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Revision Letter For Cycle 01-2014

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General Information

Location: Brussels Bel
IATA Code: BRU
Lat/Long: N50° 54.1' E004° 29.1'
Elevation: 184 ft

Airport Use: Public
Magnetic Variation: 0.5°E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0744 Z
Sunset: 1552 Z,

Runway Information

Runway: 01
Length x Width: 9800 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 184 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 151 ft

Runway: 07L
Length x Width: 11936 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 129 ft
Lighting: Edge, Centerline
Displaced Threshold: 847 ft

Runway: 07R
Length x Width: 10535 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 175 ft
Lighting: Edge, Centerline
Displaced Threshold: 400 ft

Runway: 19
Length x Width: 9800 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 131 ft

Lighting: Edge, ALS, Centerline
Displaced Threshold: 722 ft

Runway: 25L
Length x Width: 10535 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 165 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25R
Length x Width: 11936 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 112 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Communication Information

ATIS 132.475 Arrival Service
ATIS 121.75 Departure Service
ATIS 117.55
ATIS 114.9 Arrival Service
ATIS 114.6
ATIS 112.05
ATIS 110.6
Brussels Tower 127.15
Brussels Tower 120.775
Brussels Tower 118.6
Brussels Tower 38.852 Military
Brussels Tower 25.78 Military
Brussels Ground Control 121.875
Brussels Ground Control 121.7
Brussels Ground Control 118.05
Brussels Pre-Taxi Clearance 121.95
Brussels Final Approach Control 129.725
Brussels Final Approach Control 127.575
Brussels Arrival Control 129.725
Brussels Arrival Control 127.575
Brussels Arrival Control 126.625
Brussels Arrival Control 120.1
Brussels Arrival Control 118.25
Brussels Arrival Control 38.937 Military
Brussels Arrival Control 36.23 Military
Brussels Departure Control 126.625
Brussels Radar 120.1

1. GENERAL

1.1. ATIS

D-ATIS Arrival 110.6 112.05 114.6 114.9 117.55 132.47

D-ATIS Departure 121.75

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. PREFERENTIAL RWY SYSTEM

The direction in which ACFT take-off and land is determined by the surface wind (speed and direction) and the preferential RWY system.

The term "RWY-in-use" shall be used to indicate the RWY that at a particular time is considered by ATC to be the most suitable for use by the types of ACFT expected to land or take off.

Normally an ACFT will land and take off into wind, unless safety, RWY configuration or traffic conditions determine that a different direction is preferable. However, in selecting the RWY-in-use, ATC shall take into consideration other relevant factors such as the aerodrome traffic circuits, the length of the RWY, the approach and landing aids available, meteorological conditions, ACFT performance and the noise abatement.

Accepting a RWY is a pilots decision. If the PIC considers the RWY-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 traffic and air safety conditions permit.

		0600 to 2259LT	2300 to 0559LT
MON 0600LT till TUE 0559LT	TKOF	25R	25R/19*
	LDG	25L/25R	25R/25L**
TUE 0600LT till WED 0559LT	TKOF	25R	25R/19*
	LDG	25L/25R	25R/25L**
WED 0600LT till THU 0559LT	TKOF	25R	25R/19*
	LDG	25L/25R	25R/25L**
THU 0600LT till FRI 0559LT	TKOF	25R	25R/19*
	LDG	25L/25R	25R/25L**
FRI 0600LT till SAT 0559LT	TKOF	25R	25R***
	LDG	25L/25R	25R
		0600 to 1559LT	1600 to 2259LT
SAT 0600LT till SUN 0559LT	TKOF	25R	25R/19*
	LDG	25L/25R	25R/25L**
SUN 0600LT till MON 0559LT	TKOF	25R/19*	25R
	LDG	25R/25L**	25L

* RWY 25R only via CIV, DENUT, ELSIK, HELEN, KOK and NIK;
RWY 19 only via LNO, PITES, ROUSY, SOPOK and SPI;
ACFT with MTOM of more than 200t shall use RWY 25R regardless the destination.

** Arrival on RWY 25L at ATC discretion only.

*** No departures between 0100 and 0600LT.

**** No departures between 2400 and 0600LT.

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

EXCEPTIONS:

The Preferential RWY System is not the determining factor under the following circumstances:

- when RWYs are dry or wet and the crosswind component exceeds 15 KT (gusts included);
- when RWYs are dry or wet and the tailwind component exceeds 7 KT (gusts included), including a buffer of 2 KT;

1. GENERAL

- when pilots report excessive wind at higher attitudes;
- when RWYs are contaminated or when braking action is less than good;
- when alternative RWYs are successively requested by pilots for safety reasons;
- when wind shear has been reported or forecasted, or when thunderstorms are expected to affect arriving or departing traffic.

When the components exceed the values stated above, a RWY more nearly into wind will be assigned. However, RWYs 07L/07R will not be used for landing, except when no other suitable RWY is available.

In headwind configurations the crosswind component is not a limiting factor when take-off is conducted on pilot's responsibility and at ATC discretion.

1.2.2. NIGHTTIME RESTRICTIONS

Between 2300-0559LT only four ACFT will be authorized to taxi at the same time to the holding position of the RWY in use. Additionally, only three ACFT will be allowed to await take-off clearance at the same time.

1.2.2.1. NOISE QUOTA SYSTEM

For movements of JET ACFT with MTOW 34t and more or with a capacity of more than 19 seats (crew-only seats excluded) are restricted:

- Take-off or landing with QC greater than 8 is forbidden between 2300-0559LT.
- Take-off or landing with QC greater than 12 is forbidden between 0600-0659LT.
- Take-off with QC greater than 48 is forbidden between 0700-2059LT.
- Landing with QC greater than 24 is forbidden between 0700-2059LT.
- Take-off with QC greater than 24 is forbidden between 2100-2259LT.
- Landing with QC greater than 12 is forbidden between 2100-2259LT.

Restrictions between 0700-2259LT do not apply to ACFT that operated at EBBR between 25 Oct 2008 and 24 Oct 2009.

Exemptions may be granted for:

- Take-off with QC smaller than or equal to 26 between 2100-2259LT.
- Take-off with QC smaller than or equal to 12 between 2300-0559LT if ACFT operated at EBBR between 25 Oct 2008 and 24 Oct 2009.
- Landing with QC smaller than or equal to 12 between 2300-0559LT.

Exemptions to be requested in advance at

Fax No +32(0) 2 724 0201.

Excluded are:

- Flights carrying members of the Belgian Royal Family, of the Federal government, of Regional and Community governments, of foreign royal families, heads of State or leaders of foreign governments, presidents and commissioners of the European Union on official mission;
- Missions in case of disasters or medical urgency;
- Military missions;
- Take-offs and landings performed in exceptional conditions such as flights on which there is an immediate danger to the health of persons as well as animals, diverted flights, etc.

In case of circumstances beyond the operator's control a non-compliant flight may be exceptionally allowed, provided that proper justification is sent to the Director General of the CAA within two working days after the flight.

For marginally compliant ACFT, an authorization of temporary use may be delivered by the Minister of Transport or his representative, if the aircraft is operated exceptionally or in non-commercial flights for modifications, repairs or maintenance.

1.2.3. REVERSE THRUST

Reverse thrust other than idle thrust is prohibited except for safety reasons.

1. GENERAL

1.2.4. RUN-UP TESTS

Engine test runs are only allowed between 0700-2200LT.

Engine test runs and idle checks in the open air and without silencers must be restricted to the very minimum and require prior permission from the APT Authority.

Engine test runs can only take place on the crossing of TWY F3, Y, W1 and W2. If this crossing is not available due to infra structural reasons, holding platform P7 may be used instead. Between 2300-0559LT engine test runs are not allowed at the holding position, except for engine test runs performed immediately before take-off as part of the take-off procedure.

1.2.5. USE OF APU/GPU/400Hz

Stands 140 thru 172, 201 thru 240 and 680 thru 699 are equipped with 400Hz and pre-conditioned air (PCA).

As soon as possible after arrival at one of these positions (MAX 5 min after docking), the 400 Hz shall be connected and the APU shall be switched-off.

Upon departure (15 min before ETD) the APU may be started and 400 Hz shall be disconnected. When 400 Hz or PCA is not available, the APU may be used.

When no PCA is available and an authorization from the APT Inspection has been obtained, the use of APU is allowed during periods of extreme high or low temperatures for ACFT docked for more than one hour at the ACFT parking position.

1.3. LOW VISIBILITY PROCEDURES (LVP)

The operations phase will start when RVR falls to 800m or ceiling is 200' or below.

Pilots will be informed via ATIS or RTF when LVP are in progress.

The ATIS message will contain the phrase "Low Visibility Procedures in progress". The RWY exits are equipped with alternating green/yellow centerline lights within the ILS sensitive areas. Landing ACFT should leave this area as soon as possible.

Departing ACFT are required to use RWY 25R CAT II/III holding points B1 (back-track not allowed), P3 or A1.

Intersection take-offs are not allowed except when entering RWY 25R via B1 or A1.

After receiving taxi clearance, ACFT shall proceed only when a green centerline path is illuminated, except on TWYs N6-A1.

ACFT taxiing for departure from RWY 25R North of Pier A shall use TWYs INN-2, INN-3 and INN-4 to avoid infringing the ILS sensitive area.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. USE OF MODE S TRANSPONDERS

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

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

- From the request for push-back or taxi, whichever is earlier;
- After landing, continuously until ACFT is fully parked on stand. When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

Whenever possible, the ACFT identification (i.e. callsign used in flight), shall be entered from the request for push-back or taxi, whichever is earlier (through the FMS or the transponder control panel). Pilots shall use the ICAO format for ACFT identification, as specified in item 7 of the flight plan (e.g. DAT123).

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

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

1. GENERAL

1.5. RWY OPERATIONS

1.5.1. MINIMUM RWY OCCUPANCY TIME

To avoid go-arounds, vacate the RWY quickly and entirely without prejudice to safety. Consider that it could be more efficient to use an exit situated farther away, than to try to vacate too quickly; miss the exit, and then taxi slowly to the next. The aim should be to achieve a normal touchdown, with progressive smooth deceleration to vacate, at safe speed, at the nominated exit point.

The table below indicates the distances to exit.

RWY	EXIT LEFT	EXIT RIGHT	Distance to Exit
01	E3		2631' / 802m
	E4/E5		4961' / 1512m
	E6		6949' / 2118m
	B1		8625' / 2629m
07L	A5		3770' / 1149m
	A3		5679' / 1731m
		B7	4072' / 1241m
		B6	5584' / 1702m
		B5	5705' / 1739m
		B3	8241' / 2512m
		B1	9872' / 3009m
07R	C3/C4		3658' / 1115m
	C2		5144' / 1568m
	C1/C5		6850' / 2088m
19		E4	3389' / 1033m
		E3	5932' / 1808m
		E1	6086' / 1855m
		C5	6906' / 2105m
25L		C1/P5	2789' / 850m
		C2	4042' / 1232m
		C3/C4	5879' / 1792m
		C5	7047' / 2148m
		C6	7890' / 2405m
25R		A3	4167' / 1270m
		A5	6063' / 1848m
		A6	7700' / 2347m
	B6		3573' / 1089m
	B5		3957' / 1206m
	B7		5102' / 1555m
	B9		7277' / 2218m
	B8		7552' / 2302m

1. GENERAL

1.6. TAXI PROCEDURES

1.6.1. GENERAL

TWYs N5 MAX wingspan 171'/52m.

TWY R1 MAX wingspan 147'/45m.

TWYs N6 and U, Strips 0, 1, 2 and 3 MAX wingspan 118'/36m.

Distance between the axis of TWYs R4 and S is 249'/76m.

Stopbars at entry points of active RWY are operating permanently. The stopbar at RWY entry point P9 will remain off when the RWYs 01/07R are in use. ACFT shall never cross a lit stopbar. When stopbars for all RWY entry points of one or more RWYs can not be lit, this will be announced via RTF and ATIS, as well as via NOTAM if the outage is estimated to occur for a period of at least two hours. Pilots are reminded that, when stopbars are not lit, this does not constitute an authorization of any kind to enter a RWY, irrespective if this RWY is active or not.

1.6.2. STANDARD TAXIROUTES

1.6.2.1. GENERAL

Arriving ACFT shall remain on Tower frequency until instructed to contact Ground.

An explicit clearance to cross or enter any RWY shall be issued by ATC. If no such clearance is received, pilot shall obtain such clearance from ATC before crossing the relevant holding position marking.

1.6.2.2. RWY CONFIGURATION 25L/R

ACFT requiring full length for departure from RWY 25R shall advise Ground at the latest when requesting taxi clearance.

Departures originating from sector Ground North will expect to depart from INT B1.

Departures originating from sector Ground South will expect to depart from W41 or W42.

Clearance to cross RWY 01/19 on routes E4 - F4, E5 - F4 or E6 - F5 may be given by Ground.

Arriving ACFT on RWY 25L proceeding via E1 or E3 will receive clearance to cross RWY 01/19 from Tower.

1.6.2.3. RWY CONFIGURATION 01/07L/R

Departing traffic that requires to cross RWY 07R will be transferred to Tower for crossing clearance.

Departing traffic from RWY 07R will receive line-up clearance on Ground South.

Departing traffic will receive take-off clearance from Tower.

ACFT vacating RWY 01 via TWY E1, E3 or E4 may expect instructions to contact Ground South.

ACFT vacating RWY 01 via TWY E5, E6, B1 or A1 may expect instructions to contact Ground North.

1.7. PARKING INFORMATION

ACFT arriving at parking positions on remote stands or on stands without guidance system, pilots shall not enter the stand unless a marshaller is present for guidance. In the case no marshaller is present contact Ground, request marshaller guidance and await marshaller on TWY centerline.

Docking guidance system available at stands 140 thru 174, 201 thru 240, 350 thru 354 and 680 thru 699.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. GENERAL

ACFT using the ILS shall intercept the glide path at or above 2000' for RWYs 25L/25R, respectively 3000' and 2000' when simultaneous approaches are in progress, 2000' for RWY 01 and 3000' for RWY 19, nor thereafter fly below the corresponding GS.

ACFT performing a radar approach without ILS assistance shall not descend below 2000' before reaching 6 NM from touchdown, nor thereafter fly below a descent path corresponding to a GS of 3°. ACFT performing a visual approach without radar or ILS assistance shall not descend below 1800' before intercepting the approach slope of the PAPI, nor thereafter fly below it.

Noise abatement procedures utilizing continuous descent and reduced power/drag techniques should be used when operating conditions are as follows:

- ILS available;
- RWY clear and dry;
- VIS exceeding 1900m;
- Ceiling higher than 500' AAL;
- Tail-wind component, including gusts, lower than 5 KT;
- Crosswind component, including gusts, lower than 15 KT;
- No adverse weather conditions that may affect the approach (wind shears, thunderstorms, etc.).

Turbo-jet powered ACFT shall use, as a final flap setting, the minimum certificated landing flap setting set in the approved ACFT Flight Manual for the applicable conditions.

However, each PIC may use a different flap setting approved for that ACFT if he determines that it is necessary in the interest of safety.

2.1.2. NIGHTTIME RESTRICTIONS

SPECIAL NOISE ABATEMENT PROCEDURES FOR ARRIVALS AT NIGHT (2300-0559LT)

Traffic leaving IAF KERKY for approach on RWYs 25L/R will not be cleared to descend below FL 70 until crossing BUB R-360.

2.2. CAT II/III OPERATIONS

RWYs 25L and 25R approved for CAT II/III operations, special aircrew and ACFT certification required.

2. ARRIVAL

2.3. OTHER INFORMATION

2.3.1. SIMULTANEOUS DEPENDENT IFR APPROACHES ON RWYS 25L AND 25R

Simultaneous dependent IFR approaches may be performed, provided that following conditions are met:

- VIS is 2000m and CEILING is 600';
- Radio, RADAR and ILS equipment (both, airborne and on ground) are fully serviceable.

The ATIS broadcast will include the following message:

"Simultaneous dependent IFR approaches in progress on runways 25R and 25L".

When receiving this information, pilots shall advise ATC of the unavailability of any equipment needed to perform the APCH.

In any case, pilots shall execute a precise interception, without overshooting the LOC axis.

Any undue track variation in relation to the LOC axis or any equipment malfunctioning shall be reported to ATC immediately, together with any decision to perform a missed APCH.

ATC will monitor the missed APCH and transmit instructions to start a new APCH.

2.3.2. SIMULTANEOUS INDEPENDENT IFR APPROACHES ON RWYS 25L AND 25R

Simultaneous independent IFR approaches may be performed, provided that following conditions are met:

- VIS is 2000m and CEILING is 600';
- Radio, RADAR and ILS equipment (LOC, GS, DME and markers), both airborne and on ground, are fully serviceable.

The ATIS broadcast will include the following message:

"Simultaneous independent IFR approaches in progress - ILS 25R frequency 108.9; ILS 25L frequency 110.35".

Advise ATC of any unavailability of required equipment.

Pilots experiencing radio communication failure before RWY assignment shall execute an ILS APCH on RWY 25L.

If, for any reason, an ACFT being radar vectored does not receive LOC interception instructions, the pilot shall intercept the ILS/LOC course serving the assigned RWY by himself.

Pilots shall execute precise LOC interception without overshooting the LOC axis.

Any undue track variation in relation to the LOC axis or any equipment malfunctioning shall be reported to ATC immediately, together with any decision to perform a missed APCH.

ATC will monitor the missed APCH and transmit instructions to start a new APCH.

3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

3.1.1. TOBT-TSAT PROCEDURE

Info from Airline/ Handler	TOBT	Target off-block time: confirmation of estimated ready time.
Info from ATC	TSAT	Target start-up approval time, based on TOBT or EOBT (if TOBT not available): sequenced off-block time.

Docking guidance system will display TOBT from EOBT - 20 min and TSAT at TOBT - 5 min.

If no display available, pilots can obtain TOBT via Redcap/Loadmaster and TSAT via Delivery from approx TOBT - 10 min onwards.

Start-up shall be requested from BRUSSELS Delivery or via Digital Data Link in accordance with the related TSAT +/- 5 min. Early requests without flight plan update are only allowed as of EOBT -15min. The start-up request shall only be made when the ACFT is "ready" and when push-back (if required) becomes available. Pilots must check the push-back availability before requesting start-up.

If the flight is not ready at TSAT + 5 min, ATS will issue a new TSAT only after receipt of an updated EOBT. The IATA delay code becomes "code 61".

ACFT requiring full RWY length shall include this in their start-up request. Pilots are reminded that noise abatement procedures affecting some RWY distances remain to be adhered to.

The request for push-back and/or taxi shall be done within 5 min after reception of start-up clearance. TWR shall be advised if the latter is not possible and delay is expected. Otherwise, the TOBT will be deleted and must be entered again. If pilot does not call at TSAT + 5 min, ATC will issue a new TSAT only after receipt of an updated EOBT.

3.1.1.1. DE-ICING

For on-stand de-icing, the TOBT value shall include the time at which the de-icing is expected to be finished. The resulting TSAT is the target time to start-up in order to proceed to the RWY holding position.

In case of remote de-icing the TOBT is based on the remote de-icing sequence but it does NOT include any assessment of de-icing operations. However in building the pre-departure sequence, ATC will include the waiting time for de-icing in the TSAT.

The estimated de-icing time is part of the taxi-out calculation by ATC. De-icing must be requested by the pilot as early as possible.

3.1.2. DATA LINK CLEARANCE DELIVERY SERVICE (DCL)

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

The service does not provide clearance revision. Any clearance modification will be made via BRUSSELS Delivery.

After reception of the departure clearance, the pilot shall send to the ground system acknowledge message including entire content of clearance before contacting Ground.

In case departure clearance is not received, the pilot shall contact Delivery.

TSAT will be communicated from TOBT - 10 min onwards.

TSAT on docking guidance system has precedence over TSAT via Data Link.

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

Departure clearance delivered by voice shall always supersede any DCL clearance.

Pilots are reminded to keep a continuous listening watch on BRUSSELS Delivery.

3. DEPARTURE

3.1.3. PUSH-BACK

Push-back compulsory at nose-in stands unless prior permission has been obtained from APT inspection.

Push-back shall be executed immediately after approval has been received from BRUSSELS Ground, taking into account the traffic information and/or restrictions contained in the approval message.

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

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

3.1.3.1. STANDARD PHRASEOLOGY

For push-back according to the standard procedure, the phraseology will be: "Pushback approved [facing E (W, N, S)]".

For push-back according to special instructions from ATC, the phraseology will state the special instructions:

"Push-back approved. Push on T (R, S, U, Inner, Outer), [facing E (W, N, S)]".

3.1.3.2. PUSH-BACK AT APRON 1 NORTH

Stands 144 thru 158: All ACFT shall be pushed on the push-out line (white dotted line).

3.1.3.3. PUSH-BACK AT APRON 1 SOUTH

Stands 143 and 145 L/R: all ACFT shall be pushed on the push-out line until stop point (white perpendicular mark on the push-out line) and pull ACFT until the mark ABEAM stand 151.

3.1.3.4. PUSH-BACK AT APRON 2 NORTH

Stands 204 and 206 L/R: all ACFT shall be pushed on the push-out line until stop point (white perpendicular mark on the push-out line) and pull ACFT until the mark ABEAM stand 214.

3.1.3.5. PUSH-BACK AT APRON 2 SOUTH

Stands 201 and 205 L/R: All ACFT shall be pushed backwards with a slight turn to the right-hand side onto the push-out line with the ACFT centred and aligned on the push-out line. Nose gear must be stopped on the stop position (white perpendicular mark on the push-out line).

ACFT will be towed forward ABEAM stand 211.

3.1.3.6. PUSH-BACK AT APRON 3 NORTH

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

3. DEPARTURE

3.1.3.7. PUSH-BACK AT APRON 3 SOUTH

Stands 313 and 315: ACFT with MAX wingspan of 118'/36m will be pushed on the push-out line (white dotted line), with the ACFT centered and aligned on the push-out line. Nose gear must be stopped on the stop position (white perpendicular mark on the push-out line). All other ACFT will be pushed on INN-9 or INN-10. ATC will specify facing North or South.

Stands 317 thru 327: Push on INN-9 or INN-10. ATC will specify facing North or South.

3.1.3.8. PUSH-BACK AT SATELLITE (APRON 3)

Stands 350 and 351: ACFT will be pushed on the push-out line (white dotted line), with the ACFT centered and aligned on the push-out line. Nose gear must be stopped on the stop position (white perpendicular mark on the push-out line).

Stands 304 and 352 thru 354: All ACFT will be pushed on INN-10. ATC will specify facing North or South.

Stand 305 (stand-by parking): Gate power in/power out.

Stands 306 and 307: All ACFT shall be pushed onto the centerline of TWY Z. ATC will specify facing East or West.

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. SPECIAL NOISE ABATEMENT PROCEDURES FOR DEPARTURES AT NIGHT (2300-0559LT)

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

When RWY 25R or 25L is take-off RWY in use, special types of ACFT only will be allocated CIV 8D or CIV 3Q if routing via CIV.

3.3. OTHER INFORMATION

ACFT requiring full RWY length shall advise Ground at the latest when requesting taxi clearance.

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D-ATIS
110.6 112.05 114.6
114.9 117.55 132.47

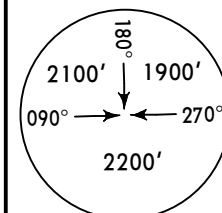
Apt Elev
184'

Alt Set: hPa
Trans level: By ATC Trans alt: 4500'
ACFT being RADAR vectored shall reduce speed to
MAX 250 KT at BUB 30 DME or when below FL100.

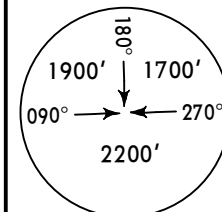
BEKEM 6A, BEKEM 2B
WOODY 6A, WOODY 2B
ARRIVALS

SLP Speed Limit Point

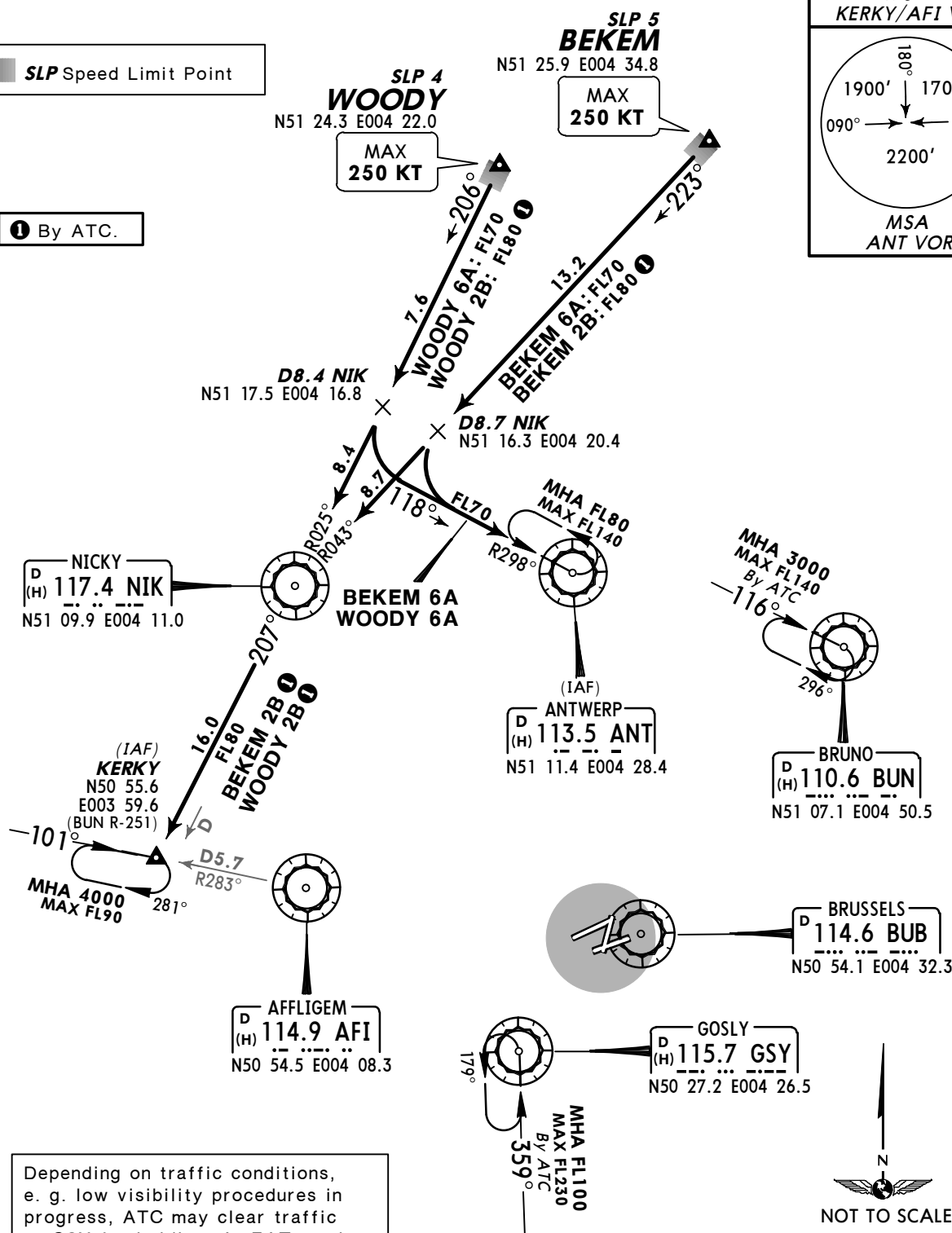
By ATC.



MSA
KERKY/AFI VOR



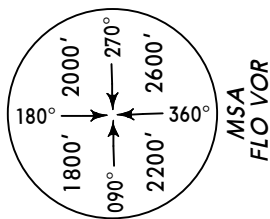
MSA
ANT VOR



D-ATIS
110.6 112.05 114.6
114.9 117.55 132.47

Apt Elev
184'

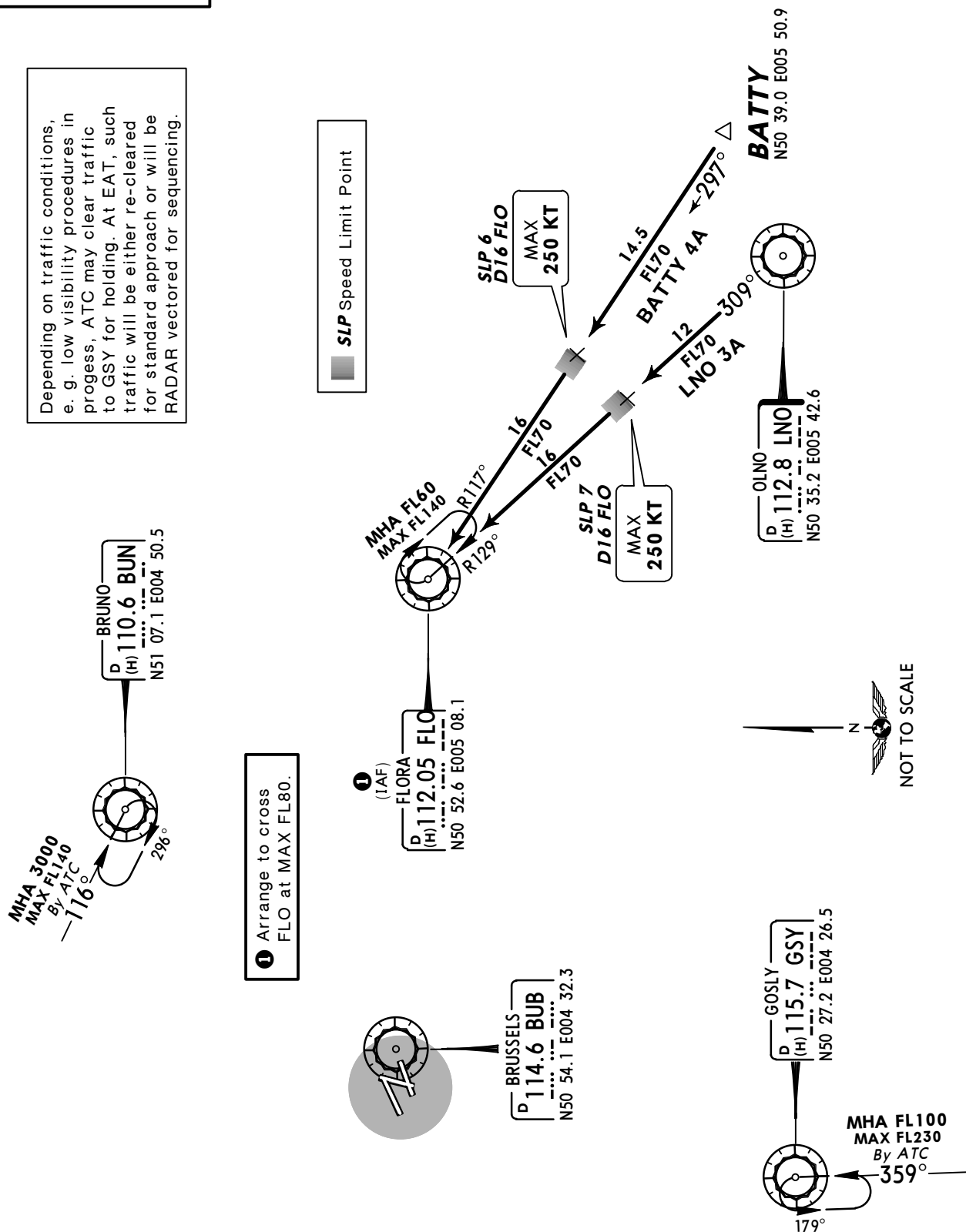
Alt Set: hPa
Trans level: By ATC Trans alt: 4500'
ACFT being RADAR vectored shall reduce speed to
MAX 250 KT at BUB 30 DME or when below FL100.

