching the FIR EBBU ASP border;
- LH downwind leg is at 1500';
- Turn LH base leg after passing the city of Kortrijk (noise abatement);
- Perform a final APCH with a MNM of 3° and the lowest power setting possible (compatible with the safety of ACFT).

Ground Movement**Taxiing Regulations**

Mandatory to contact KORTRIJK INFORMATION and request taxi INFO before taxi and at the holding points, before lining-up, crossing and after vacating RWY.

A follow-me car is AVBL on request.

TWY A MAX wingspan 15m except crossing traffic to Flyinggroup or ASL hangar via intersection A3.

HEL air-taxi overhead another ACFT/vehicle/person is forbidden.

ACFT leaving air side by gate 4, 5 or 6 enter a public area at their own risk.

Taxiing outside the AD perimeter is at own responsibility.

Apron Regulations

Apron 3: HEL parking and longer term parking apron.

Apron 1

GA Apron.

Self-parking for GA ACFT within the red parking box, no jet or turboprop ACFT allowed.

Unmarked apron, only for non-commercial ACFT with wingspan < 15m.

Apron 3

HEL parking and longer term ACFT parking Apron.

Self-parking for GA ACFT within the red parking box. Unmarked apron, only for non-commercial ACFT with wingspan < 15m.

Helicopter Operations

HEL TKOF and final APCH only on RWY 06/24.

HEL shall only enter the RWY via the holding points.

HEL touch-and-go-training flights are only allowed for home-based HEL.

HEL training exercises are restricted to the RWY exclusively, no exercises are allowed on the grass strips. HEL ground exercises shall be performed on Apron 3, on condition that Apron 3 is unoccupied.

Entry/exit via the grass subject to prior permission of the AD authority.

JET A1 refuelling only allowed on Apron 2.

HEL Ground Movement

HEL stands available on apron 1, 2 and 3.

Handling mandatory for all non home-based HEL > 2t MTOW.

Apron 1: MAX rotor diameter 12m, customs and border control 13m.

Apron 2: Stand allocation and marshalling mandatory. These services are provided by FIA FBO exclusively. Simultaneous HEL movements on adjacent HEL stands are not allowed. MAX rotor diameter 20m on stands 210/250, on all others MAX rotor diameter 13m.

Apron 3: Self-parking for HEL, 4 HEL stands, MAX rotor diameter 13m. Simultaneous HEL movements on adjacent HEL stands are not allowed.

HEL parking on private property at north side at own risk, no dedicated stands available.

EBKT

KORTRIJK-WEVELGEM

KORTRIJK-WEVELGEM

26 APR 24

19-3A

BELGIUM

AVGAS Refuelling Instructions

HEL should land within the provided AVGAS refuelling HEL stand. After landing and engine shut-down, the heliwheels that are provided at the AVGAS station shall be used to push the HEL to the refuelling area.

After refuelling, the pilot should push the HEL back to the AVGAS refuelling HEL stand for air-taxiing. After returning the heliwheels, the pilot can contact KORTRIJK INFORMATION to request start-up advice.

Radio Communication Failure

Fly overhead at 1500' and consult the signal area before joining the traffic circuit.

VFR Night Circuit Training Flights with Touch-and-go

- MAX 1 ACFT in circuit;
- only authorized for home based ACFT;

EBLE BEVERLO

19 JUL 24 (19-1)

LEOPOLDSBURG BELGIUM

LOCATION Elev 199' /61m N51 07.2 E005 18.4	FIS BELGA INFORMATION 129.325 ⁽¹⁾ BRUSSELS INFORMATION 126.900 ⁽²⁾
	AIRSPACE KLEINE-BROGEL TOWER 134.105 ⁽³⁾ KLEINE-BROGEL APPROACH 134.480 ⁽⁴⁾

VAR 3°E

7

6

5

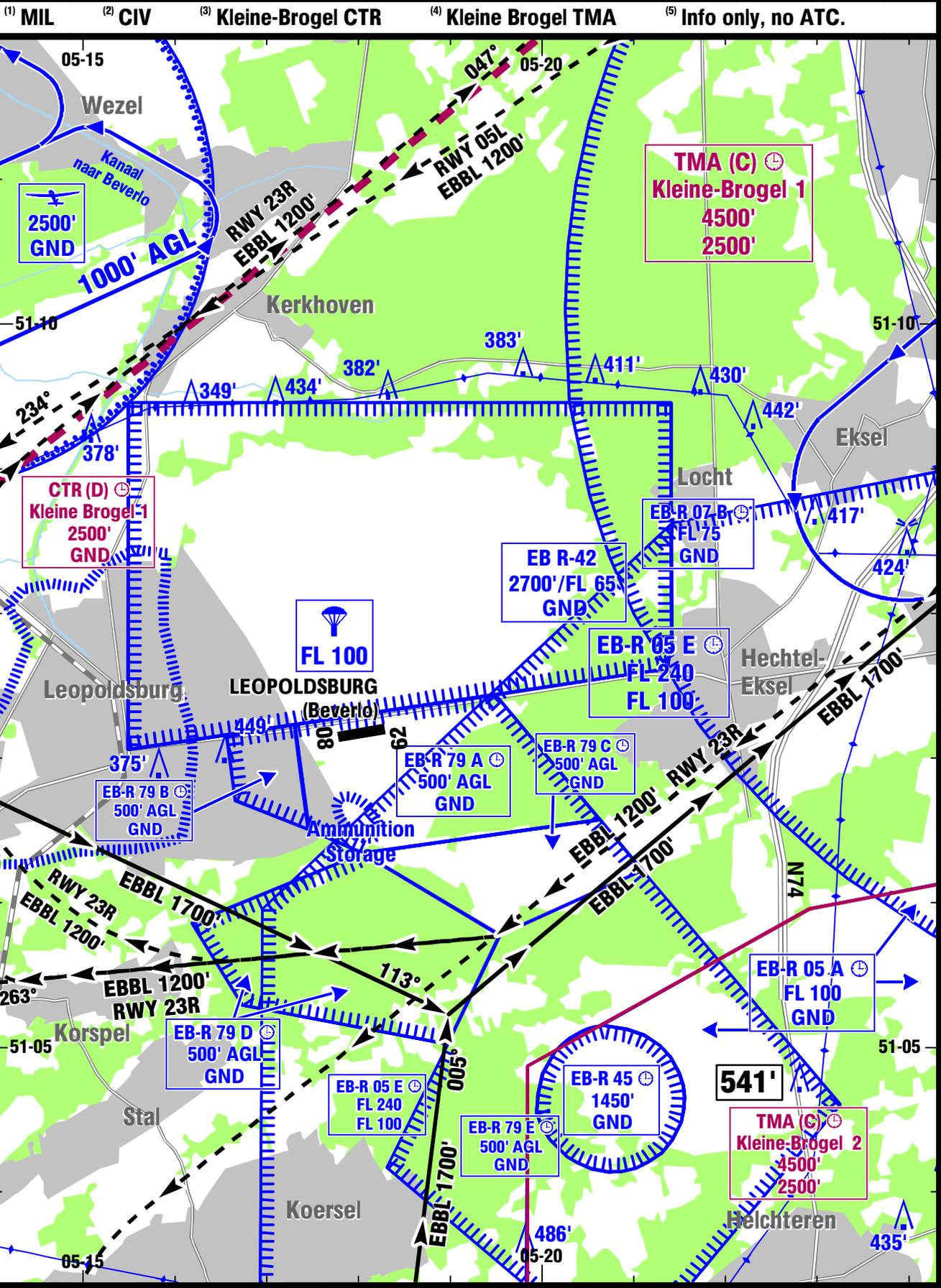
4

3

2

1

NM



Digital Geography: © 2014 AND
Forest © European Union, 1995-2015

**EBLE
BEVERLO**

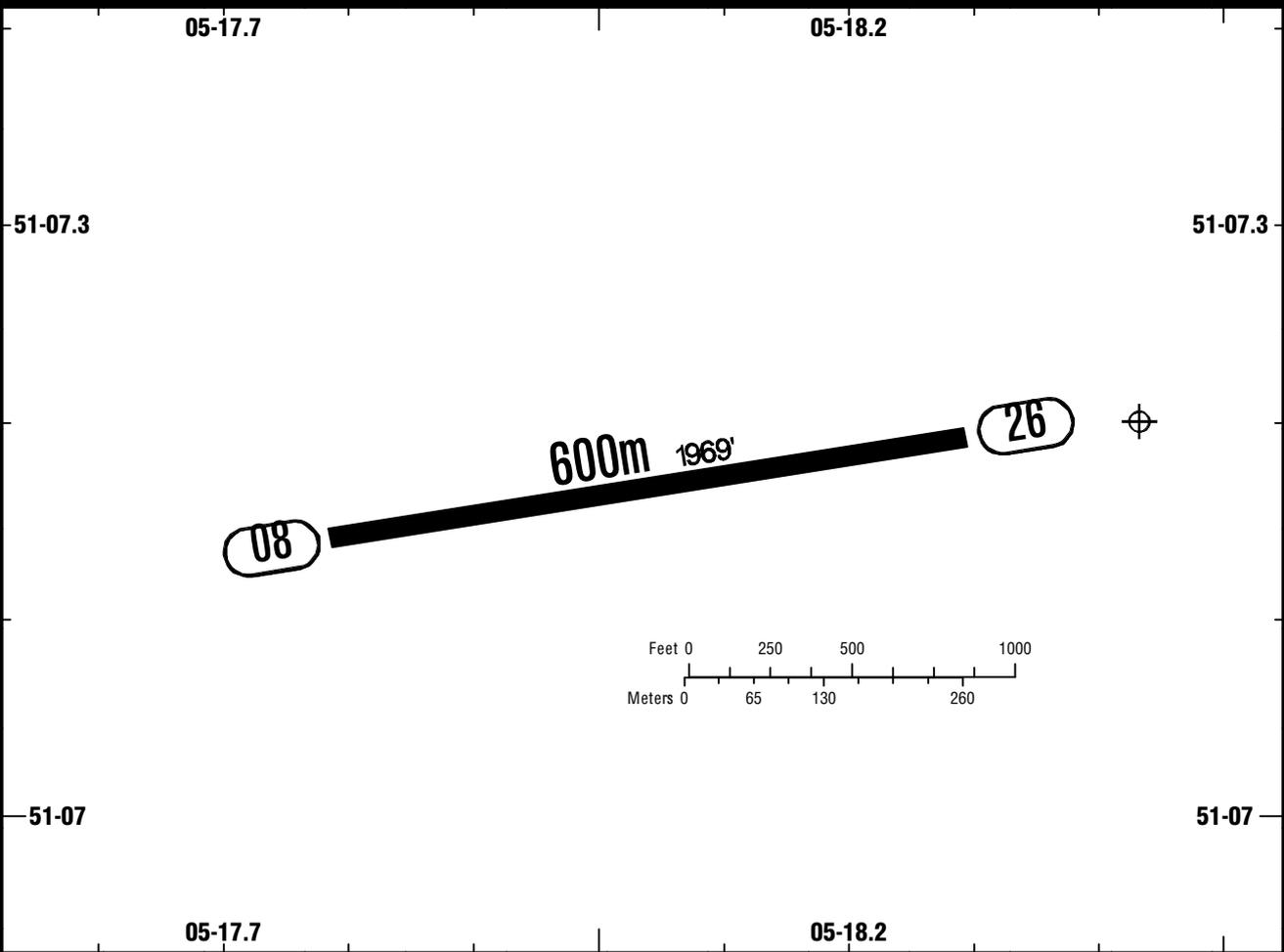
19 JUL 24 **19-2**

**LEOPOLDSBURG
BELGIUM**

BRIEFING STRIP™

LOCATION Elev 199' /61m N51 07.2 E005 18.4	BEVERLO RADIO 125.530⁽¹⁾ (en)	ADMITTED AIRCRAFT
---	---	------------------------------

⁽¹⁾ Info only, no ATC.



RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
08 26	600 x 18 Asphalt			5.7t	---

Do not overfly the ammunition storage inside the traffic circuit. Be aware of the Unmanned ACFT System zones in the vicinity of AD.

AD limited to home based ACFT when EB-R 79C, EB-R 79D or EB-R 79E are active.

MIL parachuting in VMC.

Jet ACFT operations not allowed.

When EBBL is active, departing pilots shall contact KLEINE-BROGEL APPROACH before reaching 700'.

Arriving ACFT shall contact KLEINE-BROGEL APPROACH before entering CTR.

RWY 08 RH traffic circuit.

Circuit altitude is 700', 1000' or 1200', depending on the orders of ATC of EBBL.

When EBBL is closed, departing and arriving ACFT contact BEVERLO RADIO. When an ACFT leaves the circuit and stays in the closed CTR of EBBL, the pilot has to contact BRUSSELS INFORMATION.

EBLG
LIÈGE

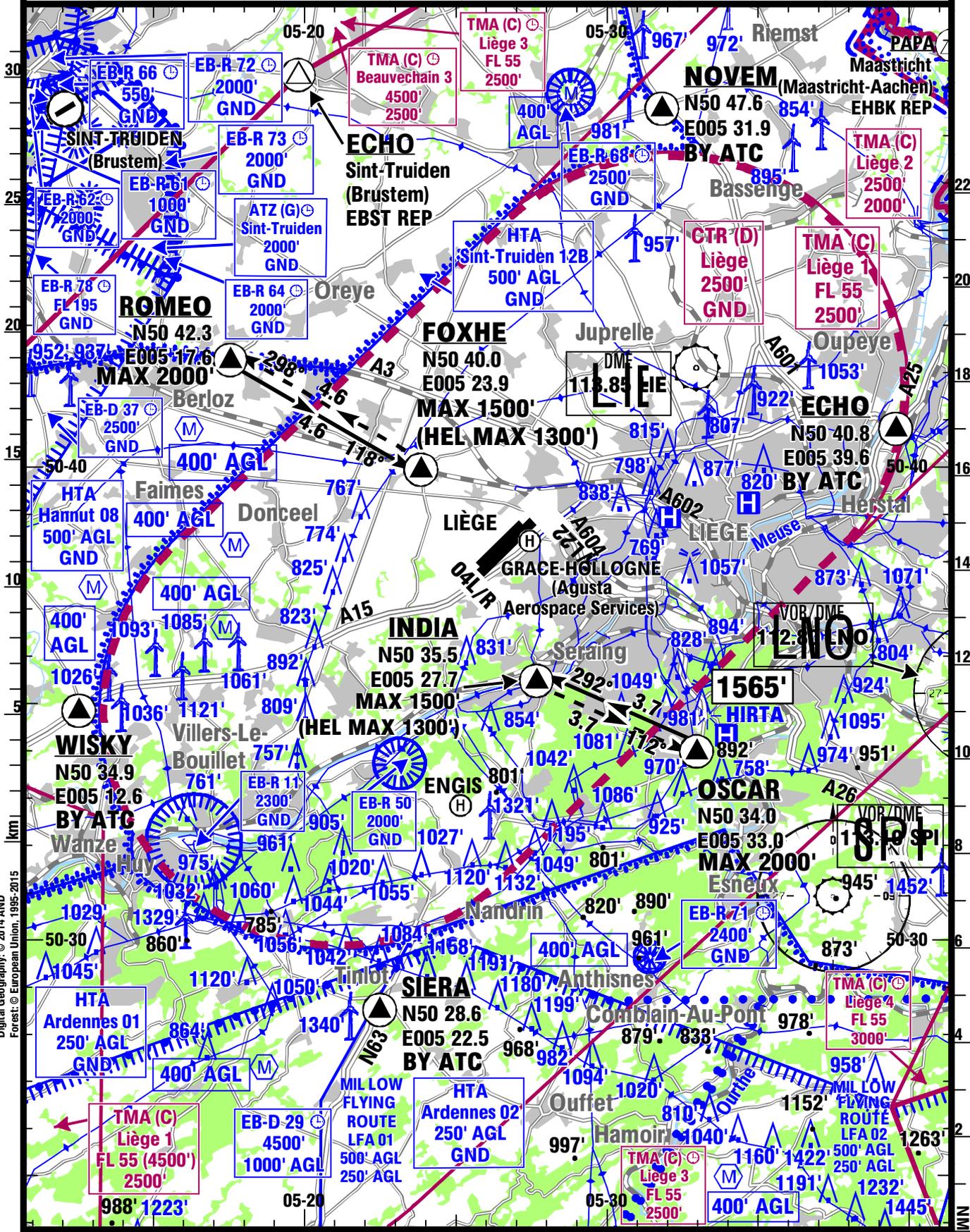
LIÈGE
BELGIUM

15 AUG 25 **(19-1)**

VAR 2°E

BRIEFING STRIP™	LOCATION Elev 651' / 198m N50 38.2 E005 26.6	FIS BELGA INFORMATION 129.325⁽²⁾ BRUSSELS INFORMATION 126.900⁽³⁾	ATIS ATIS 126.255
	APPROACH LIÈGE APPROACH 119.280⁽¹⁾ (en)	TOWER LIÈGE TOWER 118.130⁽¹⁾ (en) LIÈGE GROUND 121.915⁽⁴⁾	

(1) VDF (2) MIL (3) CIV (4) Start-up clearance



Digital Geography: © 2014 AND
Forest: © European Union, 1995-2015

CHANGES: OBST.

© JEPPESEN, 2021, 2025. ALL RIGHTS RESERVED

EBLG
LIÈGE

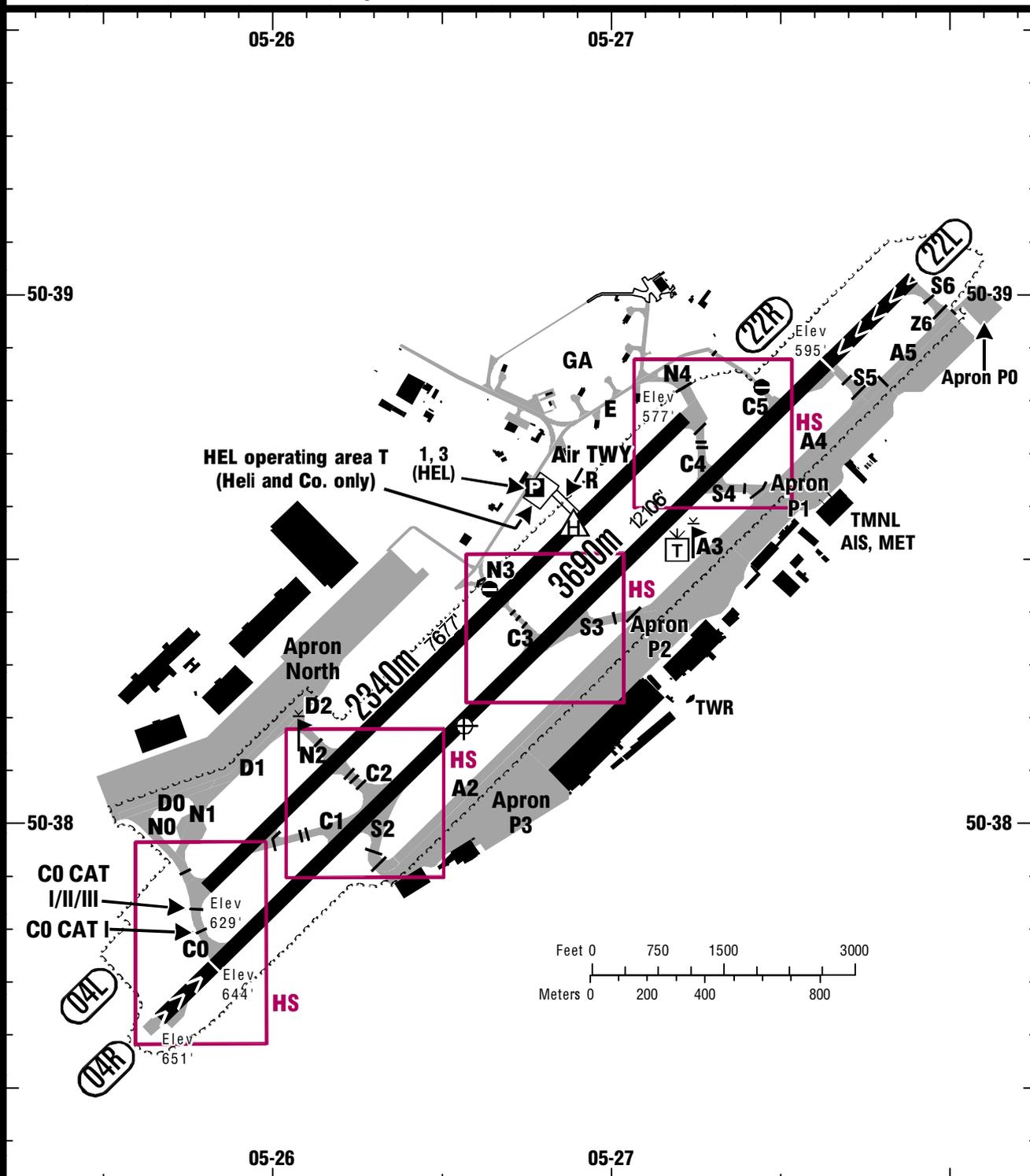
15 AUG 25 **(19-2)**

LIÈGE
BELGIUM

BRIEFING STRIP™

LOCATION Elev 651' /198m N50 38.2 E005 26.6	ATIS ATIS 126.255	TOWER LIÈGE GROUND 121.915 ⁽²⁾ LIÈGE TOWER 118.130 ⁽¹⁾ (en)	ADMITTED AIRCRAFT  
--	-----------------------------	--	---

⁽¹⁾ VDF ⁽²⁾ Start-up clearance



ALS (EXC 04L) - PAPI 04R (3.0°), 22L (3.0°), 04L (3.0°), 22R (3.0°) - THRL - RL - RENL - RCLL (04R/22L) - TWYL - LDI - WDI.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
04R (043°) 22L (223°) ¹	3690 x 45 Asphalt	3690	3453 3287	PCN 88/F/B/W/T	
04L (043°) 22R (223°) ²	2340 x 45 Asphalt	2340	2340	PCN 101/F/A/W/T	

1 RWY has a uniform transverse slope to the north.
2 Secondary RWY usable for operational needs. BTN TWYs C2 & C3 there is a portion of 300m with longitudinal slope of 2%. RWY has a uniform transverse slope to the north.

EBLG
LIÈGE

15 AUG 25

19-3
LIÈGE
BELGIUM
Intersection TKOF

RWY	TWY	TORA (m)
04R	C0	3303
	C1	2573
	C2	2553
	S2	2478
	S3	1598
22L	C4	2550
	C3	1800
	S5	3287
	S4	2550
	S3	1800
04L	C2	1640
	N2	1640

NORDO ACFT prohibited.

NOTE: Manoeuvring Area is under ATC control. Apron is under ATC guidance only (Pilots & drivers are responsible for their own separation).

TWY S5: Right turn onto RWY 04R/22L to TWY S6 is not allowed.

Apron/TWY E: AVBL SR-30 until SS+30, unless, in exceptional circumstances, authorised by airport inspection and with assistance of follow-me car.

CAUTION: Opposite traffic possible, before taxi to the holding point contact ATC for traffic information.

GA area located NW of THR 22R or on Apron P0. Once the ACFT has arrived on its PRKG stand, ground handling activities start if required.

RWY Incursion Hot Spots

HS (TWYs C0, N0) - TWY crossing RWY. Explicit clearance required. Attention: Holding point CAT I and CAT II/III are collocated. Do not proceed beyond CAT I/II/III holding point RWY 04R/22L when TAX from Apron North to RWY 04R. ATC CLR required to enter and hold position on 04L/22R.

HS (TWYs N2, C1, C2, S2) - Confusing point. Crossing of RWY.

HS (TWYs C3, S3, N3) - Confusing point. Crossing of RWY. TWYs C3 and S3 not aligned.

HS (TWYs C4, S4, N4) - Confusing point. Crossing of RWY. Explicit clearance required.

RWY regulations

The simultaneous use of the RWYs 04L/22R and 04R/22L is not allowed.

Traffic permitting, the following criteria for the selection of the runway-in-use are applied: the crosswind component, including gusts, does not exceed 15 KT or the tailwind component, including gusts, does not exceed 5 KT.

If the PIC considers the runway-in-use not usable for reasons of safety or performance, he shall request permission to use another RWY. ATC will accept such request, provided that traffic and air safety conditions permit.

ARR

Unless otherwise instructed:

- entry from W & N: proceed towards ROMEO, then to FOXHE;
- entry from E & S: proceed towards OSCAR, then to INDIA;
- FOXHE and INDIA are clearance limit points (holding). Upon reaching one of the points, pilots shall perform orbits at 1500' (HEL 1300').

MAX ALT:

- 2000' at ROMEO and OSCAR when entering the CTR, descending to 1500' (HEL 1300');
- 1500' at FOXHE and INDIA (HEL 1300').

ACFT shall join the AD traffic circuit at 1500' (HEL 1300').

DEP

Unless otherwise instructed:

- exit to the W & N: proceed to FOXHE, then to ROMEO;
- exit to the E & S: proceed to INDIA, then to OSCAR.

MAX ALT:

- FOXHE and INDIA shall be crossed at MAX 1500'.
- MAX ALT to leave the CTR: 2000'.

Traffic Circuits

AD traffic circuits MAX 1500' and continuously in sight of TWR.

Transponder

ACFT operators intending to use EBLG should ensure that the Mode S transponders are able to operate when ACFT is on the ground.

ACFT taxiing without flight plan shall select Mode A code 2000.

Radio COM Failure

- Outside controlled airspace: In all cases remain outside controlled airspace.
- Within controlled airspace but outside the AD traffic circuit: Leave controlled airspace by the shortest way:
 - a. N of RWY axis: via REP ROMEO;
 - b. S of RWY axis: via REP OSCAR.
- Within AD traffic circuit: Full-stop landing is requested.

