

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EBBR

Terminal Charts For EBBR

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

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

Airport Use: Public
Magnetic Variation: 0.6°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 110.6 112.050 114.6 117.550 114.9 132.475

D-ATIS Departure 121.750

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.

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: +32(0) 2 277 4254 or

Email: BCAA.inspect.env@mobiliteit.fgov.be.

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
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.

Strips 5 and 6 MAX wingspan 79'/24m.

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. VECTORED CONTINUOUS DESCENT OPERATIONS (CDO)

When the traffic situation permits, ATC will facilitate vectored continuous descent for RWY 25L, 25R and 19.

Between 0000-0559LT, facilitation of CDO is available at ATC discretion or at pilot's request.

Between 0600-2359LT, facilitation of CDO is available at ATC discretion only.

When vectoring for continuous descent, ATC will, as soon as practicable after first call on the APP frequency, provide distance from touchdown and an approval to descend at pilot's discretion. The phraseology "when ready, descend" shall be used.

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

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

2.1.3. 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.

3.1.3.9. PUSH-BACK AT APRON 9

Stand 898: The slope of all ACFT positions is upward.

All ACFT shall be pushed onto the centerline of TWY A6. Nose gear must be stopped on the white perpendicular mark. ACFT will be towed forward ABEAM stand 899 facing West.

Full engine start only ABEAM stand 899.

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.

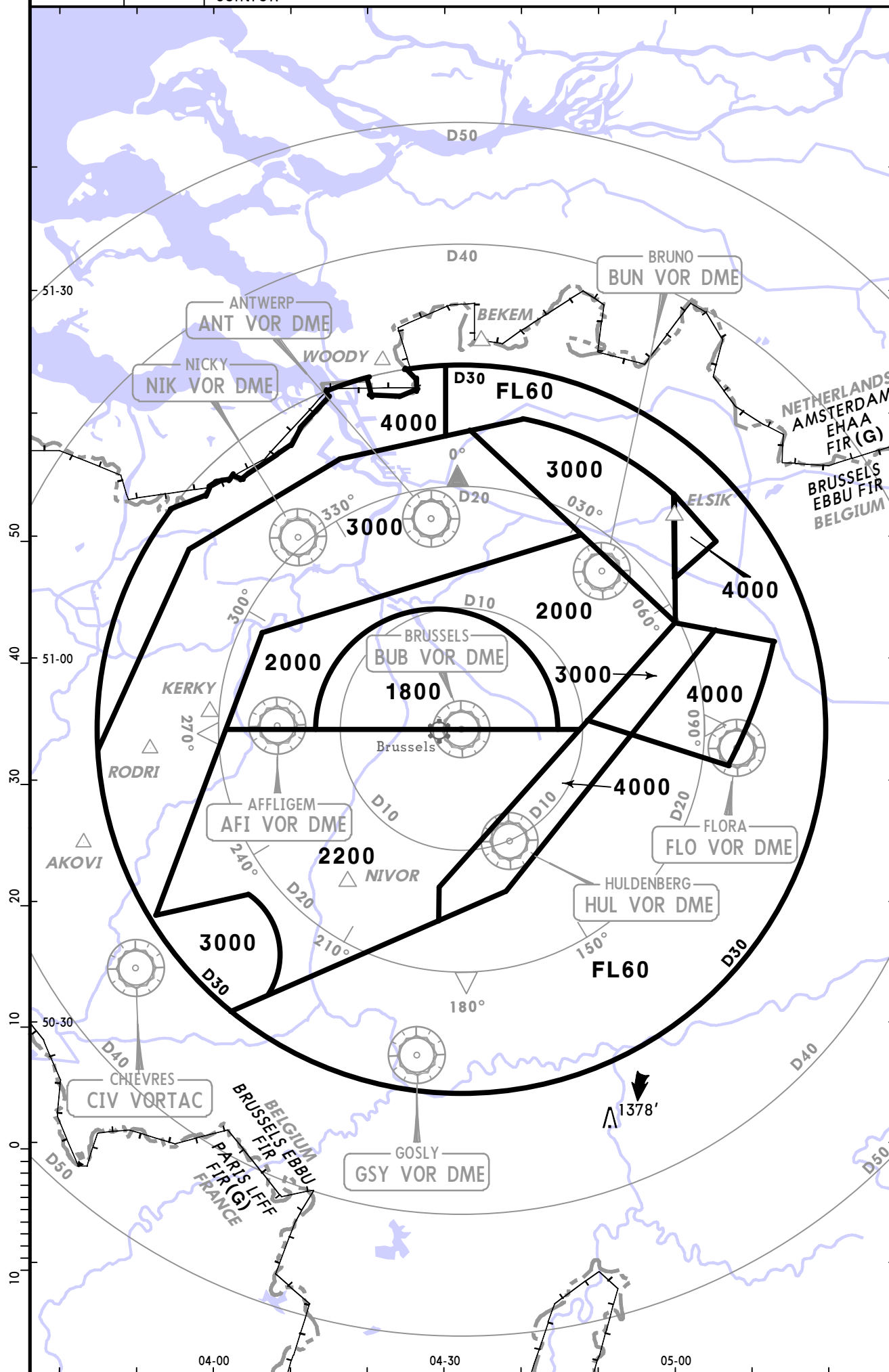
3.3. OTHER INFORMATION

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

BRUSSELS
Arrival (R)
118.25

Apt Elev
184'

Alt Set: hPa Trans level: By ATC Trans alt: 4500'
Chart only to be used for cross-checking of altitudes while under radar control.



D-ATIS
110.6 112.05 114.6
114.9 117.55 132.475

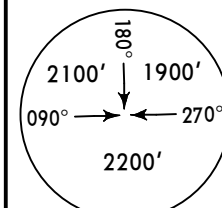
Apt Elev
184'

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.

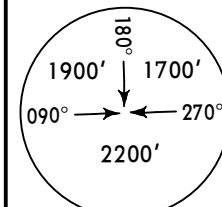
BEKEM 6A, BEKEM 2B ①
WOODY 6A, WOODY 2B ①
ARRIVALS

■ SLP Speed Limit Point

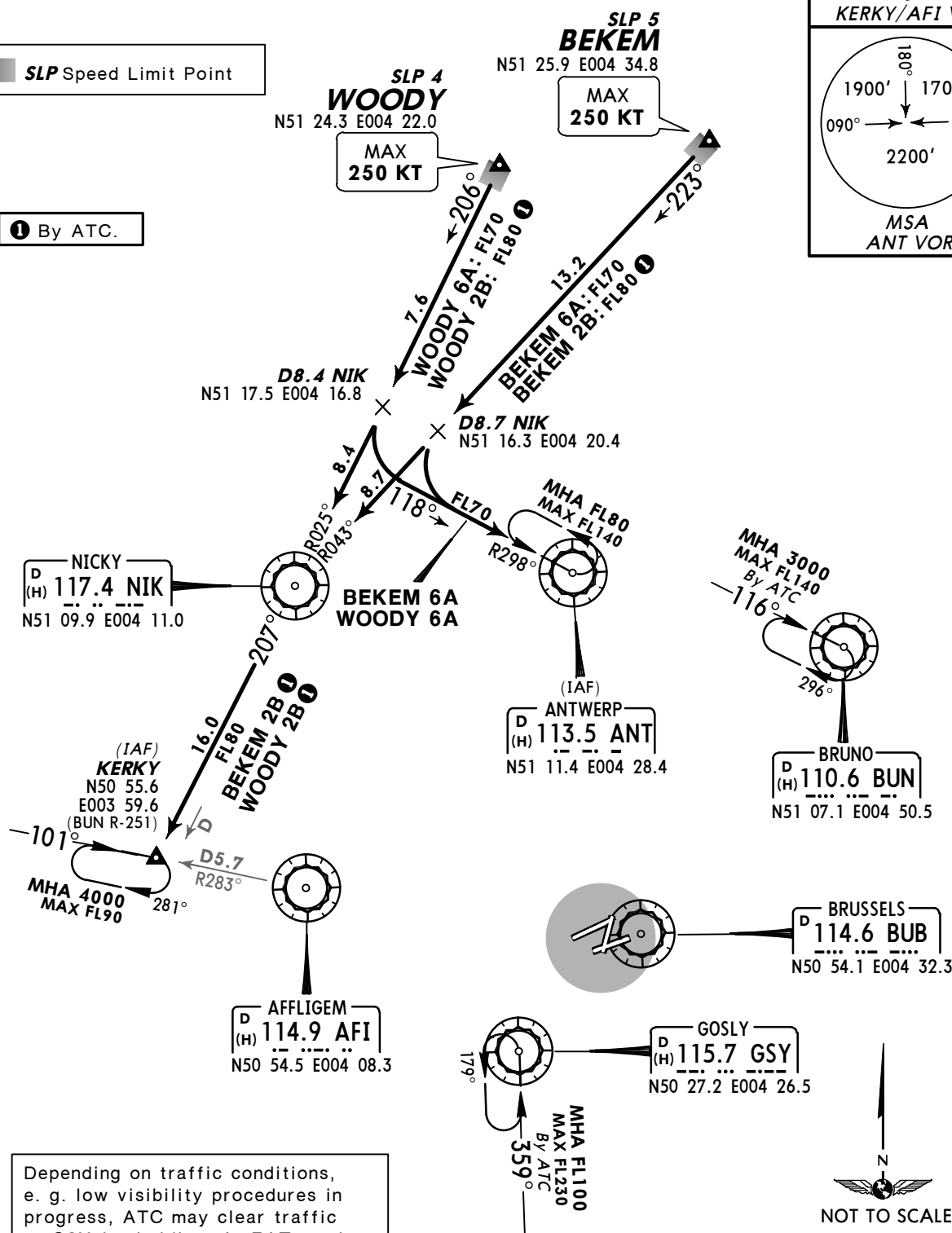
① By ATC.



MSA
KERKY/AFI VOR

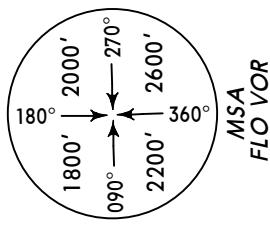


MSA
ANT VOR



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.

D-ATIS			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.
110.6	112.05	114.6		
114.9	117.55	132.475		



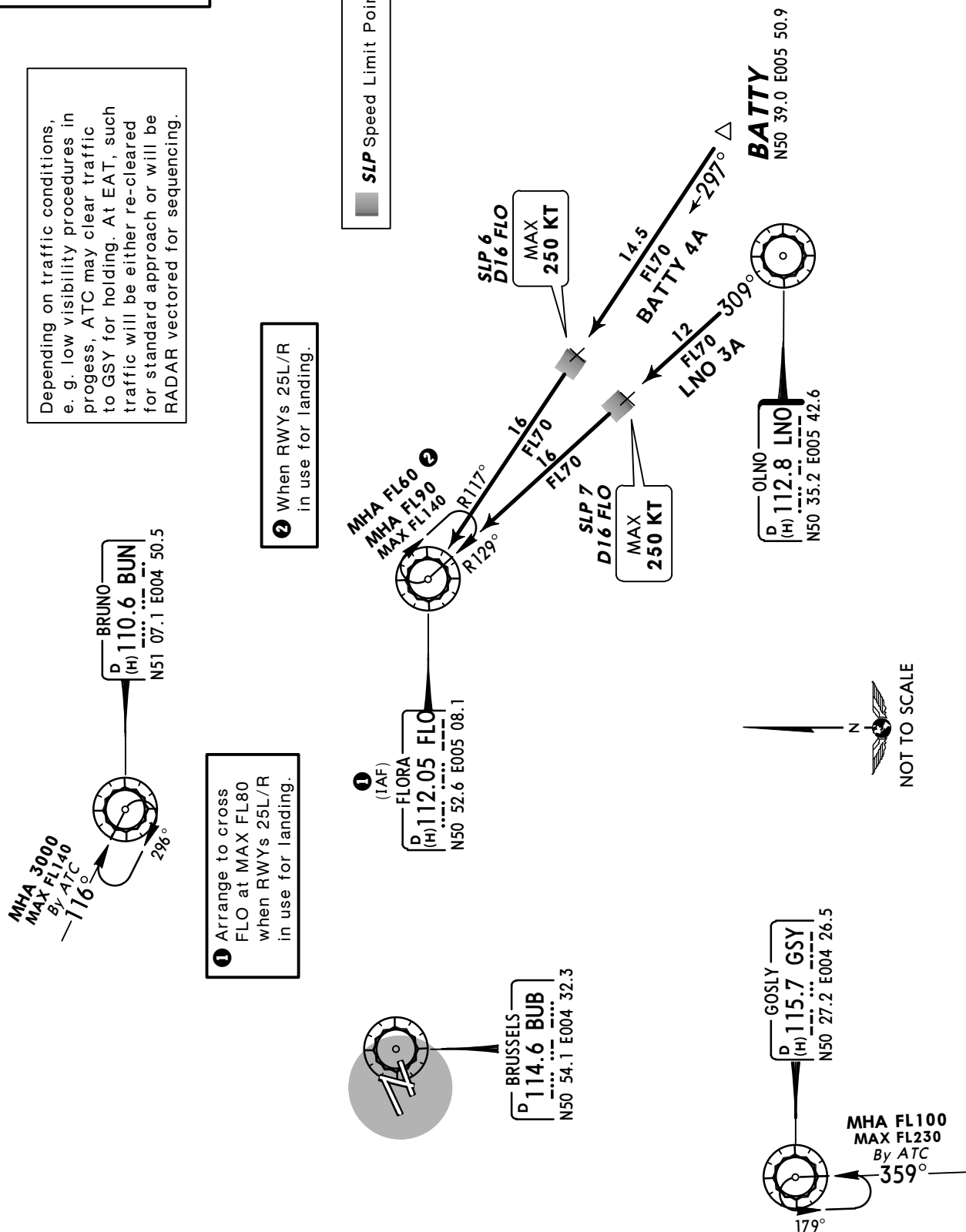
Depending on traffic conditions, e. g. low visibility procedures in progress, ATC may clear traffic to GSY for holding. At EAT, such traffic will be either re-cleared for standard approach or will be RADAR vectored for sequencing.

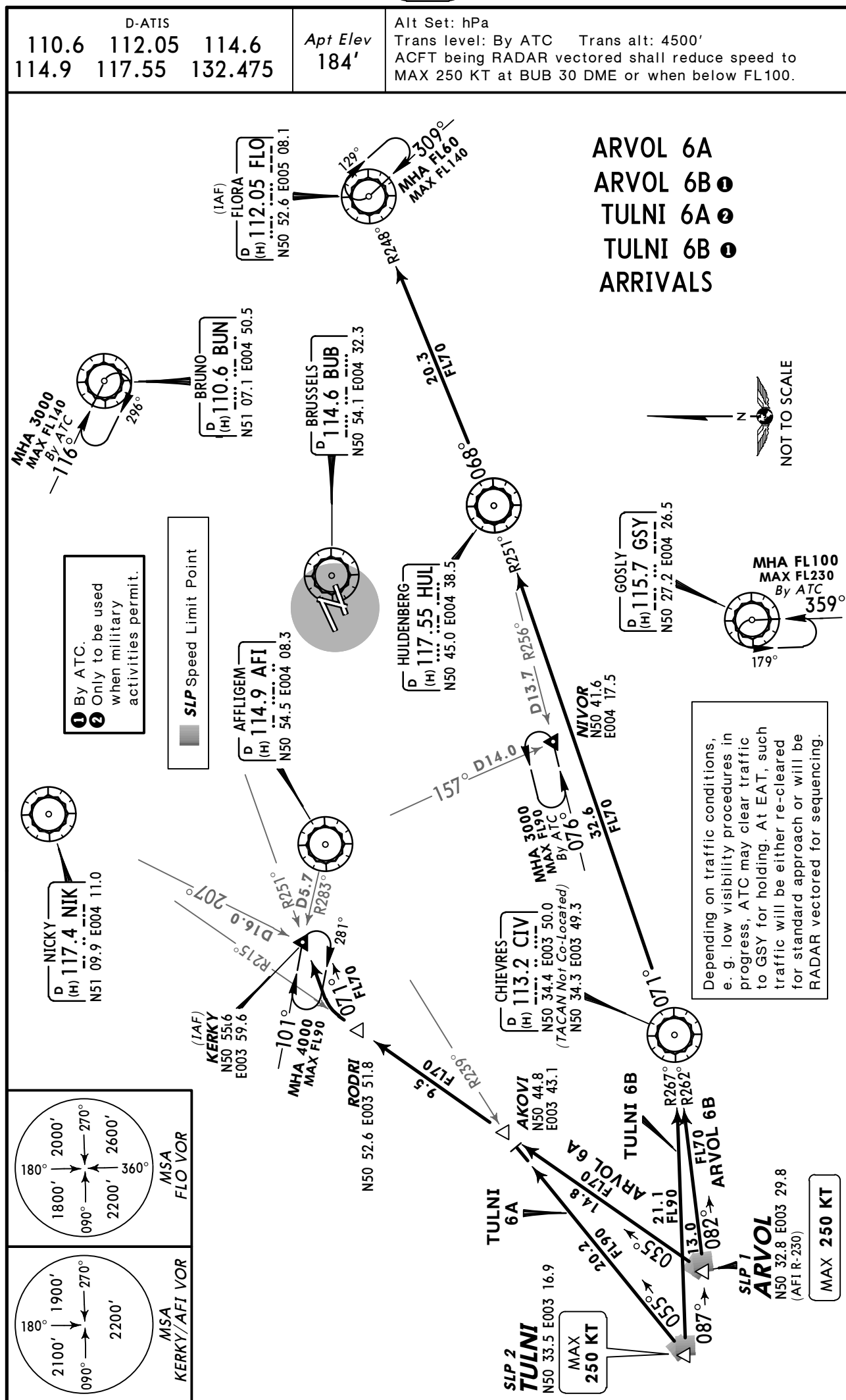
② When RWYs 25L/R in use for landing.

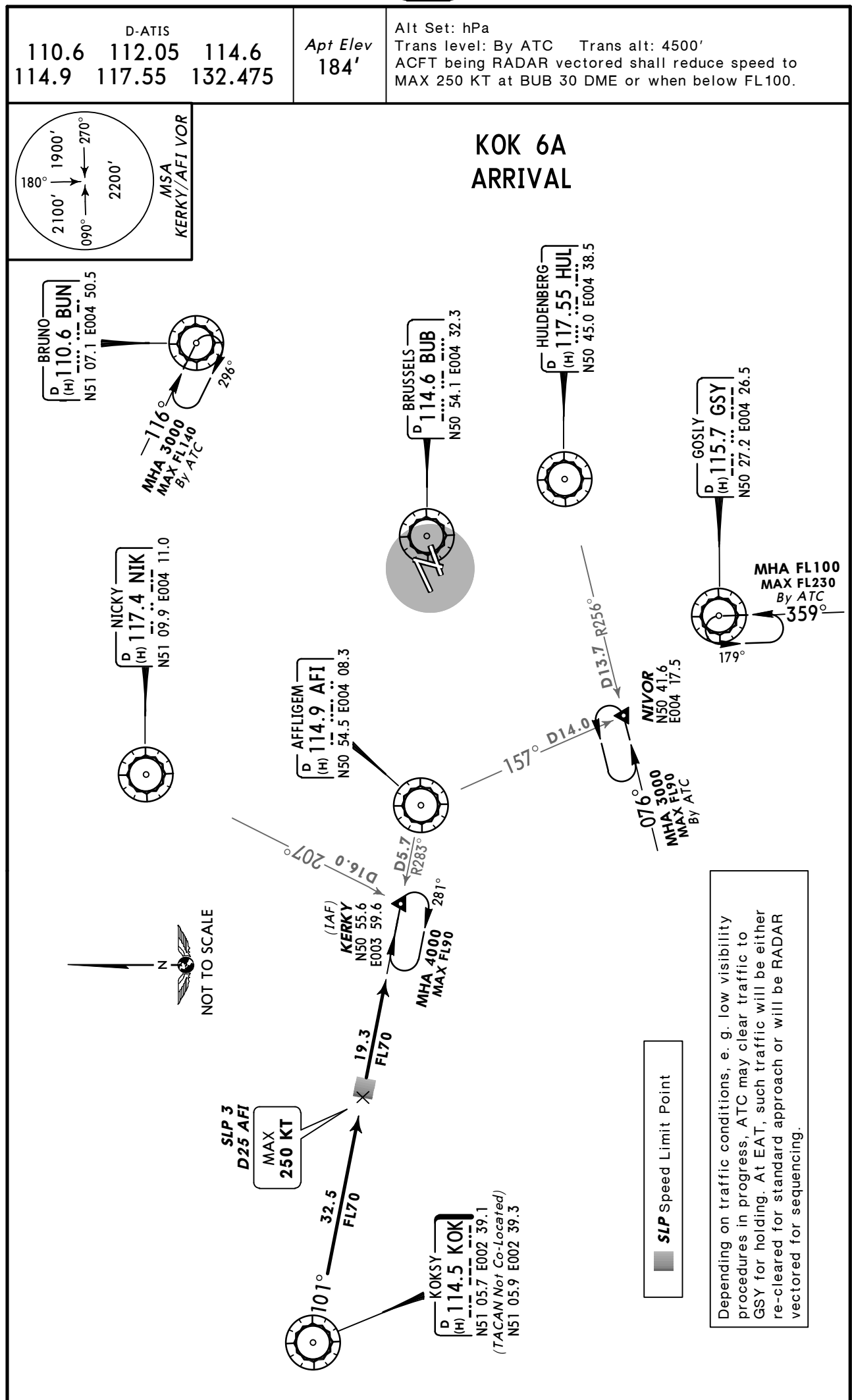
① Arrange to cross FLO at MAX FL80 when RWYs 25L/R in use for landing.

SLP Speed Limit Point

BATTY 4A LNO 3A ARRIVALS





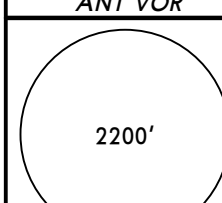
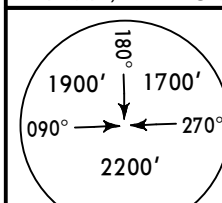
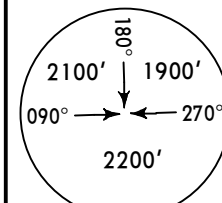
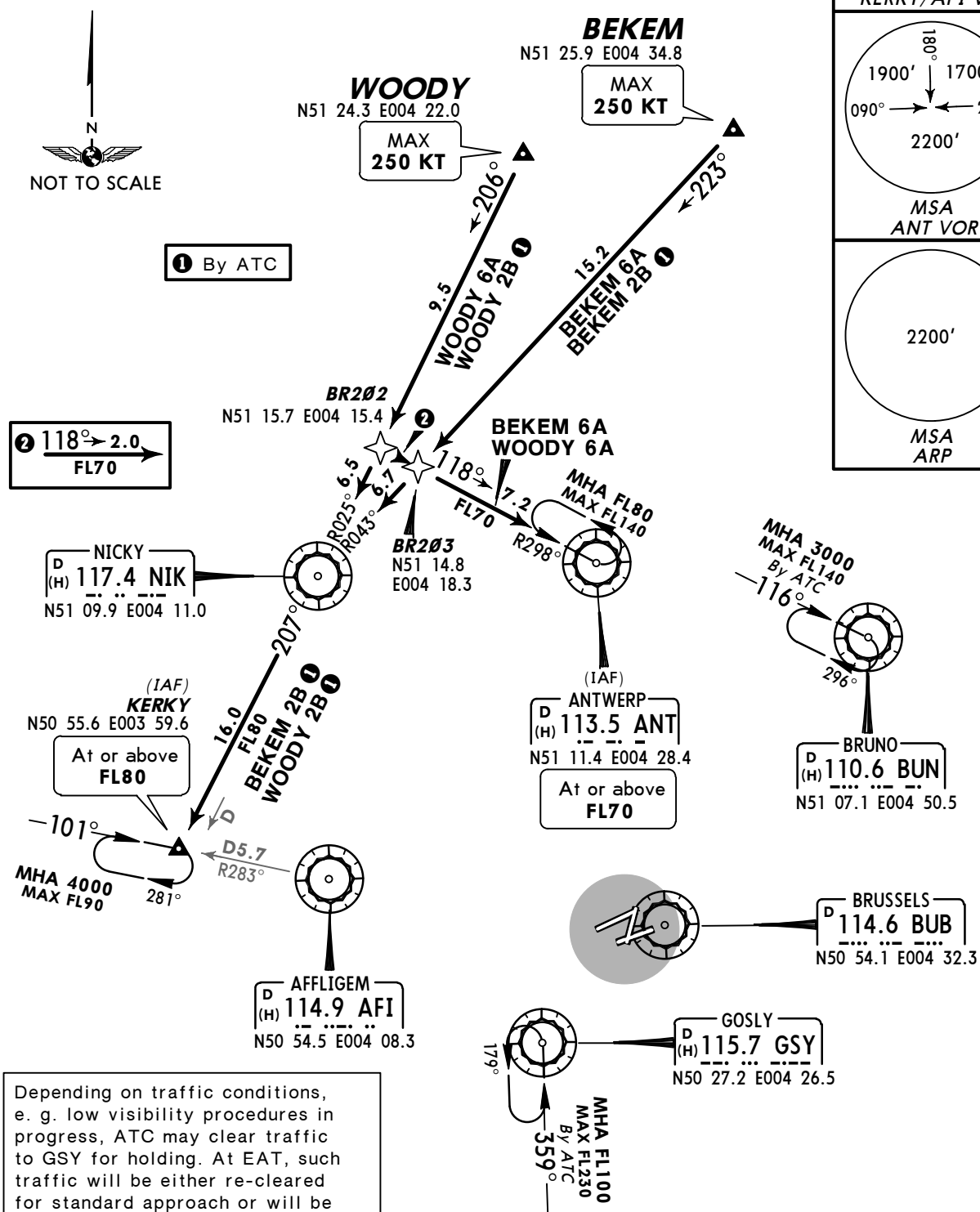


D-ATIS
110.6 112.05 114.6
114.9 117.55 132.475

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)

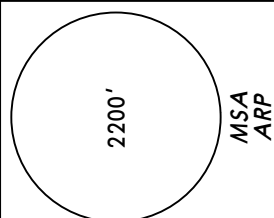
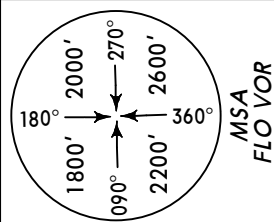


STAR	ROUTING
BEKEM 6A	BEKEM (K250-) - BR203 - ANT (FL70+).
BEKEM 2B ①	BEKEM (K250-) - NIK - KERKY (FL80+).
WOODY 6A	WOODY (K250-) - BR202 - ANT (FL70+).
WOODY 2B ①	WOODY (K250-) - NIK - KERKY (FL80+).

D-ATIS
110.6 112.05 114.6
114.9 117.55 132.475

Apt Elev
184'

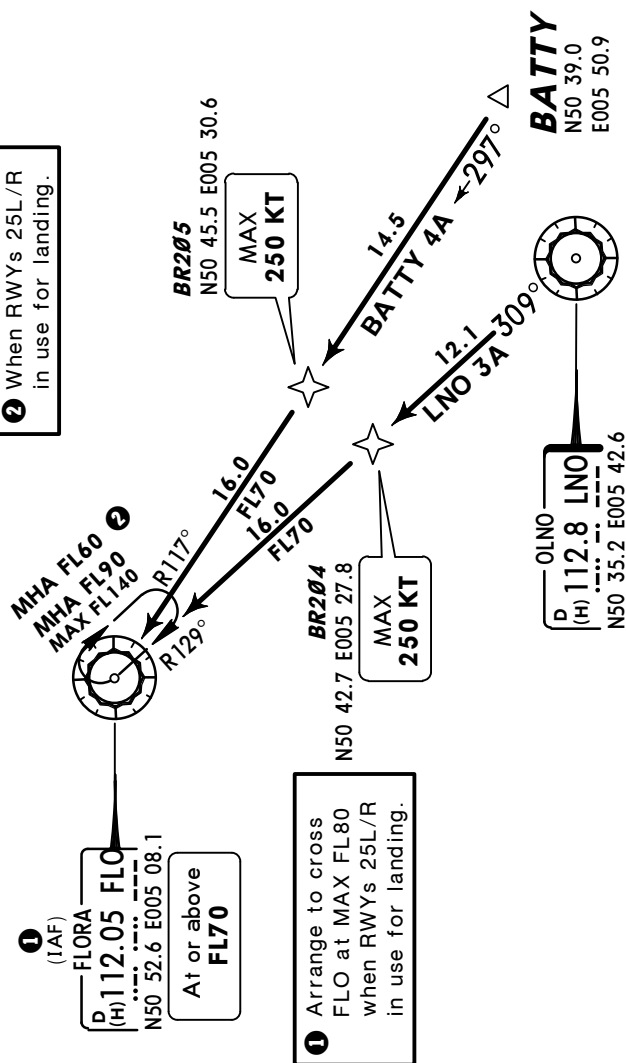
Alt Set: hPa
Trans level: By ATC Trans alt: 4500'
ACFT being RADAR vectored shall reduce speed to
MAX 250 KT at BUB 30 DME or when below FL100.



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.

② When RWYs 25L/R
in use for landing.



① Arrange to cross
FLO at MAX FL80
when RWYs 25L/R
in use for landing.

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

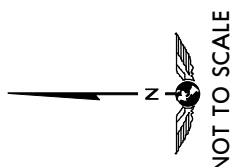
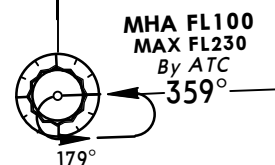


BRUNO
N51 07.1 E004 50.5

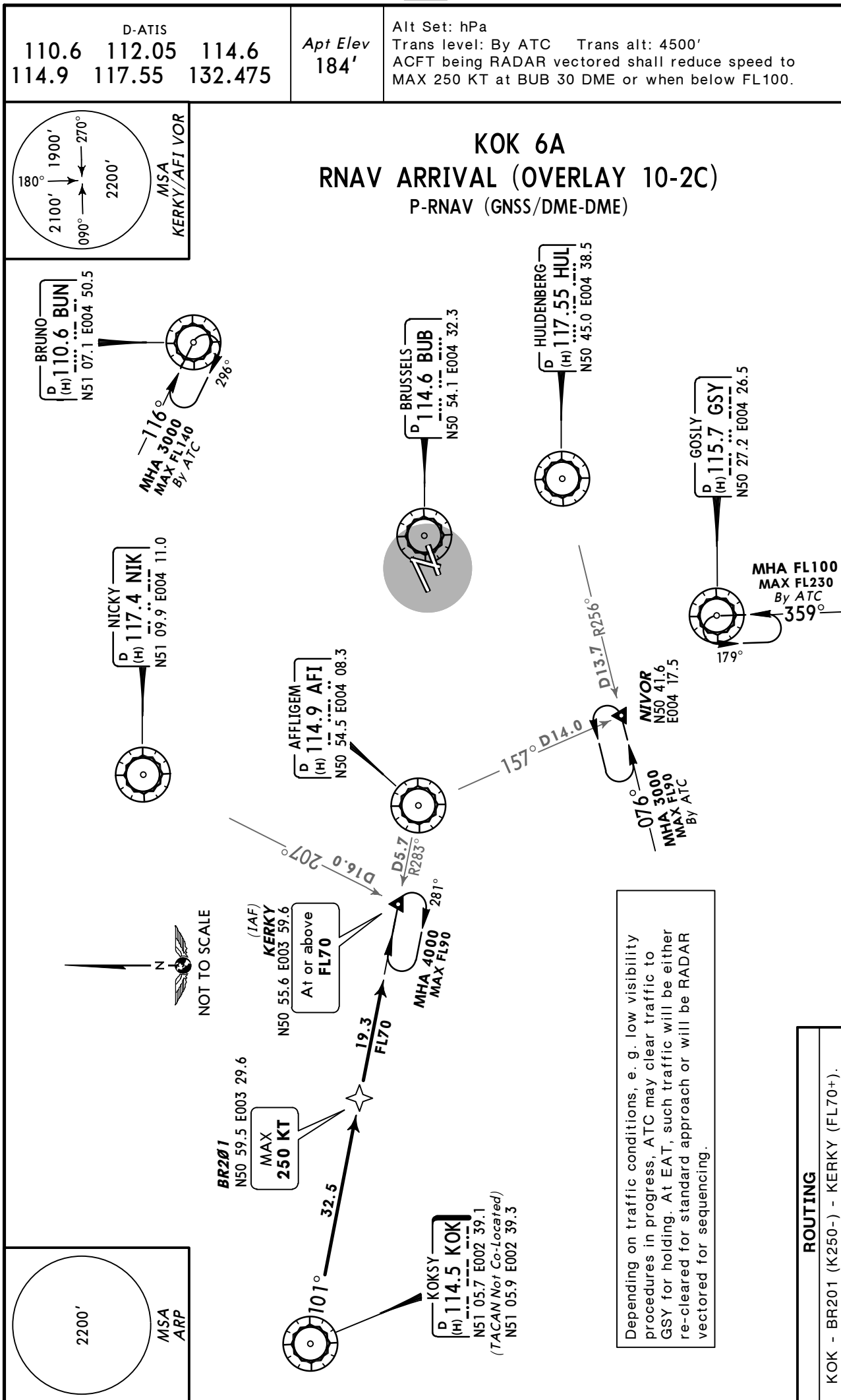


BRUSSELS
N50 54.1 E004 32.3

GOSLY
N50 27.2 E004 26.5



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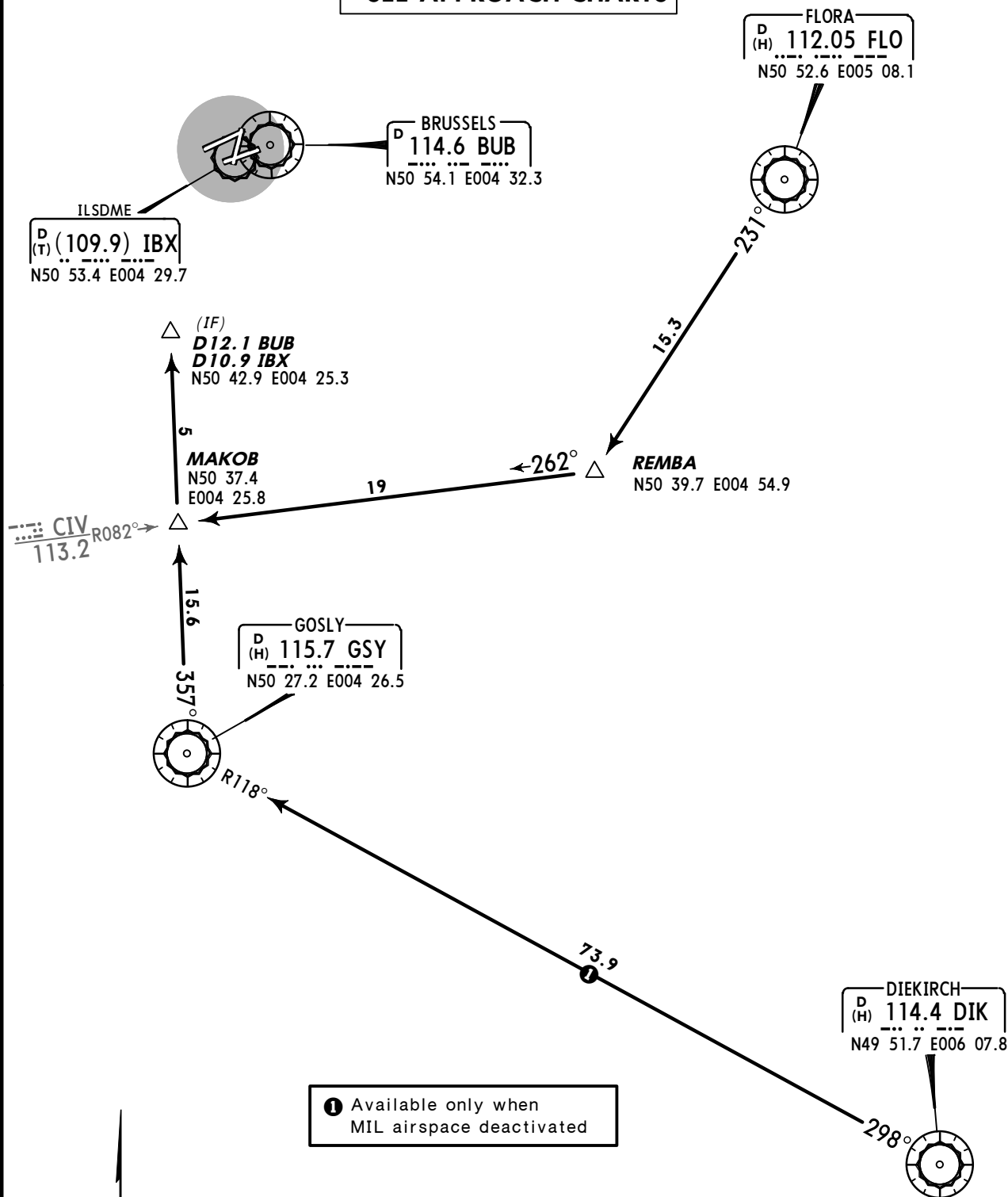
D-ATIS
110.6 112.05 114.6
114.9 117.55 132.47

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.

EXPECTED VECTORING ILS OR LOC RWY 01 BY ATC

FOR FINAL APPROACH
SEE APPROACH CHARTS



① Available only when
MIL airspace deactivated

SID DESIGNATION	REFER TO CHART
CIV 3C	10-3B
CIV 8F, 1L	10-3C
CIV 1P, 1U	10-3C1
CIV 6J	10-3C2
CIV 6H	10-3D
CIV 1W, 1Y	10-3E
DENUT 5C, 7F	10-3F
DENUT 4H, 1J, 6L, 5N	10-3G
ELSIK 2C, 2D	10-3G1
ELSIK 2F, 1H, 1J, 2L	10-3G2
HELEN 5C, 7F	10-3G3
HELEN 4H, 1J, 5L, 4N	10-3G4
KOK 3C, 2F	10-3G5
KOK 1H, 1J, 6L	10-3G6
LNO 2D	10-3G7
LNO 3C, 3Q	10-3G8
LNO 4H, 5L	10-3H
LNO 5F, 4J	10-3J
LNO 4Z	10-3J1
LNO 1W, 1Y	10-3J2
NIK 2C, 4F	10-3J3
NIK 1H, 1J, 3L	10-3J4
NIK 3N	10-3J5
PITES 3D	10-3J6
PITES 5C, 1Q	10-3J7
PITES 5F	10-3J8
PITES 5H, 5J	10-3K
PITES 4Z	10-3L
PITES 1W, 1Y	10-3L1
PITES 6L	10-3L2
ROUSY 5H, 5J	10-3L3
ROUSY 5F	10-3L4
ROUSY 3D	10-3L5
ROUSY 5C, 1Q	10-3L6
ROUSY 1W, 1Y	10-3L7
ROUSY 6L	10-3L8
FOR FURTHER SID DESIGNATION REFER TO PAGE 10-3A	

SID DESIGNATION	REFER TO CHART
ROUSY 4Z	10-3M
SOPOK 3D	10-3N
SOPOK 6C, 2Q	10-3N1
SOPOK 5F, 5L	10-3N2
SOPOK 4H, 4J	10-3N3
SOPOK 1W, 1Y	10-3N4
SOPOK 5Z	10-3N5
SPI 3C, 3Q	10-3N6
SPI 2D	10-3N7
SPI 5F, 4L	10-3N8
SPI 5H, 4J	10-3P
SPI 5Z	10-3Q
SPI 1W, 1Y	10-3Q1
RNAV SID DESIGNATION	REFER TO CHART
CIV 1L	10-3Q2
CIV 1W, 1Y	10-3Q3
DENUT 6L, 5N	10-3Q4
ELSIK 2L	10-3Q5
HELEN 5L, 4N	10-3Q6
KOK 6L	10-3Q7
LNO 5L	10-3Q8
LNO 3C, 3Q	10-3S
LNO 1W, 1Y	10-3T
NIK 3L	10-3T1
NIK 3N	10-3T2
PITES 6L	10-3T3
PITES 5C, 1Q	10-3T4
PITES 1W, 1Y	10-3T5
ROUSY 6L	10-3T6
ROUSY 5C, 1Q	10-3T7
ROUSY 1W, 1Y	10-3T8
SOPOK 5L	10-3U
SOPOK 6C, 2Q	10-3V
SOPOK 1W, 1Y	10-3V1
SPI 4L	10-3V2
SPI 3C, 3Q	10-3V3
SPI 1W, 1Y	10-3V4

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

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

CIV 3C

RWYS 25L/R DEPARTURE

ONLY AVAILABLE FOR LIGHT & MEDIUM AIRCRAFT

BETWEEN 0600-2259LT, MON-FRI

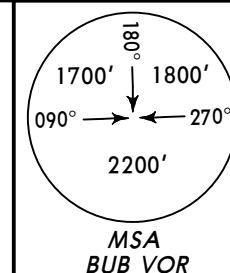
SOUTHBOUND VIA AIRWAY M-617

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**



D6.7 BUB
N50 54.6 E004 21.7

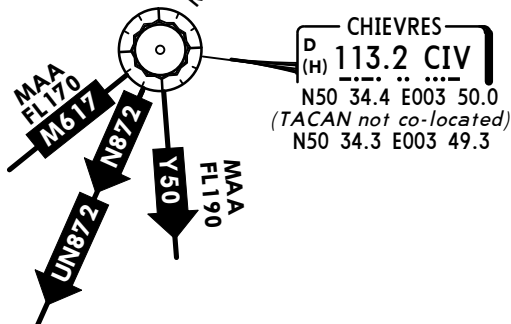
At
700'

BRUSSELS
D 114.6 BUB
N50 54.1 E004 32.3

At
700'

Direct distance
from Brussels National to:
D6.7 BUB 5 NM

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



These SIDs require minimum climb gradients of
RWY 25L: 3.8% up to 700', then 7.0% up to 3200'
to minimize noise disturbance.
RWY 25R: 7.0% up to 3200' to minimize noise
disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

INITIAL CLIMB/ROUTING

Climb to 700', turn RIGHT, 293° track, intercept BUB R-274, at D6.7 BUB turn LEFT,
intercept CIV R-042 inbound to CIV.