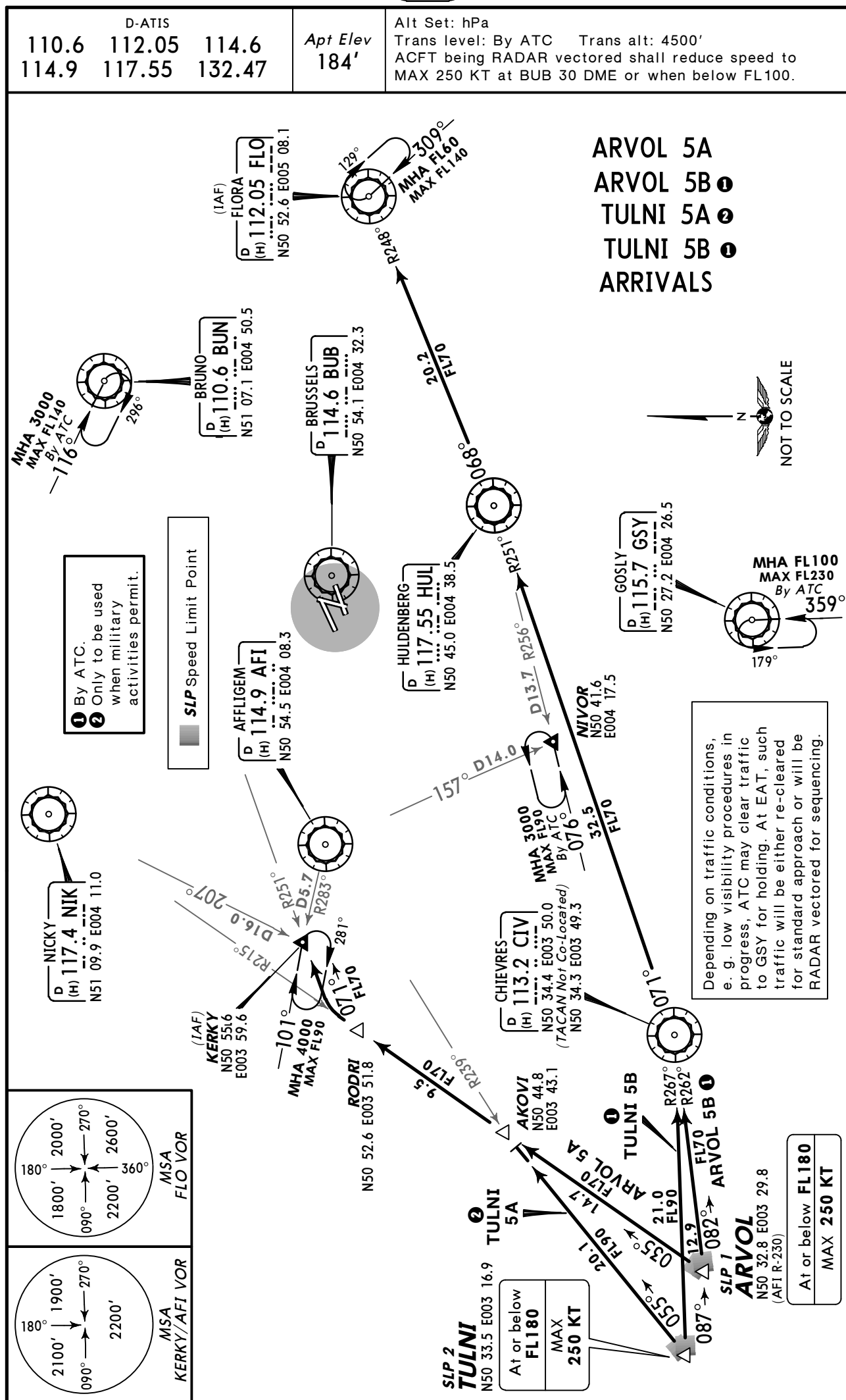


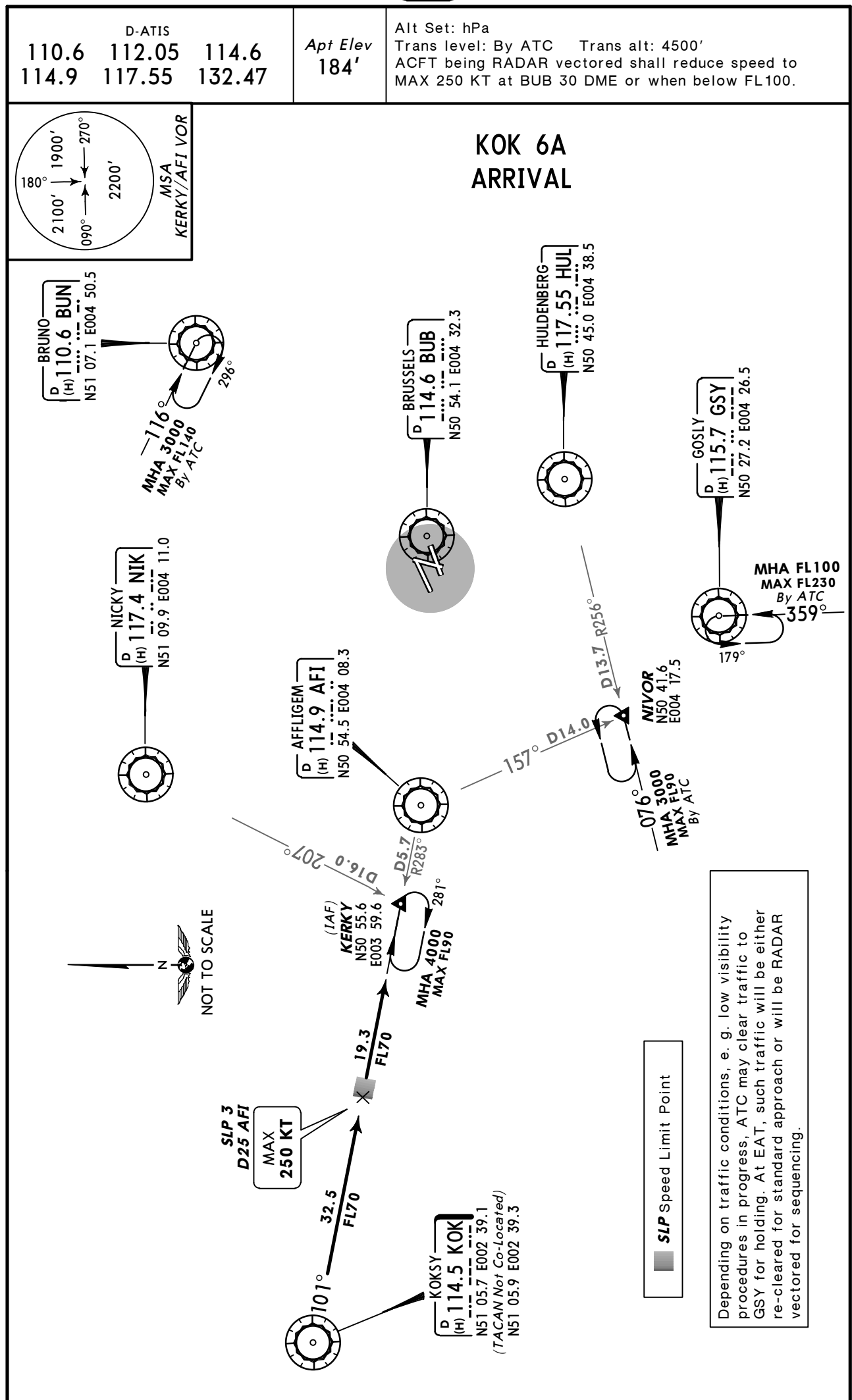
BATTY 4A LNO 3A ARRIVALS

Depending on traffic conditions,
e. g. low visibility procedures in
progress, ATC may clear traffic
to GSY for holding. At EAT, such
traffic will be either re-cleared
for standard approach or will be
RADAR vectored for sequencing.

SLP Speed Limit Point





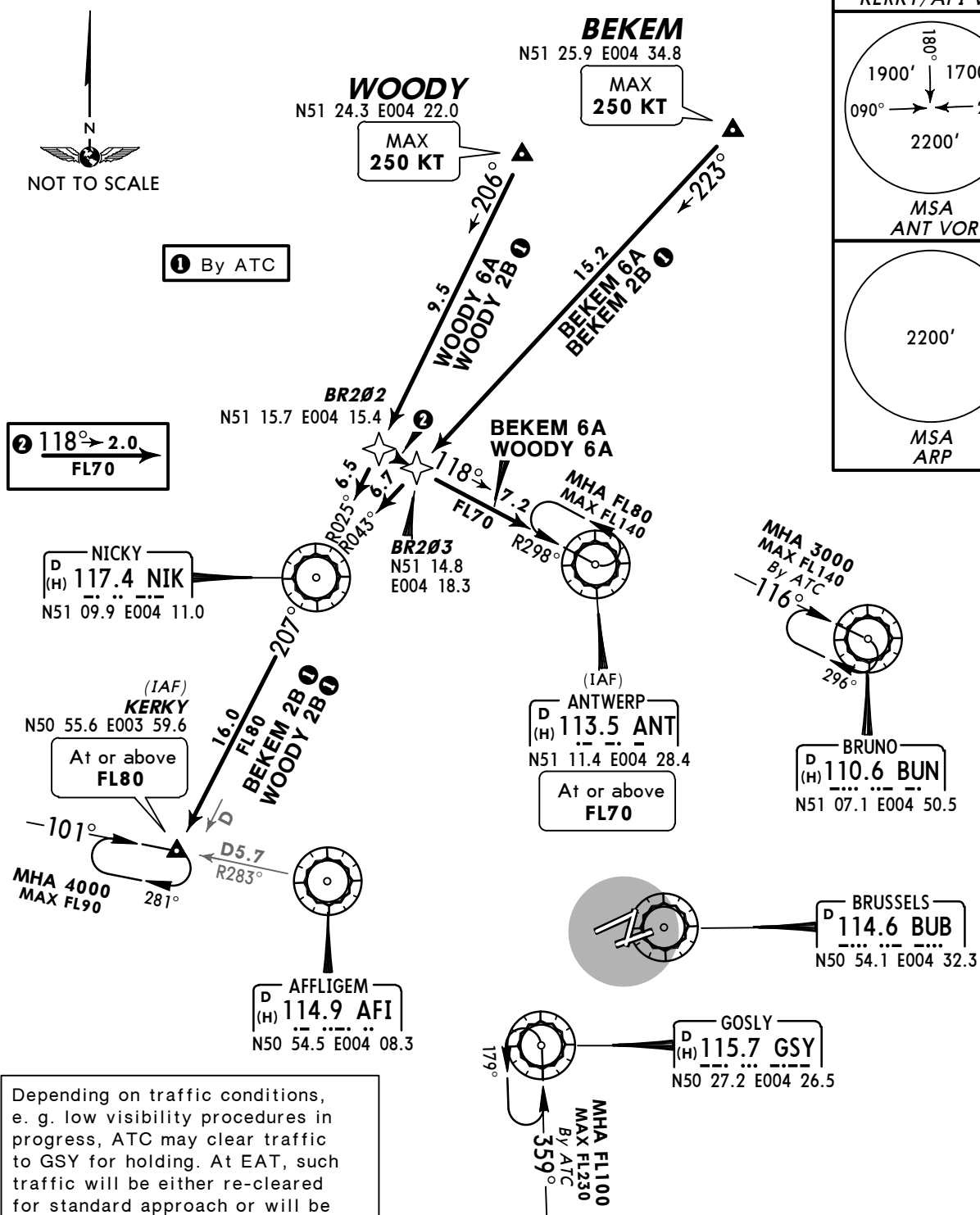


D-ATIS
110.6 112.05 114.6
114.9 117.55 132.47

Apt Elev
184'

Alt Set: hPa
Trans level: By ATC Trans alt: 4500'
ACFT being RADAR vectored shall reduce speed to
MAX 250 KT at BUB 30 DME or when below FL100.

BEKEM 6A [BEKE6A], BEKEM 2B [BEKE2B] ①
WOODY 6A [WODY6A], WOODY 2B [WODY2B] ①
RNAV ARRIVALS (OVERLAY 10-2)
P-RNAV (GNSS/DME-DME)

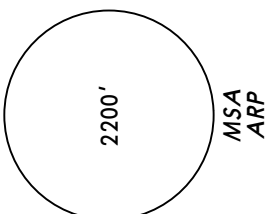
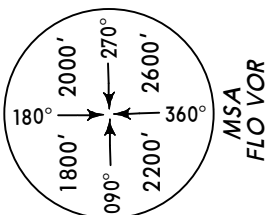


STAR	ROUTING
BEKEM 6A	BEKEM (K250-) - BR203 - ANT (FL70+).
BEKEM 2B ①	BEKEM (K250-) - NIK - KERKY (FL80+).
WOODY 6A	WOODY (K250-) - BR202 - ANT (FL70+).
WOODY 2B ①	WOODY (K250-) - NIK - KERKY (FL80+).

D-ATIS
110.6 112.05 114.6
114.9 117.55 132.47

Apt Elev
184'

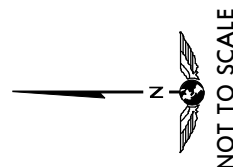
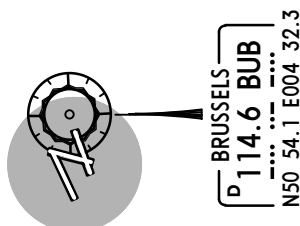
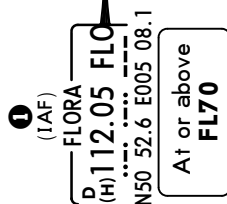
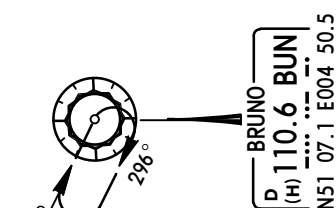
Alt Set: hPa
Trans level: By ATC Trans alt: 4500'
ACFT being RADAR vectored shall reduce speed to
MAX 250 KT at BUB 30 DME or when below FL100.



BATTY 4A [BATY4A] LNO 3A RNAV ARRIVALS (OVERLAY 10-2A) P-RNAV (GNSS/DME-DME)

Depending on traffic conditions,
e. g. low visibility procedures in
progress, ATC may clear traffic
to GSY for holding. At EAT, such
traffic will be either re-cleared
for standard approach or will be
RADAR vectored for sequencing.

1 Arrange to cross
FLO at MAX FL80.

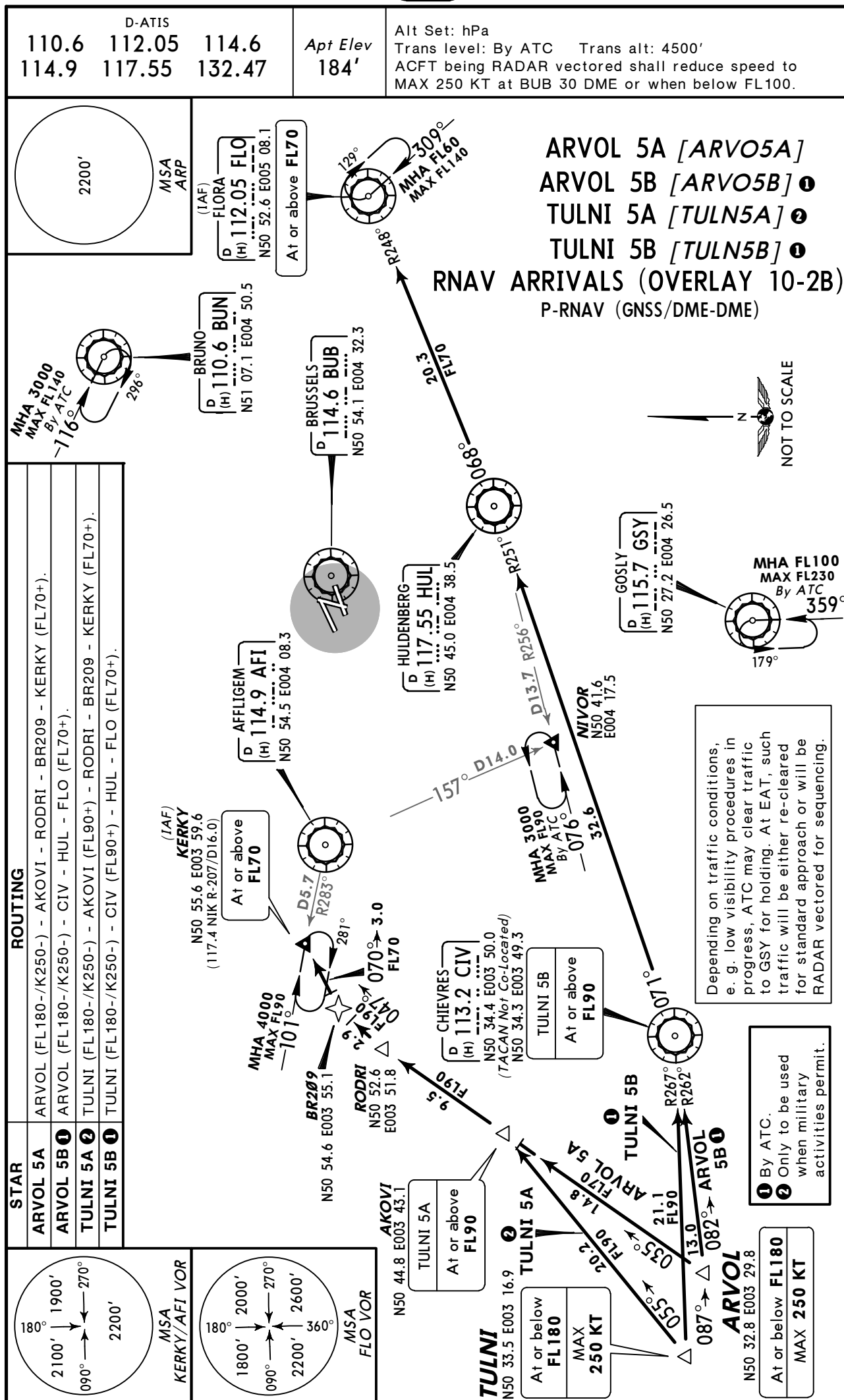


BATTY
N50 39.0
E005 50.9



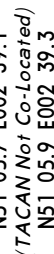
OLNO
D (H) 112.8 LNO
N50 35.2 E005 42.6

STAR	ROUTING
BATTY 4A	BATTY - BR205 (K250-) - FLO (FL70+).
LNO 3A	LNO - BR204 (K250-) - FLO (FL70+).



RNAV STAR (OVERLAY)

Alt Set: hPa
Trans level: By ATC Trans alt: 4500'
ACFT being RADAR vectored shall reduce speed to
MAX 250 KT at BUB 30 DME or when below FL100.



KOK - BR201 (K250-) - KERKY (FL70+).

SID DESIGNATION	REFER TO CHART
CIV 2C	10-3B
CIV 8F, 5H, 5J & 1L	10-3C
CIV 8D & 3Q	10-3D
DENUT 4C, 7F, 4H, 6L & 5N	10-3E
ELSIK 2C, 2D, 2F, 1H & 2L	10-3F
HELEN 4C, 7F, 4H, 5L & 4N	10-3G
KOK 3C, 2F, 1H & 6L	10-3H
LNO 2C, 2D & 2Q	10-3J
LNO 5F, 3H, 3J & 5L	10-3K
LNO 4Z	10-3L
NIK 2C, 4F, 1H & 3L	10-3M
NIK 3N & 5Z	10-3N
PITES 3C & 3D	10-3P
PITES 5F, 4H & 4J	10-3Q
PITES 6L	10-3S
PITES 4Z	10-3T
ROUSY 3C & 3D	10-3T1
ROUSY 5F, 4H & 4J	10-3T2
ROUSY 6L	10-3T3
ROUSY 4Z	10-3T4
SOPOK 3C & 3D	10-3U
SOPOK 5F, 3H, 3J & 5L	10-3V
SOPOK 5Z	10-3V1
SPI 2C, 2D & 2Q	10-3V2
SPI 5F, 4H, 3J & 4L	10-3V3
SPI 5Z	10-3V4

RNAV SID DESIGNATION	REFER TO CHART
CIV 1L	10-3V5
DENUT 6L & 5N	10-3V6
ELSIK 2L	10-3V7
HELEN 5L & 4N	10-3V8
KOK 6L	10-3W
LNO 5L	10-3X
NIK 3L	10-3X1
NIK 3N	10-3X2
PITES 6L	10-3X3
ROUSY 6L	10-3X4
SOPOK 5L	10-3X5
SPI 4L	10-3X6

BRUSSELS Tower
118.6
120.77BRUSSELS
Departure(R)
126.62Apt Elev
184'

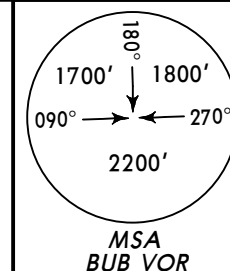
Trans level: By ATC Trans alt: 4500'

1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

CIV 8F ①, CIV 5H, CIV 5J, CIV 1L

RWYS 01, 07L/R, 19 DEPARTURES

SOUTHBOUND VIA AIRWAY M-617

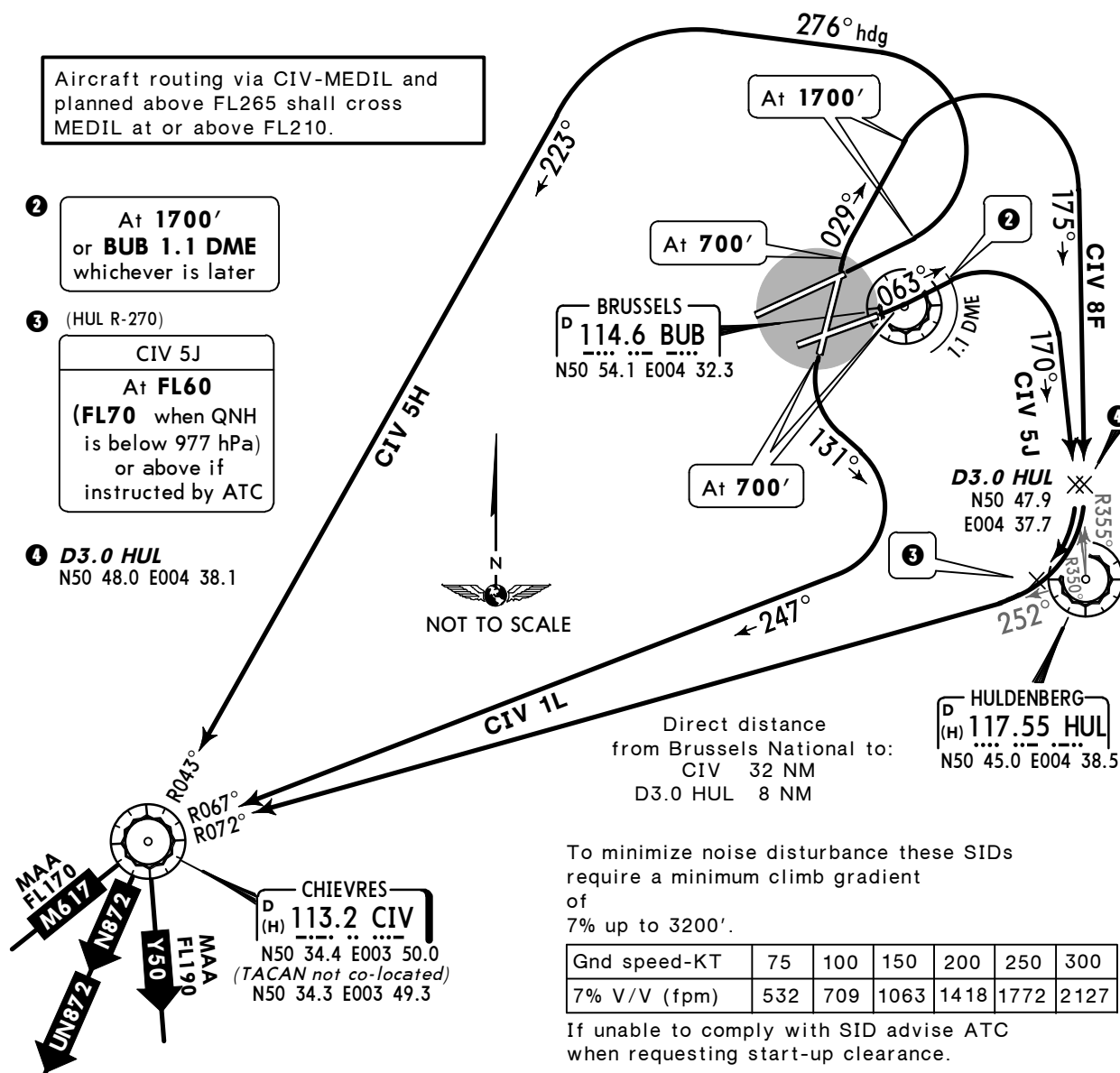
SOUTHBOUND VIA AIRWAYS N-872, UN-872 (ONLY FOR TRAFFIC
FLIGHTPLANNED ABOVE FL195)COMPULSORY FOR DESTINATIONS WITHIN
PARIS TMA VIA AIRWAY Y-50 SOUTHBOUND**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**Aircraft routing via CIV-MEDIL and
planned above FL265 shall cross
MEDIL at or above FL210.

② At 1700'
or BUB 1.1 DME
whichever is later

③ (HUL R-270)

CIV 5J
At FL60
(FL70 when QNH
is below 977 hPa)
or above if
instructed by ATC

④ D3.0 HUL
N50 48.0 E004 38.1

To minimize noise disturbance these SIDs
require a minimum climb gradient
of
7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with SID advise ATC
when requesting start-up clearance.Initial climb clearance **FL60**, higher level by BRUSSELS Departure or
BRUSSELS Control as soon as traffic permits

SID	RWY	INITIAL CLIMB/ROUTING
CIV 8F ①	01	Climb to 700', 029° track, at 1700' turn RIGHT, intercept HUL R-355 inbound to D3.0 HUL, turn RIGHT, intercept CIV R-072 inbound to CIV.
CIV 5H	07L	Climb straight ahead, at 1700' turn LEFT, 276° heading, intercept CIV R-043 inbound to CIV.
CIV 5J	07R	Climb to 700', 063° track, at 1700' or BUB 1.1 DME, whichever is later, turn RIGHT, intercept HUL R-350 inbound to D3.0 HUL, turn RIGHT, intercept CIV R-072 inbound to CIV.
CIV 1L	19	Climb to 700', turn LEFT, 131° track, intercept CIV R-067 inbound to CIV.

① Available when RWY 01 in single RWY operations.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

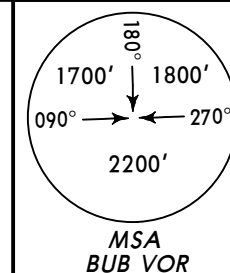
CIV 8D, CIV 3Q

SOUTHBOUND VIA AIRWAY M-617
SOUTHBOUND VIA AIRWAYS N-872, UN-872 (ONLY FOR TRAFFIC
FLIGHTPLANNED ABOVE FL195)
COMPULSORY FOR DESTINATIONS WITHIN
PARIS TMA VIA AIRWAY Y-50 SOUTHBOUND

RWYS 25R/L DEPARTURES

AVAILABLE MON - FRI BETWEEN 2300 - 0559LT
AND SAT & SUN

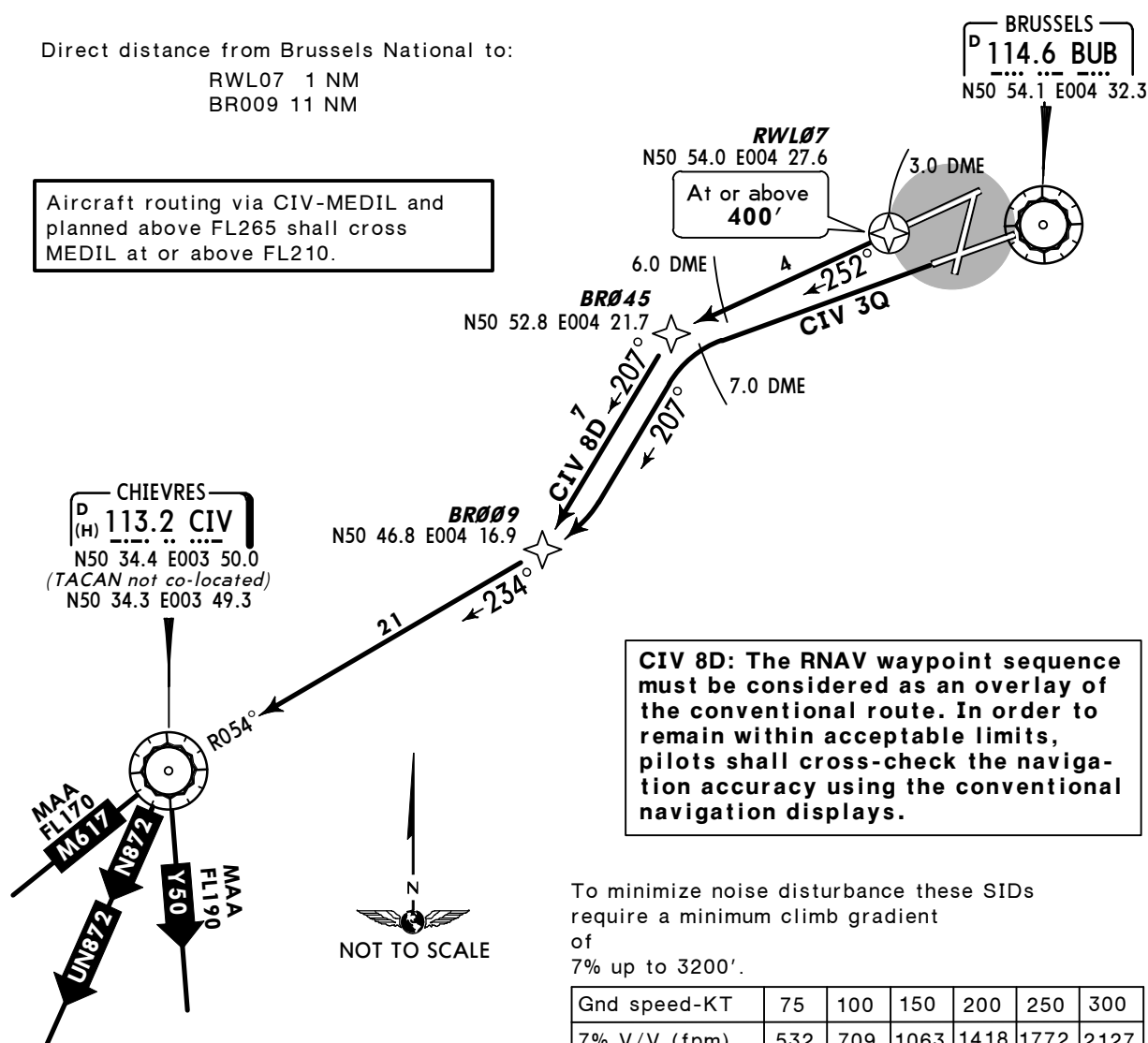
**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Direct distance from Brussels National to:

RWL07 1 NM
BR009 11 NM

Aircraft routing via CIV-MEDIL and
planned above FL265 shall cross
MEDIL at or above FL210.



To minimize noise disturbance these SIDs
require a minimum climb gradient
of
7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with SID advise ATC
when requesting start-up clearance.

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or
BRUSSELS Control as soon as traffic permits

SID	RWY	INITIAL CLIMB/ROUTING
CIV 8D	25R	At BUB 3.0 DME (THR 07L) on 252° track, at BUB 6.0 DME turn LEFT, 207° track, intercept CIV R-054 inbound to CIV. RNAV: RWL07 (400'+) - BR045 - BR009 - CIV.
CIV 3Q	25L	Climb straight ahead, at BUB 7.0 DME turn LEFT, 207° track, intercept CIV R-054 inbound to CIV.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

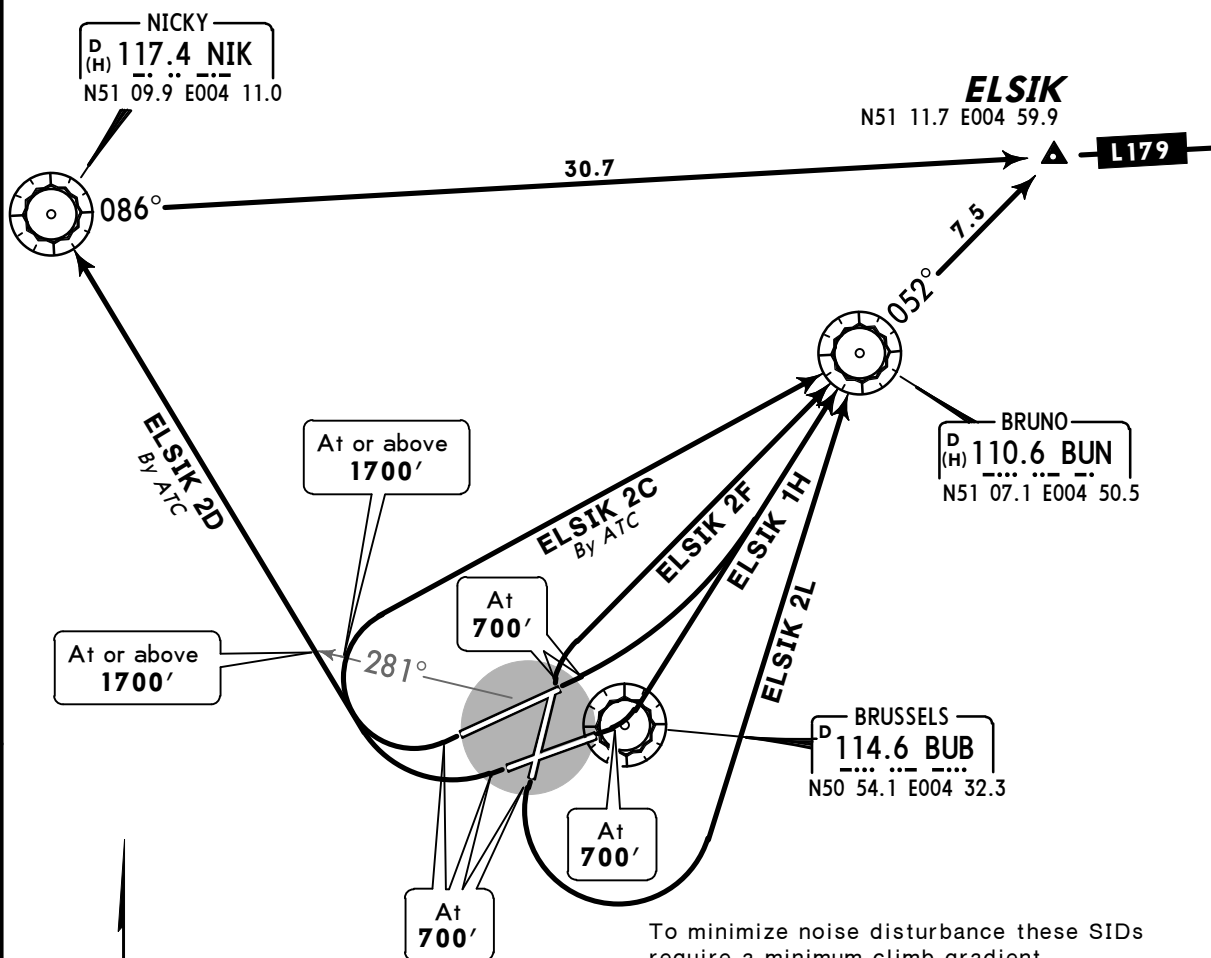
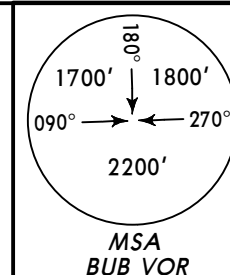
Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

ELSIK 2C [ELSI2C], ELSIK 2D [ELSI2D]
ELSIK 2F [ELSI2F], ELSIK 1H [ELSI1H]
ELSIK 2L

RWYS 25L/R, 01, 07L/R, 19 DEPARTURES
VIA AIRWAY L-179 EASTBOUND

TO BE USED WHEN ADEQUATE MILITARY AIRSPACES
ARE AVAILABLE FOR GAT

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Direct distance from
Brussels National to:
BUN 19 NM
NIK 20 NM

To minimize noise disturbance these SIDs
require a minimum climb gradient
of
7% up to 3200'.

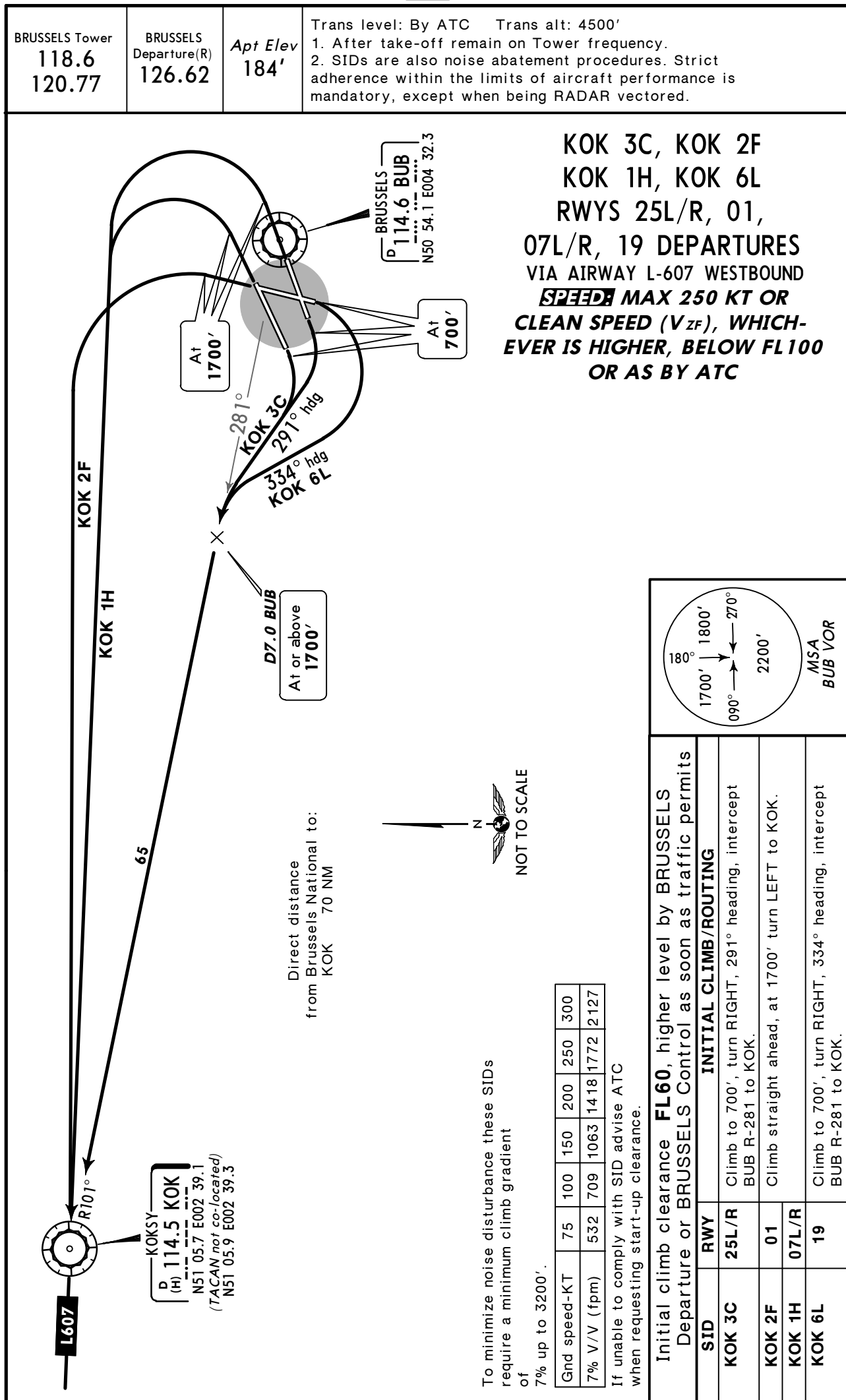
Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with SID advise ATC
when requesting start-up clearance.