HEL

NOTE: MAX allowed overall length on HEL operating area T: 12.94m.

HEL have to proceed to/from Heli and Co via Air TWY R.

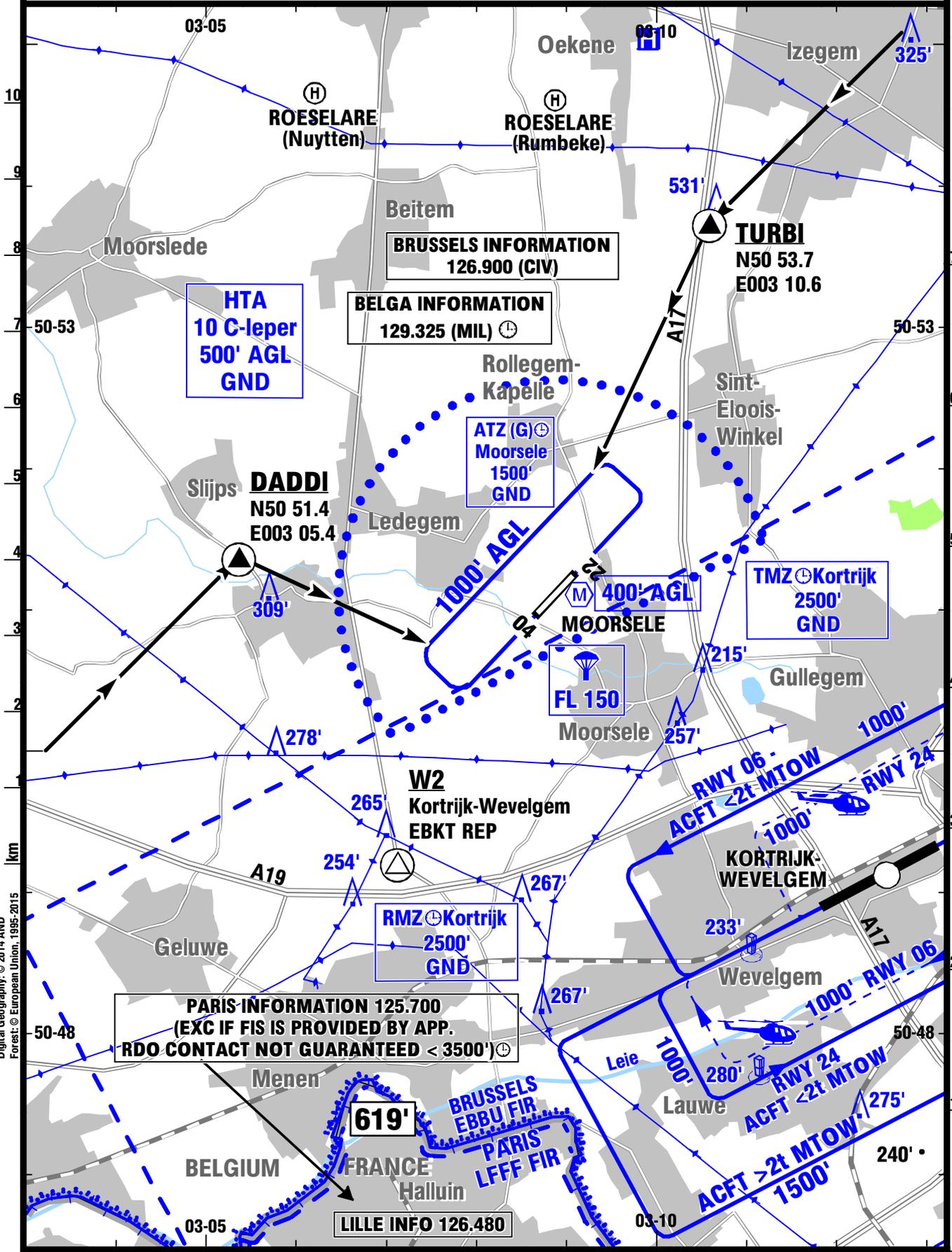
EBMO MOORSELE

11 OCT 24 **(19-1)**

MOORSELE BELGIUM

BRIEFING STRIP™	LOCATION Elev 57' /17m N50 51.2 E003 08.8	FIS BELGA INFORMATION 129.325⁽¹⁾ BRUSSELS INFORMATION 126.900⁽²⁾	VAR 2°E
	AIRSPACE KORTRIJK INFORMATION 120.250⁽³⁾	AFIS MOORSELE RADIO 120.505 (en)	

(1) MIL (2) CIV (3) Kortrijk RMZ



Digital Geography: © 2014 AND
Forest: © European Union, 1995-2015

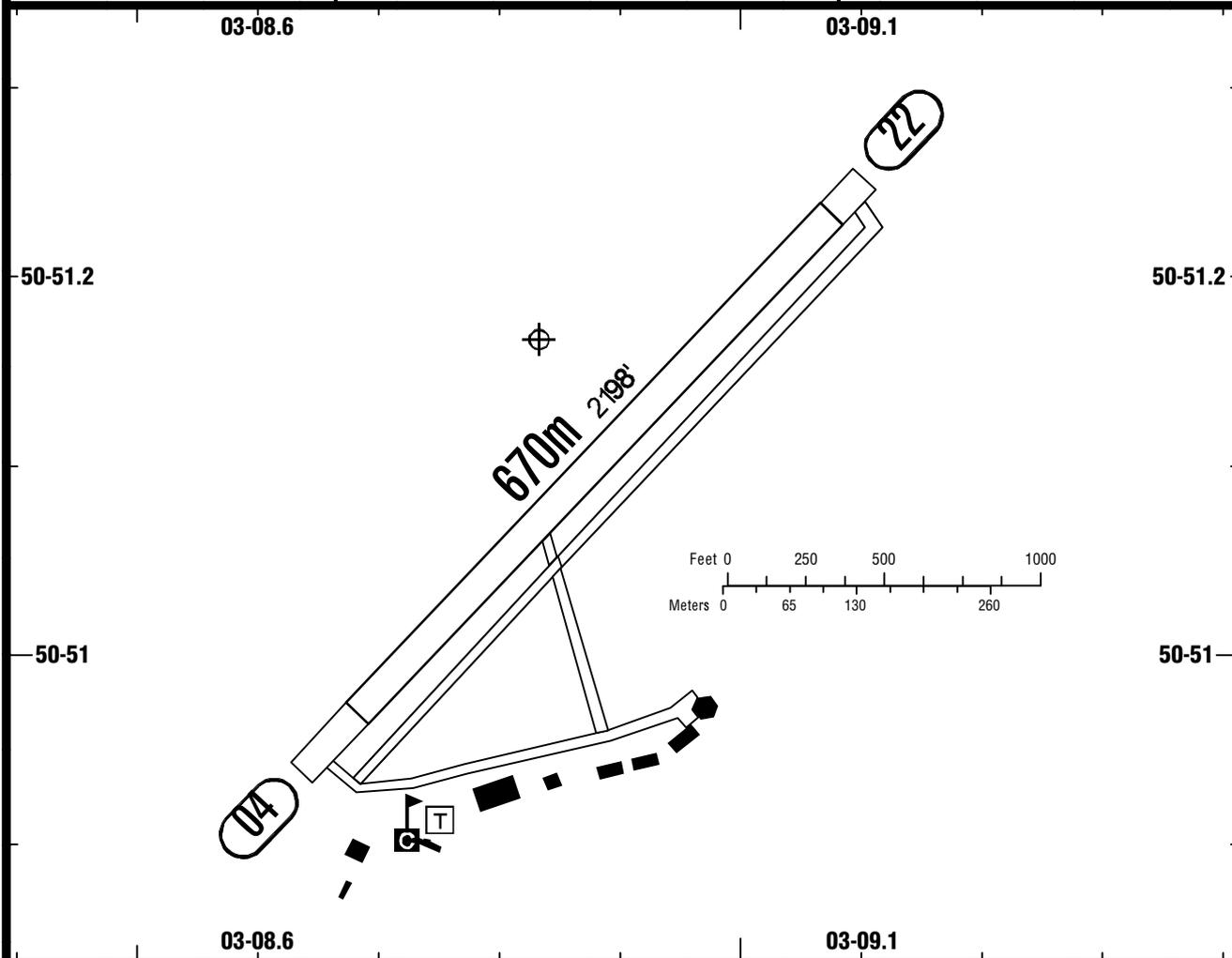
**EBMO
MOORSELE**

11 OCT 24 **(19-2)**

**MOORSELE
BELGIUM**

BRIEFING STRIP™

LOCATION Elev 57' /17m N50 51.2 E003 08.8	AFIS MOORSELE RADIO 120.505 (en)	ADMITTED AIRCRAFT 
--	---	---



RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
04 22	670 x 30 Grass			5.7t	---

Parachuting in VMC.
Radio controlled model aircraft.
Taxiing from the RWY to the PRKG stands can only be performed via the TWYs.
AD is unusable outside TWYs.
Jet AFCT operations not allowed.
Position reporting is compulsory when joining, leaving and within the AD TFC circuit.
Start listening out on MOORSELE RADIO at least 10 NM out and report 5 NM inbound reporting point DADDI or TURBI at 1500'. If no parachute activity is confirmed, join the circuit and proceed for landing. When parachutes are in the air or about to be dropped, hold at your reporting point until signal is transmitted 'all parachutes on the ground', then proceed to join the circuit at 1000' AGL.
After landing, taxi to the ACFT parking area in front of the Clubhouse (C), do not park in the parachute landing area.
No engine shall be started or running and no ACFT shall commence taxi when parachutes are in the air or about to be dropped. Therefore listen out MOORSELE RADIO.

When all parachutes are on the ground, taxi to holding point and make sure you depart before the next group of parachutes will be dropped.
After departure, leave the ATZ right away without coming overhead. When proceeding to the E or S, contact KORTRIJK INFORMATION to cross the RMZ/TMZ.

EBNM
SUARLÉE

23 JUN 23

19-1

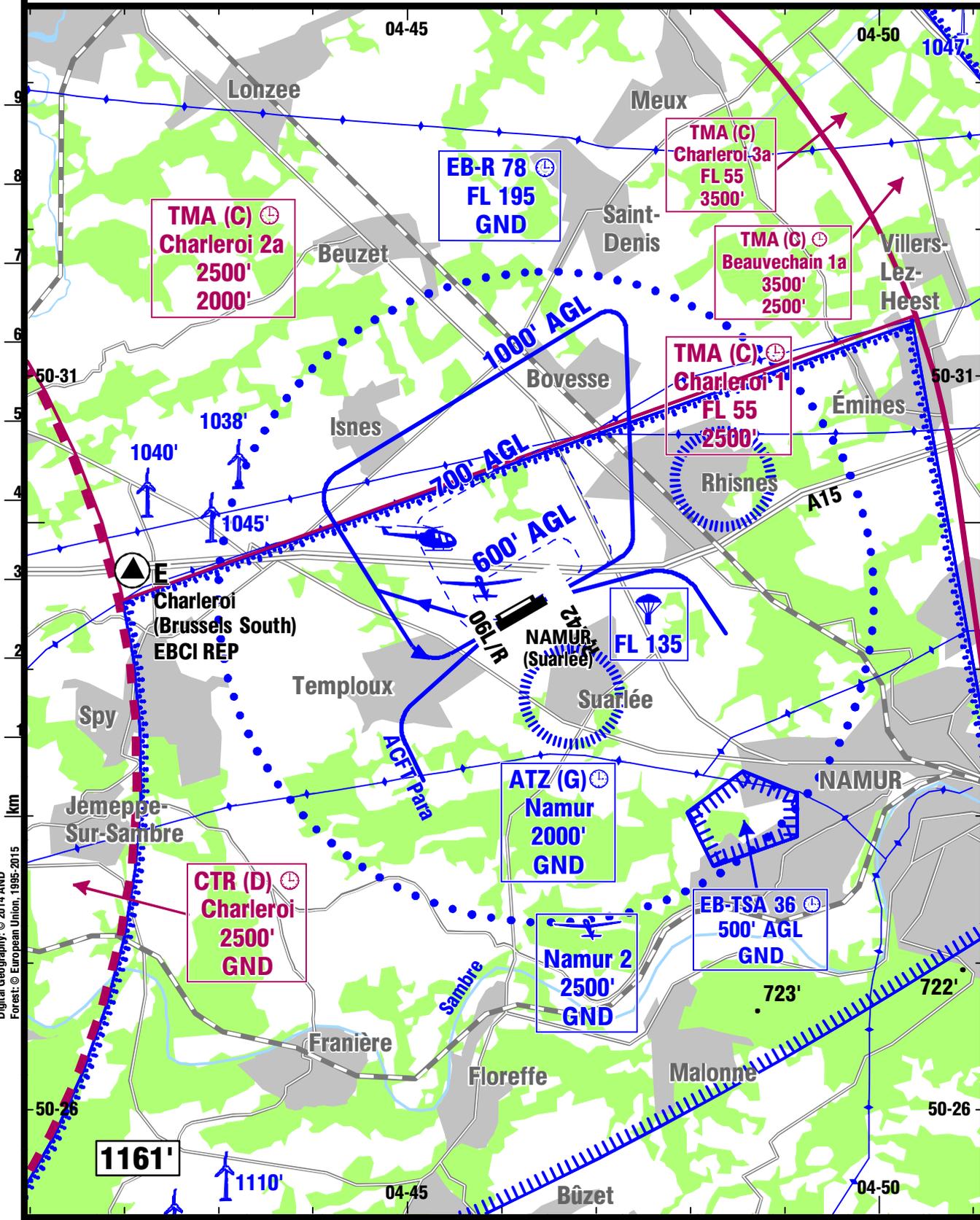
NAMUR
BELGIUM

BRIEFING STRIP™

VAR 1°E

LOCATION Elev 586' /179m (22 hPa) N50 29.3 E004 46.1	FIS BELGA INFORMATION 129.325 ⁽¹⁾ BRUSSELS INFORMATION 126.900 ⁽²⁾
AIRSPACE CHARLEROI TOWER 121.305 ⁽³⁾ CHARLEROI APPROACH 133.130 ⁽⁴⁾ BRUSSELS ARRIVAL 120.105 ^{(4) (5)} BRUSSELS DEPARTURE 126.630 ^{(4) (5)}	AFIS NAMUR RADIO 118.005 (fr, en)

(1) MIL (2) CIV (3) Charleroi CTR (4) Charleroi TMA (5) outside op hr EBCI



Digital Geography: © 2014 AND
Forest: © European Union, 1995-2015

CHANGES: Airspace.

© JEPPESEN, 2016, 2023. ALL RIGHTS RESERVED

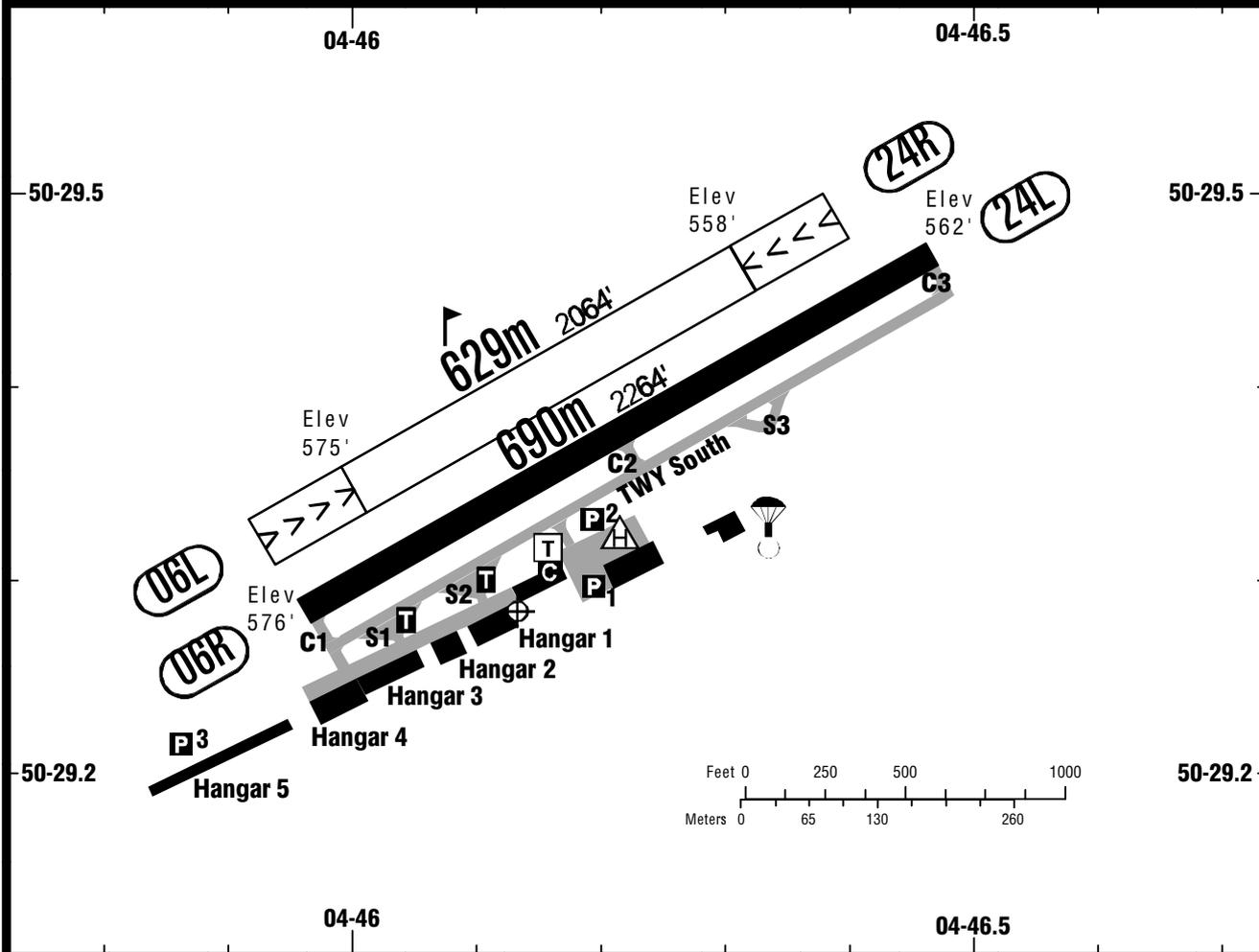
EBNM
SUARLÉE

23 JUN 23 **(19-2)**

NAMUR
BELGIUM

BRIEFING STRIP™

LOCATION Elev 586' /179m (22 hPa) N50 29.3 E004 46.1	AFIS NAMUR RADIO 118.005 (fr, en)	ADMITTED AIRCRAFT  (Cable 1400' AGL)
---	--	---



RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
06R (060°) 1 24L (240°)	690 x 25 Asphalt	690	690	5.7t A UW	---
06L (060°) 2 24R (240°)	629 x 50 Grass	629	529	5.7t A UW	---

- 1 Longitudinal slope < 2%
- 2 Use of RWY O/R. Longitudinal slope < 2%

NORDO ACFT, ULM, motorised deltaplane and jet ACFT operations not allowed.

Parachuting in VMC. Avoid overflight of AD during parachuting.

Aerobatics activity (Wed & Fri 1300-2000LT, other days O/R) allowed for home-based ACFT under specific conditions and on request only.

Backtrack prohibited on RWY.

No exit C2 when RWY 24L in use.

Motorised ACFT are to taxi via TWY South only.

Parking on the grass in front of Hangar 1 (Visitors).

Flight Procedures

RWY 06L/24R recommended for GLD.

RWY 06R/24L recommended for motorised planes.

Pilots shall arrange LDG and TKOF in such a way as to

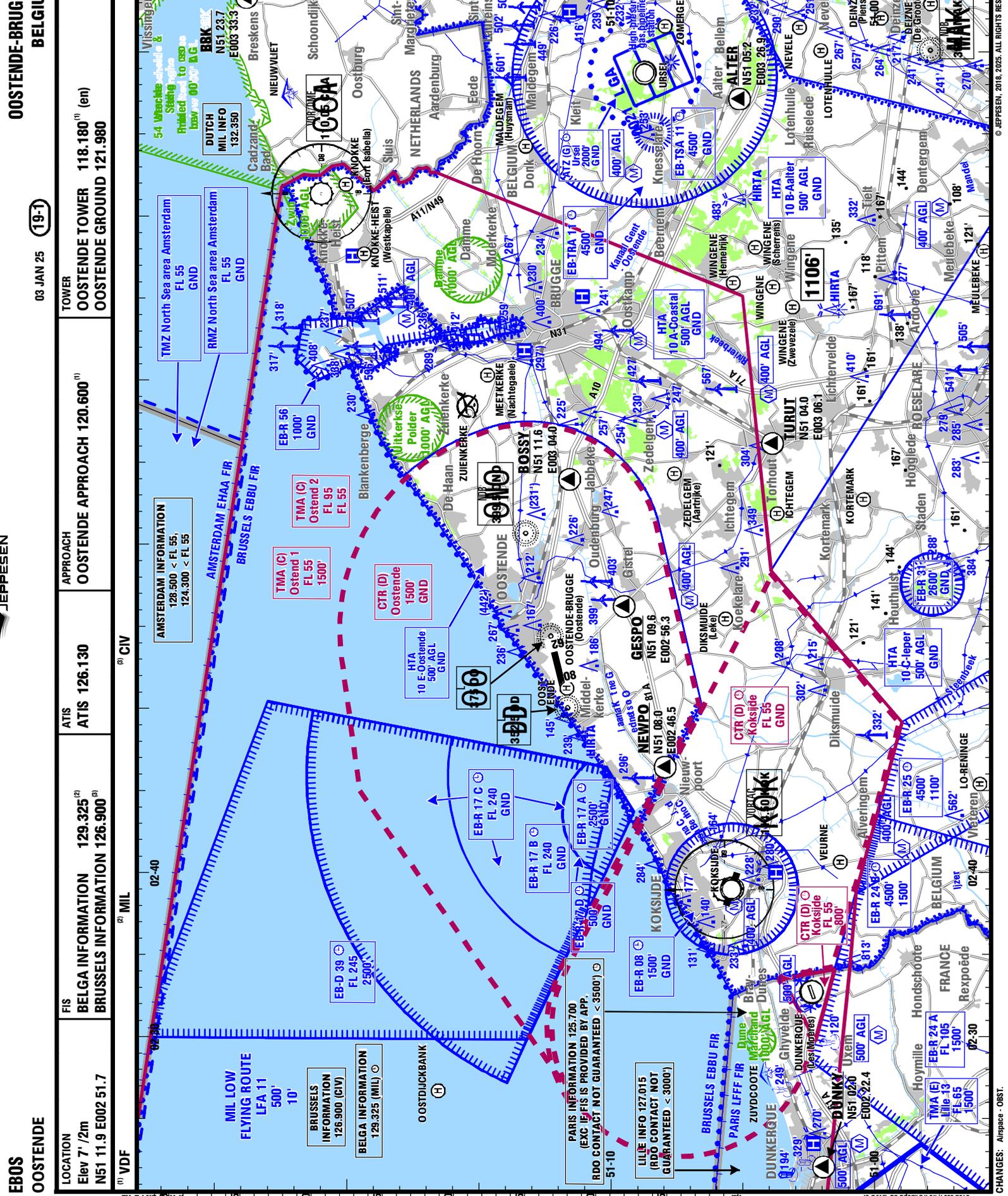
avoid any risk of simultaneous operation on the parallel RWY, EXC for taxiing.

After TKOF from RWY 24L or RWY 24R a right turn 40° is recommended to avoid the Temploux residential area.

ACFT used for parachuting activities:

- APCH RWY 06R/24L from the S above 2000' AGL;
- RWY 24L LH circuit;
- RWY 06R RH circuit;
- 1500' AGL on base leg;
- After TKOF RWY 06R, establish compulsory flight conditions, then turn slightly right and follow the motorway.
- After TKOF RWY 24L, establish compulsory flight conditions, then turn right to avoid Temploux residential area.