BRUSSELS Tower
118.6
120.77

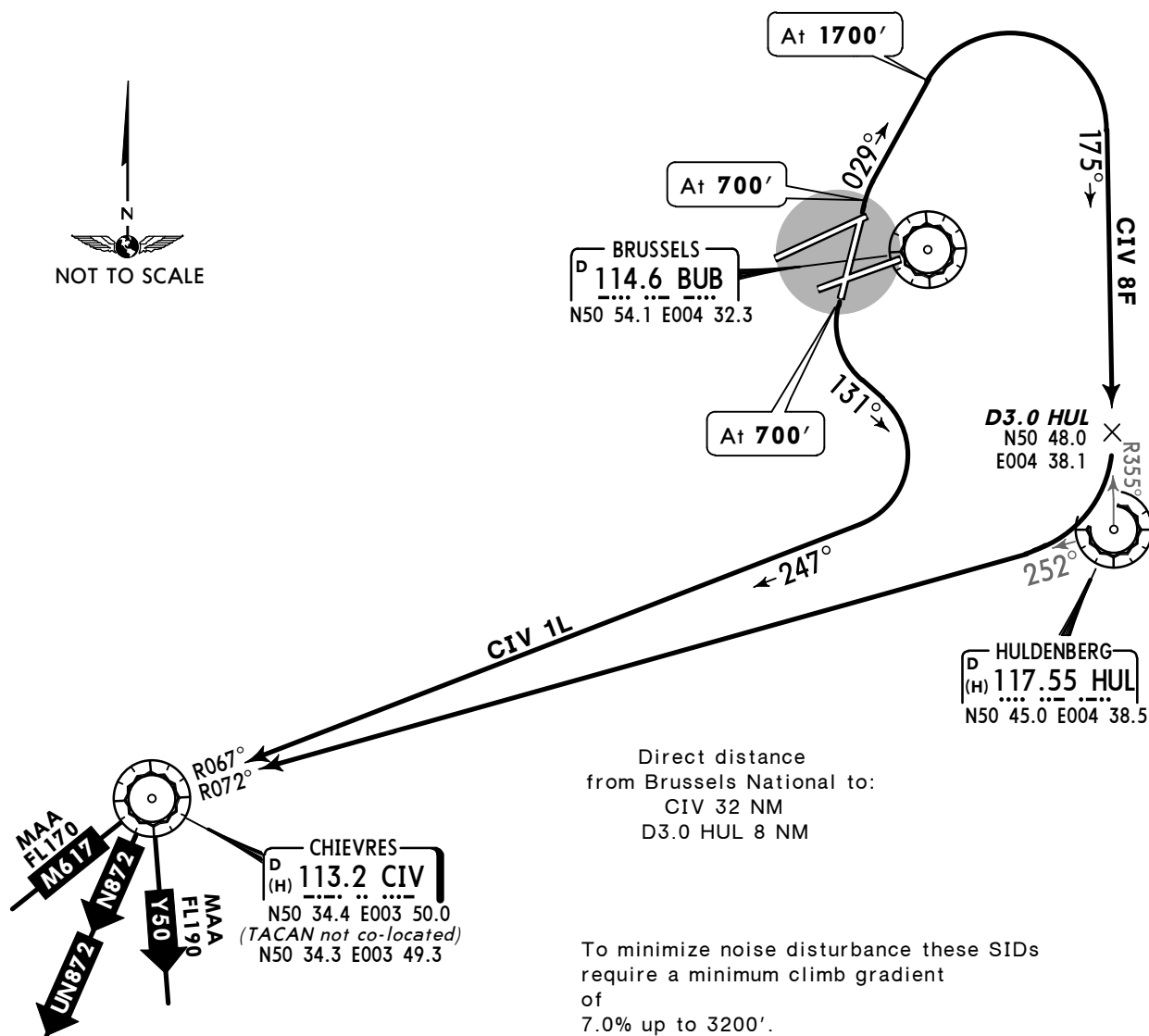
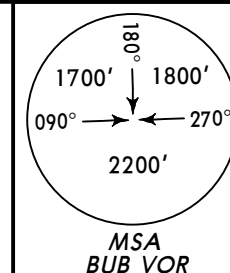
BRUSSELS
Departure(R)
126.62

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.

CIV 8F ①, CIV 1L
RWYS 01, 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**



Direct distance
from Brussels National to:
CIV 32 NM
D3.0 HUL 8 NM

To minimize noise disturbance these SIDs
require a minimum climb gradient
of
7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

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 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.

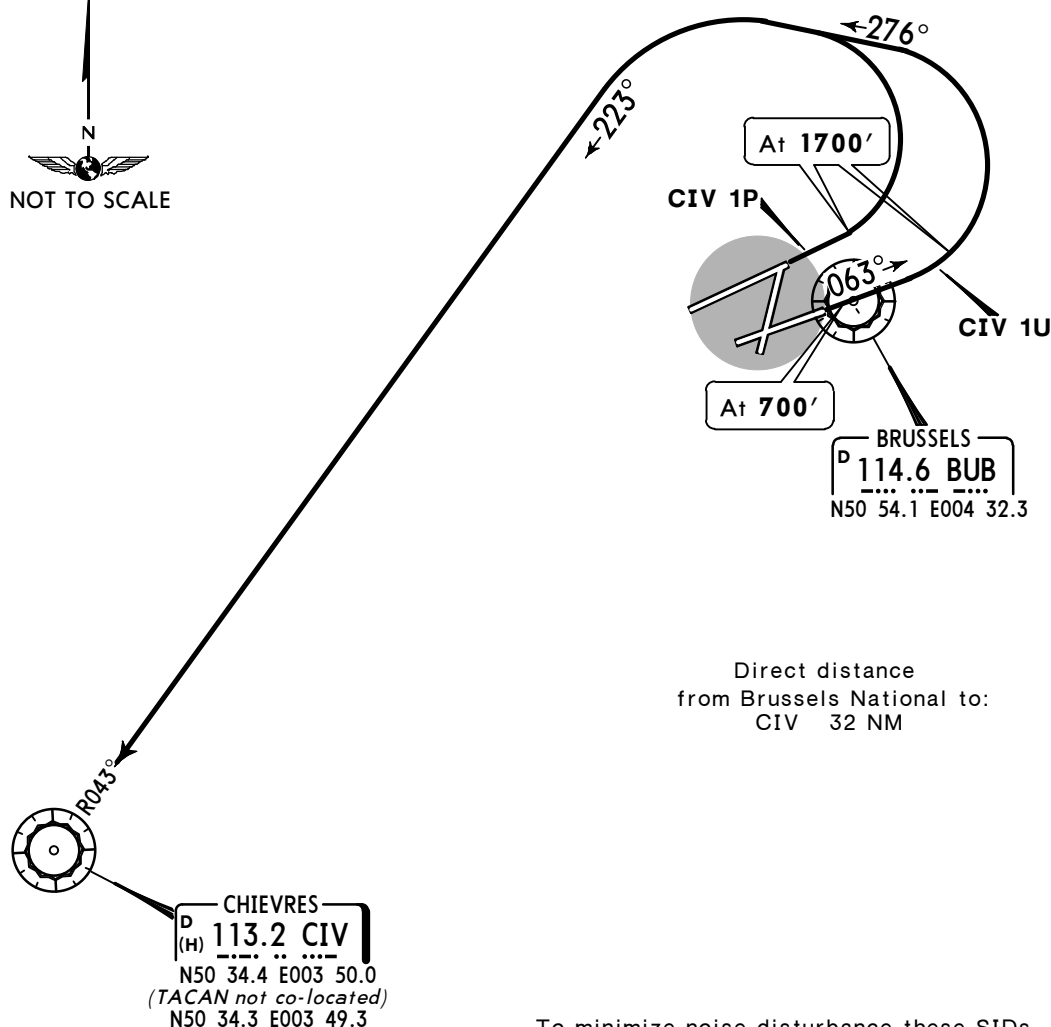
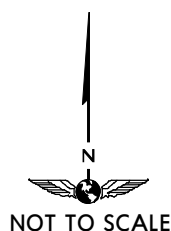
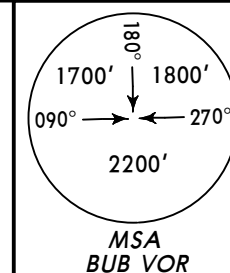
BRUSSELS Tower
118.6
120.77

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 1P, CIV 1U
RWYS 07L/R 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 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

SID	RWY	INITIAL CLIMB/ROUTING
CIV 1P	07L	Climb straight ahead, at 1700' turn LEFT, 276° track, intercept CIV R-043 inbound to CIV.
CIV 1U	07R	Climb to 700', 063° track to 1700', turn LEFT, 276° track, intercept CIV R-043 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.

CIV 6J

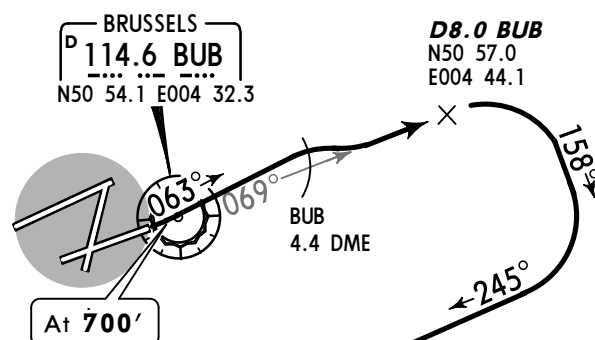
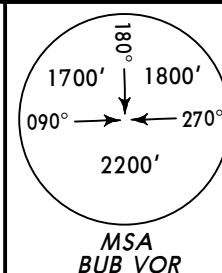
RWY 07R DEPARTURE

SOUTHBOUND VIA AIRWAY M-617

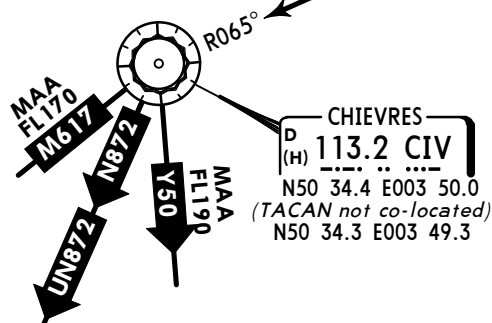
SOUTHBOUND VIA AIRWAYS N-872, UN-872 (ONLY FOR TRAFFIC
FLIGHTPLANNED ABOVE FL195)

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**



Direct distance
from Brussels National to:
CIV 32 NM



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

To minimize noise disturbance this SID
requires a minimum climb gradient
of
7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

INITIAL CLIMB/ROUTING

Climb to 700', 063° track, at BUB 4.4 DME intercept BUB R-069 to BUB 8.0 DME, turn RIGHT,
158° track, intercept CIV R-065 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.

CIV 6H

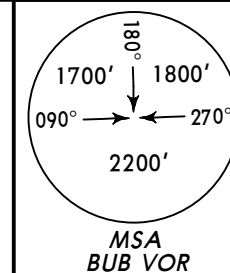
RWY 07L DEPARTURE

SOUTHBOUND VIA AIRWAY M-617

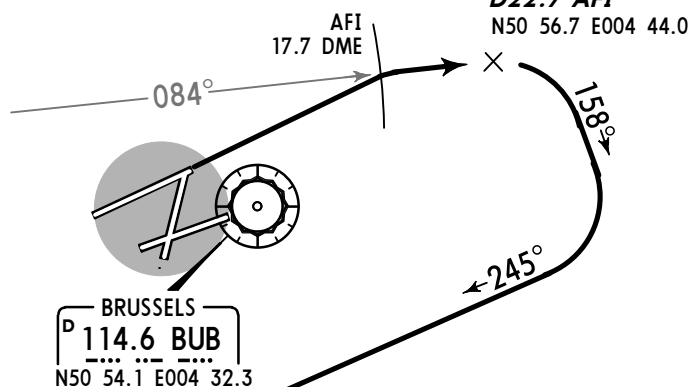
SOUTHBOUND VIA AIRWAYS N-872, UN-872 (ONLY FOR TRAFFIC
FLIGHTPLANNED ABOVE FL195)

COMPULSORY FOR DESTINATIONS WITHIN
PARIS TMA VIA AIRWAY Y-50 SOUTHBOUND

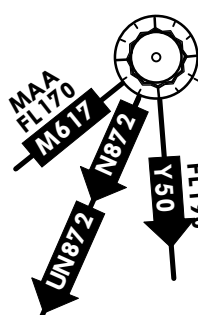
**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



AFFLIGEM
D
(H) 114.9 AFI
N50 54.5 E004 08.3



BRUSSELS
D
114.6 BUB
N50 54.1 E004 32.3



CHIEVRES
D
(H) 113.2 CIV
N50 34.4 E003 50.0
(TACAN not co-located)
N50 34.3 E003 49.3

Direct distance
from Brussels National to:
D22.7 AFI 10 NM

Traffic 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
7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

INITIAL CLIMB/ROUTING

Climb straight ahead to AFI 17.7 DME, turn RIGHT, intercept AFI R-084 to D22.7 AFI, turn
RIGHT, 158° track, intercept CIV R-065 inbound to CIV.

BRUSSELS Tower
118.6
120.77

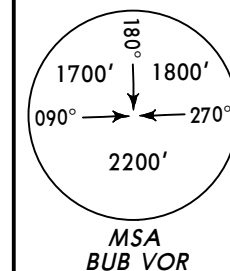
BRUSSELS
Departure(R)
126.62

Apt Elev
184'

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

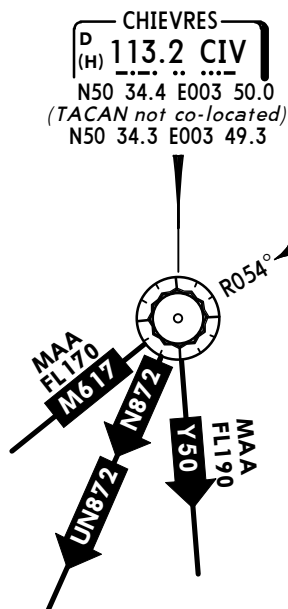
CIV 1W, CIV 1Y RWYS 25L/R DEPARTURES

AVAILABLE FOR LIGHT & MEDIUM AIRCRAFT
BETWEEN 2300-0559, MON-FRI, H24 DURING SAT & SUN
AVAILABLE H24 FOR HEAVY AIRCRAFT
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**



Direct distance from Brussels National to:
CIV 32 NM

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



These SIDs require minimum climb gradients
of
RWY 25L: 3.8% up to 700', then 7.0% up to 3200'
to minimize noise disturbance.
RWY 25R: 7.0% up to 3200' to minimize noise
disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

SID	RWY	INITIAL CLIMB/ROUTING
CIV 1W	25L	Climb straight ahead, at BUB 7.0 DME turn LEFT, 207° track, intercept CIV R-054 inbound to CIV.
CIV 1Y	25R	Climb to 700', 252° track, at BUB 6.0 DME turn LEFT, 207° track, intercept CIV R-054 inbound to CIV.

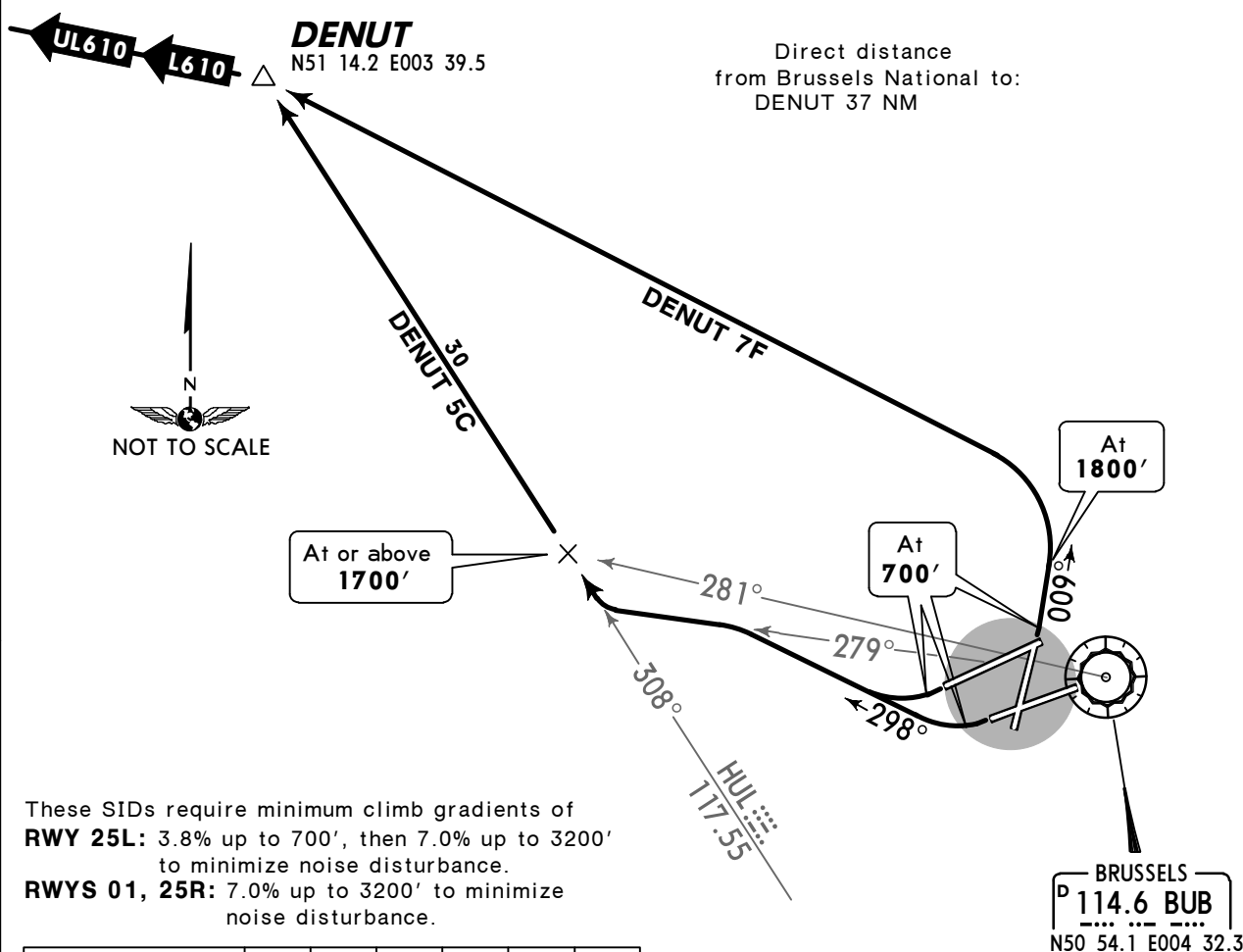
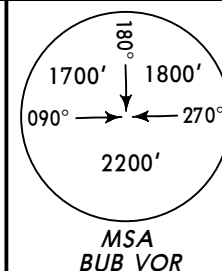
BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

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

DENUT 5C [DENU5C]①, DENUT 7F [DENU7F]②
RWYS 25L/R, 01 DEPARTURES
~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
RWY 25L: 3.8% up to 700', then 7.0% up to 3200' to minimize noise disturbance.
RWYS 01, 25R: 7.0% up to 3200' to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

SID	RWY	INITIAL CLIMB/ROUTING
DENUT 5C ①	25L/R	Climb to 700', turn RIGHT, 298° track, intercept BUB R-279, turn RIGHT, intercept HUL R-308 to DENUT.
DENUT 7F ②	01	Climb to 700', 009° track, at 1800' direct to DENUT.

- ① Via airways (U)L-610 WESTBOUND. For traffic destinations EGKK, EGHH & EGGI. For traffic overflying London TMA with requested FL above FL245.
② B-RNAV above MSA.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

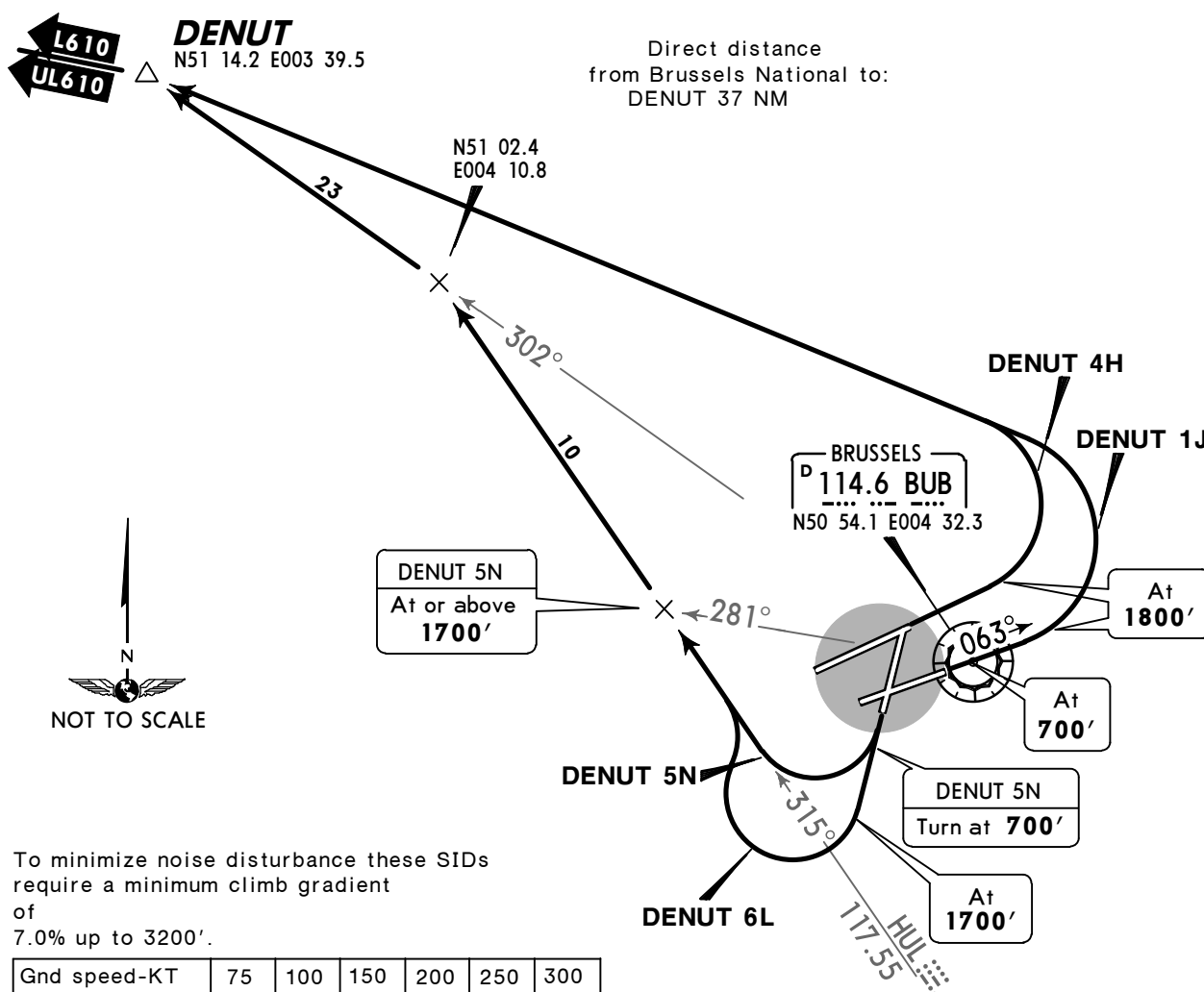
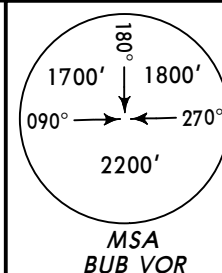
Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

DENUT 4H [DENU4H]②, DENUT 1J [DENU1J]②

DENUT 6L①③, DENUT 5N①④

RWYS 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 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

SID	RWY	INITIAL CLIMB/ROUTING
DENUT 4H②	07L	Climb straight ahead, at 1800' direct to DENUT.
DENUT 1J②	07R	Climb to 700', 063° track to 1800', direct to DENUT.
DENUT 6L①③	19	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-315, turn LEFT, intercept BUB R-302 to DENUT.
DENUT 5N①④		Climb to 700', turn RIGHT, intercept HUL R-315, turn LEFT, intercept BUB R-302 to DENUT.

- ① Via airways (U)L-610 westbound. For traffic destinations EGKK, EGHH & EGHI. For traffic overflying London TMA with requested FL above FL245.
- ② B-RNAV above MSA.
- ③ Available between 0600-2259LT.
- ④ Available between 2300-0559LT or when runway 25R is not available for landing.

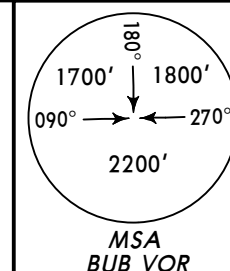
BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

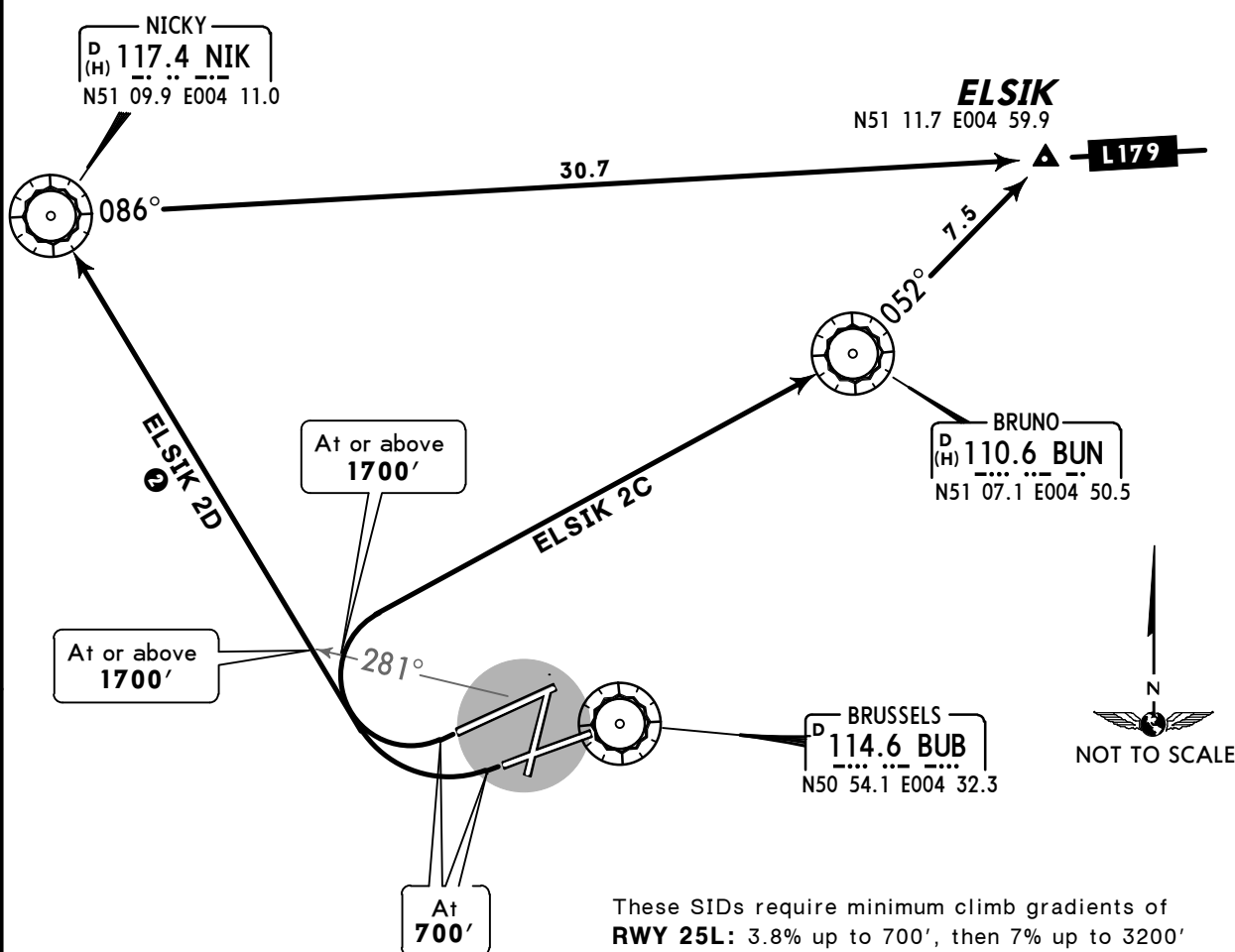
Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. EXPECT close-in obstacles.
2. After take-off remain on Tower frequency.
3. 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] ②
RWYS 25L/R 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



② By ATC



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

These SIDs require minimum climb gradients of
RWY 25L: 3.8% up to 700', then 7% up to 3200'
to minimize noise disturbance.
RWY 25R: 7.0% up to 3200' to minimize noise
disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

SID	RWY	INITIAL CLIMB/ROUTING
ELSIK 2C ①	25L/R	Climb to 700', turn RIGHT direct to BUN, then to ELSIK.
ELSIK 2D		Climb to 700', turn RIGHT direct to NIK, then to ELSIK.

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.

ELSIK 2F [ELSI2F], ELSIK 1H [ELSI1H]

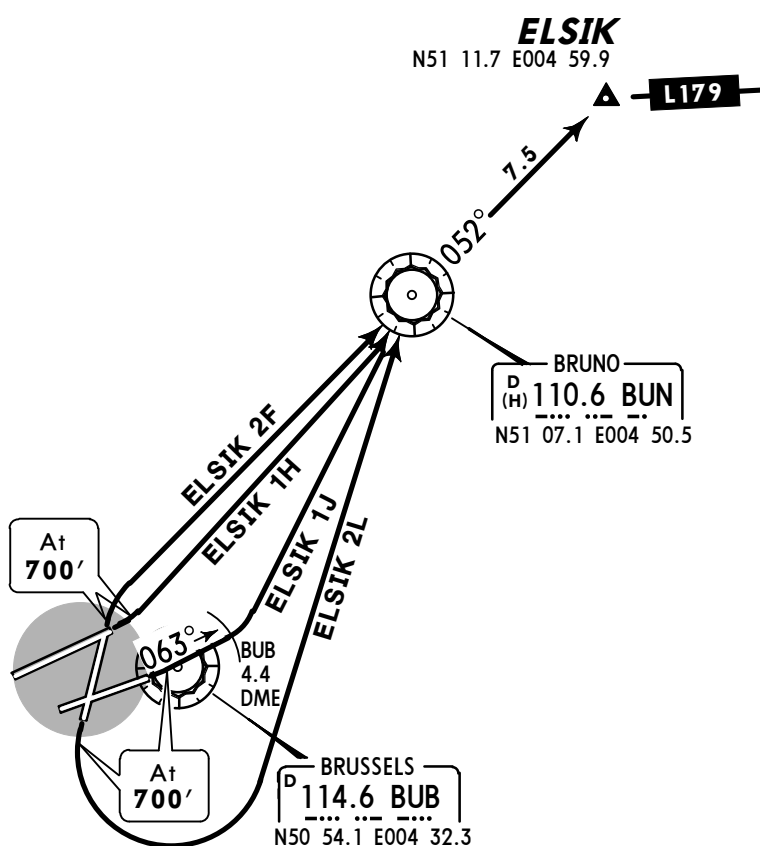
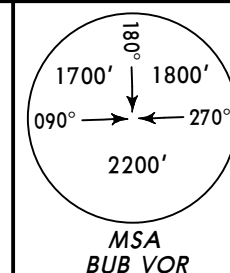
ELSIK 1J [ELSI1J], ELSIK 2L

RWYS 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

To minimize noise disturbance these SIDs
require a minimum climb gradient
of
7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

SID	RWY	INITIAL CLIMB/ROUTING
ELSIK 2F	01	Climb to 700', turn RIGHT direct to BUN, then to ELSIK.
ELSIK 1H	07L	Climb to 700', turn LEFT direct to BUN, then to ELSIK.
ELSIK 1J	07R	Climb to 700', 063° track to BUB 4.4 DME, direct to BUN, then to ELSIK.
ELSIK 2L	19	Climb to 700', turn LEFT direct to BUN, then to ELSIK.

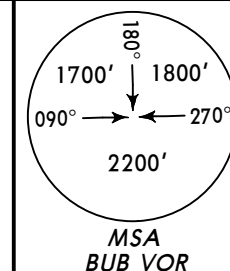
BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

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

HELEN 5C [HELE5C], HELEN 7F [HELE7F]
RWYS 25L/R, 01 DEPARTURES
~~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



HELEN 5C
28

HELEN 7F

At or above
1700'

Direct distance
from Brussels National to:
HELEN 31 NM

At
700'

At
1800'

BRUSSELS
114.6 BUB
N50 54.1 E004 32.3

These SIDs require minimum climb gradients of
RWY 25L: 3.8% up to 700', then 7.0% up to 3200'
to minimize noise disturbance.
RWYS 01, 25R: 7.0% up to 3200' to minimize
noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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

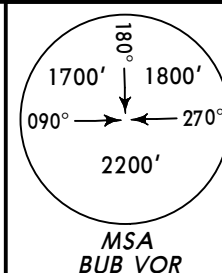
Initial climb clearance **FL60**, higher level by BRUSSELS Departure or
BRUSSELS Control as soon as possible

SID	RWY	INITIAL CLIMB/ROUTING
HELEN 5C ①	25L/R	Climb to 700', turn RIGHT, 306° track, intercept HUL R-315 to HELEN.
HELEN 7F BRNAV above MSA	01	Climb to 700', 009° track, at 1800' direct to HELEN.

① For traffic with destination EHAM: route HELEN - HSD. For traffic inbound London TMA except destinations EGKK, EGHH & EGHI & for traffic overflying London TMA with requested FL below FL245: route HELEN - COA. For traffic via airway L-745 intending to leave Amsterdam FIR via RAVLO, MIMVA or GODOS: route HELEN - COA - TULIP.

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.

HELEN 4H [HELE4H], HELEN 1J [HELE1J]
HELEN 5L, HELEN 4N
RWYS 07L/R, 19 DEPARTURES
~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC

**HELEN**
N51 14.1
E003 52.2Direct distance
from Brussels National to:
HELEN 31 NMHELEN 4N
At or above
1700'BRUSSELS
P 114.6 BUB
N50 54.1 E004 32.3

HELEN 4H

HELEN 1J

At
700'HELEN 4N
Turn at
700'HUL
177.55HELEN
5LTo minimize noise disturbance these SIDs
require a minimum climb gradient
of
7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

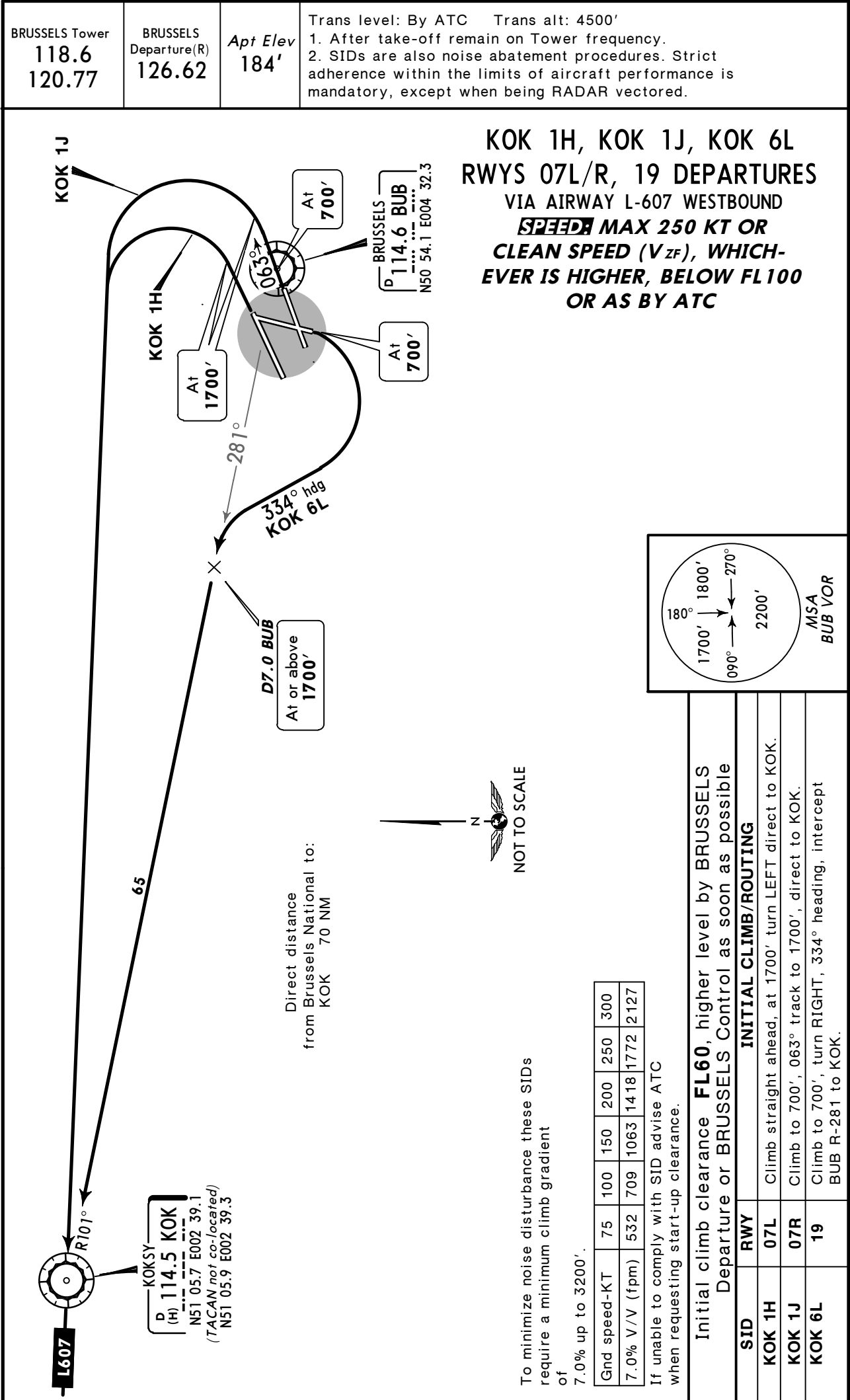
SID	RWY	INITIAL CLIMB/ROUTING
HELEN 4H B-RNAV above MSA	07L	Climb straight ahead, at 1800' direct to HELEN.
HELEN 1J B-RNAV above MSA	07R	Climb to 700', 063° track to 1800', direct to HELEN.
HELEN 5L ①②	19	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-315 to HELEN.
HELEN 4N ①③		Climb to 700', turn RIGHT, intercept HUL R-315 to HELEN.