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or
BRUSSELS Control as soon as traffic permits

SID	RWY	INITIAL CLIMB/ROUTING
ELSIK 2C BY ATC ①	25L/R	Climb to 700', turn RIGHT to BUN, then to ELSIK.
ELSIK 2D BY ATC		Climb to 700', turn RIGHT to NIK, then to ELSIK.
ELSIK 2F	01	Climb to 700', turn RIGHT to BUN, then to ELSIK.
ELSIK 1H	07L/R	Climb to 700', turn LEFT to BUN, then to ELSIK.
ELSIK 2L	19	

① If unable to comply advise ATC and EXPECT SID ELSIK 2D.



BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

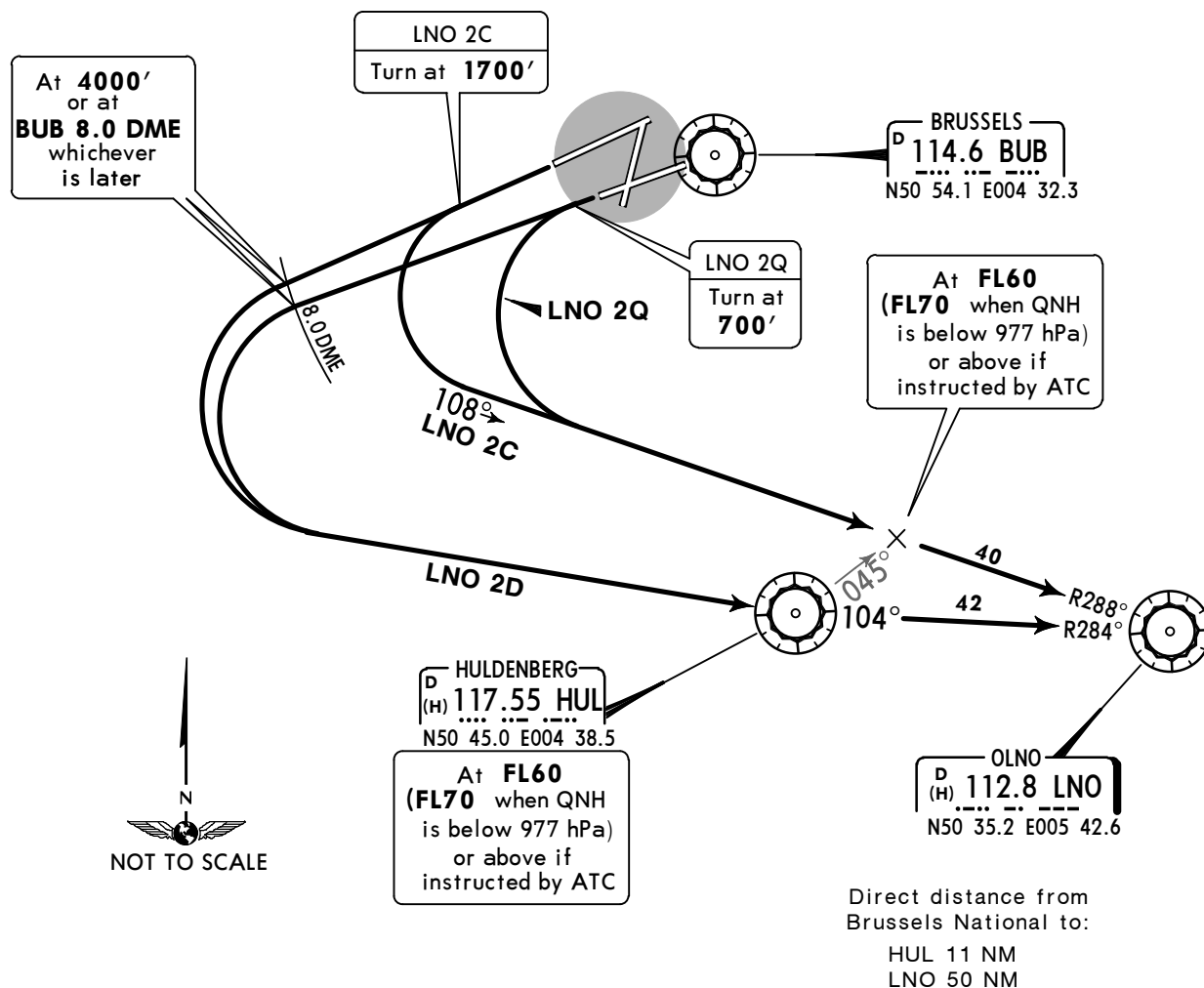
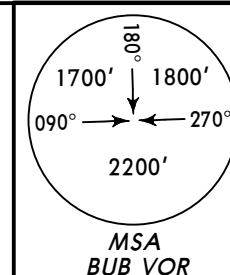
Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

LNO 2C, LNO 2D, LNO 2Q

RWYS 25R/L DEPARTURES

FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance these SIDs require a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with SID advise ATC when requesting start-up clearance.

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

SID	RWY	INITIAL CLIMB/ROUTING
LNO 2C ① ②	25R	Climb straight ahead, at 1700' turn LEFT, intercept LNO R-288 inbound to LNO.
LNO 2D ③ ④	25L/R	Climb straight ahead, at 4000' or at BUB 8.0 DME, whichever is later, turn LEFT to HUL, intercept LNO R-284 inbound to LNO.
LNO 2Q ①	25L	Climb to 700', turn LEFT, intercept LNO R-288 inbound to LNO.

- ① To be used by 1-, 2-, 3-engined aircraft.
May be used by 4-engined aircraft noise certificated according to ICAO Annex 16, Chapter 3/ FAR Part 36 Stage 3 and whose performances permit to adhere to the SID.
- ② Available between 0600-2259LT.
- ③ To be used by 4-engined aircraft.
- ④ SIDs runway 25R only available between 0600-2259LT.

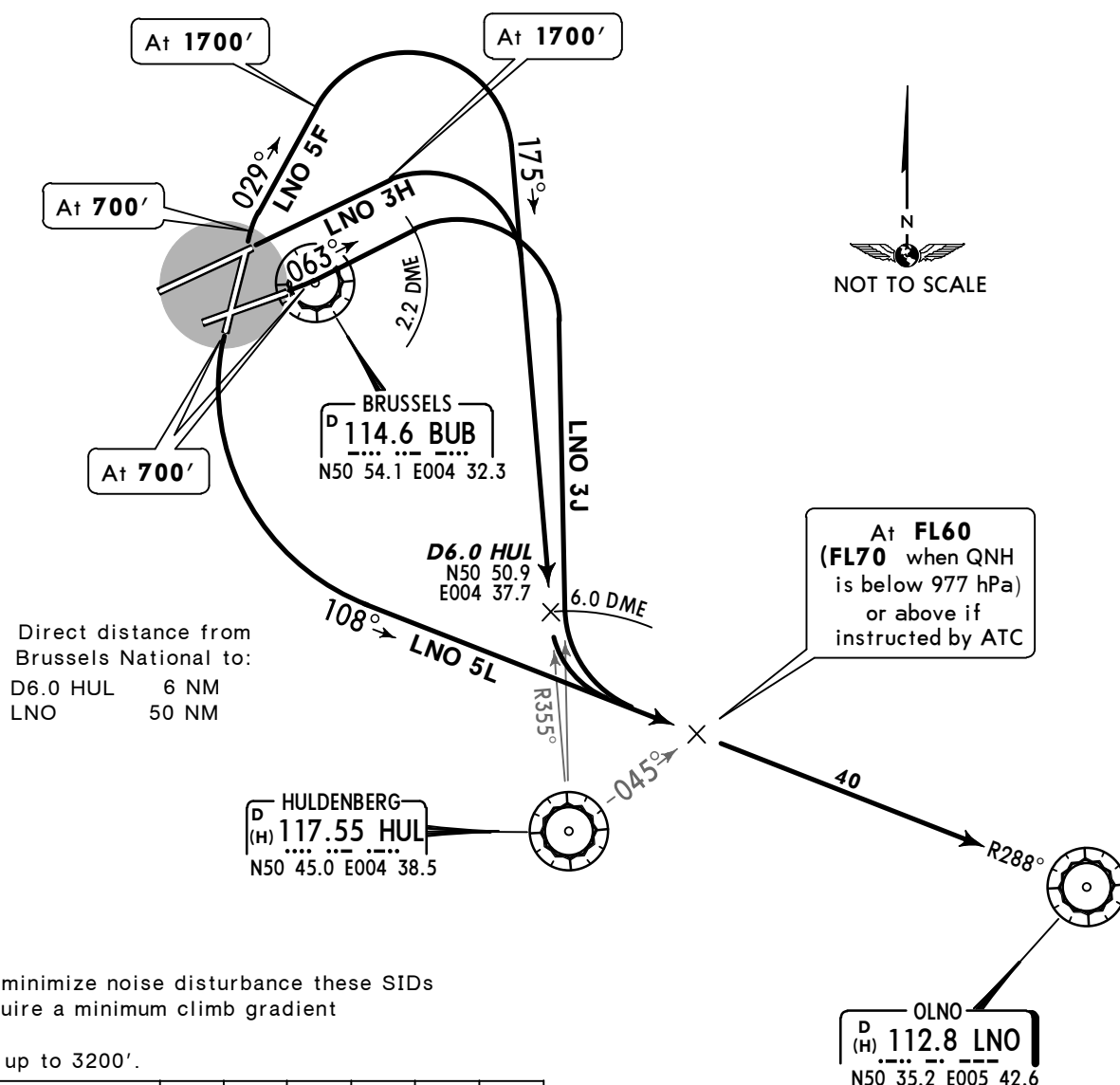
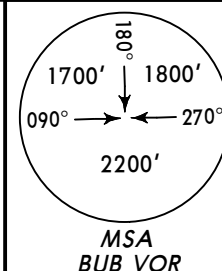
BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

LNO 5F, LNO 3H, LNO 3J, LNO 5L
RWYS 01, 07L/R, 19 DEPARTURES
FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195
~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



To minimize noise disturbance these SIDs require a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with SID advise ATC when requesting start-up clearance.

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

SID	RWY	INITIAL CLIMB/ROUTING
LNO 5F	01	Climb to 700', 029° track, at 1700' turn RIGHT, intercept HUL R-355 inbound to D6.0 HUL, turn LEFT, intercept LNO R-288 inbound to LNO.
LNO 3H	07L	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-355 inbound to D6.0 HUL, turn LEFT, intercept LNO R-288 inbound to LNO.
LNO 3J	07R	Climb to 700', 063° track to BUB 2.2 DME, turn RIGHT towards HUL, at HUL 6.0 DME turn LEFT, intercept LNO R-288 inbound to LNO.
LNO 5L	19	Climb to 700', turn LEFT, intercept LNO R-288 inbound to LNO.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

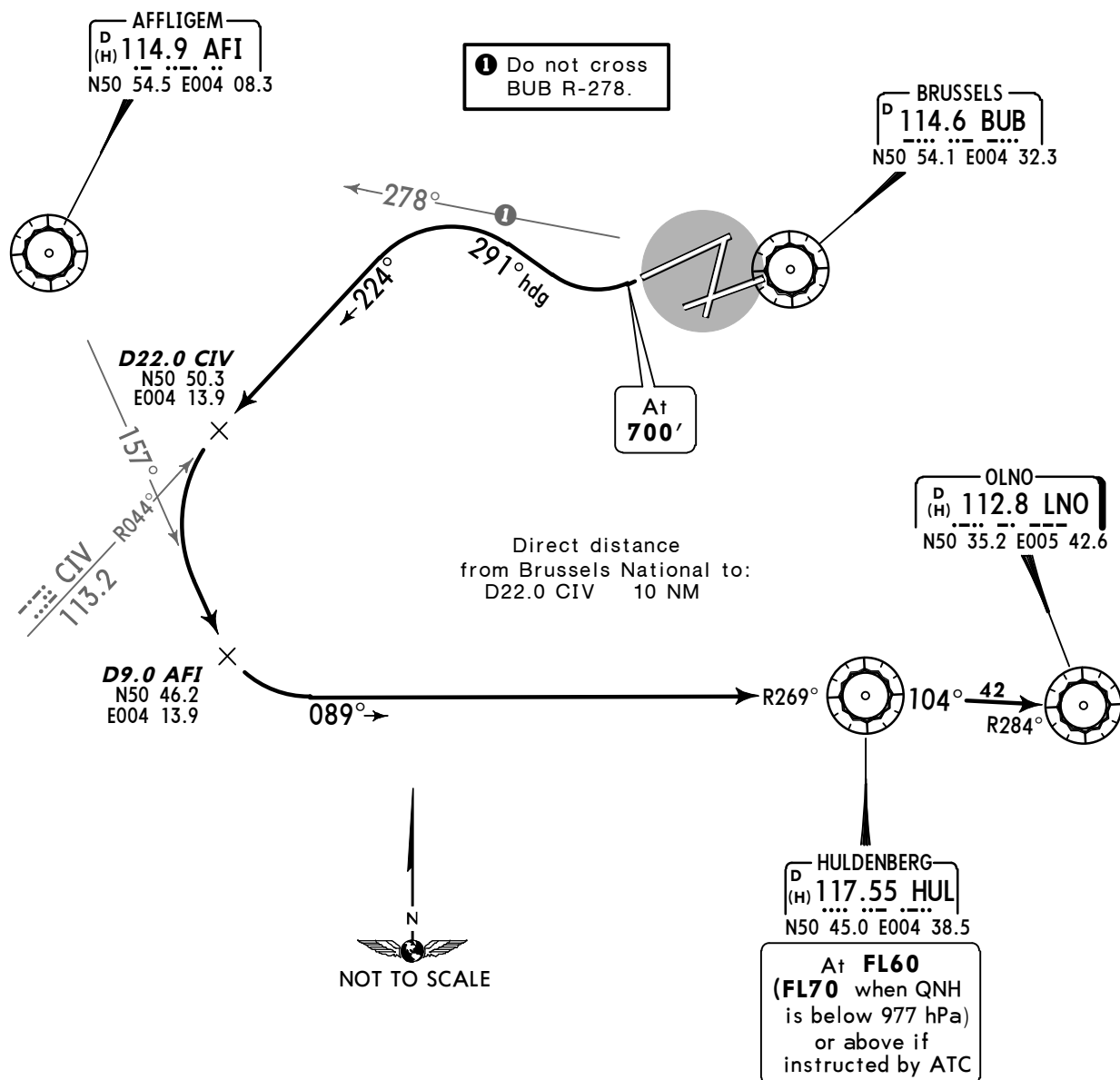
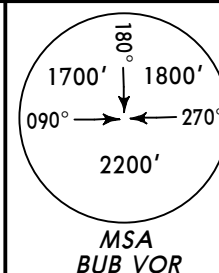
Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

LNO 4Z

RWY 25R DEPARTURE

FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195
AVAILABLE BETWEEN 2300-0559LT

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance this SID requires a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with SID advise ATC when requesting start-up clearance.

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

INITIAL CLIMB/ROUTING

Climb to 700', turn RIGHT, 291° heading, intercept CIV R-044 inbound, at D22.0 CIV turn LEFT, intercept AFI R-157, at D9.0 AFI turn LEFT, intercept HUL R-269 inbound to HUL, intercept LNO R-284 inbound to LNO.

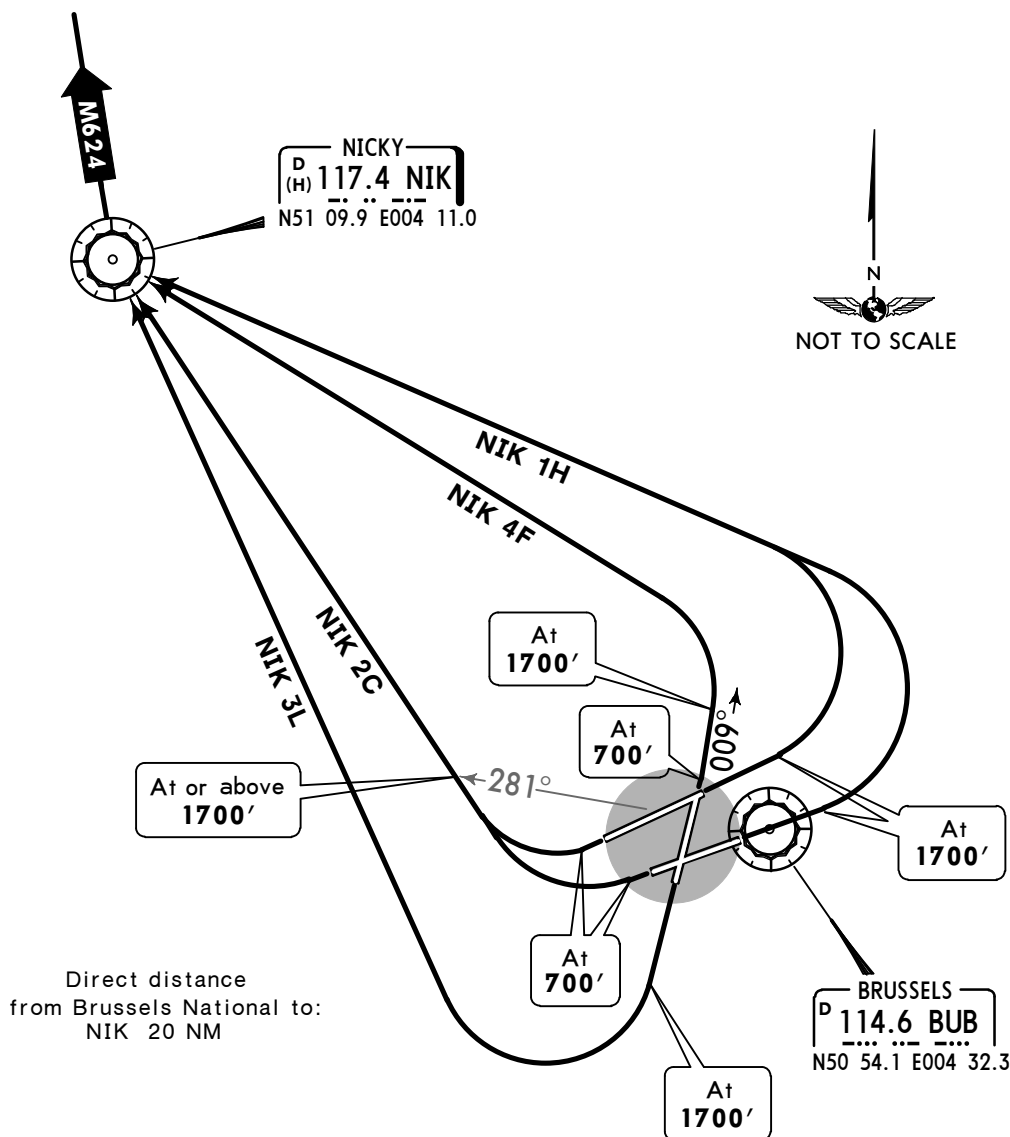
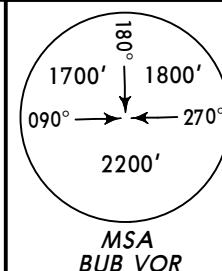
BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

NIK 2C, NIK 4F, NIK 1H, NIK 3L
RWYS 25L/R, 01, 07L/R, 19 DEPARTURES
VIA AIRWAY M-624 NORTHBOUND
NOT TO BE USED BY TRAFFIC DESTINATION EHAM
**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance these SIDs require a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with SID advise ATC when requesting start-up clearance.

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

SID	RWY	INITIAL CLIMB/ROUTING
NIK 2C ①	25L/R	Climb to 700', turn RIGHT to NIK.
NIK 4F	01	Climb to 700', 009° track, at 1700' turn LEFT to NIK.
NIK 1H	07L/R	Climb straight ahead, at 1700' turn LEFT to NIK.
NIK 3L ②	19	Climb straight ahead, at 1700' turn RIGHT to NIK.

① SIDs runway 25R only available between 0600-2259LT.

② Available between 0600-2259LT.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

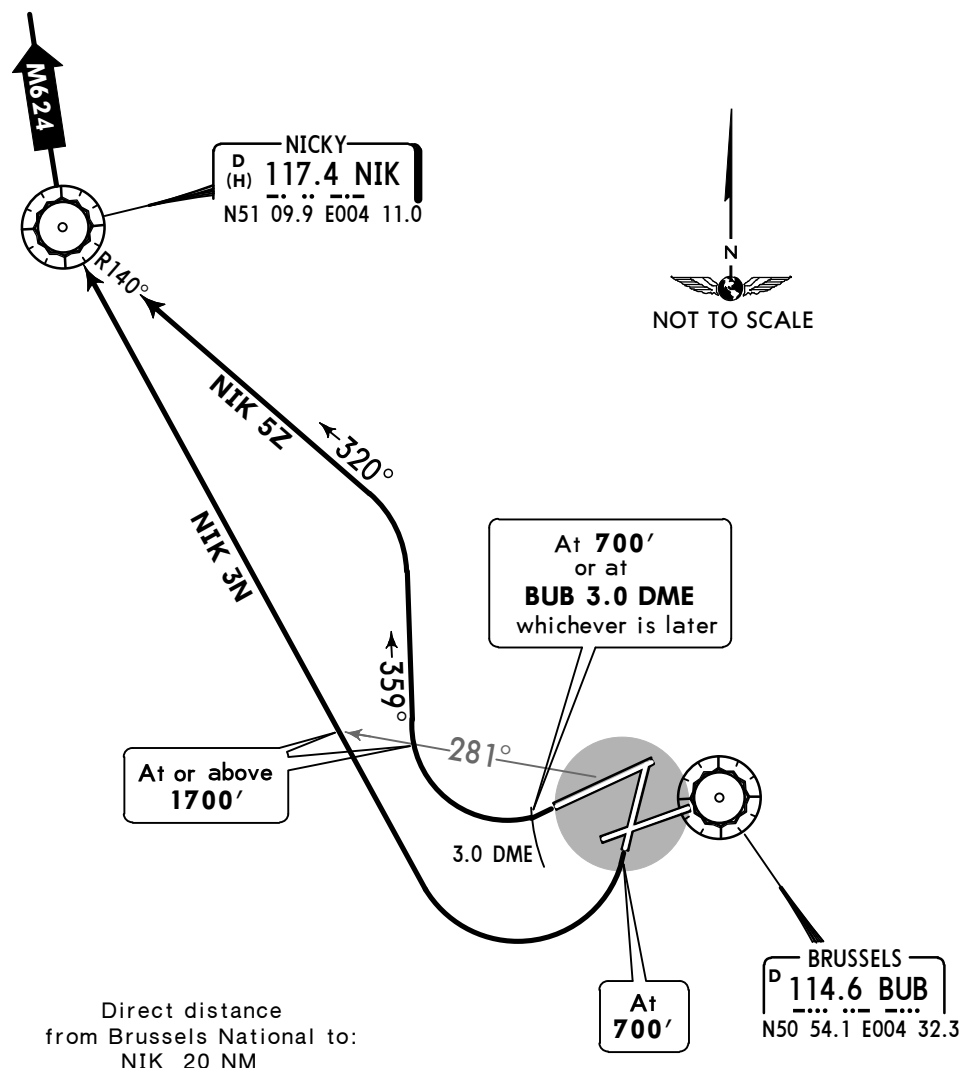
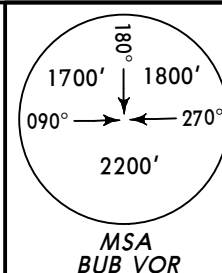
Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

NIK 3N, NIK 5Z RWYS 19, 25R DEPARTURES

VIA AIRWAY M-624 NORTHBOUND

NOT TO BE USED BY TRAFFIC DESTINATION EHAM

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance these SIDs require a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with SID advise ATC when requesting start-up clearance.

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

SID	RWY	INITIAL CLIMB/ROUTING
NIK 3N ①	19	Climb to 700', turn RIGHT to NIK.
NIK 5Z ②	25R	Climb to 700' or BUB 3.0 DME, whichever is later, turn RIGHT, 359° track, turn LEFT, intercept NIK R-140 inbound to NIK.

① Available between 2300-0559LT or when runway 25R is not available for landing.

② Available between 2300-0559LT.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

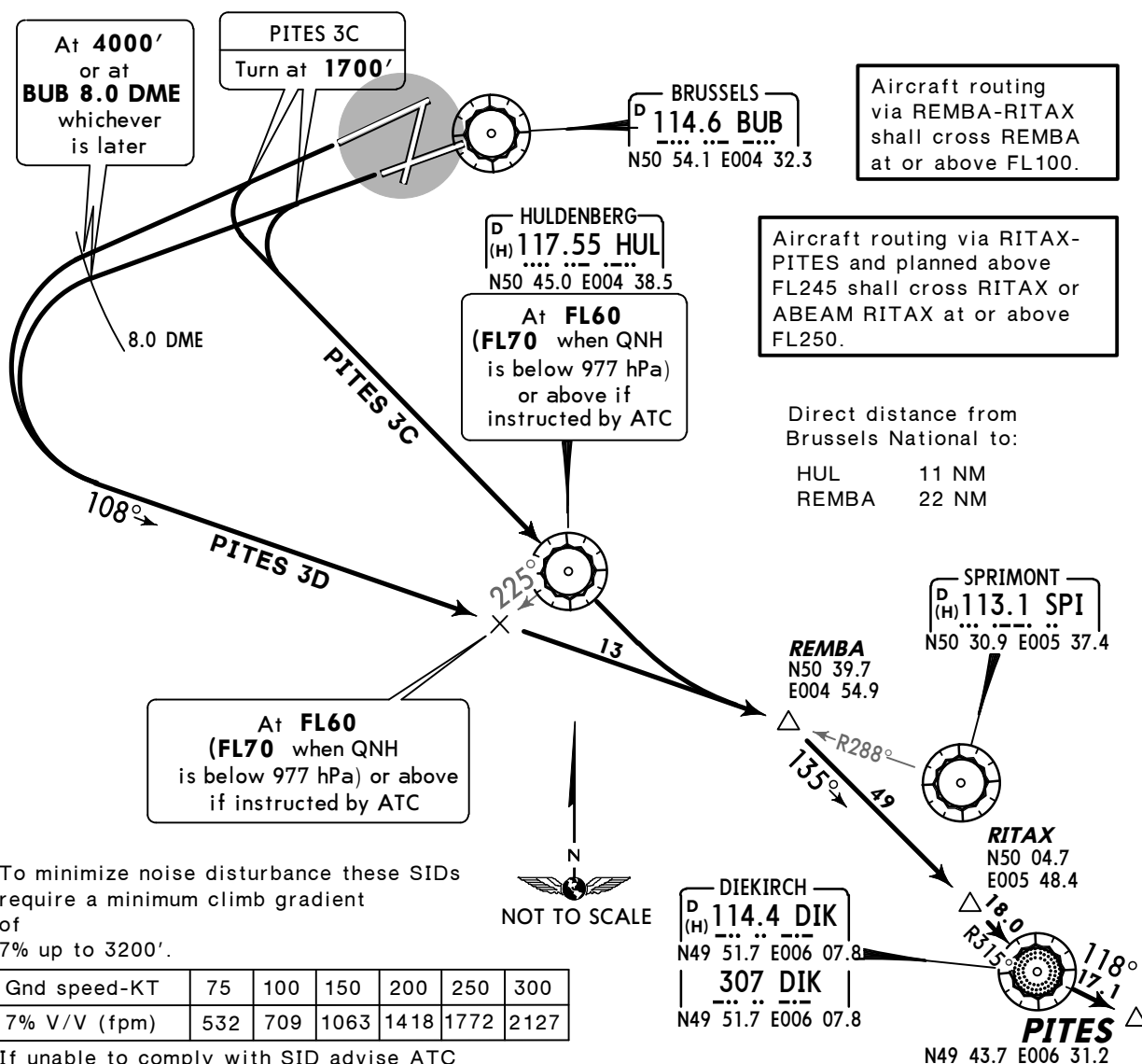
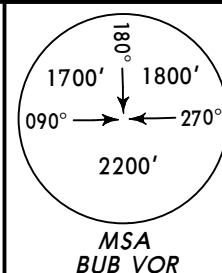
Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

PITES 3C [PITE3C], PITES 3D [PITE3D] RWYS 25L/R DEPARTURES

ONLY AVAILABLE IF AIRWAY UM-150 (CDR1) BETWEEN DIK & PITES IS AVAILABLE

SIDS RWY 25R ONLY AVAILABLE BETWEEN 0600-2259LT

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

SID	INITIAL CLIMB/ROUTING
PITES 3C ① ② ③	Climb straight ahead, at 1700' turn LEFT to HUL, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to DIK, then to PITES.
PITES 3D ④ ⑤ ⑥	Climb straight ahead, at 4000' or at BUB 8.0 DME, whichever is later, turn LEFT, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to DIK, then to PITES.

- To be used by 1-, 2-, 3-engined aircraft.
May be used by 4-engined aircraft noise certificated according to ICAO Annex 16, Chapter 3/ FAR Part 36 Stage 3 and whose performances permit to adhere to the SID.
- Alternative route when airway UM-150 not available: SOPOK 3C - SOPOK - ETENO.
- Alternative route on ATC instruction: SOPOK 3C - SOPOK - RITAX - DIK - PITES.
- To be used by 4-engined aircraft.
- Alternative route when airway UM-150 not available: SOPOK 3D - SOPOK - ETENO.
- Alternative route on ATC instruction: SOPOK 3D - SOPOK - RITAX - DIK - PITES.

Initial climb clearance FL60 , higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits		
SID	RWY	INITIAL CLIMB
PITES 5F ① ②	01	Climb to 700', 029° track, at 1700' turn RIGHT, intercept HUL R-355 inbound to HUL.
PITES 4H ③ ④	07L	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-355 inbound to HUL.
PITES 4J ⑤ ⑥	07R	Climb to 700', 063° track, at 1700' or BUB 1.1 DME, whichever is later, turn RIGHT, intercept HUL R-350 inbound to HUL.
ROUTING		
At HUL turn LEFT, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to DIK, then to PITES.		
① Alternative route when airway UM-150 not available: SOPOK 5F - SOPOK - ETENO. ② Alternative route on ATC instruction: SOPOK 5F - SOPOK - RITAX - DIK - PITES. ③ Alternative route when airway UM-150 not available: SOPOK 3H - SOPOK - ETENO. ④ Alternative route on ATC instruction: SOPOK 3H - SOPOK - RITAX - DIK - PITES. ⑤ Alternative route when airway UM-150 not available: SOPOK 3J - SOPOK - ETENO. ⑥ Alternative route on ATC instruction: SOPOK 3J - SOPOK - RITAX - DIK - PITES.		