EBOS OOSTENDE **VAR 1°E** **OOSTENDE-BRUGGE** **BELGIUM**



EBOS

OOSTENDE-BRUGGE

OOSTENDE

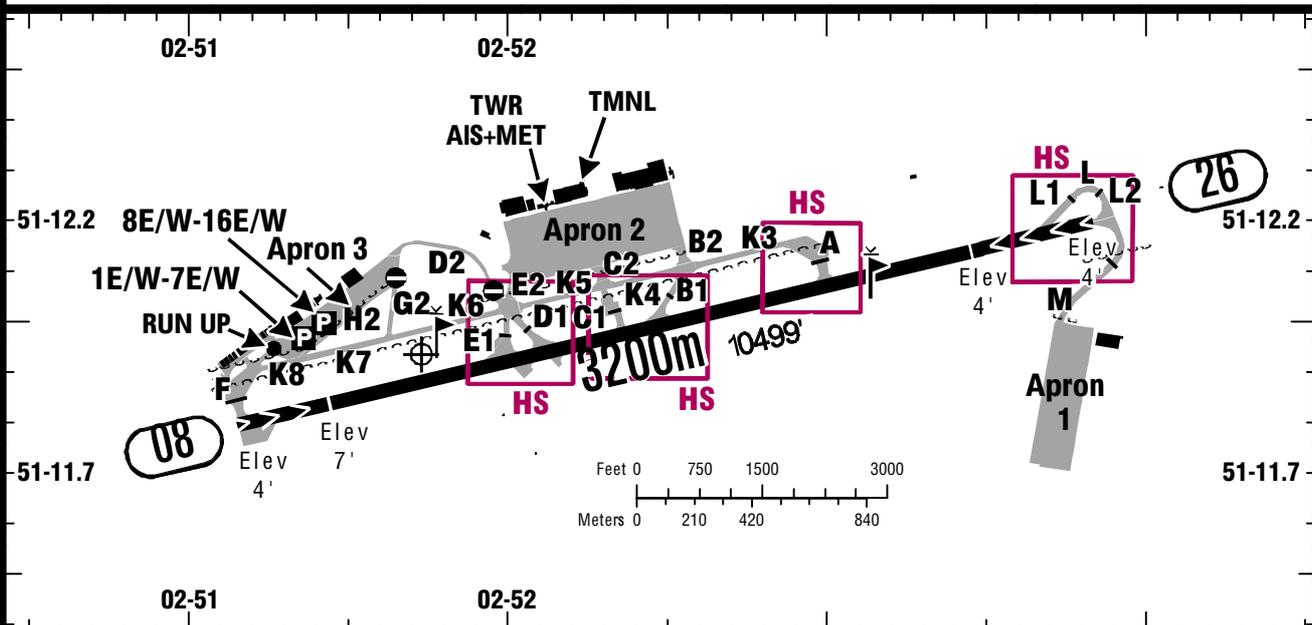
03 JAN 25

19-2

BELGIUM

BRIEFING STRIP™	LOCATION	ATIS	TOWER	ADMITTED AIRCRAFT
	Elev 7' /2m N51 11.9 E002 51.7	ATIS 126.130	OOSTENDE GROUND 121.980 OOSTENDE TOWER 118.180 ⁽¹⁾ (en)	

⁽¹⁾ VDF



ALS - PAPI 08 (3.0°), 26 (3.0°) - THRL - RL - RENL - RCLL - TWYL (EXC C1, D2, H2) - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
08 (076°)	3200 x 45 Paved	3200	2900	PCN 86/F/C/W/T (PCR 1660/F/B/X/T)	
26 (256°)		2785	2785		

Intersection TKOF

RWY	PSN	TORA (m)
08	C1 ¹	1761
	D1	2079
	E1	2285
26	A	2178
	B1	1610
	C1 ¹	1438

¹ Only to be used from SR-SS.

NORDO ACFT prohibited.

Before entering Oostende TMA, pilots shall report at one of the visual reporting points.

All ACFT crew is required to wear high-visibility clothing on airside.

ACFT shall turn anticlockwise on the turnpad. Yellow guideline markings and TWY centre lights are present.

Transponder operation mandatory for DEP ACFT from the request for push back or taxi, whichever is earlier. After LDG OFF or STBY when parked.

TAX on Apron under ATC guidance only. Pilots and drivers are responsible for their own separation.

Pre-departure checks, including engine/power checks shall be performed on dedicated run-up area after receiving the TAX clearance:

- RWY 08 in use: following ATC instructions, on the dedicated run-up area in front of TWY K8 or to the holding point F, E1, D1 or C1;
- RWY 26 in use: following ATC instructions, at the holding point A, B1, C1.

RWY Incursion Hot Spots

Explicit RWY crossing clearance is required.

HS at RWY end 26, INT TWYs L & M - TWY crossing RWY. Possible opposite traffic.

HS at INT TWY A - Taxi on RWY to exit LIMA.

HS at INT TWYs D1 & E1 - Confusing point - multiple exits.

HS at RWY INT TWYs B1 & C1 - C1 is NOT EXIT - do not mistake C1 for B1 when vacating RWY.

Training flights

MAX 4 ACFT simultaneous in circuit applies.

Training for non home-based ACFT PPR only.

For VFR training flights at night only activation of PAPI, lighted WDI, edge-, threshold- and runway end lighting.

ULM flights

TKOF and LDG only allowed for ULM ACFT complying with the following:

- 3-axis ULM;
- equipped with transponder and radio able to communicate on VHF;
- able to maintain an airspeed of MNM 80 KT.

Radio Failure

If the ACFT does not succeed in LDG within the 30 MIN normally allowed for APCH and LDG, it shall leave Oostende CTR and TMA on track 045° MAG below 1650' QNH, and land at the first suitable AD where the weather conditions permit visual APCH and LDG.

Ground Procedures

Engine test runs are only allowed BTN 0700 and 2300, EXC when authorized by AD Authorities. They can only take place on TWYs at the holding bays of RWY INT A and M.

Full power engine test runs are only allowed BTN 0900 and 1800 but not on Sun and Hol. They can only take place on TWY at the holding bay of RWY INT M. EXCs can only be granted by AD Authority.

Idle checks on ACFT stand shall be requested via airside inspection.

EBSG
SAINT-GHISLAIN

23 JUN 23 **(19-1)**

SAINT-GHISLAIN
BELGIUM

BRIEFING STRIP™	LOCATION	FIS		
	Elev 67' /20m	BELGA INFORMATION		129.325 ⁽¹⁾
	N50 27.5 E003 49.2	BRUSSELS INFORMATION		126.900 ⁽²⁾
AIRSPACE				
CHIÈVRES TOWER	128.855 ⁽³⁾	122.100 ⁽³⁾		
CHARLEROI APPROACH	133.130 ⁽⁴⁾			
BRUSSELS ARRIVAL	120.105 ^{(4) (5) (6) (7)}	118.255 ^{(6) (8)}		
BRUSSELS DEPARTURE	126.630 ^{(4) (5) (6)}			
BRUSSELS CONTROL	128.805 ⁽⁶⁾	131.100 ⁽⁶⁾	129.575 ⁽⁶⁾	
	125.000 ⁽⁶⁾	128.200 ⁽⁶⁾		

VAR 2°E

6

5

4

3

2

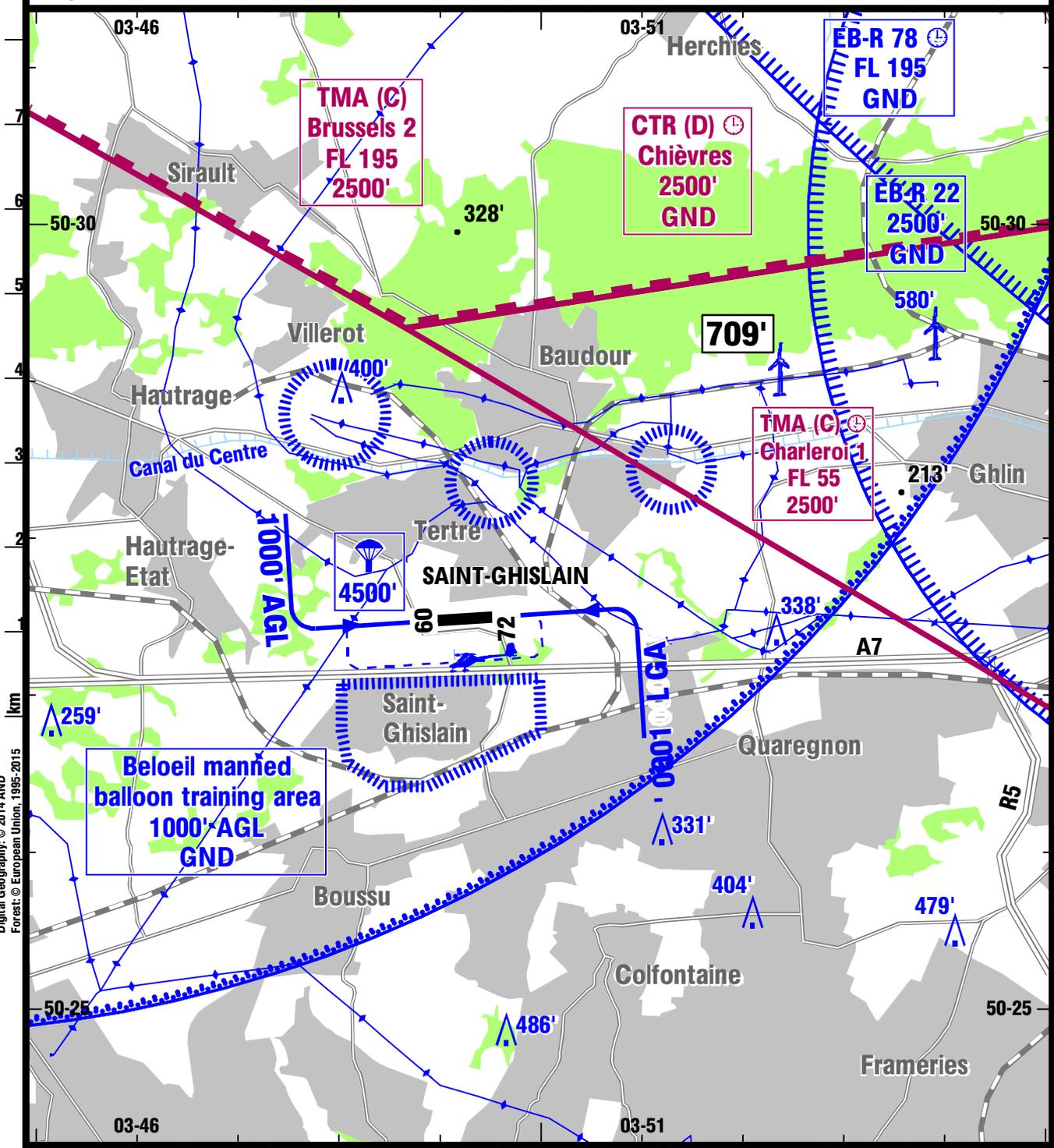
1

NM

NM

AFIS
SAINT-GHISLAIN RADIO 119.555 (fr, en)

(1) MIL (2) CIV (3) Chièvres CTR (4) Charleroi TMA (5) outside op hr EBCI (6) Brussels TMA
(7) By ATC (8) >FL65



Digital Geography: © 2014 AND
Forest © European Union, 1995-2015

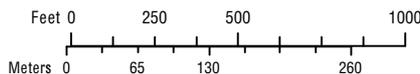
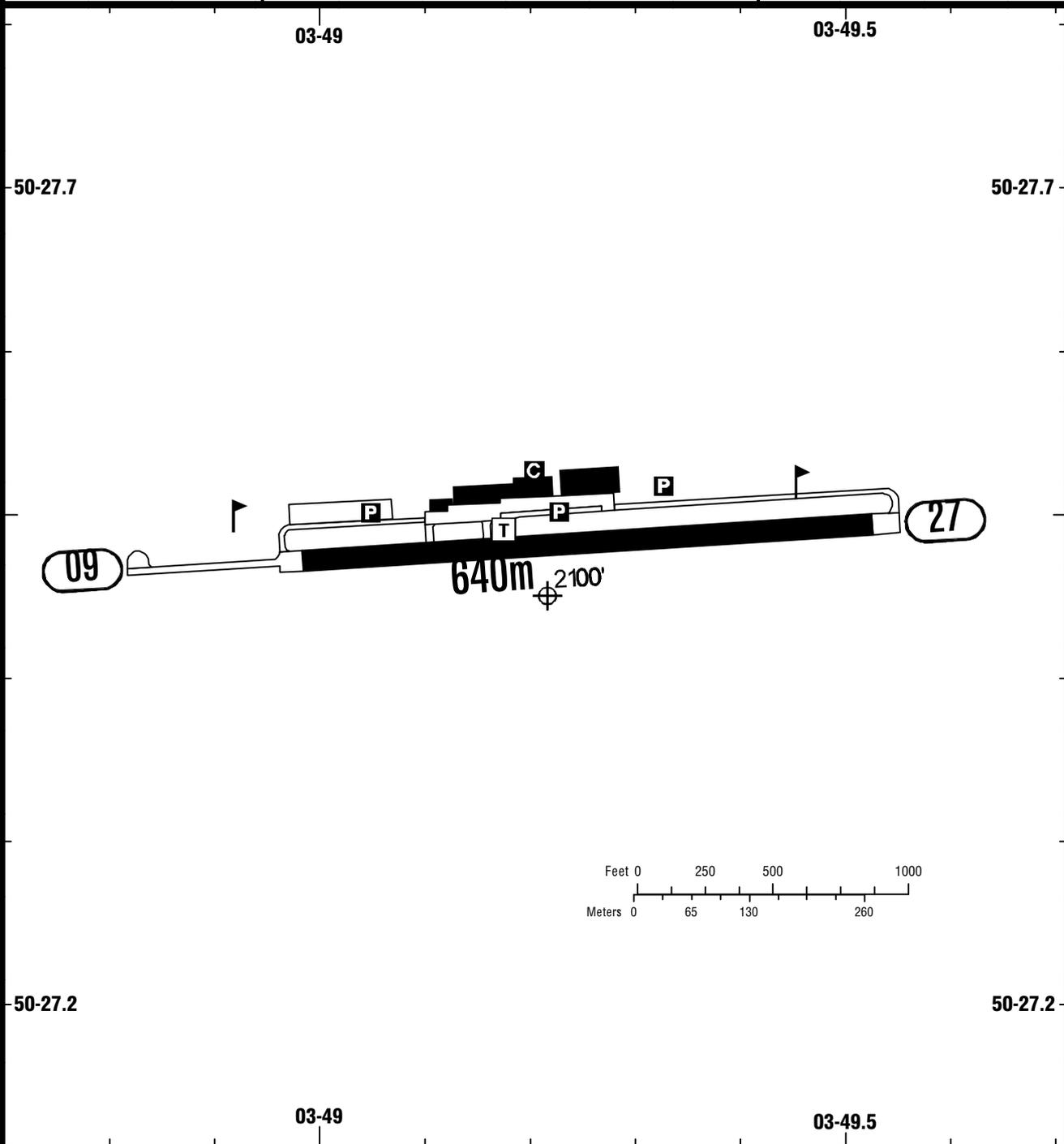
EBSG
SAINT-GHISLAIN

23 JUN 23 **(19-2)**

SAINT-GHISLAIN
BELGIUM

BRIEFING STRIP™

LOCATION Elev 67' /20m N50 27.5 E003 49.2	AFIS SAINT-GHISLAIN RADIO 119.555 (fr, en)	ADMITTED AIRCRAFT 
--	---	---



RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
09 27 1	640 x 23 Asphalt			5.7t A UW	---

1 Extension of 180m for braking.

NORDO ACFT (ULM, motorised deltaplanes and ACFT)
PPR 1 HR by TEL.
 Op hr of Charleroi TMA must be checked with FIC.
 Penetration of AD circuit shall be announced by radio.
 Chièvres CTR should be avoided whenever possible.
 Avoid overflying centre of Saint-Ghislain and the factories north of the AD.

Jet aircraft operations not allowed.
 Due to obstacle south of THR RWY 27, solo training flights require 2 prior flights with instructor. The next solo training flight has to be carried out within 6 weeks after the last flight with instructor.

EBSH
ST. HUBERT

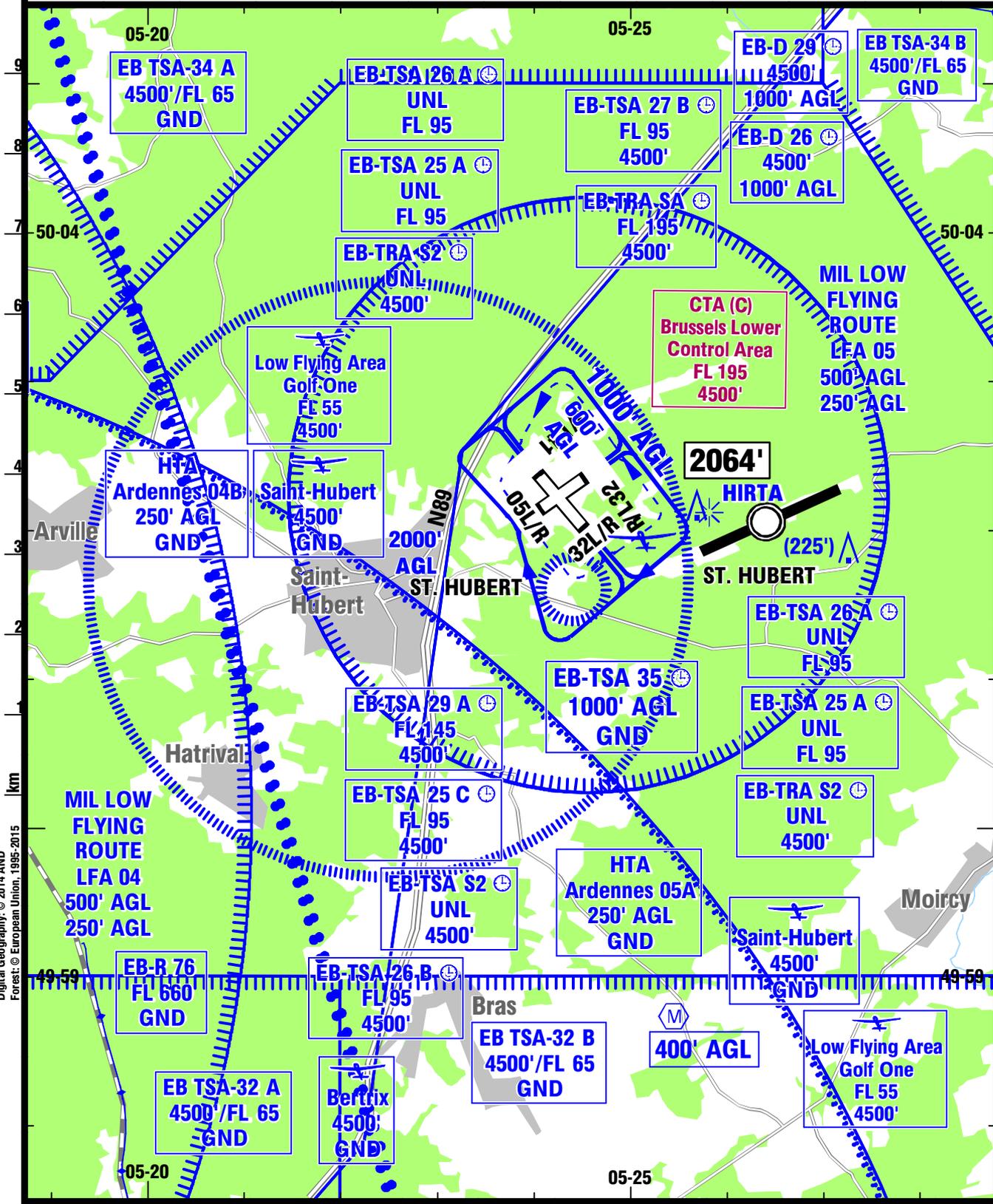
ST. HUBERT
BELGIUM

31 MAR 23 **(19-1)**

VAR 2°E

LOCATION	Elev 1839' /561m	FIS	
	N50 02.2 E005 24.3	BELGA INFORMATION	129.325⁽¹⁾
AIRSPACE		BRUSSELS INFORMATION	126.900⁽²⁾
BRUSSELS CONTROL	128.805 ^{(3) (4)}	131.100 ^{(3) (5)}	129.575 ^{(3) (6)}
	125.000 ^{(3) (7)}	128.200 ^{(3) (8)}	
BELGA RADAR	129.325 ⁽³⁾		
AFIS			
SAINT-HUBERT RADIO 122.180 (fr, en)			

(1) MIL (2) CIV (3) Brussels Lower CTA (4) North (5) West (6) East (7) Luxembourg (8) Huldberg



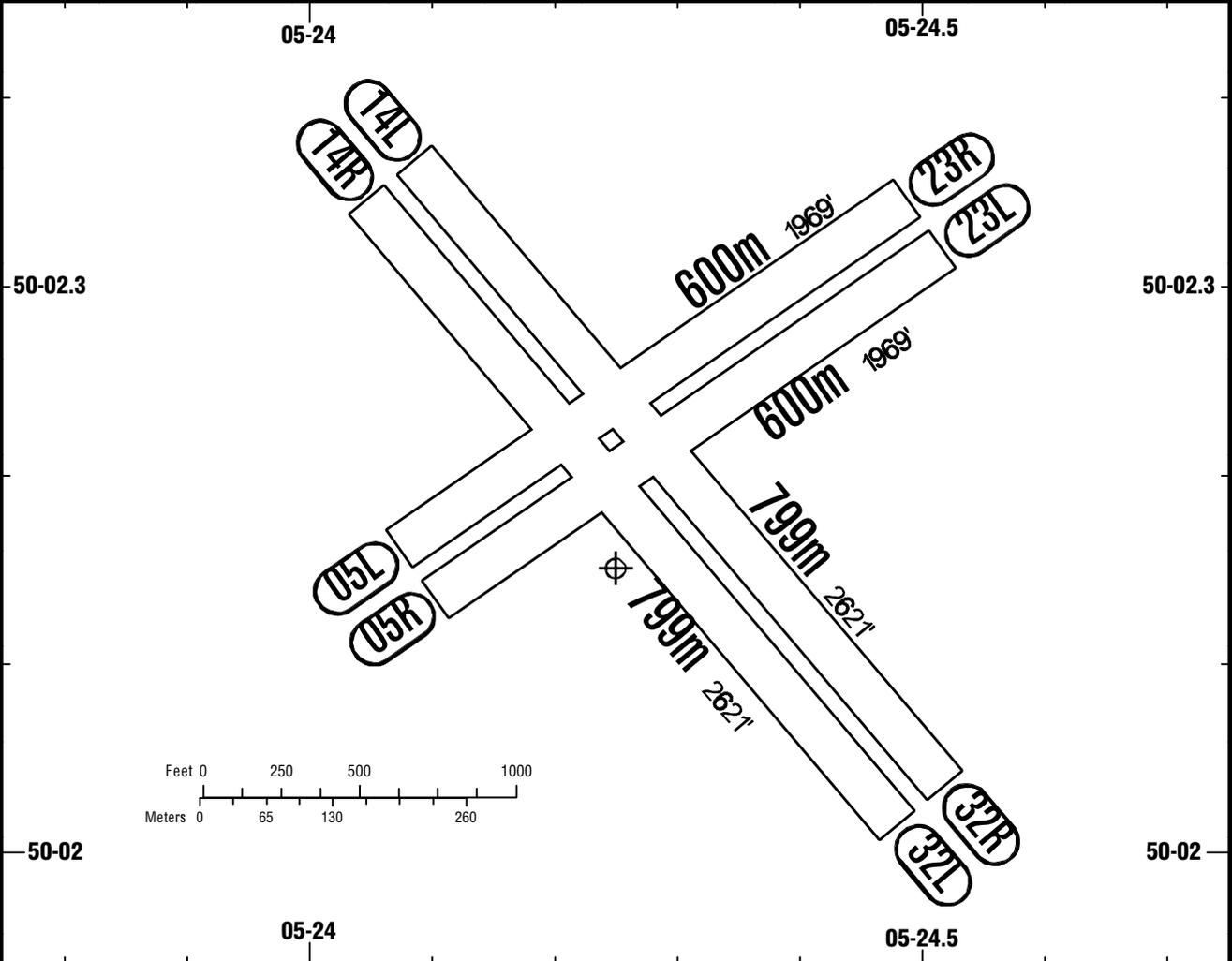
Digital Geography: © 2014 AND
Forest: © European Union, 1995-2015

EBSH
ST. HUBERT

ST. HUBERT
BELGIUM

31 MAR 23 **(19-2)**

BRIEFING STRIP™	LOCATION	AFIS	ADMITTED AIRCRAFT
	Elev 1839' /561m N50 02.2 E005 24.3	SAINT-HUBERT RADIO 122.180 (fr, en)	



RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
14L (139°) 32R (319°) ¹	799 x 42 Grass	799	799	5.7t	---
14R (139°) 32L (319°) ¹	799 x 42 Grass	799	799	5.7t	---
05L (055°) 23R (235°) ²	600 x 42 Grass	600	600	5.7t	---
05R (055°) 23L (235°) ²	600 x 42 Grass	600	600	5.7t	---

- 1 Longitudinal slope up to 2.5%
- 2 Longitudinal slope up to 3.8%

NORDO ACFT prohibited.
Intense GLD activity.
RH traffic circuit for motorised ACFT & LH for gliders.
Circuit height: 1000' AGL for motorised ACFT, 500' AGL for towing ACFT and 600' AGL for gliders.
All motorised ACFT should avoid a circle with a radius of 400m around the spire of the church of Hurtebise.
On each axis, motorised ACFT shall preferentially use the right and gliders the left RWY.
ACFT shall land and take off only when the parallel RWY is vacated or if there is no simultaneous operation on this RWY (EXC for taxiing).
ACFT landing on the right RWY shall vacate the RWY to the right and ACFT landing on the left RWY shall vacate the RWY to the left.
After vacating the RWY pilots shall contact AFIS before taxiing and crossing the RWY.
Pilots shall report point A/B/C/D before taxiing to the different holding points.
Jet aircraft operations not allowed.