① For traffic with destination EHAM: route HELEN - HSD. For traffic inbound London TMA except destinations EGKK, EGHH & EGHI & for traffic overflying London TMA with requested FL below FL245: route HELEN - COA. For traffic via airway L-745 intending to leave Amsterdam FIR via RAVLO, MIMVA or GODOS: route HELEN - COA - TULIP.

② Available between 0600-2259LT.

③ Available between 2300-0559LT or when runway 25R is not available for landing.

CHANGES: None.



BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

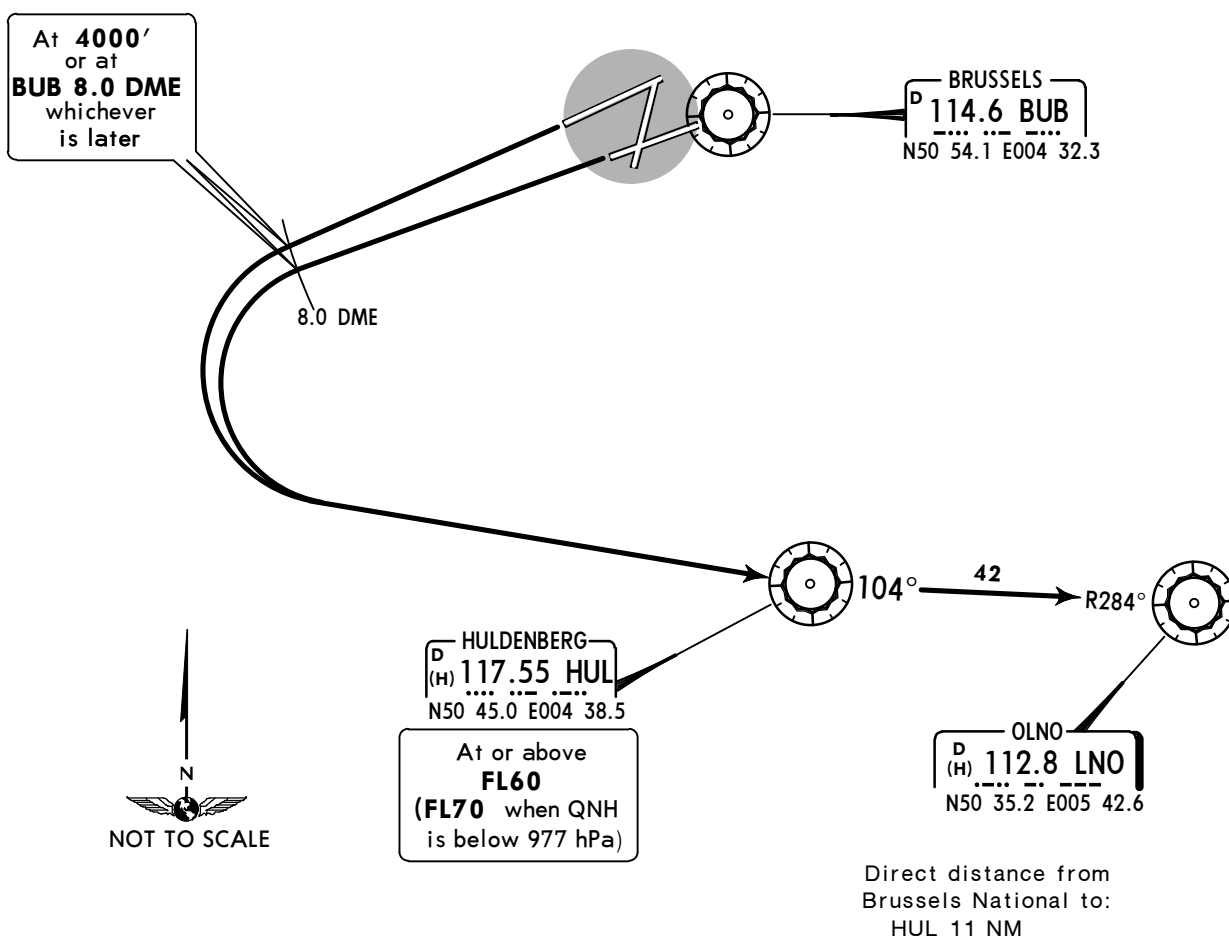
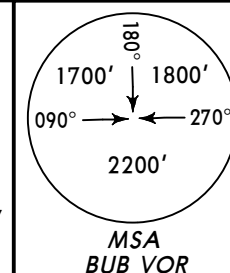
Trans level: By ATC Trans alt: 4500'
1. EXPECT close-in obstacles.
2. After take-off remain on Tower frequency.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

LNO 2D

RWYS 25L/R DEPARTURE

FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195
AVAILABLE BETWEEN 0600-2259LT FOR HEAVY ACFT AND
FOR SID RWY 25L BETWEEN 2300-0559LT FOR LIGHT, MEDIUM & HEAVY
AIRCRAFT WHEN MIL AIRSPACE NOT AVAILABLE

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



These SIDs require minimum climb gradients of
RWY 25L: 3.8% up to 700', then 7.0% up to 3200'
to minimize noise disturbance.
RWY 25R: 7.0% up to 3200' to minimize noise
disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

INITIAL CLIMB/ROUTING

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.

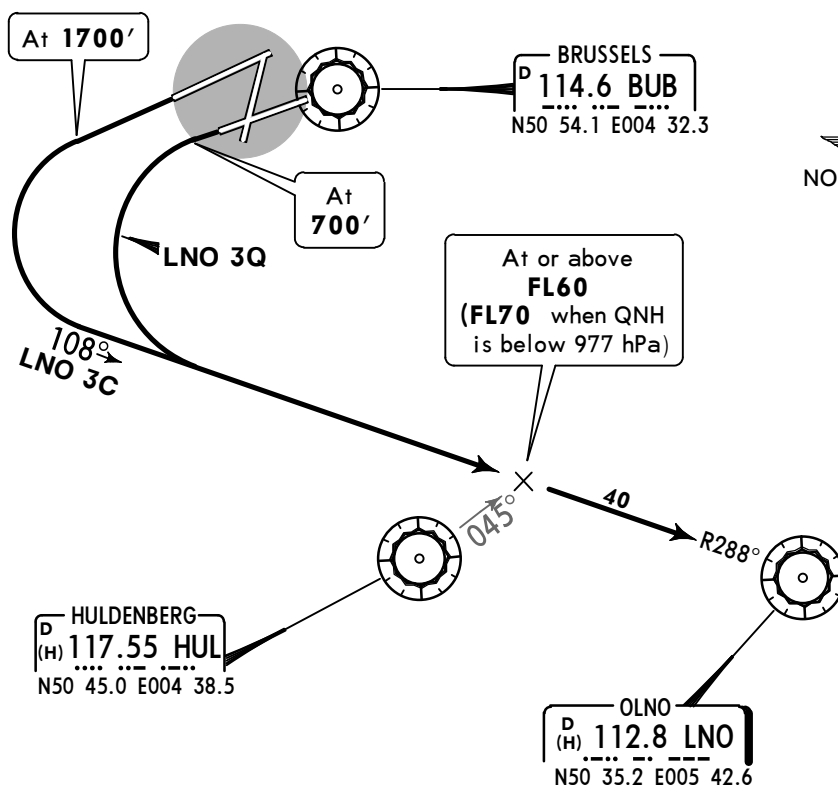
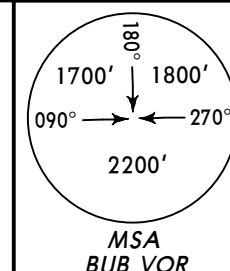
BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

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

LNO 3C, LNO 3Q
RWYS 25R/L DEPARTURES
FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195
AVAILABLE BETWEEN 0600-2259LT FOR LIGHT AND MEDIUM ACFT
~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



Direct distance from
Brussels National to:
LNO 50 NM

These SIDs require minimum climb gradients of

LNO 3C: 7.0% up to 3200' to minimize noise disturbance.

LNO 3Q: 3.8% up to 700', then 7.0% up to 3200' to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

SID	RWY	INITIAL CLIMB/ROUTING
LNO 3C	25R	Climb straight ahead, at 1700' turn LEFT, intercept LNO R-288 inbound to LNO.
LNO 3Q	25L	Climb to 700', turn LEFT, intercept LNO R-288 inbound to LNO.

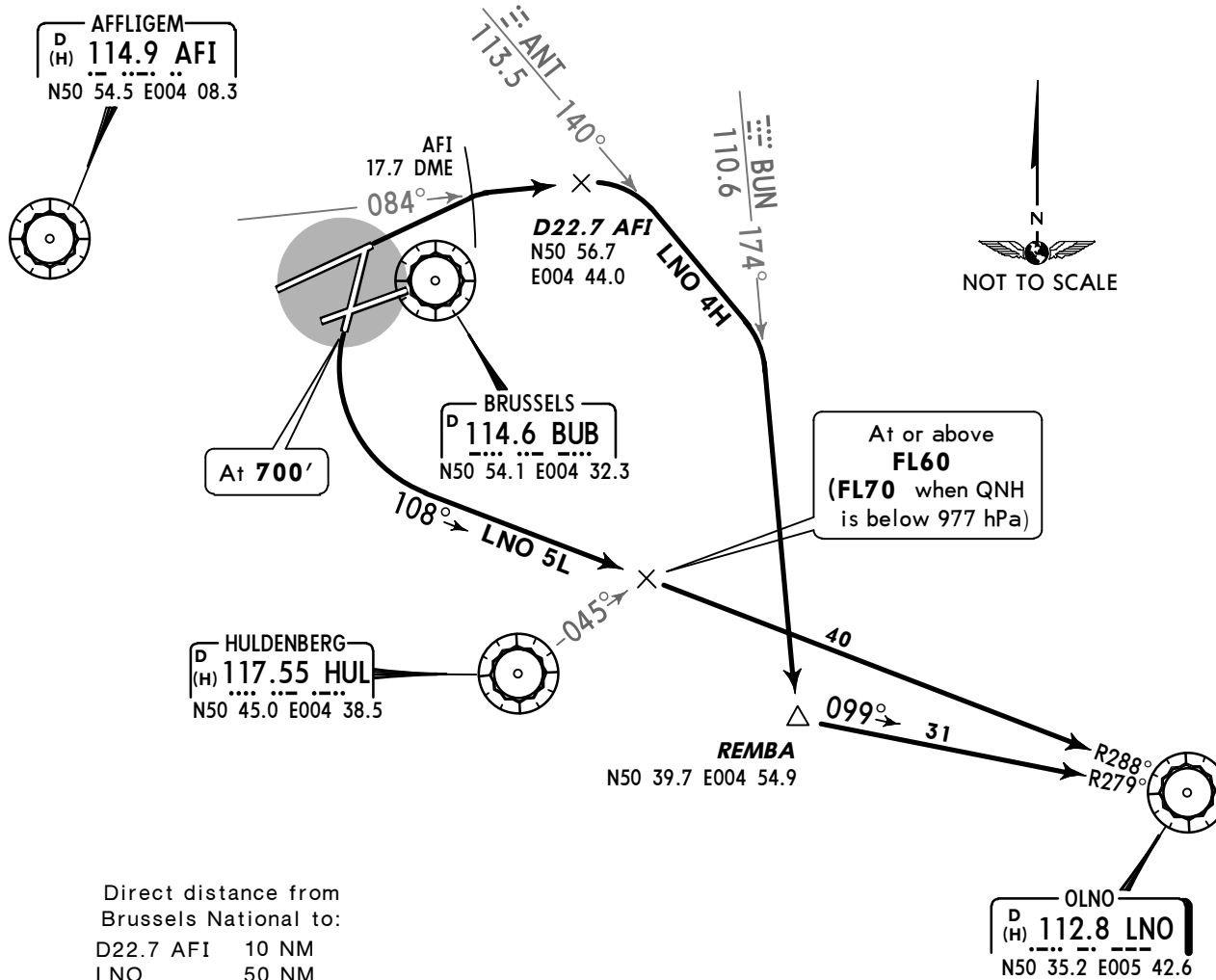
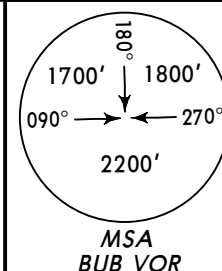
BRUSSELS Tower
118.6
120.77

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 4H, LNO 5L
RWYS 07L, 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 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

SID	RWY	INITIAL CLIMB/ROUTING
LNO 4H	07L	Climb straight ahead, at AFI 17.7 DME turn RIGHT, intercept AFI R-084 to D22.7 AFI, turn RIGHT, intercept ANT R-140, intercept BUN R-174 to REMBA, turn LEFT, LNO R-279 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'

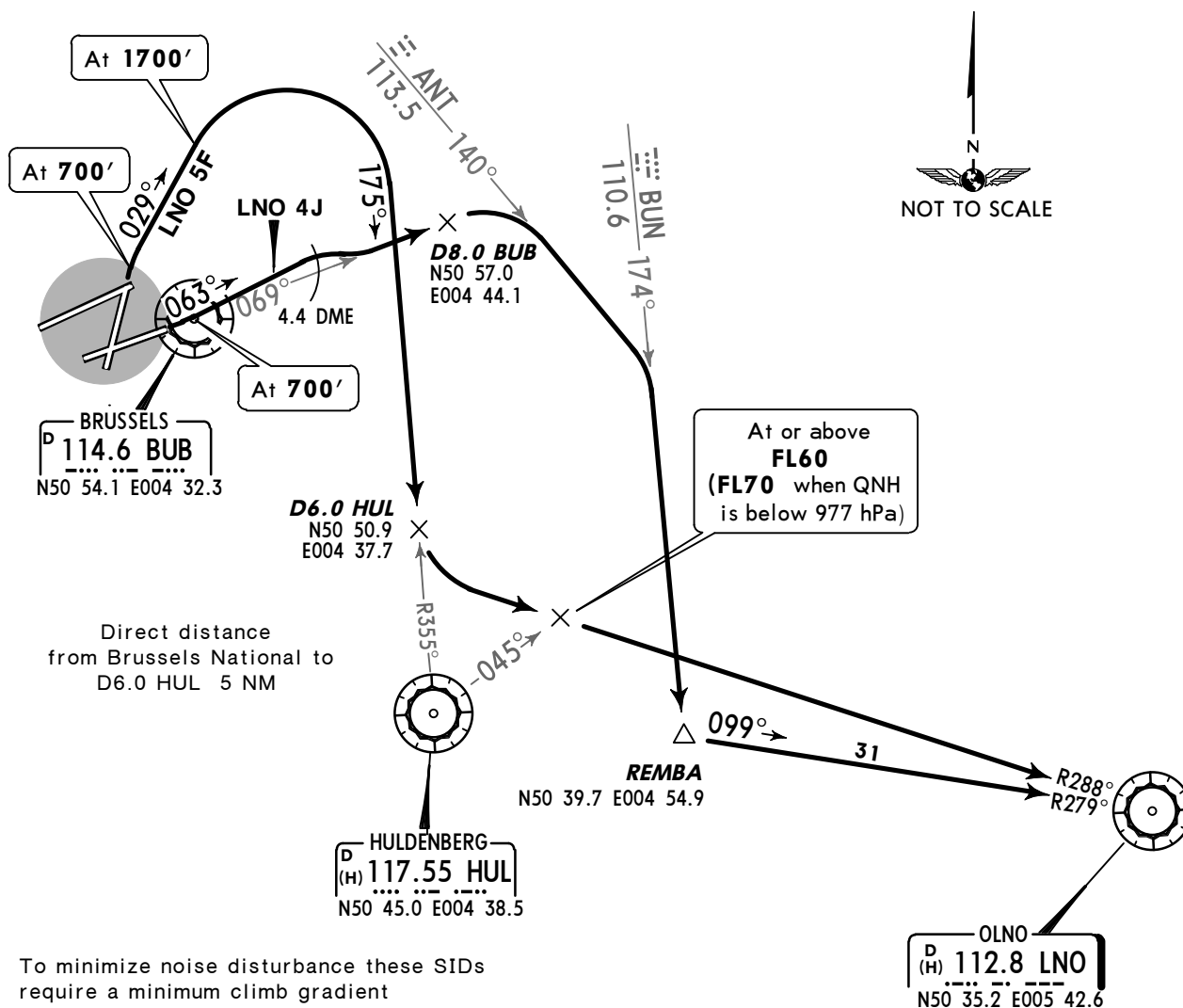
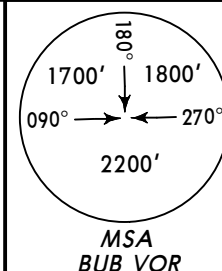
Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

LNO 5F, LNO 4J

RWYS 01, 07R 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 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

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 4J	07R	Climb to 700', 063° track, at BUB 4.4 DME intercept BUB R-069 to D8.0 BUB, turn RIGHT intercept ANT R-140, intercept BUN R-174 to REMBA, turn LEFT, LNO R-279 inbound to LNO.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

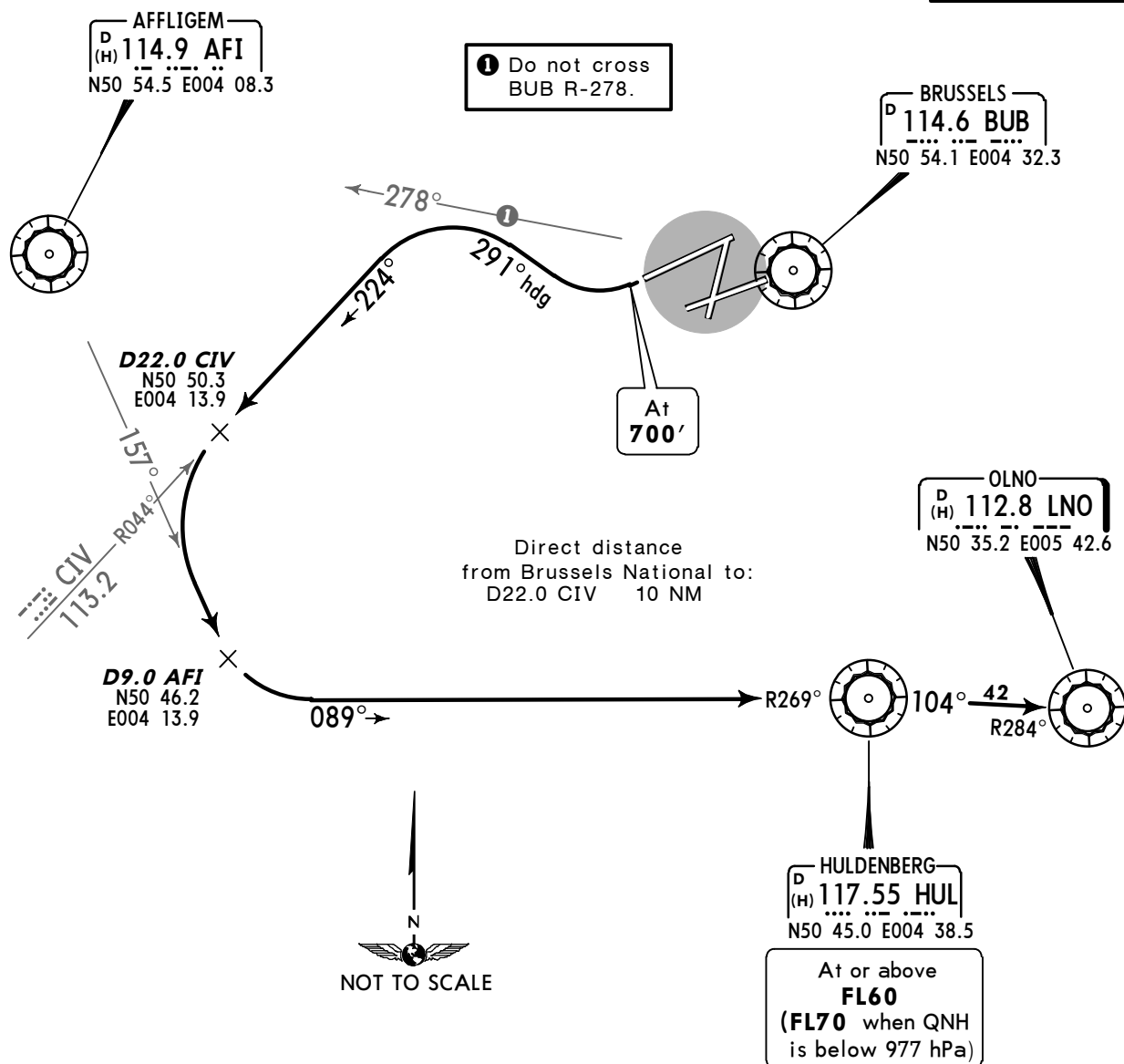
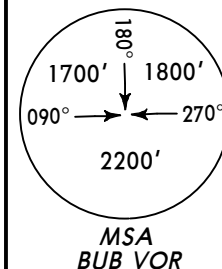
Trans level: By ATC Trans alt: 4500'
1. EXPECT close-in obstacles.
2. After take-off remain on Tower frequency.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

LNO 4Z

RWY 25R DEPARTURE

AVAILABLE BETWEEN 2300-0559LT WHEN MIL AIRSPACE NOT AVAILABLE

***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 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

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
120.77BRUSSELS
Departure(R)
126.62Apt Elev
184'

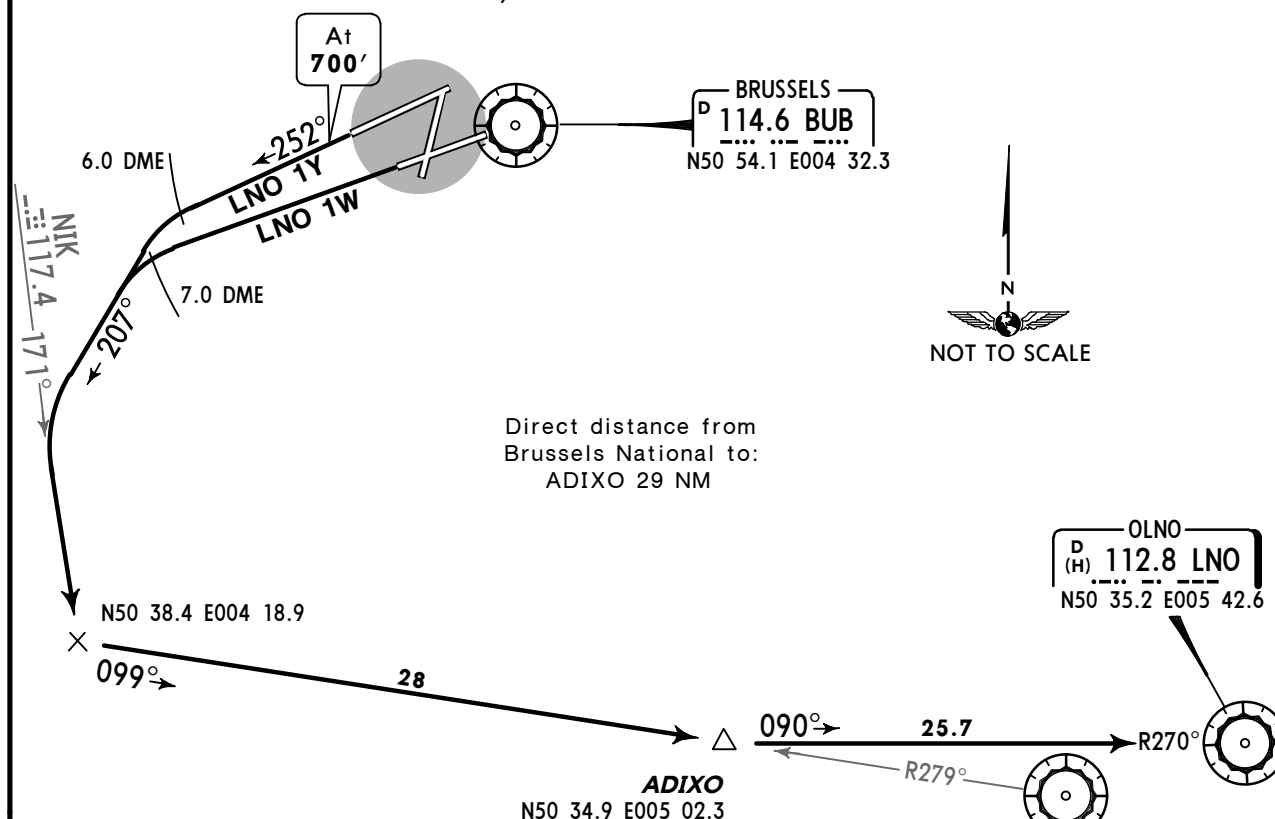
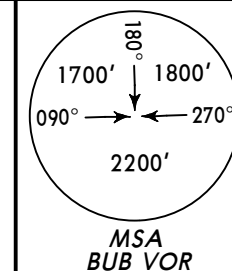
Trans level: By ATC Trans alt: 4500'

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

LNO 1W, LNO 1Y
RWYS 25L/R DEPARTURES

FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195
AVAILABLE BETWEEN 2300-0559LT FOR LIGHT AND MEDIUM ACFT
AND H24 FOR HEAVY ACFT WHEN MIL AIRSPACE IS AVAILABLE

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



These SIDs require minimum climb gradients of
LNO 1W: 3.8% up to 700', then 7.0% up to 3200'
to minimize noise disturbance.
LNO 1Y: 7.0% up to 3200' to minimize noise
disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

SID	RWY	INITIAL CLIMB/ROUTING
LNO 1W ①	25L	Climb straight ahead, at BUB 7.0 DME turn LEFT, 207° track, intercept NIK R-171, intercept SPI R-279 inbound to ADIXO, intercept LNO R-270 inbound to LNO.
LNO 1Y ②	25R	Climb to 700', 252° track, at BUB 6.0 DME turn LEFT, 207° track, intercept NIK R-171, intercept SPI R-279 inbound to ADIXO, intercept LNO R-270 inbound to LNO.

① Alternative route on ATC instruction: LNO 2D.

② Alternative route on ATC instruction: LNO 2D for heavy acft between 0559-2300LT; LNO 4Z for light & medium acft and for heavy acft between 2300-0559LT.



BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

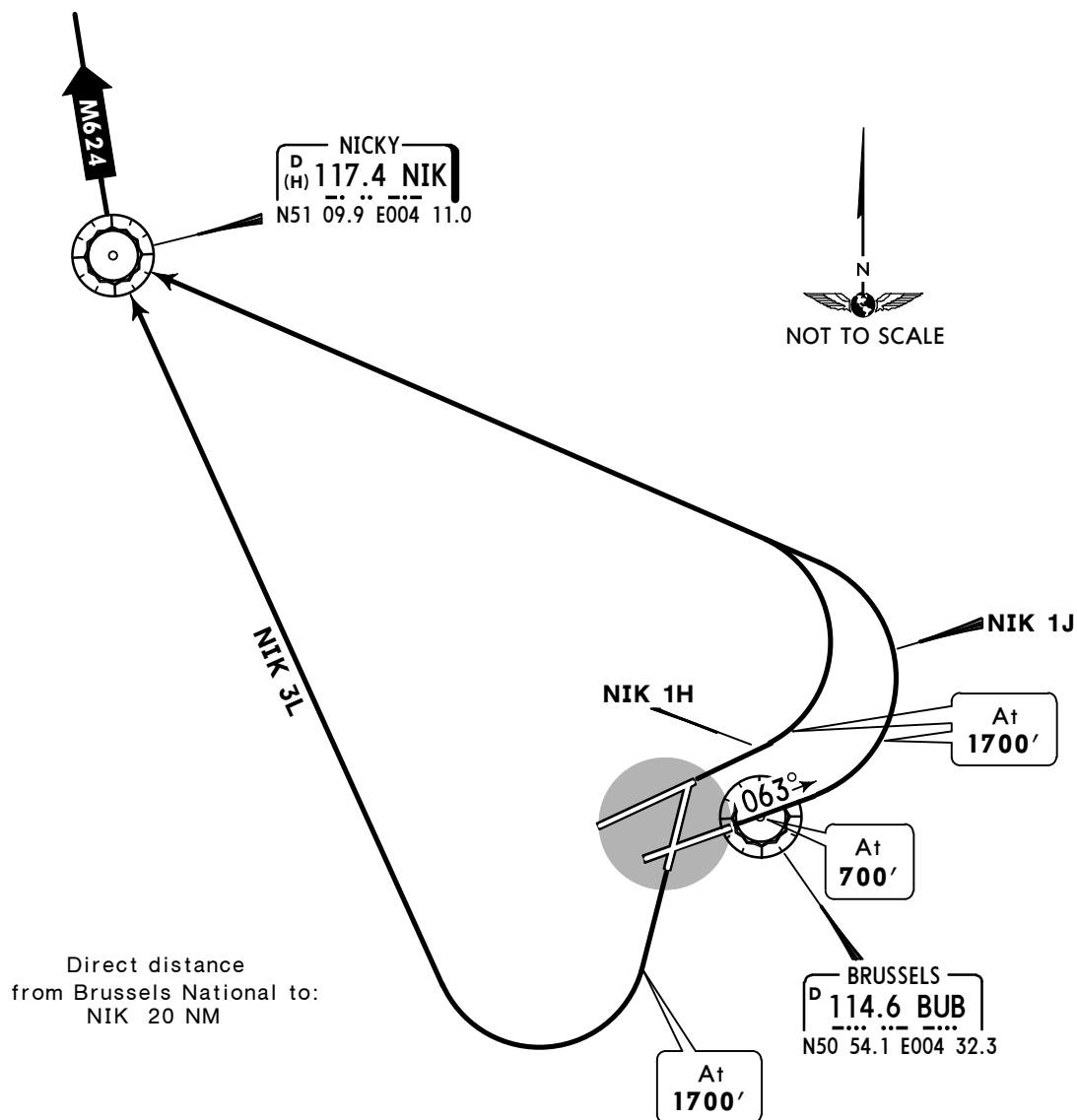
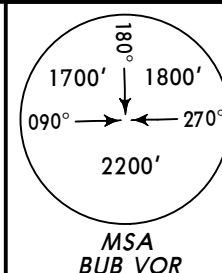
Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

NIK 1H, NIK 1J, NIK 3L
RWYS 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 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

SID	RWY	INITIAL CLIMB/ROUTING
NIK 1H	07L	Climb straight ahead, at 1700' turn LEFT direct to NIK.
NIK 1J	07R	Climb to 700', 063° track to 1700', direct to NIK.
NIK 3L ①	19	Climb straight ahead, at 1700' turn RIGHT direct to NIK.

① 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

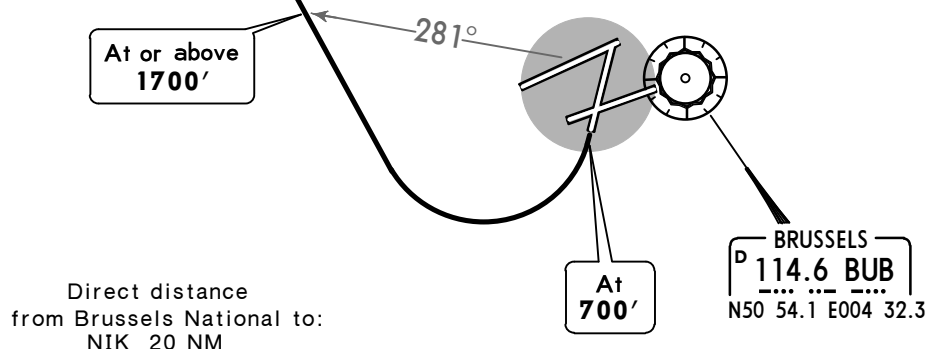
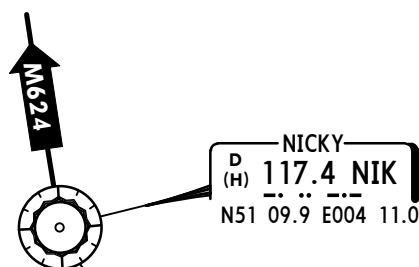
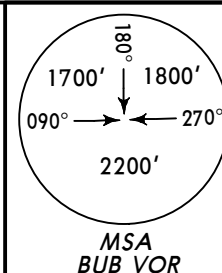
RWY 19 DEPARTURE

AVAILABLE BETWEEN 2300-0559LT OR WHEN
RWY 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 SID
requires a minimum climb gradient
of
7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

INITIAL CLIMB/ROUTING

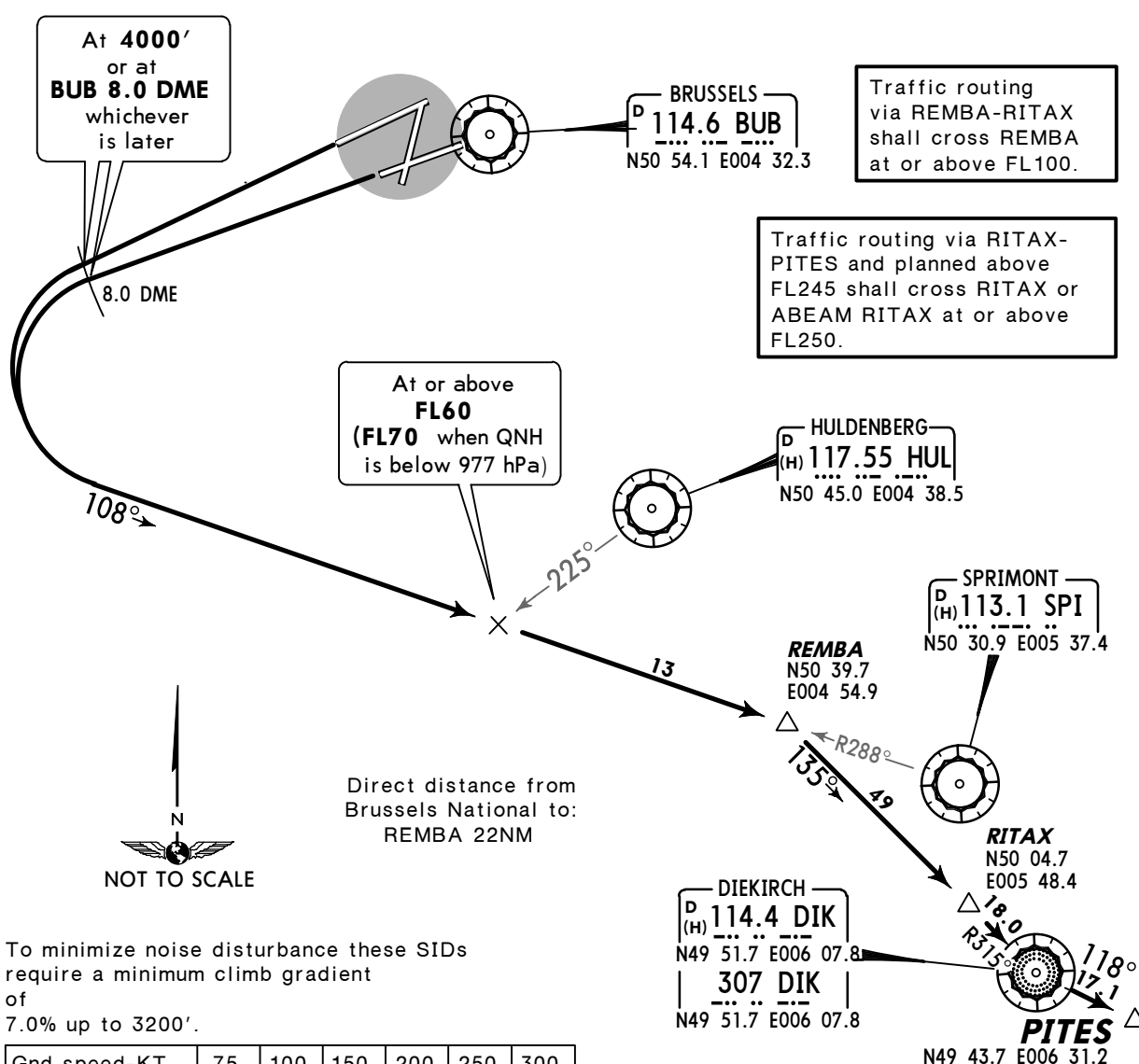
Climb to 700', turn RIGHT direct to NIK.

Trans level: By ATC Trans alt: 4500'

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

180°
1700' 1800'
090° 270°
2200'

MSA
BUB VOR



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

Alternate route when airway UM-150 not available: SOPOK 3D - SOPOK - ETENO.
Alternate route on ATC instruction: SOPOK 3D - SOPOK - RITAX - DIK - PITES.

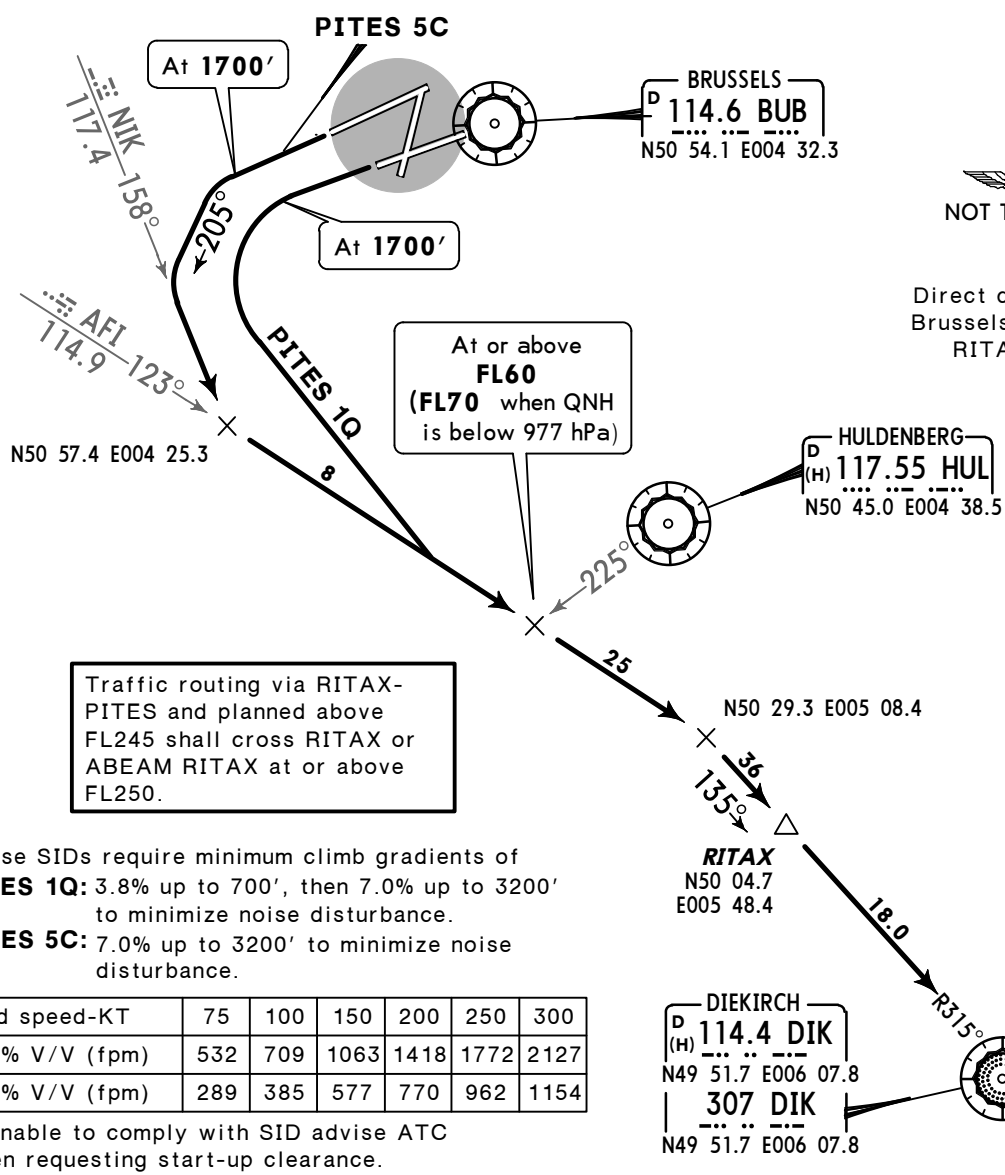
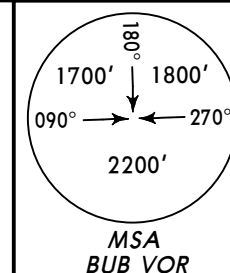
BRUSSELS Tower
118.6
120.77BRUSSELS
Departure(R)
126.62Apt Elev
184'

Trans level: By ATC Trans alt: 4500'

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

PITES 5C, PITES 1Q
RWYS 25R/L DEPARTURES

AVAILABLE BETWEEN 0600-2259LT FOR LIGHT AND MEDIUM ACFT
ONLY AVAILABLE IF AIRWAY UM-150 (CDR1)
BETWEEN DIK & PITES IS AVAILABLE
**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



These SIDs require minimum climb gradients of
PITES 1Q: 3.8% up to 700', then 7.0% up to 3200'
to minimize noise disturbance.