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

PITES 6L

RWY 19 DEPARTURE

ONLY AVAILABLE IF AIRWAY UM-150 (CDR1)

BETWEEN DIK & PITES IS AVAILABLE

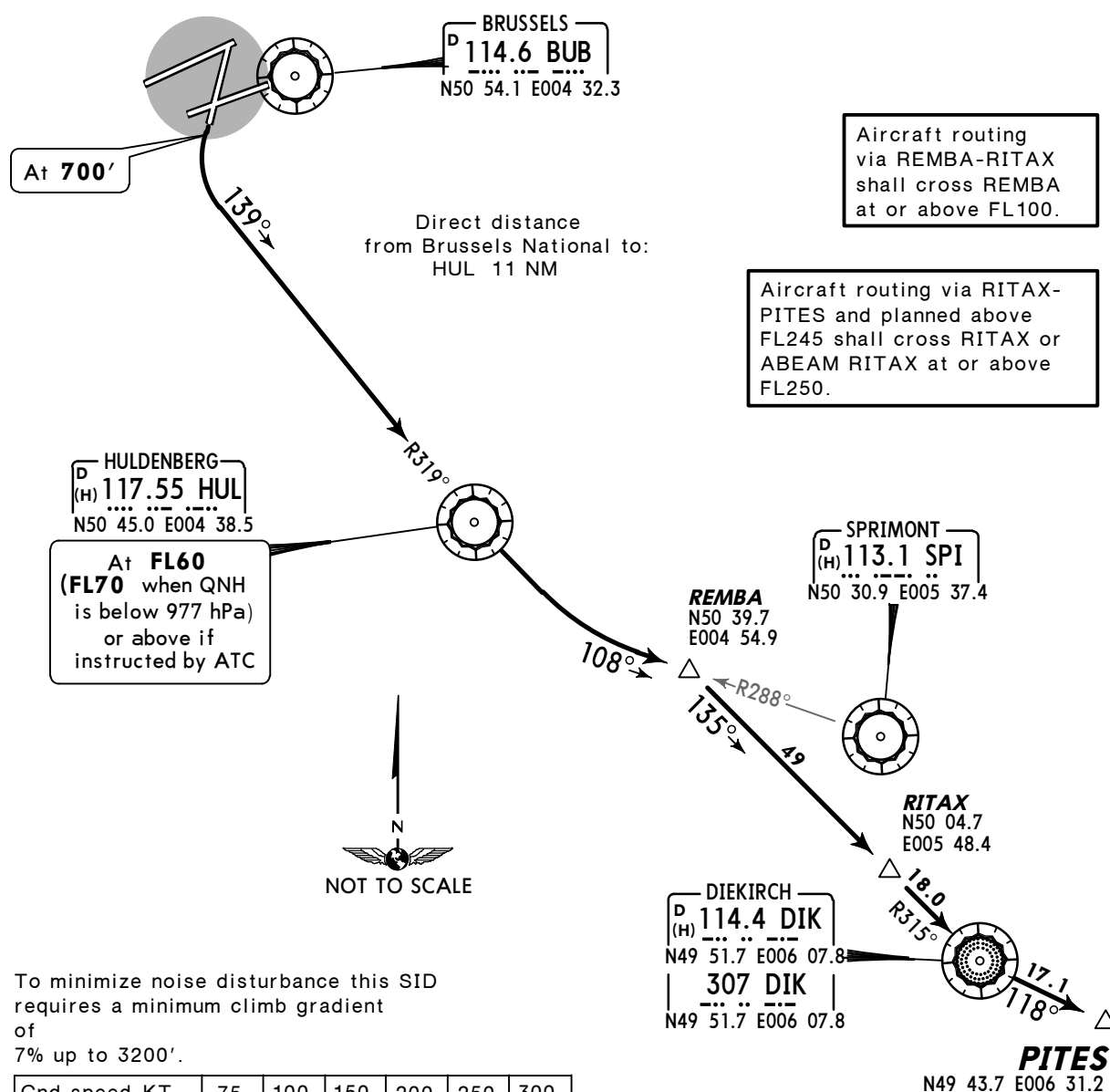
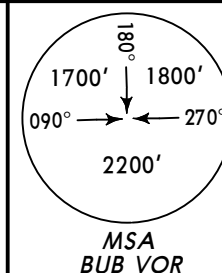
ALTERNATIVE ROUTE WHEN AIRWAY UM-150 NOT AVAILABLE:

SOPOK 5L - SOPOK - ETENO

ALTERNATIVE ROUTE ON ATC INSTRUCTION:

SOPOK 5L - SOPOK - RITAX - DIK - PITES

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

INITIAL CLIMB/ROUTING

Climb to 700', turn LEFT, intercept HUL R-319 inbound to HUL, turn LEFT, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to DIK, then to PITES.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'

1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

PITES 4Z [PITE4Z] RWY 25R DEPARTURE

AVAILABLE BETWEEN 2300-0559LT

ONLY AVAILABLE IF AIRWAY UM-150 (CDR1) BETWEEN
BETWEEN DIK & PITES IS AVAILABLE

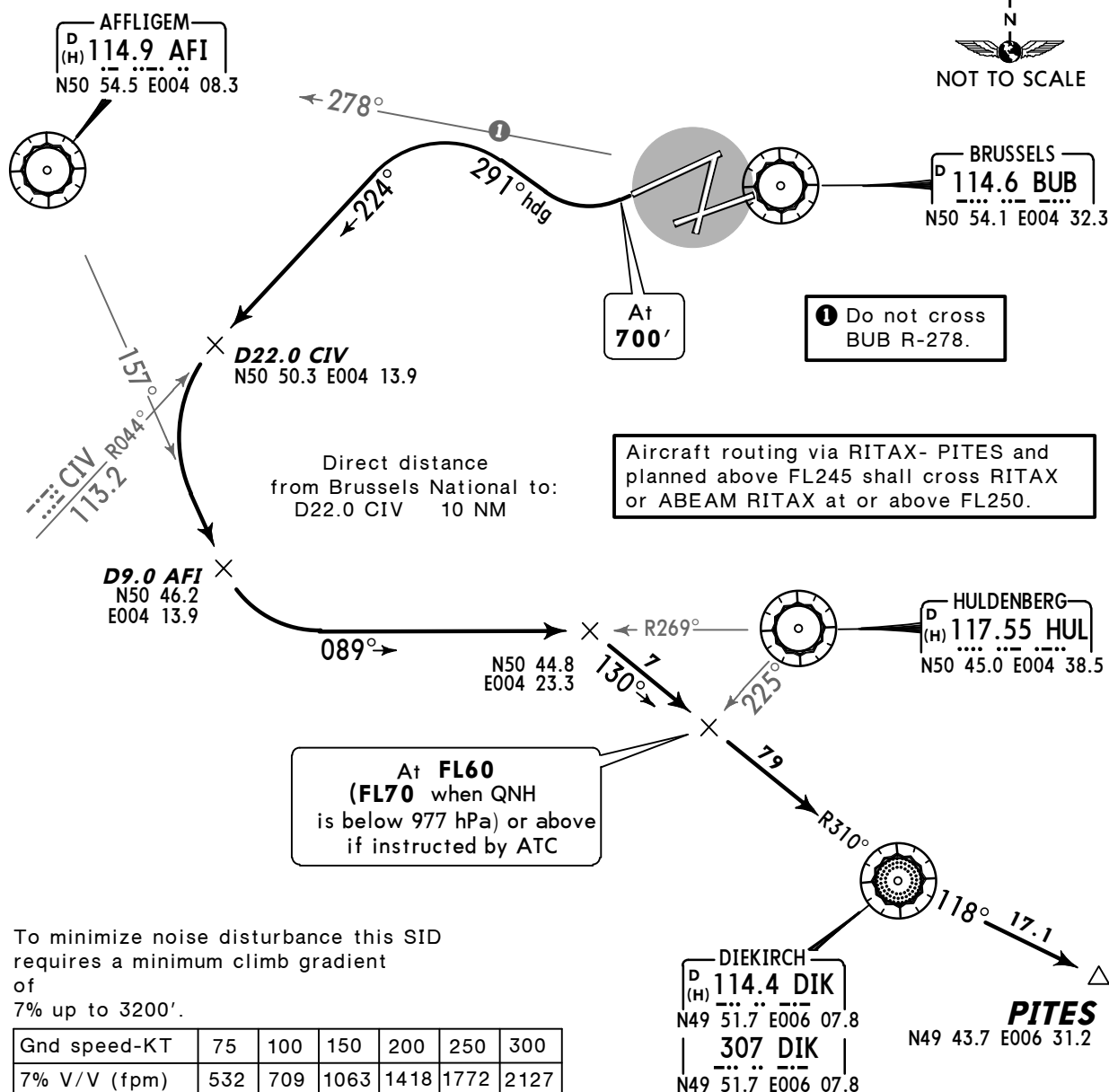
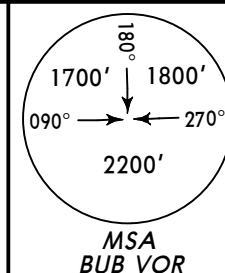
ALTERNATIVE ROUTE WHEN AIRWAY UM-150 NOT AVAILABLE:

SOPOK 5L - SOPOK - ETENO

ALTERNATIVE ROUTE ON ATC INSTRUCTION:

SOPOK 5Z - SOPOK - RITAX - DIK - PITES

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

INITIAL CLIMB/ROUTING

Climb to 700', turn RIGHT, 291° heading, intercept CIV R-044 inbound, at D22.0 CIV turn LEFT, intercept AFI R-157, at D9.0 AFI turn LEFT, intercept HUL R-269 inbound, intercept DIK R-310 inbound to DIK, then to PITES.

BRUSSELS Tower
118.6
120.77

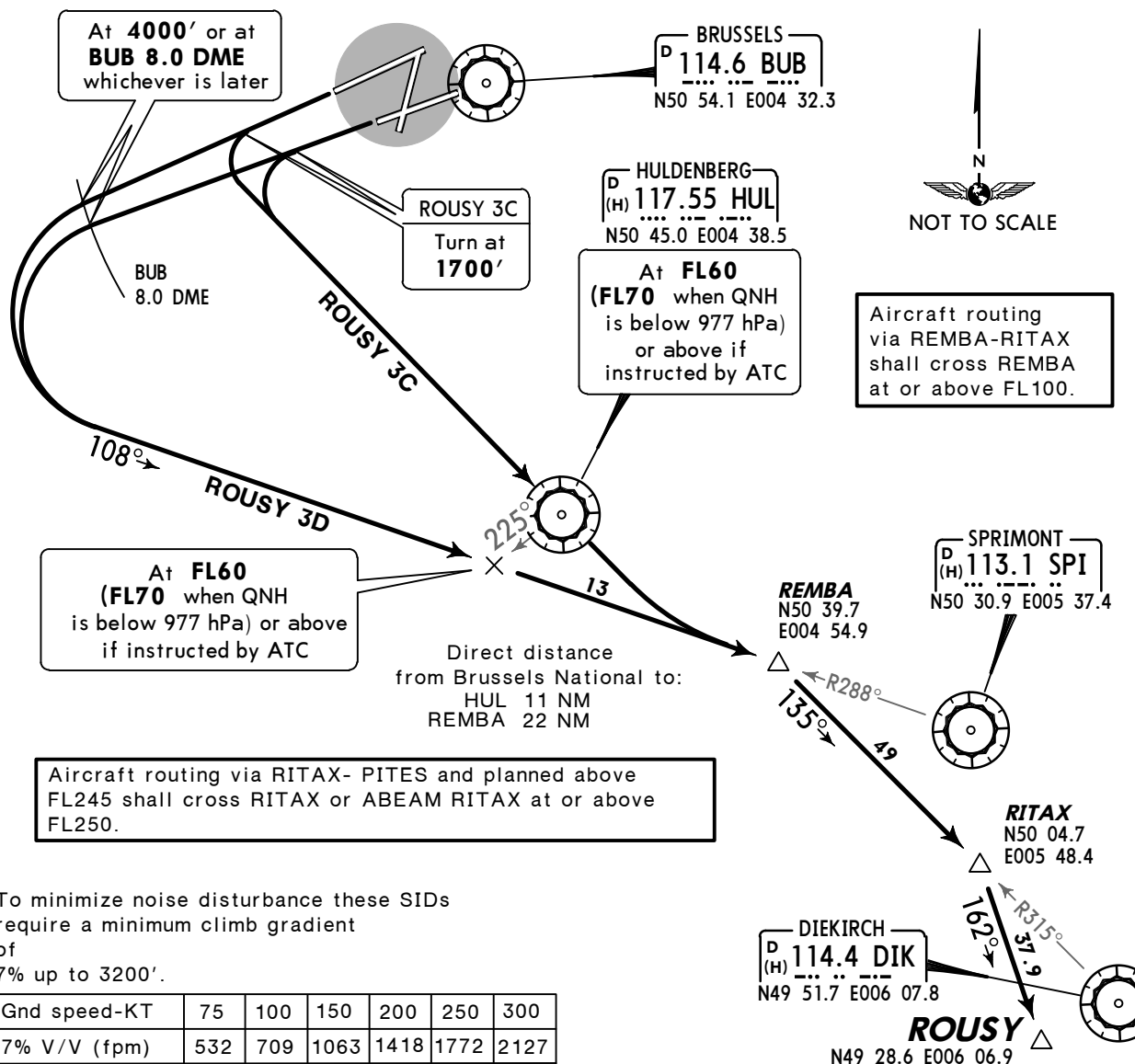
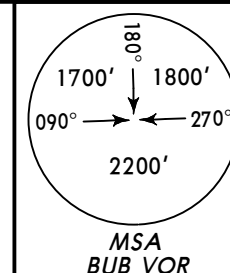
BRUSSELS
Departure(R)
126.62

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

ROUSY 3C [ROUS3C], ROUSY 3D [ROUS3D] RWYS 25L/R DEPARTURES

SIDS RWY 25R ONLY AVAILABLE BETWEEN 0600-2259LT
**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance these SIDs require a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with SID advise ATC when requesting start-up clearance.

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

SID	INITIAL CLIMB/ROUTING
ROUSY 3C ① ②	Climb straight ahead, at 1700' turn LEFT to HUL, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to ROUSY.
ROUSY 3D ③ ④	Climb straight ahead, at 4000' or at BUB 8.0 DME, whichever is later, turn LEFT, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to ROUSY.

- ① To be used by 1-, 2-, 3-engined aircraft.
May be used by 4-engined aircraft noise certificated according to ICAO Annex 16, Chapter 3/ FAR Part 36 Stage 3 and whose performances permit to adhere to the SID.
- ② Alternative route on ATC instruction: SOPOK 3C - SOPOK - RITAX - ROUSY.
- ③ To be used by 4-engined aircraft.
- ④ Alternative route on ATC instruction: SOPOK 3D - SOPOK - RITAX - ROUSY.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

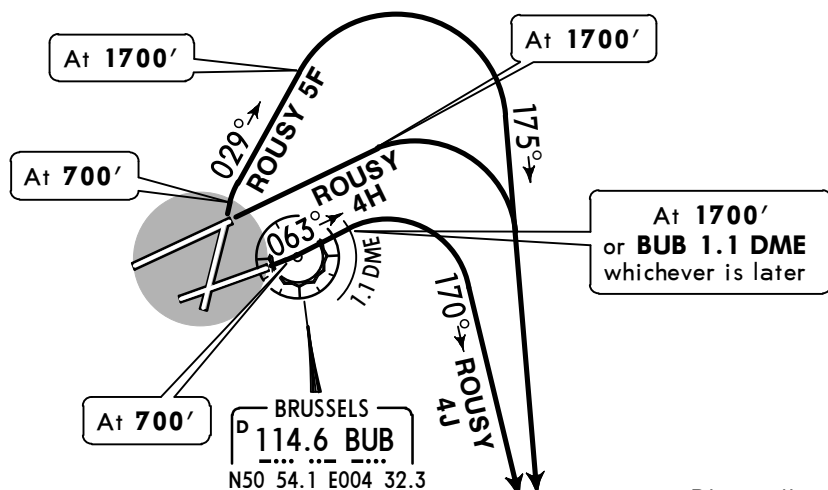
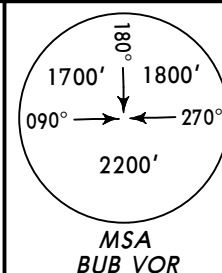
Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

ROUSY 5F [ROUS5F], ROUSY 4H [ROUS4H]

ROUSY 4J [ROUS4J]

RWYS 01, 07L/R DEPARTURES

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Aircraft routing
via REMBA-RITAX
shall cross REMBA
at or above FL100.

Aircraft routing via
RITAX-ROUSY and
planned above FL245
shall cross RITAX or
ABEAM RITAX at or
above FL250.

Direct distance
from Brussels National to:
HUL 11 NM

HULDENBERG
D (H) 117.55 HUL
N50 45.0 E004 38.5

At FL60
(FL70 when QNH
is below 977 hPa)
or above if
instructed by ATC

To minimize noise disturbance these SIDs
require a minimum climb gradient
of
7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with SID advise ATC
when requesting start-up clearance.

NOT TO SCALE

REMBA
N50 39.7
E004 54.9

SPRIMONT
D (H) 113.1 SPI
N50 30.9 E005 37.4

RITAX
N50 04.7
E005 48.4

DIEKIRCH
D (H) 114.4 DIK
N49 51.7 E006 07.8

ROUSY
N49 28.6 E006 06.9

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or
BRUSSELS Control as soon as traffic permits

SID	RWY	INITIAL CLIMB/ROUTING
ROUSY 5F ①	01	Climb to 700', 029° track, at 1700' turn RIGHT, intercept HUL R-355 inbound to HUL, turn LEFT, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to ROUSY.
ROUSY 4H ②	07L	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-355 inbound to HUL, turn LEFT, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to ROUSY.
ROUSY 4J ③	07R	Climb to 700', 063° track, at 1700' or BUB 1.1 DME, whichever is later, turn RIGHT, intercept HUL R-350 inbound to HUL, turn LEFT, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to ROUSY.

- ① Alternative route on ATC instruction: SOPOK 5F - SOPOK - RITAX - ROUSY.
② Alternative route on ATC instruction: SOPOK 3H - SOPOK - RITAX - ROUSY.
③ Alternative route on ATC instruction: SOPOK 3J - SOPOK - RITAX - ROUSY.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'

1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

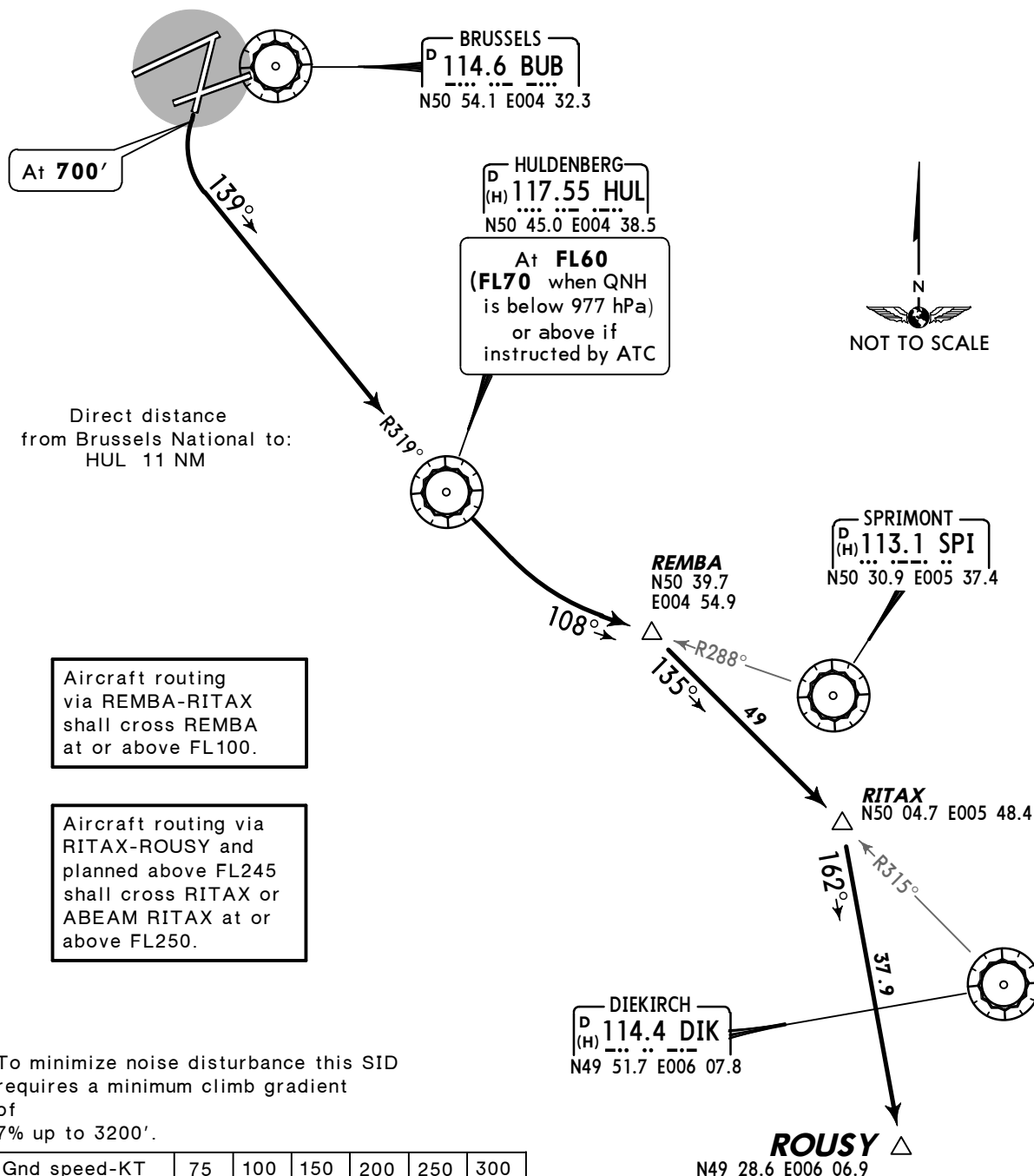
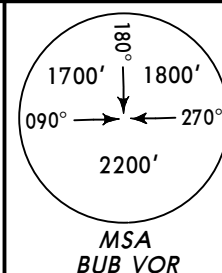
ROUSY 6L

RWY 19 DEPARTURE

ALTERNATIVE ROUTE ON ATC INSTRUCTION:

SOPOK 5L - SOPOK - RITAX - ROUSY

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with SID advise ATC when requesting start-up clearance.

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

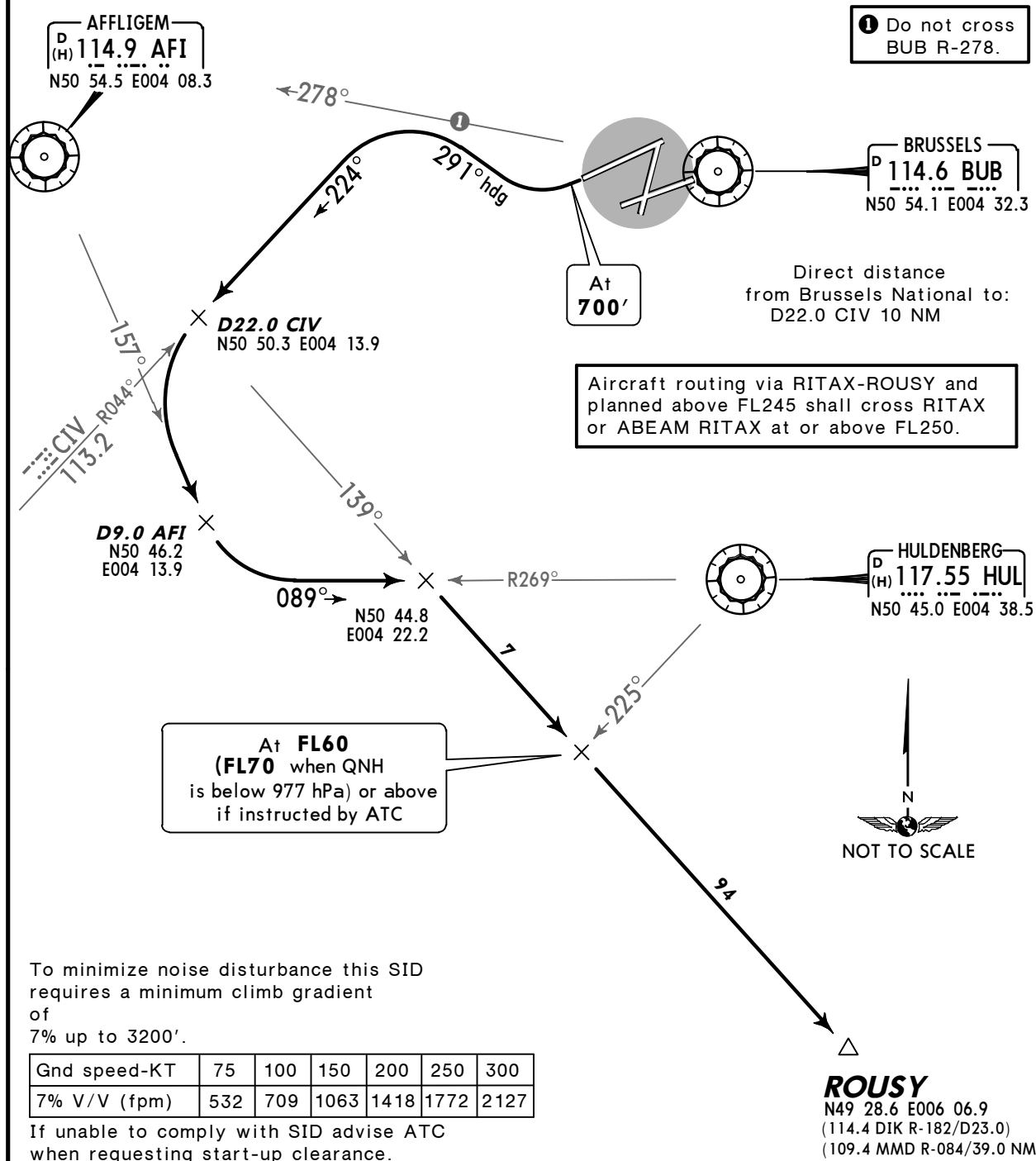
INITIAL CLIMB/ROUTING

Climb to 700', turn LEFT, intercept HUL R-319 inbound to HUL, turn LEFT, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to ROUSY.

BRUSSELS Tower 118.6 120.77	BRUSSELS Departure(R) 126.62	Apt Elev 184'	Trans level: By ATC Trans alt: 4500' 1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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ROUSY 4Z [ROUS4Z]
RWY 25R DEPARTURE
 AVAILABLE BETWEEN 2300-0559LT
 ALTERNATIVE ROUTE ON ATC INSTRUCTION:
 SOPOK 5Z - SOPOK - RITAX - ROUSY
**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
 WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**

MSA
BUB VOR



CHANGES: None.

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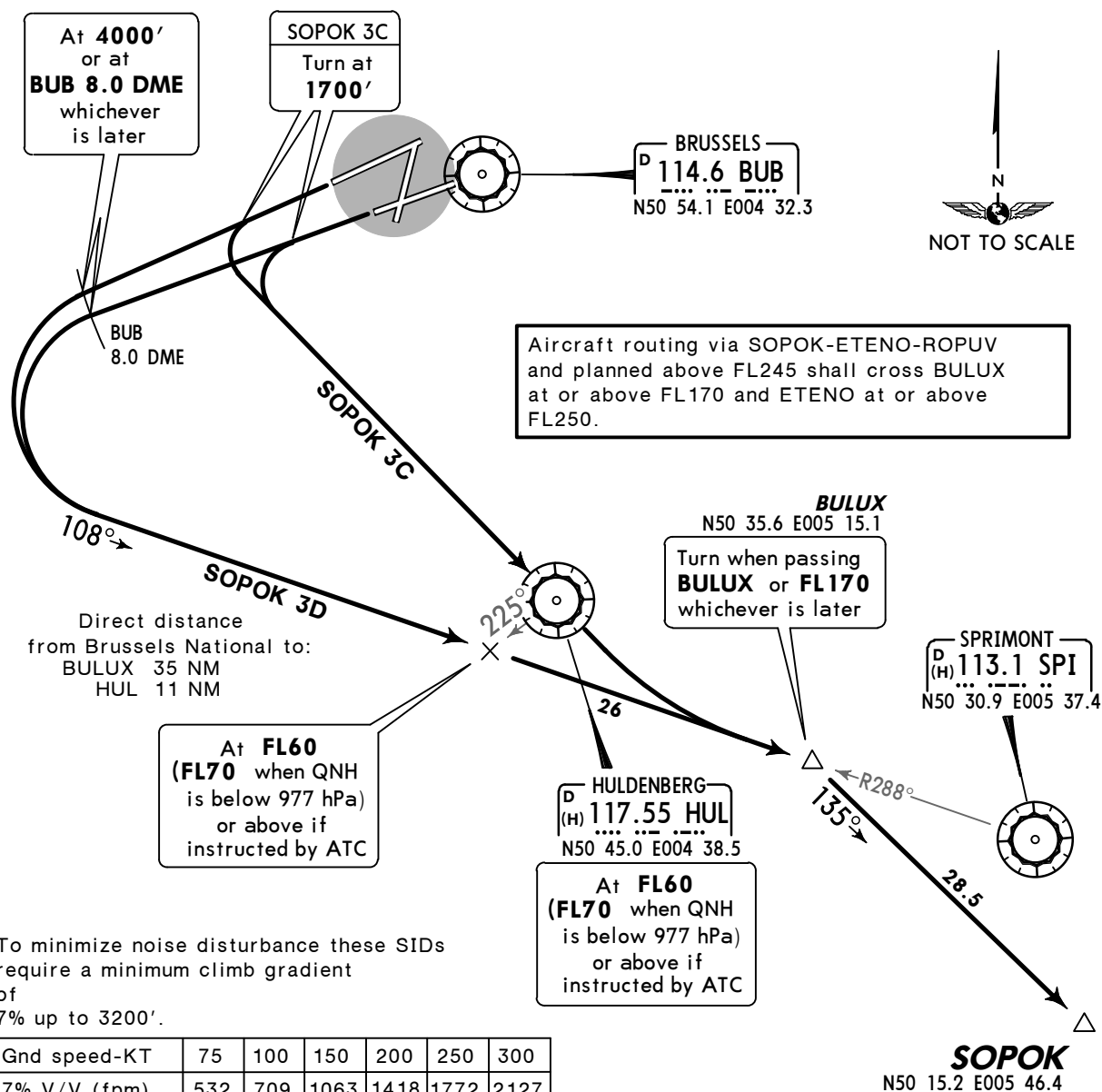
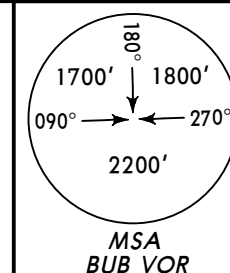
BRUSSELS Tower
118.6
120.77BRUSSELS
Departure(R)
126.62Apt Elev
184'

Trans level: By ATC Trans alt: 4500'

1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

**SOPOK 3C [SOPO3C], SOPOK 3D [SOPO3D]
RWYS 25L/R DEPARTURES**

SIDS RWY 25R ONLY AVAILABLE BETWEEN 0600-2259LT

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

SID	INITIAL CLIMB/ROUTING
SOPOK 3C ①	Climb straight ahead, at 1700' turn LEFT to HUL, intercept SPI R-288 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT to SOPOK.
SOPOK 3D ②	Climb straight ahead, at 4000' or at BUB 8.0 DME, whichever is later, turn LEFT, intercept SPI R-288 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT to SOPOK.

① To be used by 1-, 2-, 3-engined aircraft.

May be used by 4-engined aircraft noise certificated according to ICAO Annex 16, Chapter 3/ FAR Part 36 Stage 3 and whose performances permit to adhere to the SID.

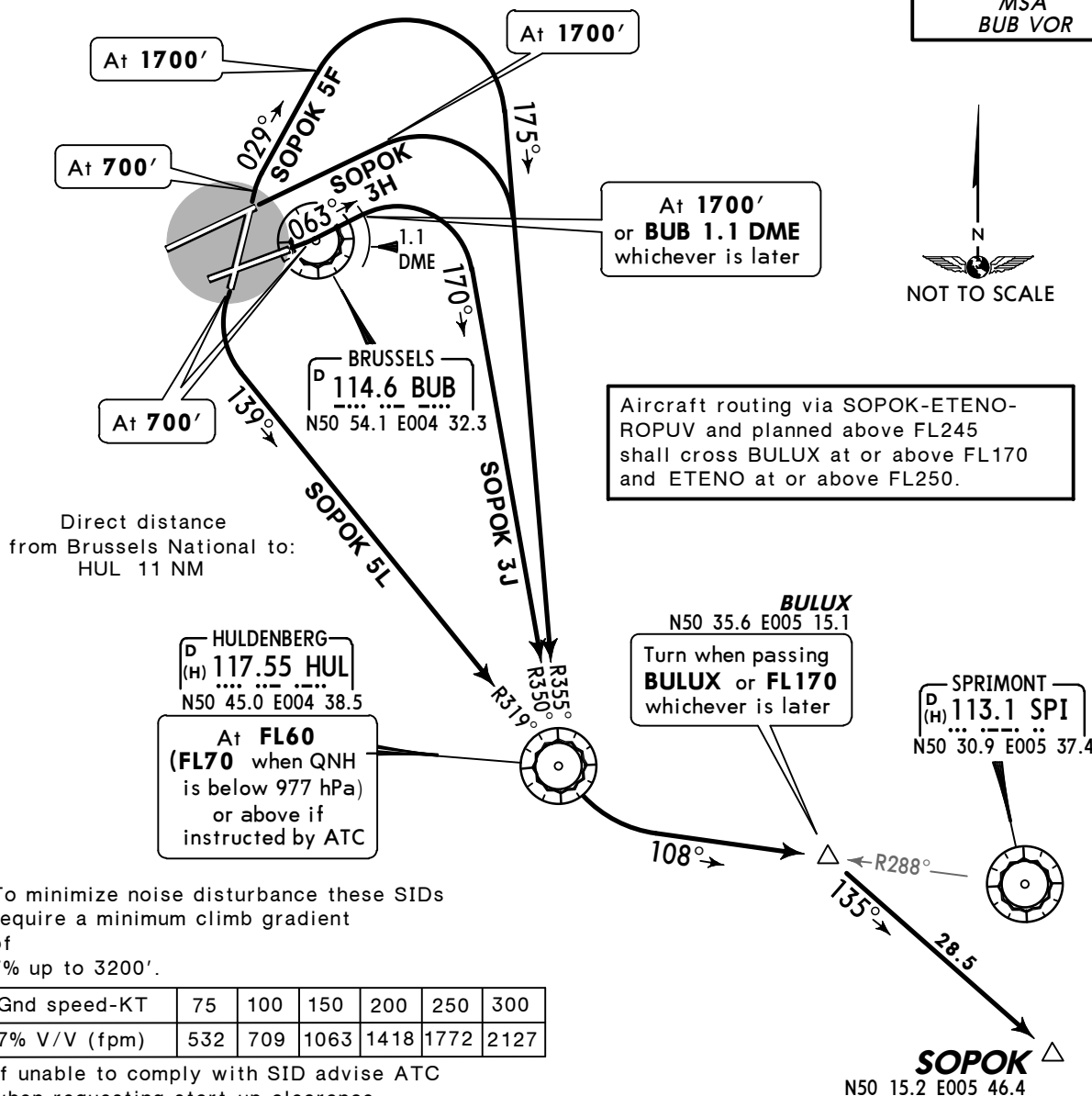
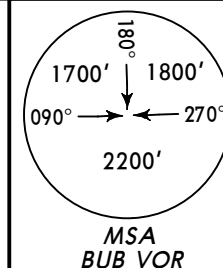
② To be used by 4-engined aircraft.

BRUSSELS Tower
118.6
120.77BRUSSELS
Departure(R)
126.62Apt Elev
184'

Trans level: By ATC Trans alt: 4500'

1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

**SOPOK 5F [SOPO5F], SOPOK 3H [SOPO3H]
SOPOK 3J [SOPO3J], SOPOK 5L
RWYS 01, 07L/R, 19 DEPARTURES
~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance these SIDs require a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with SID advise ATC when requesting start-up clearance.