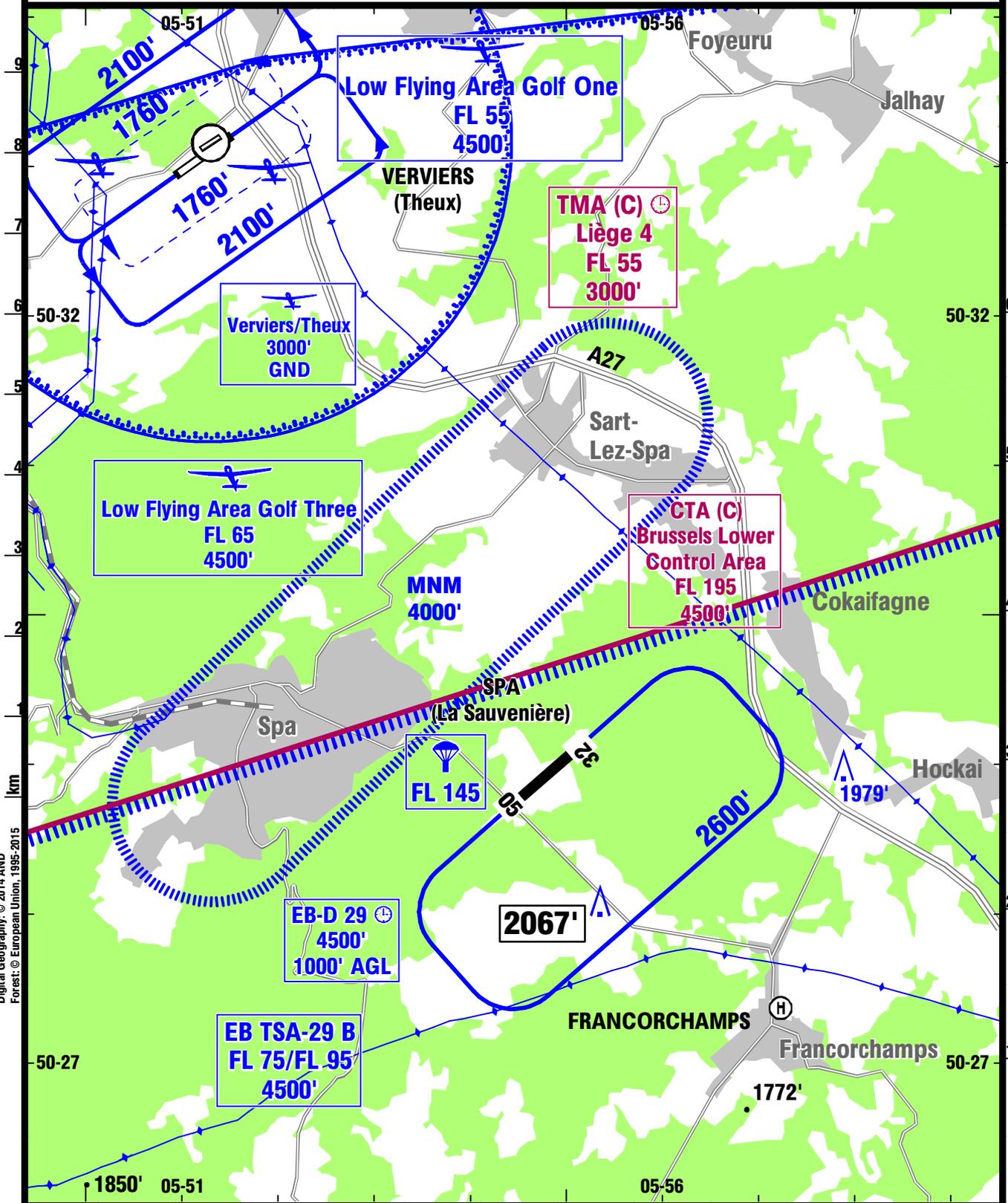
EBSP
LA SAUVENIÈRE

19 JUL 24 **(19-1)**

SPA
BELGIUM

BRIEFING STRIP™	LOCATION Elev 1534' /468m N50 29.0 E005 54.6	FIS BELGA INFORMATION 129.325⁽¹⁾ BRUSSELS INFORMATION 126.900⁽²⁾	VAR 2°E
	AIRSPACE	SPA RADIO 124.640 (fr, en)	
	LIÈGE APPROACH 119.280 ⁽³⁾ BRUSSELS CONTROL 128.805 ⁽⁴⁾ (5) 131.100 ⁽⁴⁾ (6) 129.575 ⁽⁴⁾ (7) 125.000 ⁽⁴⁾ (8) 128.200 ⁽⁴⁾ (9) BELGA RADAR 129.325 ⁽⁴⁾		

(1) MIL (2) CIV (3) Liège TMA (4) Brussels Lower CTA (5) North (6) West (7) East (8) Luxembourg (9) Huldenberg



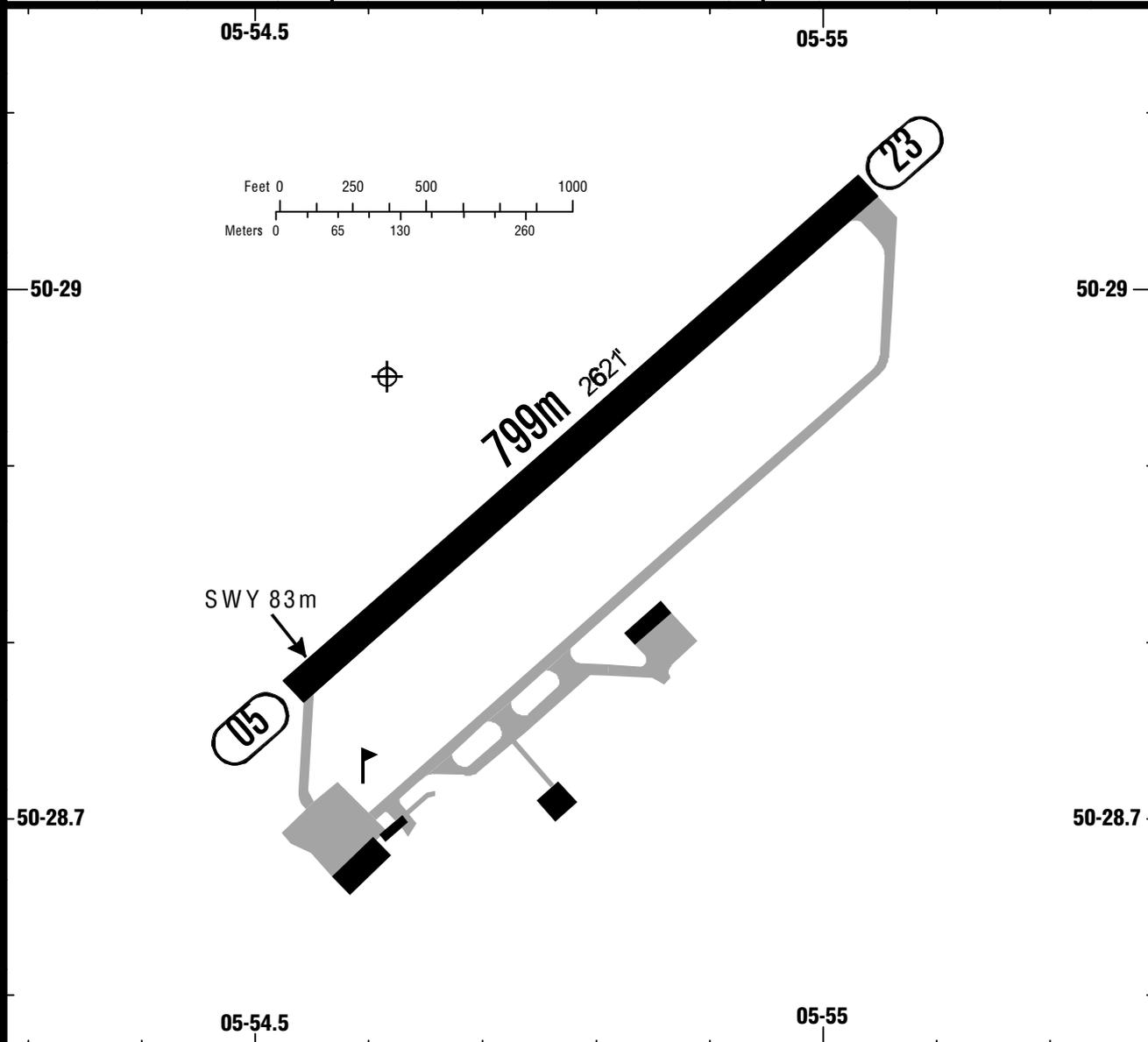
Digital Geography: © 2014 AND
Forest © European Union, 1995-2015

**EBSP
LA SAUVENIÈRE**

19 JUL 24 **(19-2)**

**SPA
BELGIUM**

BRIEFING STRIP™	LOCATION Elev 1534' /468m N50 29.0 E005 54.6	SPA RADIO 124.640 (fr, en)	ADMITTED AIRCRAFT 



RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
05 23 ¹	799 x 30 Asphalt			5.7t	---

¹ Longitudinal slope < 2%.

RDO mandatory.

ACFT should not overfly hamlet Nivezé and its surroundings below 4000'.
Climbing to higher levels must be effected above the wooded area of the "Fagnes" SSE of AD.
Jet ACFT operations not allowed.

GLD flights: O/R.
RWY 05 RH traffic circuit.
RWY 23 LH traffic circuit.

Chocks mandatory on parking area.
On arrival, first radio contact is mandatory within at least 5 MIN prior entering the sporting area to confirm parachuting activities are in progress or not.

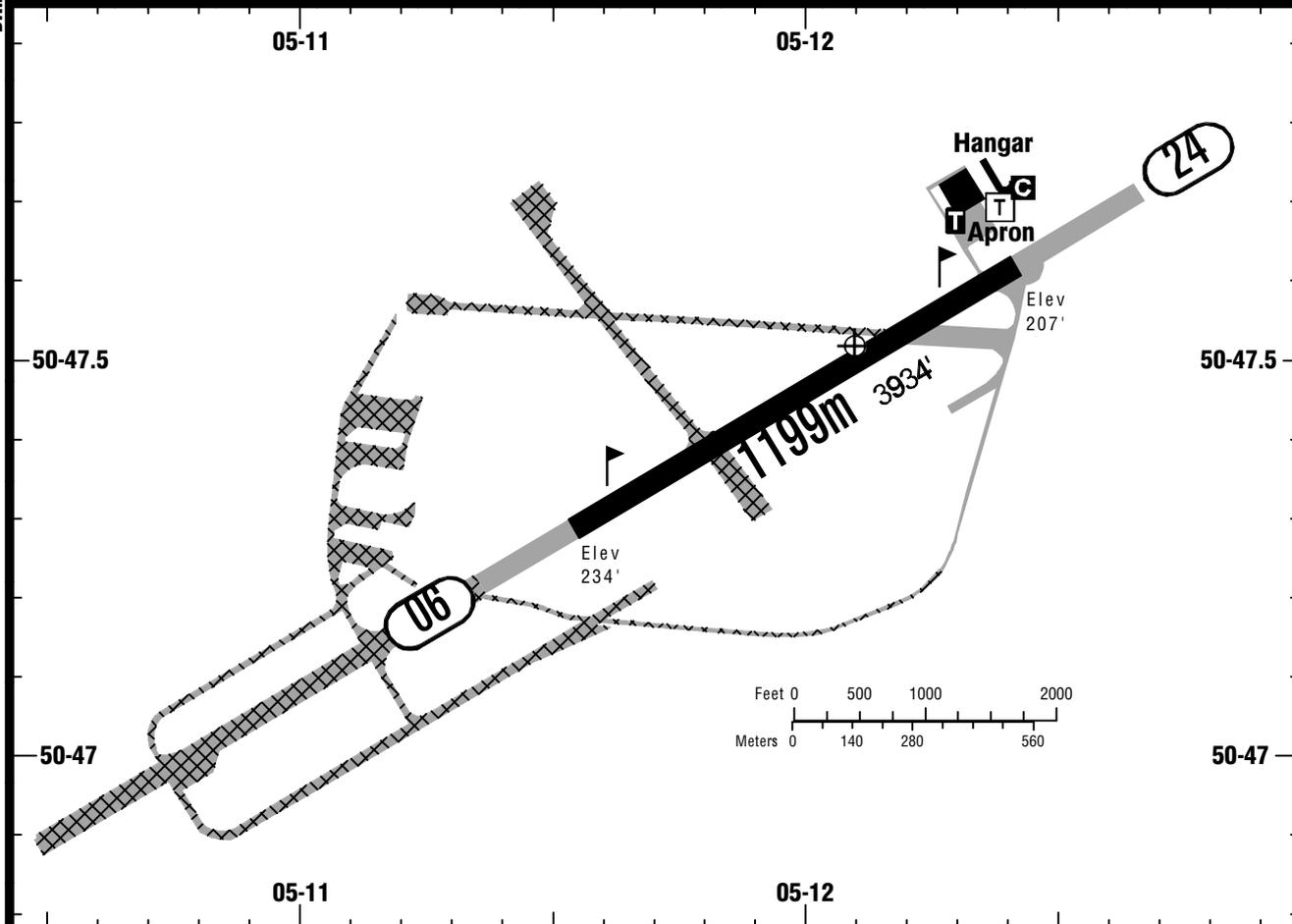
Overflight of the AD is forbidden during parachuting activities.
Due to the presence of significant obstacles, solo training flights require two familiarisation flights with instructor. The solo training flight has to be carried out within 6 weeks after the last familiarisation flight with instructor.

**EBST
BRUSTEM**

05 JAN 24 **(19-2)**

**SINT-TRUIDEN
BELGIUM**

BRIEFING STRIP™	LOCATION	AFIS	ADMITTED AIRCRAFT
	Elev 238' /73m N50 47.5 E005 12.1	BRUSTEM RADIO 119.980 (en)	



RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
06 (058°) 24 (238°)	1199 x 50 Asphalt	1199	1199	9t MTOW	---

Radio contact mandatory.
 Jet ACFT operations not allowed.
 HEL TKOF and final APCH on THR 06/24.
 Respect the depicted traffic circuit and MNM circuit altitude.
 Approaching the AD overhead to join the circuit at 2000', unless drone activity and/or otherwise instructed.
 City of Sint-Truiden as well as the villages and residential areas of Aalst, Kerkom, Muizen and MIL campus Saffraanberg shall not be overflown during circuits.
 Compulsory PSN reporting when joining/leaving or crossing Sint-Truiden ATZ during UAS (Unmanned aircraft system) activity.
 Parking on the apron on assigned spot.
 Taxi instructions:

- LDG 24: only via backtrack on RWY;
- TKOF 06: only via backtrack on RWY.

- 3-axis ULM,
- 4-stroke engine,
- able to maintain a minimum IAS of 70 KT.

Training flights

- | Touch-and-go's allowed until 1900LT, afterwards O/R.
- | No touch-and-go's on SUN and HOL.
- HEL training (ground exercises, auto-rotation) to be executed on RWY 06/24.

ULM flights

| ULM TFC circuit at 1250'.
 TKOF & LDG are only allowed for ULM complying with the following:

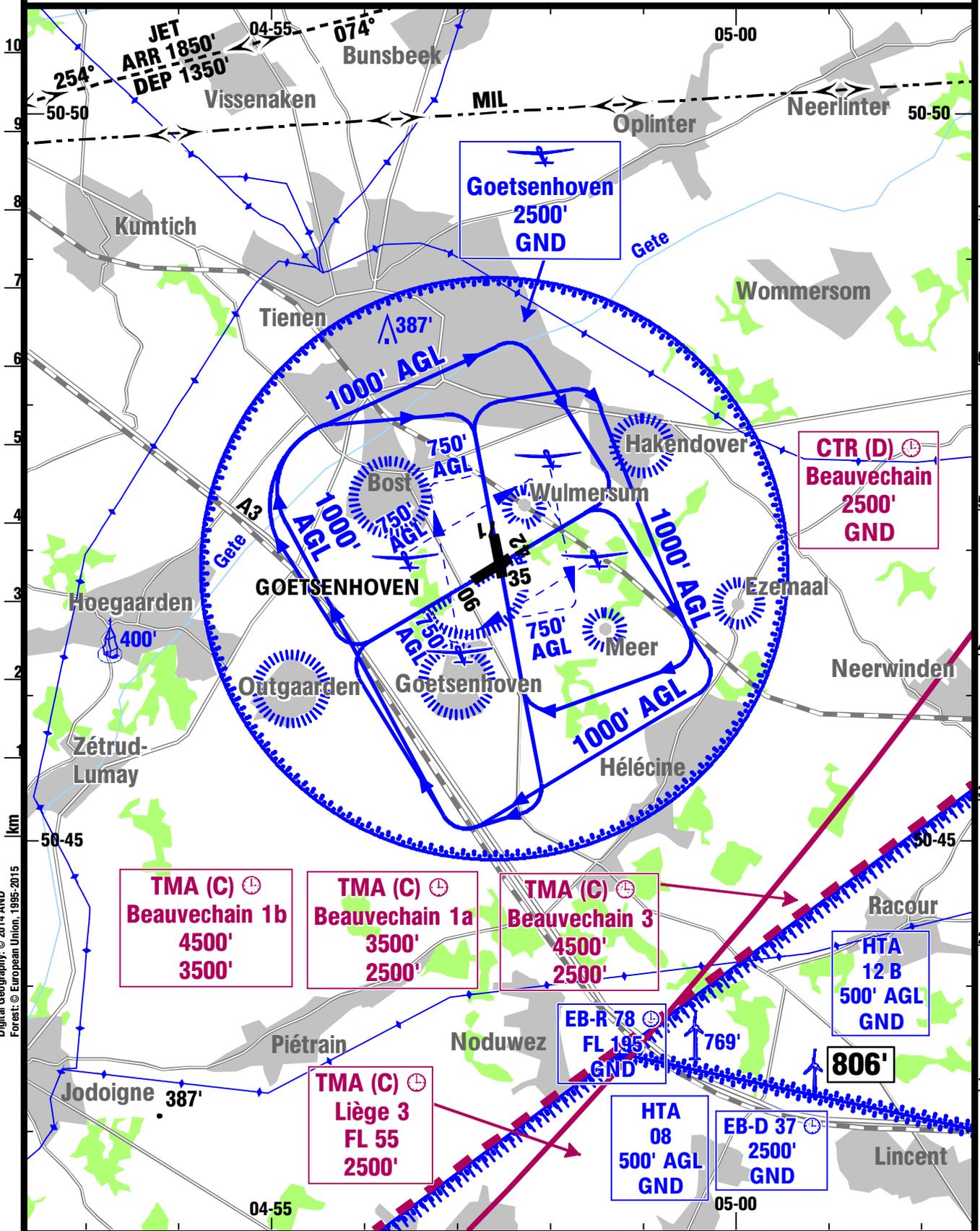
EBTN
GOETSENHOVEN

21 JUL 23 (19-1)

GOETSENHOVEN
BELGIUM

BRIEFING STRIP™	LOCATION Elev 238' /73m N50 46.9 E004 57.5	FIS BELGA INFORMATION 129.325 ⁽¹⁾ BRUSSELS INFORMATION 126.900 ⁽²⁾	VAR 1°E
	AIRSPACE BEAUVECHAIN TOWER 130.730 ⁽³⁾ BEAUVECHAIN APPROACH 122.830 ^{(3) (4) (5)} LIEGE APPROACH 119.280 ⁽⁶⁾	AFIS GOETSENHOVEN RADIO 125.380 (en)	

(1) MIL (2) CIV (3) Beauvechain CTR (4) crossing clearance (5) Beauvechain TMA (6) Liège TMA



Digital Geography: © 2014 AND
Forest © European Union, 1995-2015

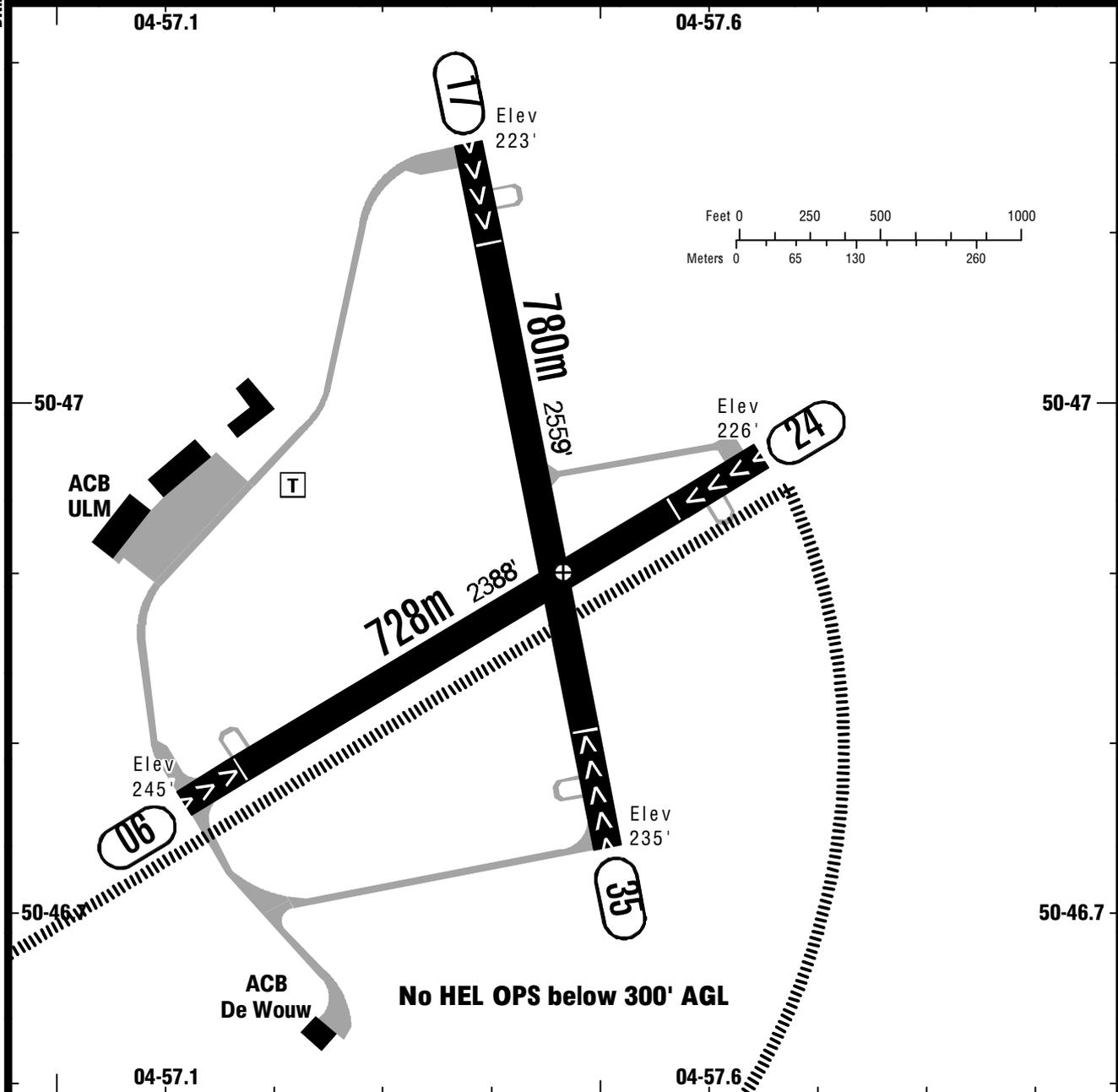
EBTN
GOETSENHOVEN

GOETSENHOVEN
BELGIUM

21 JUL 23 **(19-2)**

BRIEFING STRIP™

LOCATION Elev 238' /73m N50 46.9 E004 57.5	AFIS GOETSENHOVEN RADIO 125.380 (en)	ADMITTED AIRCRAFT  (Cable 2000')
---	--	--



RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
17 (170°) 35 (350°)	780 x 30 Asphalt	660 680	560	5.7t MTOW	---
06 (060°) 24 (240°)	728 x 30 Asphalt	628 663	563	5.7t MTOW	---

NOTE: Motorized deltaplanes prohibited.
 For crossing clearance contact **BEAUVECHAIN APPROACH.**
 Pay attention to glider flying activity.
 Touch and go permitted only for home based ACFT.
 Avoid the villages of Goetsenhoven, Bost, Meer and Hakendover for noise abatement.
 Glider winch launch up to 2000' on SAT, SUN and HOL.