PITES 5C: 7.0% up to 3200' to minimize noise
disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

SID	RWY	INITIAL CLIMB/ROUTING
PITES 5C 1 3	25R	Climb to 1700', turn LEFT, 205° track, intercept NIK R-158, intercept AFI R-123, intercept DIK R-315 inbound via RITAX to DIK, then to PITES.
PITES 1Q 2 4	25L	Climb to 1700', turn LEFT, intercept AFI R-123, intercept DIK R-315 inbound via RITAX to DIK, then to PITES.

Alternate route when airway UM-150 not available:

1 SOPOK 6C - SOPOK - ETENO.

2 SOPOK 2Q - SOPOK - ETENO.

Alternate route when temp closed due to MIL requirements:

3 SOPOK 6C - SOPOK - RITAX - DIK - PITES.

4 SOPOK 2Q - SOPOK - RITAX - DIK - PITES.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

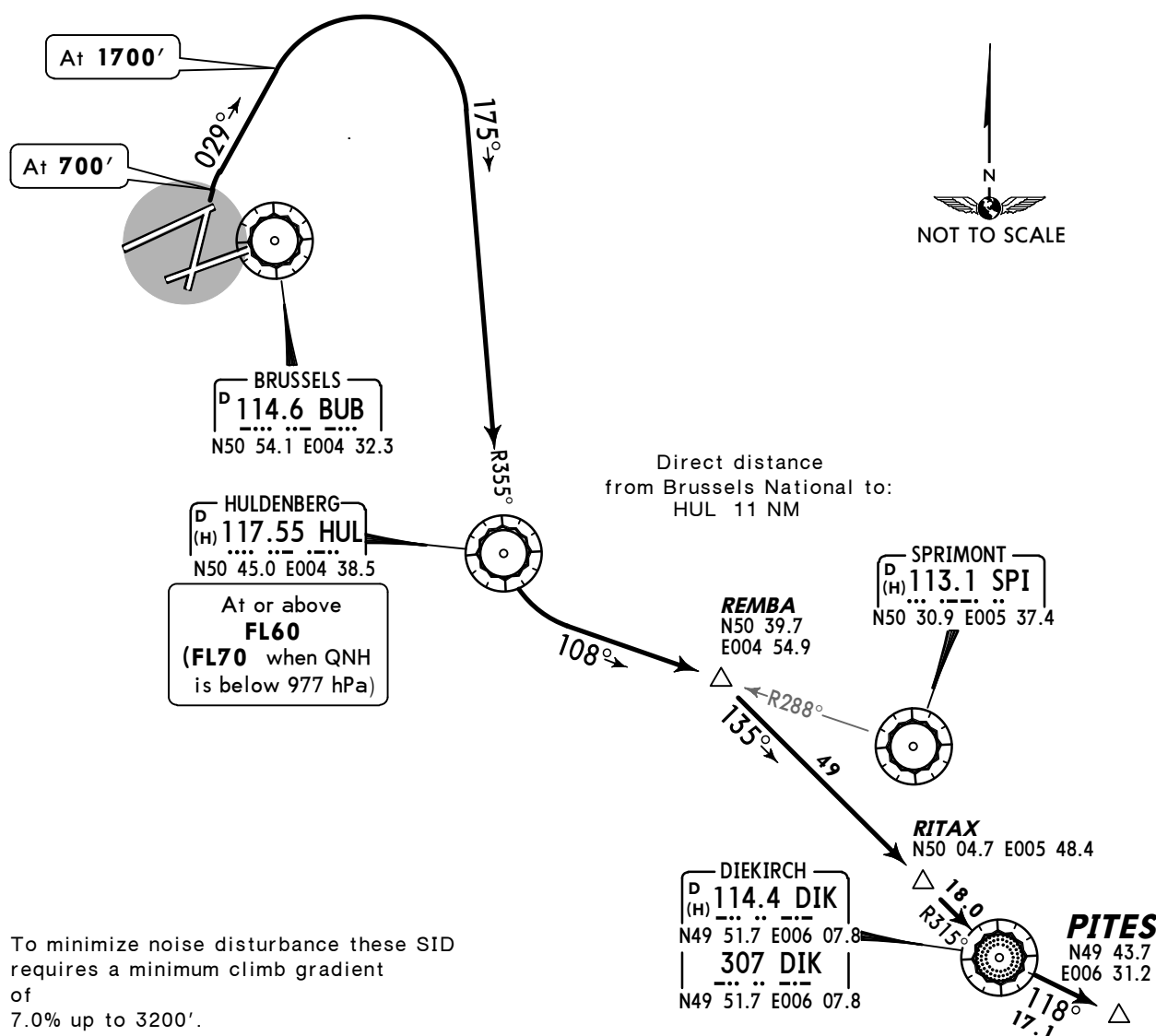
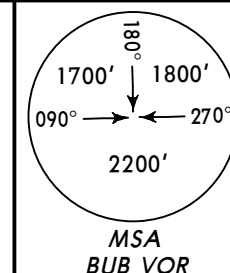
Apt Elev
184'

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 5F [PITE5F] RWY 01 DEPARTURE

ONLY AVAILABLE IF AIRWAY UM-150 (CDR1)
BETWEEN DIK & PITES IS AVAILABLE
ALTERNATIVE ROUTE WHEN UM-150 NOT AVAILABLE:
SOPOK 5F - SOPOK - ETENO.
ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 5F - 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 these SID requires a minimum climb gradient of 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

INITIAL CLIMB/ROUTING

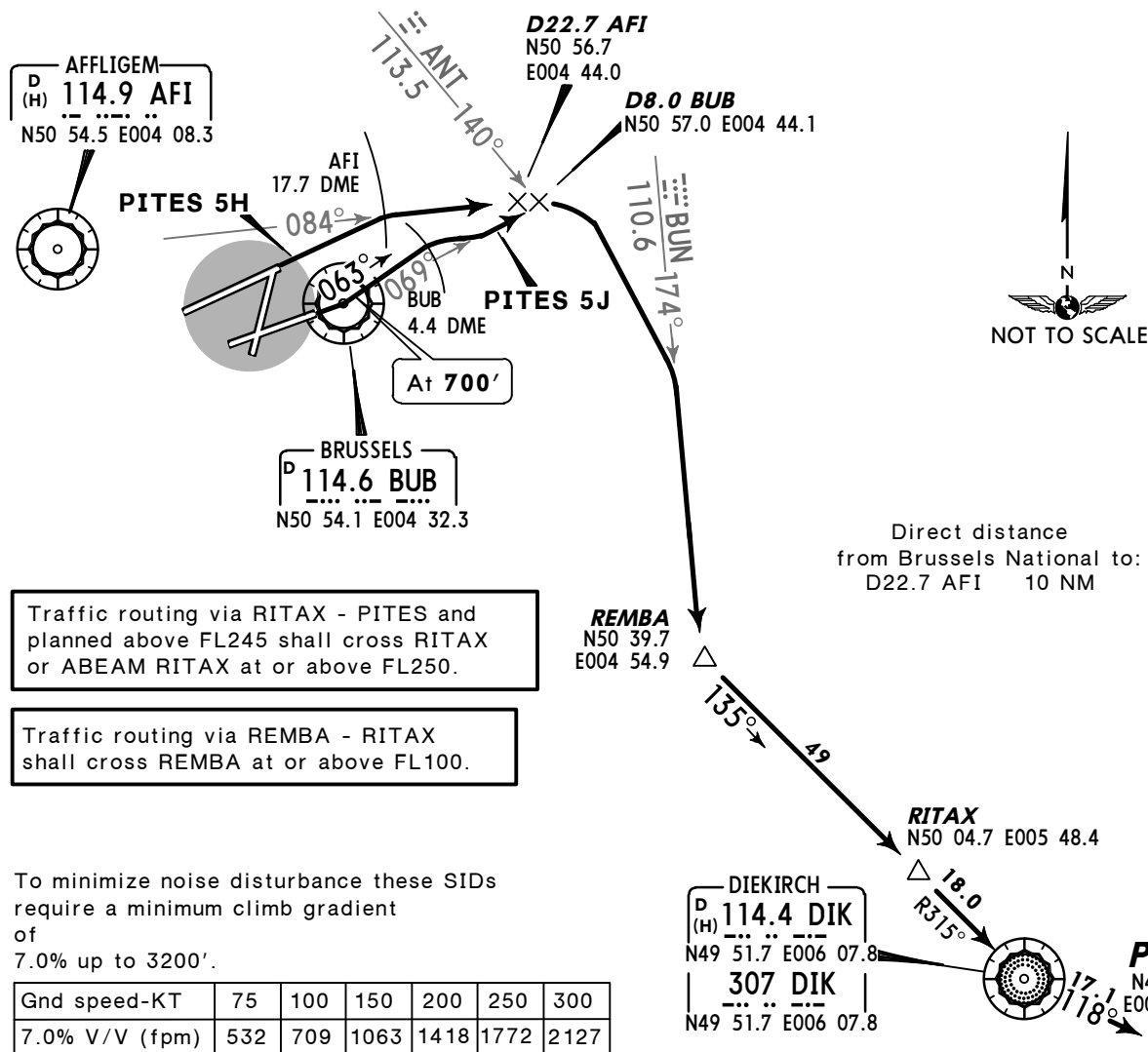
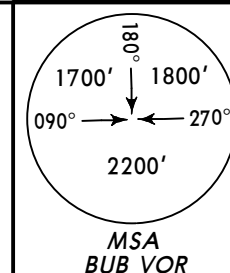
Climb to 700', 029° track, at 1700' turn RIGHT, intercept HUL R-355 inbound to HUL, turn LEFT, intercept SPI R-288 inbound to REMBA, turn RIGHT direct to RITAX, then to DIK, then to PITES.

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.
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PITES 5H [PITE5H], PITES 5J [PITE5J] RWYS 07L/R DEPARTURES

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

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



Traffic routing via RITAX - PITES and planned above FL245 shall cross RITAX or ABEAM RITAX at or above FL250.

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

To minimize noise disturbance these SIDs require a minimum climb gradient of 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

SID	RWY	INITIAL CLIMB
PITES 5H 1 2	07L	Climb straight ahead, at AFI 17.7 DME turn RIGHT, intercept AFI R-084 to D22.7 AFI, turn RIGHT.
PITES 5J 3 4	07R	Climb to 700', 063° track, at BUB 4.4 DME intercept BUB R-069 to D8.0 BUB, turn RIGHT.

ROUTING

Intercept ANT R-140, intercept BUN R-174 to REMBA, intercept DIK R-315 inbound via RITAX to DIK, then to PITES.

- 1** Alternative route when airway UM-150 not available: SOPOK 4H - SOPOK - ETENO.
- 2** Alternative route on ATC instruction: SOPOK 4H - SOPOK - RITAX - DIK - PITES.
- 3** Alternative route when airway UM-150 not available: SOPOK 4J - SOPOK - ETENO.
- 4** Alternative route on ATC instruction: SOPOK 4J - 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. EXPECT close-in obstacles.
2. After take-off remain on Tower frequency.
3. 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 WHEN MIL AISPACE NOT AVAILABLE
ONLY AVAILABLE IF AIRWAY UM-150 (CDR1)
BETWEEN DIK & PITES IS AVAILABLE

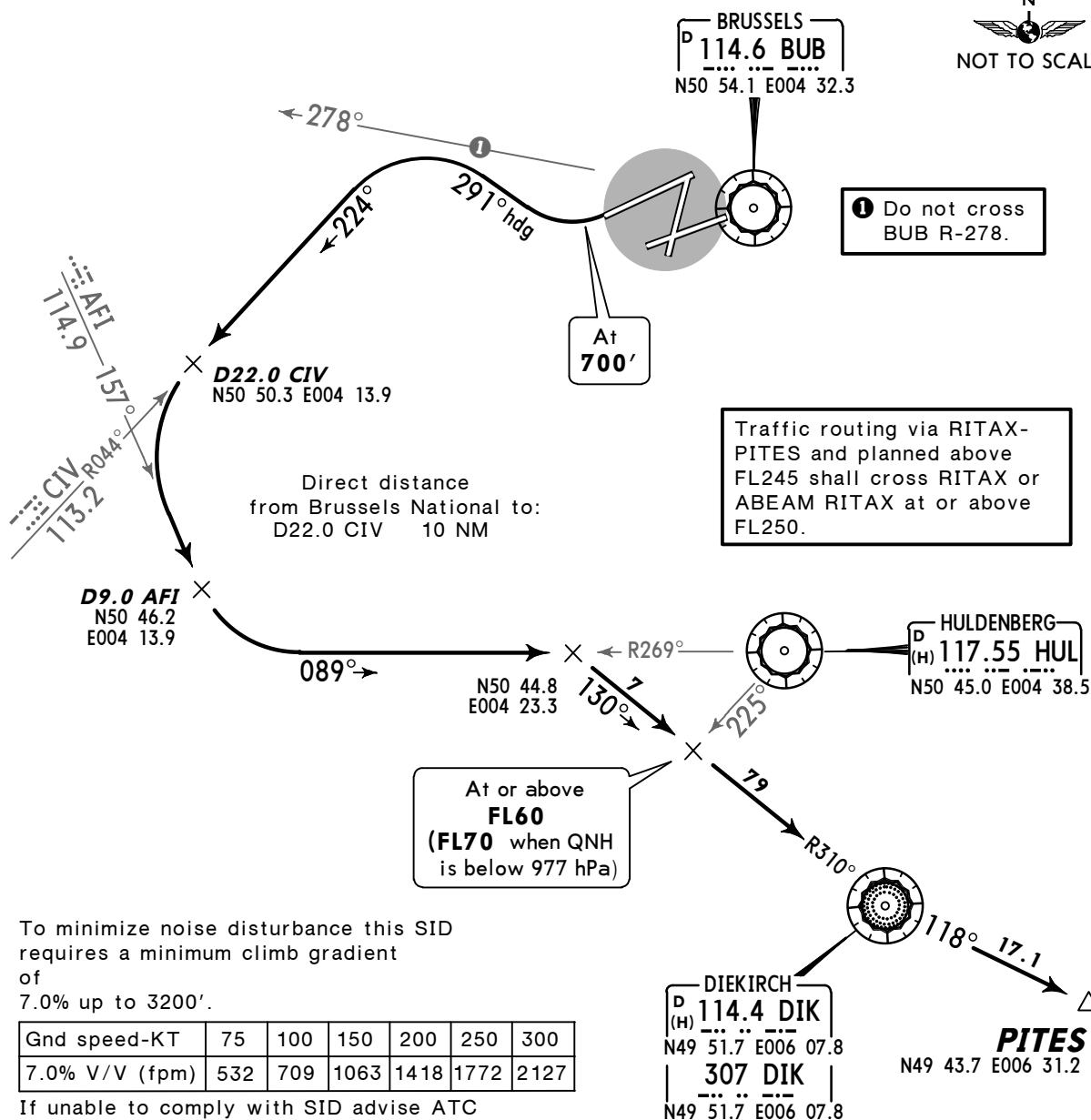
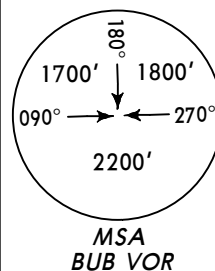
ALTERNATIVE ROUTE WHEN AIRWAY UM-150 NOT AVAILABLE:

SOPOK 5Z - 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**



To minimize noise disturbance this SID requires a minimum climb gradient of 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

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
120.77BRUSSELS
Departure(R)
126.62Apt Elev
184'

Trans level: By ATC Trans alt: 4500'

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

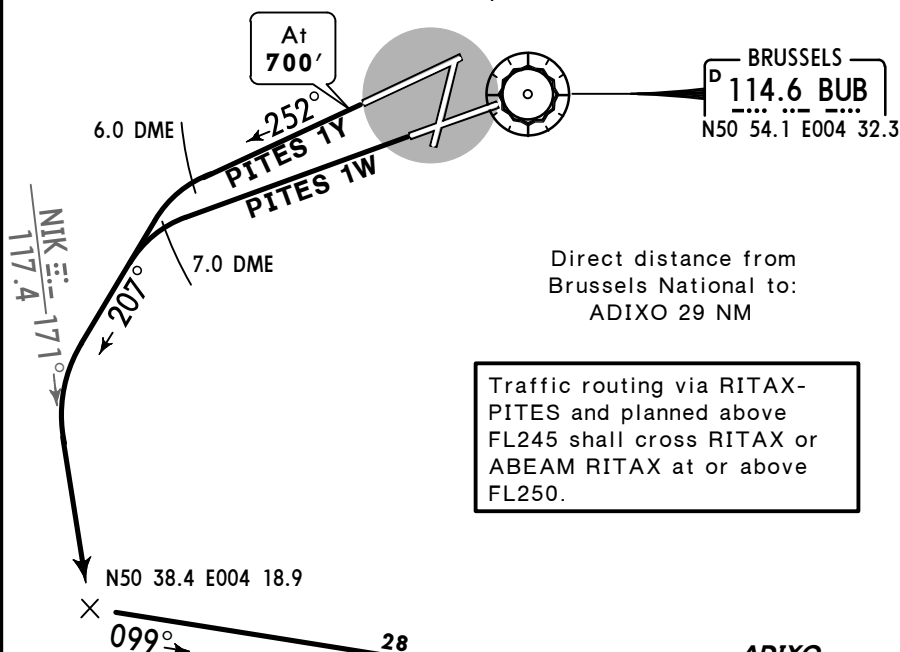
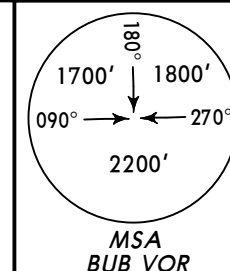
PITES 1W, PITES 1Y
RWYS 25L/R DEPARTURES

ONLY AVAILABLE WHEN AIRWAY UM-150 (CDR1)

BETWEEN DIK & PITES IS AVAILABLE

AVAILABLE BETWEEN 2300-0559LT FOR LIGHT AND MEDIUM ACFT AND

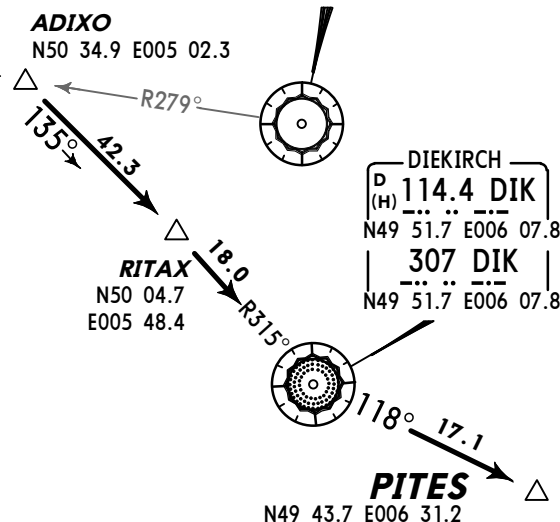
H24 FOR HEAVY ACFT WHEN MIL AIRSPACE IS AVAILABLE

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

This SID requires a minimum climb gradient of

PITES 1W: 3.8% up to 700', then 7.0% up to 3200' to minimise noise disturbances.**PITES 1Y:** 7.0% up to 3200' to minimise noise disturbances.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

SID	RWY	ROUTING
PITES 1W 12	25L	Climb straight ahead, at BUB 7.0 DME turn LEFT, 207° track, intercept NIK R-171, intercept SPI R-279 inbound to ADIXO, intercept DIK R-315 inbound via RITAX to DIK, then to PITES.
PITES 1Y 34	25R	Climb to 700', 252° track, at BUB 6.0 DME turn LEFT, 207° track, intercept NIK R-171, intercept SPI R-279 inbound to ADIXO, intercept DIK R-315 inbound via RITAX to DIK, then to PITES.

1 Alternate route when UM-150 not available: SOPOK 1W - SOPOK - ETENO.**2** Alternate SID on ATC instruction: PITES 3D.**3** Alternate route when airway UM-150 not available: SOPOK 1Y - SOPOK - ETENO.**4** Alternate SID on ATC instruction: PITES 3D for heavy acft between 0559-2300LT,
PITES 4Z for light & medium acft and heavy acft 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 6L

RWY 19 DEPARTURE

ONLY AVAILABLE IF AIRWAY UM-150 (CDR1)

BETWEEN DIK & PITES IS AVAILABLE

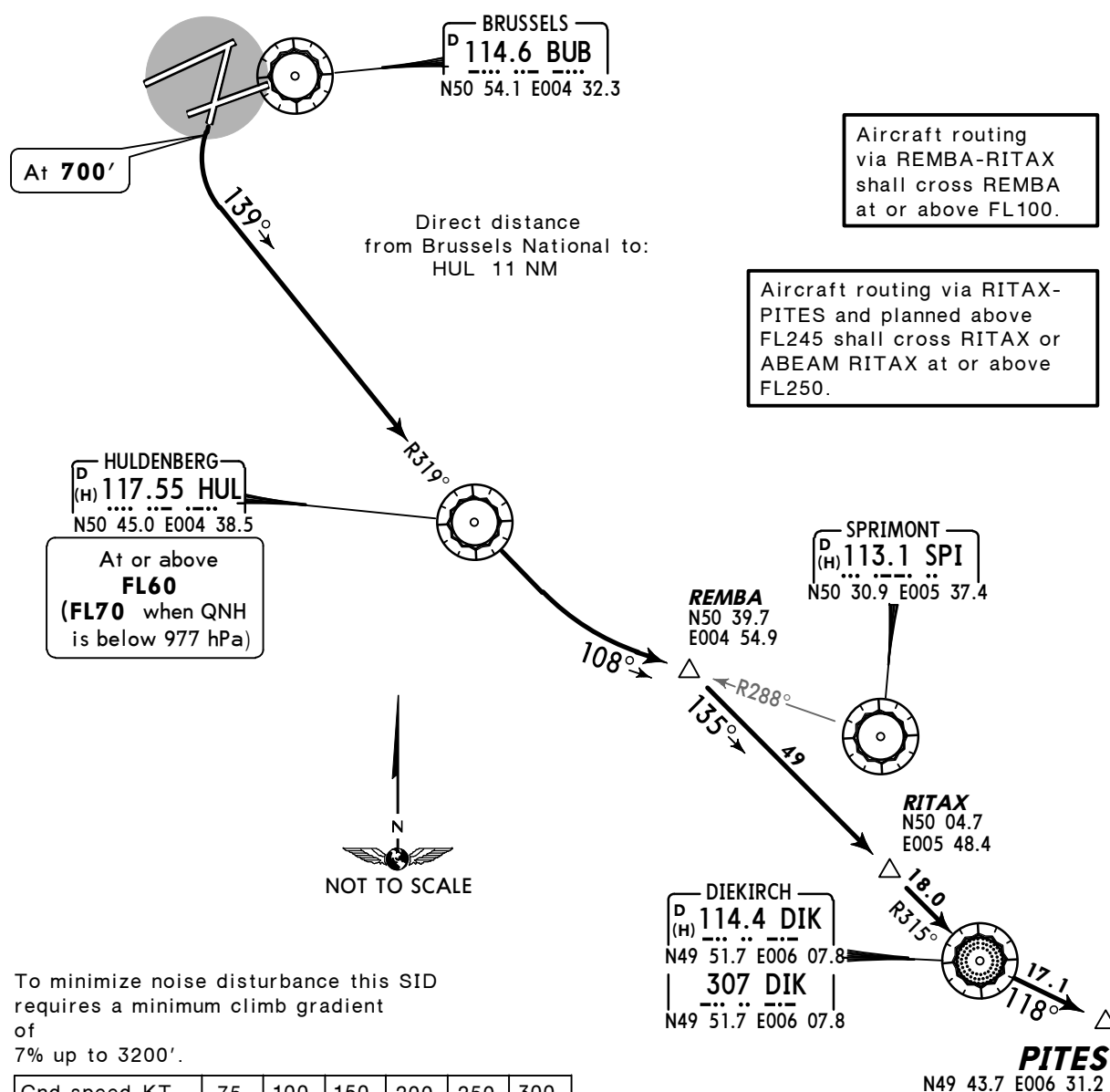
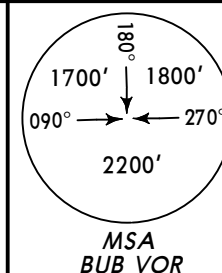
ALTERNATIVE ROUTE WHEN AIRWAY UM-150 NOT AVAILABLE:

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 possible

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

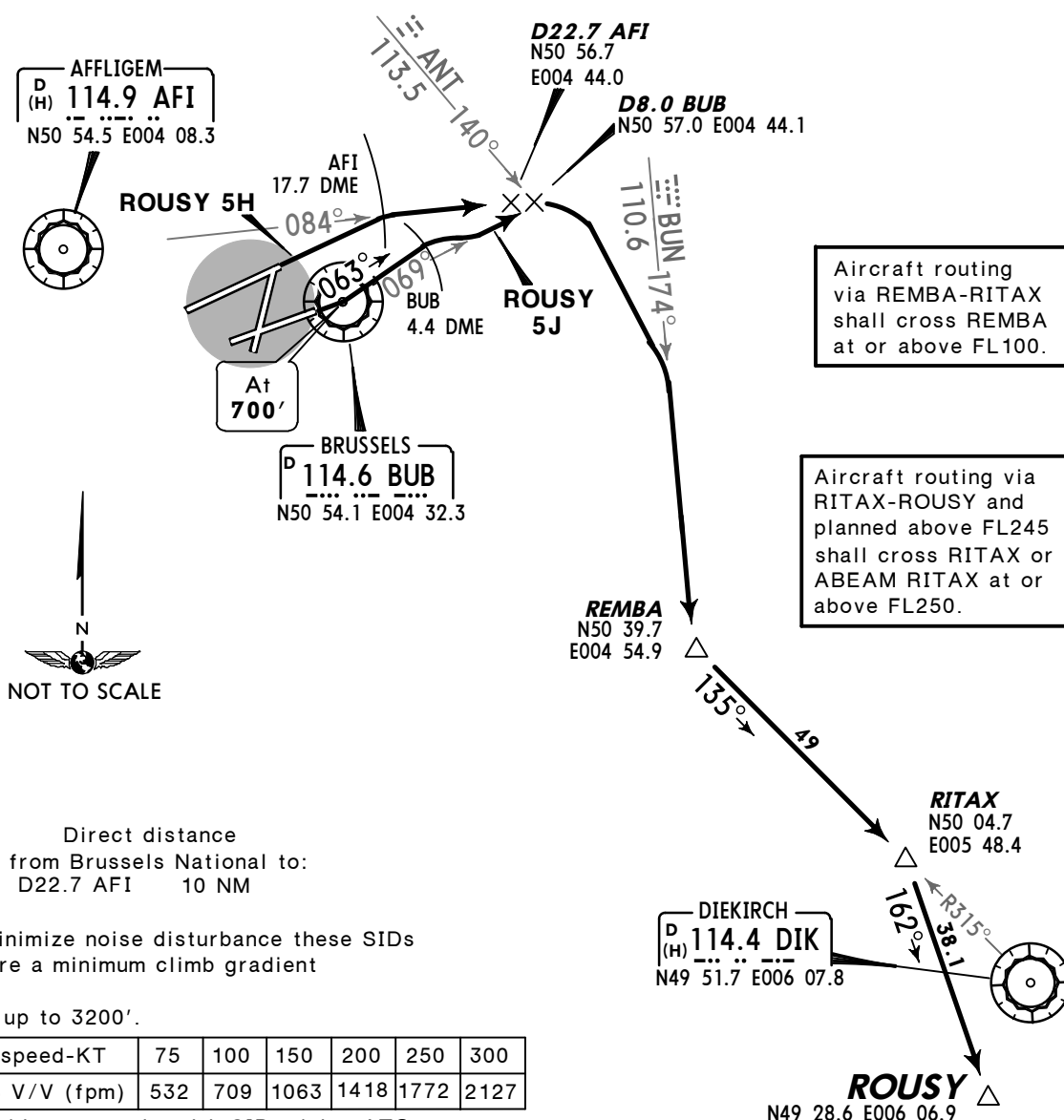
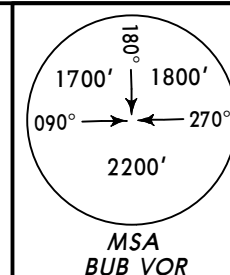
Apt Elev
184'

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.

ROUSY 5H [ROUS5H], ROUSY 5J [ROUS5J]

RWYS 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:
D22.7 AFI 10 NM

To minimize noise disturbance these SIDs
require a minimum climb gradient
of
7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

SID	RWY	INITIAL CLIMB/ROUTING
ROUSY 5H ①	07L	Climb straight ahead, at AFI 17.7 DME turn RIGHT, intercept AFI R-084 to D22.7 AFI, turn RIGHT, intercept ANT R-140, intercept BUN R-174 to REMBA, intercept DIK R-315 inbound to RITAX, then to ROUSY.
ROUSY 5J ②	07R	Climb to 700', 063° track, at BUB 4.4 DME intercept BUB R-069 to D8.0 BUB, turn RIGHT, intercept ANT R-140, intercept BUN R-174 to REMBA, intercept DIK R-315 inbound to RITAX, then to ROUSY.

① Alternative route on ATC instruction: SOPOK 4H - SOPOK - RITAX - ROUSY.

② Alternative route on ATC instruction: SOPOK 4J - SOPOK - RITAX - ROUSY.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

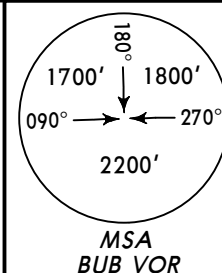
Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

ROUSY 5F [ROUS5F] RWY 01 DEPARTURE

ALTERNATIVE ROUTE ON ATC INSTRUCTION:

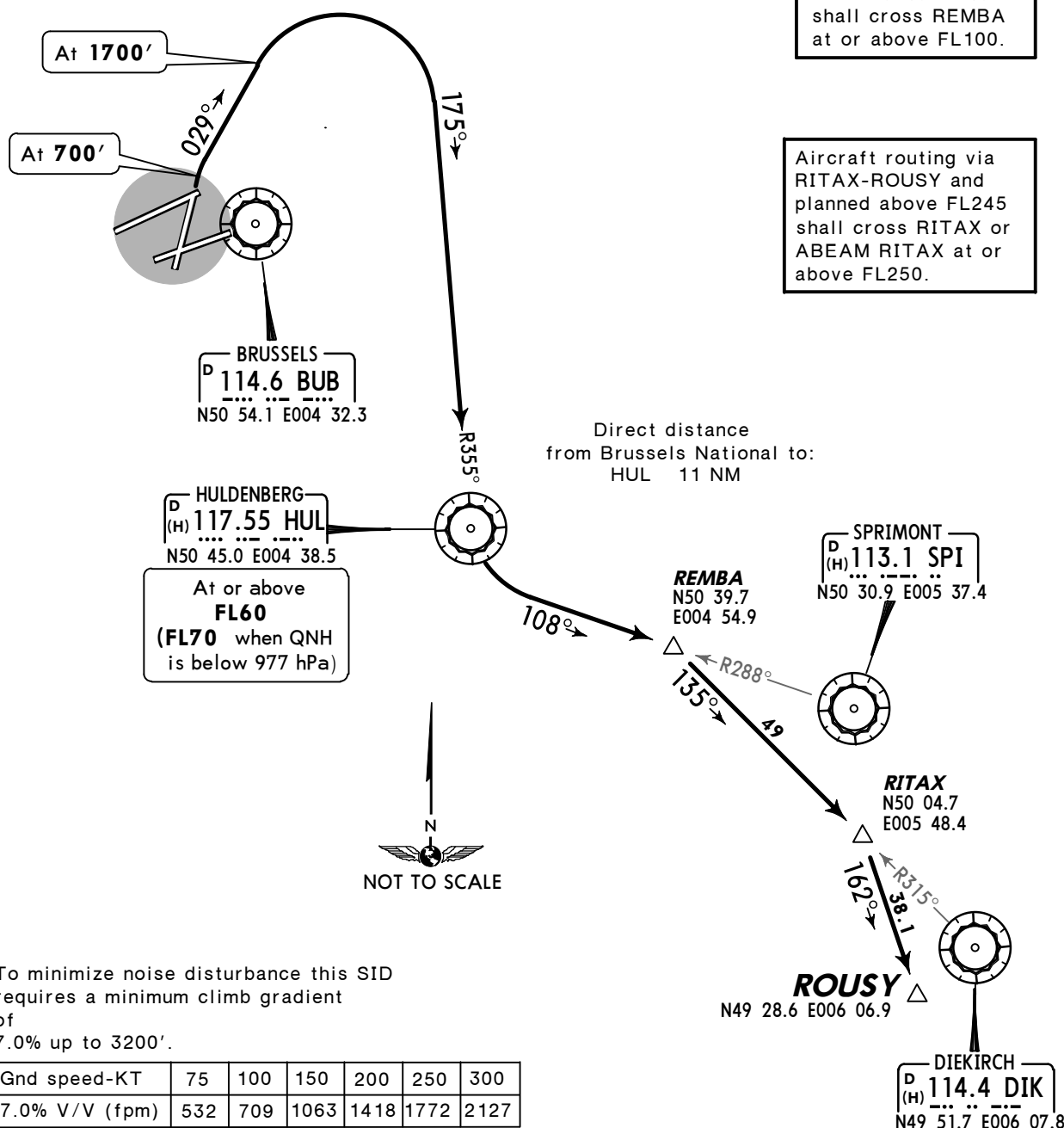
SOPOK 5F - SOPOK - RITAX - ROUSY

**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 SID requires a minimum climb gradient of 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

INITIAL CLIMB/ROUTING

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.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

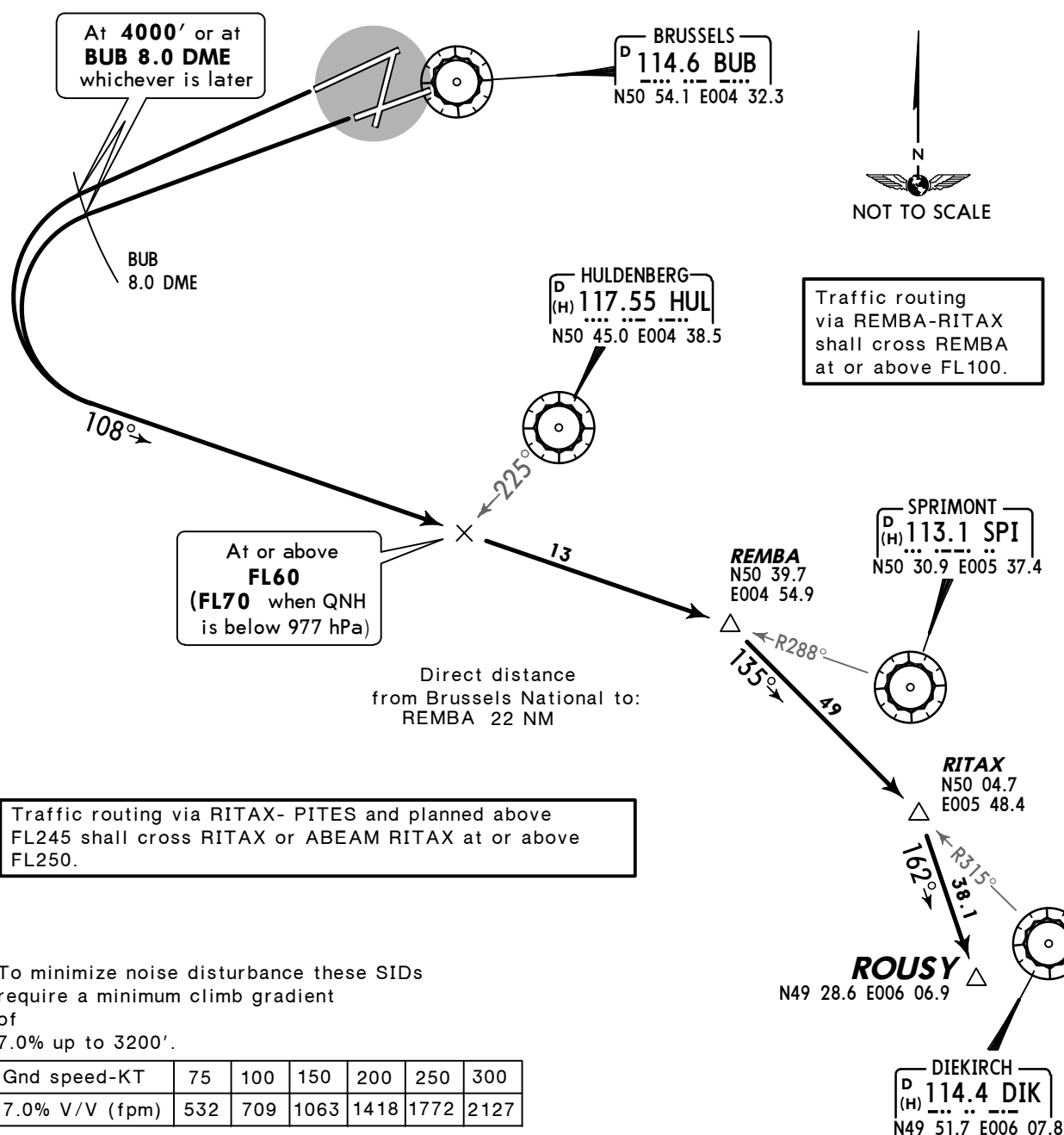
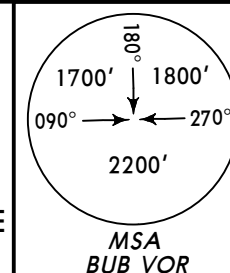
Apt Elev
184'

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

ROUSY 3D [ROUS3D]

RWYS 25L/R DEPARTURE

AVAILABLE BETWEEN 0600-2259LT FOR HEAVY ACFT AND
FOR SIDS RWY 25L BETWEEN 2300-0559LT FOR
LIGHT, MEDIUM AND HEAVY ACFT WHEN MIL AIRSPACE NOT AVAILABLE
**~~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 possible

INITIAL CLIMB/ROUTING

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.

Alternate route on ATC instructions: SOPOK 3D - SOPOK - RITAX - ROUSY.