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

SID	RWY	INITIAL CLIMB/ROUTING
SOPOK 5F	01	Climb to 700', 029° track, at 1700' turn RIGHT, intercept HUL R-355 inbound to HUL, turn LEFT, intercept SPI R-288 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT to SOPOK.
SOPOK 3H	07L	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-355 inbound to HUL, turn LEFT, intercept SPI R-288 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT to SOPOK.
SOPOK 3J	07R	Climb to 700', 063° track, at 1700' or BUB 1.1 DME, whichever is later, turn RIGHT, intercept HUL R-350 inbound to HUL, turn LEFT, intercept SPI R-288 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT to SOPOK.
SOPOK 5L	19	Climb to 700', turn LEFT, intercept HUL R-319 inbound to HUL, turn LEFT, intercept SPI R-288 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT to SOPOK.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

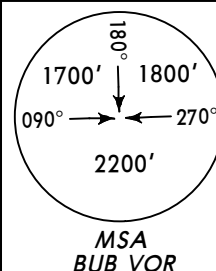
Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

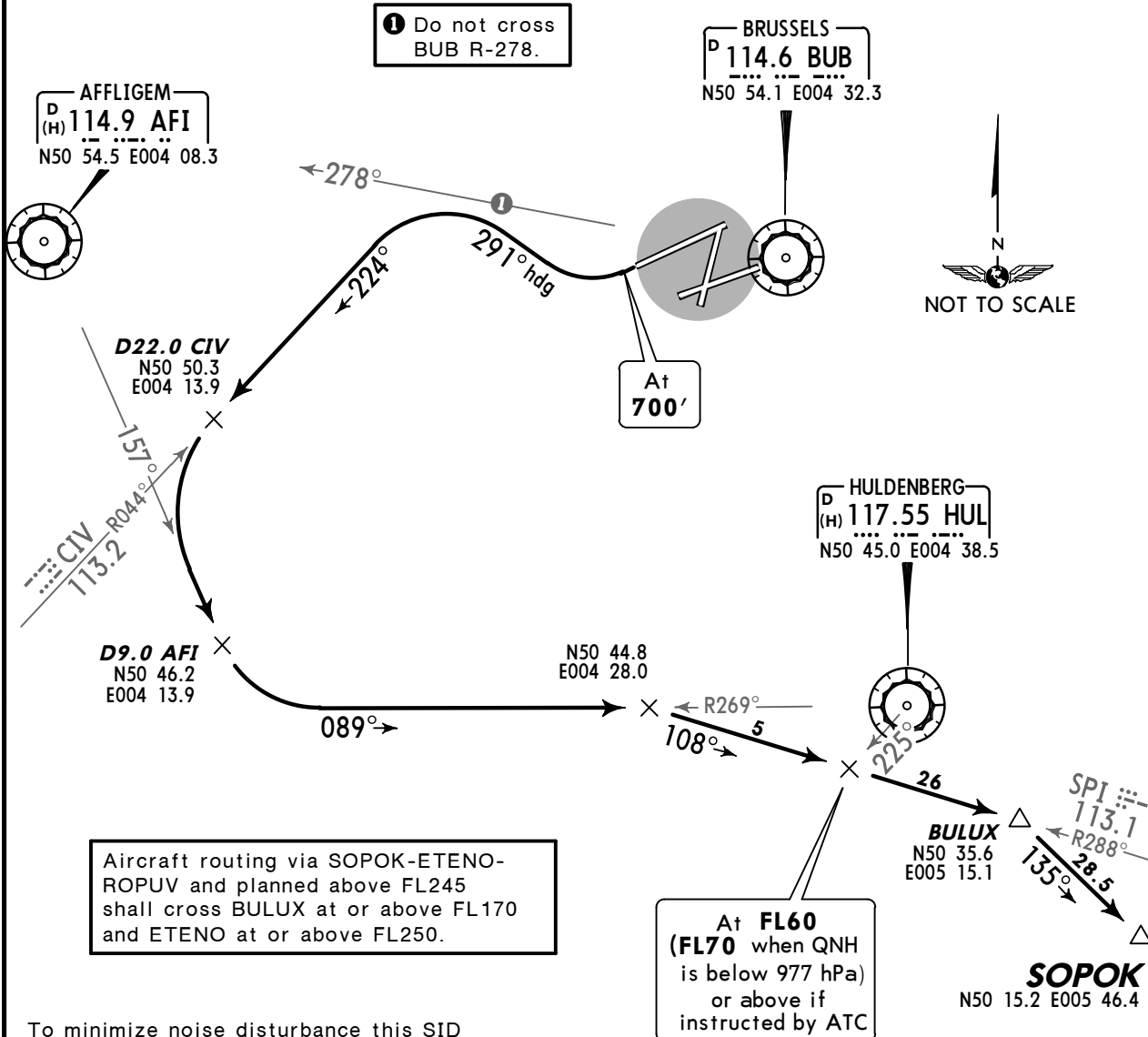
SOPOK 5Z [SOPO5Z] RWY 25R DEPARTURE

AVAILABLE BETWEEN 2300-0559LT

***SPEED MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC***



1 Do not cross
BUB R-278.



Aircraft routing via SOPOK-ETENO-ROPUV and planned above FL245 shall cross BULUX at or above FL170 and ETENO at or above FL250.

To minimize noise disturbance this SID requires a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with SID advise ATC when requesting start-up clearance.

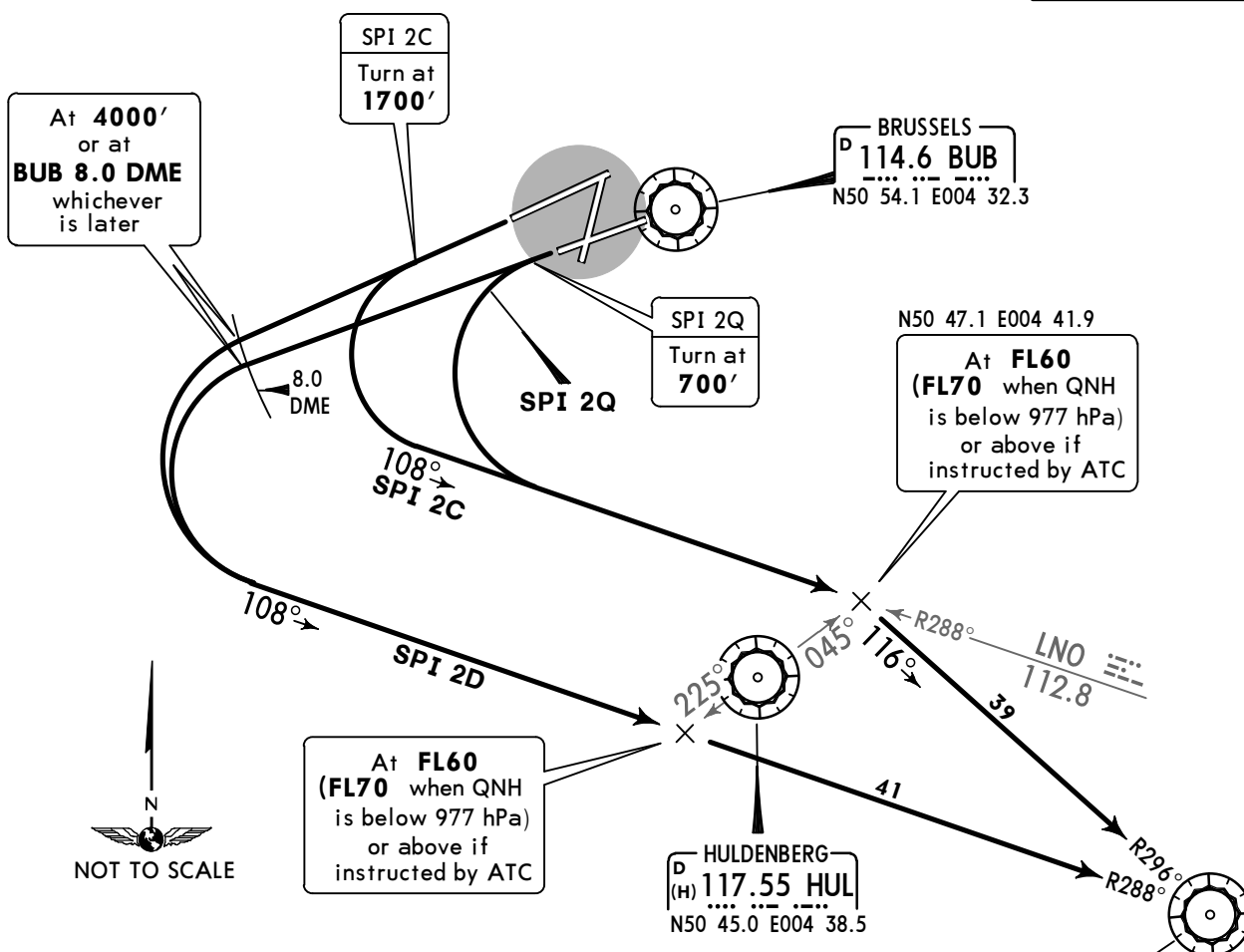
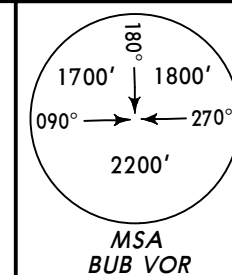
Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

INITIAL CLIMB/ROUTING

Climb to 700', turn RIGHT, 291° heading, intercept CIV R-044 inbound, at D22.0 CIV turn LEFT, intercept AFI R-157, at D9.0 AFI turn LEFT, intercept HUL R-269 inbound, intercept SPI R-288 inbound to BULUX, then to SOPOK.

BRUSSELS Tower 118.6 120.77	BRUSSELS Departure(R) 126.62	Apt Elev 184'	Trans level: By ATC Trans alt: 4500' 1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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SPI 2C, SPI 2D, SPI 2Q
RWYS 25R/L DEPARTURES
~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



To minimize noise disturbance these SIDs require a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with SID advise ATC when requesting start-up clearance.

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

SID	RWY	INITIAL CLIMB/ROUTING
SPI 2C ① ②	25R	Climb straight ahead, at 1700' turn LEFT, intercept LNO R-288 inbound, turn RIGHT, intercept SPI R-296 inbound to SPI.
SPI 2D ③ ④	25L/R	Climb straight ahead, at 4000' or at BUB 8.0 DME, whichever is later, turn LEFT, intercept SPI R-288 inbound to SPI.
SPI 2Q ①	25L	Climb to 700', turn LEFT, intercept LNO R-288 inbound, turn RIGHT, intercept SPI R-296 inbound to SPI.

- ① To be used by 1-, 2-, 3-engined aircraft.
May be used by 4-engined aircraft noise certificated according to ICAO Annex 16, Chapter 3/ FAR Part 36 Stage 3 and whose performances permit to adhere to the SID.
- ② Available between 0600-2259LT.
- ③ To be used by 4-engined aircraft.
- ④ SIDs runway 25R only available between 0600-2259LT.

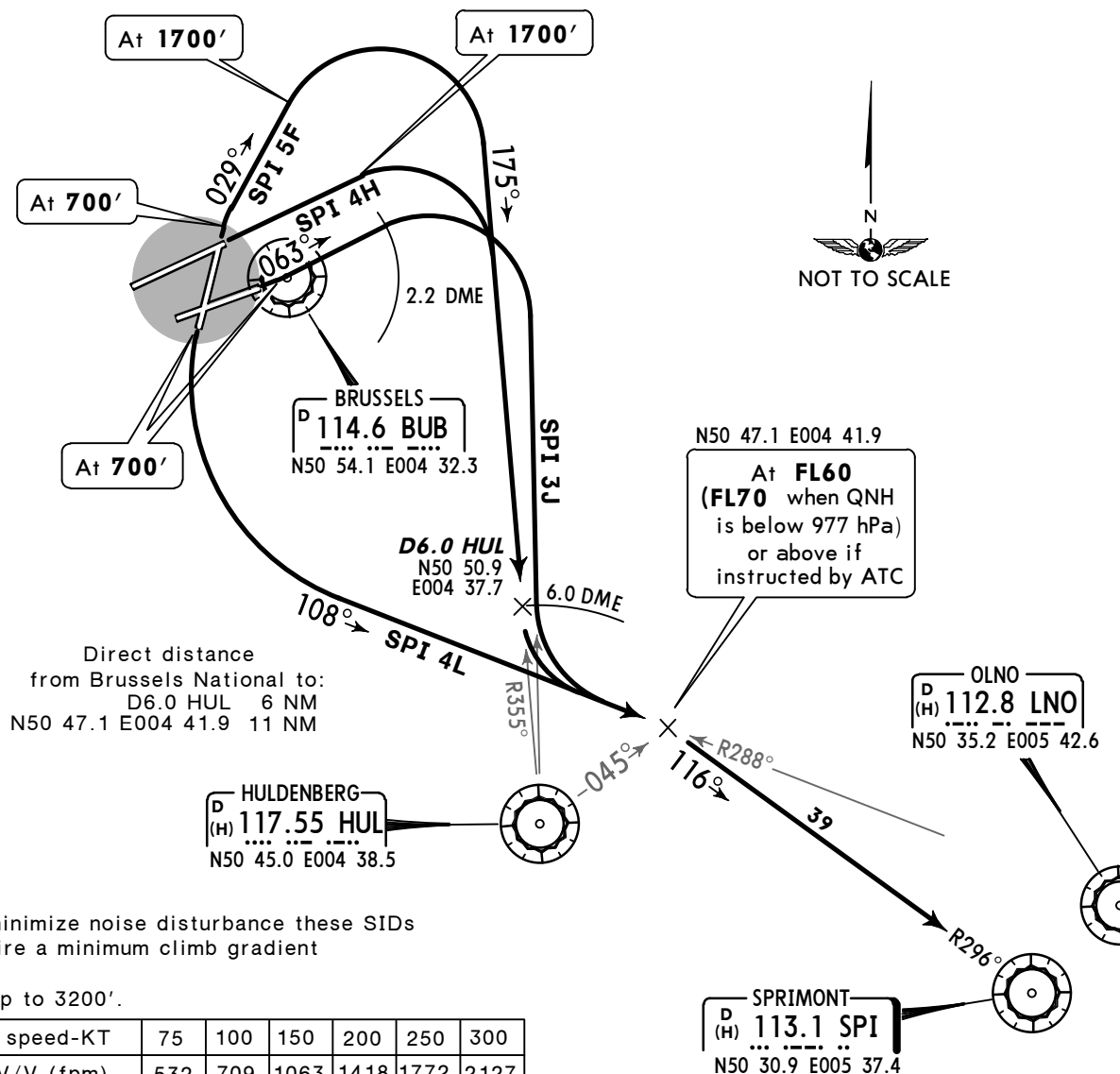
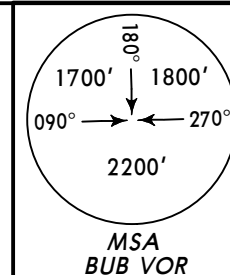
BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

SPI 5F, SPI 4H, SPI 3J, SPI 4L
RWYS 01, 07L/R, 19 DEPARTURES
~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



To minimize noise disturbance these SIDs require a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with SID advise ATC when requesting start-up clearance.

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

SID	RWY	INITIAL CLIMB/ROUTING
SPI 5F	01	Climb to 700', 029° track, at 1700' turn RIGHT, intercept HUL R-355 inbound to D6.0 HUL, turn LEFT, intercept LNO R-288 inbound, turn RIGHT, intercept SPI R-296 inbound to SPI.
SPI 4H	07L	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-355 inbound to D6.0 HUL, turn LEFT, intercept LNO R-288 inbound, turn RIGHT, intercept SPI R-296 inbound to SPI.
SPI 3J	07R	Climb to 700', 063° track to BUB 2.2 DME, turn RIGHT towards HUL, at HUL 6.0 DME turn LEFT, intercept LNO R-288 inbound, turn RIGHT, intercept SPI R-296 inbound to SPI.
SPI 4L	19	Climb to 700', turn LEFT, intercept LNO R-288 inbound, turn RIGHT, intercept SPI R-296 inbound to SPI.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

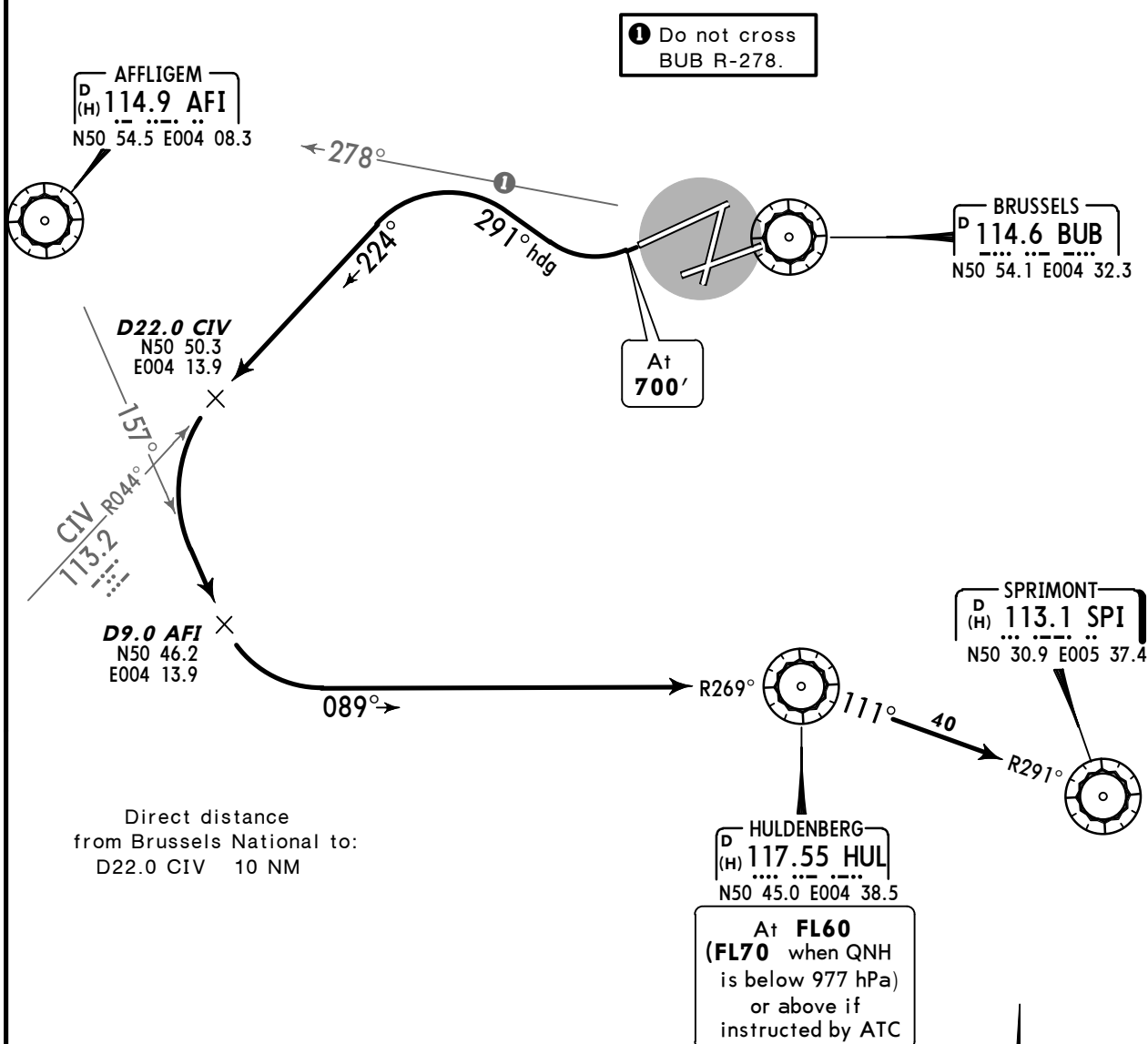
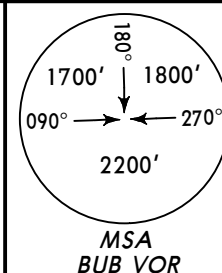
Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

SPI 5Z

RWY 25R DEPARTURE

AVAILABLE BETWEEN 2300-0559LT

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance this SID requires a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with SID advise ATC when requesting start-up clearance.

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

INITIAL CLIMB/ROUTING

Climb to 700', turn RIGHT, 291° heading, intercept CIV R-044 inbound, at D22.0 CIV turn LEFT, intercept AFI R-157, at D9.0 AFI turn LEFT, intercept HUL R-269 inbound to HUL, intercept SPI R-291 inbound to SPI.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

CIV 1L

RWY 19 RNAV DEPARTURE (OVERLAY 10-3C)

P-RNAV (GNSS/DME-DME)

SOUTHBOUND VIA AIRWAY M-617

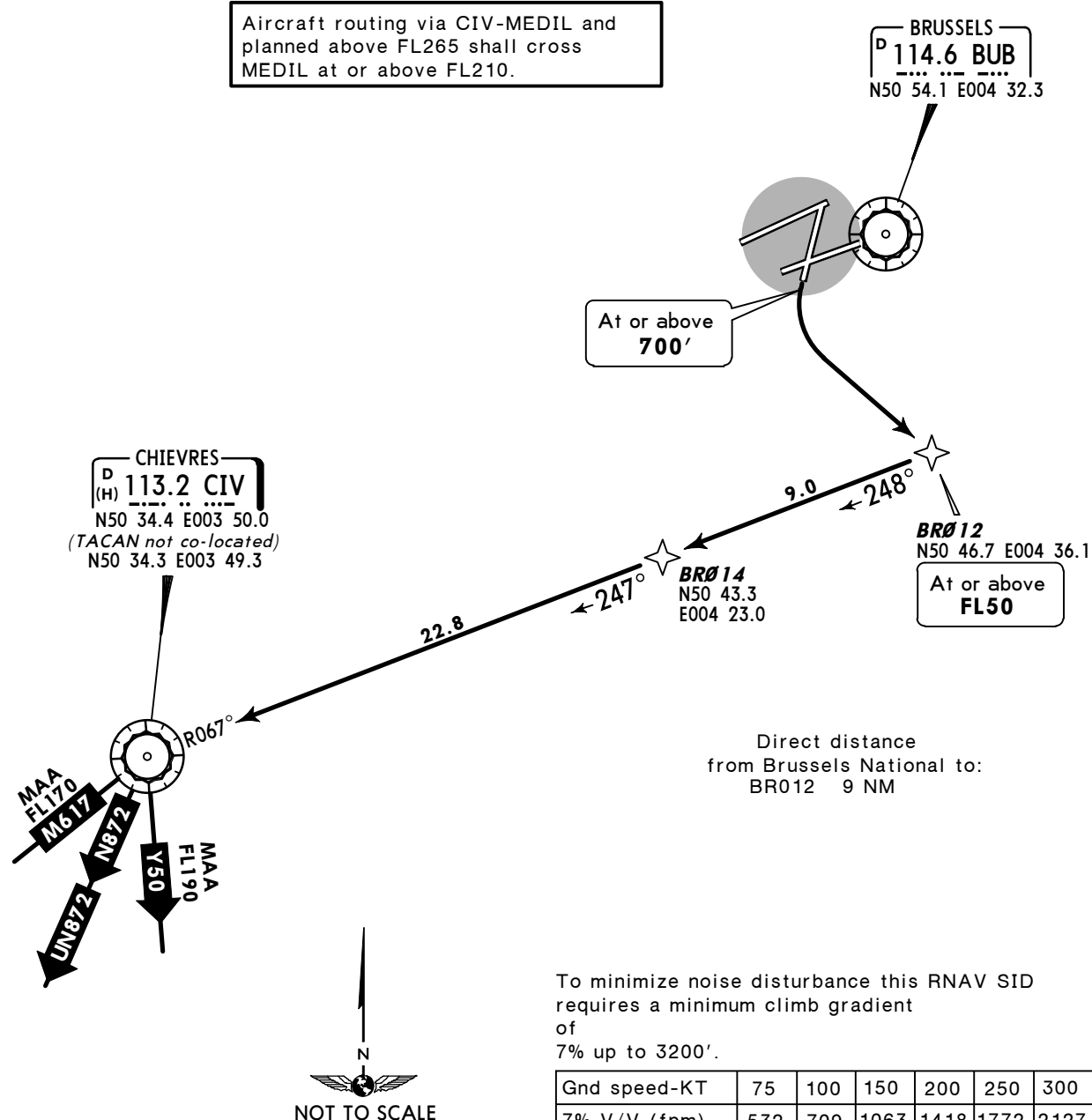
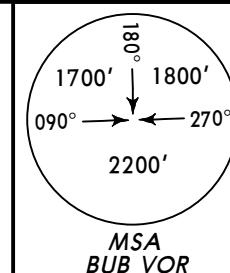
SOUTHBOUND VIA AIRWAYS N-872, UN-872 (ONLY FOR TRAFFIC
FLIGHTPLANNED ABOVE FL195)

COMPULSORY FOR DESTINATIONS WITHIN

PARIS TMA VIA AIRWAY Y-50 SOUTHBOUND

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**

Aircraft routing via CIV-MEDIL and
planned above FL265 shall cross
MEDIL at or above FL210.



Direct distance
from Brussels National to:
BR012 9 NM

To minimize noise disturbance this RNAV SID
requires a minimum climb gradient
of
7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with RNAV SID advise ATC
when requesting start-up clearance.

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or
BRUSSELS Control as soon as traffic permits

ROUTING

(700'+) - BR012 (FL50+) - BR014 - CIV.

BRUSSELS Tower
118.6
120.77

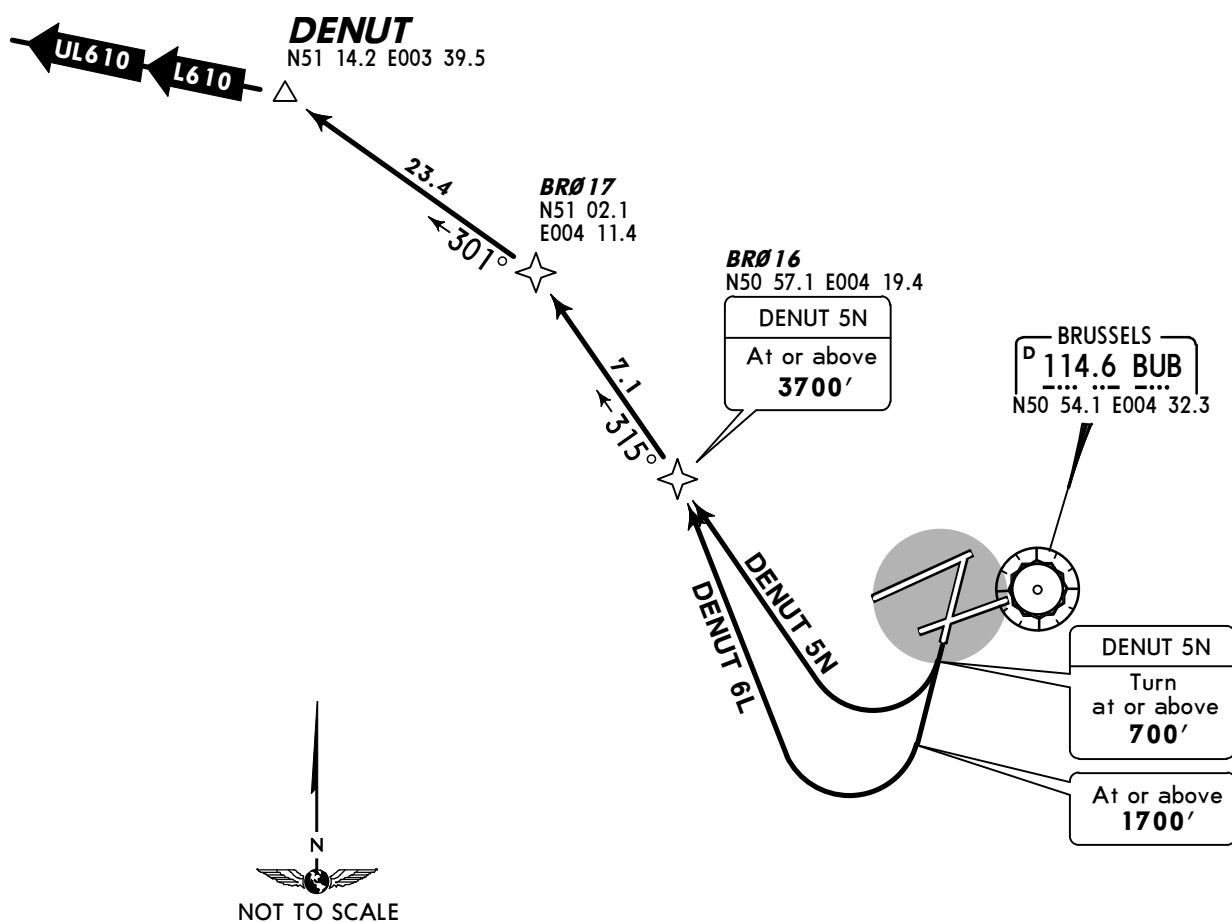
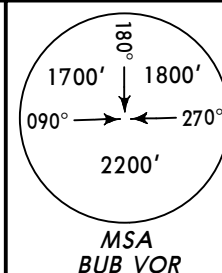
BRUSSELS
Departure(R)
126.62

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

DENUT 6L [DENU6L] ①
DENUT 5N [DENU5N] ②
RWY 19 RNAV DEPARTURES (OVERLAY 10-3E)

P-RNAV (GNSS/DME-DME)
VIA AIRWAYS (U)L-610 WESTBOUND
FOR TRAFFIC DESTINATIONS EGKK, EGGH & EGGI
FOR TRAFFIC OVERFLYING LONDON TMA WITH REQUESTED FL ABOVE FL245
***SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC***



To minimize noise disturbance these RNAV SIDs require a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with RNAV SID advise ATC when requesting start-up clearance.

Direct distance
from Brussels National to:
BR016 7 NM

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

SID	ROUTING
DENUT 6L ①	(1700'+) - BR016 - BR017 - DENUT.
DENUT 5N ②	(700'+) - BR016 (3700'+) - BR017 - DENUT.

① Available between 0600-2259LT.

② Available between 2300-0559LT or when runway 25R is not available for landing.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

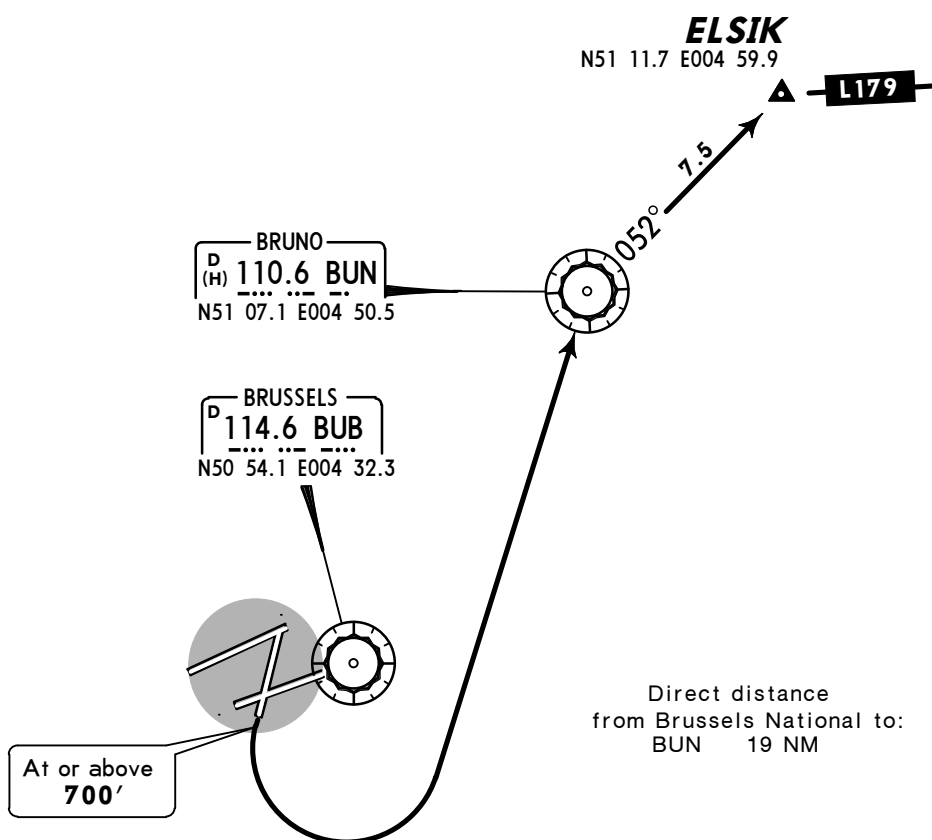
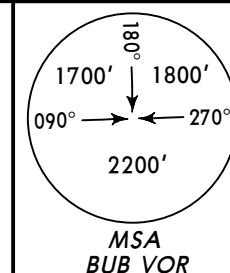
ELSIK 2L [ELSI2L]
RWY 19 DEPARTURE (OVERLAY 10-3F)

P-RNAV (GNSS/DME-DME)

VIA AIRWAY L-179 EASTBOUND

TO BE USED WHEN ADEQUATE MILITARY AIRSPACES
ARE AVAILABLE FOR GAT

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance this RNAV SID requires a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with RNAV SID advise ATC when requesting start-up clearance.

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

ROUTING

(700'+) - BUN - ELSIK.

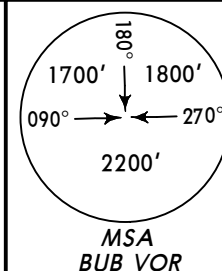
BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

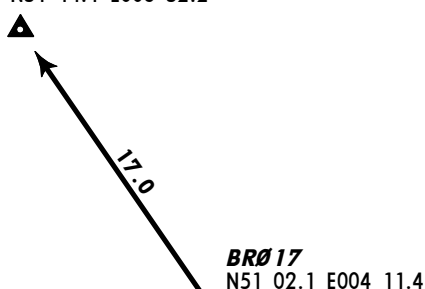
Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

**HELEN 5L [HELE5L]
HELEN 4N [HELE4N]
RWY 19 RNAV DEPARTURES (OVERLAY 10-3G)
P-RNAV (GNSS/DME-DME)
~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



HELEN

N51 14.1 E003 52.2



BR017
N51 02.1 E004 11.4

BR016
N50 57.1 E004 19.4

HELEN 4N
At or above
3700'

BRUSSELS
D 114.6 **BUB**
N50 54.1 E004 32.3

Direct distance
from Brussels National to:
BR016 7 NM

HELEN 4N
HELEN 5L

HELEN 4N
Turn
at or above
700'

At or above
1700'

To minimize noise disturbance these RNAV SIDs require a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with RNAV SID advise ATC when requesting start-up clearance.



Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

SID	ROUTING
HELEN 5L ①	(1700'+) - BR016 - BR017 - HELEN.
HELEN 4N ②	(700'+) - BR016 (3700'+) - BR017 - HELEN.

① Available between 0600-2259LT.

② Available between 2300-0559LT or when runway 25R is not available for landing.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

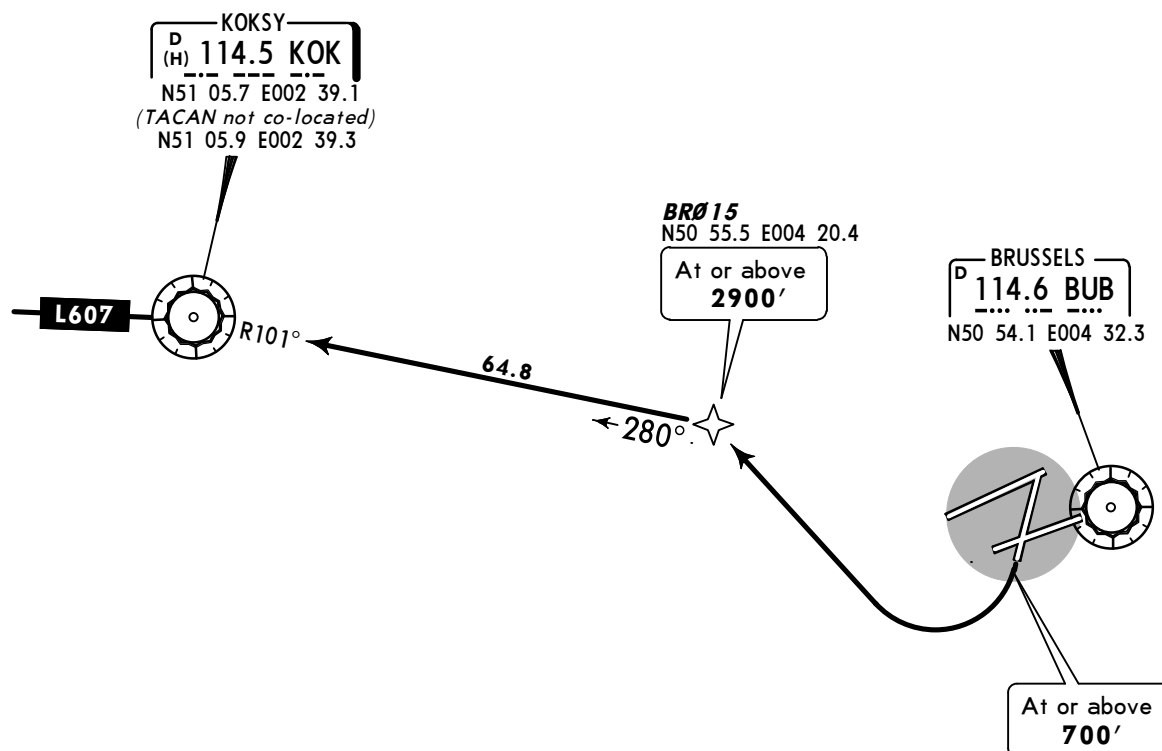
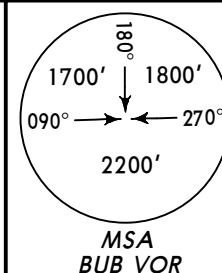
KOK 6L

RWY 19 RNAV DEPARTURE (OVERLAY 10-3H)

P-RNAV (GNSS/DME-DME)

VIA AIRWAY L-607 WESTBOUND

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Direct distance
from Brussels National to:
BR015 6 NM

To minimize noise disturbance this RNAV SID
requires a minimum climb gradient
of
7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with RNAV SID advise ATC
when requesting start-up clearance.