**EBTX
THEUX**

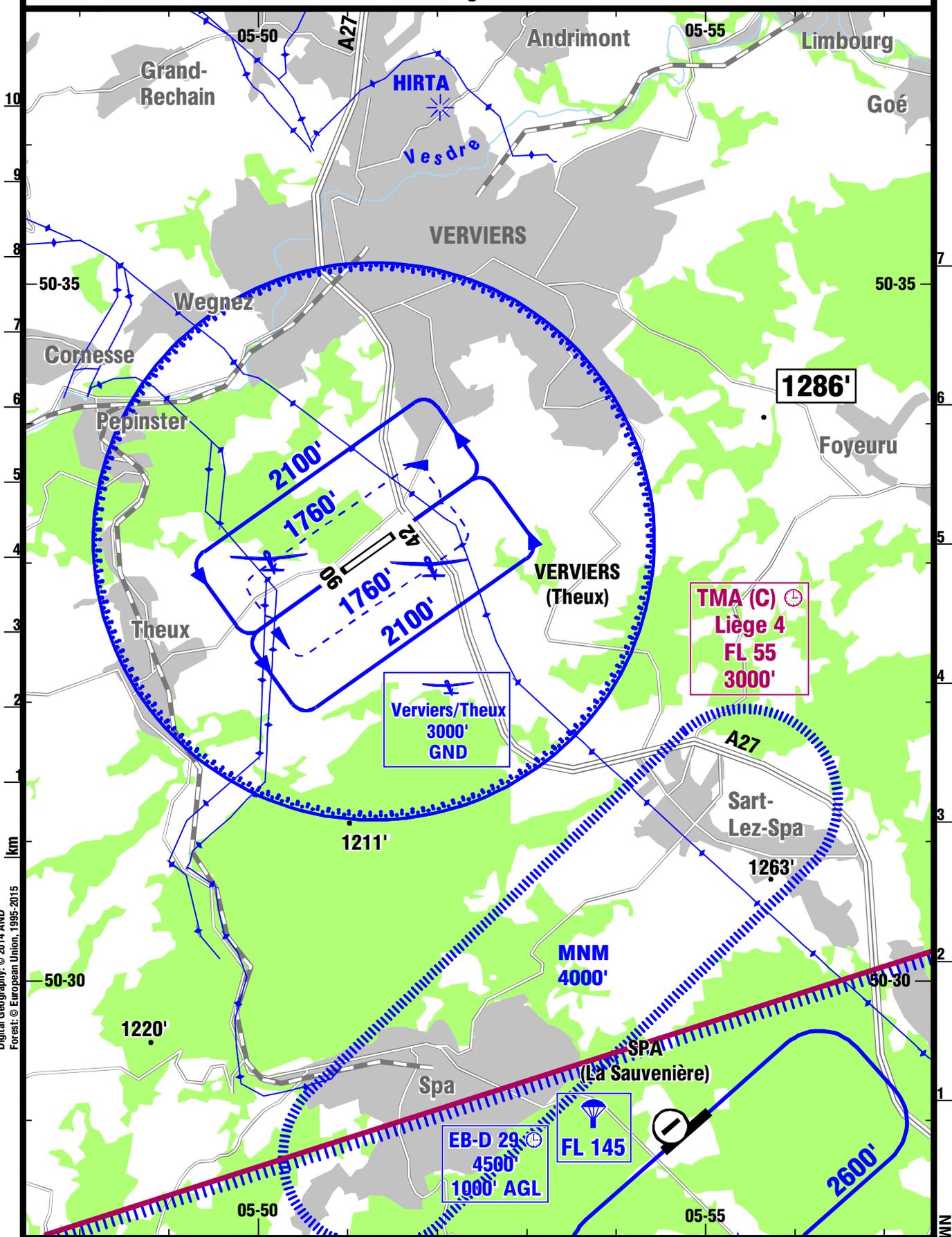
16 AUG 24 **(19-1)**

**VERVIERS
BELGIUM**

BRIEFING STRIP™	LOCATION	FIS	AIRSPACE	VAR 0°
	Elev 1091' /333m	BELGA INFORMATION 129.325 ⁽¹⁾	LIÈGE APPROACH 119.280 ⁽³⁾	
	N50 33.2 E005 51.3	BRUSSELS INFORMATION 126.900 ⁽²⁾		

THEUX RADIO 119.005 (fr, en)

⁽¹⁾ MIL ⁽²⁾ CIV ⁽³⁾ Liège TMA



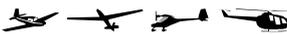
Digital Geography: © 2014 AND
Forest © European Union, 1995-2015

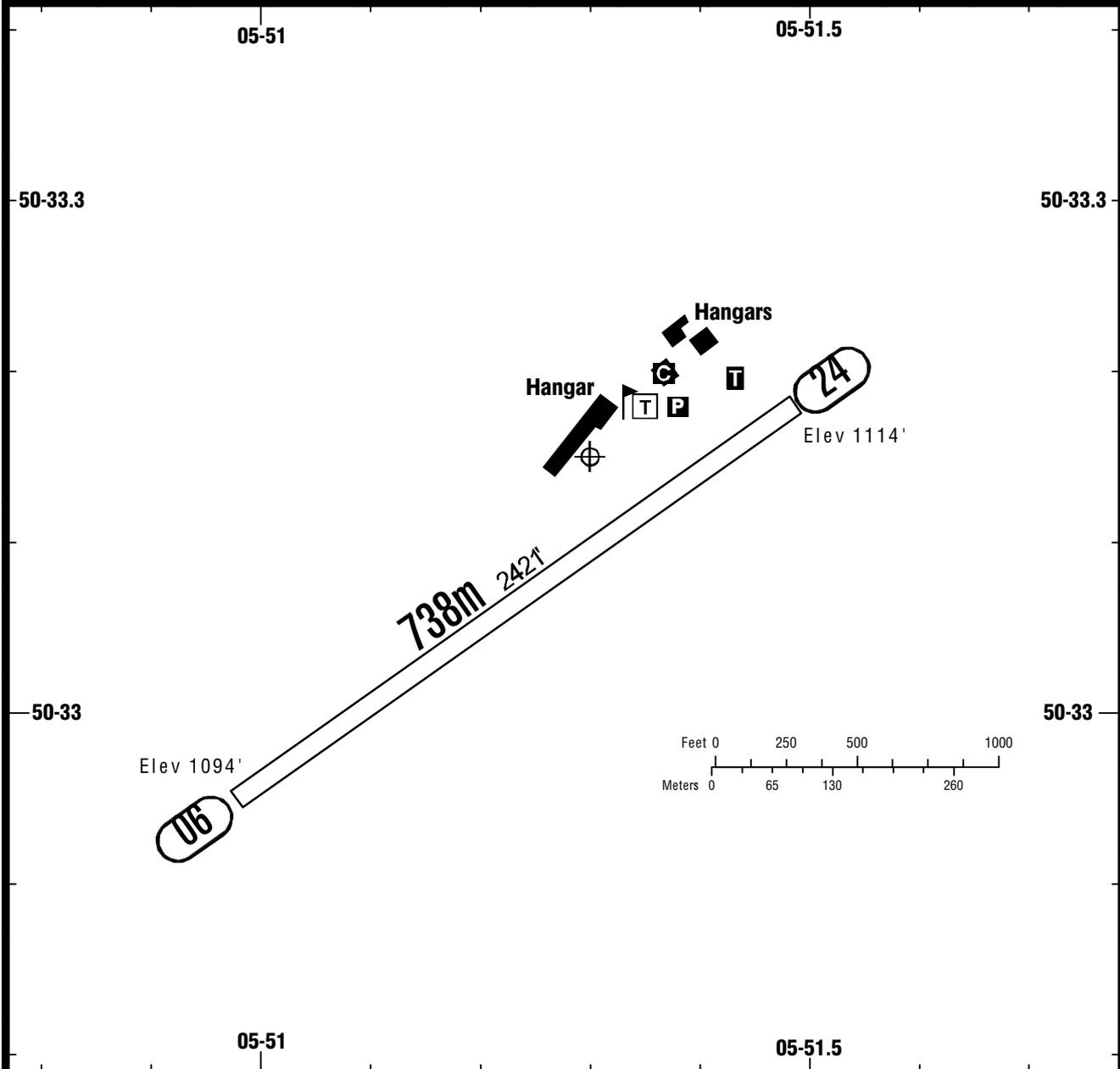
**EBTX
THEUX**

16 AUG 24 **(19-2)**

**VERVIERS
BELGIUM**

BRIEFING STRIP™

LOCATION Elev 1091' /333m N50 33.2 E005 51.3	THEUX RADIO 119.005 (fr, en)	ADMITTED AIRCRAFT 
---	-------------------------------------	---



RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
06 24	738 x 22 Grass	738	738	2t	---

| Jet ACFT OPS not allowed.

| Caution for GLD, tow plane and touring motor GLD ACT.
 High-tension line 600m in front of RWY 24, 200' AGL.
 Motorway lighting 250m in front of RWY 24, 50' AGL.

| Always vacate to the left after LDG.

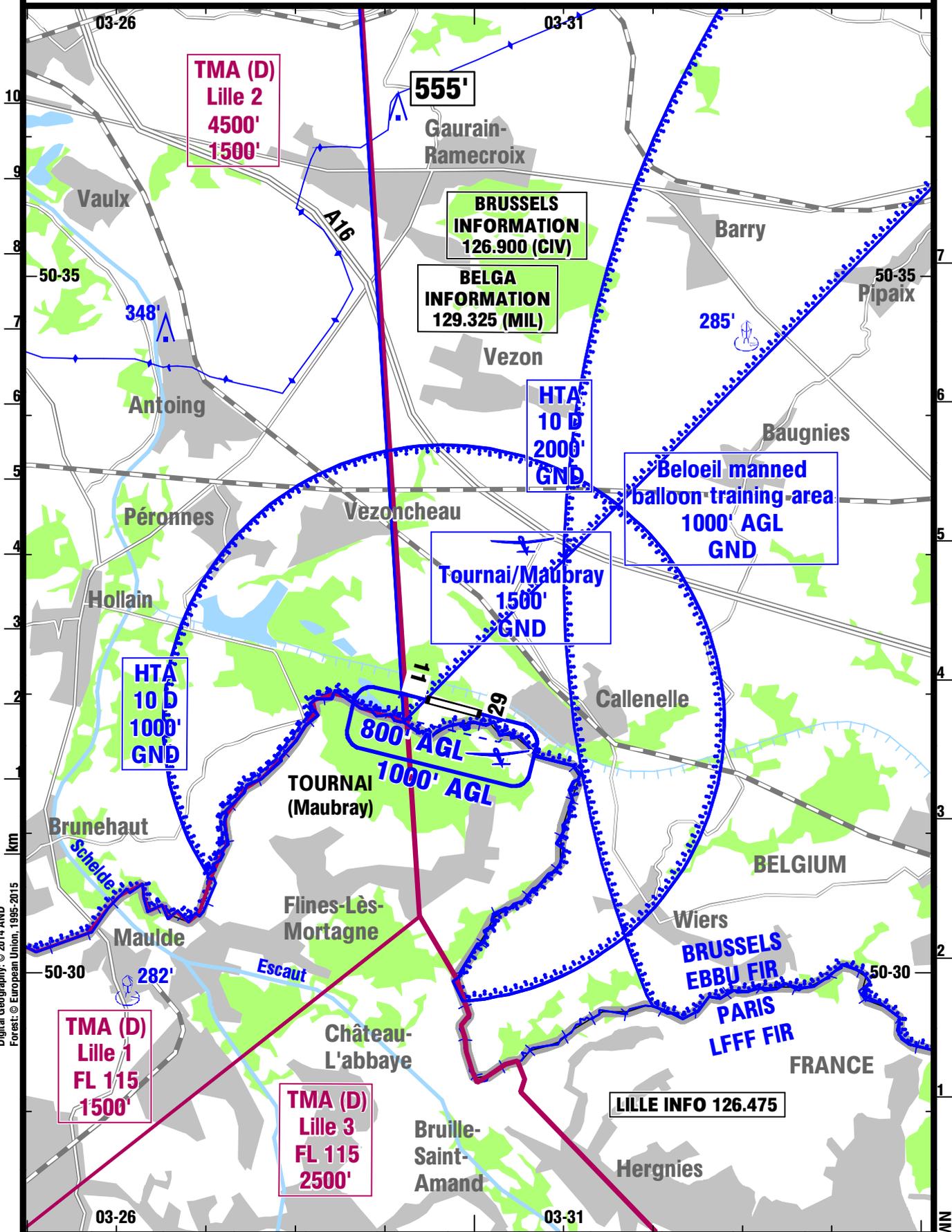
**EBTY
MAUBRAY**

20 SEP 19 **(19-1)**

**TOURNAI
BELGIUM**

BRIEFING STRIP™	LOCATION Elev 161' /49m N50 31.8 E003 29.7	FIS BELGA INFORMATION 129.325⁽¹⁾ BRUSSELS INFORMATION 126.900⁽²⁾	VAR 1°E
	AIRSPACE LILLE APPROACH 120.275^{(3) (4)} 126.475⁽³⁾ 134.825^{(3) (5)}	AFIS TOURNAI RADIO 118.430 (fr, en)	

(1) MIL (2) CIV (3) Lille TMA (4) West (5) East



Digital Geography: © 2014 AND Forest © European Union, 1995-2015

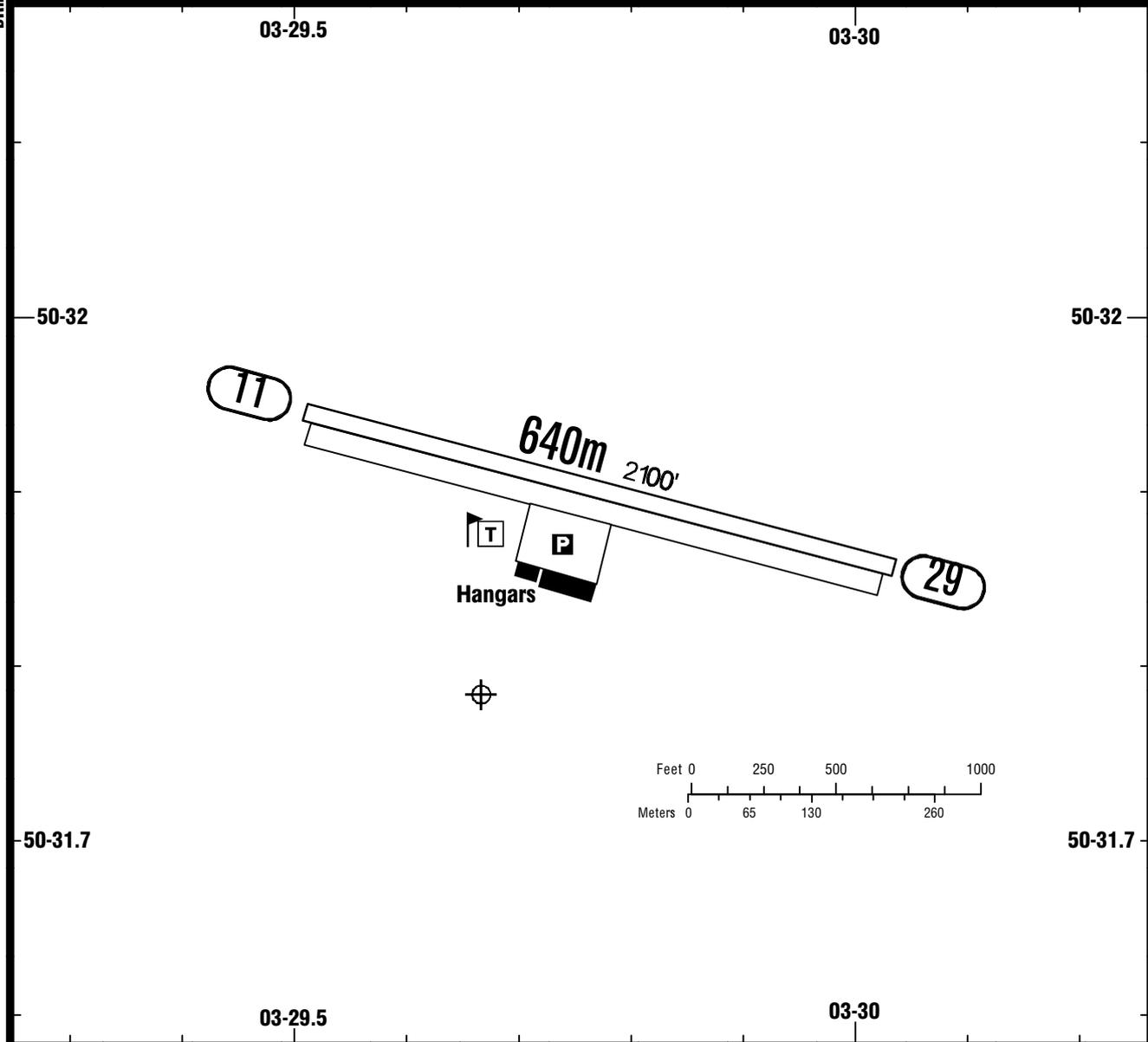
**EBTY
MAUBRAY**

20 SEP 19 **(19-2)**

**TOURNAI
BELGIUM**

BRIEFING STRIP™

LOCATION Elev 161' / 49m N50 31.8 E003 29.7	AFIS TOURNAI RADIO 118.430 (fr, en)	ADMITTED AIRCRAFT  (Cable 1500')
--	--	---



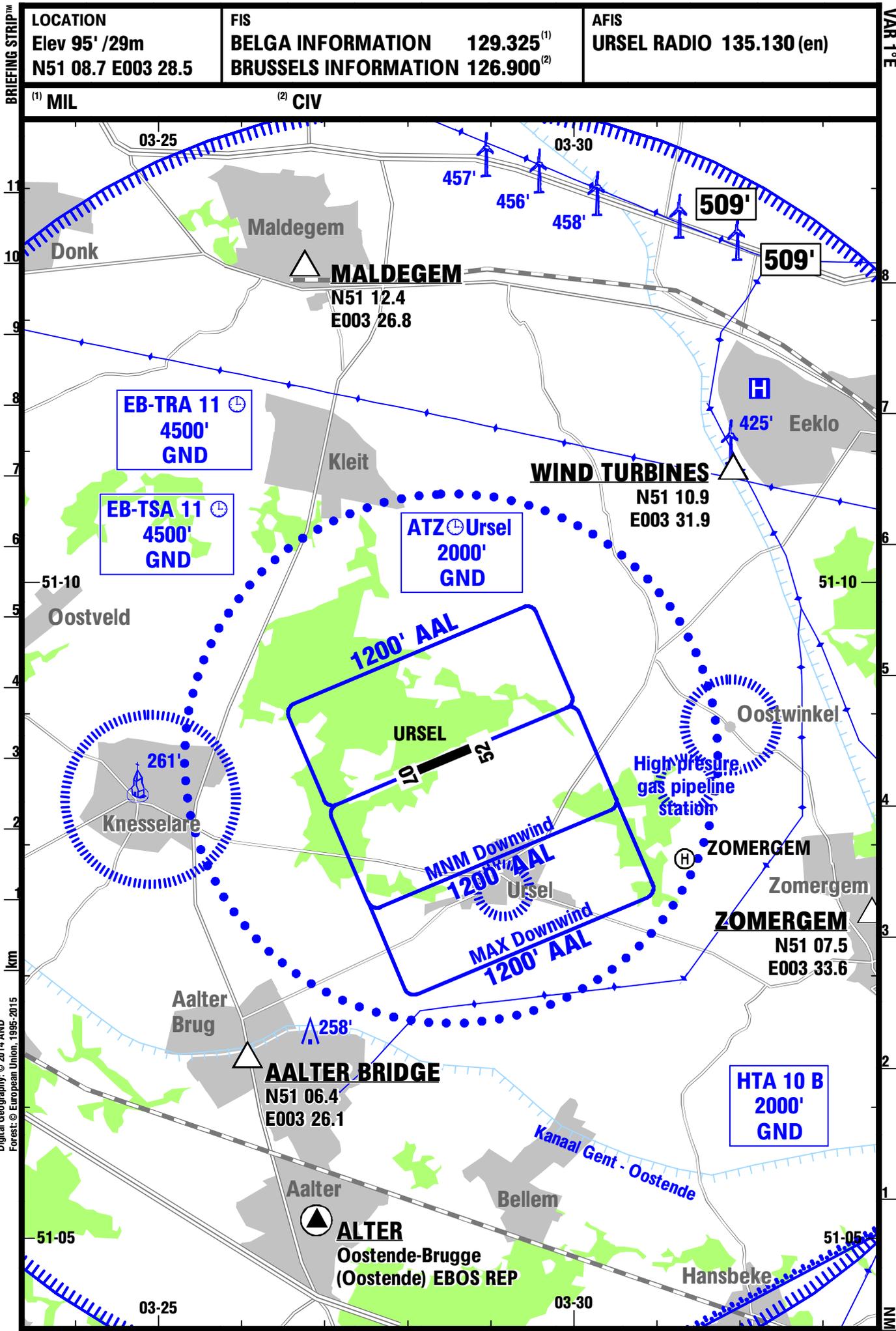
RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
11 29	640 x 18 Grass			2t AUW	---

Due to glider activity, winch and air towing up to 1500'.
 Muddy RWY in winter, call AD for availability check.
 Jet aircraft operations not allowed.

EBUL
URSEL

URSEL
BELGIUM

23 AUG 19 **(19-1)**



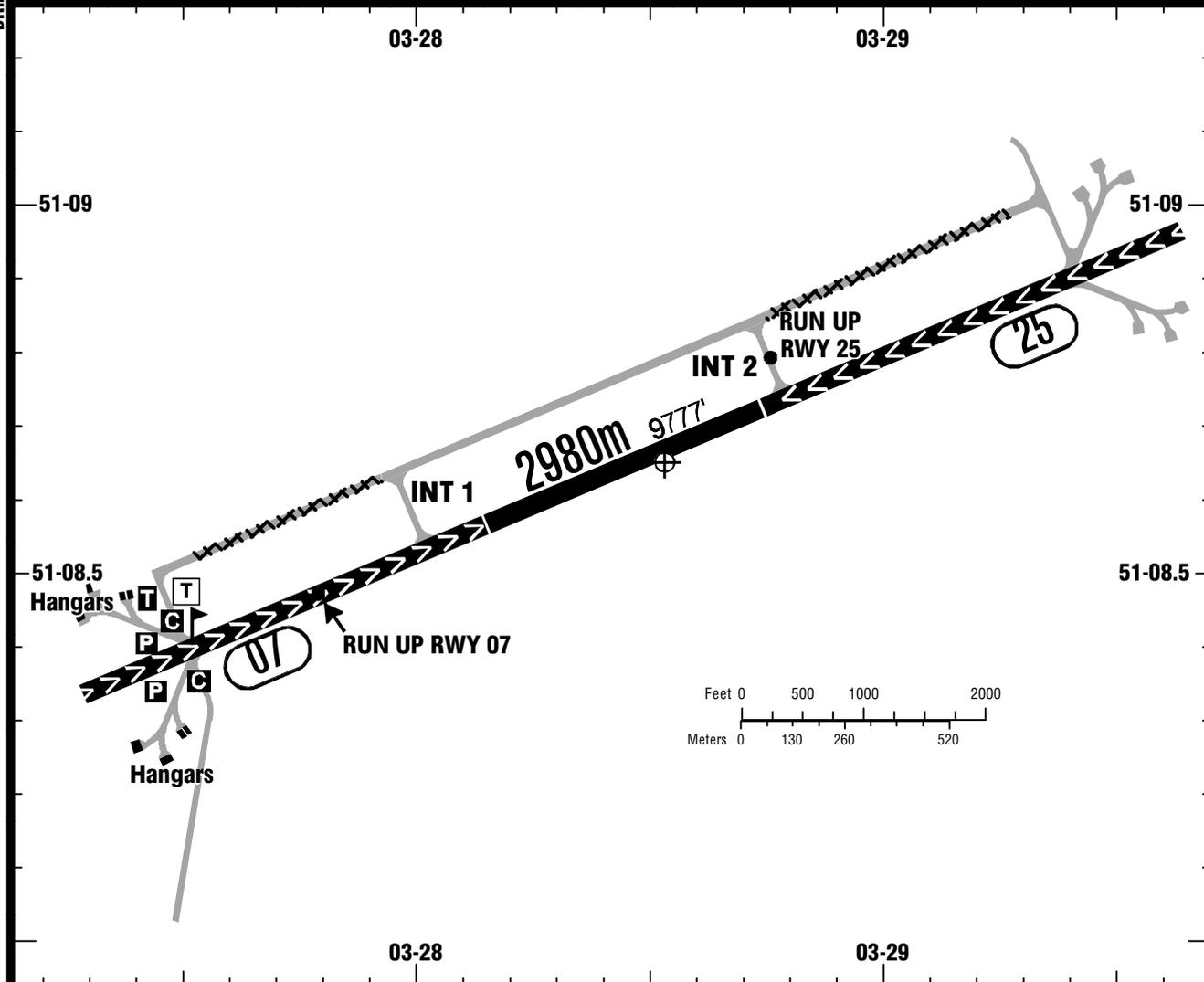
Digital Geography: © 2014 AND
Forest © European Union, 1995-2015

EBUL
URSEL

URSEL
BELGIUM

23 AUG 19 **(19-2)**

BRIEFING STRIP™	LOCATION Elev 95' /29m N51 08.7 E003 28.5	AFIS URSEL RADIO 135.130 (en)	ADMITTED AIRCRAFT 
-----------------	--	--	--



RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
07 25	2980 x 45 Concrete	799	799	10t A UW	---

Report position on the ground or in the air. Do not expect any instructions from a ground station.

Avoid overflying the gas pipeline station and the villages Ursel, Knesselare and Oostwinkel.

Arrivals: Overfly the signal area at 1700' AAL.

All ACFT not participating in the AD traffic are strongly recommended to stay clear of the ATZ.

Before commencing a flight to or from Ursel, pilots shall coordinate with the AD authority. Pilots conducting flights within the ATZ are strongly recommended to maintain two-way radio contact with RDO.

CAUTION: Trees up to 72' AGL: N of the RWY along the whole length of the RWY, S of the RWY, at THR 25, from THR 07 to 140m E of THR 07. Turbulences and windshear may occur with crosswind.

LDG RWY 25: Follow the yellow taxi lines on the south side of the RWY to the parking area.

LDG RWY 07: Follow the yellow taxi lines via INT 2 then

parallel TWY and INT 1. Before crossing RWY 07 look out for landing traffic. Continue taxi following the yellow lines on the south side of the RWY to the parking area.

TKOF RWY 25: Follow the yellow taxi lines on the north side of the RWY via INT 1, then the parallel TWY and INT 2 to the hold position RWY 25.

TKOF RWY 07: Follow the yellow taxi lines on the north side of the RWY to the run-up point. After run-up procedure and completed checklist continue taxi to the CIV THR 07. Before line-up and TKOF enter INT 1 to verify there is no traffic on final.