BRUSSELS Tower
118.6
120.77

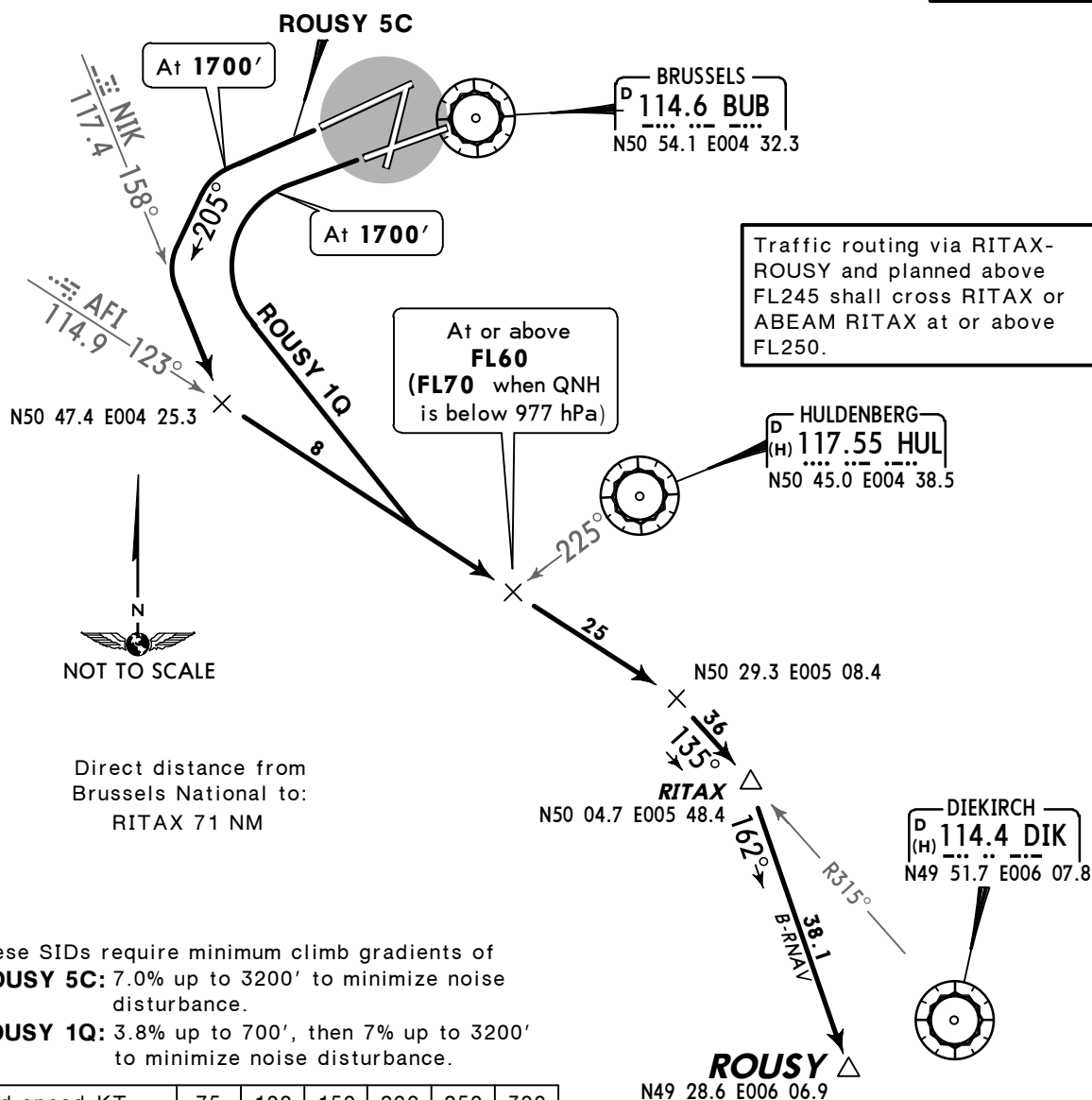
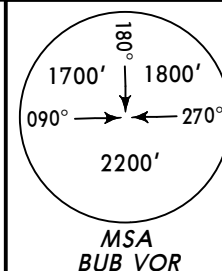
BRUSSELS
Departure(R)
126.62

Apt Elev
184'

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

ROUSY 5C, ROUSY 1Q RWYS 25L/R DEPARTURES

SIDS AVAILABLE BETWEEN 0600-2259LT FOR LIGHT AND MEDIUM ACFT
**~~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
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

SID	RWY	INITIAL CLIMB/ROUTING
ROUSY 5C ①	25R	Climb to 1700', turn LEFT, 205° track, intercept NIK R-158, intercept AFI R-123, intercept DIK R-315 inbound to RITAX, then to ROUSY.
ROUSY 1Q ②	25L	Climb to 1700', turn LEFT, intercept AFI R-123, intercept DIK R-315 inbound to RITAX, then to ROUSY.

① Alternative route: SOPOK 6C - SOPOK - RITAX - ROUSY.

② Alternative route: SOPOK 2Q - SOPOK - RITAX - ROUSY.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

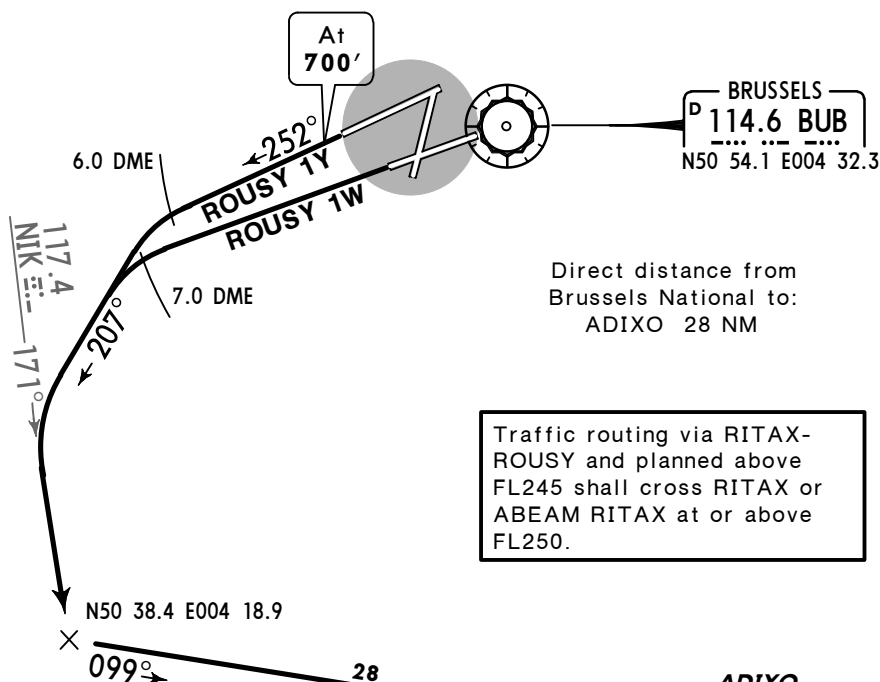
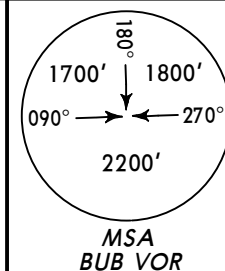
Apt Elev
184'

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

ROUSY 1W, ROUSY 1Y RWYS 25L/R DEPARTURES

AVAILABLE BETWEEN 2300-0559LT FOR LIGHT AND MEDIUM ACFT AND
H24 FOR HEAVY ACFT WHEN MIL AIRSPACE IS AVAILABLE

**~~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 minimum climb gradients
of

ROUSY 1W: 3.8% up to 700', then 7.0% up to 3200'.

ROUSY 1Y: 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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

ADIXO
N50 34.9 E005 02.3

SPRIMONT
D (H) 113.1 SPI
N50 30.9 E005 37.4

RITAX
N50 04.7 E005 48.4

ROUSY
N49 28.6 E006 06.9

DIEKIRCH
D (H) 114.4 DIK
N49 51.7 E006 07.8

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

SID	RWY	INITIAL CLIMB/ROUTING
ROUSY 1W ①	25L	Climb straight ahead, at BUB 7.0 DME turn LEFT, 207° track, intercept NIK R-17, intercept SPI R-279 inbound to ADIXO, intercept DIK R-315 inbound to RITAX, then to ROUSY.
ROUSY 1Y ②	25R	Climb to 700', 252° track, at BUB 6.0 DME turn LEFT, 207° track, intercept NIK R-171, intercept SPI R-279 inbound to ADIXO, intercept DIK R-315 inbound to RITAX, then to ROUSY.

① Alternative route on ATC instruction: ROUSY 3D.

② Alternative route on ATC instruction: ROUSY 3D for heavy acft between 0559-2300LT;
ROUSY 4Z for light & medium acft and for heavy acft 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.

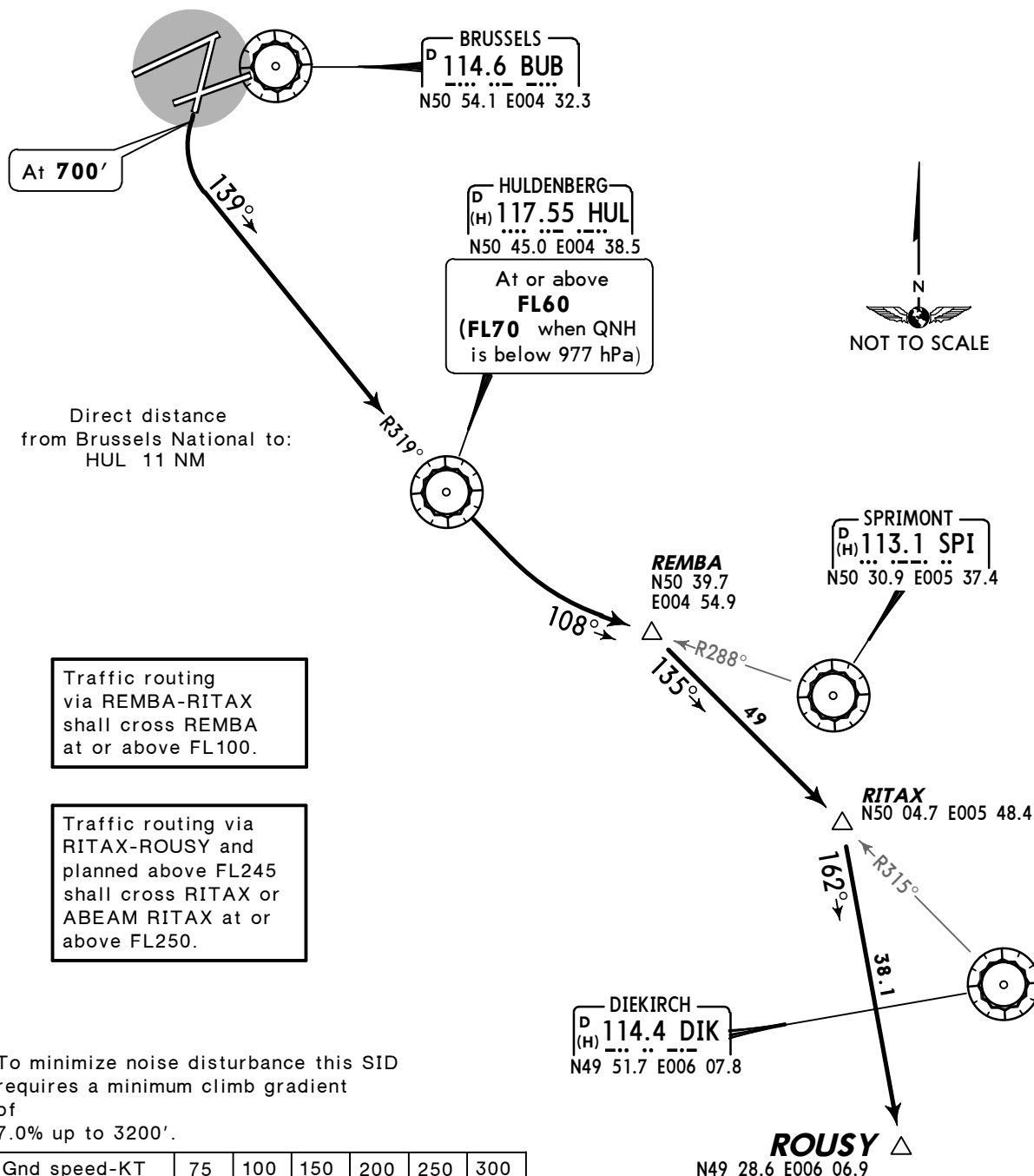
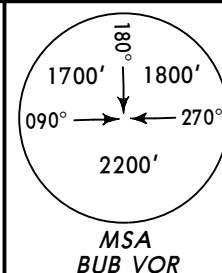
ROUSY 6L

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***



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 possible.

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'

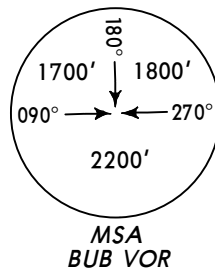
1. EXPECT close-in obstacles.
2. After take-off remain on Tower frequency.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

ROUSY 4Z [ROUS4Z] RWY 25R DEPARTURE

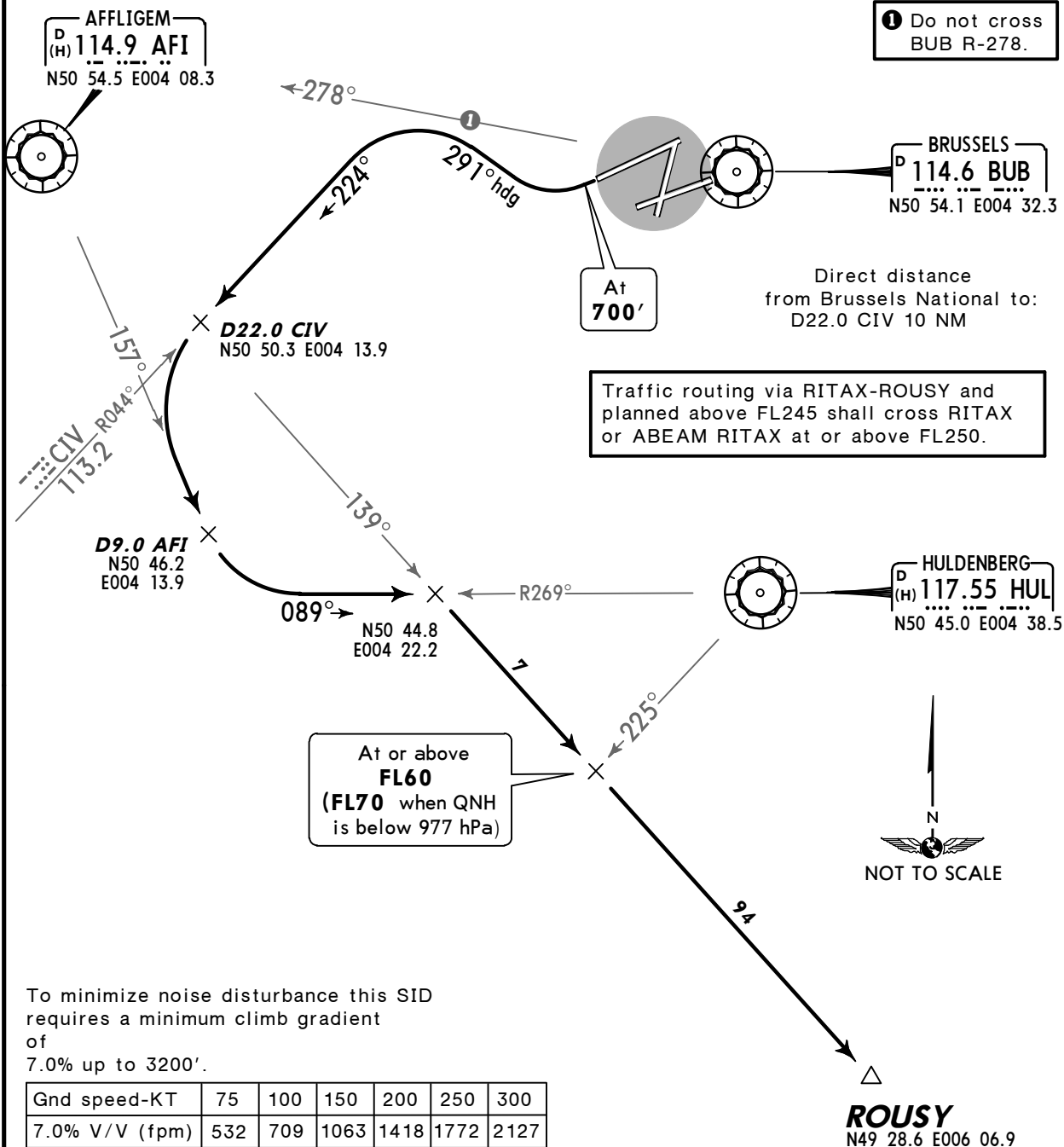
AVAILABLE BETWEEN 2300-0559LT WHEN MIL AIRSPACE NOT AVAILABLE
ALTERNATIVE ROUTE ON ATC INSTRUCTION:

SOPOK 5Z - SOPOK - RITAX - ROUSY

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



❶ Do not cross
BUB R-278.



To minimize noise disturbance this SID
requires a minimum climb gradient
of
7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible.

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, turn RIGHT,
intercept AFI R-139 to ROUSY.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

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

SOPOK 3D [SOPO3D]

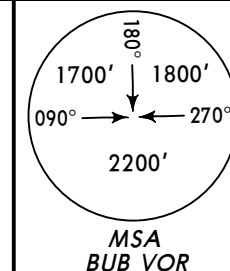
RWYS 25L/R DEPARTURE

AVAILABLE BETWEEN 0600-2259LT FOR HEAVY ACFT

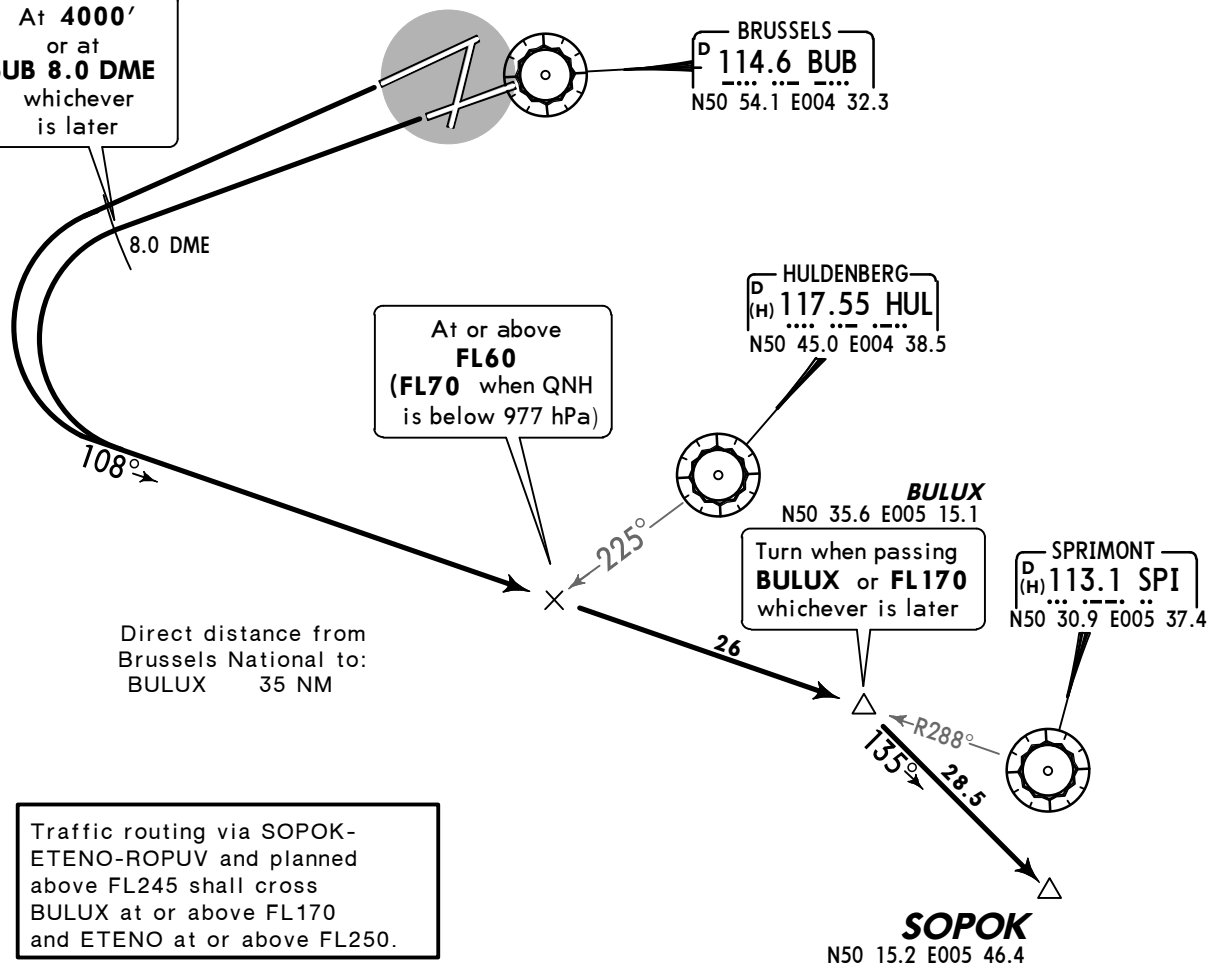
AND FOR SID RWY 25L BETWEEN 2300-0559LT

WHEN MIL AIRSPACE NOT AVAILABLE

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



At 4000'
or at
BUB 8.0 DME
whichever
is later



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

These SIDs require minimum climb gradients of
RWY 25L: 3.8% up to 700', then 7.0% up to 3200' to minimize noise disturbance.
RWY 25R: 7.0% up to 3200' to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible.

INITIAL CLIMB/ROUTING

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.

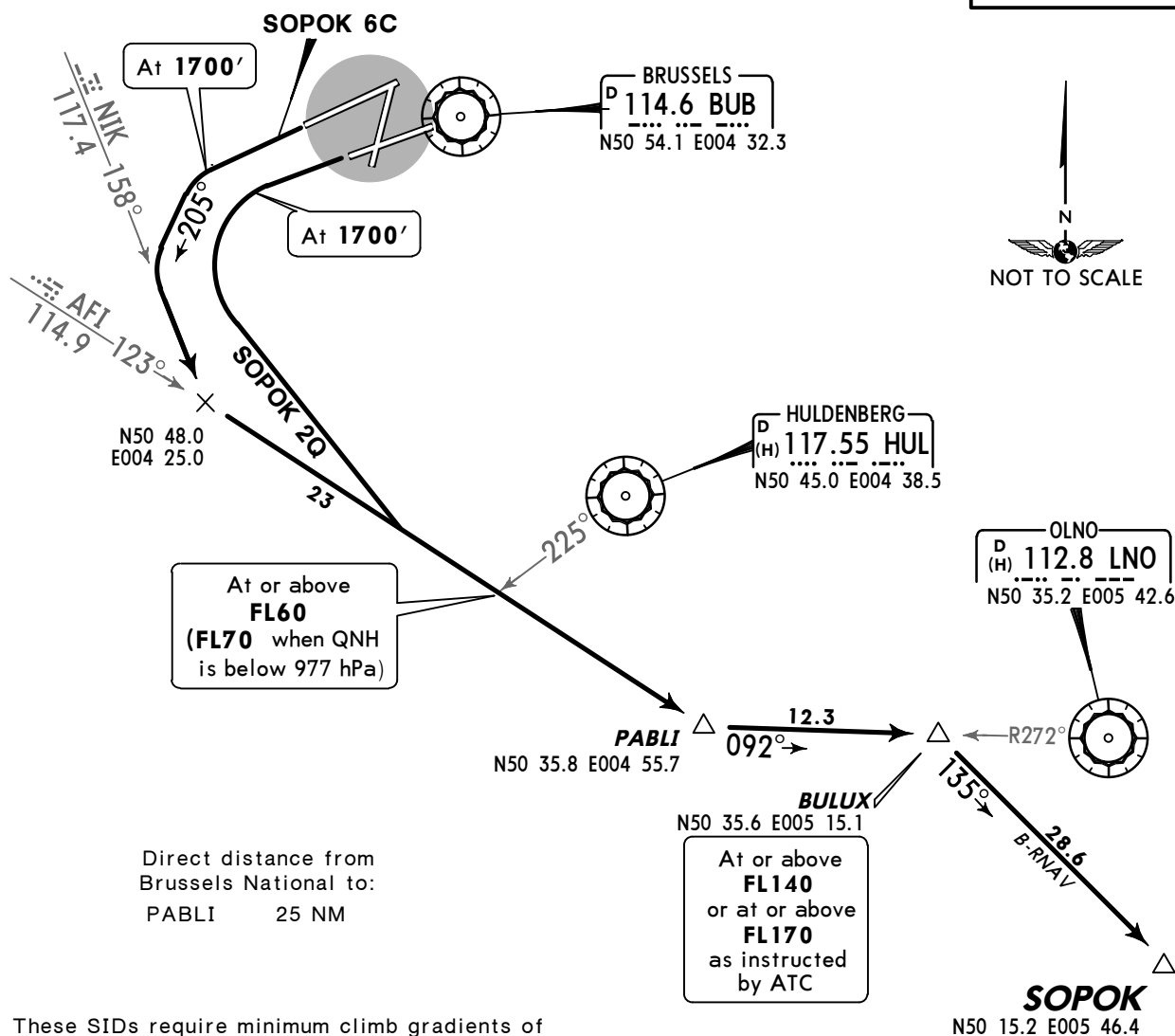
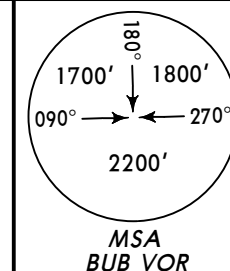
BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

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

SOPOK 6C, SOPOK 2Q
RWYS 25R/L DEPARTURES
AVAILABLE BETWEEN 0600-2259LT FOR LIGHT AND MEDIUM ACFT
~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



Direct distance from
Brussels National to:
PABLI 25 NM

These SIDs require minimum climb gradients of
SOPOK 6C: 7.0% up to 3200' to minimize noise disturbance.

SOPOK 2Q: 3.8% up to 700', then 7.0% up to 3200' to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible.

SID	RWY	INITIAL CLIMB/ROUTING
SOPOK 6C	25R	Climb to 1700', turn LEFT, 205° track, intercept NIK R-158, intercept AFI R-123 to PABLI, turn LEFT, intercept LNO R-272 inbound to BULUX, to SOPOK.
SOPOK 2Q	25L	Climb to 1700', turn LEFT, intercept AFI R-123 to PABLI, turn LEFT, intercept LNO R-272 inbound to BULUX, to SOPOK.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

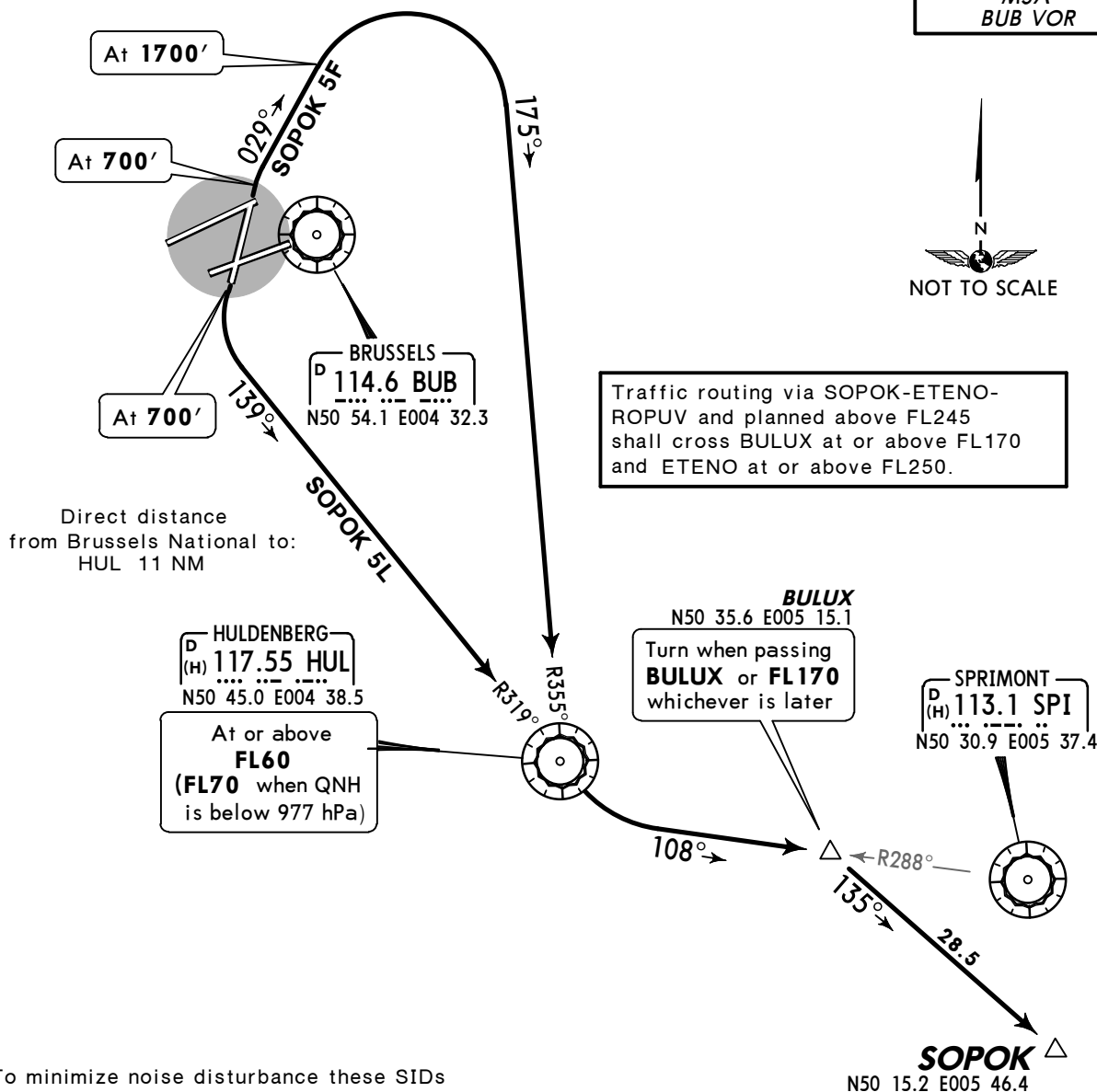
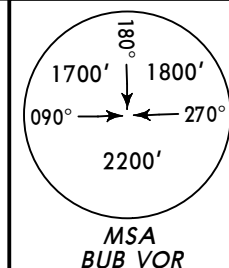
Apt Elev
184'

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 5F [SOPO5F], SOPOK 5L

RWYS 01, 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 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible.

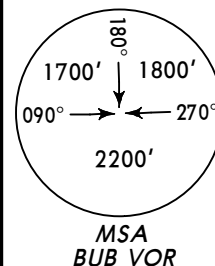
SID	RWY	INITIAL CLIMB/ROUTING
SOPOK 5F	01	Climb to 700', 029° track, at 1700' turn RIGHT, intercept HUL R-355 inbound to HUL, turn LEFT, intercept SPI R-288 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT to SOPOK.
SOPOK 5L	19	Climb to 700', turn LEFT, intercept HUL R-319 inbound 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
120.77BRUSSELS
Departure(R)
126.62Apt Elev
184'

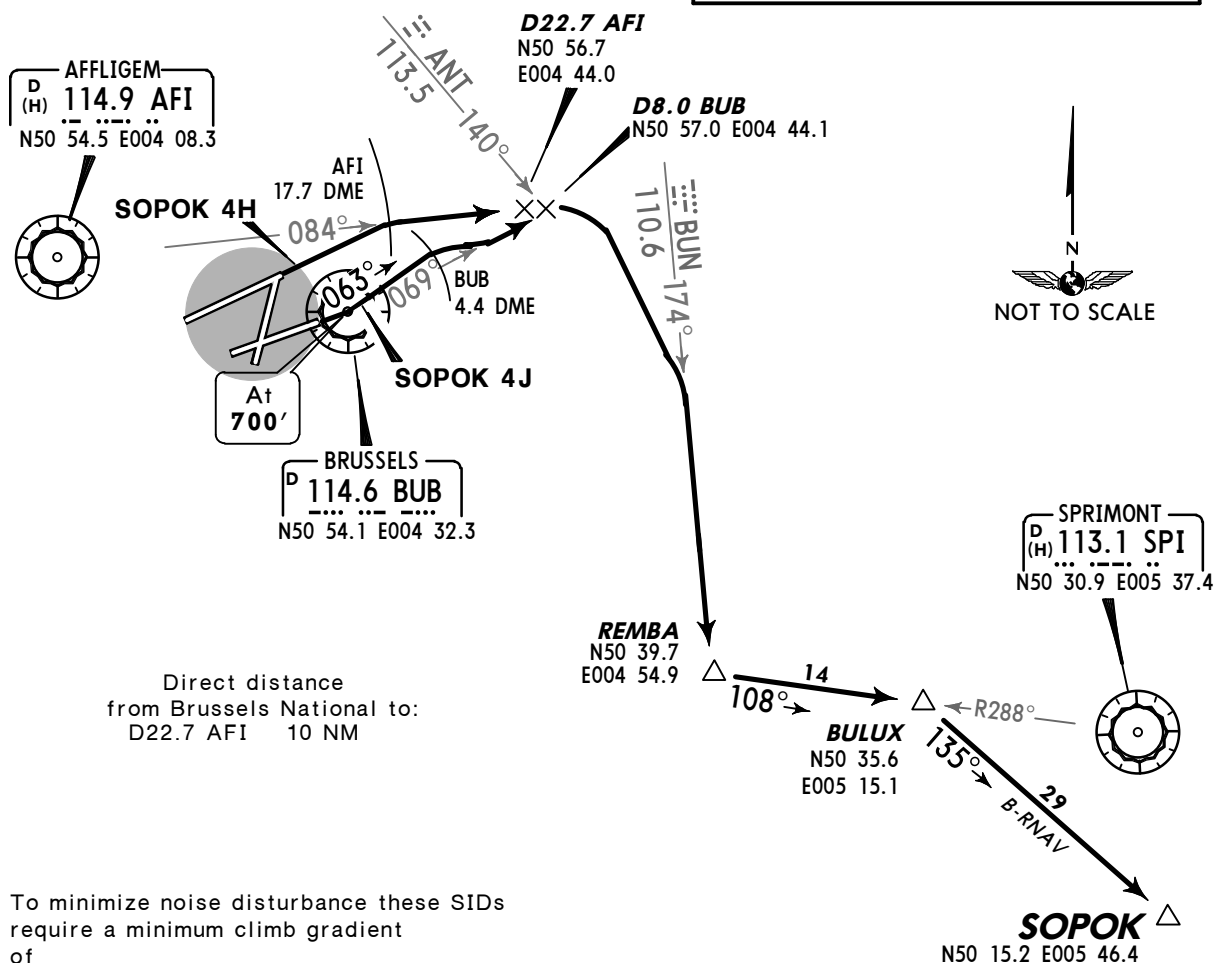
Trans level: By ATC Trans alt: 4500'

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 4H [SOPO4H], SOPOK 4J [SOPO4J]
RWYS 07L/R DEPARTURES**
**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Traffic 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 these SIDs
require a minimum climb gradient
of
7.0% up to 3200'.

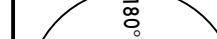
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	

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 possible.

SID	RWY	INITIAL CLIMB/ROUTING
SOPOK 4H	07L	Climb straight ahead, at AFI 17.7 DME turn RIGHT, intercept AFI R-084 to D22.7 AFI, turn RIGHT, intercept ANT R-140, intercept BUN R-174 to REMBA, turn LEFT, intercept SPI R-288 inbound to BULUX, then to SOPOK.
SOPOK 4J	07R	Climb to 700', 063° track, at BUB 4.4 DME intercept BUB R-069 to D8.0 BUB, turn RIGHT, intercept ANT R-140, intercept BUN R-174 to REMBA, turn LEFT, intercept SPI R-288 inbound, to BULUX, then to SOPOK.

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SOPOK 5Z [SOPO5Z] RWY 25R DEPARTURE AVAILABLE BETWEEN 2300-0559LT WHEN MIL AIRSPACE NOT AVAILABLE ~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC	 MSA BUB VOR
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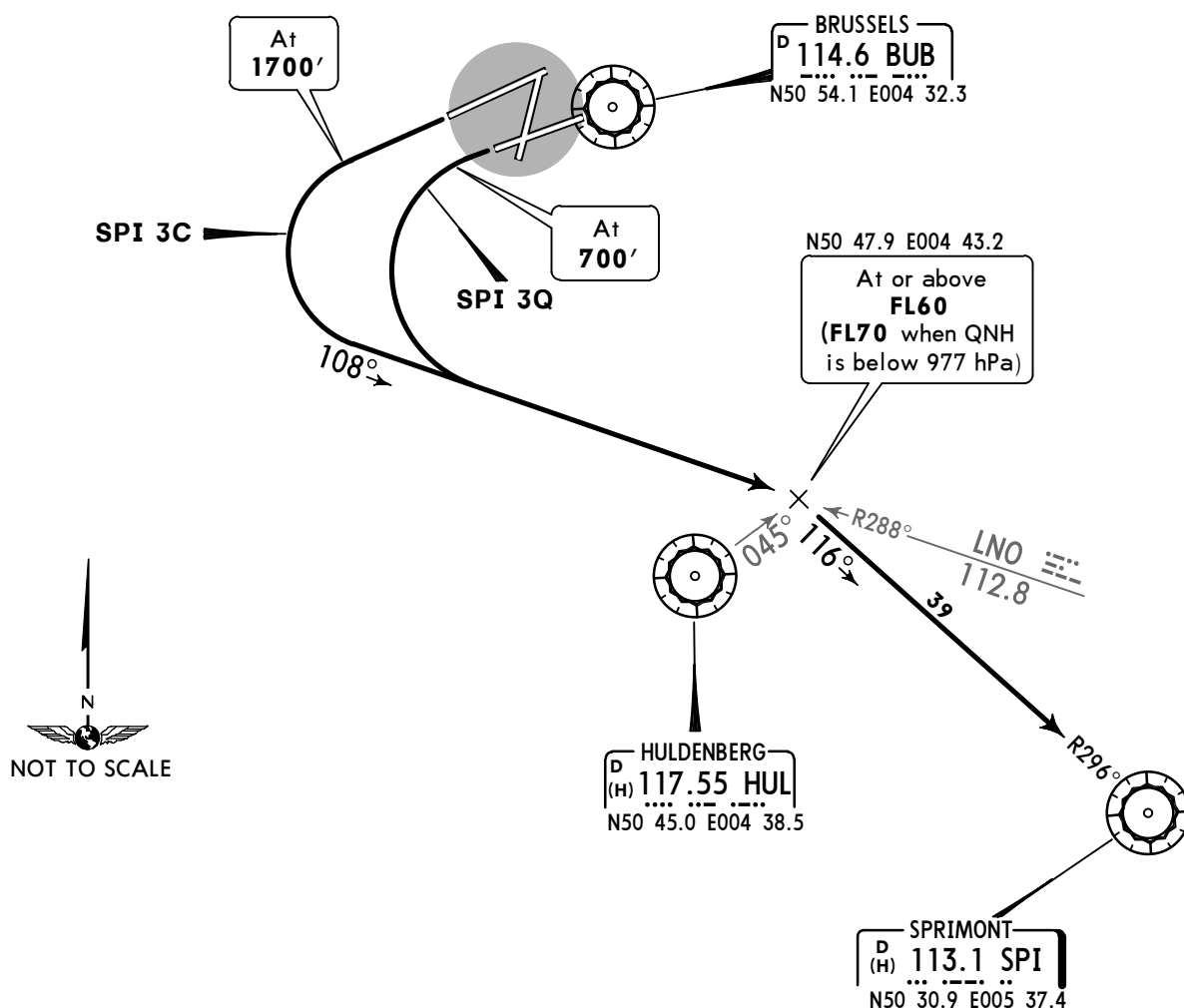
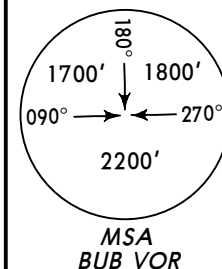
BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

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

SPI 3C, SPI 3Q
RWYS 25R/L DEPARTURES
AVAILABLE FROM 0600-2259LT FOR LIGHT AND MEDIUM ACFT
~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
SPI 3C: 7.0% up to 3200' to minimise noise disturbances.
SPI 3Q: 3.8% up to 700', then 7.0% up to 3200' to minimise noise disturbances.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible.