Initial climb clearance **FL60**, higher level by BRUSSELS
Departure or BRUSSELS Control as soon as traffic permits

ROUTING

(700'+) - BR015 (2900+) - KOK.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

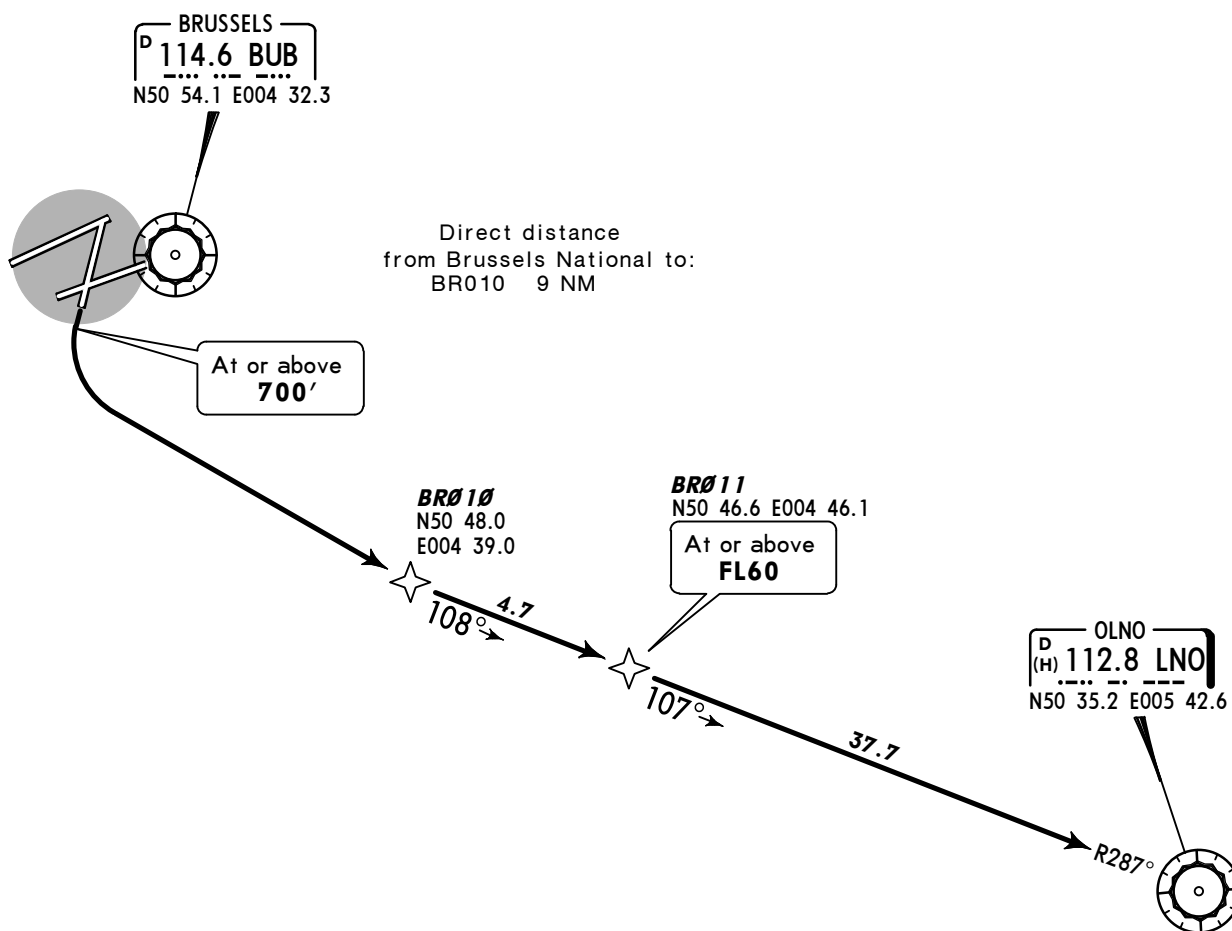
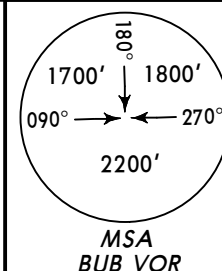
LNO 5L

RWY 19 RNAV DEPARTURE (OVERLAY 10-3K)

P-RNAV (GNSS/DME-DME)

FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance this RNAV SID requires a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with RNAV SID advise ATC when requesting start-up clearance.



Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

ROUTING

(700'+) - BR010 - BR011 (FL60+) - LNO.

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BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

NIK 3N
RWY 19 RNAV DEPARTURE (OVERLAY 10-3N)

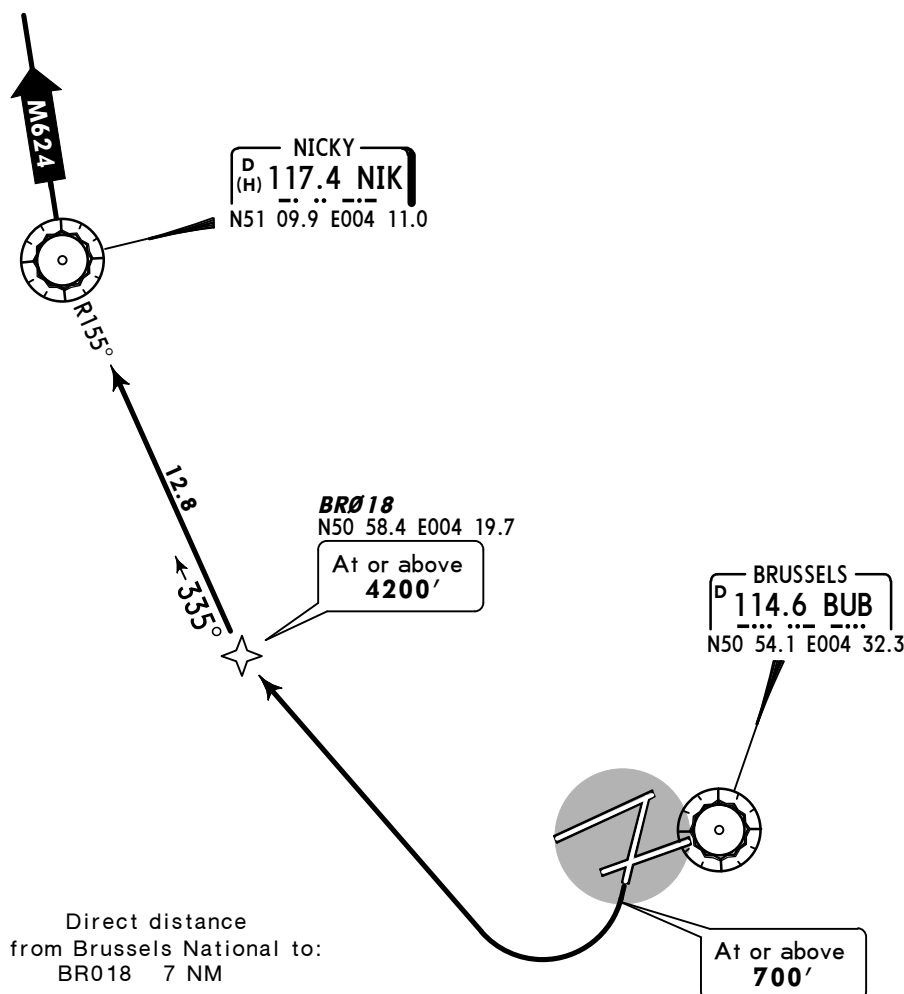
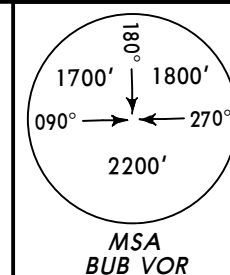
P-RNAV (GNSS/DME-DME)

AVAILABLE BETWEEN 2300-0559LT OR
WHEN RUNWAY 25R IS NOT AVAILABLE FOR LANDING

VIA AIRWAY M-624 NORTHBOUND

NOT TO BE USED BY TRAFFIC DESTINATION EHAM

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance this RNAV SID requires a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with RNAV SID advise ATC when requesting start-up clearance.



Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

ROUTING

(700'+) - BR018 (4200'+) - NIK.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

PITES 6L [PITE6L]
RWY 19 RNAV DEPARTURE (OVERLAY 10-3S)

P-RNAV (GNSS/DME-DME)

ONLY AVAILABLE IF AIRWAY UM-150 (CDR1)
BETWEEN DIK & PITES IS AVAILABLE

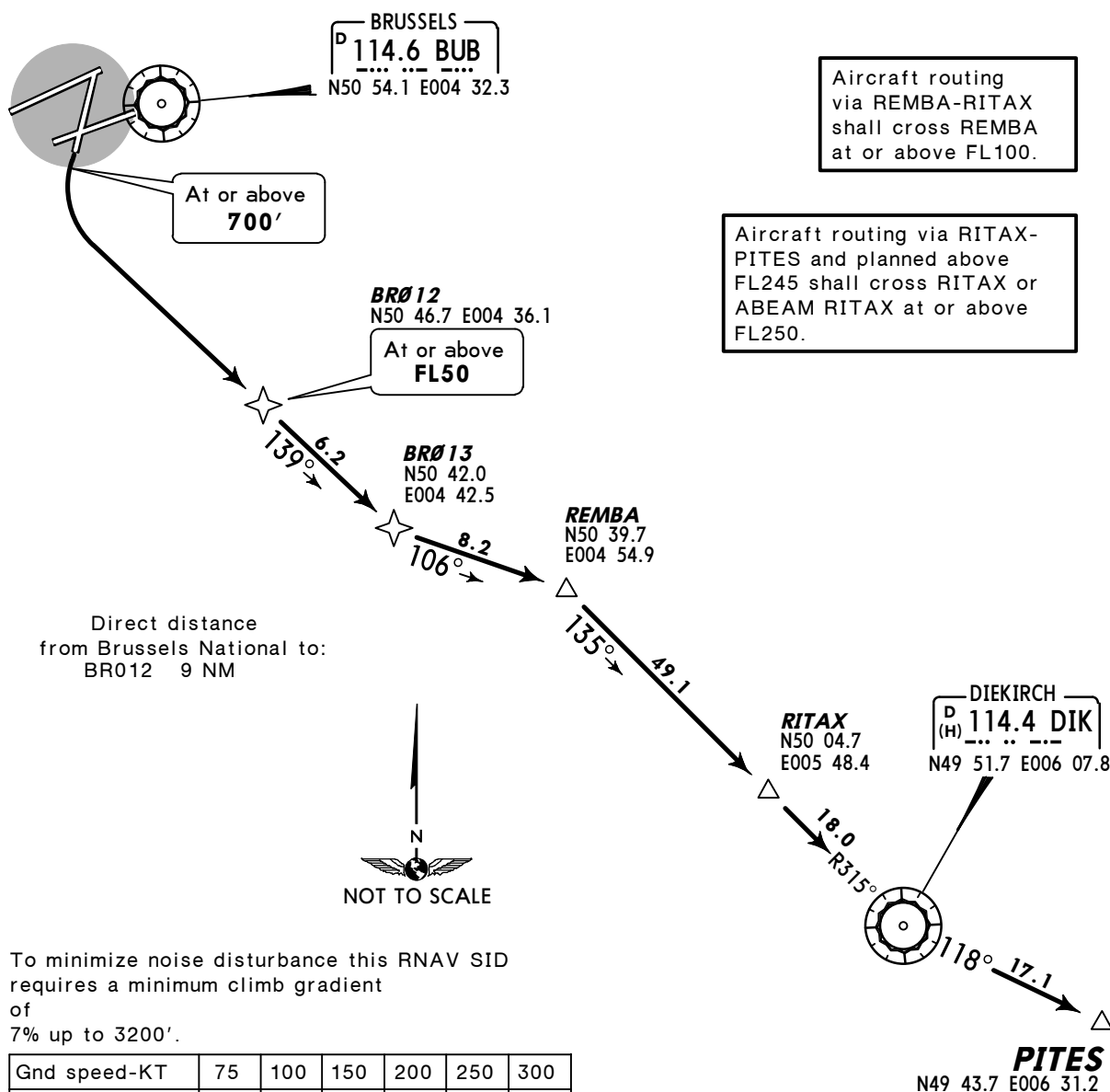
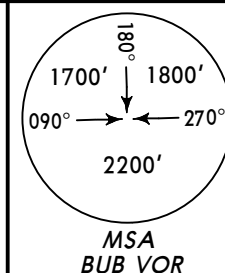
ALTERNATIVE ROUTE WHEN AIRWAY UM-150 NOT AVAILABLE:

SOPOK 5L - SOPOK - ETENO

ALTERNATIVE ROUTE ON ATC INSTRUCTION:

SOPOK 5L - SOPOK - RITAX - DIK - PITES

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance this RNAV SID requires a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with RNAV SID advise ATC when requesting start-up clearance.

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

ROUTING

(700'+) - BR012 (FL50+) - BR013 - REMBA - RITAX - DIK - PITES.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

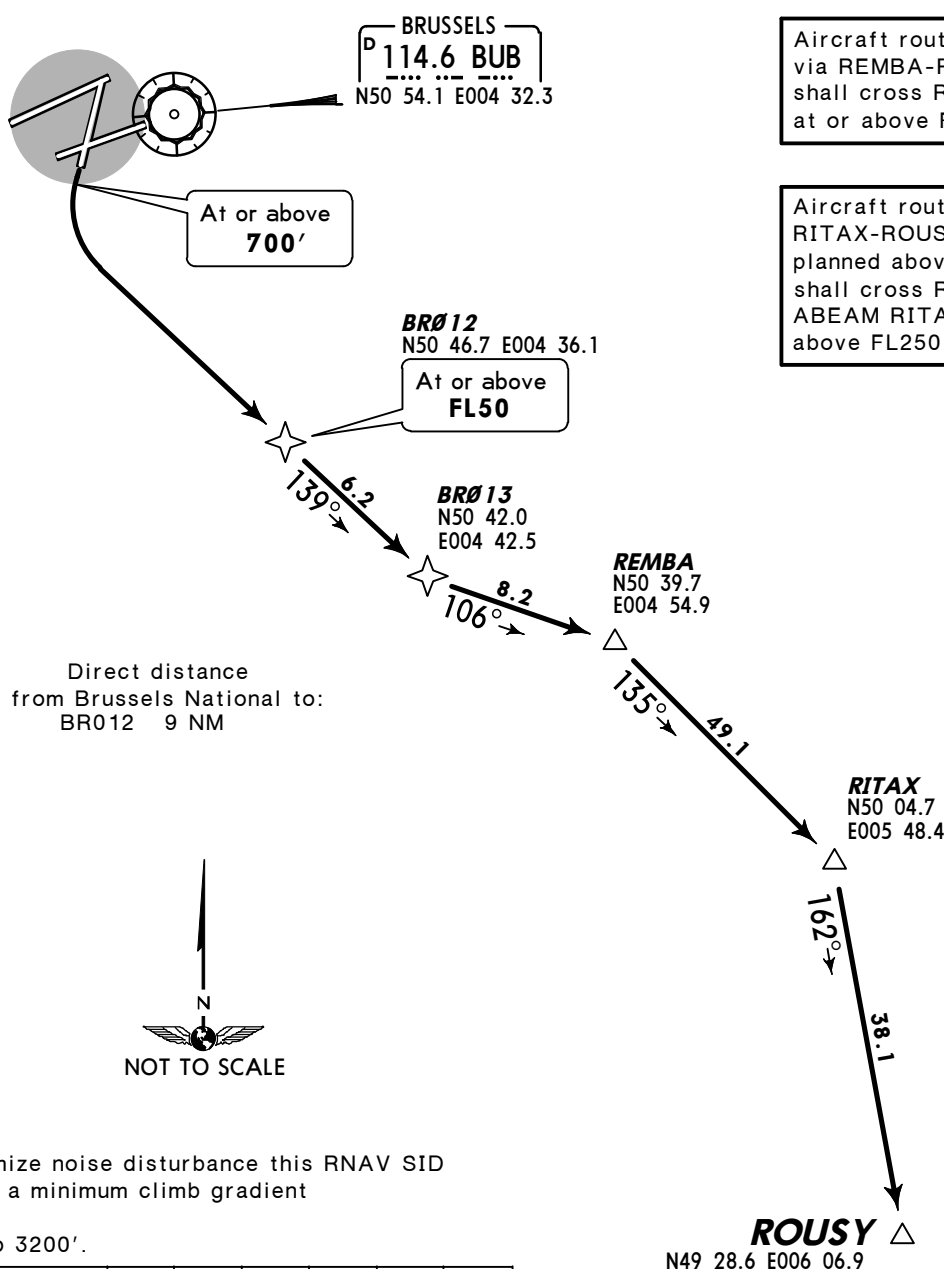
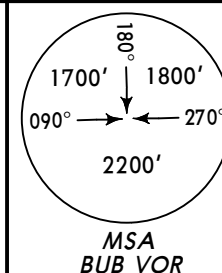
ROUSY 6L [ROUS6L] RWY 19 RNAV DEPARTURE (OVERLAY 10-3T3)

P-RNAV (GNSS/DME-DME)

ALTERNATIVE ROUTE ON ATC INSTRUCTION:

SOPOK 5L - SOPOK - RITAX - ROUSY

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Aircraft routing
via REMBA-RITAX
shall cross REMBA
at or above FL100.

Aircraft routing via
RITAX-ROUSY and
planned above FL245
shall cross RITAX or
ABEAM RITAX at or
above FL250.

To minimize noise disturbance this RNAV SID
requires a minimum climb gradient
of
7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with RNAV SID advise ATC
when requesting start-up clearance.

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or
BRUSSELS Control as soon as traffic permits

ROUTING

(700'+) - BR012 (FL50+) - BR013 - REMBA - RITAX - ROUSY.

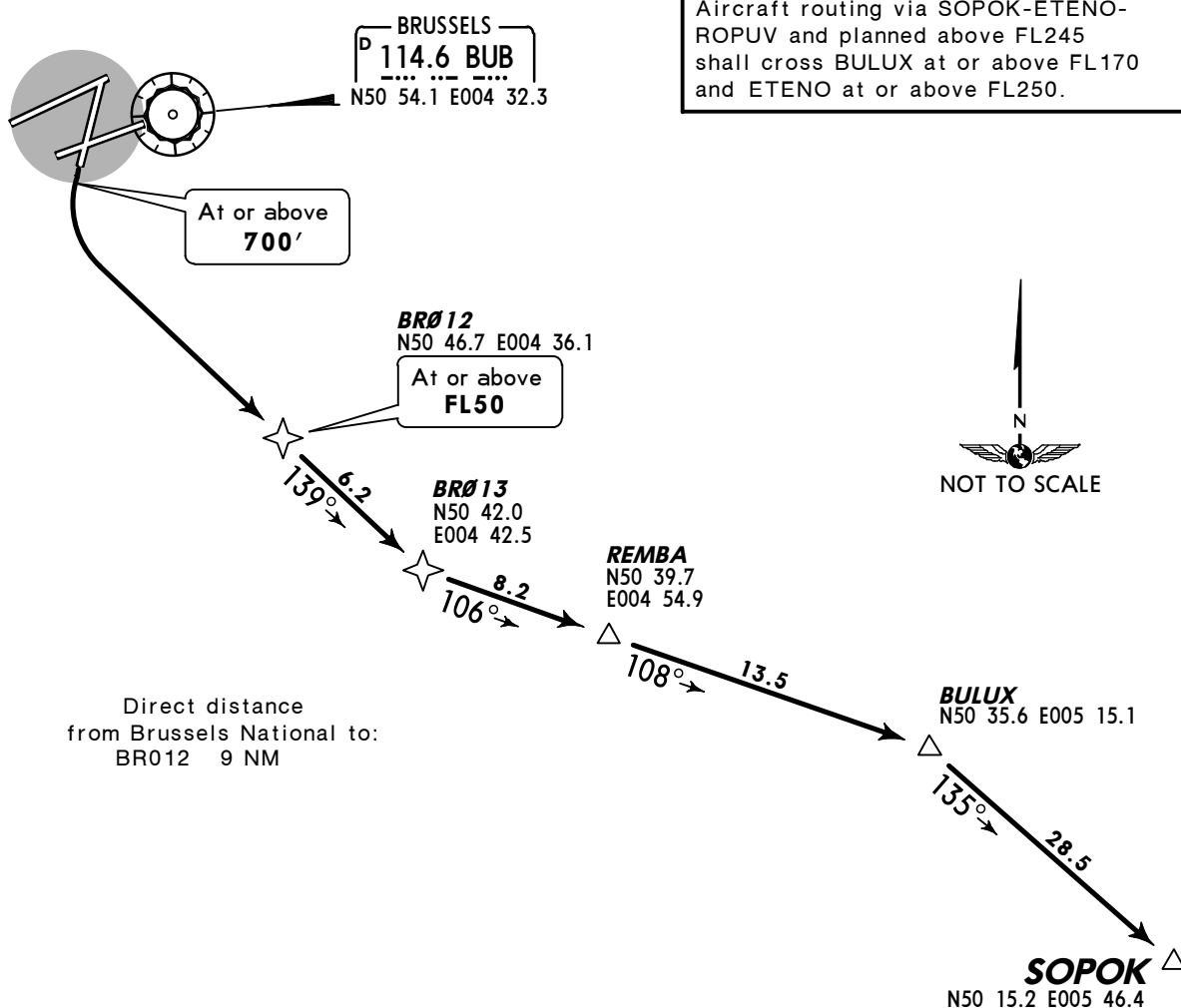
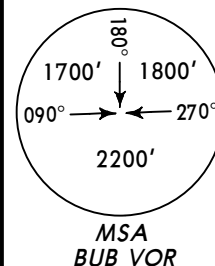
BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

SOPOK 5L [SOPO5L]
RWY 19 RNAV DEPARTURE (OVERLAY 10-3V)
P-RNAV (GNSS/DME-DME)
~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



Direct distance
from Brussels National to:
BRØ12 9 NM

To minimize noise disturbance this RNAV SID requires a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with RNAV SID advise ATC when requesting start-up clearance.

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

ROUTING

(700'+) - BRØ12 (FL50+) - BRØ13 - REMBA - BULUX - SOPOK.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

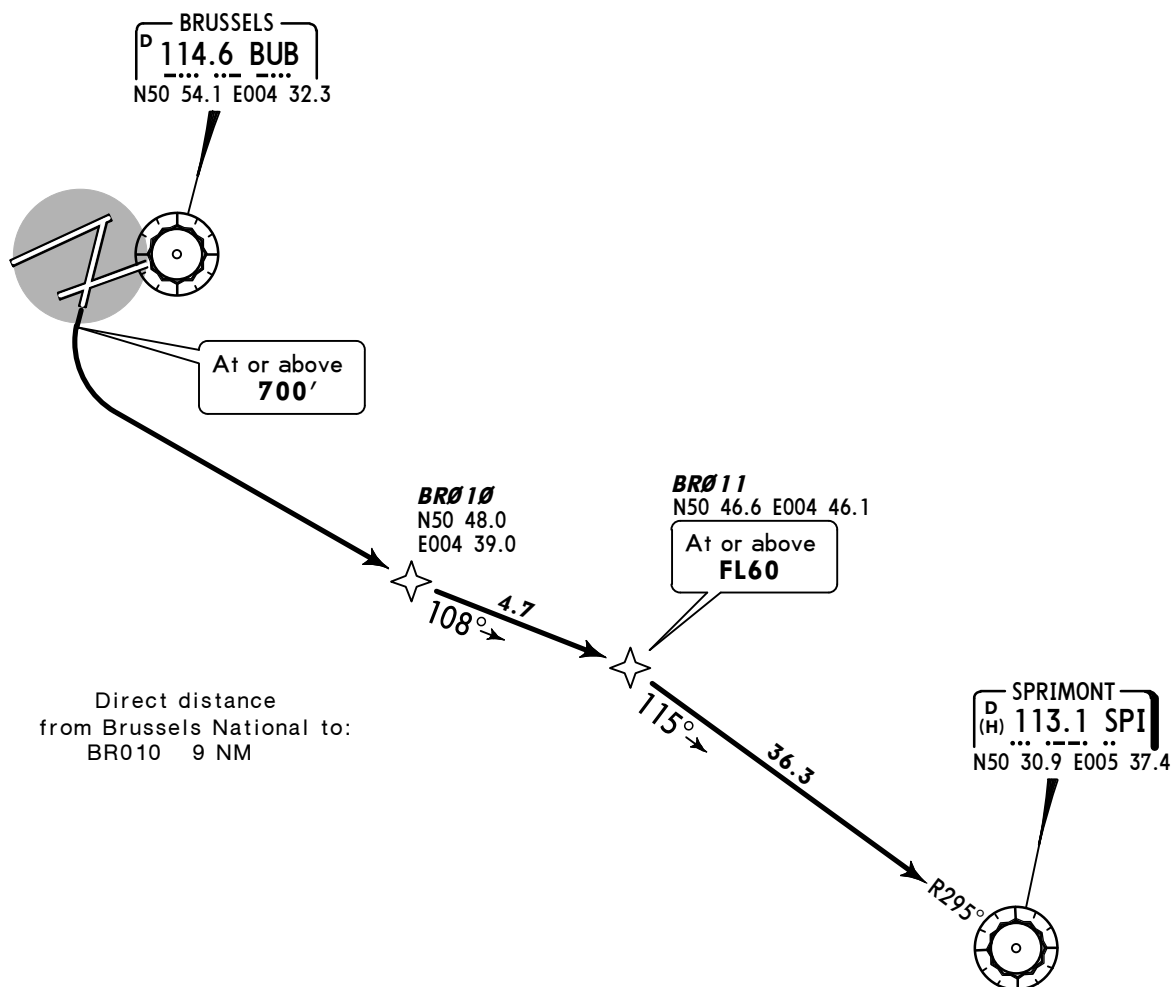
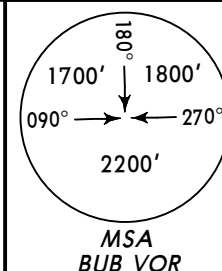
Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

SPI 4L
RWY 19 RNAV DEPARTURE (OVERLAY 10-3V3)

P-RNAV (GNSS/DME-DME)

**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance this RNAV SID requires a minimum climb gradient of 7% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with RNAV SID advise ATC when requesting start-up clearance.

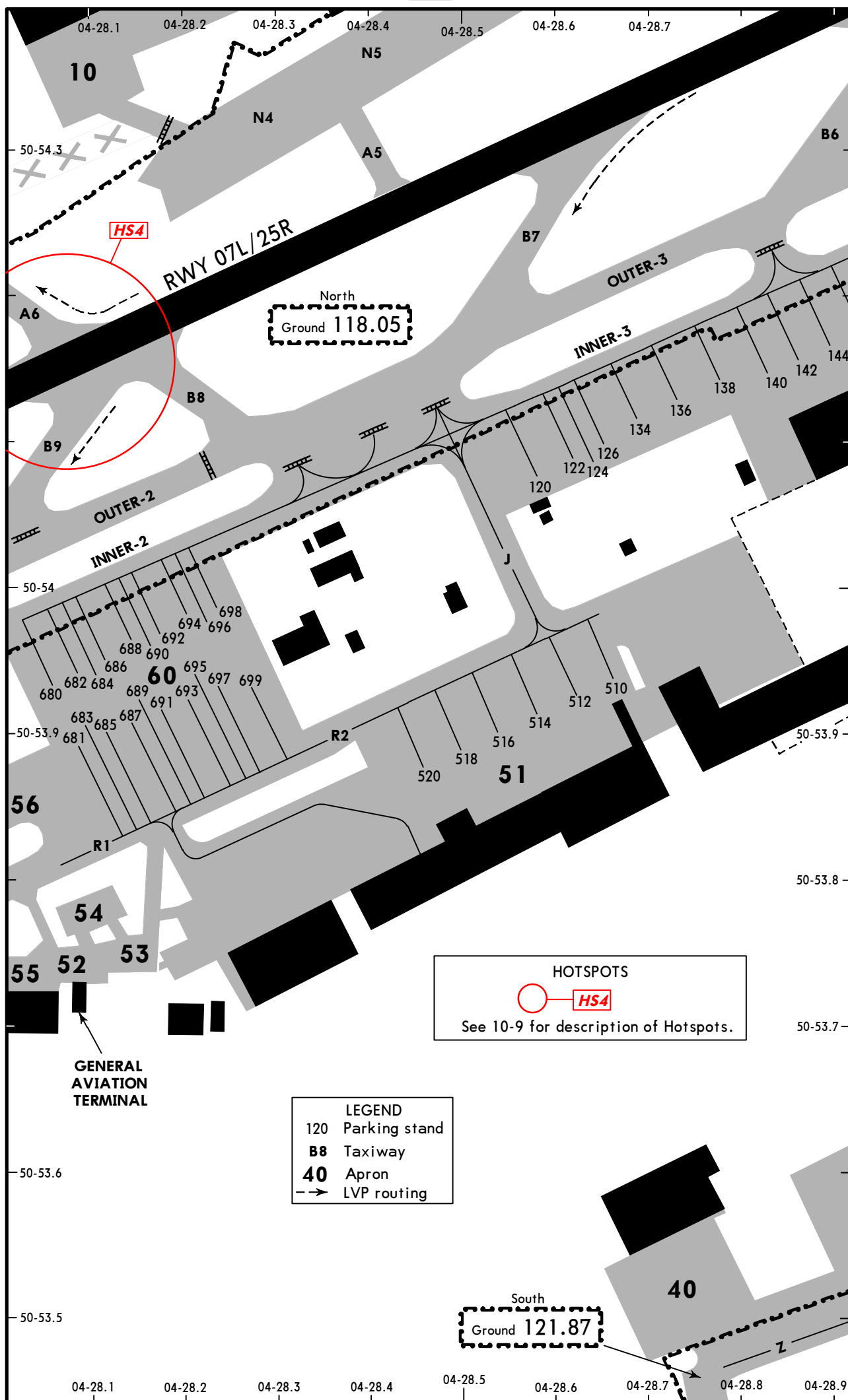
Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits

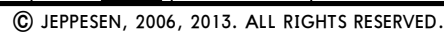
ROUTING

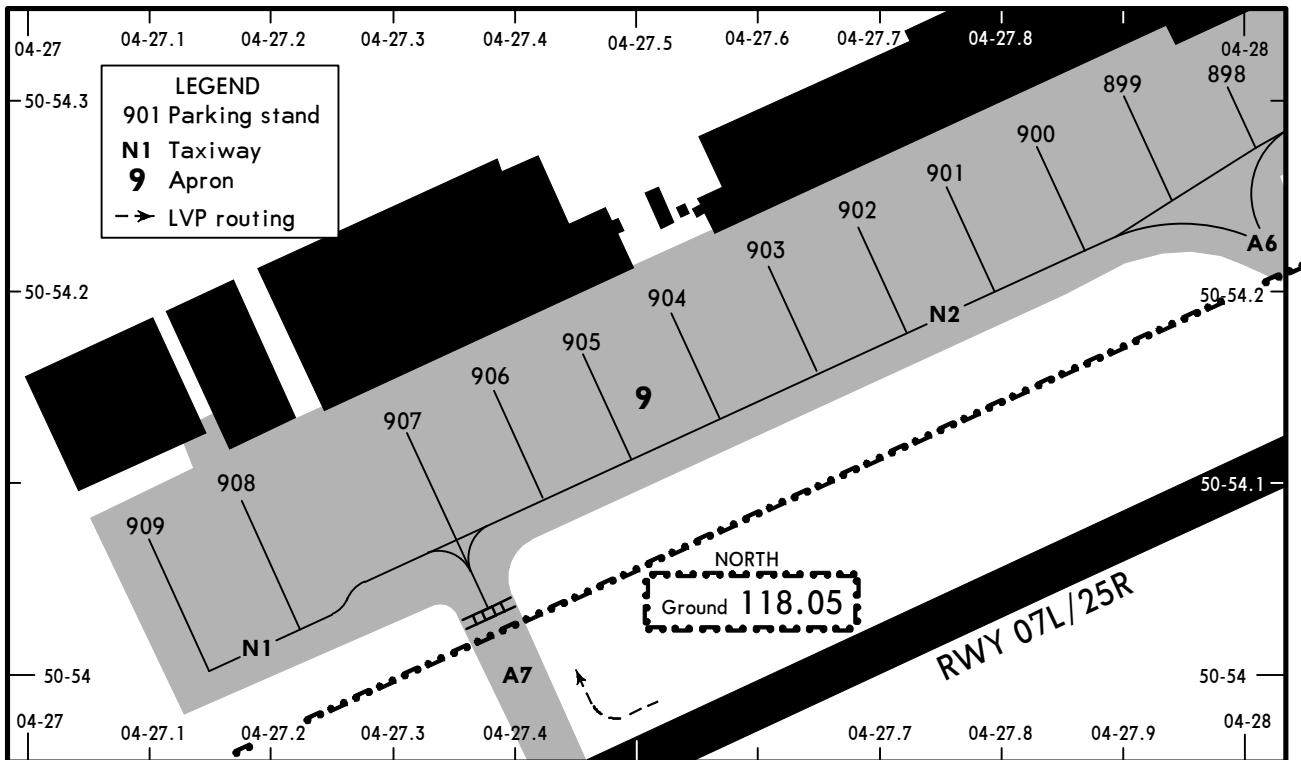
(700'+) - BR010 - BR011 (FL60+) - SPI.