EBZH
KIEWIT

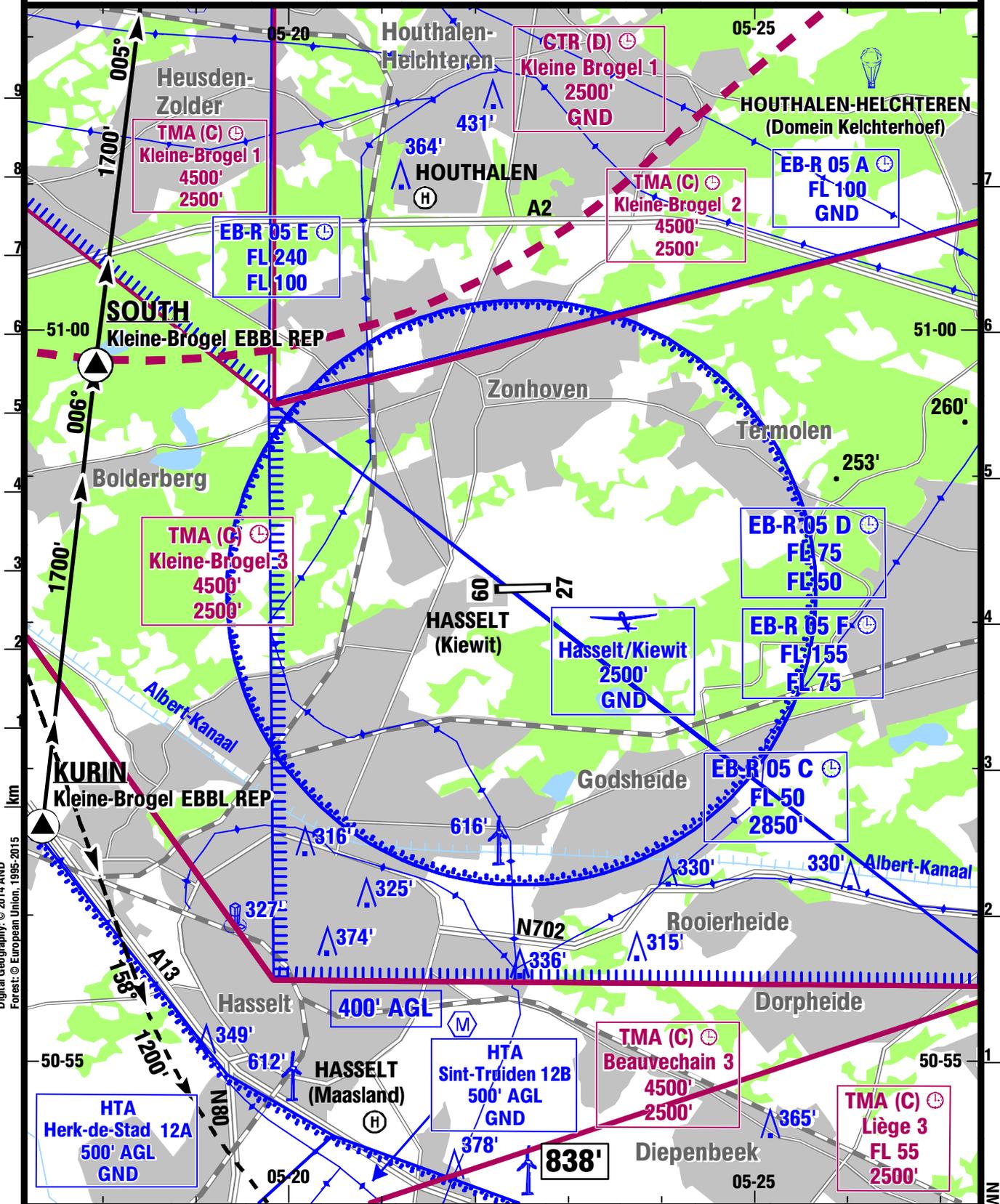
19 JUL 24 **(19-1)**

HASSELT
BELGIUM

VAR 3°E

LOCATION Elev 133' /41m N50 58.2 E005 22.5	FIS BELGA INFORMATION 129.325⁽¹⁾ BRUSSELS INFORMATION 126.900⁽²⁾
	AIRSPACE KLEINE-BROGEL TOWER 134.105⁽³⁾ KLEINE-BROGEL APPROACH 134.480⁽⁴⁾ BEAUVECHAIN APPROACH 122.830⁽⁵⁾

(1) MIL (2) CIV (3) Kleine-Brogel CTR (4) Kleine Brogel TMA (5) Beauvechain TMA
(6) Info only, no ATC.



Digital Geography: © 2014 AND
Forest: © European Union, 1995-2015

EBZH
KIEWIT

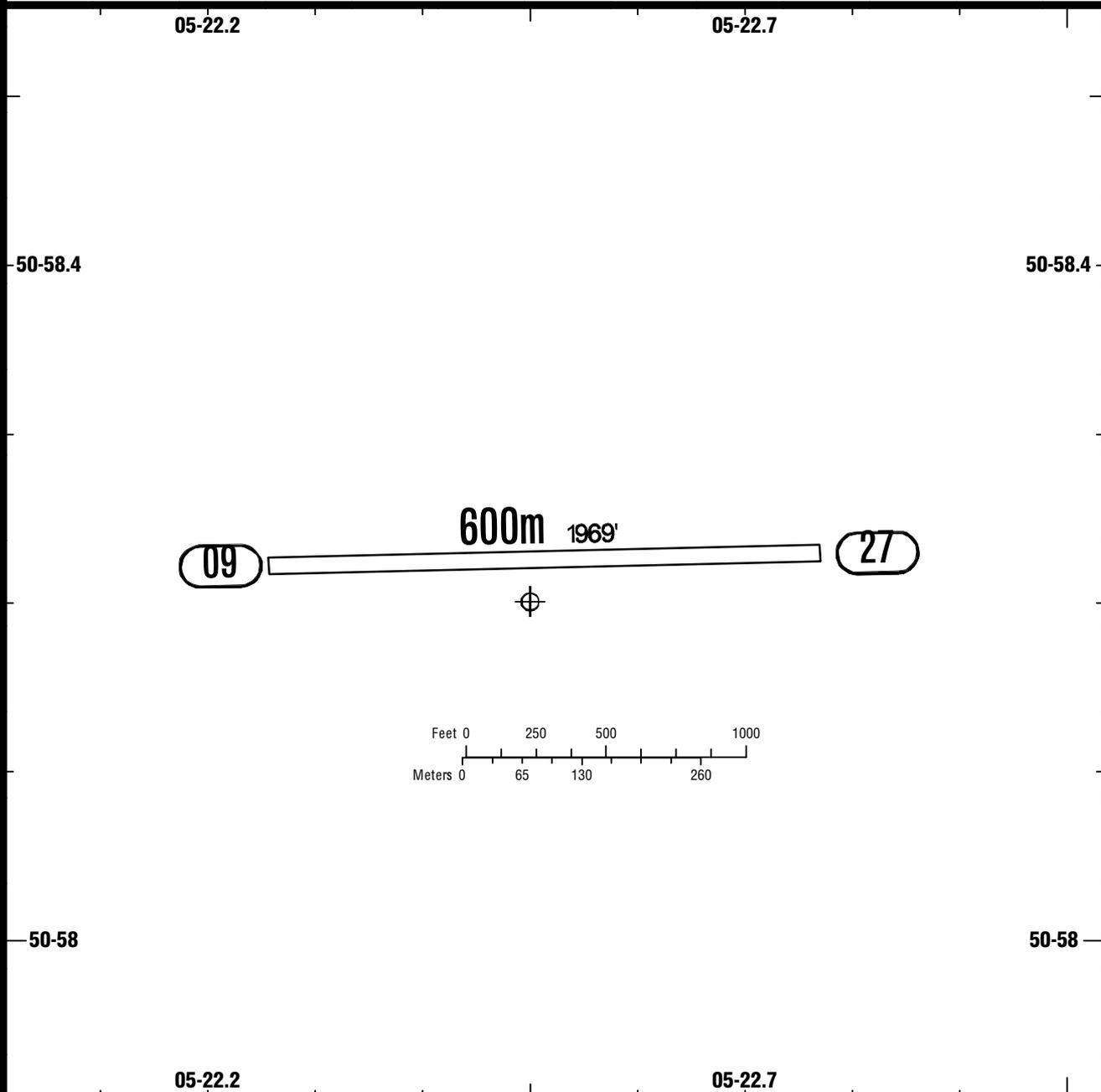
19 JUL 24 **(19-2)**

HASSELT
BELGIUM

BRIEFING STRIP™

LOCATION Elev 133' /41m N50 58.2 E005 22.5	HASSELT RADIO 118.330⁽¹⁾ (du, en)	ADMITTED AIRCRAFT   (Cable 2000')
---	---	--

⁽¹⁾ Info only, no ATC.



RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
09 27	600 x 18 Grass	600	600	5.7t	---

RH traffic circuit RWY 27.
Traffic circuit at 1200'.
Jet aircraft operations not allowed.

BRIEFING STRIP™

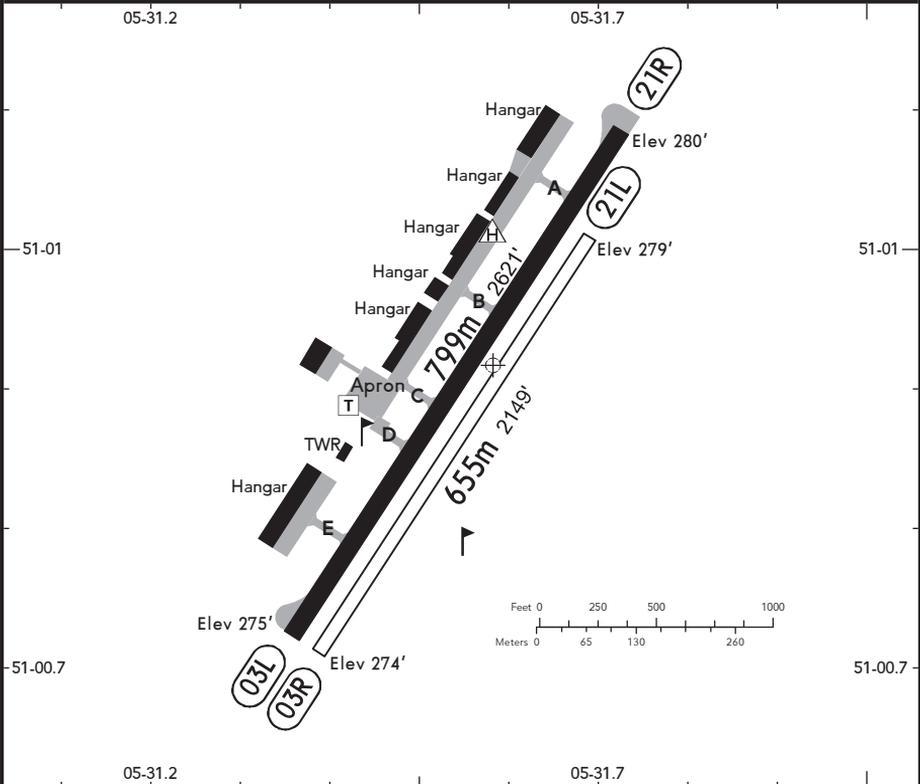
LOCATION
Elev **270'** /82m
N51 00.9 E005 31.6

GENK RADIO **120.405** ⁽¹⁾ (en)

ADMITTED AIRCRAFT



⁽¹⁾ Info only, no ATC.



SCALE 1:10000

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
03L 21R	799 x 23 Asphalt	799	799	10t	---
03R 21L	655 x 18 Grass	655	655	3.5t	---

1 Only for home-based pilots.

CAUTION: Parachuting activity at Nieuwe Kempen (a circle with radius of 1 NM centred at N51 02.21 E005 31.36), FL 150, Sat, Sun & Hol, SR-SS. The area should never be overflown.

Radio controlled model ACFT on AD.
Jet ACFT operations not allowed.
RH traffic circuit RWY 03.
Pay attention to the EB-R 05 A, north of AD.
Intensive glider flying on Sat, Sun & Hol.
Occasionally paradrop on the AD. Check NOTAMs thoroughly.

Entry points into the TFC circuit for paradrop OPS only, at or above 3000':

- RWY 21R: NOVEMBER (warehouses at the beginning of base);
- RWY 03L: WHISKEY (railway-motorway crossing) or ECHO (motorway interchange).

Due to noise abatement adhere strictly to the traffic circuit.

Avoid overflying the area of Nieuwe Kempen and the residential areas within traffic circuit.

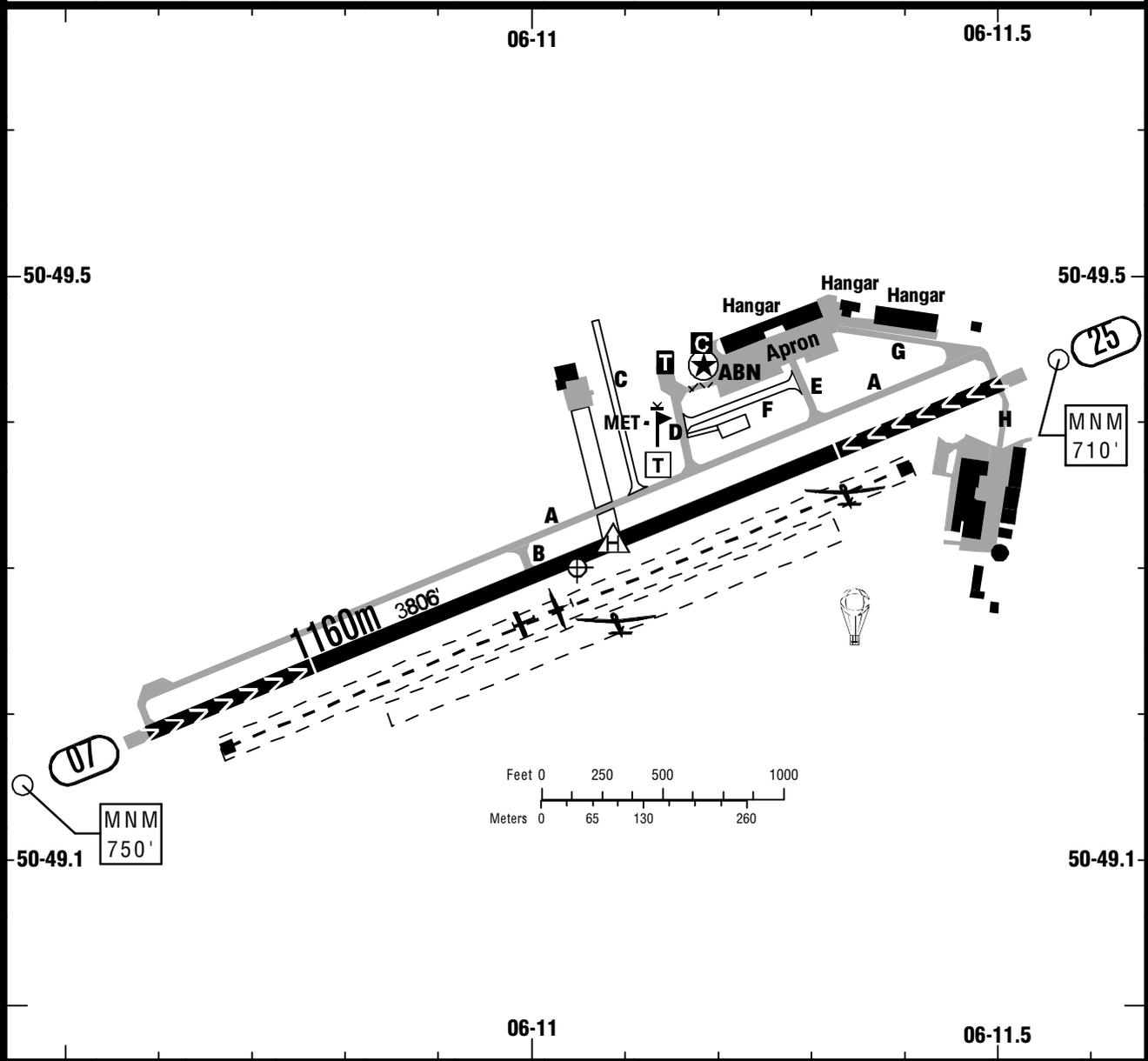
**EDKA
MERZBRUECK**

09 DEC 22 **(19-2)**

**AACHEN
GERMANY**

BRIEFING STRIP™	LOCATION	AFIS	ADMITTED AIRCRAFT
	Elev 623' /190m N50 49.3 E006 11.1	AACHEN INFO 122.880 ⁽¹⁾ (ge)	 (Cable)

⁽¹⁾ 15 NM / 3000' AGL



ABN - APAPI 07 (3.0°), 25 (3.9°) - THRL - WDI.					
RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
07 (066°) 25 (246°)	1160 x 18 Asphalt	947	947	3t MPW (PPR, HEL 5.7t MPW)	

Contact AACHEN INFO at least 5 MIN prior to reaching the AD.
 Within AD traffic listening watch shall be maintained.
 Turning onto base shall be reported without being asked to do so. It is not permitted to fly complete circles on base and final. Go-around procedures shall be initiated in a timely manner and, flown offset towards N taking the obstacle situation into consideration. Subsequently, the prescribed traffic circuit shall again be adhered to.
 Use caution when TKOF or LDG after helicopters due to strong turbulence.
 Powered ACFT (except towing ACFT) are not permitted to TKOF when the yellow flashing lights are turned on.

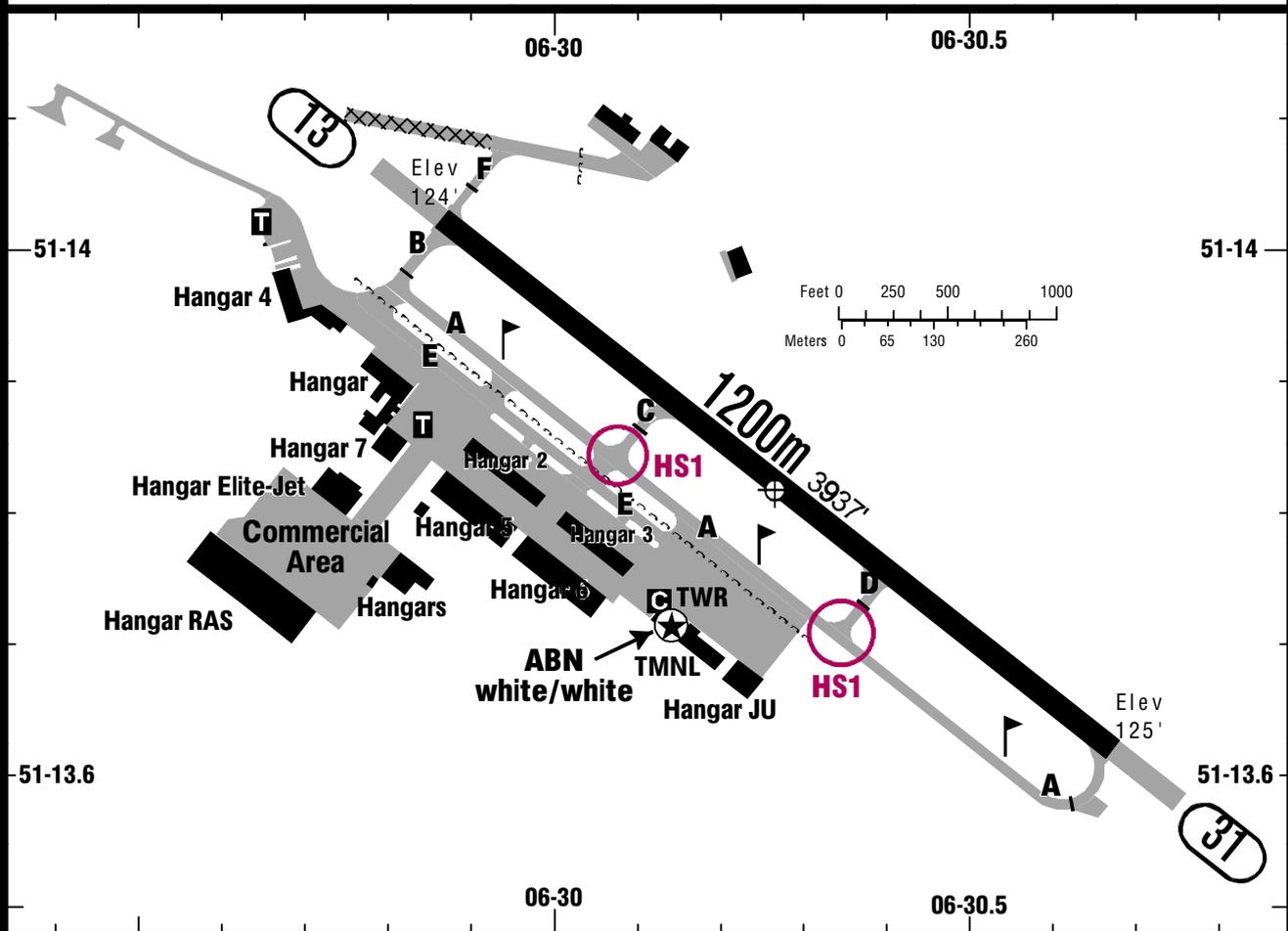
Simultaneous flight operations on the asphalt and the grass RWY are not permitted.
 ACFT and towing formations may not TKOF on the glider operating area as long as a power-driven ACFT is TKOF or is on final.
 Attention shall be paid to noise abatement as far as possible.
 Information about GVS activation AVBL via AACHEN INFO.

EDLN
MOENCHENGLADBACH

MOENCHENGLADBACH
GERMANY

10 NOV 23 **(19-2)**

BRIEFING STRIP™	LOCATION Elev 125' /38m N51 13.8 E006 30.3	ATIS ATIS 109.800	TOWER MOENCHENGLADBACH GROUND 121.930 (ge, en) MOENCHENGLADBACH TOWER 120.455 ^{(1) (2)} (ge, en)
	ADMITTED AIRCRAFT 		
	(1) VDF (2) 25 NM / 4000' AGL		



ABN - ALS - PAPI 13 (3.5°), 31 (3.0°) - THRL - RL - RENL - RCLL - TWYL - WDI.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
13 (127°) 31 (307°) ¹	1200 x 30 Asphalt	1200	1200	PCN 30/F/D/W/T, HEL 5.7t	

¹ Grooved

The nature reserve Pferdsbroich (1.2 NM E of THR 31) is a noise sensitive area, overflights shall be avoided as far as possible.

RWY Incursion Hot Spots

HS1 - Caution - TWY incursion imminent. Do not enter TWY A unless explicitly instructed.

EDRK WINNINGEN

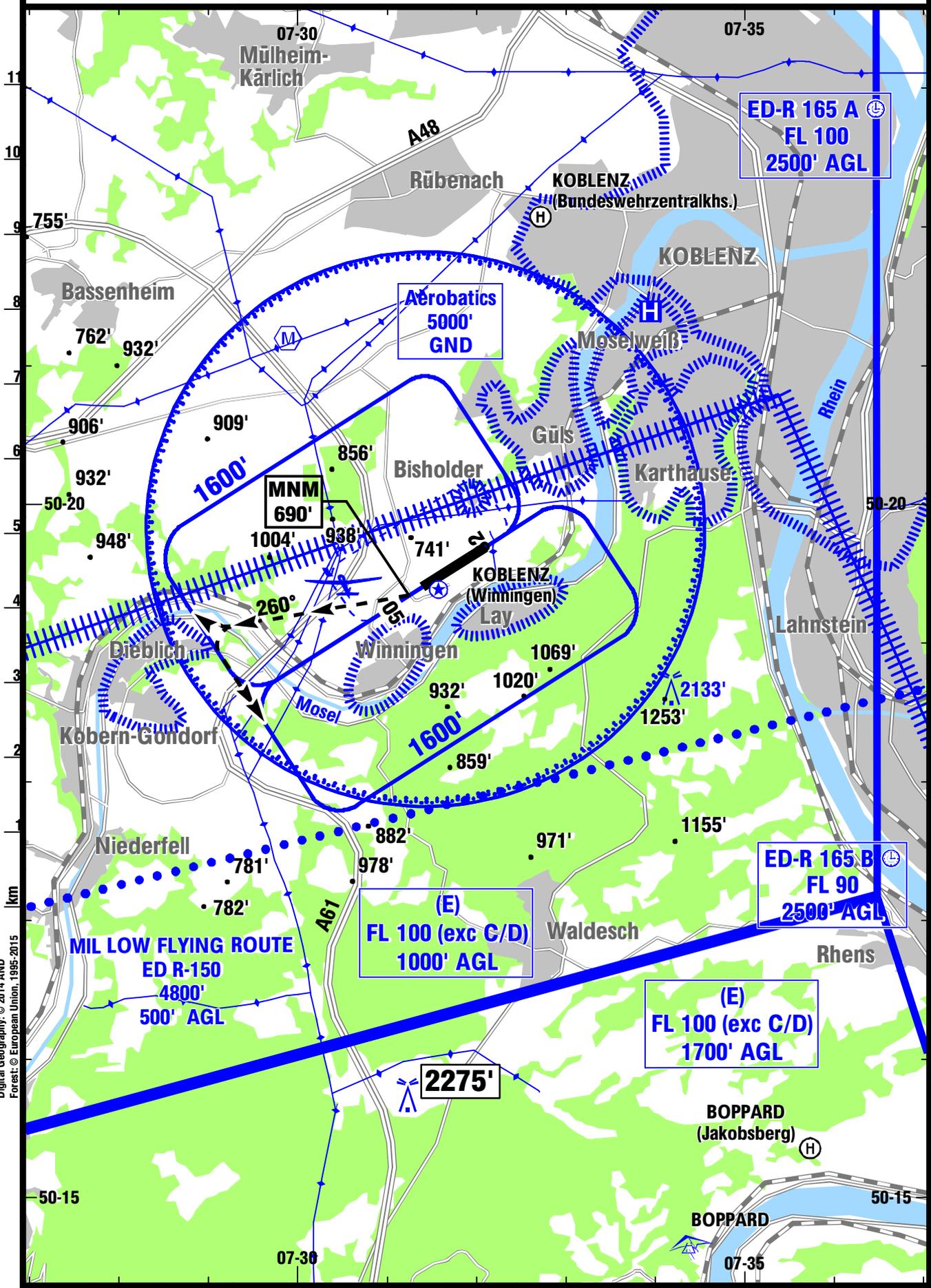
13 SEP 24

19-1

KOBLENZ GERMANY

BRIEFING STRIP™	LOCATION	FIS	VAR 3°E
	Elev 640' /195m N50 19.5 E007 31.7	LANGEN INFORMATION 123.525	

(1) 15 NM / 3000' AGL



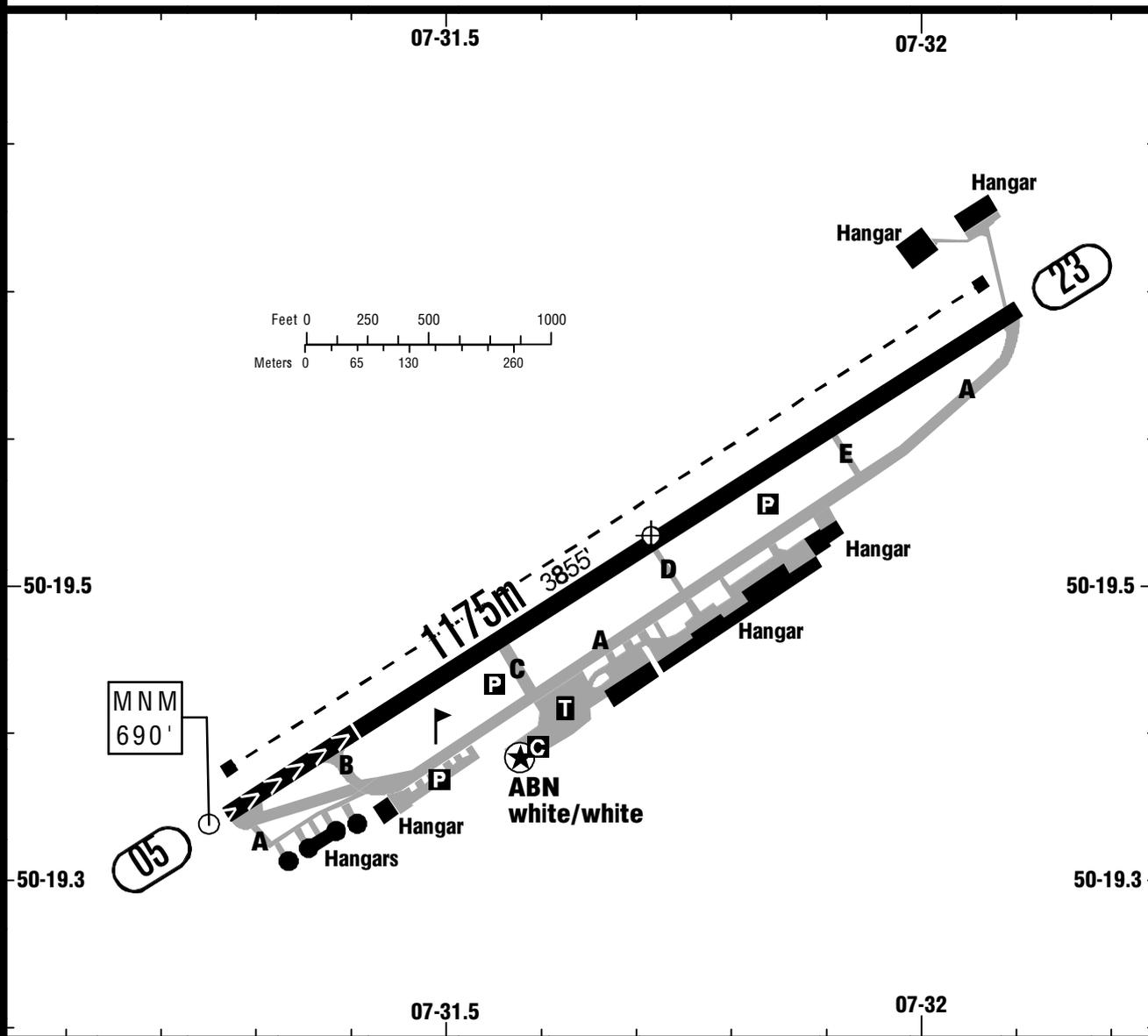
Digital Geography: © 2014 AND
Forest © European Union, 1995-2015