SID	RWY	INITIAL CLIMB/ROUTING
SPI 3C	25R	Climb to 1700', turn LEFT, intercept LNO R-288 inbound, intercept SPI R-296 inbound to SPI.
SPI 3Q	25L	Climb to 700', turn LEFT, intercept LNO R-288 inbound, intercept SPI R-296 inbound to SPI.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

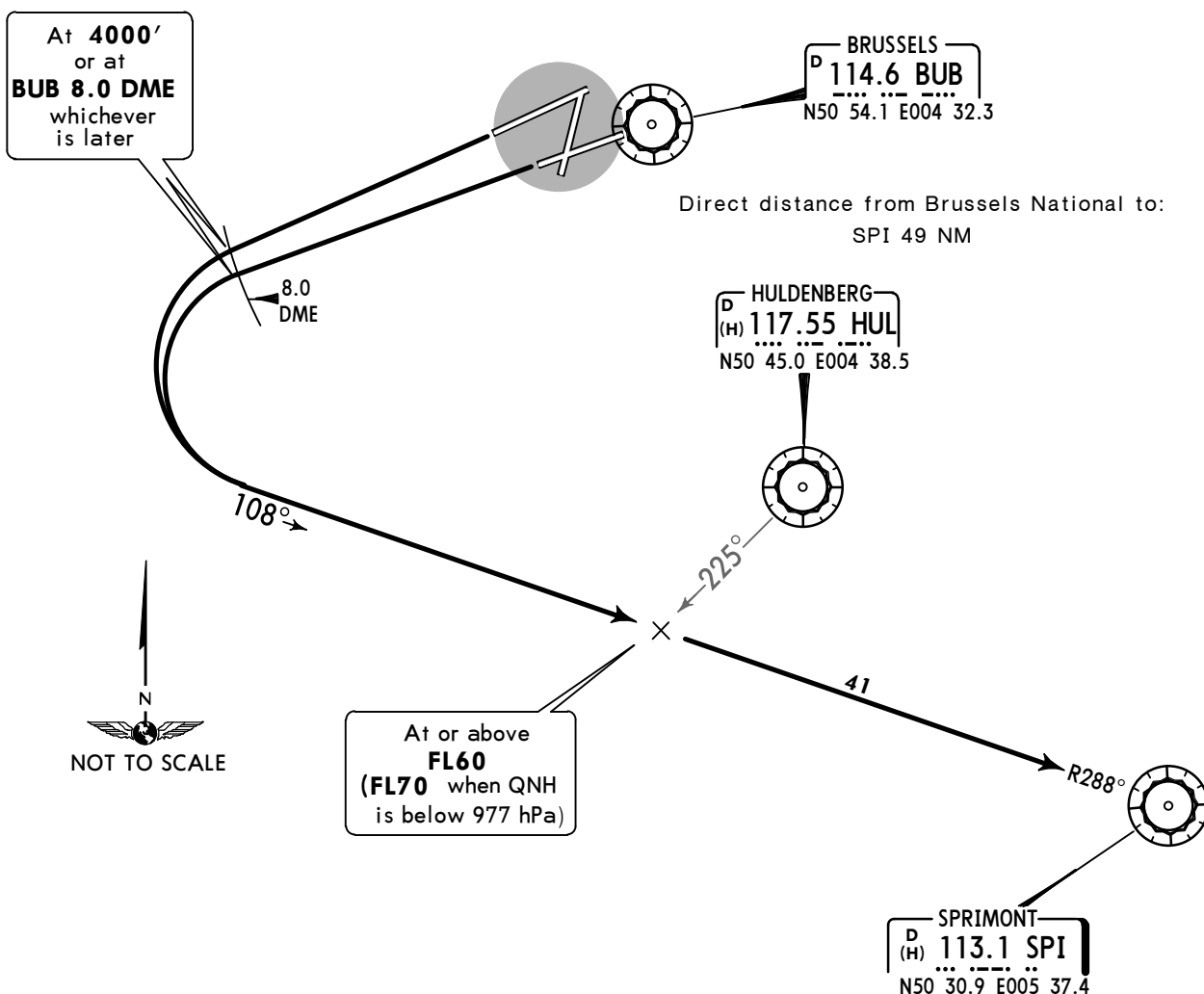
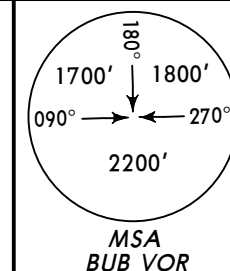
Trans level: By ATC Trans alt: 4500'
1. EXPECT close-in obstacles.
2. After take-off remain on Tower frequency.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

SPI 2D

RWYS 25R/L DEPARTURE

AVAILABLE FROM 0600-2259LT FOR HEAVY ACFT AND
FOR SID RWY 25L FROM 2300-0559LT FOR LIGHT, MEDIUM AND
HEAVY ACFT WHEN MIL SIRSAPCE NOT AVAILABLE

**~~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 minimum climb gradients of

RWY 25L: 3.8% up to 700', then 7.0% up to 3200'
to minimize noise disturbances.

RWY 25R: 7.0% up to 3200' to minimize noise disturbances.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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

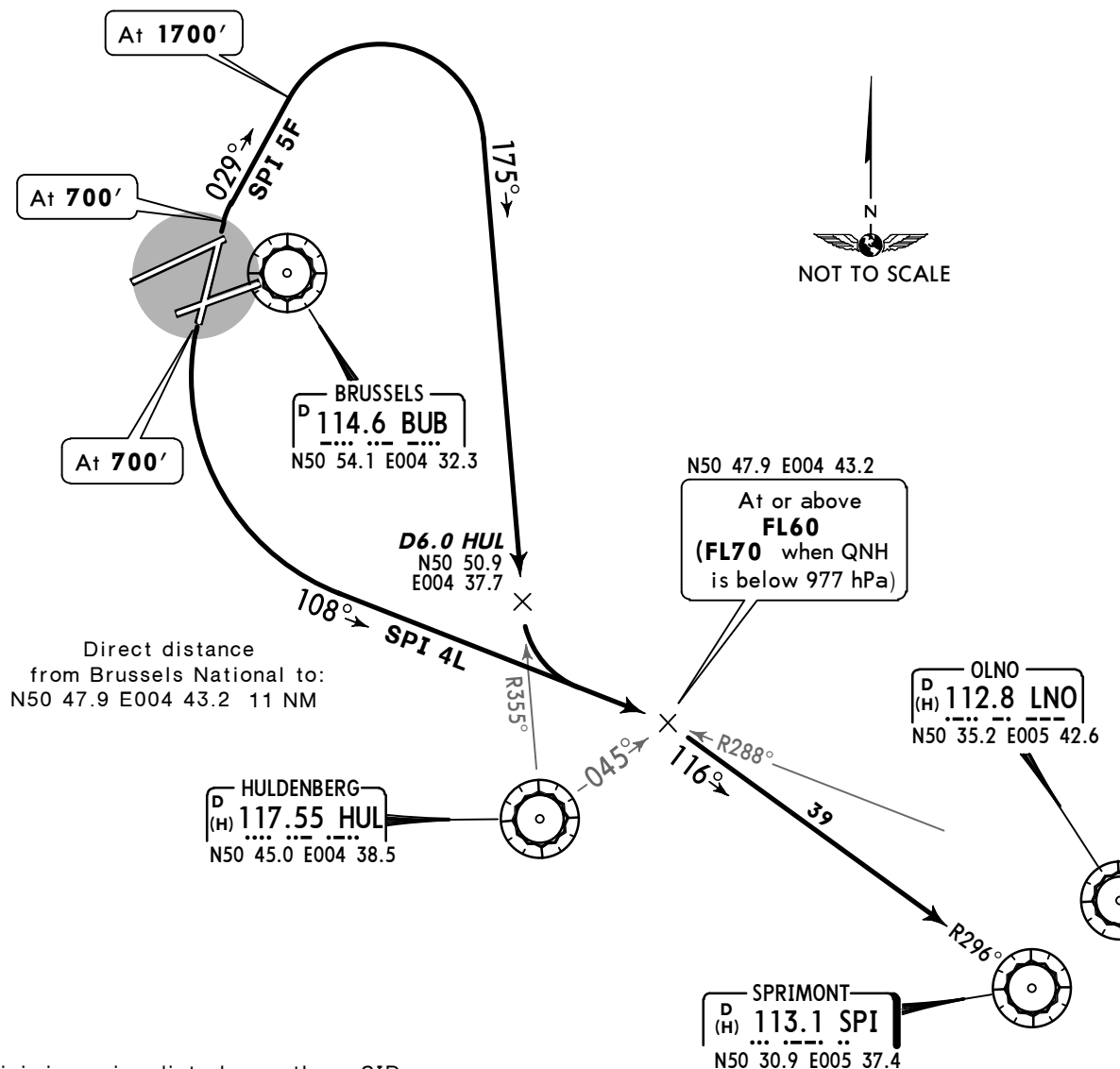
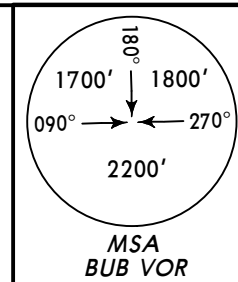
Initial climb clearance **FL60**, higher level by BRUSSELS Departure or
BRUSSELS Control as soon as possible.

INITIAL CLIMB/ROUTING

Climb straight ahead, at 4000' or at BUB 8.0 DME, whichever is later, turn LEFT, intercept
SPI R-288 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.
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SPI 5F, SPI 4L
RWYS 01, 19 DEPARTURES
~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



Direct distance
from Brussels National to:
N50 47.9 E004 43.2 11 NM

To minimize noise disturbance these SIDs
require a minimum climb gradient
of
7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible.

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 4L	19	Climb to 700', turn LEFT, intercept LNO R-288 inbound, turn RIGHT, intercept SPI R-296 inbound to SPI.

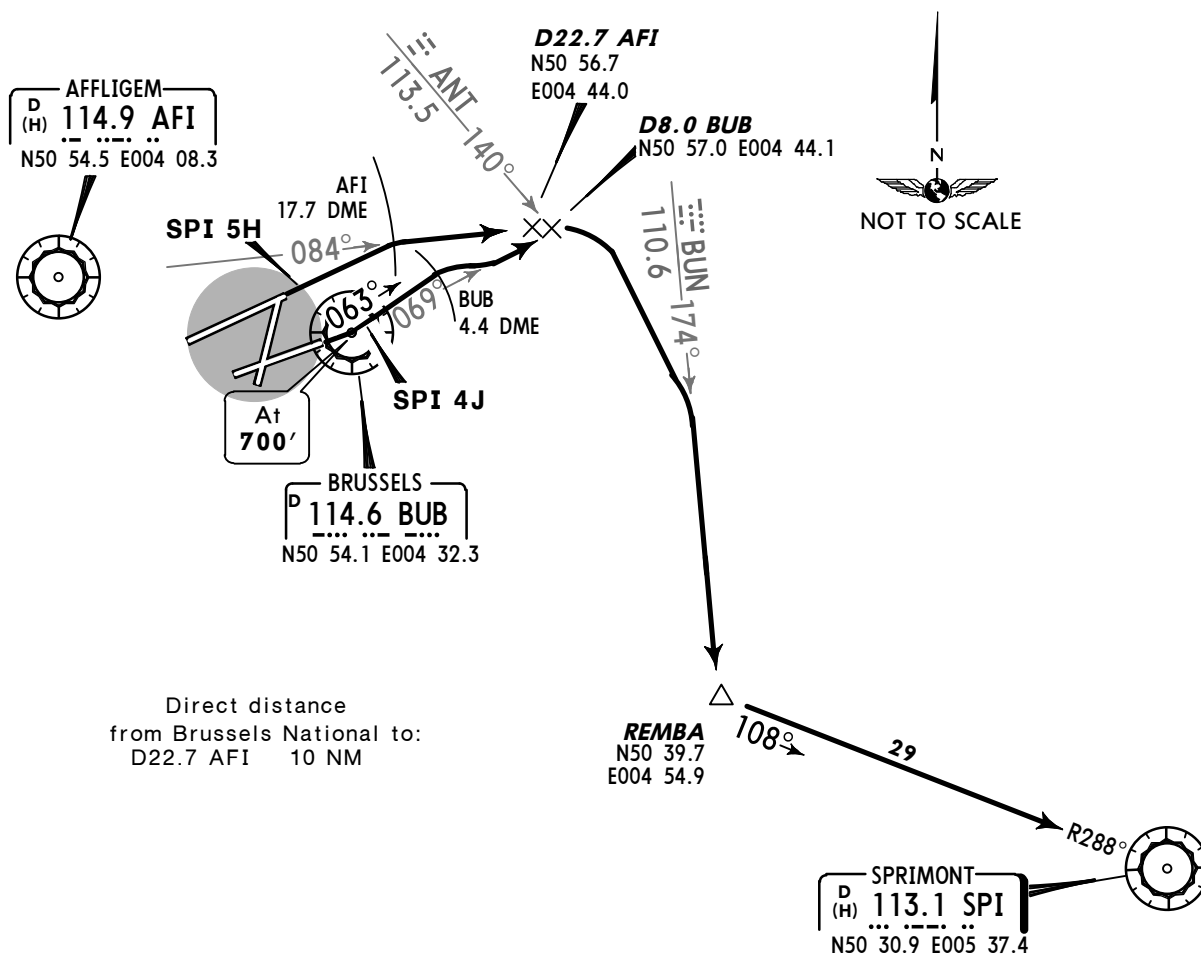
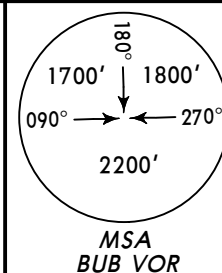
BRUSSELS Tower
118.6
120.77

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



Direct distance
from Brussels National to:
D22.7 AFI 10 NM

To minimize noise disturbance these SIDs
require a minimum climb gradient
of
7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible.

SID	RWY	INITIAL CLIMB/ROUTING
SPI 5H	07L	Climb straight ahead, at AFI 17.7 DME turn RIGHT, intercept AFI R-084 to D22.7 AFI, turn RIGHT, intercept ANT R-140, intercept BUN R-174 to REMBA, turn LEFT, intercept SPI R-288 inbound to SPI.
SPI 4J	07R	Climb to 700', 063° track, at BUB 4.4 DME intercept BUB R-069 to D8.0 BUB, turn RIGHT, intercept ANT R-140, intercept BUN R-174 to REMBA, turn LEFT, intercept SPI R-288 inbound to SPI.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

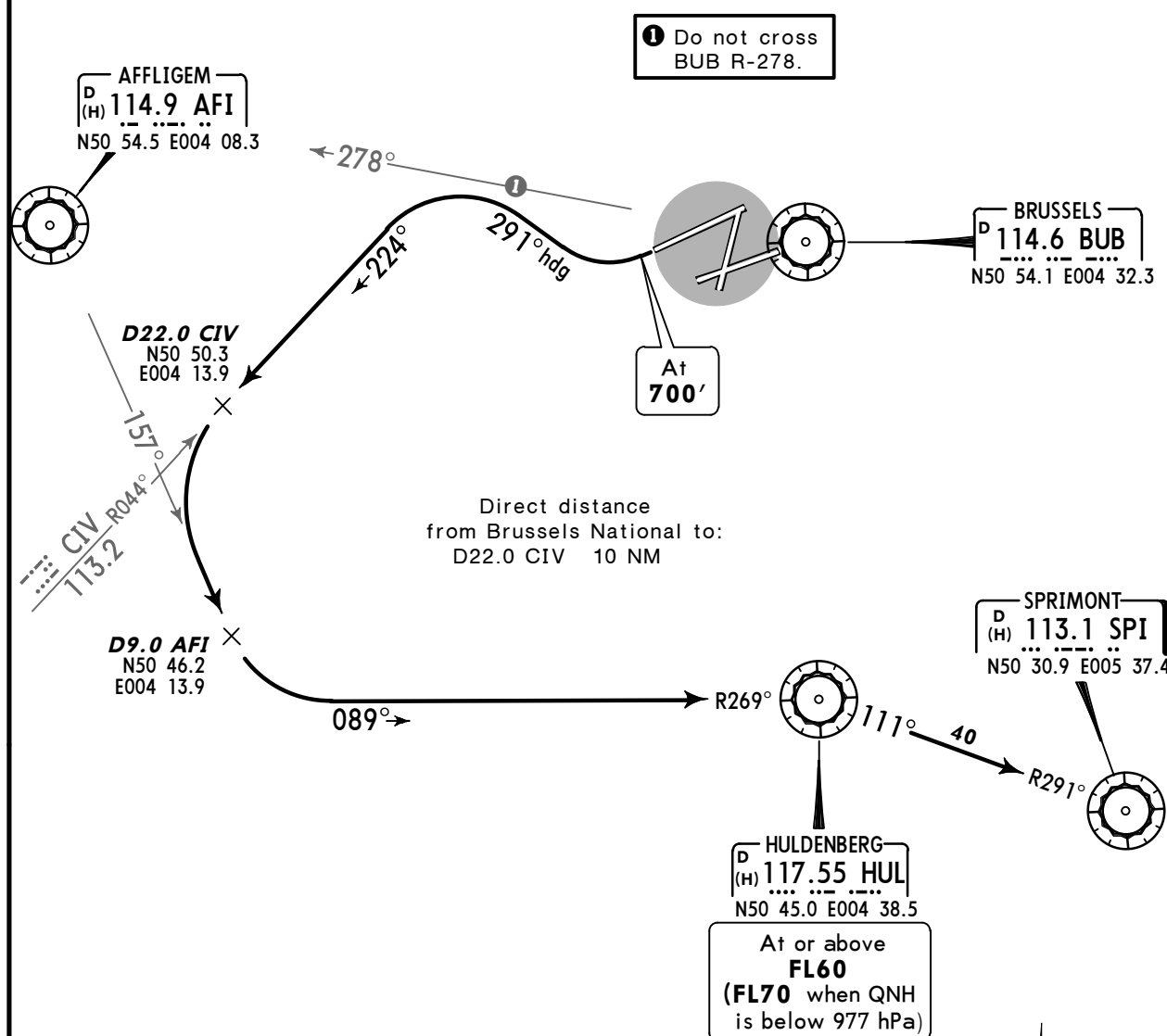
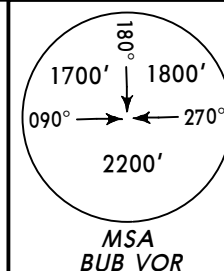
Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. EXPECT close-in obstacles.
2. After take-off remain on Tower frequency.
3. 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 WHEN MIL AIRSPACE NOT AVAILABLE

**~~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 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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

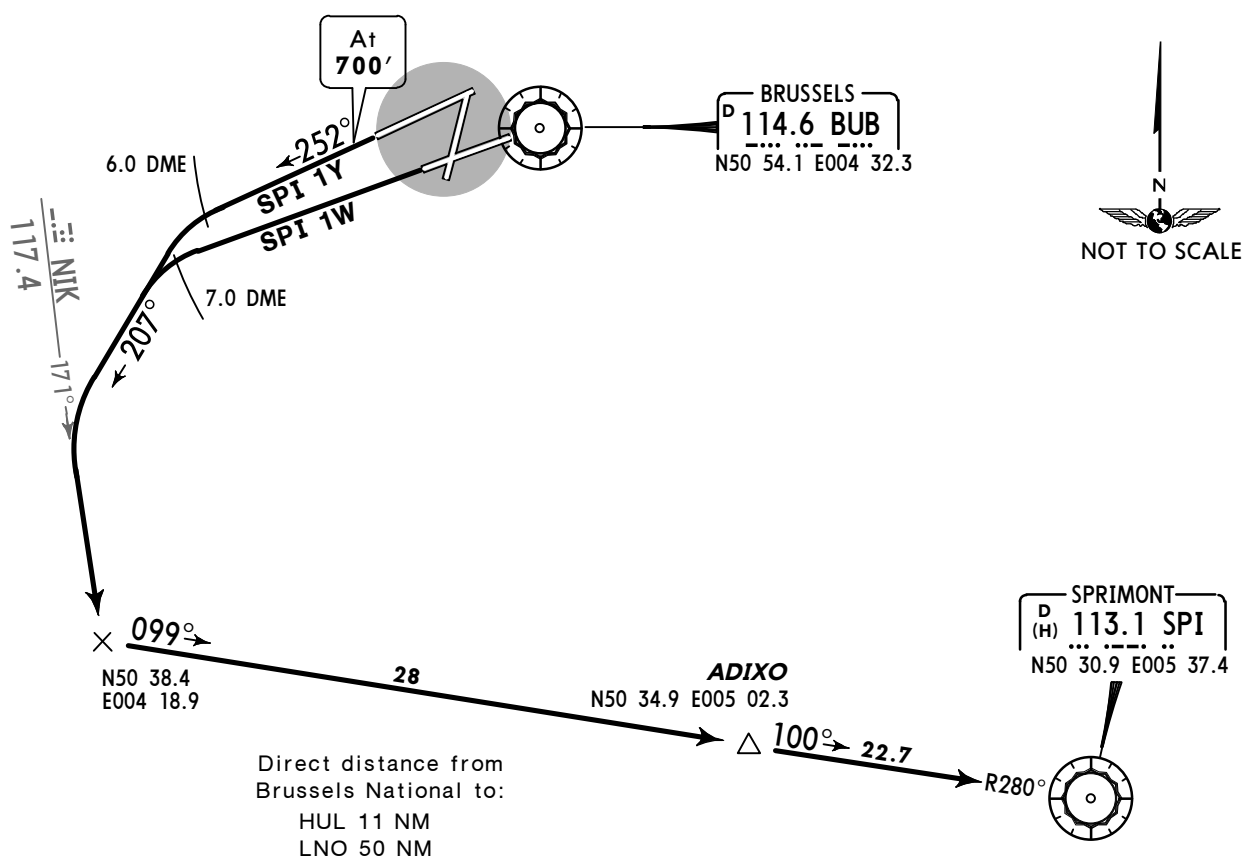
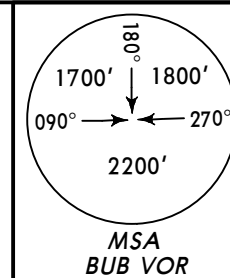
Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible.

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. EXPECT close-in obstacles. 2. After take-off remain on Tower frequency. 3. 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 1W, SPI 1Y
RWY 25L/R DEPARTURES
AVAILABLE BETWEEN 2300-0559LT FOR LIGHT AND MEDIUM ACFT
AND H24 FOR HEAVY ACFT WHEN MIL AIRSPACE IS AVAILABLE
~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



These SIDs require minimum climb gradients of
SPI 1W: 3.8% up to 700', then 7.0% up to 3200' to minimize noise disturbance.
SPI 1Y: 7.0% up to 3200' to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible.

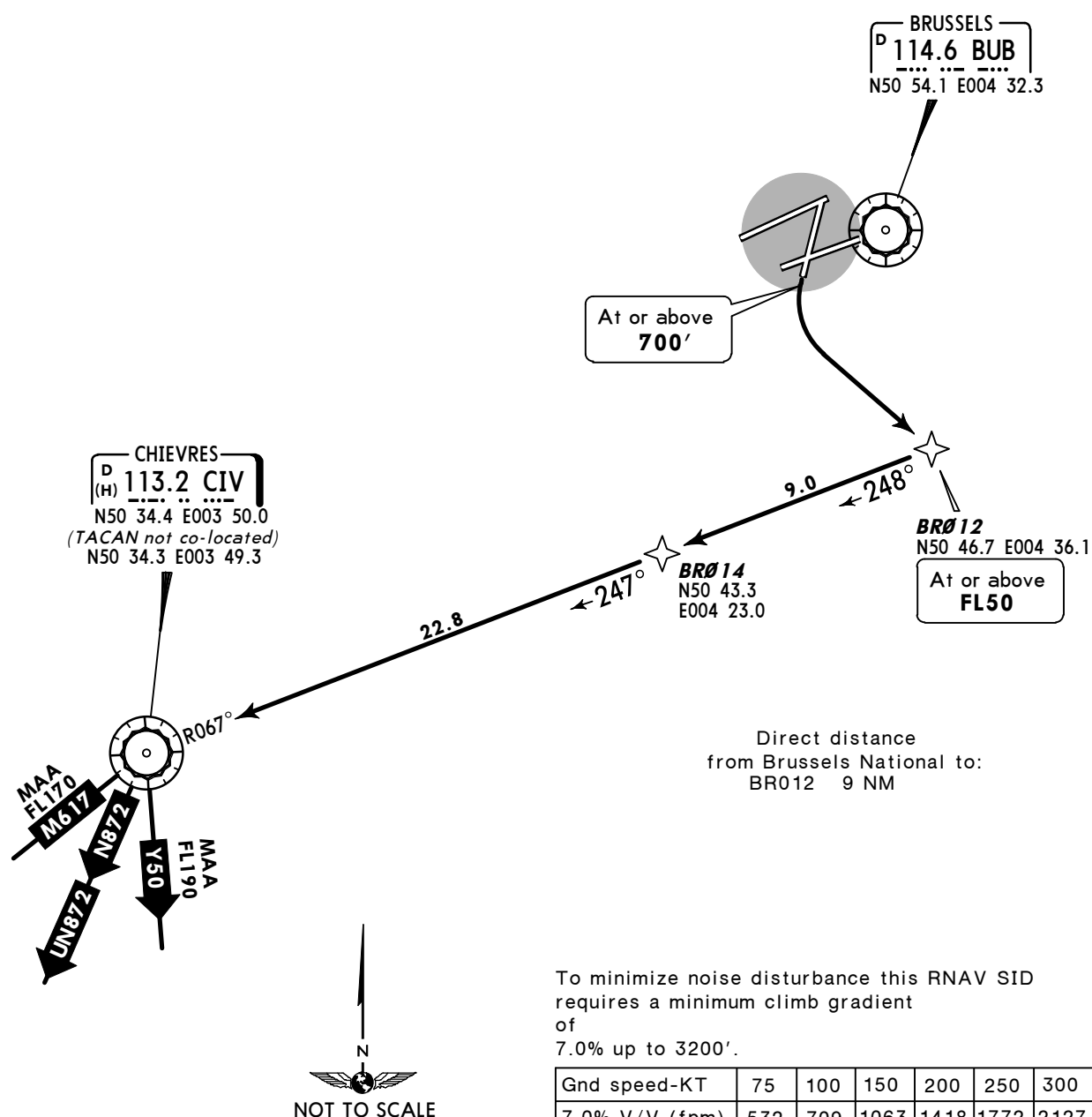
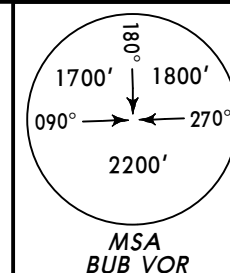
SID	RWY	INITIAL CLIMB/ROUTING
SPI 1W ①	25L	Climb straight ahead, at BUB 7.0 DME turn LEFT, 207° track, intercept NIK R-171, intercept SPI R-279 inbound via ADIXO to SPI.
SPI 1Y ②	25R	Climb to 700', 252° track, at BUB 6.0 DME turn LEFT, 207° track, intercept NIK R-171, intercept SPI R-279 inbound via ADIXO to SPI.

- ① Alternative route on ATC: SPI 2D.
② Alternate route on ATC instructions: SPI 2D for heavy acft between 0559-2300LT; SPI 5Z for light and medium acft and for heavy acft between 2300-0559LT.

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.

**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 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

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

CIV 1W, CIV 1Y RWYS 25L/R RNAV DEPARTURES (OVERLAY 10-3E)

P-RNAV (GNSS/DME-DME)

AVAILABLE FOR LIGHT & MEDIUM AIRCRAFT BETWEEN

2300-0559LT, MON-FRI, H24 DURING SAT&SUN

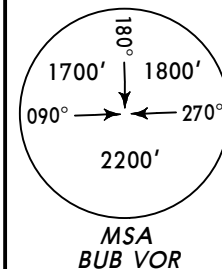
AVAILABLE H24 FOR HEAVY ACFT

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

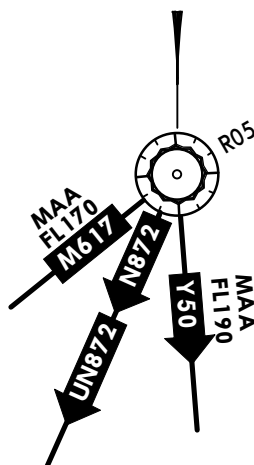
**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Direct distance from Brussels National to:
CIV 32 NM



CHIEVRES
D 113.2 CIV
(H)
N50 34.4 E003 50.0
(TACAN not co-located)
N50 34.3 E003 49.3



BR045
N50 52.8 E004 21.7
1.5
BR005
N50 51.4 E004 20.6
5.3
BR009
N50 46.8 E004 16.9
21.1
234°
207°
252°
250°
At 700'

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

These RNAV SIDs require minimum climb gradients of

CIV 1W: 3.8% up to 700', then 7.0% up to 3200' to
minimize noise disturbance.

CIV 1Y: 7.0% up to 3200' to minimize noise
disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

SID	RWY	ROUTING
CIV 1W	25L	BR005 - BR009 - CIV.
CIV 1Y	25R	(700') - BR045 - BR009 - CIV.

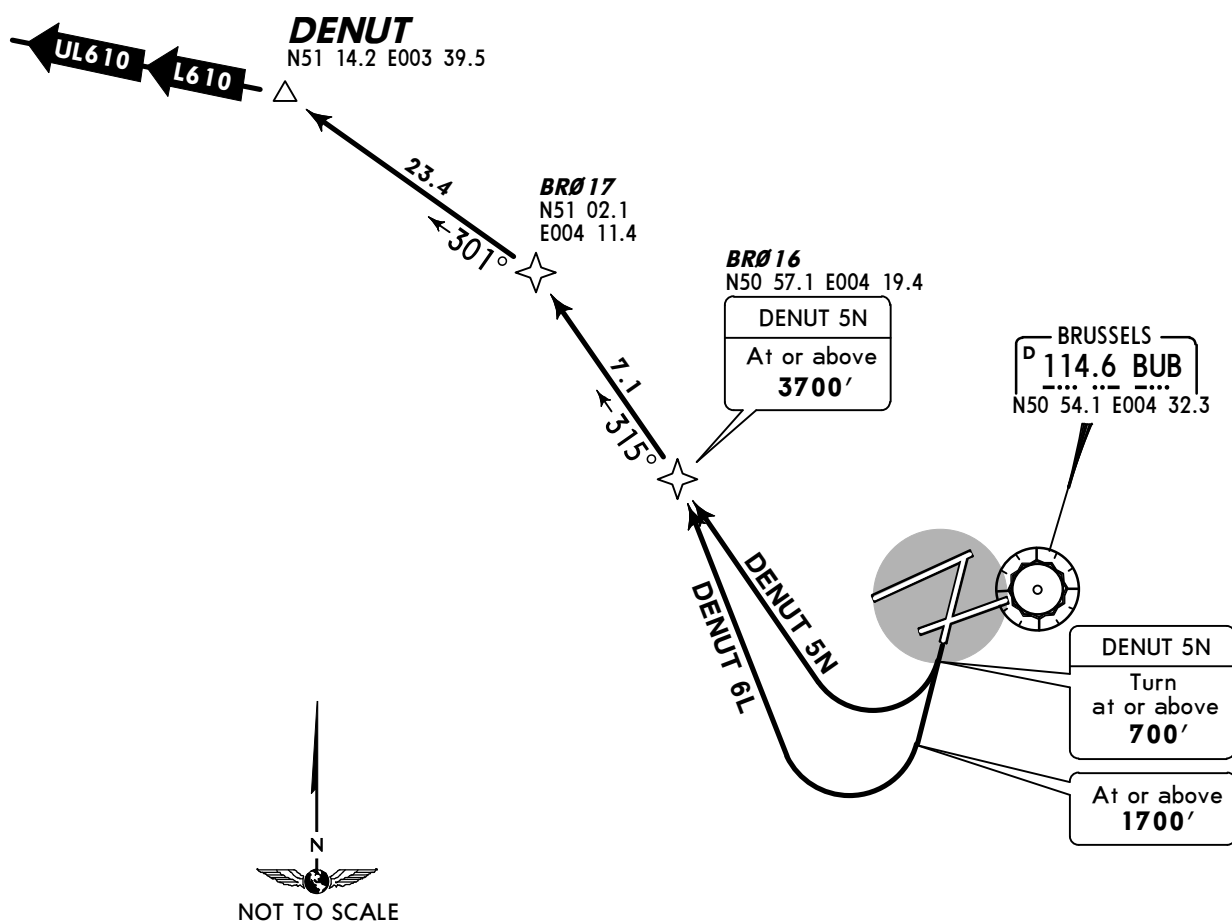
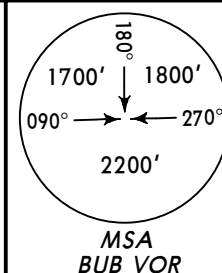
BRUSSELS Tower
118.6
120.77

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 10-3G)
P-RNAV (GNSS/DME-DME)
VIA AIRWAYS (U)L-610 WESTBOUND
FOR TRAFFIC DESTINATIONS EGKK, EGHH & ECHI
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 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

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.

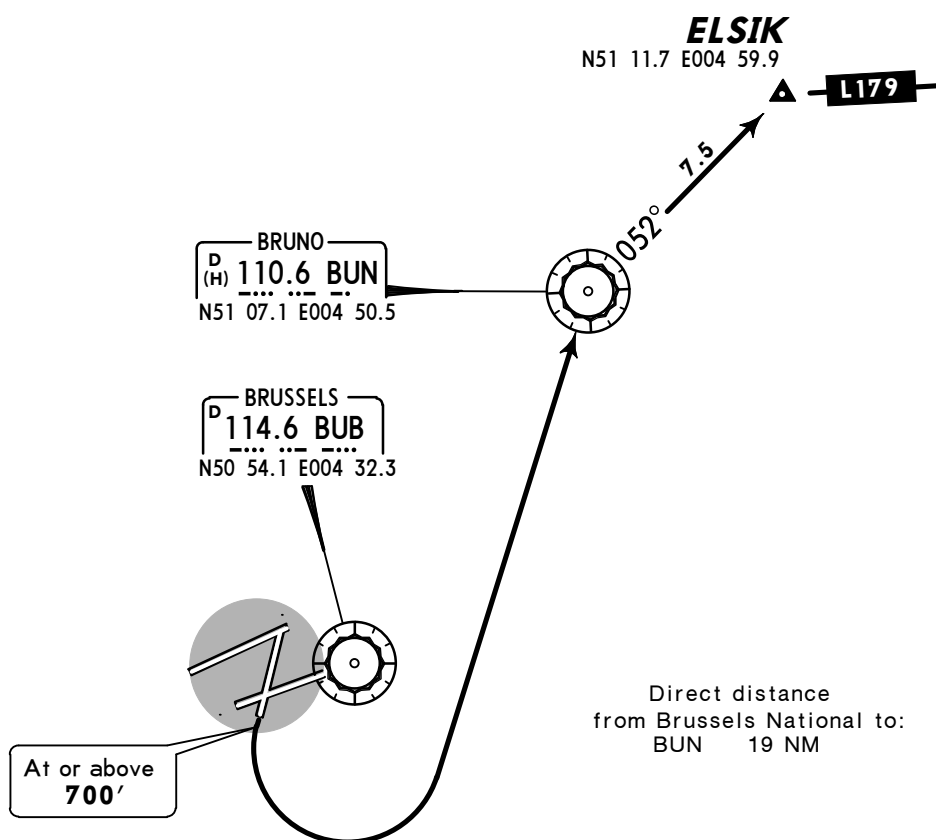
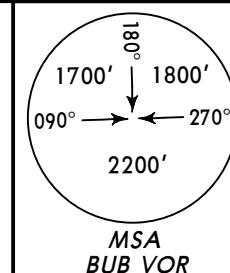
ELSIK 2L [ELSI2L]
RWY 19 DEPARTURE (OVERLAY 10-3G2)

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 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

ROUTING

(700'+) - BUN - ELSIK.

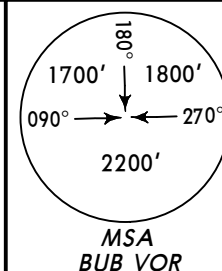
BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

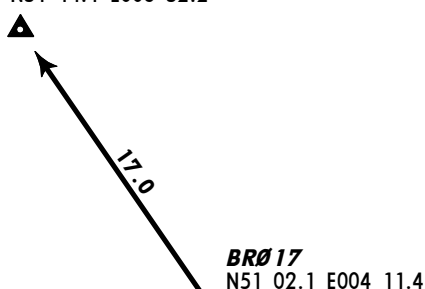
Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

**HELEN 5L [HELE5L]
HELEN 4N [HELE4N]
RWY 19 RNAV DEPARTURES (OVERLAY 10-3G4)
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



For traffic with destination EHAM:
route HELEN - HSD.
For traffic inbound London TMA except destinations EGKK, EGHH & EGHI & for traffic overflying London TMA with requested FL below FL245:
route HELEN - COA.
For traffic via airway L-745 intending to leave Amsterdam FIR via RAVLO, MIMVA or GODOS:
route HELEN - COA - TULIP.

BR017
N51 02.1 E004 11.4

BR016
N50 57.1 E004 19.4

HELEN 4N
At or above
3700'

BRUSSELS
P 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 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

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.

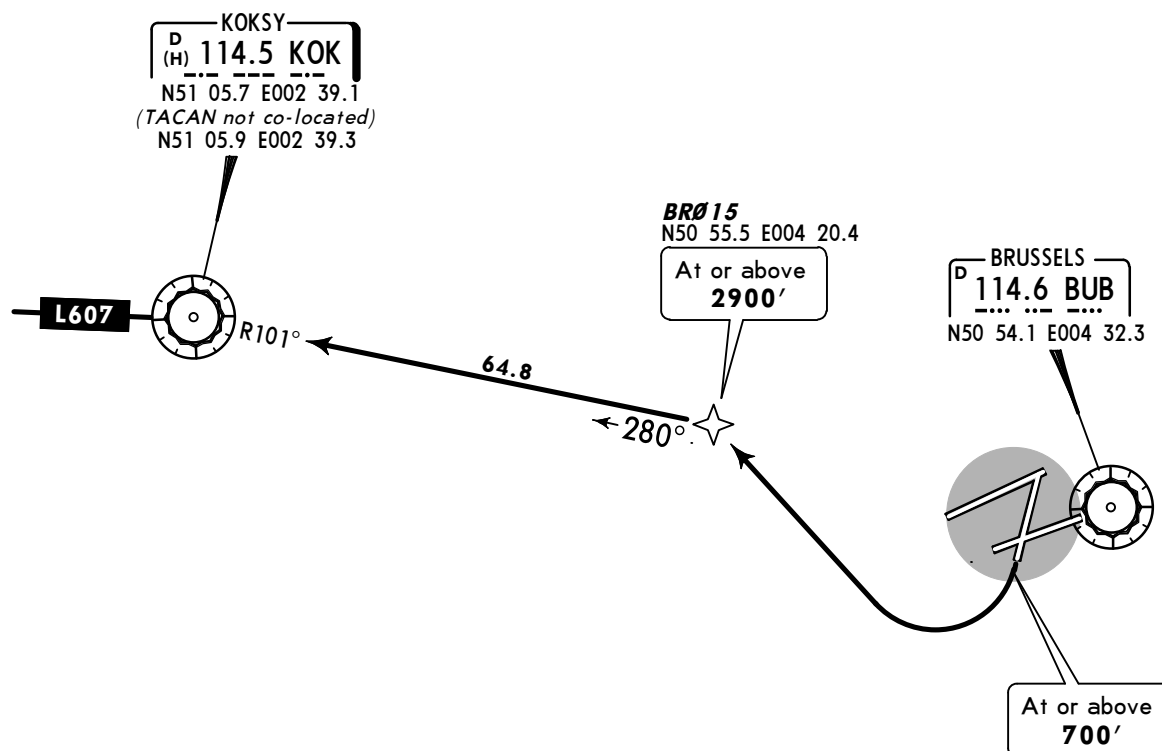
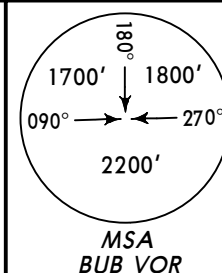
BRUSSELS Tower
118.6
120.77

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 10-3G6)
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
7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

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.