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ADDITIONAL RUNWAY INFORMATION						
RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING BEYOND			
			Threshold	Glide Slope		
01	HIRL CL (15m) HIALS-II TDZ PAPI-L (3.0°)	① RVR	9649' 2941m	8541' 2603m	②	164' 50m
19	HIRL CL (15m) HIALS PAPI-L (3.0°)	RVR	9078' 2767m	8141' 2481m		
① HST-E5						
② TAKE-OFF RUN AVAILABLE						
RWY 01:			RWY 19:			
From rwy head			9800' (2987m)		9800' (2987m)	
twy C5 int			7628' (2325m)		twy A1 int 9268' (2825m)	
twy E1 int			6808' (2075m)		twy B1 int 8776' (2675m)	
twy E3 int			6654' (2028m)		twy E6 int 7100' (2164m)	
twy E4 int			4111' (1253m)		twy E4/E5 int 5112' (1558m)	
Intersection take-off run available on pilot's acceptance if VIS is 2km or more, pilots unable to accept should advise ATC duly in advance.						
07L	HIRL CL (15m) PAPI-L (3.0°)	RVR	11,089' 3380m		④	148' 45m
25R	HIRL CL (15m) HIALS-II TDZ PAPI-R (3.0°)	③ RVR	10,951' 3338m	10,034' 3058m		
③ HST-B6, B7, B9						
④ TAKE-OFF RUN AVAILABLE						
RWY 07L:			RWY 25R:			
From rwy head			11,935' (3638m)		11,935' (3638m)	
twy A6 int			8684' (2647m)		twy A1 int 11,247' (3428m)	
twy B8 int			8537' (2602m)		twy B1 int 10,719' (3267m)	
twy B9 int			8261' (2518m)		twy B3 int 9088' (2770m)	
twy A5 int			7047' (2148m)		twy B5 int 6552' (1997m)	
twy B7 int			6086' (1855m)		twy A3 int 6453' (1967m)	
twy A3 int			5151' (1570m)		twy B6 int 6446' (1965m)	
twy B5 int			4941' (1506m)		twy B7 int 4970' (1515m)	
twy B6 int			4557' (1389m)		twy A5 int 4616' (1407m)	
Intersection take-off run available on pilot's acceptance if VIS is 2km or more, pilots unable to accept should advise ATC duly in advance.						
07R	HIRL CL (15m) PAPI-L (angle 3.0°)	RVR	10,135' 3089m		⑥	148' 45m
25L	HIRL CL (15m) HIALS-II TDZ PAPI-L (3.0°)	⑤ RVR		9393' 2863m		
⑤ HST-C2						
⑥ TAKE-OFF RUN AVAILABLE						
RWY 07R:			RWY 25L:			
From Line-up PSN H			9485' (2891m)		10,534' (3211m)	
Line-up PSN 1			8609' (2624m)		twy C1 int 7251' (2210m)	
twy C6 int			7890' (2405m)		twy C2 int 5545' (1690m)	
Line-up PSN 2			7680' (2341m)		twy C3/C4 int 4058' (1237m)	
twy C5 int			7047' (2148m)			
twy C4 int			5879' (1792m)			
twy C3 int			5820' (1774m)			
Intersection take-off run available on pilot's acceptance if VIS is 2km or more, pilots unable to accept should advise ATC duly in advance.						
Standard						
TAKE-OFF ①						
LVP must be in Force						
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	150m	150m	200m	250m	400m	500m
B						
C						
D						
		200m	250m	300m		
① Operators applying U.S. Ops Specs: CL required below 300m.						







INS COORDINATES							
STAND No.		COORDINATES		STAND No.		COORDINATES	
120 thru 126		N50 54.1	E004 28.6	316, 317		N50 53.8	E004 29.4
134, 136		N50 54.1	E004 28.7	318		N50 53.9	E004 29.4
138, 140		N50 54.1	E004 28.8	319		N50 53.8	E004 29.4
142		N50 54.2	E004 28.9	320		N50 53.9	E004 29.4
143		N50 54.1	E004 29.0	321		N50 53.8	E004 29.4
144		N50 54.2	E004 28.9	322		N50 53.9	E004 29.4
145L/R		N50 54.1	E004 29.0	323		N50 53.8	E004 29.4
146		N50 54.2	E004 28.9	324		N50 53.9	E004 29.4
147		N50 54.1	E004 29.0	325		N50 53.8	E004 29.4
148		N50 54.2	E004 29.0	326		N50 53.9	E004 29.5
149L/R		N50 54.2	E004 29.1	327		N50 53.8	E004 29.4
150		N50 54.2	E004 29.0	328		N50 53.9	E004 29.5
151		N50 54.2	E004 29.1	350		N50 53.7	E004 29.2
152		N50 54.2	E004 29.0	351 thru 354		N50 53.7	E004 29.3
153L/R, 154		N50 54.2	E004 29.1	421 thru 423		N50 53.6	E004 29.2
155		N50 54.2	E004 29.2	424 thru 432		N50 53.6	E004 29.1
156		N50 54.2	E004 29.1	433		N50 53.6	E004 29.0
157L/R		N50 54.2	E004 29.2	441		N50 53.5	E004 29.0
158		N50 54.2	E004 29.1	442, 443		N50 53.6	E004 29.0
159, 160		N50 54.2	E004 29.2	510		N50 53.9	E004 28.7
161		N50 54.2	E004 29.3	512, 514		N50 53.9	E004 28.6
162		N50 54.3	E004 29.2	516, 518		N50 53.9	E004 28.5
163		N50 54.2	E004 29.3	520		N50 53.9	E004 28.4
164		N50 54.3	E004 29.2	680, 681		N50 53.9	E004 28.0
165L		N50 54.2	E004 29.3	682 thru 691		N50 53.9	E004 28.1
165R		N50 54.2	E004 29.4	692, 693		N50 53.9	E004 28.2
166		N50 54.3	E004 29.3	694		N50 54.0	E004 28.2
167		N50 54.2	E004 29.4	695		N50 53.9	E004 28.2
168		N50 54.3	E004 29.3	696		N50 54.0	E004 28.2
169L/R		N50 54.3	E004 29.4	697		N50 53.9	E004 28.2
170		N50 54.3	E004 29.3	698		N50 54.0	E004 28.2
171 thru 174		N50 54.3	E004 29.4	699		N50 53.9	E004 28.2
201		N50 53.9	E004 29.1	898		N50 54.3	E004 27.9
204		N50 54.0	E004 29.1	899		N50 54.3	E004 27.8
205L/R		N50 54.0	E004 29.2	900		N50 54.3	E004 27.7
206L/R		N50 54.0	E004 29.1	901		N50 54.2	E004 27.7
207 thru 210L/R		N50 54.0	E004 29.2	902		N50 54.2	E004 27.6
211L/R thru 217L/R		N50 54.0	E004 29.3	903, 904		N50 54.2	E004 27.5
227		N50 54.0	E004 29.4	905		N50 54.2	E004 27.4
228		N50 54.0	E004 29.3	906, 907		N50 54.1	E004 27.3
229L/R		N50 54.0	E004 29.4	908, 909		N50 54.1	E004 27.1
230L		N50 54.1	E004 29.4				
230R		N50 54.1	E004 29.3				
231		N50 54.0	E004 29.4				
232		N50 54.1	E004 29.4				
233L		N50 54.0	E004 29.4				
233R		N50 54.0	E004 29.5				
234L/R, 236		N50 54.1	E004 29.4				
237L, 238, 240		N50 54.1	E004 29.5				
304		N50 53.7	E004 29.3				
305		N50 53.6	E004 29.3				
306		N50 53.6	E004 29.2				
307		N50 53.7	E004 29.2				
312		N50 53.8	E004 29.2				
313 thru 315		N50 53.8	E004 29.3				

DOCKING GUIDANCE SYSTEM

Note

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

OPERATIONAL AND INFORMATION MESSAGES

Aircraft parking positions 140 thru 172, 350 thru 354 and 680 thru 699

Flight number/Aircraft type	Gate is ready for docking. Aircraft is not yet detected.
flashing:	
Aircraft type steadily:	Aircraft has been detected, AC symbol appears and system guides the pilot.
Distance:	Distance to stop position (in meters), approach slowly.
Arrow: <	Correction to the left required.
>	Correction to the right required.
STOP:	Stop now, the docking position is reached.
OK:	Docking successful.
STOP TOO FAR:	Aircraft has gone past the stop position.
ESTOP:	Emergency stop. Stop aircraft immediately and await marshaller instructions.
BRIN/STOP:	Bridge is not in a good position (not applicable for positions 680 thru 699). Stop aircraft and await marshaller instructions.

Aircraft parking positions 201 thru 240

WAIT (in red):	Self test after starting of the system.
Aircraft type + rolling arrows:	Docking guidance system is ready for docking. Aircraft is not yet detected.
Aircraft type + yellow center line:	Aircraft detected and tracked.
Aircraft type + Distance:	Distance from stop position (in meters), from +/- 66'/20m.
Arrow: <	Correction to the left required.
>	Correction to the right required.
STOP (in red):	Stop now, the docking position is reached or emergency stop.
OK:	Docking successful.
STOP + TOO FAR:	Aircraft has gone past the stop position.
STOP (in red) + TOO FAST:	Approach on too high speed.
WAIT + GATE BLOCK:	Object is detected. Docking procedure stopped. The docking procedure will resume as soon as the blocking object has been removed.
WAIT + VIEW BLOCK:	Message coming when the closest view is hindered (laser problem, dust on the glass). Closing rate display comes again when the problem is resolved.
ERROR + Code:	Internal error code.
BRI + IN:	Bridge is not in the correct position.
STOP (in red) + ID FAIL:	Bad type of aircraft detected.

Note

Two simultaneous messages at the same time are always shown in an alternate way.

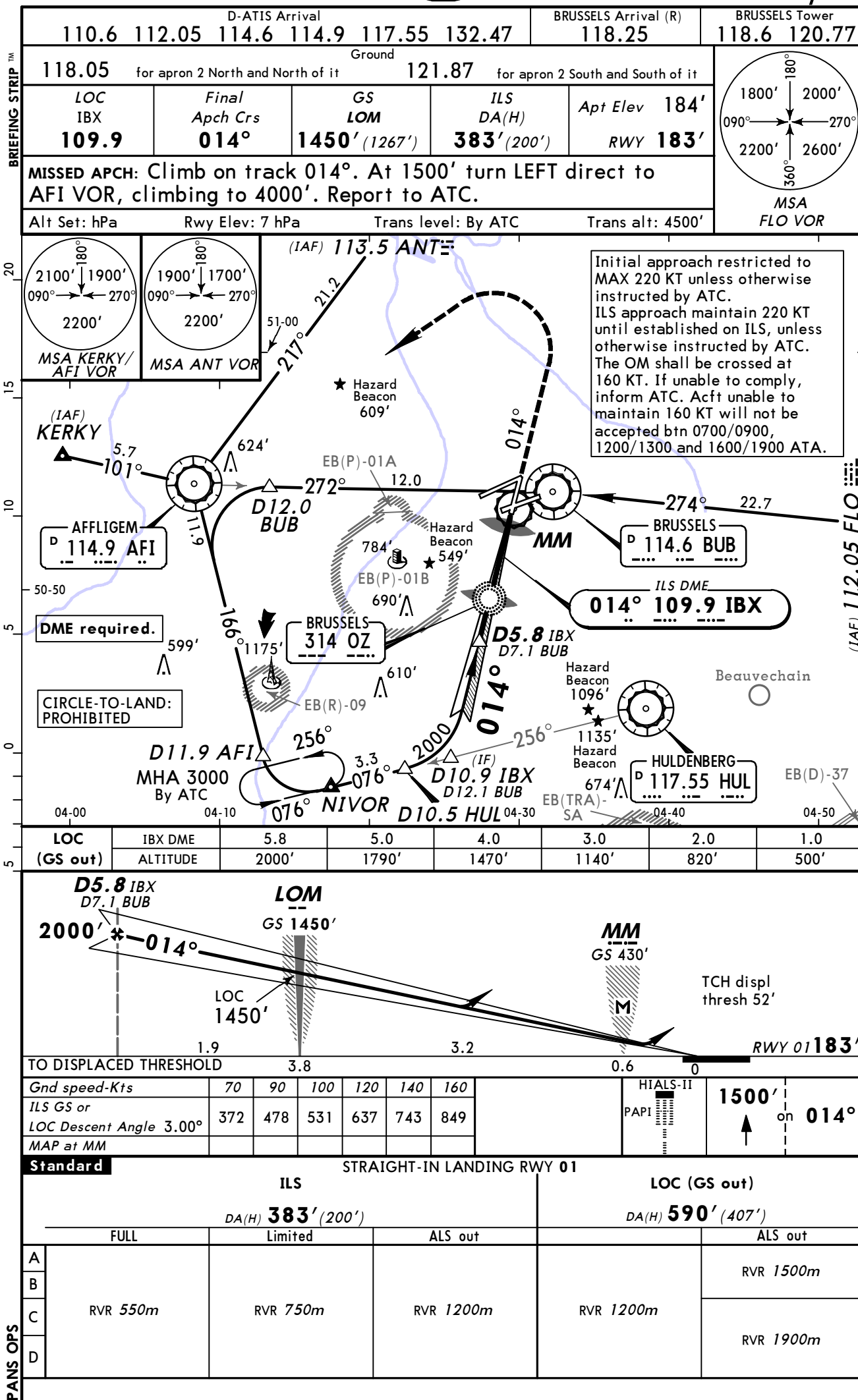
STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
01	ILS	383' (200')	500m / 1000m
	LOC ❶	590' (407')	800m / 1000m
	SRA	880' (697')	3600m / 3600m
07L	VOR	660' (531')	- / 2800m
	VOR ❷	780' (651')	- / 2800m
	SRA	1030' (901')	- / 5500m
07R	VOR	580' (405')	- / 1500m
	VOR ❸	940' (765')	- / 1500m
	SRA	1030' (855')	- / 5500m
19	ILS	313' (200')	800m / 1000m
	LOC	540' (427')	800m / 1000m
	SRA	800' (687')	3600m / 3600m
25L	CAT 2 ILS	259' (100')	RA 113' - 300m
	ILS	359' (200')	500m / 1000m
	ILS ❹	359' (200')	2000m / 2000m ❺
	LOC	540' (381')	800m / 1000m
	VOR	540' (381')	900m / 1000m
	SRA	800' (641')	3600m / 3600m
25R	CAT 2 ILS	211' (100')	RA 104' - 300m
	ILS	311' (200')	600m / 1000m
	ILS ❹	311' (200')	2000m / 2000m ❺
	LOC ❶	540' (429')	1000m / 1000m
	SRA	800' (690')	3600m / 3600m

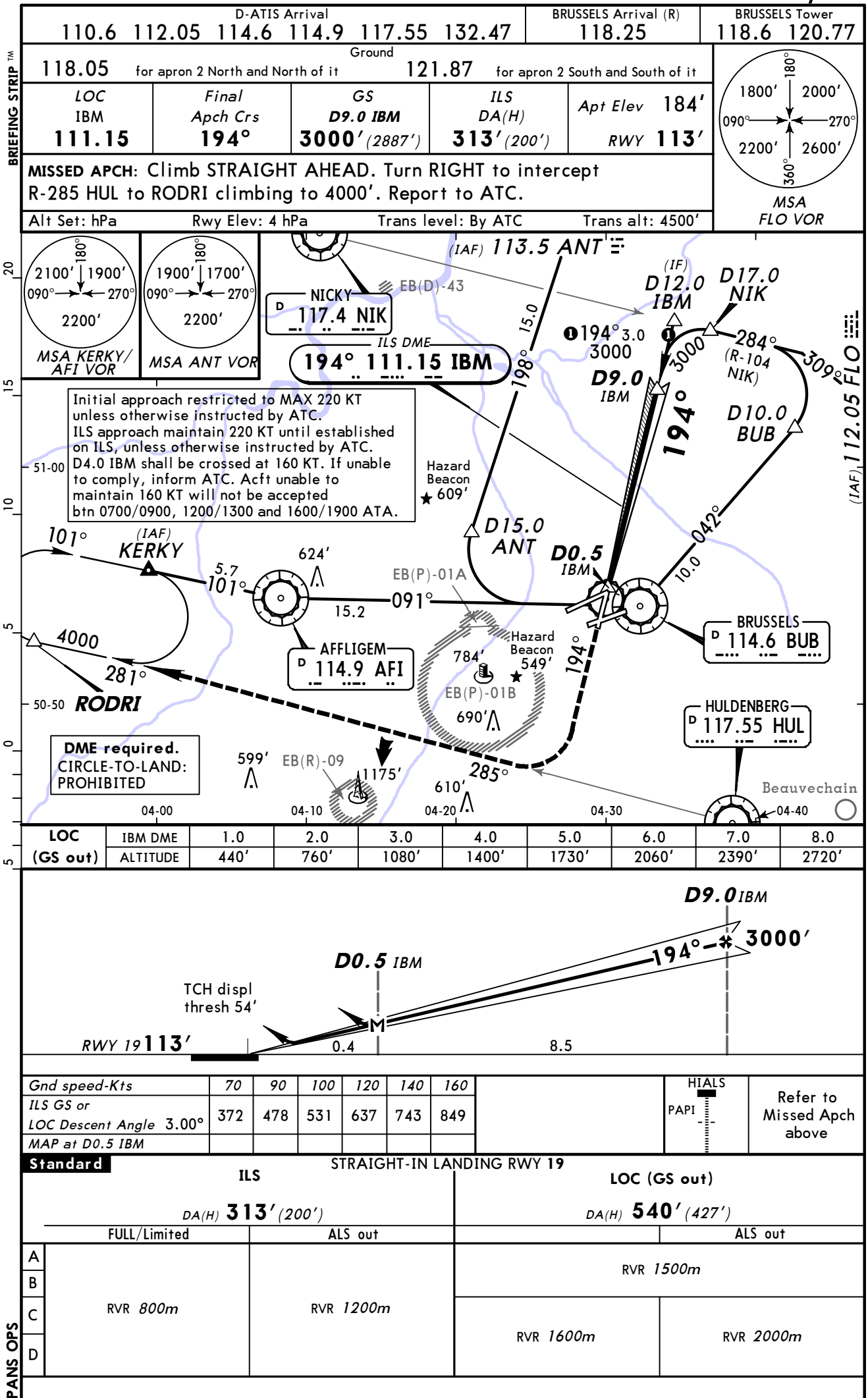
- ❶ MM out: NOT AUTHORIZED.
 ❷ W/o D6.0 BUB.
 ❸ W/o D4.8 BUB.
 ❹ SIMULTANEOUS DEPENDENT APCH.
 ❺ CEILING 600'.

CIRCLE-TO-LAND	PROHIBITED
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TAKE-OFF RWY 01, 07L/R, 19, 25L/R				
LVP must be in Force ❹				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❺	800m

- ❹ Without LVP 400m are stipulated.
 ❺ Or rejected take-off distance whichever is the greater.

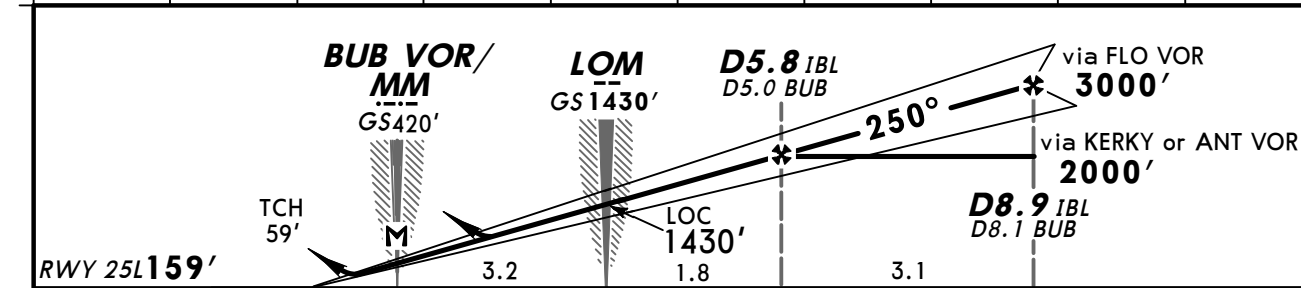
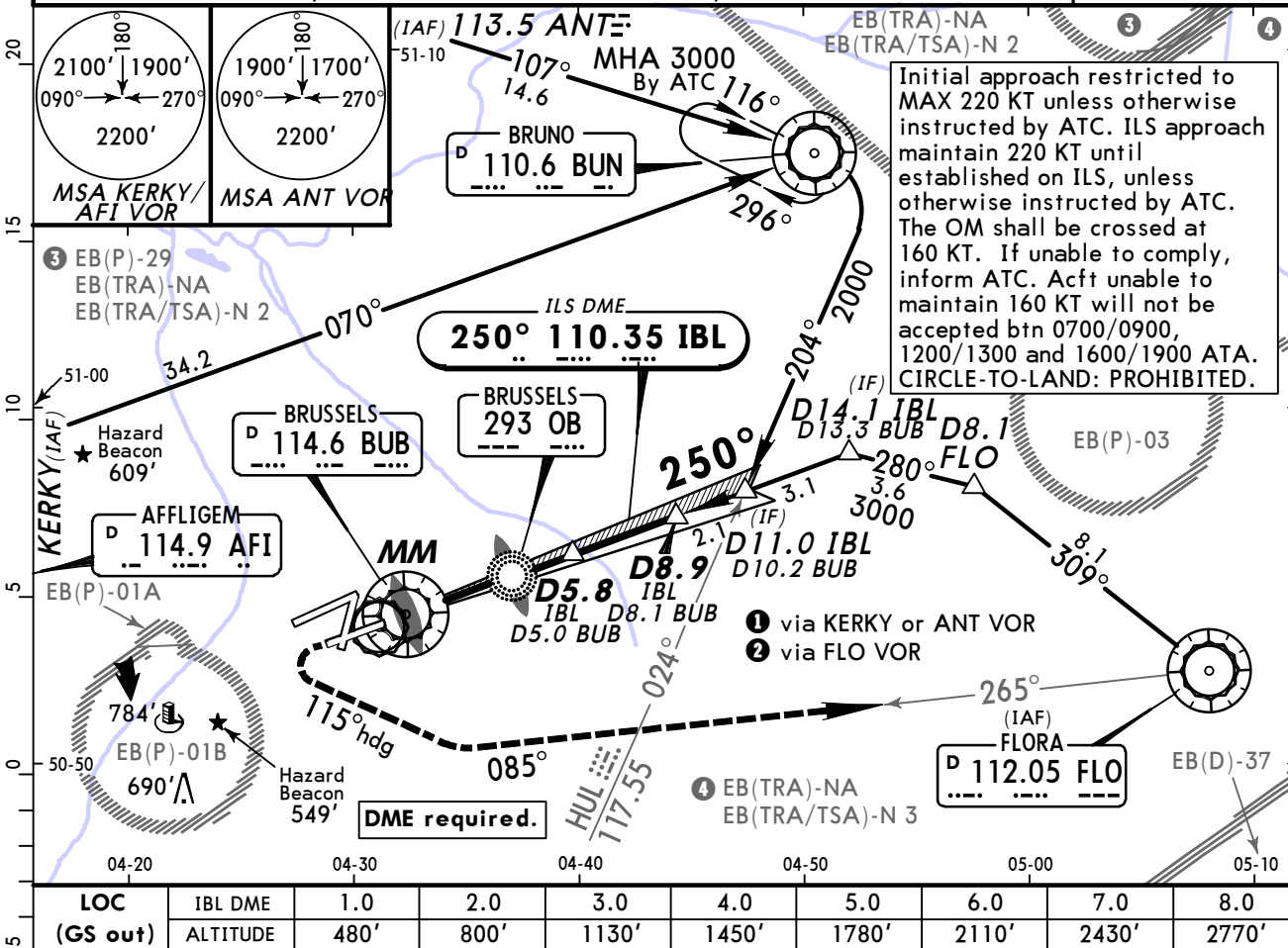
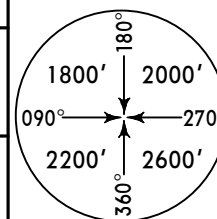




BRIEFING STRIP™

D-ATIS Arrival						BRUSSELS Arrival (R)		BRUSSELS Tower									
110.6		112.05		114.6		114.9		117.55		132.47		118.25		118.6		120.77	
Ground																	
118.05		for apron 2 North and North of it										121.87		for apron 2 South and South of it			
LOC IBL		Final Apch Crs				GS LOM				ILS DA(H)				Apt Elev 184'			
110.35		250°				1430' (1271')				359' (200')				RWY 159'			
MISSED APCH: At 700' turn LEFT onto hdg 115° to intercept R-265 inbound FLO VOR and climb to 4500'. Report to ATC.																	
Alt Set: hPa				Rwy Elev: 6 hPa				Trans level: By ATC				Trans alt: 4500'					

MSA
FLO VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		700'	115°	
ILS GS or	372	478	531	637	743	849	PAPI		↑	LT	
LOC Descent Angle 3.00°										onto	
MAP at BUB VOR/MM										hdg	

Standard		STRAIGHT-IN LANDING RWY 25L			
ILS DA(H) 359' (200')			LOC (GS out) DA(H) 540' (381')		
FULL		Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					RVR 1800m
C					
D					

BRIEFING STRIP™

D-ATIS Arrival					BRUSSELS Arrival (R)		BRUSSELS Tower										
110.6		112.05		114.6		114.9		117.55		132.47		118.25		118.6		120.77	
Ground																	
118.05		for apron 2 North and North of it										121.87		for apron 2 South and South of it			
LOC IBL		Final Apch Crs			GS LOM			CAT II & IIIA ILS Refer to Minimums			Apt Elev 184'						
110.35		250°			1430' (1271')						RWY 159'						
MISSED APCH: At 700' turn LEFT onto hdg 115° to intercept R-265 inbound FLO VOR and climb to 4500'. Report to ATC.																	
Alt Set: hPa		Rwy Elev: 6 hPa				Trans level: By ATC				Trans alt: 4500'							
1. DME required. 2. Special Aircrew & Aircraft Certification Required.																	

180°

1800'

2000'

270°

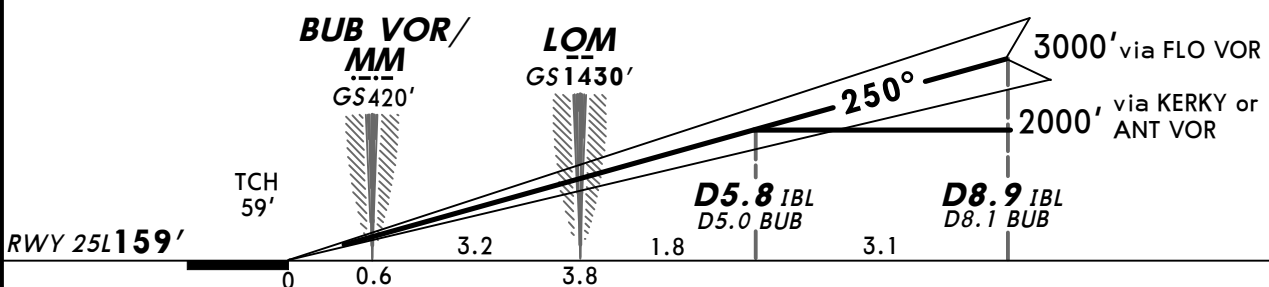
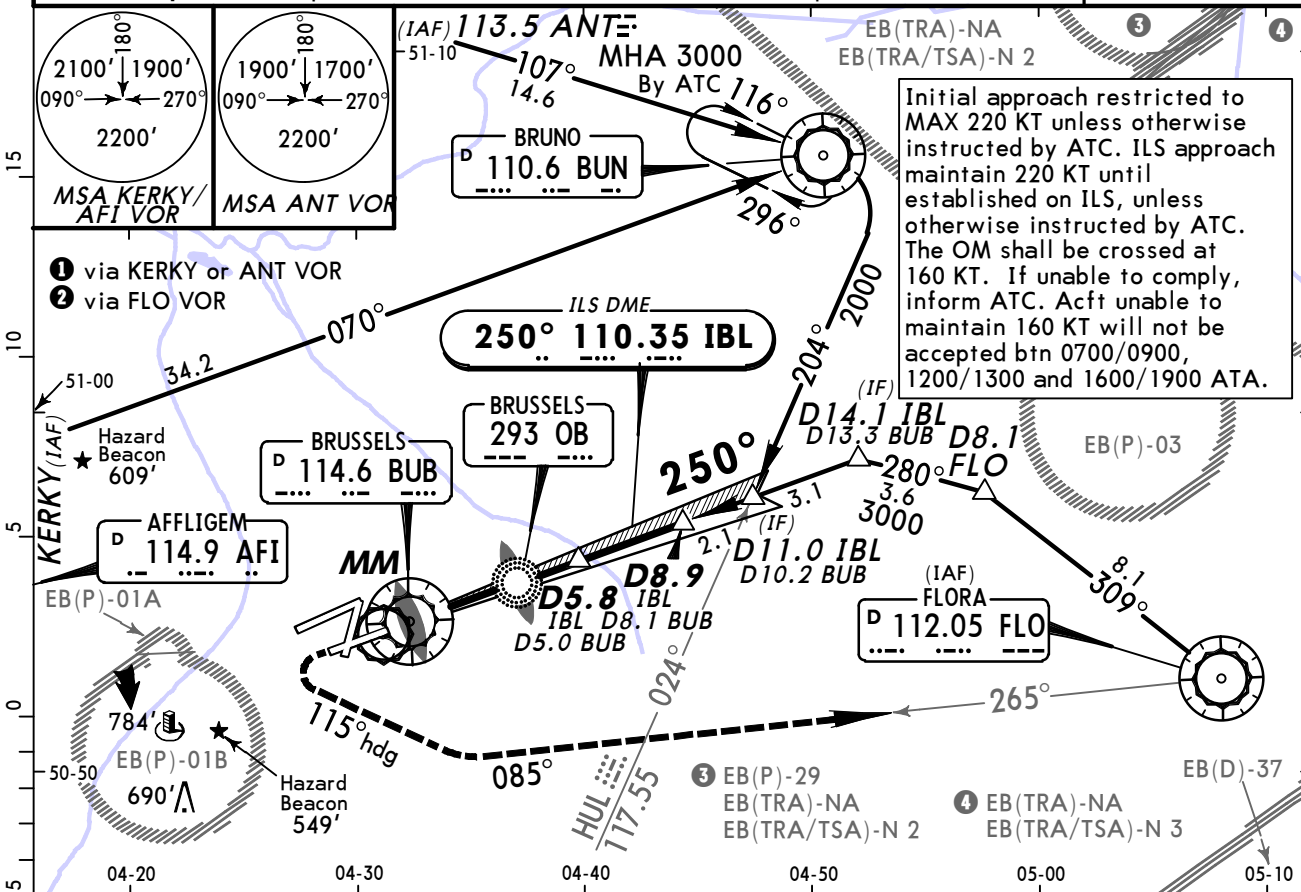
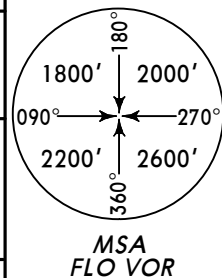
2600'

360°

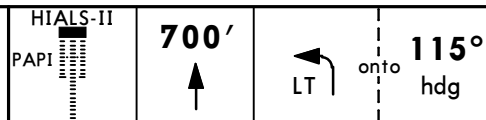
2200'

090°

MSA
FLO VOR



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	743



Standard		STRAIGHT-IN LANDING RWY 25L	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 113'	
		DA(H) 259' (100')	
RVR 200m		RVR 300m	

110.6112.05114.6114.9117.55132.47

118.25

118.6120.77

D-ATIS Arrival

BRUSSELS Arrival (R)

BRUSSELS Tower

118.05

for apron 2 North and North of it

121.87

for apron 2 South and South of it

LOC
IBL

Final
Apch Crs

GS
LOM

ILS
DA(H)

Apt Elev 184'

110.35

250°

1430' (1271')

359' (200')

RWY 159'

MISSED APCH: At 700' turn LEFT onto hdg 115° to intercept R-265 inbound FLO VOR and climb to 4500'. Report to ATC.