**EDRK
WINNINGEN**

13 SEP 24 **(19-2)**

**KOBLENZ
GERMANY**

BRIEFING STRIP™	LOCATION Elev 640' /195m N50 19.5 E007 31.7	KOBLENZ RADIO 122.655 ⁽¹⁾ (ge, en)	ADMITTED AIRCRAFT (Cable)
	⁽¹⁾ 15 NM / 3000' AGL		



ABN - THRL - RL - RENL.					
RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
05 (056°) 23 (236°) 1	1175 x 20 Asphalt	1175 995	995 1175	5.7t MPW	

1 TORA/LDA 1210m for EU-OPS 1 operations PPR.

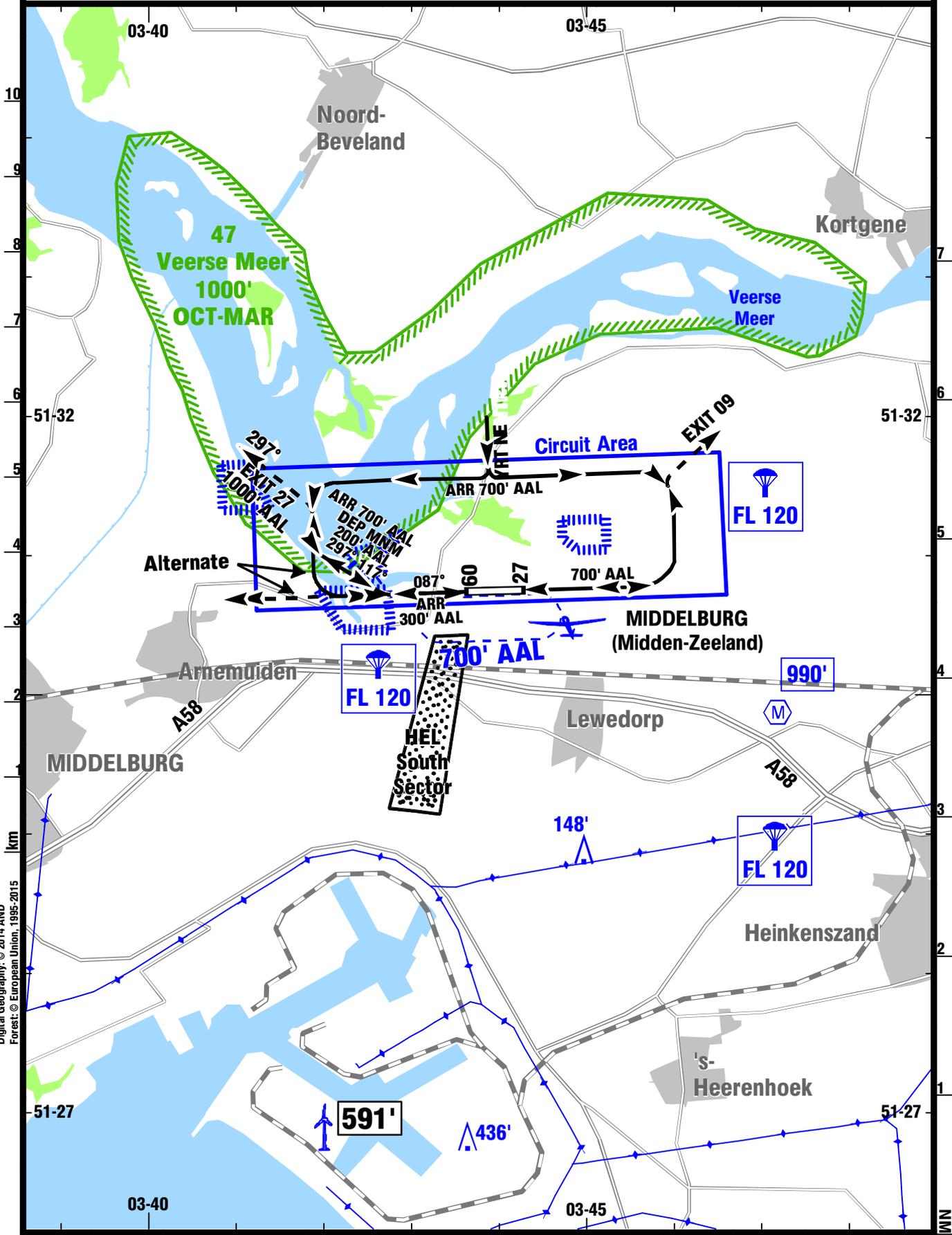
KOBLENZ RADIO will assign traffic circuit.
 Simultaneous approaches of ACFT to the asphalt and grass RWY are prohibited.
 High-tension line 880' crosses 1700m in front of THR 05.
 Powered ACFT are not permitted to TKOF when the amber flashing warning lights at the taxi holding positions to the RWY are turned on.
 Attention shall be paid to GLD operations N of AD.
 In case of stronger winds from the W, turbulence (lee) is to be expected on final APCH to RWY 23.
 Avoid overflying Koblenz and its districts: Bisholder, GÜls, Moselweiß, Karthause and Lay, as well as Winningen and Dieblich.

EHMZ
MIDDEN-ZEELAND

23 JUN 23 (19-1)

MIDDELBURG
NETHERLANDS

BRIEFING STRIP™	LOCATION	FIS
	Elev 6' /2m N51 30.7 E003 43.9	AMSTERDAM INFORMATION 124.300 ⁽¹⁾ DUTCH MIL INFO 132.350
AFIS		
MIDDEN-ZEELAND RADIO 119.255		
⁽¹⁾ outside DUTCH MIL INFO 132.350 op hr		



Digital Geography: © 2014 AND
Forest © European Union, 1995-2015

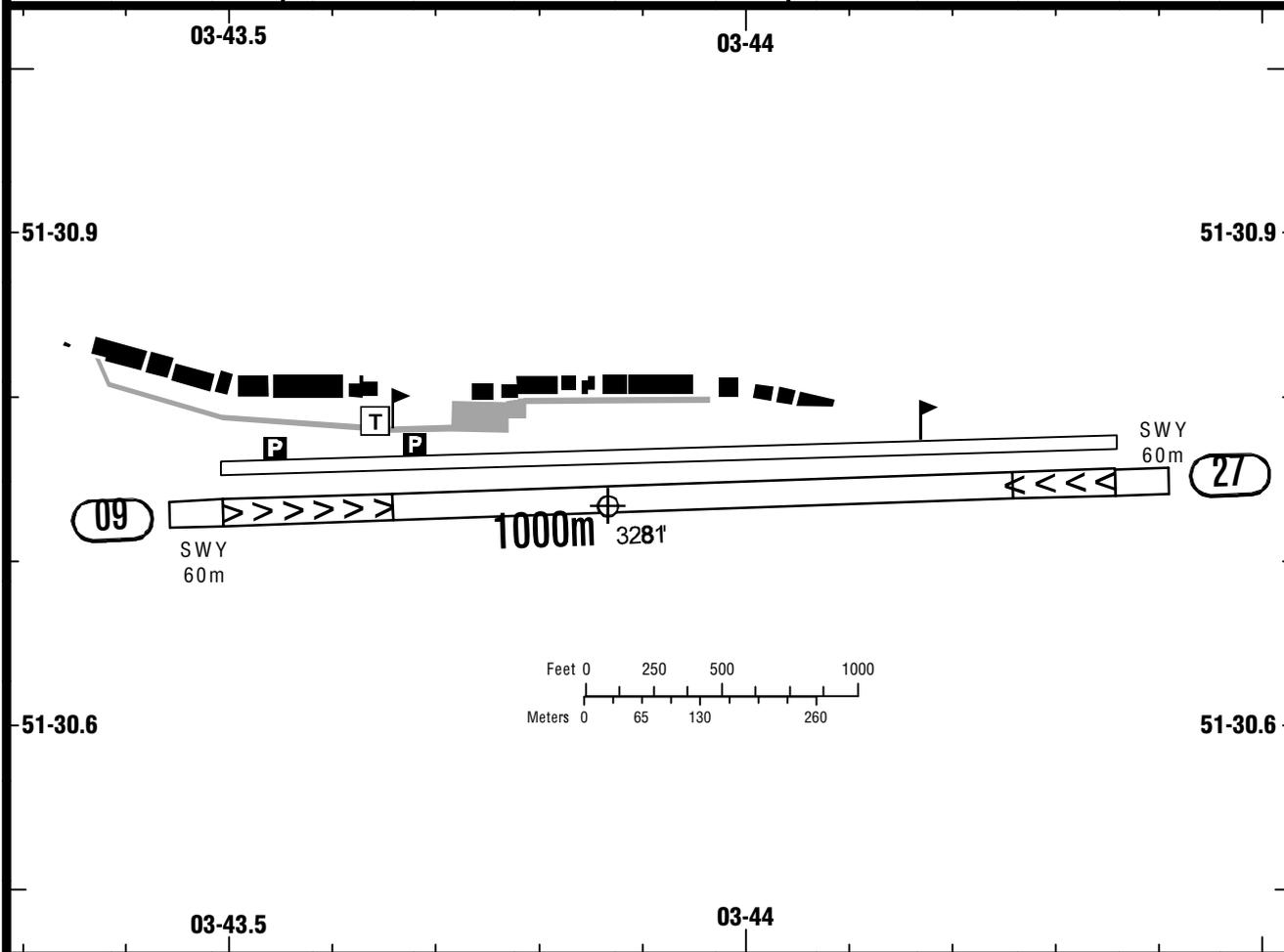
EHMZ
MIDDEN-ZEELAND

23 JUN 23 **(19-2)**

MIDDELBURG
NETHERLANDS

BRIEFING STRIP™

LOCATION Elev 6' /2m N51 30.7 E003 43.9	AFIS MIDDEN-ZEELAND RADIO 119.255	ADMITTED AIRCRAFT  (Cable 2000' AAL)
--	--	---



RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
09 (087°)	1000 x 30 Grass	1000	810	6t AUW (MAX 0.52 MPa)	---
27 (267°)			885		

CAUTION: Avoid overflying Veerse Meer below 1000' during wintertime (OCT-APR). High bird strike risk.

GLD flying may take place daily on the indicated GLD strip (S of RWY 09/27), in weekends increased GLD activities occur.

The GLD launching and circuit areas shall be avoided.

During the summer months outside AD OPR HR GLD will be launched by winch and possible RPAS OPS at the AD. Do not overfly AD below 2000' AAL.

On final motorised ACFT shall give way to GLD in GLD circuit S of AD.

Grass cutting may take place daily.

Parachuting south of AD.

Coastguard flights may take place daily. Be aware of medium wake turbulence.

Joining and leaving TFC circuit shall take place as depicted.

The visual TFC circuit must be carried out within the lateral limits of the circuit area appropriate to RWY in use.

The circuit area shall not be overflown below 1000' AAL.

For Standard Entry/Exit Procedure see section 3.2 Use of Aerodromes.

Built-up areas shall be avoided as much as possible.

NORDO ACFT PPR.

When flight safety permits the camping site at APRX 0.5 NM W of AD shall be avoided.

HEL shall park at S side of the fuel station for refuelling.

APCH RWY 09

Final shall be flown with a track of 117° until 300' AAL then establish final track of 087°.

When flying an offset final leg to RWY 09 Pilots shall look out for TFC from W.

Cutting off of TFC using the alternate procedure is prohibited.

DEP RWY 27

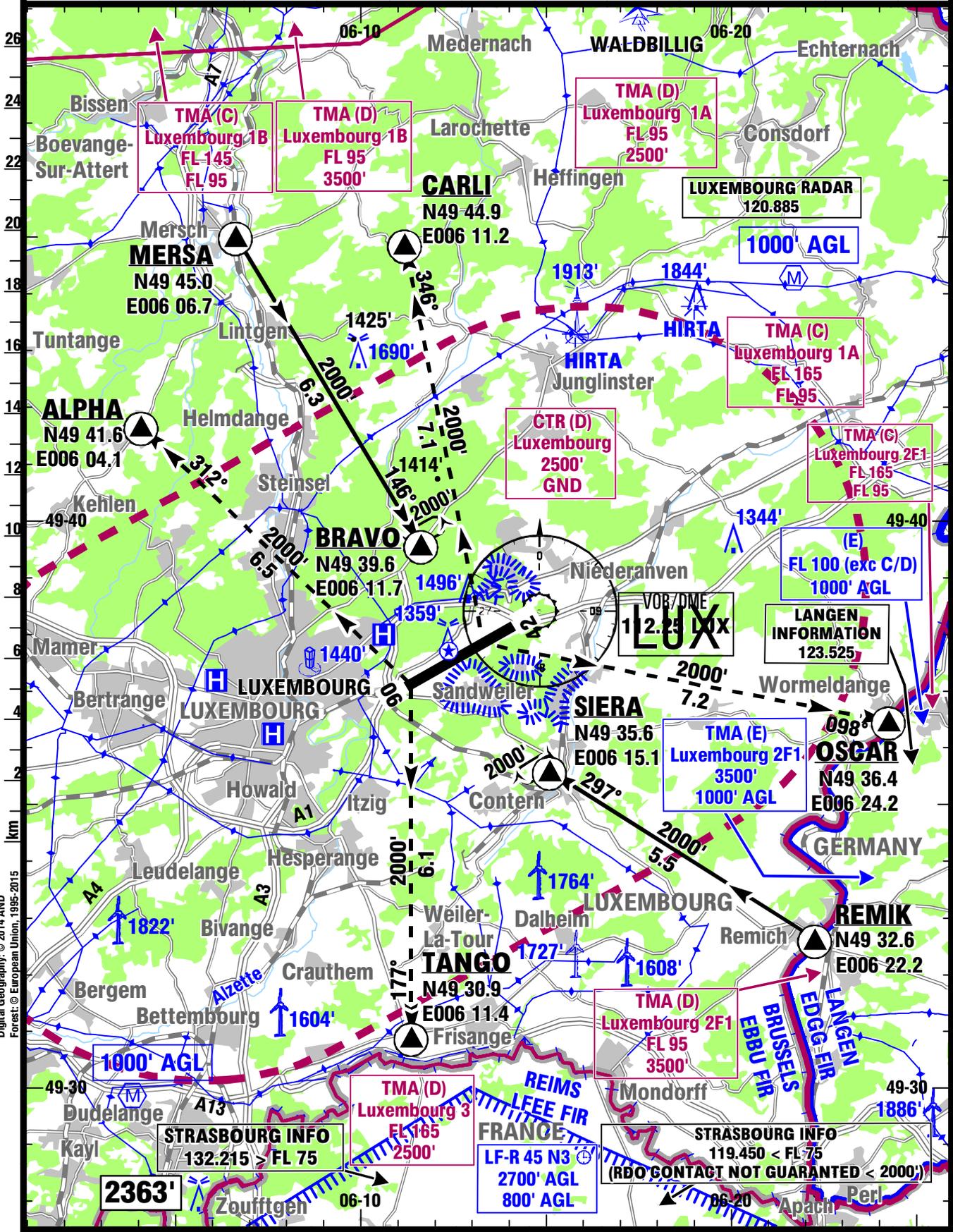
On upwind, APRX 800m after passing the end of RWY, turn right to track 297° (at MNM 200' AAL). Maintain a track of 297° and climb to 1000' AAL while leaving the circuit area.

ELLX
LUXEMBOURG

31 JAN 25 **(19-1)**

LUXEMBOURG
LUXEMBOURG

BRIEFING STRIP™	LOCATION Elev 1234' /376m N49 37.4 E006 12.3	FIS LUXEMBOURG RADAR 120.885⁽²⁾	ATIS ATIS 134.755	VAR 3°E
	APPROACH LUXEMBOURG ARRIVAL 118.905⁽³⁾ LUXEMBOURG RADAR 120.885^{(1) (4)} (en)	TOWER LUXEMBOURG TOWER 118.105^{(1) (5)} (en)		
(1) VDF (2) also Luxembourg TMA (3) By ATC. 40 NM/FL 200 (4) 80 NM/FL 200 (5) 25 NM/FL 40				



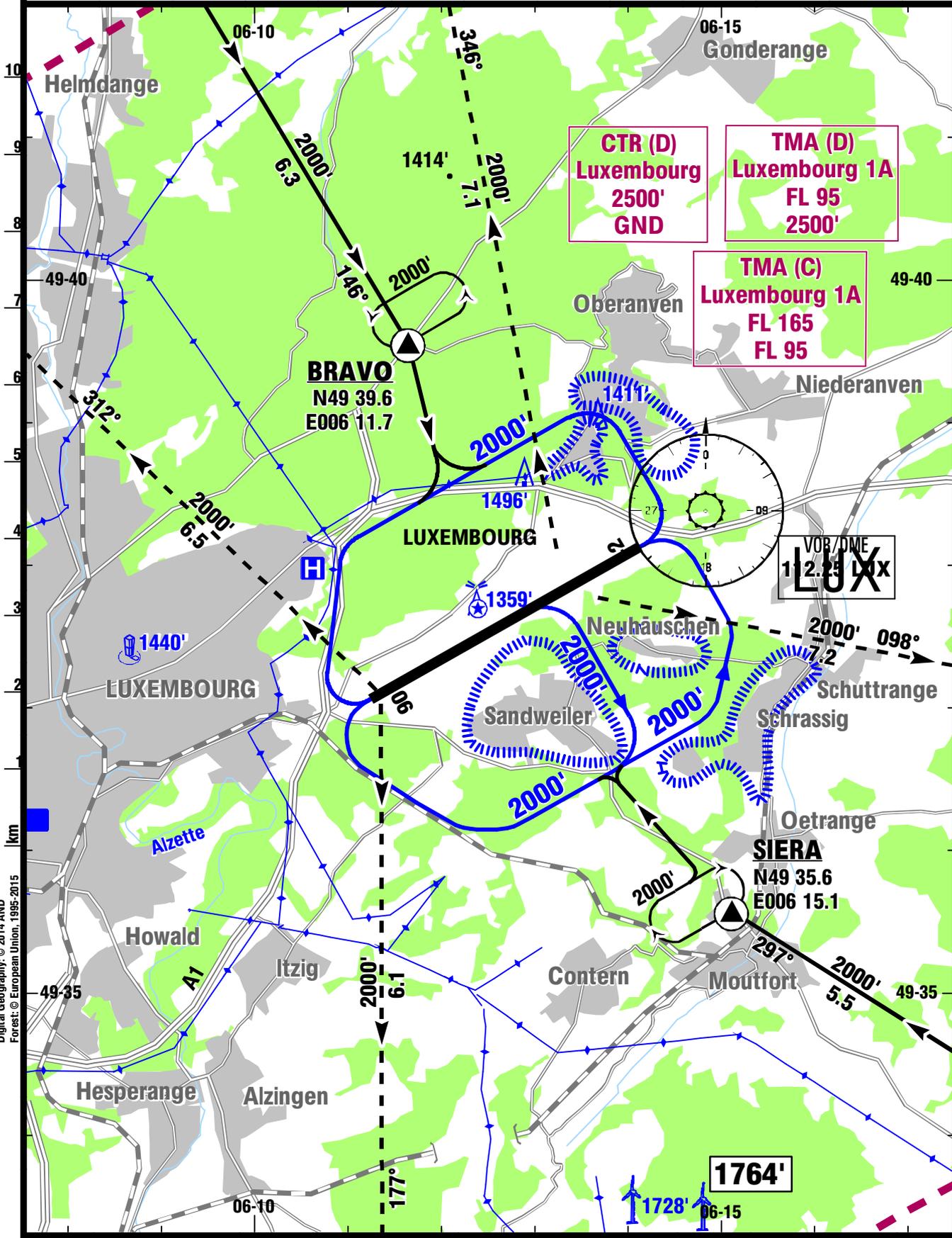
Digital Geography: © 2014 AND
Forest: © European Union, 1995-2015

ELLX TRAFFIC CIRCUIT
LUXEMBOURG

31 JAN 25 **(19-1A)**

LUXEMBOURG
LUXEMBOURG

BRIEFING STRIP™	LOCATION Elev 1234' /376m N49 37.4 E006 12.3	FIS LUXEMBOURG RADAR 120.885⁽²⁾	ATIS ATIS 134.755	VAR 3°E
	APPROACH LUXEMBOURG ARRIVAL 118.905⁽³⁾ LUXEMBOURG RADAR 120.885^{(1) (4)} (en)	TOWER LUXEMBOURG TOWER 118.105^{(1) (5)} (en)		
(1) VDF (2) also Luxembourg TMA (3) By ATC. 40 NM/FL 200 (4) 80 NM/FL 200 (5) 25 NM/FL 40				



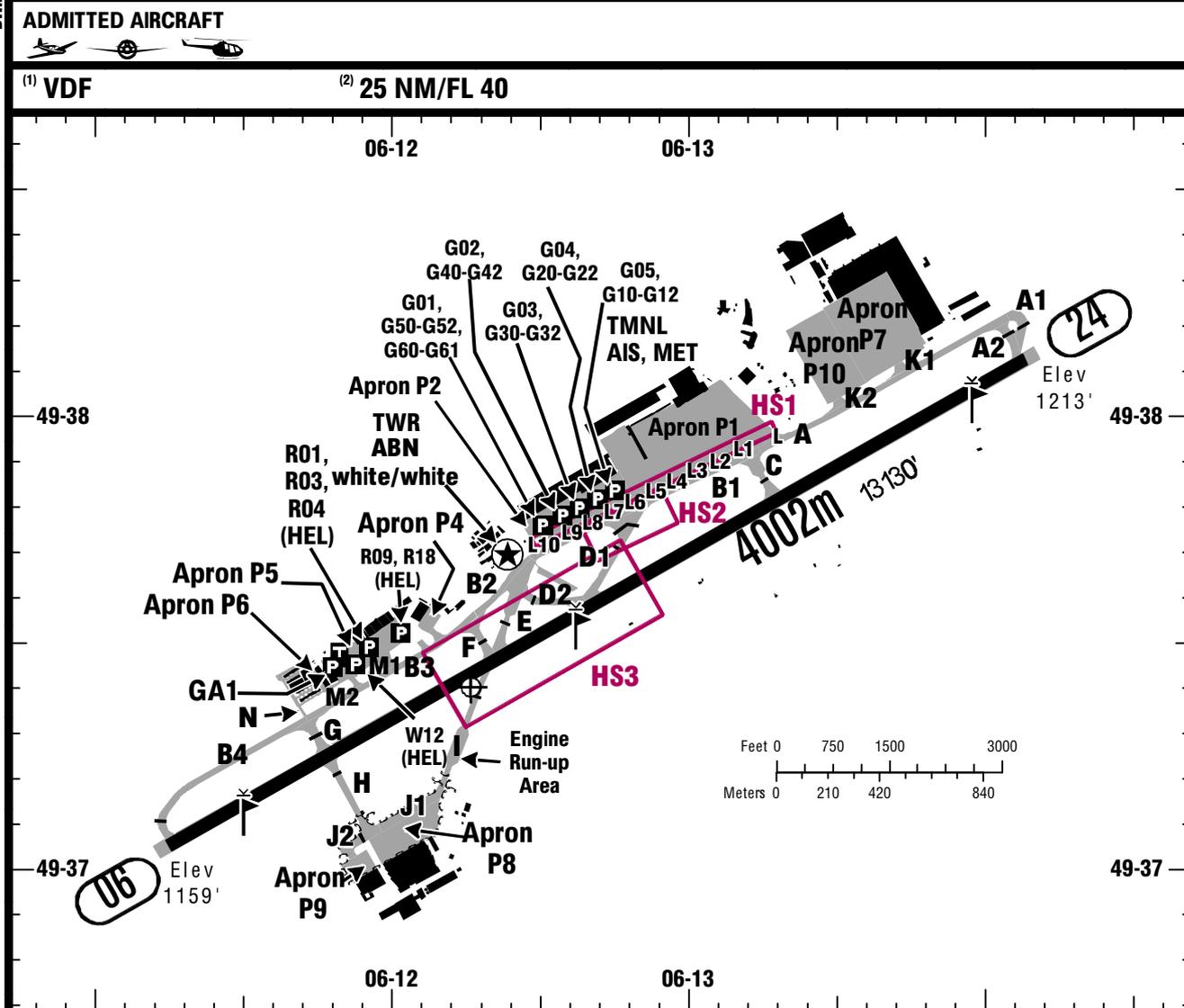
Digital Geography: © 2014 AND
Forest © European Union, 1995-2015

ELLX
LUXEMBOURG

31 JAN 25 **(19-2)**

LUXEMBOURG
LUXEMBOURG

BRIEFING STRIP™	LOCATION Elev 1234' /376m N49 37.4 E006 12.3	ATIS ATIS 134.755	TOWER LUXEMBOURG DELIVERY 121.855 LUXEMBOURG TOWER 118.105 ^{(1) (2)} (en)
	ADMITTED AIRCRAFT 		
	(1) VDF (2) 25 NM/FL 40		



ABN - ALS - PAPI 06 (3.0°), 24 (3.0°) - THRL - RL - RENL - RCLL - TWYL - WDI.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
06 (057°) 1	4002 x 45 Asphalt	4002	4002	PCN 79/F/A/W/T (PCR 800/F/A/W/T)	
24 (237°) 2					

- 1 Longitudinal slope 1.5% on first 1512m.
- 2 Longitudinal slope -1.5% on last 1512m.