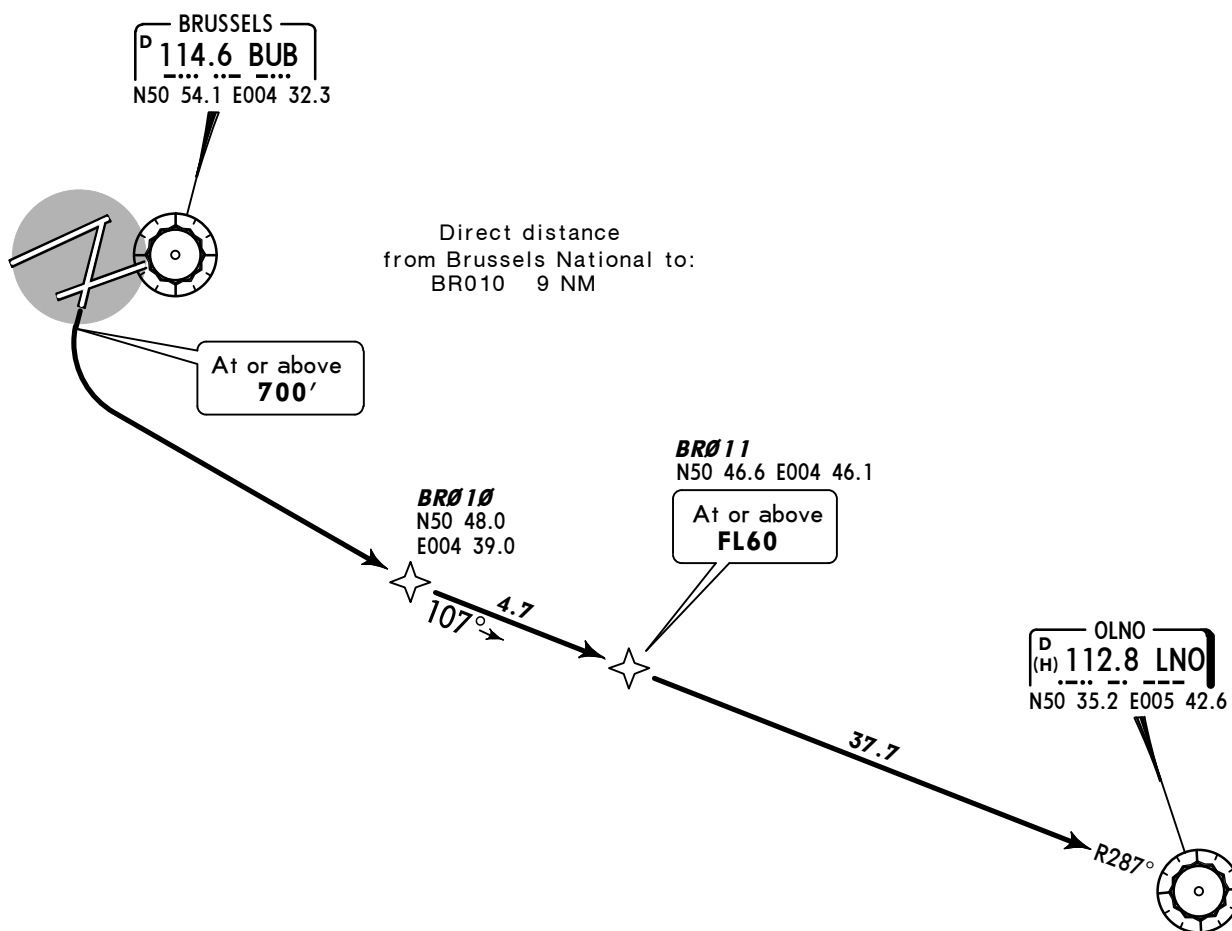
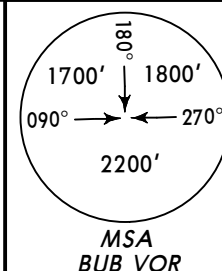
LNO 5L

RWY 19 RNAV DEPARTURE (OVERLAY 10-3H)

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 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

ROUTING

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

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

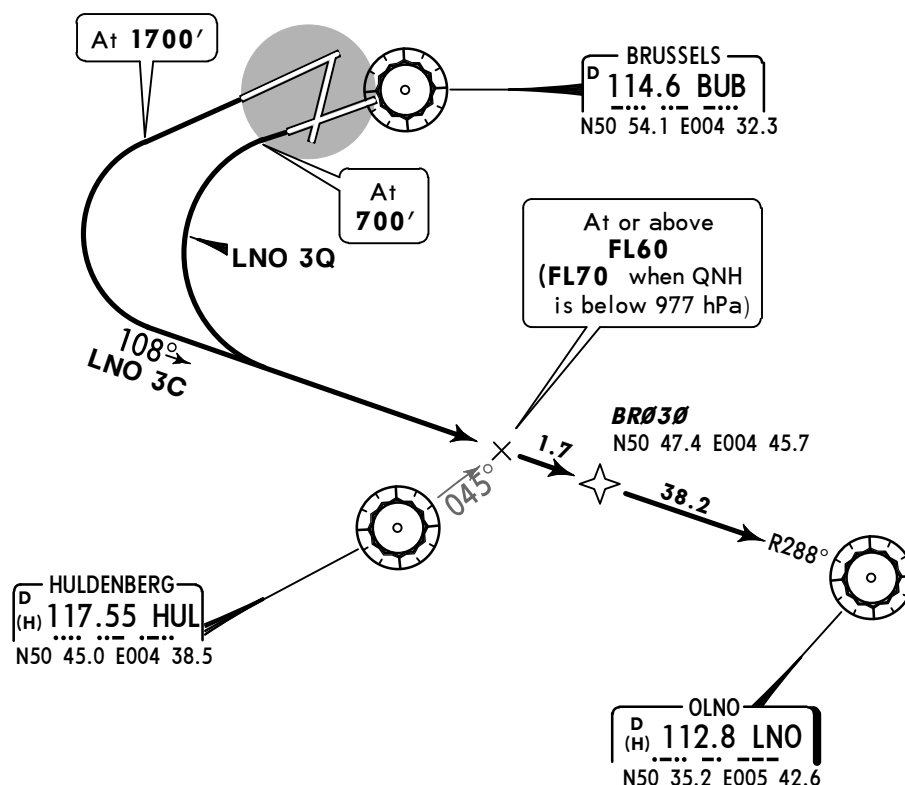
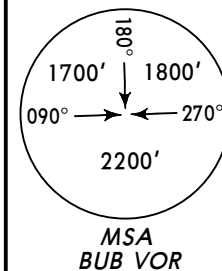
Apt Elev
184'

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

LNO 3C, LNO 3Q
RWYS 25R/L RNAV DEPARTURES (OVERLAY 10-3G8)
P-RNAV (GNSS/DME-DME)

FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195
AVAILABLE BETWEEN 0600-2259LT FOR LIGHT AND MEDIUM ACFT

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



Direct distance from
Brussels National to:
BR030 13 NM



These RNAV SIDs require minimum climb gradients of

LNO 3C: 7.0% up to 3200' to minimize noise disturbance.

LNO 3Q: 3.8% up to 700', then 7% up to 3200' to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

SID	RWY	ROUTING
LNO 3C	25R	(1700') - BR030 - LNO.
LNO 3Q	25L	(700') - BR030 - LNO.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

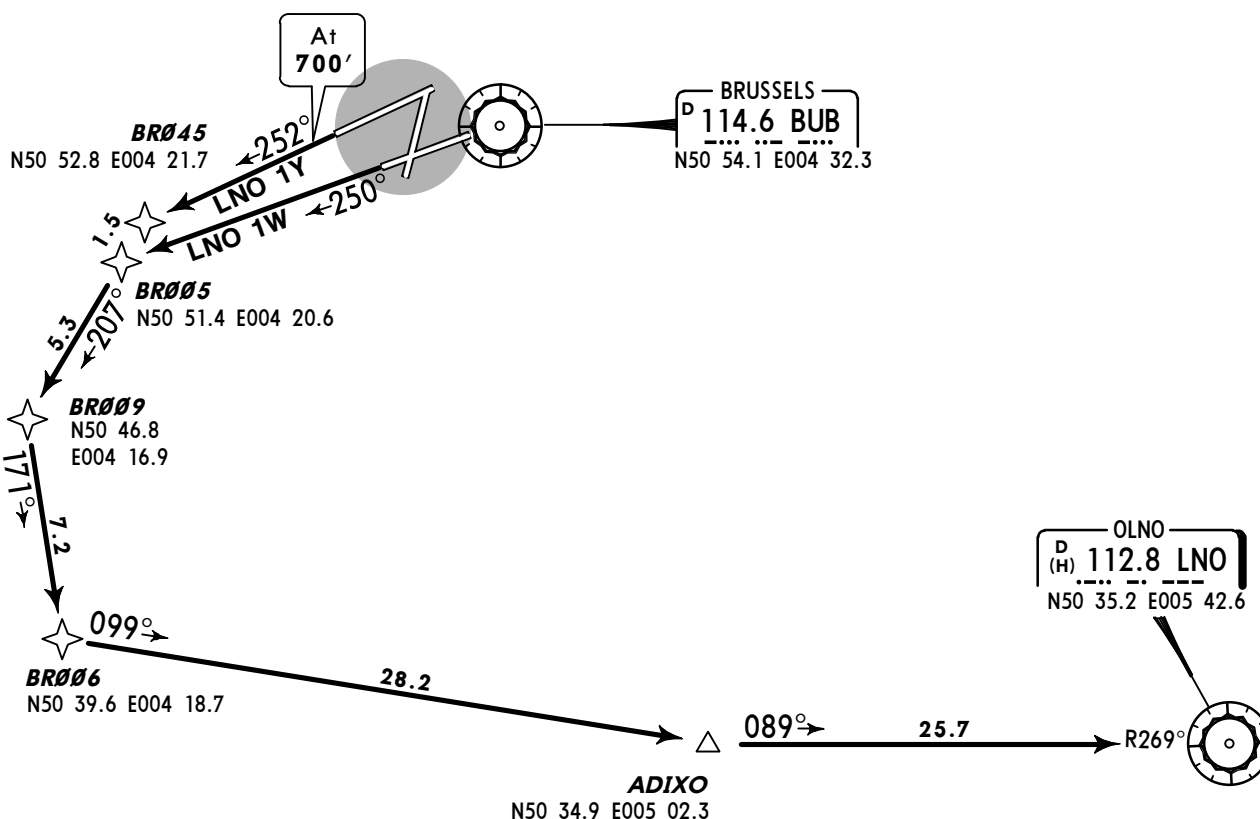
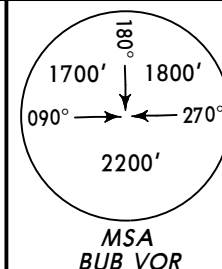
Apt Elev
184'

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

LNO 1W, LNO 1Y
RWYS 25L/R RNAV DEPARTURES (OVERLAY 10-3J2)
P-RNAV (GNSS/DME-DME)

FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195
AVAILABLE BETWEEN 2300-0559LT FOR LIGHT AND MEDIUM ACFT
AND H24 FOR HEAVY ACFT WHEN MIL AIRSPACE IS AVAILABLE

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



These RNAV SIDs require minimum climb gradients of

LNO 1W: 3.8% up to 700', then 7.0% up to 3200'
to minimize noise disturbance.
LNO 1Y: 7.0% up to 3200' to minimize noise
disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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

Direct distances from
Brussels National to:

BR005 6 NM
BR045 5 NM



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

SID	RWY	ROUTING
LNO 1W ①	25L	BR005 - BR009 - BR006 - ADIXO - LNO.
LNO 1Y②	25R	(700') - BR045 - BR009 - BR006 - ADIXO - LNO.

① Alternative route on ATC instruction: LNO 2D.

② Alternative route on ATC instruction: LNO 2D for heavy acft between 0559-2300LT; LNO 4Z
for light & medium acft and for heavy acft 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.

NIK 3L
RWY 19 RNAV DEPARTURE (OVERLAY 10-3J4)

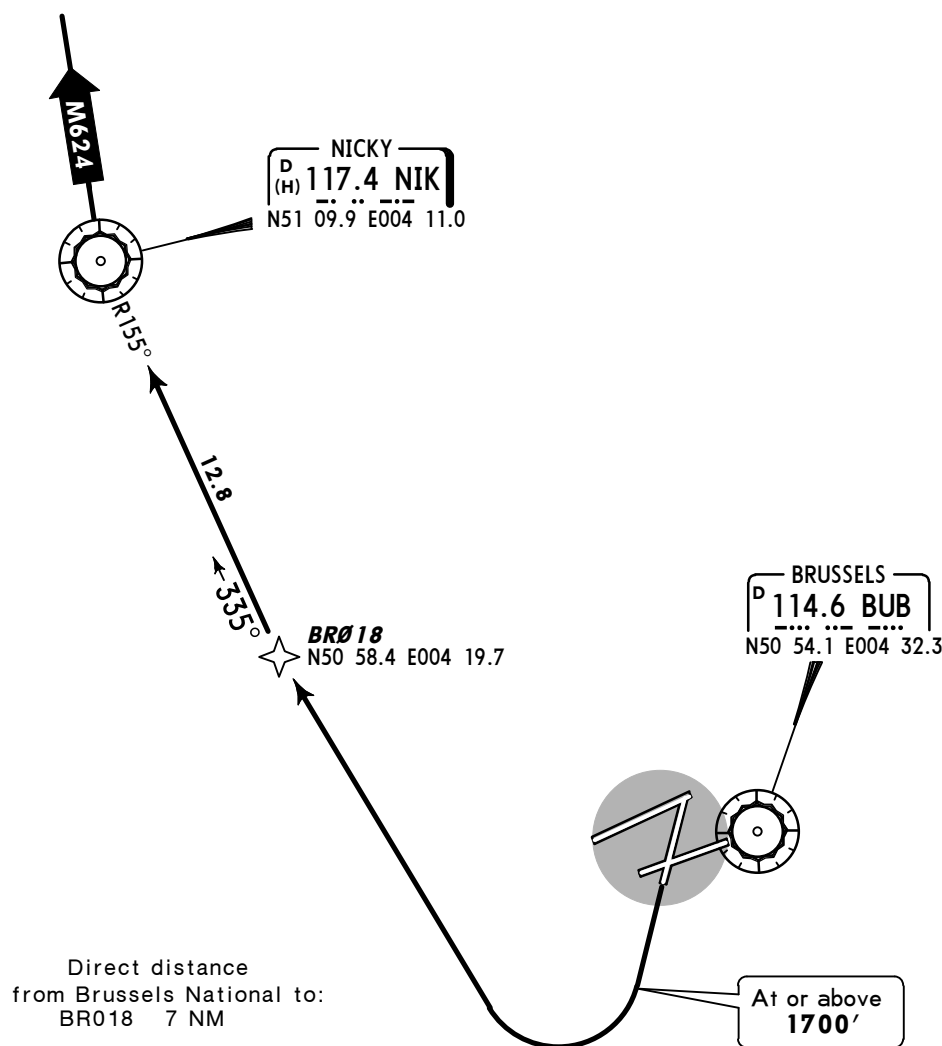
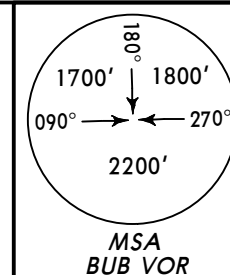
P-RNAV (GNSS/DME-DME)

AVAILABLE BETWEEN 0600-2259LT

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 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

ROUTING

(1700'+) - BR018 - 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.

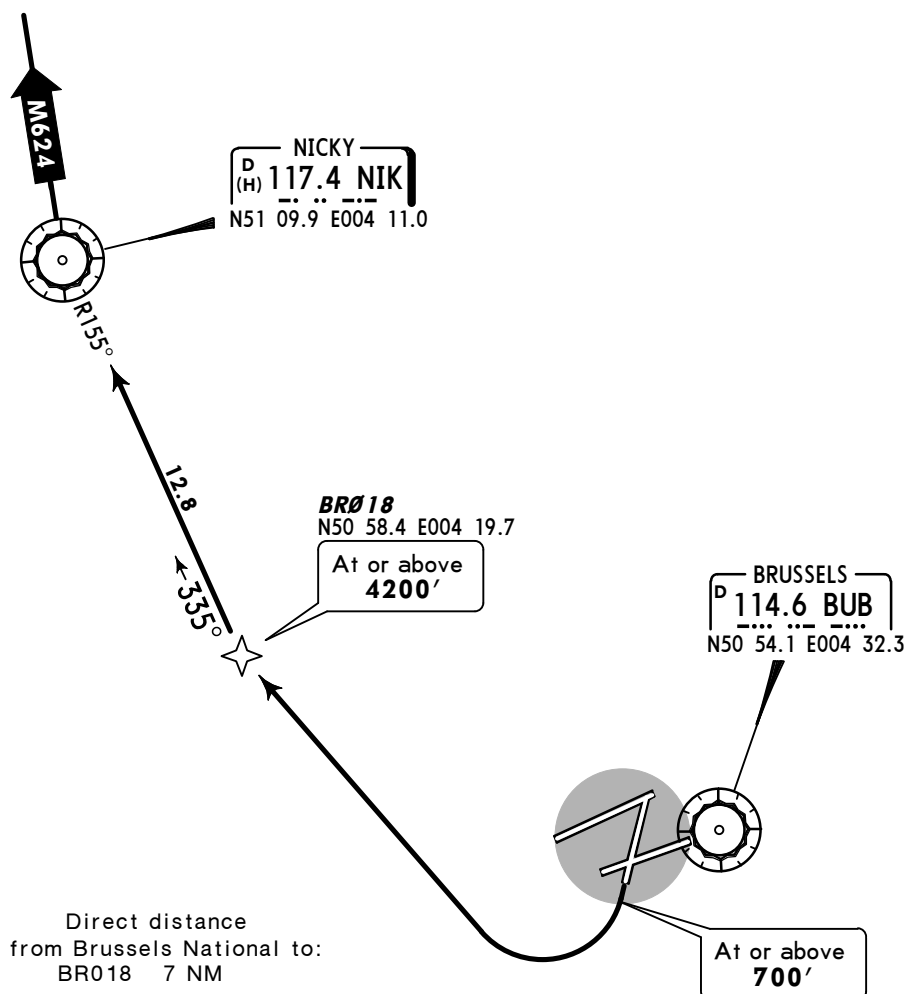
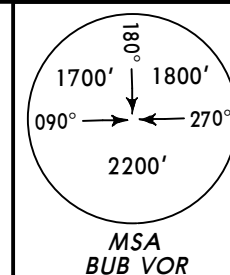
NIK 3N
RWY 19 RNAV DEPARTURE (OVERLAY 10-3J5)

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 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

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 10-3L2)

P-RNAV (GNSS/DME-DME)

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

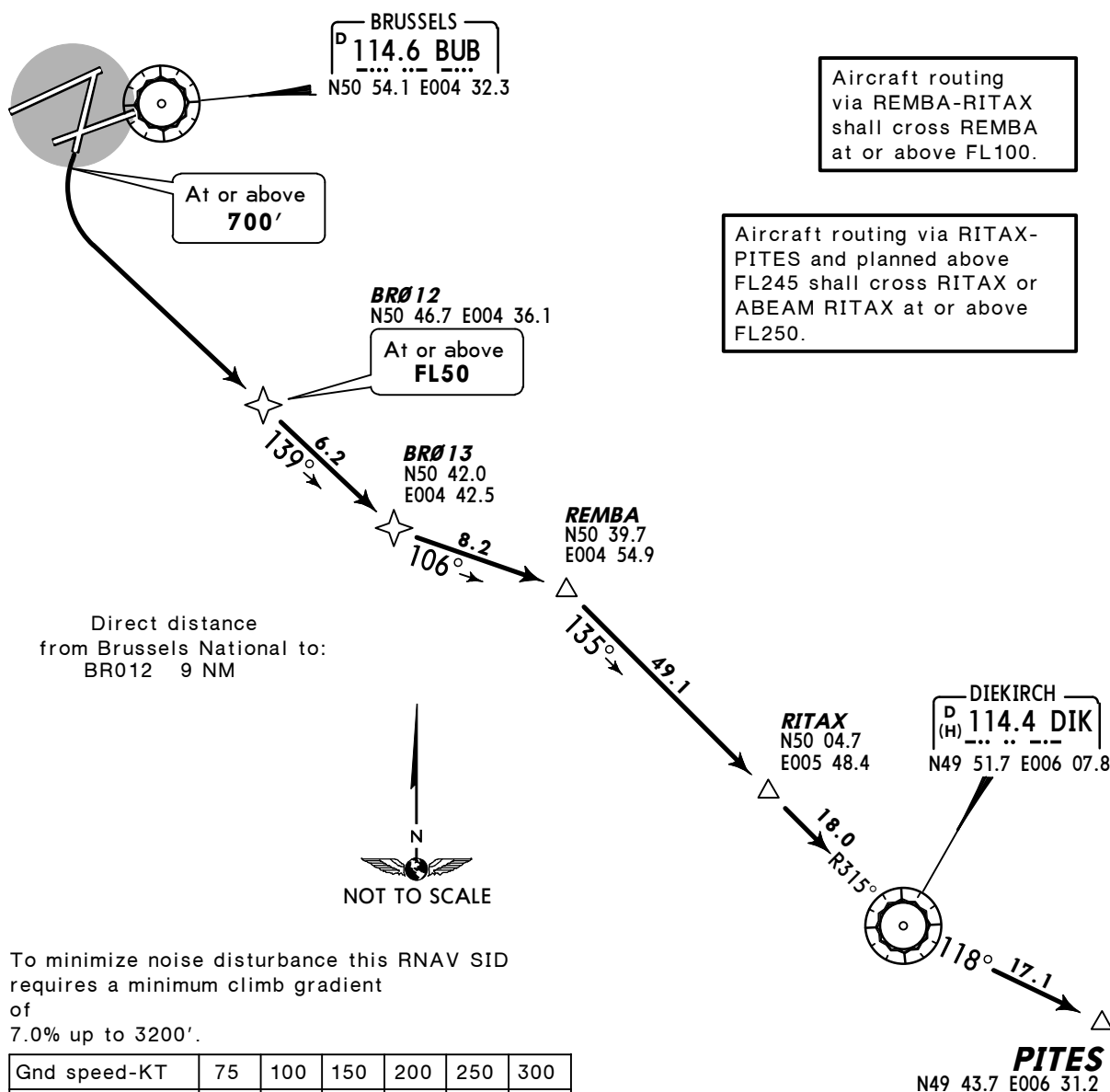
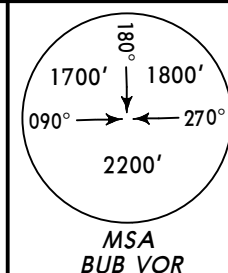
ALTERNATIVE ROUTE WHEN AIRWAY UM-150 NOT AVAILABLE:

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**



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

ROUTING

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

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

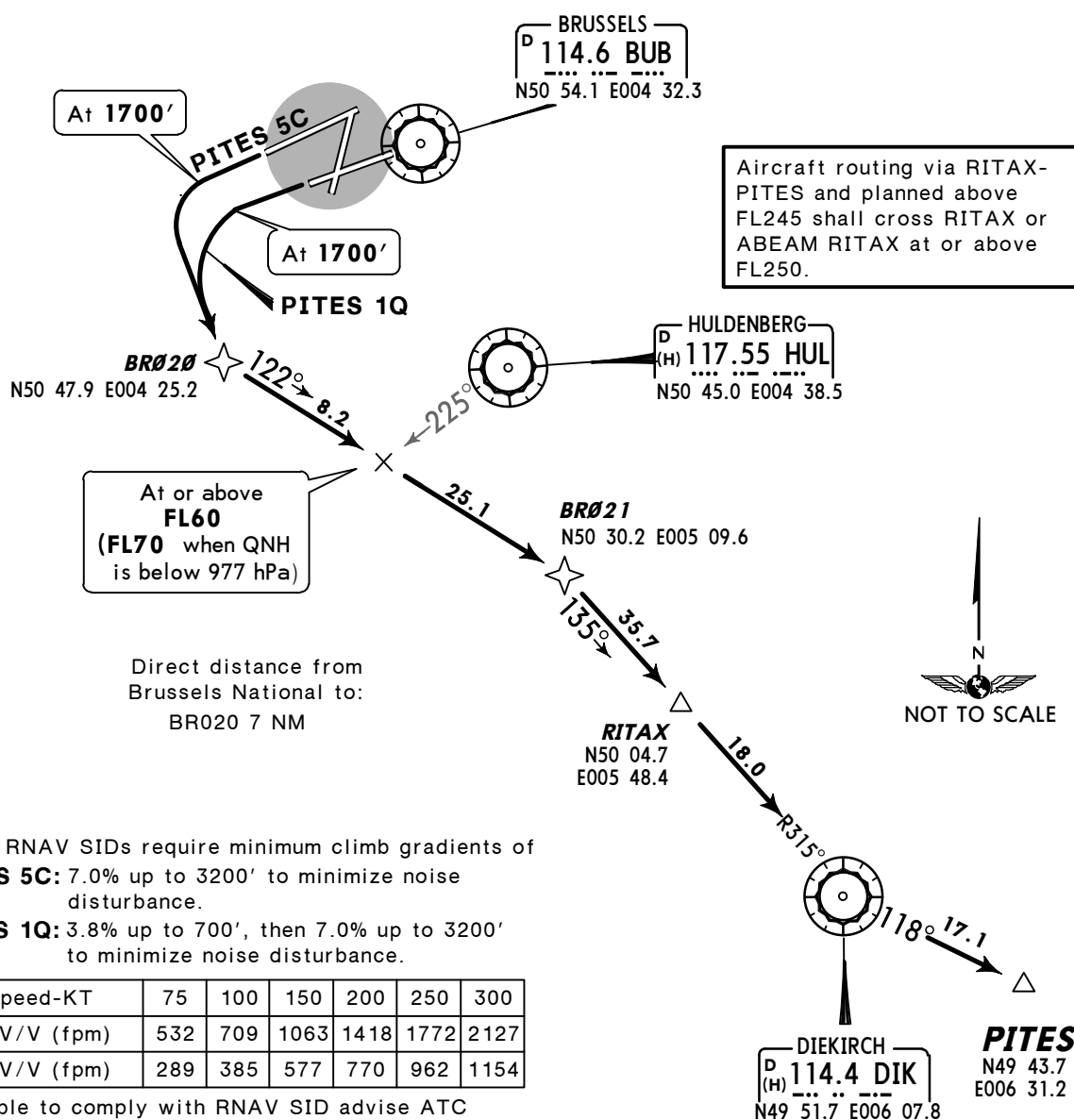
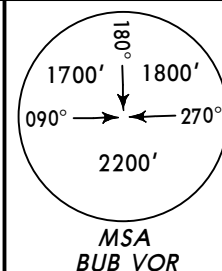
Trans level: By ATC Trans alt: 4500'
1. EXPECT close-in obstacles.
2. After take-off remain on Tower frequency.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

PITES 5C [PITE5C], PITES 1Q [PITE1Q]
RWYS 25R/L RNAV DEPARTURES (OVERLAY 10-3J7)

P-RNAV (GNSS/DME-DME)

AVAILABLE BETWEEN 0600-2259LT FOR LIGHT AND MEDIUM ACFT

**~~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 possible

SID	RWY	ROUTING
PITES 5C ①②	25R	(1700') - BR020 - BR021 - RITAX - DIK - PITES.
PITES 1Q ②④	25L	

Alternate route when airway UM-150 not available:

① SOPOK 6C - SOPOK - ETENO.

② SOPOK 2Q - SOPOK - ETENO.

Alternate route when temp closed due to MIL requirements:

③ SOPOK 6C - SOPOK - RITAX - DIK - PITES.

④ SOPOK 2Q - 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. EXPECT close-in obstacles.
2. After take-off remain on Tower frequency.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

PITES 1W[PITE1W], PITES 1Y [PITE1Y] RWYS 25L/R RNAV DEPARTURES (OVERLAY 10-3L1)

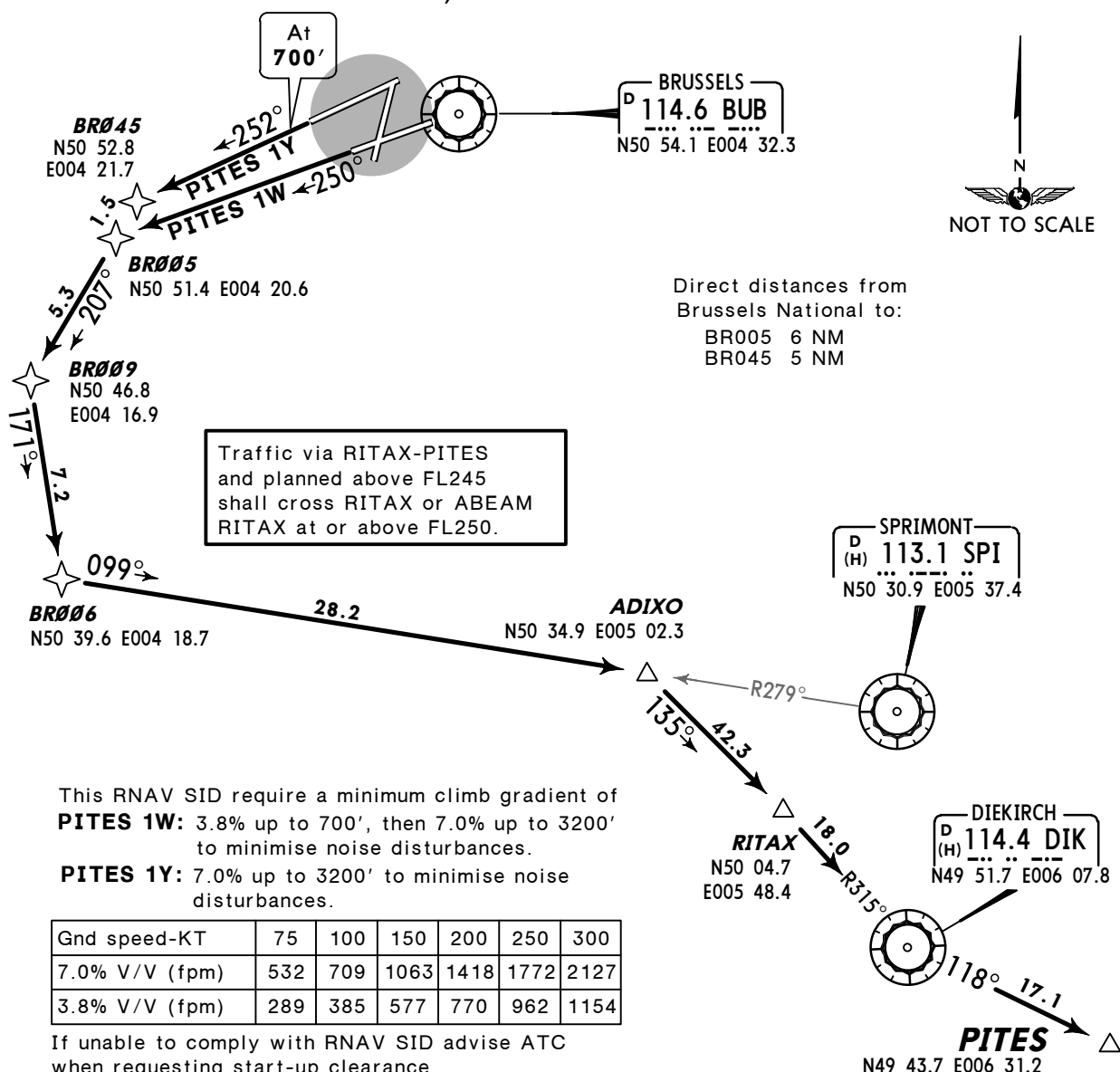
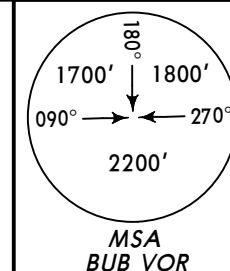
P-RNAV (GNSS, DME-DME)

ONLY AVAILABLE IF AIRWAY UM-150 (CDR1)

BETWEEN DIK & PITES IS AVAILABLE

AVAILABLE BETWEEN 2300-0559LT FOR LIGHT AND MEDIUM ACFT
AND H24 FOR HEAVY ACFT WHEN MIL AIRSPACE IS AVAILABLE

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



This RNAV SID require a minimum climb gradient of
PITES 1W: 3.8% up to 700', then 7.0% up to 3200'
to minimise noise disturbances.

PITES 1Y: 7.0% up to 3200' to minimise noise
disturbances.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible

SID	RWY	ROUTING
PITES 1W ①②	25L	BR005 - BR009 - BR006 - ADIXO - RITAX - DIK - PITES.
PITES 1Y ③④	25R	(700') - BR045 - BR009 - BR006 - ADIXO - RITAX - DIK - PITES.

- ① Alternate route when airway UM-150 not available: SOPOK 1W - SOPOK - ETENO.
- ② Alternate SID on ATC instruction: PITES 3D.
- ③ Alternative route when airway UM-150 not available: SOPOK 1Y - SOPOK - ETENO.
- ④ Alternate route on ATC instructions: PITES 3D for heavy acft between 0559-2300LT.
PITES 4Z for light & medium acft and for heavy acft between 2300-0559LT.

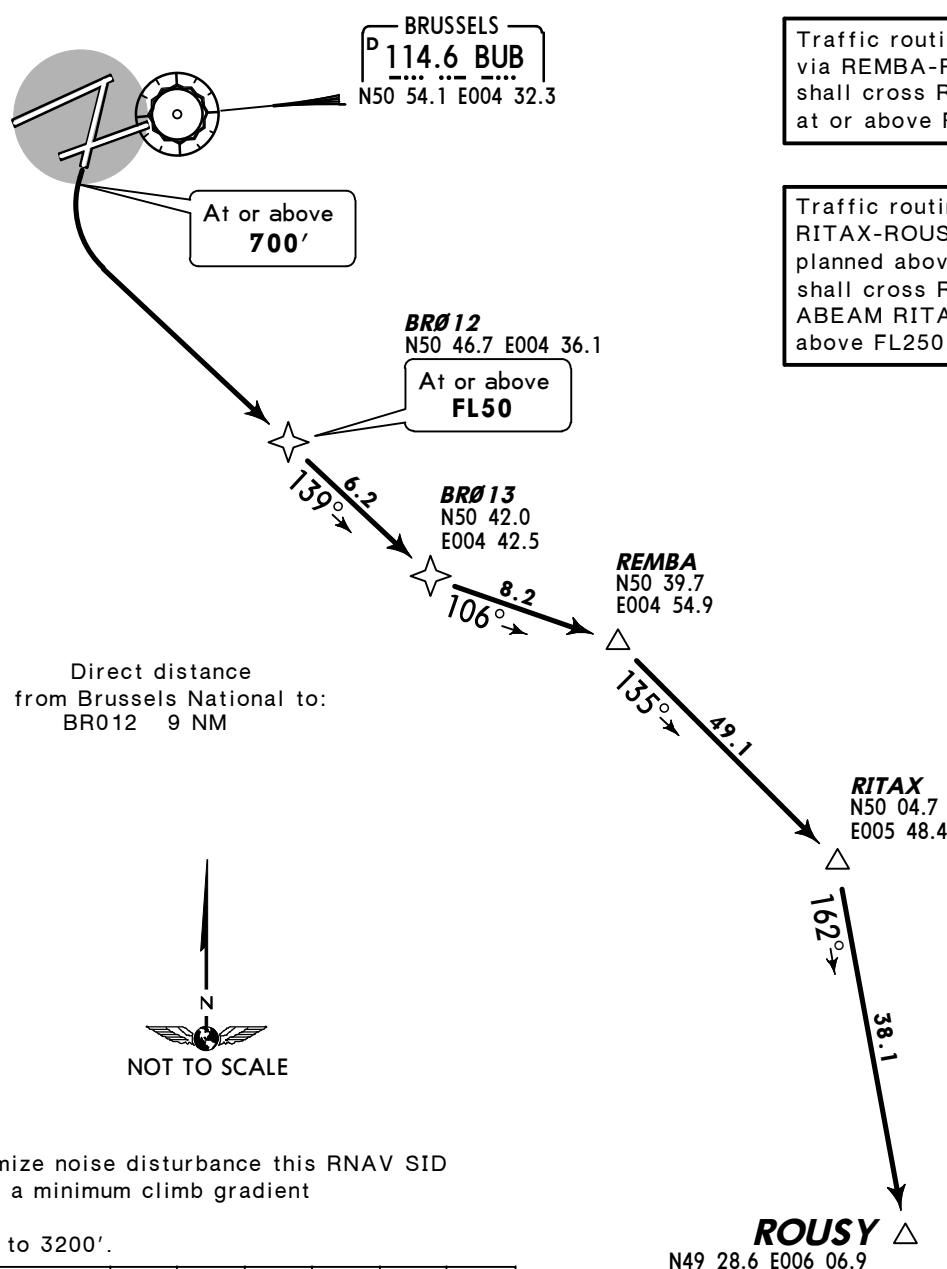
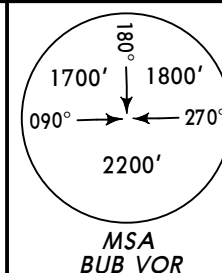
BRUSSELS Tower
118.6
120.77

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.

ROUSY 6L [ROUS6L]
RWY 19 RNAV DEPARTURE (OVERLAY 10-3L8)
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



To minimize noise disturbance this RNAV SID requires a minimum climb gradient of 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible

ROUTING

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

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

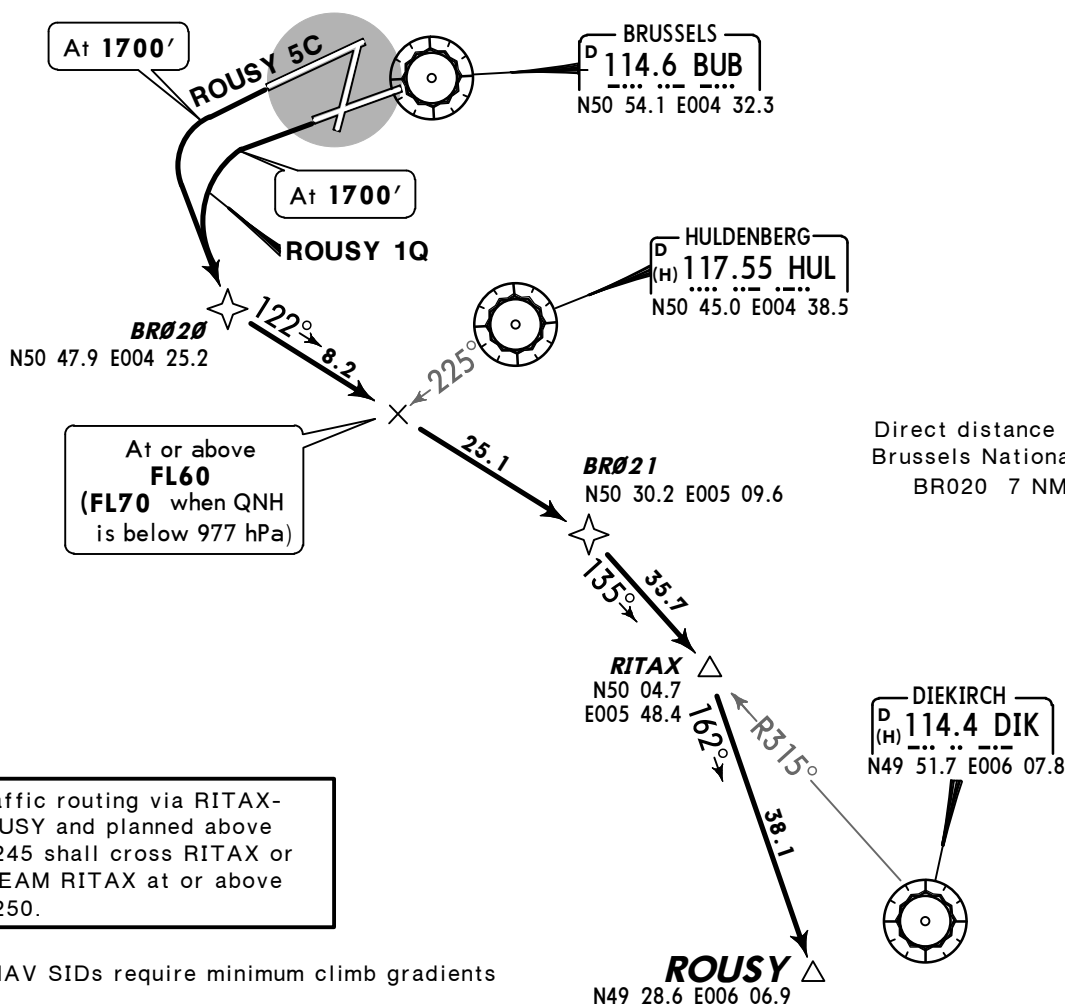
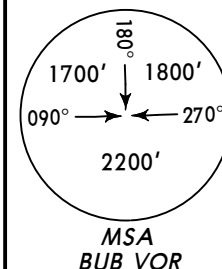
Apt Elev
184'

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

ROUSY 5C [ROUS5C], ROUSY 1Q [ROUS1Q]
RWYS 25R/L RNAV DEPARTURES (OVERLAY 10-3L6)
P-RNAV (GNSS/DME-DME)

AVAILABLE BETWEEN 0600-2259LT FOR LIGHT AND MEDIUM ACFT

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



These RNAV SIDs require minimum climb gradients of

ROUSY 5C: 7.0% up to 3200' to minimize noise disturbance.