Alt Set: hPa

Rwy Elev: 6 hPa

Trans level: By ATC

Trans alt: 4500'

180°

1800'

2000'

90°

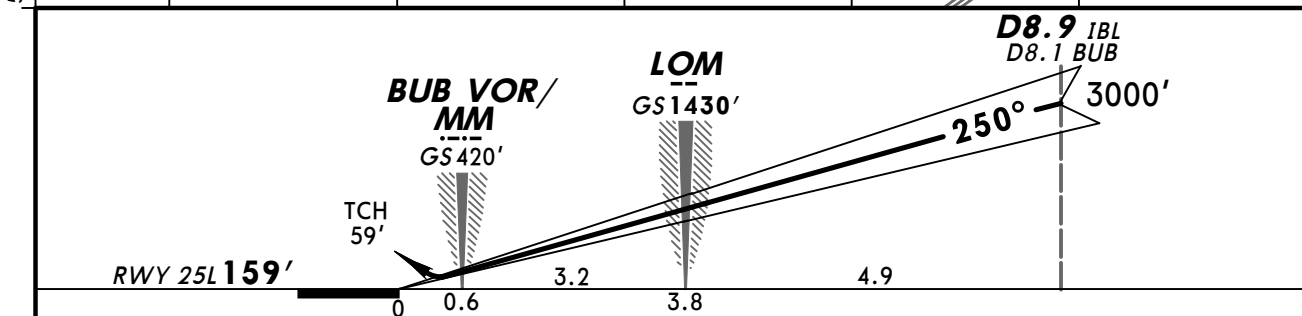
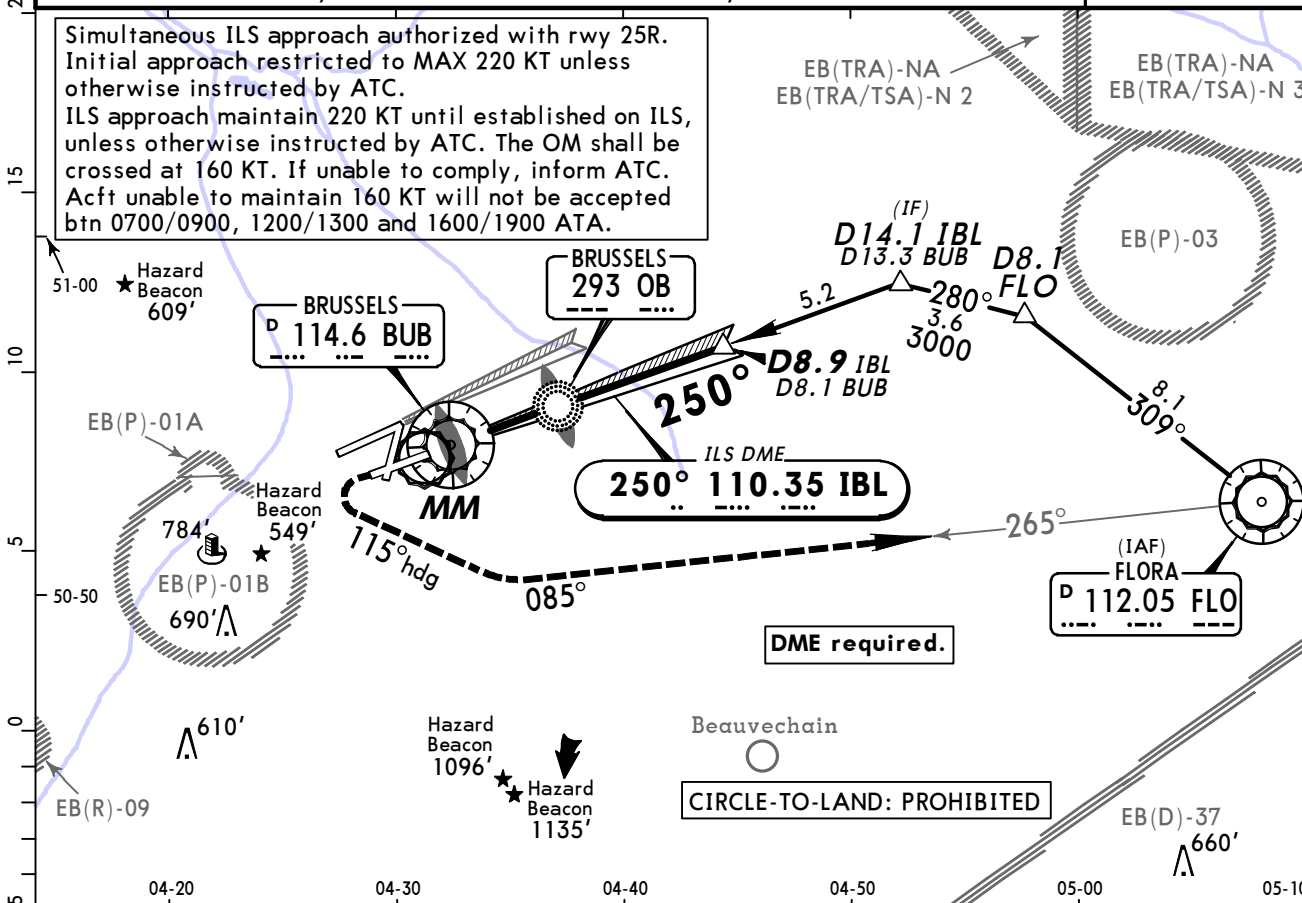
270°

2200'

2600'

360°

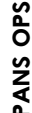
MSA
FLO VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI		700'	LT onto 115° hdg	
GS 3.00°	372	478	531	637	743	849			↑		

Standard	STRAIGHT-IN LANDING RWY 25L										CEILING REQUIRED
ILS											
DA(H) 359' (200')											
FULL /limited						ALS out					

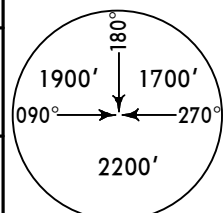
A											
B											
C											
D	600' - 2000m										



BRUSSELS Tower	118.6	120.77
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Ground **121.87** for apron 2 South and South of it

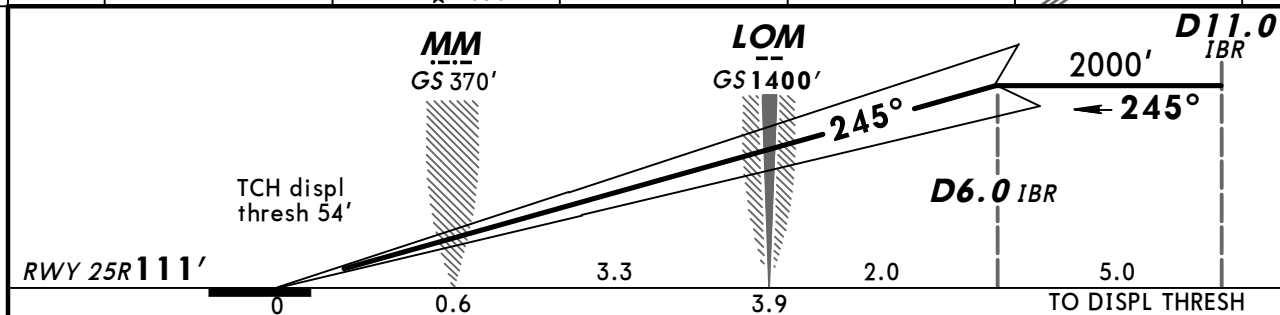
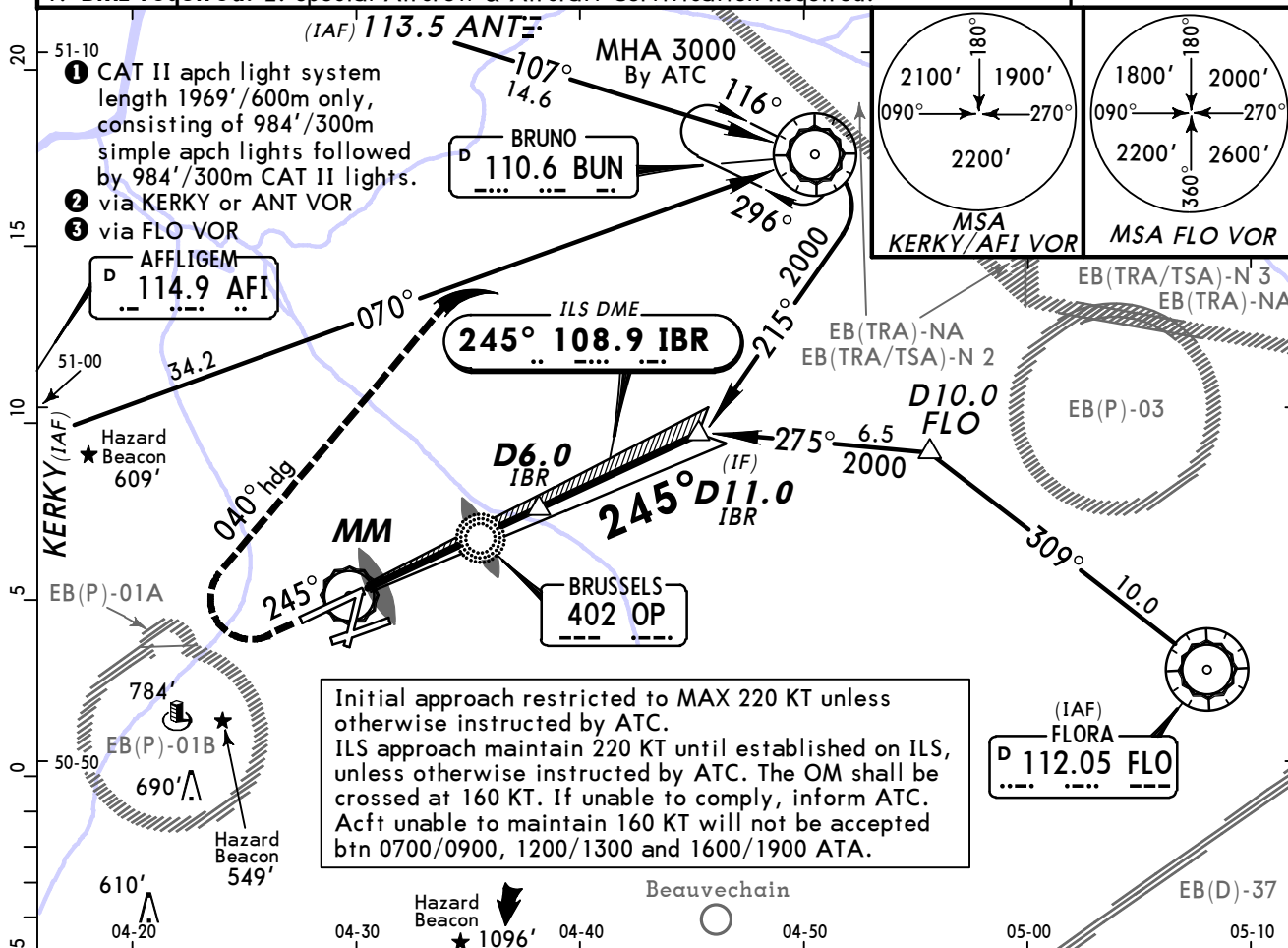
LOC IBR 108.9	Final Apch Crs 245°	GS LOM 1420' (1309')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 184 RWY 111'
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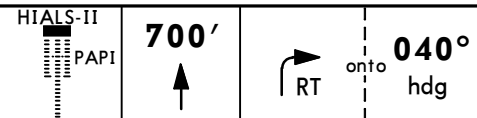
MISSED APCH: At 700' turn RIGHT onto hdg 040° to intercept R-250 inbound BUN VOR. Climb to 2000' and when on radial continue climb to 3000'. Report to ATC.

Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: By ATC	Trans alt: 4500
1. DME required. 2. Special Aircrew & Aircraft Certification Required.			

MSA
ANT VOR



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Gs</i> 3.00°	372	478	531	637	743	849

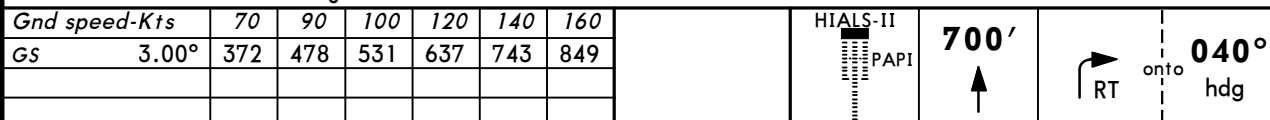
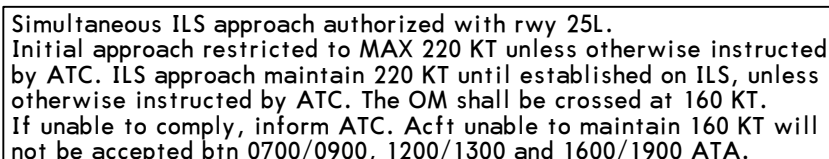


Standard	STRAIGHT-IN LANDING RWY 25R
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CAT IIIA ILS <i>DH</i> 50'	CAT II ILS RA 104' <i>DA(H)</i> 211' (100')
<i>RVR</i> 200m	<i>RVR</i> 300m

MSA
FLO VOR

Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: By ATC	Trans alt: 4500'
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ILS

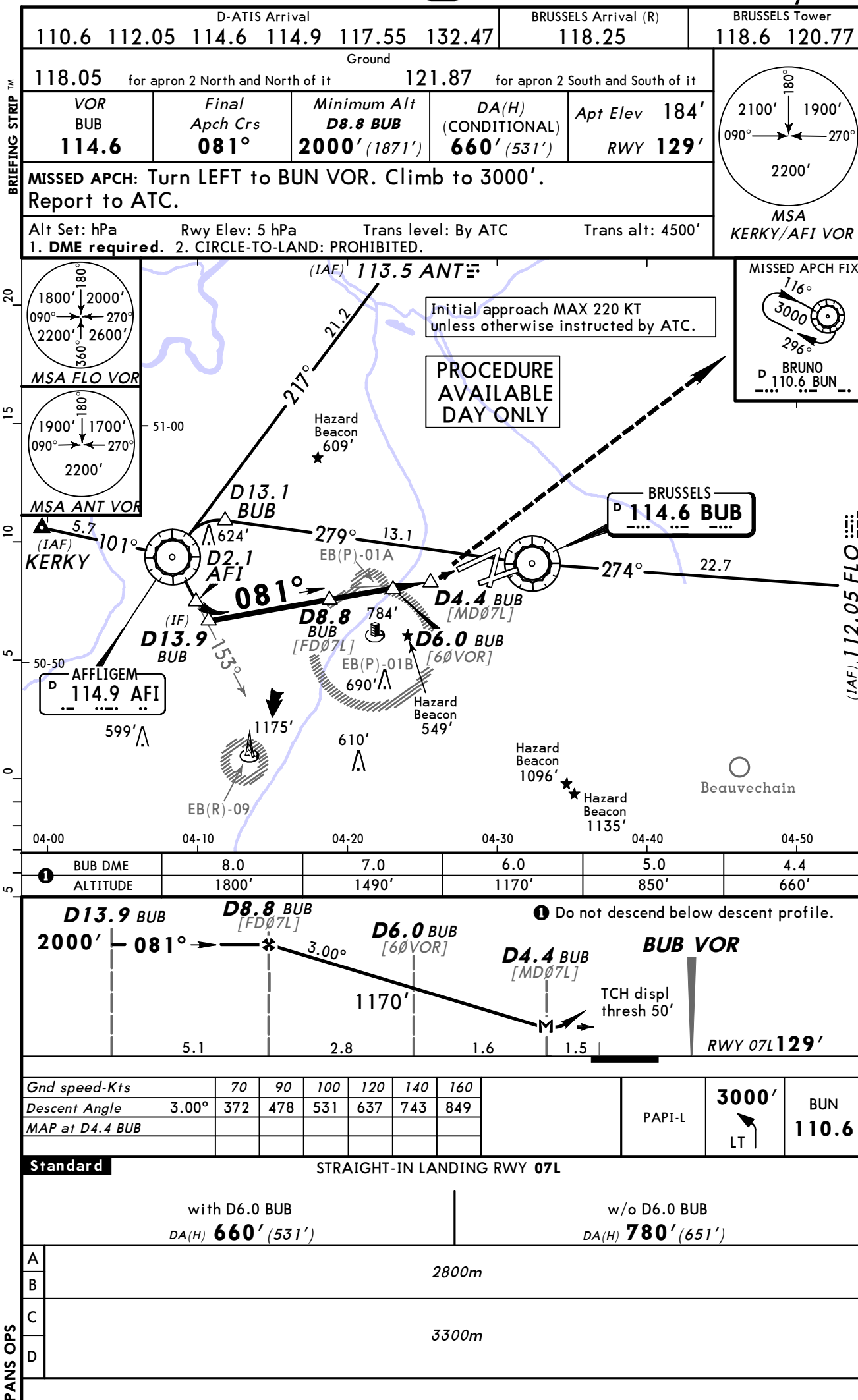
ILS

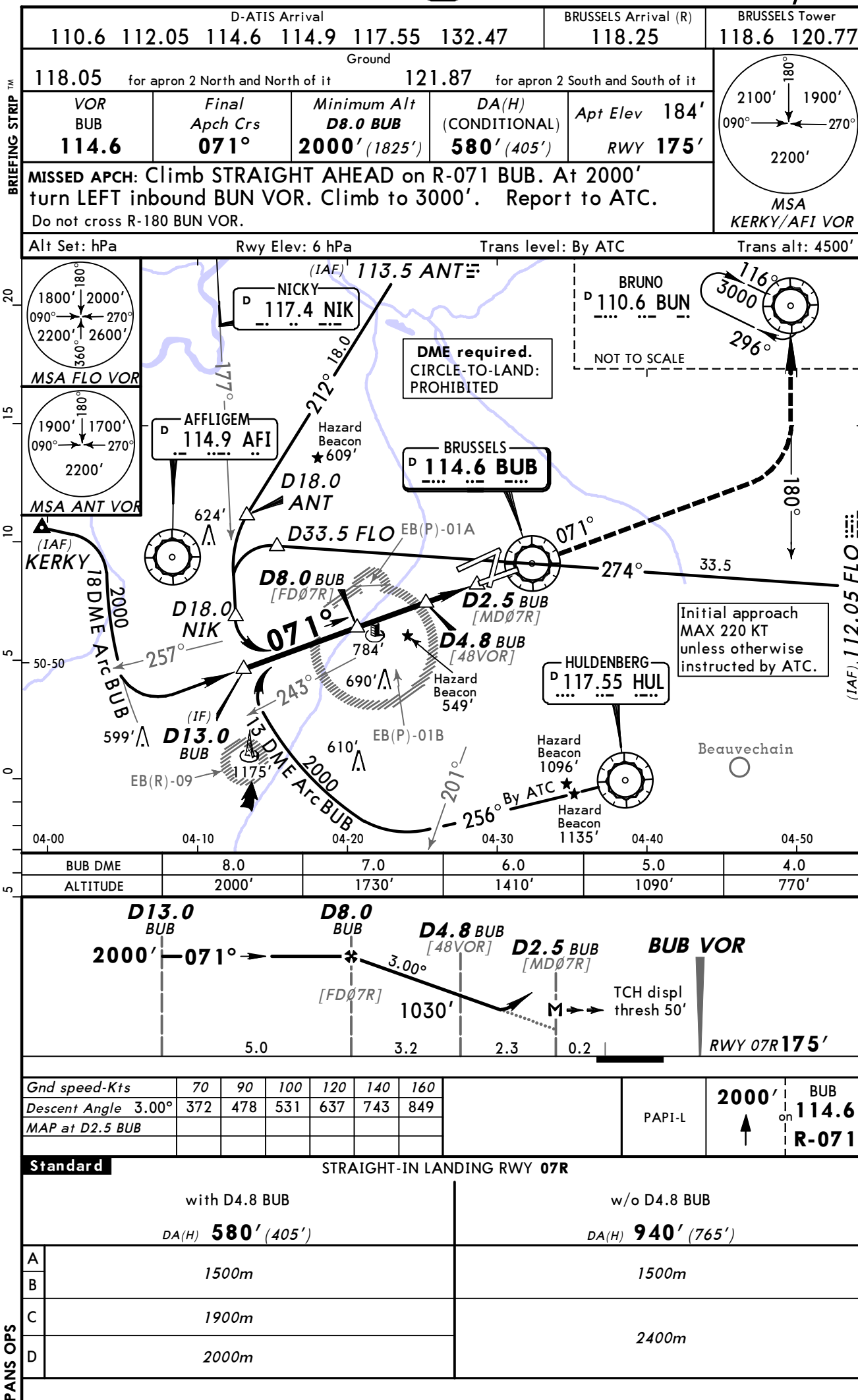
$DA(H)$ **311'** (200')

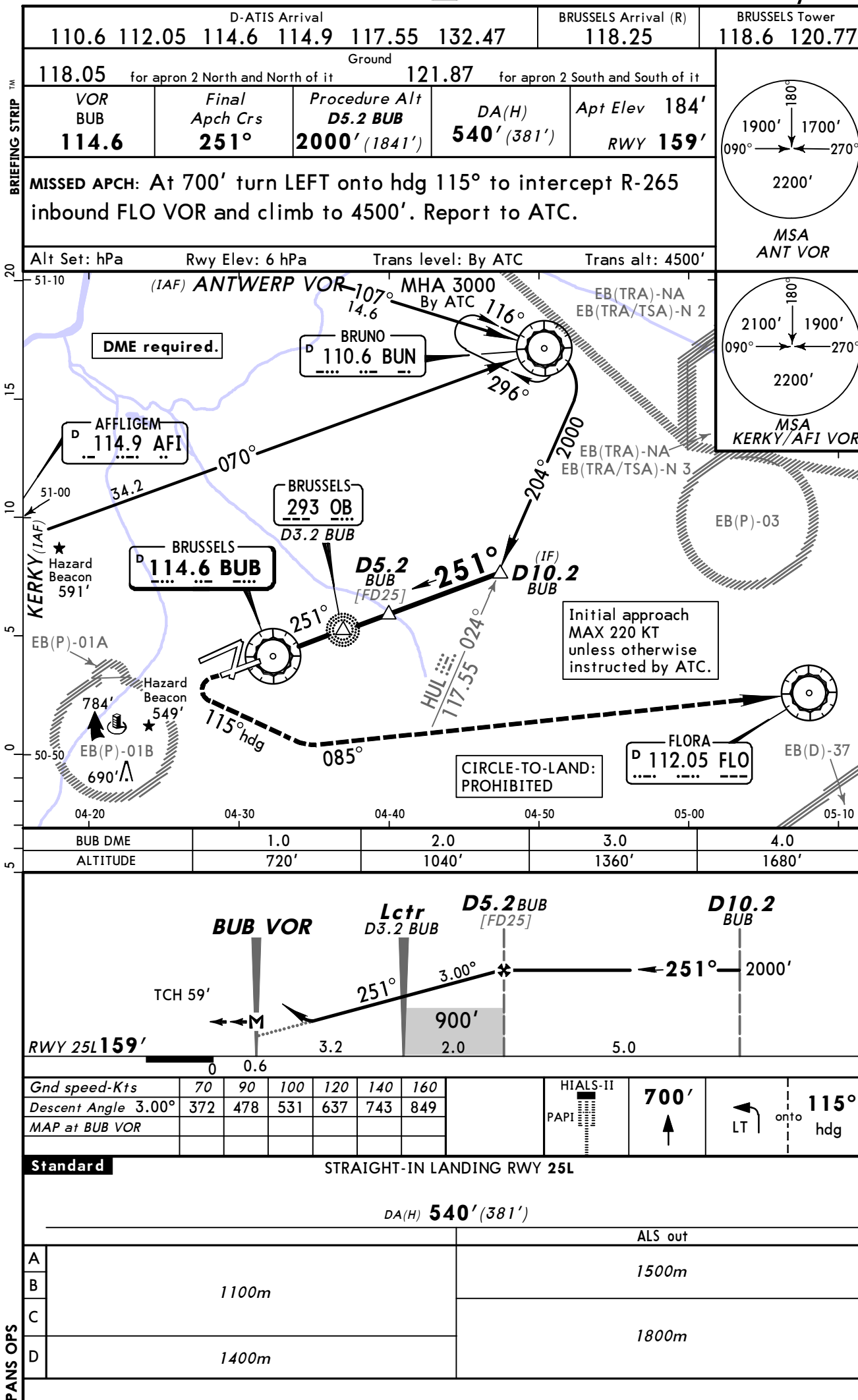
FULL/Limited

ALS out

PANS OPS







BRIEFING STRIP

D-ATIS Arrival

110.6 112.05 114.6 114.9 117.55 132.47

BRUSSELS Arrival (R)

118.25

BRUSSELS Tower

118.6 120.77

Ground

118.05

for apron 2 North and North of it

121.87

for apron 2 South and South of it

VOR

BUB

114.6

Final

Apch Crs

251°

Minimum Alt

D8.3 BUB

3000' (2841')

DA(H)

540' (381')

Apt Elev

184'

RWY 159'

MISSED APCH: At 700' turn LEFT onto hdg 115° to intercept R-265 inbound FLO VOR and climb to 4500'. Report to ATC.

Alt Set: hPa

Rwy Elev: 6 hPa

Trans level: By ATC

Trans alt: 4500'

180°

1800'

2000'

090°

270°

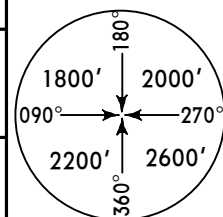
2200'

2600'

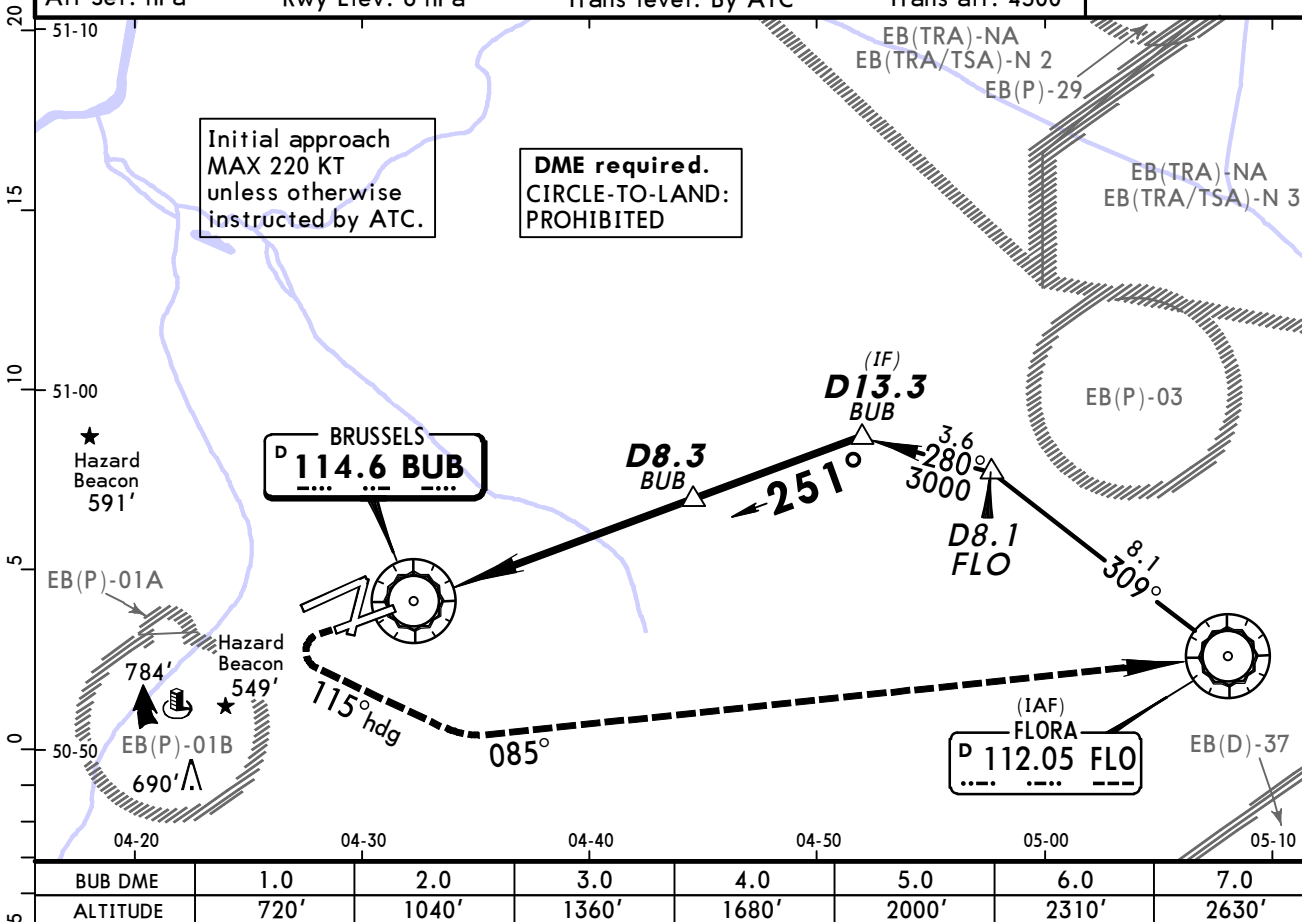
360°

MSA

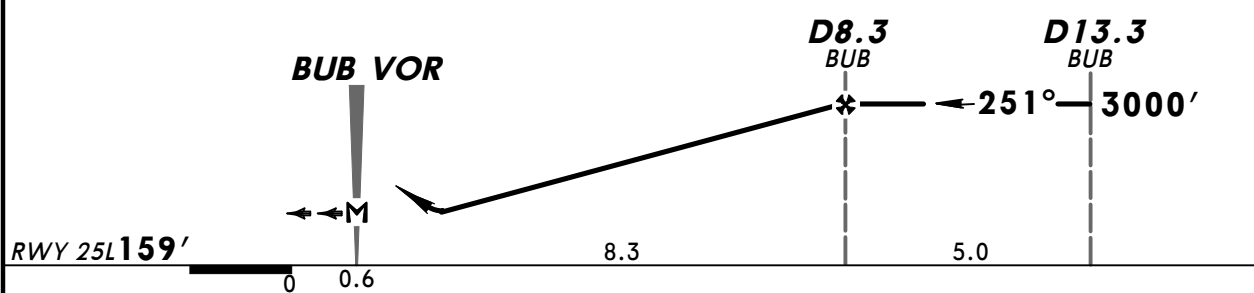
FLO VOR



MSA
FLO VOR



BUB DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	720'	1040'	1360'	1680'	2000'	2310'	2630'

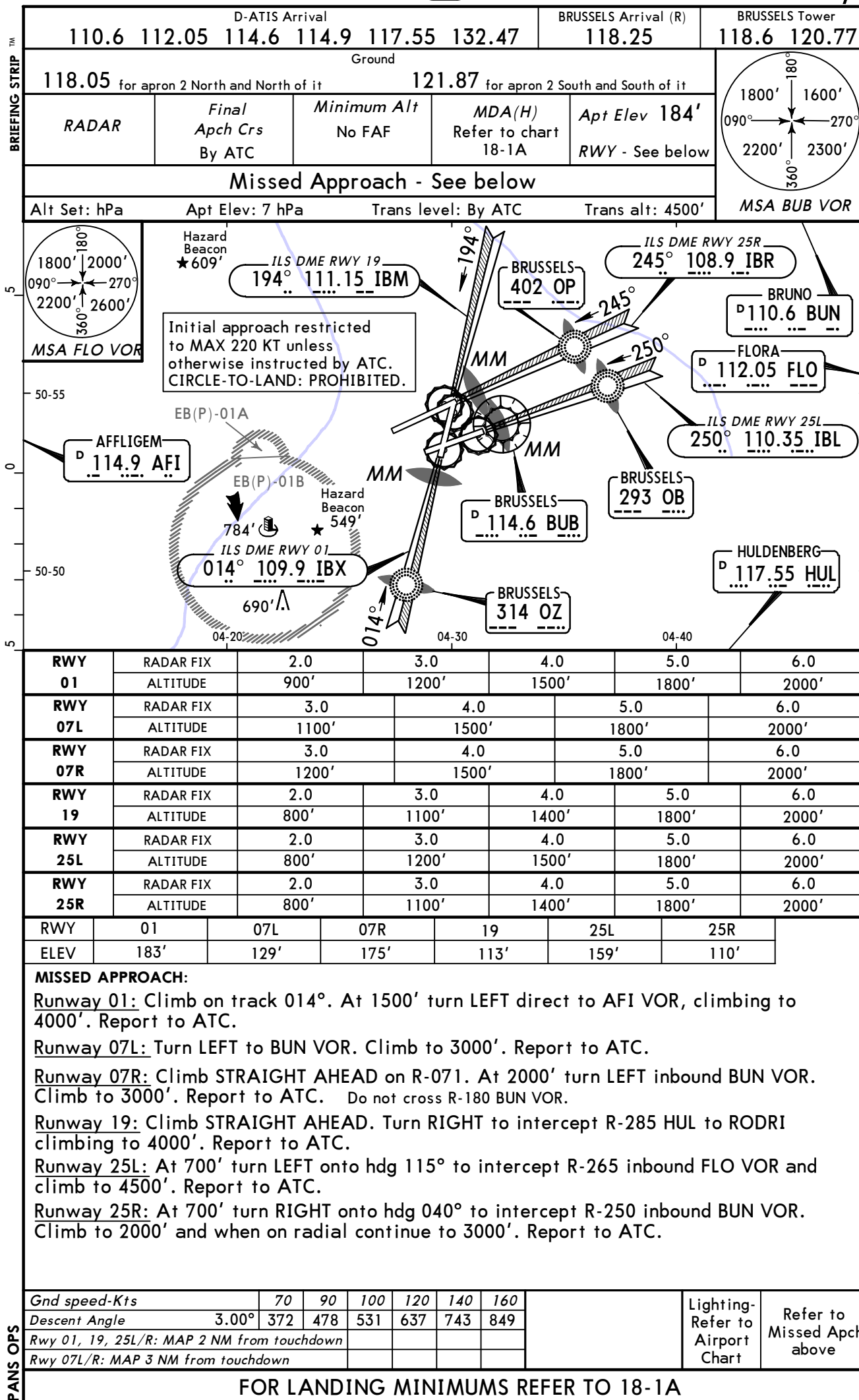


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at BUB VOR						

Standard STRAIGHT-IN LANDING RWY 25L

DA(H) 540' (381')		ALS out
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A	1100m		1500m
B			
C			1800m
D	1400m		



LANDING MINIMUMS				
Standard		STRAIGHT-IN LANDING		
		SRA 01 MDA(H) 880' (697')	SRA 07L MDA(H) 1030' (901')	
		ALS out		
A	3600m		5500m	
B				
C				
D				
Standard		STRAIGHT-IN LANDING		
		SRA 07R MDA(H) 1030' (855')	SRA 19 MDA(H) 800' (687')	
			ALS out	
A	5500m		3600m	
B				
C				
D				
Standard		STRAIGHT-IN LANDING		
		SRA 25L MDA(H) 800' (641')	SRA 25R MDA(H) 800' (690')	
		ALS out	ALS out	
A	3600m		3600m	
B				
C				
D				

PANS OPS

Chart changes since cycle 26-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BRUSSELS, (BRUSSELS NATIONAL - EBBR)				
DEL	BEKEM & WOODY 5A & 1B ARR...	10-2	06 Dec 2013	12 Dec 2013
ADD	BEKEM & WOODY 6A & 2B ARR...	10-2	06 Dec 2013	12 Dec 2013
DEL	BATTY 3A & LNO 2A ARRS	10-2A	06 Dec 2013	12 Dec 2013
ADD	BATTY 4A & LNO 3A ARRS	10-2A	06 Dec 2013	12 Dec 2013
DEL	ARVOL & TULNI 4A & 4B ARR...	10-2B	06 Dec 2013	12 Dec 2013
ADD	ARVOL & TULNI 5A & 5B ARR...	10-2B	06 Dec 2013	12 Dec 2013
DEL	KOK 5A ARR	10-2C	06 Dec 2013	12 Dec 2013
ADD	KOK 6A ARR	10-2C	06 Dec 2013	12 Dec 2013
ADD	BEKEM & WOODY 6A & 2B RNA...	10-2D	06 Dec 2013	12 Dec 2013
ADD	BATTY 4A & LNO 3A RNAV AR...	10-2E	06 Dec 2013	12 Dec 2013
ADD	ARVOL & TULNI 5A & 5B RNA...	10-2F	06 Dec 2013	12 Dec 2013
ADD	KOK 6A RNAV ARR (OVERLAY)	10-2G	06 Dec 2013	12 Dec 2013
REV	JAA COPTER MNMS	10-9Y	29 Nov 2013	12 Dec 2013
REV	ILS OR LOC RWY 01	11-1	29 Nov 2013	12 Dec 2013
REV	ILS OR LOC RWY 19	11-2	29 Nov 2013	12 Dec 2013
ADD	ILS OR LOC A/B RWY 25L	11-3	29 Nov 2013	12 Dec 2013
DEL	ILS OR LOC RWY 25L	11-3	29 Nov 2013	12 Dec 2013
ADD	CAT II/III ILS A/B RWY 25...	11-3A	29 Nov 2013	12 Dec 2013
DEL	CAT II/III ILS RWY 25L	11-3A	29 Nov 2013	12 Dec 2013
REV	ILS RWY 25L (SIMULTANEOUS...	11-4	29 Nov 2013	12 Dec 2013
ADD	ILS OR LOC A/B RWY 25R	11-5	29 Nov 2013	12 Dec 2013
DEL	ILS OR LOC RWY 25R	11-5	29 Nov 2013	12 Dec 2013
ADD	CAT II/III ILS A/B RWY 25...	11-5A	29 Nov 2013	12 Dec 2013
DEL	CAT II/III ILS RWY 25R	11-5A	29 Nov 2013	12 Dec 2013
REV	ILS RWY 25R (SIMULTANEOUS...	11-6	29 Nov 2013	12 Dec 2013
REV	VOR RWY 07L	13-1	29 Nov 2013	12 Dec 2013
REV	VOR RWY 07R	13-2	29 Nov 2013	12 Dec 2013
ADD	VOR A RWY 25L	13-3	29 Nov 2013	12 Dec 2013
DEL	VOR RWY 25L	13-3	29 Nov 2013	12 Dec 2013
ADD	VOR B RWY 25L	13-4	29 Nov 2013	12 Dec 2013
REV	SRA ALL RWYS	18-1	29 Nov 2013	12 Dec 2013
REV	SRA LANDING MNMS	18-1A	29 Nov 2013	12 Dec 2013

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EBBR