Intersection TKOF

RWY	TWY	TORA (m)
06	E	2464
	F	2497
	G	3275
	H	3275
24	C	2850
	F	1529

CAUTION: Longitudinal slope exceeds certification specification on TWY B3 and G.

NOTE: No ATC on aprons EXC on Apron P8 taxilanes J1 and J2 (ACFT and Towtrucks only). Information and alerting service provided only.

NOTE: Avoid Holding over Chemical Plant 1 NM SE RWY 06.

Wearing of high visibility vest mandatory on movement area.

A flight plan is compulsory for all VFR flights to and from ELLX.

NORDO ACFT prohibited.

ARR/DEP at 2000' along the routes as depicted unless otherwise instructed by ATC or necessary for the safety of the ACFT or flight, if separation from clouds permits.

Do not turn base-leg/final unless instructed.

Training flights not permitted, except for Luxembourg registered ACFT and ACFT with special permission from CAA.

ELIX
LUXEMBOURG

31 JAN 25

19-3

LUXEMBOURG
LUXEMBOURG

Avoid built-up areas as depicted.

Centreline crossing closer than 11 NM from ARP should be done at MAX 2000'. If unable to comply contact LUXEMBOURG RADAR.

VFR pilots should expect delay during ATC peak hours which are defined as follows: MON to SUN 0930-1200LT, 1700-2000LT and 2100-2200LT.

Unless otherwise notified to ATC by the pilot, ACFT are expected to be ready for DEP upon reaching runway-holding position.

Pilots may REQ an INT TKOF in accordance with declared DISTs.

ACFT shall taxi as close as possible to RWY holding PSN.

GA ACFT departing from aprons P5 and P6 shall complete all pre-departure checks, including engine/power checks, before contacting LUXEMBOURG DELIVERY. Taxi CLR shall be REQ on TWR FREQ after transfer from LUXEMBOURG DELIVERY.

On Apron P2:

- Apron shall only be entered behind a follow-me vehicle.
- Boarding and deboarding is not permitted with running engines.
- For ACFT exiting AFCT stands under own PWR, particular caution is advised for AFCT stands G10B/D, G11B, G12B/D: pilot must remain vigilant during DEP, ensuring that no AFCT is arriving on the TWY L5.

On Apron P6:

- Exit is not allowed via TWY N unless explicitly approved by ATC.
- Air taxiing is forbidden.

Touch down RWY 06 abeam TWY G unless otherwise instructed by ATC.

Touch down RWY 24 abeam TWY C unless otherwise instructed by ATC.

All HEL have to use RWY for LDG and TKOF except Helicopter Emergency Medical Service and police FLT by local OPR, which are allowed to land and take-off from TWY B3.

If PAPI required for APCH, advise ATC.

RWY Incursion Hot Spots

HS1 - Watch out for vehicular traffic on internal road along Aprons P1, P2.

HS2 - Watch out for possible interference of traffic exiting TWY D1 and taxiing on TWY B1.

HS3 - Explicit RWY crossing clearance is required.

Outbound Traffic

Outbound flights shall contact LUXEMBOURG DELIVERY with relevant flight plan information (e.g. exit point, touch and go) except Helicopter emergency medical service and police flights by local operators.

Radio COM Failure

- Set transponder on code 7600;
- without clearance do not enter Luxembourg CTR and land on alternate AD;
- if already cleared to join AD circuit: hold on

downwind and look out for light signals from TWR;

- ACFT equipped with an onboard TEL/cellphone, dial +352 4798 2401-0 or -1 and mention last RTF channel used.

Handling of GA flights

ACFT will be parked on apron P2 by default. Apron P5 East can only be used for Luxembourg Air Ambulance and Police activities.

Apron P5 West can only be used for:

- AVGAS refuelling of single engine, propeller ACFT without commercial passengers;
- pre-flight checks on positions W01, W02, W03 and W04;
- W02/W12 can only be used by HEL;
- the use of any of these positions for a period longer than needed for the pre-flight checks, is subject to approval by Lux-Airport;
- TEMP parking during standard times, of single engine, propeller ACFT without commercial passengers on GA1 box only (MAX wingspan 15m). ACFT shall not operate under own power within the parking area. Engine must be turned off prior to entry and may only be turned on after exiting the parking box.

In case apron P5 West parking spaces are full, ACFT will be positioned on apron P2 where handling is mandatory.

ACFT based on apron P6 can apply for JET A1 fuelling permission on apron P5.

The standard time allowed on the ground is 72 hr. Extended stays must be notified as repositioning can be required.

Operating without prior permission can result in an additional fee of up to a maximum of 4 times the regular handling fee and lead to refusal of future requests.

LFQV CHARLEVILLE-MÉZIÈRES

22 JUL 22

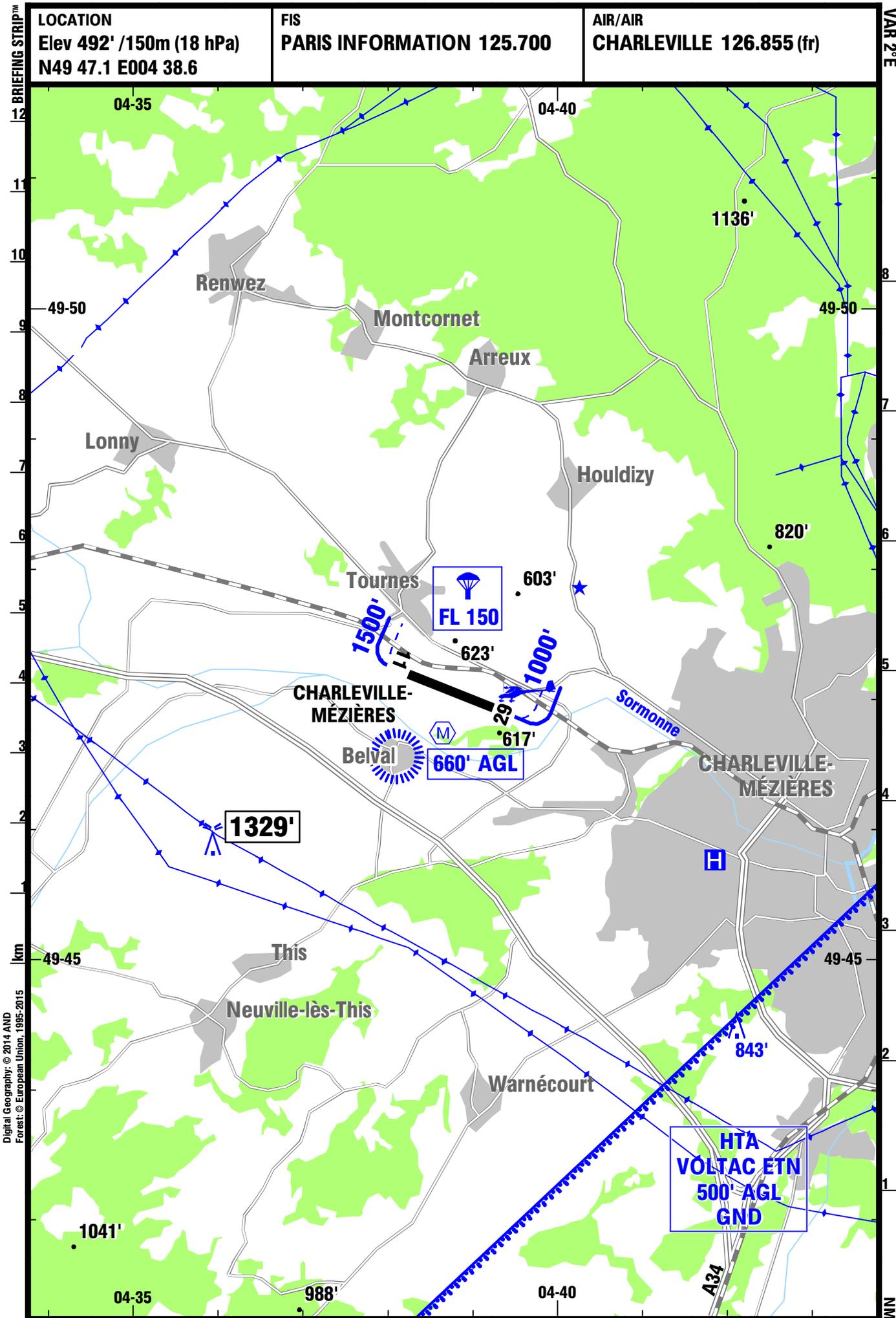
19-1

CHARLEVILLE-MÉZIÈRES FRANCE

LOCATION
Elev 492' /150m (18 hPa)
N49 47.1 E004 38.6

FIS
PARIS INFORMATION 125.700

AIR/AIR
CHARLEVILLE 126.855 (fr)



Digital Geography © 2014 AND
Forest © European Union, 1995-2015

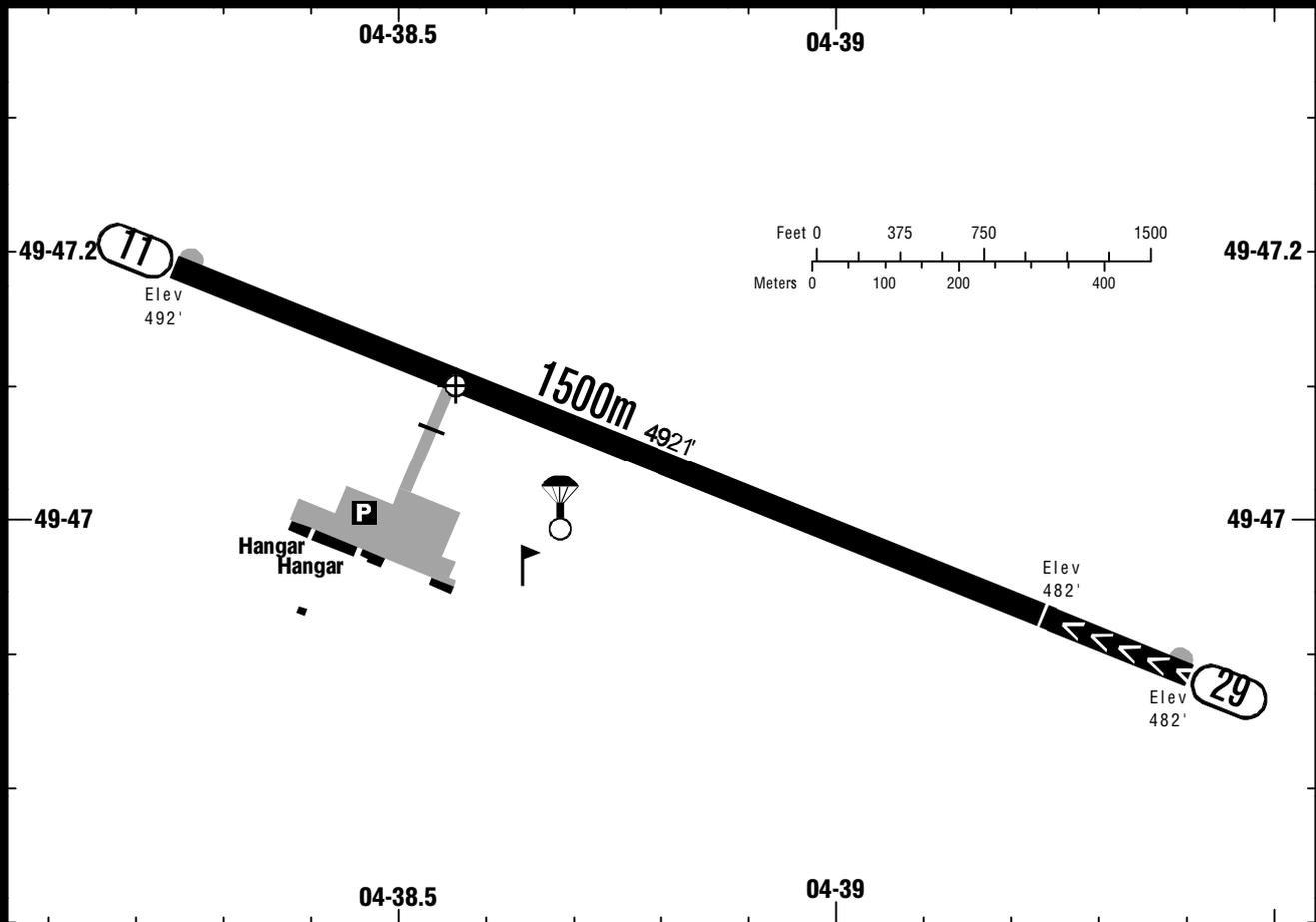
LFQV
CHARLEVILLE-MÉZIÈRES

22 JUL 22 **(19-2)**

CHARLEVILLE-MÉZIÈRES
FRANCE

BRIEFING STRIP™

LOCATION Elev 492' /150m (18 hPa) N49 47.1 E004 38.6	AIR/AIR CHARLEVILLE 126.855 (fr)	ADMITTED AIRCRAFT 
---	--	---



OBSTL.					
RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
11 (110°)	1500 x 30 Paved		1500	PCN 33/F/C/W/T	---
29 (290°)			1300		

AD reserved for radio-equipped ACFT.
 RWY reserved for ACFT which TKOF reference distance is less than 1200m.
 Taxiing prohibited EXC on RWY and TWY.
 If wind speed less than 4 KT, use RWY 11.
 PJE (Nr 228) on AD up to FL 150.

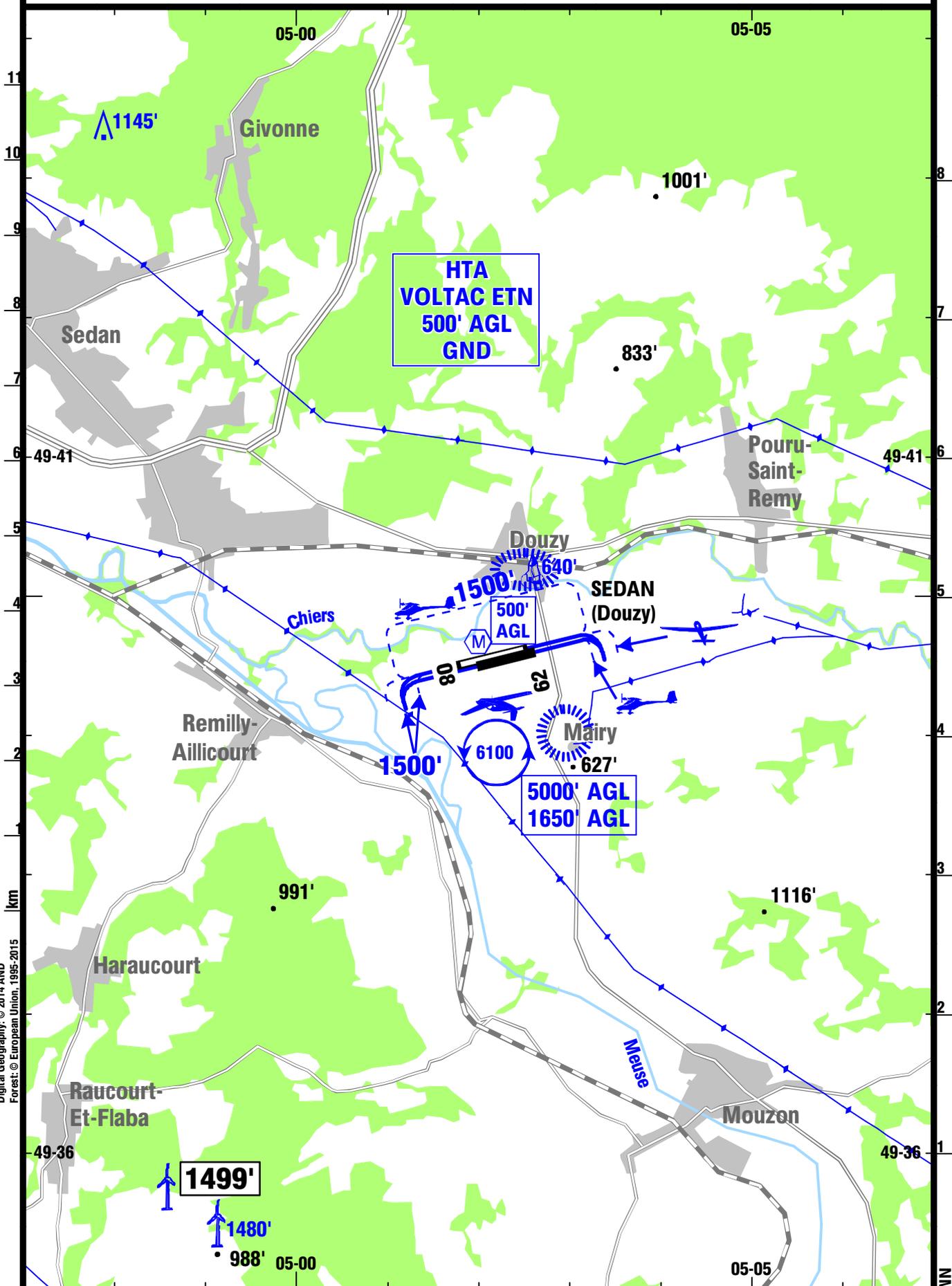
LFSJ
DOUZY

10 NOV 23 (19-1)

SEDAN
FRANCE

BRIEFING STRIP™	LOCATION	FIS	AIR/AIR	VAR 0°
	Elev 513' /156m (19 hPa) N49 39.5 E005 02.2	PARIS INFORMATION 125.700 ⁽¹⁾	SEDAN 123.500	

⁽¹⁾ RDO contact not guaranteed to NE < 3500'

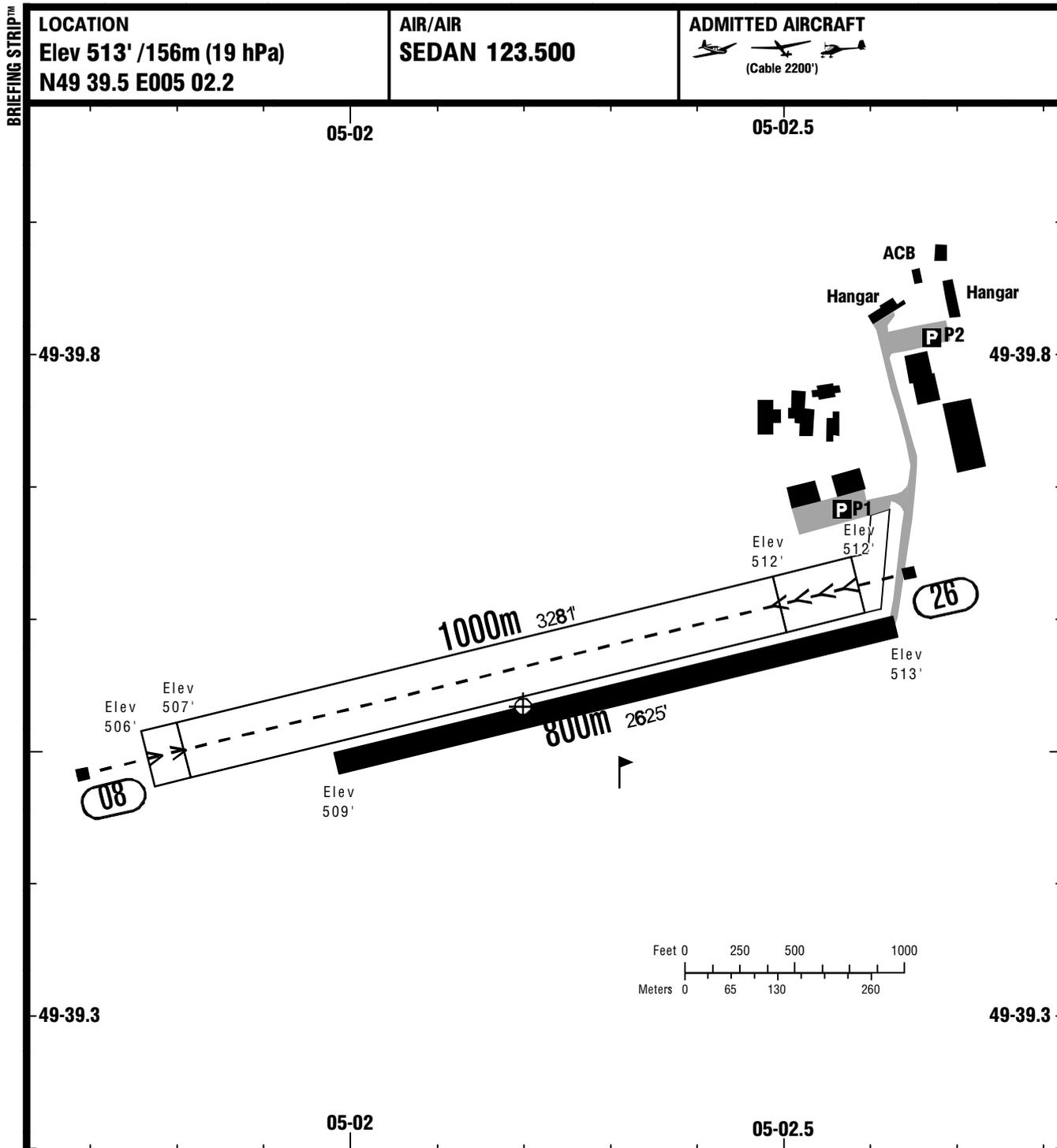


Digital Geography: © 2014 AND
Forest © European Union, 1995-2015

LFSJ
DOUZY

10 NOV 23 **(19-2)**

SEDAN
FRANCE



RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
08 (076°) 26 (256°)	1000 x 80 Unpaved		960 900		---
08 (076°) 26 (256°)	800 x 30 Paved		800	5.7t MPW	---

| If wind speed less than 4 KT, use RWYs 08.
| During rainy period, pilots are restricted to use the paved RWY only and the east paved TWY.
| Variation in level between paved RWY and grass RWY 08/26. Taxiing on this part of AD is prohibited.
| Radio use highly recommended.
| Avoid overflying the surrounding built up areas.
| Simultaneous use of both RWY prohibited.

| Paved TWY reserved for A/CFT whose overall length of the main landing gear is less than 3.5 m and whose wingspan is less than 11 m.
| Precautionary taxiing recommended on the paved TWY due to the presence of a fence in the TWY strip.
| Gliders winching (Nr 956). Winch equipped with a flashing light. Users information on A/A freq.