ROUSY 1Q: 3.8% up to 700', then 7.0% up to 3200' to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible.

SID	RWY	ROUTING
ROUSY 5C①	25R	(1700') - BR020 - BR021 - RITAX - ROUSY.
ROUSY 1Q②	25L	

① Alternative route: SOPOK 6C - SOPOK - RITAX - ROUSY.

② Alternative route: SOPOK 2Q - SOPOK - RITAX - ROUSY.

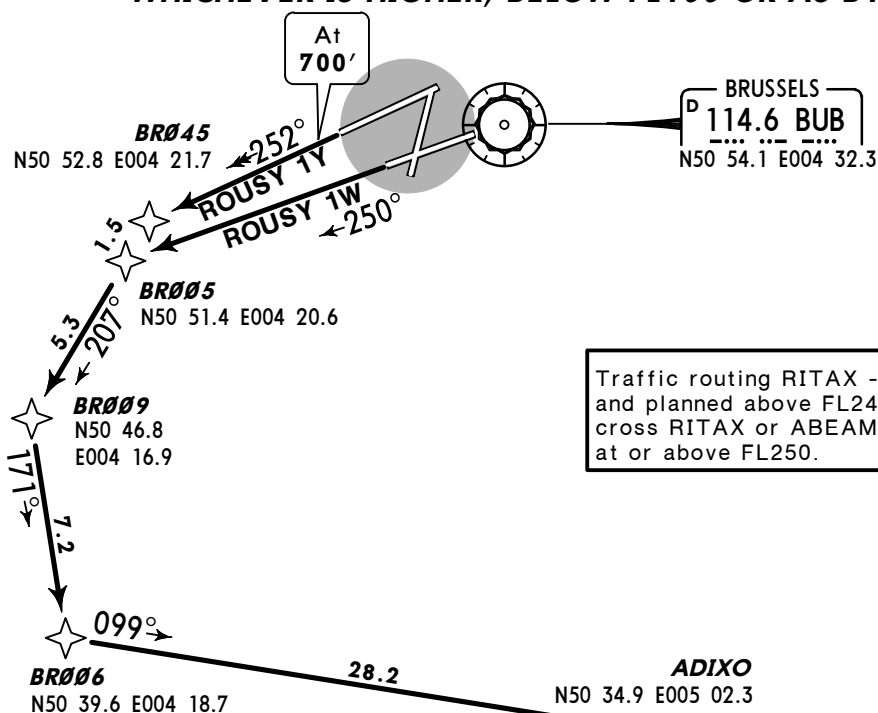
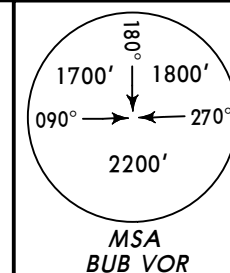
BRUSSELS Tower
118.6
120.77BRUSSELS
Departure(R)
126.62Apt Elev
184'

Trans level: By ATC Trans alt: 4500'

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

**ROUSY 1W [ROUS1W], ROUSY 1Y [ROUS1Y]
RWYS 25L/R RNAV DEPARTURES (OVERLAY 10-3L7)**

P-RNAV (GNSS, DME-DME)

AVAILABLE BETWEEN 2300-0559LT FOR LIGHT AND MEDIUM ACFT
AND H24 FOR HEAVY ACFT WHEN MIL AIRSPACE IS AVAILABLE***SPEED MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC***Direct distances from
Brussels National to:BR005 6 NM
BR045 5 NMThese SIDs require minimum climb gradients of
ROUSY 1W: 3.8% up to 700', then 7.0% up to 3200'
to minimise noise disturbances.**ROUSY 1Y:** 7.0% up to 3200' to minimise noise
disturbances.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible.

SID	RWY	ROUTING
ROUSY 1W①	25L	BR005 - BR009 - BR006 - ADIXO - RITAX - ROUSY.
ROUSY 1Y②	25R	(700') - BR045 - BR009 - BR006 - ADIXO - RITAX - ROUSY.

① Alternative route on ATC instruction: ROUSY 3D.

② Alternative route on ATC instruction: ROUSY 3D for heavy acft between 0559-2300LT;
ROUSY 4Z for light & medium acft and for heavy acft between 2300-0559LT.

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BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

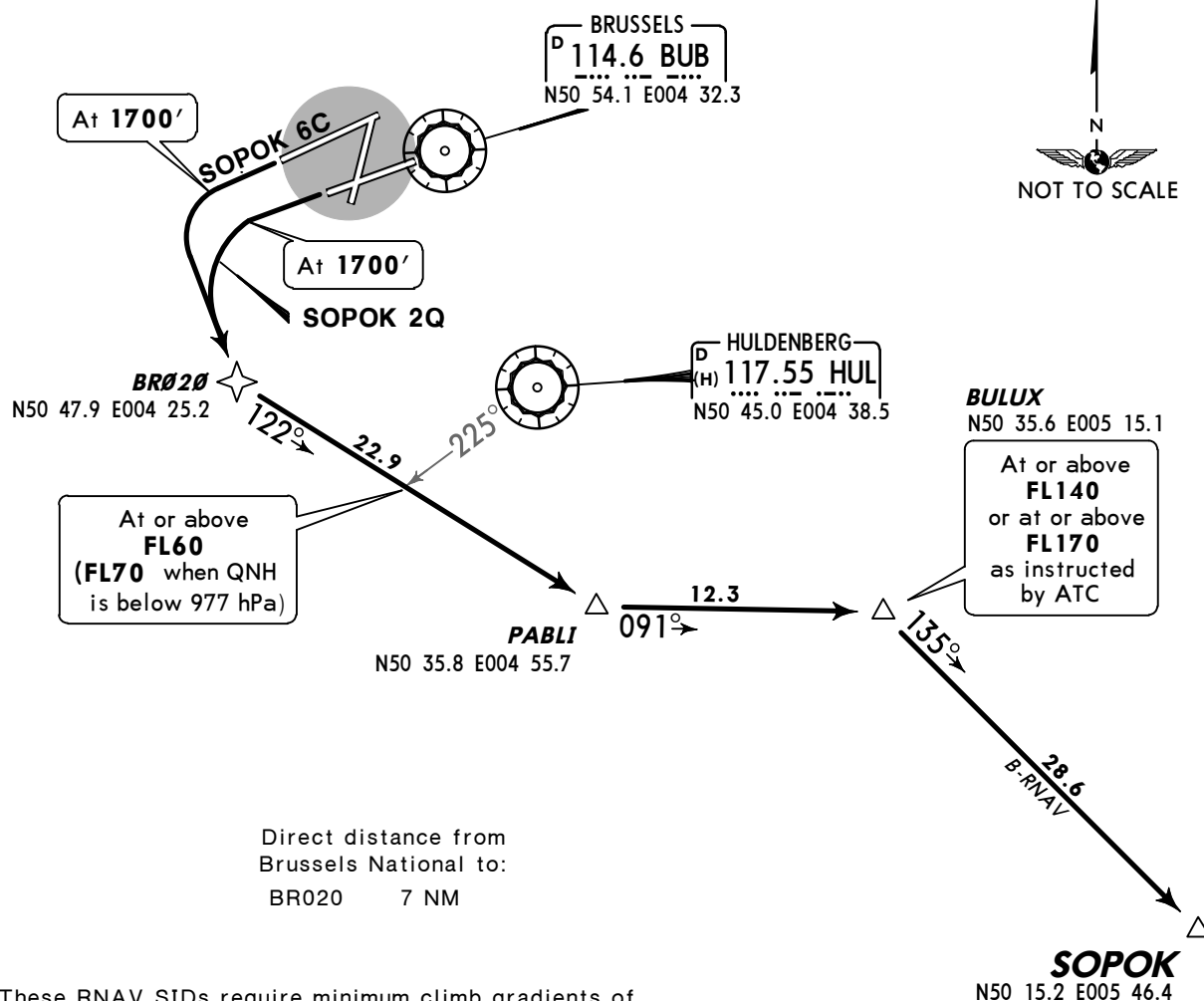
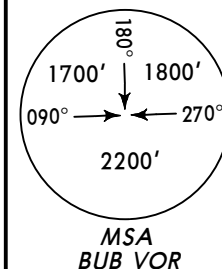
Trans level: By ATC Trans alt: 4500'
1. EXPECT close-in obstacles.
2. After take-off remain on Tower frequency.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

**SOPOK 6C [SOPO6C], SOPOK 2Q [SOPO2Q]
RWYS 25R/L RNAV DEPARTURES (OVERLAY 10-3N1)**

P-RNAV (GNSS/DME-DME)

AVAILABLE BETWEEN 0600-2259LT FOR LIGHT AND MEDIUM ACFT

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



These RNAV SIDs require minimum climb gradients of
SOPOK 6C: 7.0% up to 3200' to minimize noise disturbance.

SOPOK 2Q: 3.8% up to 700', then 7.0% up to 3200' to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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

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

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible.

SID	RWY	ROUTING
SOPOK 6C	25R	(1700') - BR020 - PABLI - BULUX - SOPOK.
SOPOK 2Q	25L	

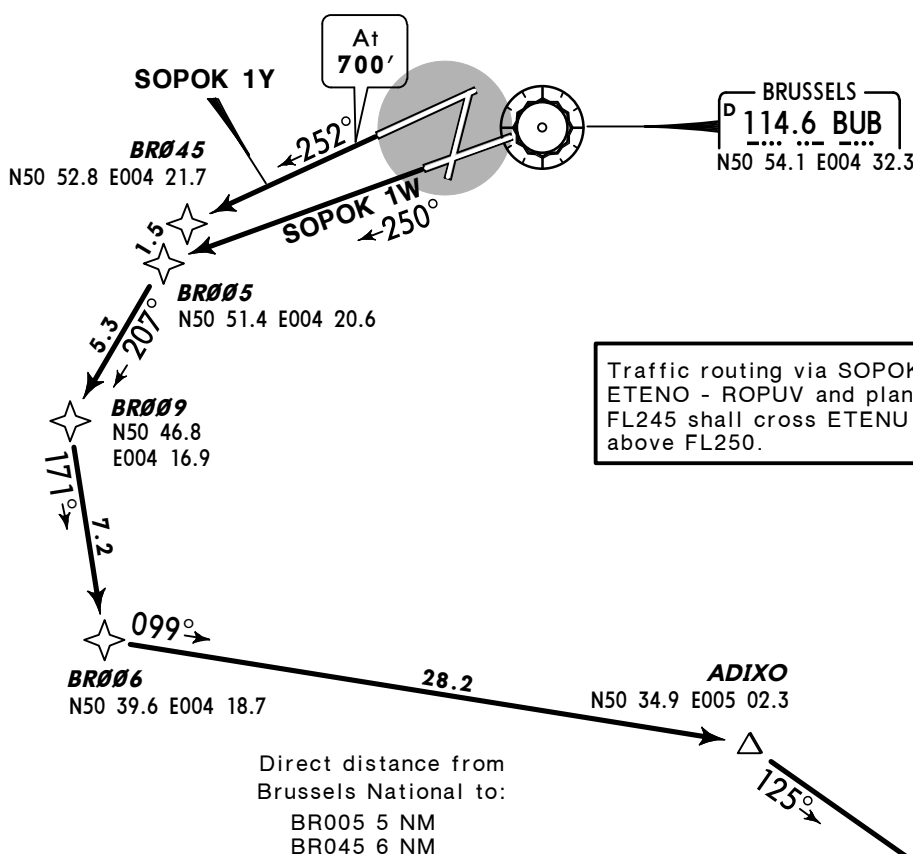
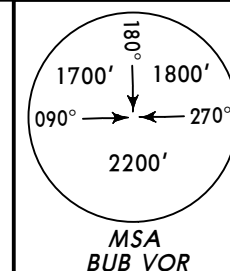
BRUSSELS Tower
118.6
120.77BRUSSELS
Departure(R)
126.62Apt Elev
184'

Trans level: By ATC Trans alt: 4500'

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

**SOPOK 1W[SOPO1W], SOPOK 1Y[SOPO1Y]
RWYS 25L/R RNAV DEPARTURES (OVERLAY 10-3N4)**

P-RNAV (GNSS/DME-DME)

AVAILABLE BETWEEN 2300-0559LT FOR LIGHT AND MEDIUM ACFT
AND H24 FOR HEAVY ACFT WHEN MIL AIRSPACE IS AVAILABLE**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**

These RNAV SIDs require minimum climb gradients of

SOPOK 1W: 3.8% up to 700', then 7.0% up to 3200'
to minimize noise disturbance.**SOPOK 1Y:** 7.0% up to 3200' to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible.

SID	RWY	ROUTING
SOPOK 1W ①	25L	BR005 - BR009 - BR006 - ADIXO - SOPOK.
SOPOK 1Y ②	25R	(700') - BR045 - BR009 - BR006 - ADIXO - SOPOK.

① Alternative route on ATC: SOPOK 3D.

② Alternate route on ATC instructions: SOPOK 3D for heavy acft between 0559-2300LT;
SOPOK 5Z for light and medium acft and for heavy acft between 2300-0459LT.

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

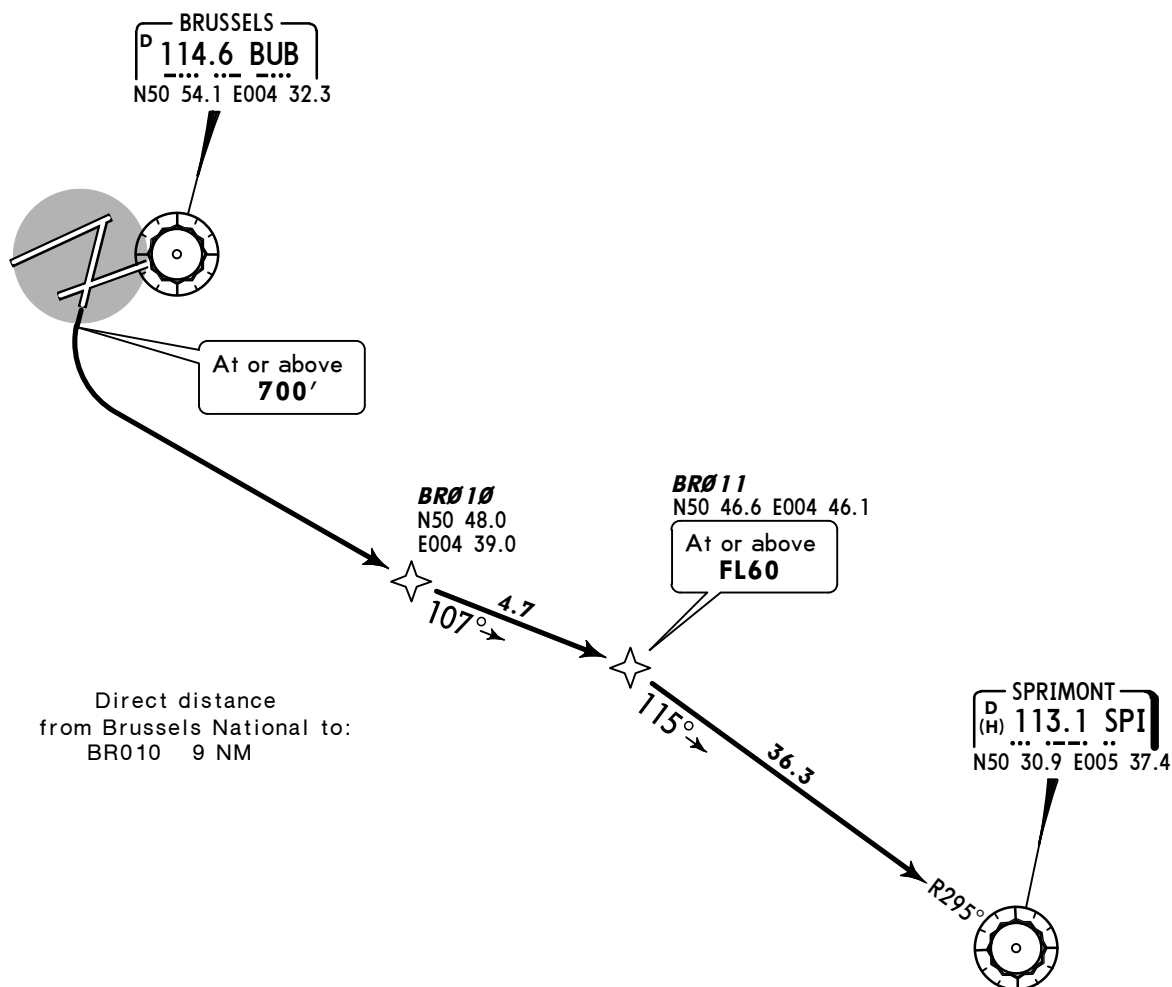
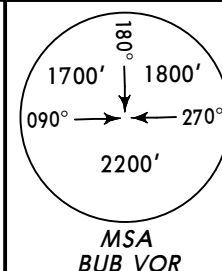
Apt Elev
184'

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 10-3N8)

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 7.0% up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
7.0% 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 possible.

ROUTING

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

BRUSSELS Tower
118.6
120.77

BRUSSELS
Departure(R)
126.62

Apt Elev
184'

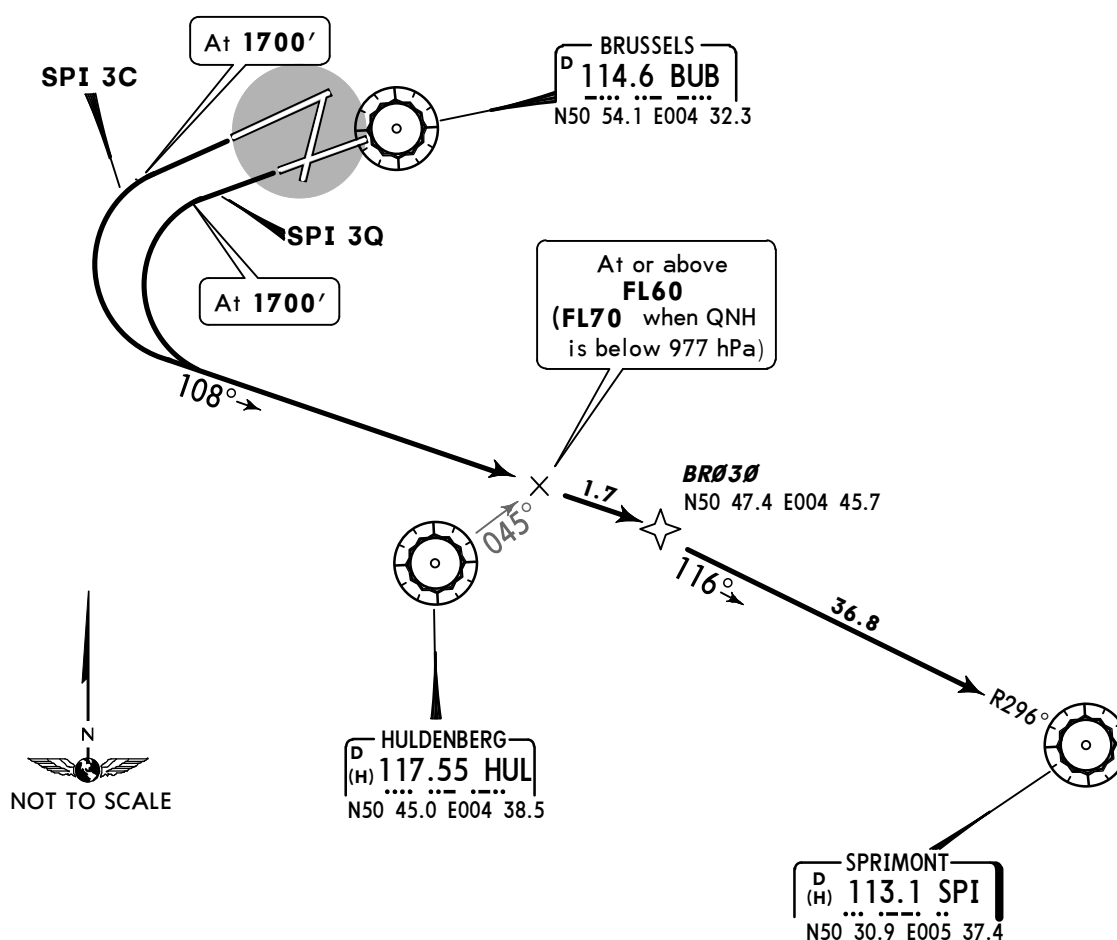
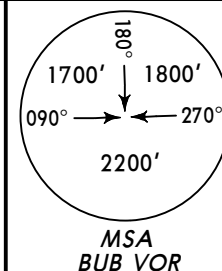
Trans level: By ATC Trans alt: 4500'
1. EXPECT close-in obstacles.
2. After take-off remain on Tower frequency.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

SPI 3C, SPI 3Q RWYS 25R/L RNAV DEPARTURES (OVERLAY 10-3N6)

P-RNAV (GNSS/DME-DME)

AVAILABLE FROM 0600-2259LT FOR LIGHT AND MEDIUM ACFT

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



These RNAV SIDs require minimum climb gradients of
SPI 3C: 7.0% up to 3200' to minimise noise disturbances.
SPI 3Q: 3.8% up to 700', then 7.0% up to 3200'
to minimise noise disturbances.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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 possible.

SID	RWY	INITIAL CLIMB/ROUTING
SPI 3C	25R	(1700') - BR030 - SPI.
SPI 3Q	25L	

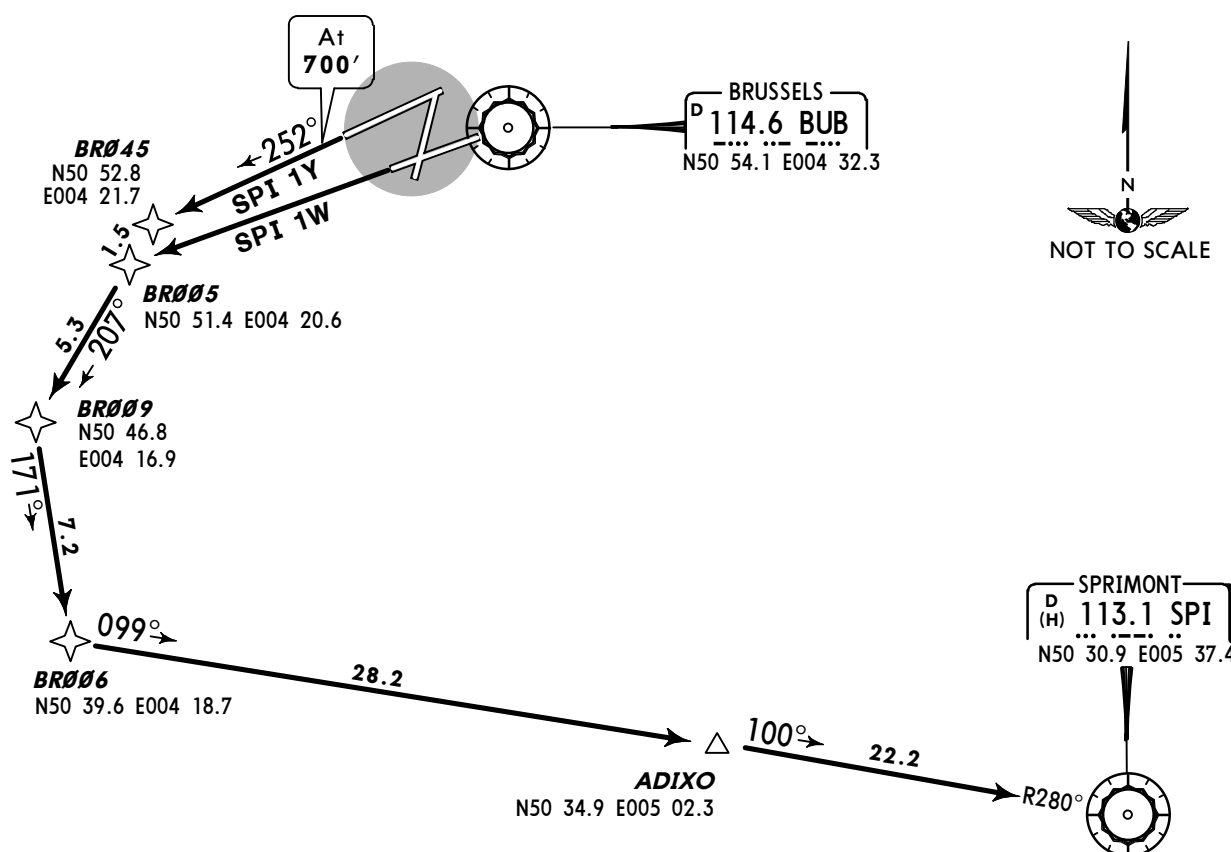
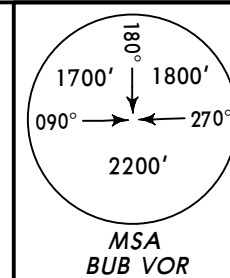
BRUSSELS Tower 118.6 120.77	BRUSSELS Departure(R) 126.62	Apt Elev 184'	Trans level: By ATC Trans alt: 4500' 1. EXPECT close-in obstacles. 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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SPI 1W, SPI 1Y RWYS 25L/R RNAV DEPARTURES (OVERLAY 10-3Q1)

P-RNAV (GNSS/DME-DME)

AVAILABLE BETWEEN 2300-0559LT FOR LIGHT AND MEDIUM ACFT
AND H24 FOR HEAVY ACFT WHEN MIL AIRSPACE IS AVAILABLE

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



These RNAV SIDs require minimum climb gradients of

SPI 1W: 3.8% up to 700', then 7.0% up to 3200' to minimize noise disturbance.

SPI 1Y: 7.0% up to 3200' to minimize noise disturbance.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
3.8% V/V (fpm)	289	385	577	770	962	1154

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

Direct distances from Brussels National to:

BR005 6 NM
BR045 5 NM

Initial climb clearance **FL60**, higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible.

SID	RWY	ROUTING
SPI 1W ①	25L	BR005 - BR009 - BR006 - ADIXO - SPI.
SPI 1Y ②	25R	(700') - BR045 - BR009 - BR006 - ADIXO - SPI.

① Alternative route on ATC instructions: SPI 2D.

② Alternate route on ATC instructions: SPI 2D for heavy acft between 0559-2300LT; SPI 5Z for light and medium acft and for heavy acft between 2300-0559LT.

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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:

From rwy head	9800' (2987m)
twy C5 int	7628' (2325m)
twy E1 int	6808' (2075m)
twy E3 int	6654' (2028m)
twy E4 int	4111' (1253m)

RWY 19:

From rwy head	9800' (2987m)
twy A1 int	9268' (2825m)
twy B1 int	8776' (2675m)
twy E6 int	7100' (2164m)
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:

From rwy head	11,935' (3638m)
twy A6 int	8684' (2647m)
twy B8 int	8537' (2602m)
twy B9 int	8261' (2518m)
twy A5 int	7047' (2148m)
twy B7 int	6086' (1855m)
twy A3 int	5151' (1570m)
twy B5 int	4941' (1506m)
twy B6 int	4557' (1389m)

RWY 25R:

From rwy head	11,935' (3638m)
twy A1 int	11,247' (3428m)
twy B1 int	10,719' (3267m)
twy B3 int	9088' (2770m)
twy B5 int	6552' (1997m)
twy A3 int	6453' (1967m)
twy B6 int	6446' (1965m)
twy B7 int	4970' (1515m)
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:

From Line-up PSN H	9485' (2891m)
Line-up PSN 1	8609' (2624m)
twy C6 int	7890' (2405m)
Line-up PSN 2	7680' (2341m)
twy C5 int	7047' (2148m)
twy C4 int	5879' (1792m)
twy C3 int	5820' (1774m)

RWY 25L:

From rwy head	10,534' (3211m)
twy C1 int	7251' (2210m)
twy C2 int	5545' (1690m)
twy C3/C4 int	4058' (1237m)

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.

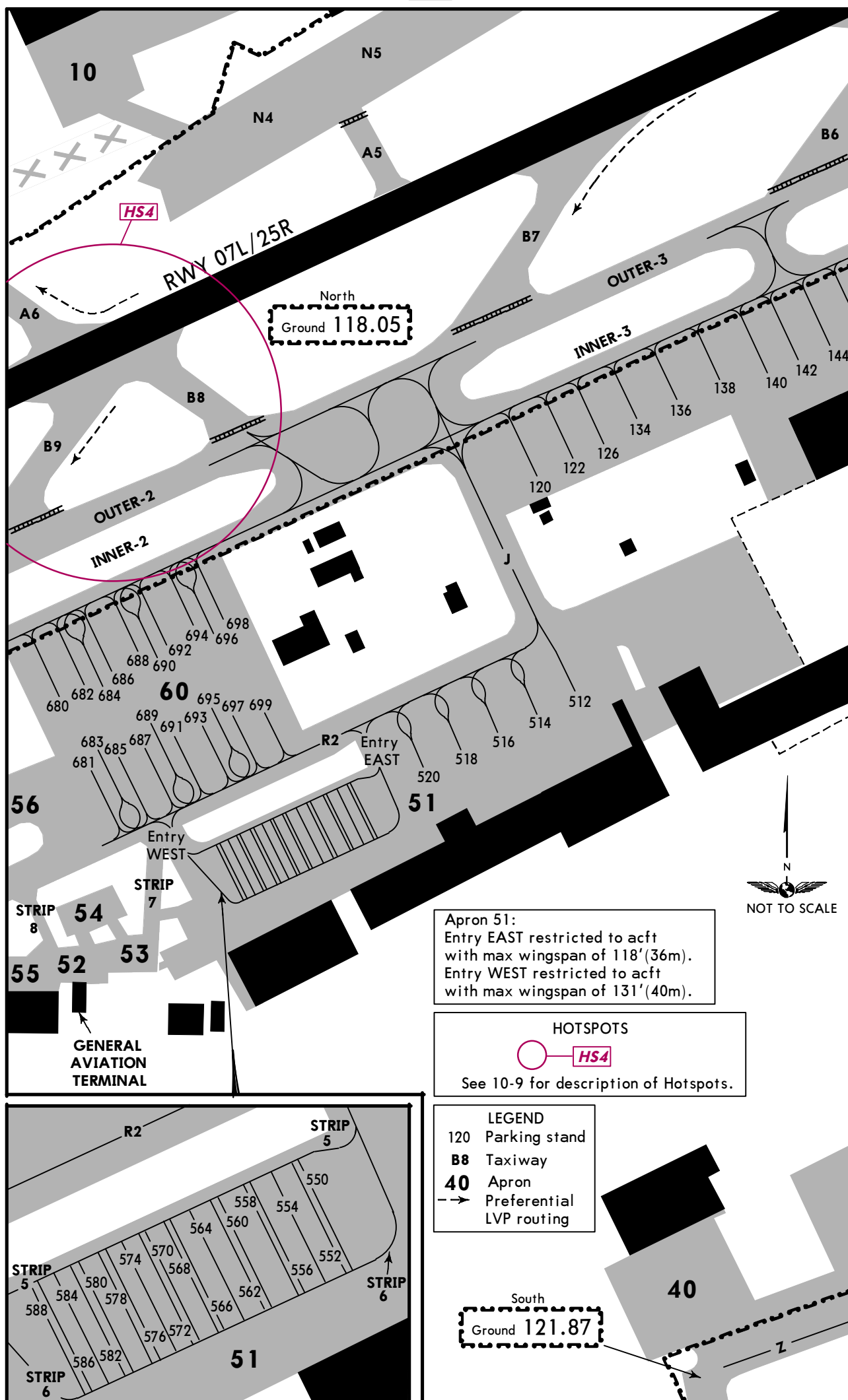
Standard

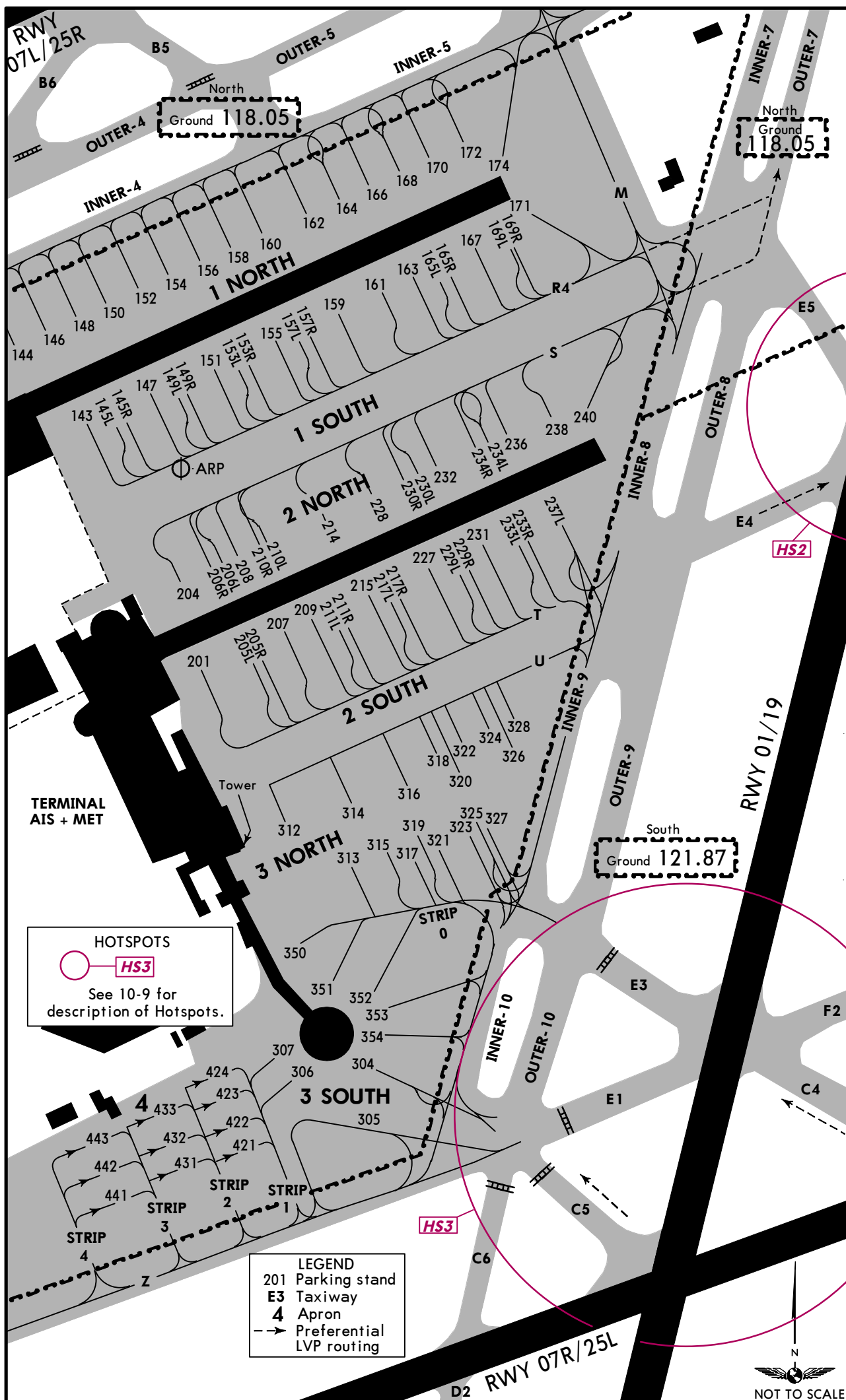
TAKE-OFF ①

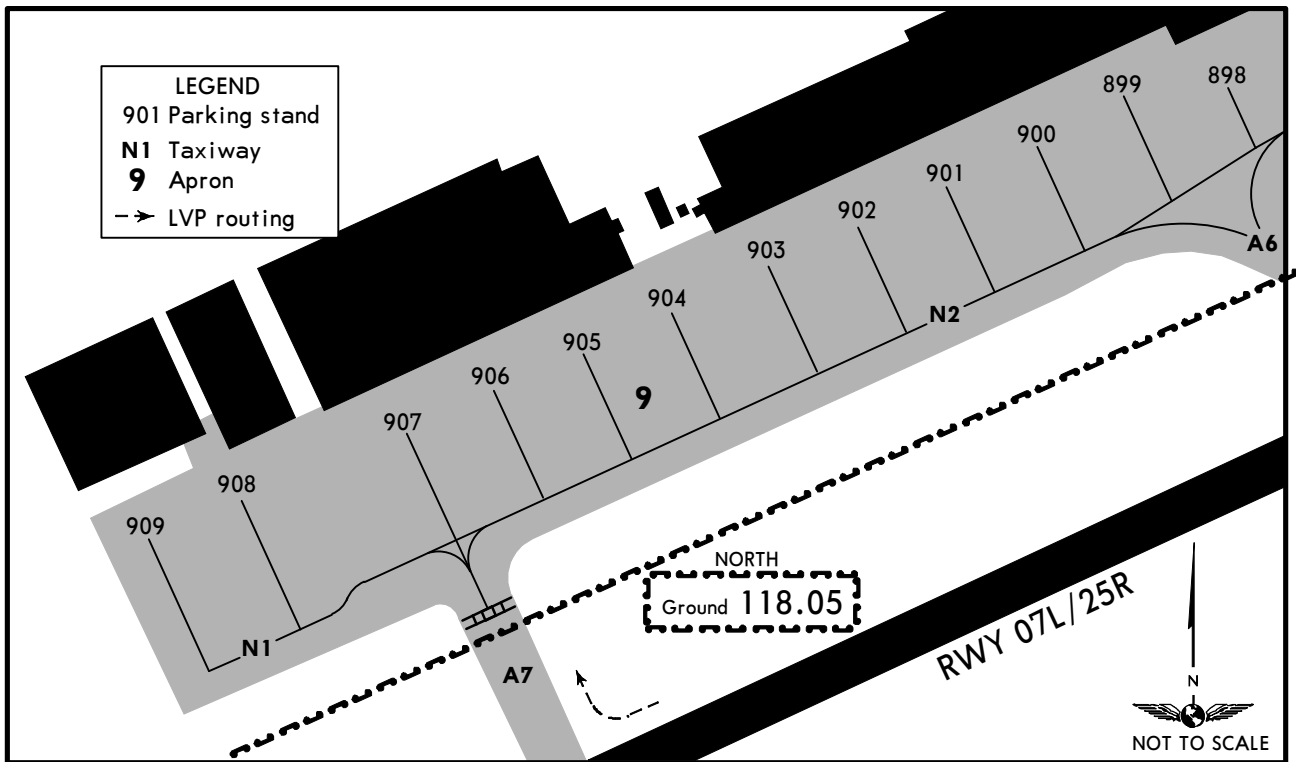
	② LVP must be in force				
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

② With approved guidance system: 75m.







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	550 thru 554	N50 53.8	E004 28.4
165L	N50 54.2	E004 29.3	556 thru 578	N50 53.8	E004 28.3
165R	N50 54.2	E004 29.4	580 thru 588	N50 53.8	E004 28.2
166	N50 54.3	E004 29.3	680, 681	N50 53.9	E004 28.0
167	N50 54.2	E004 29.4	682 thru 691	N50 53.9	E004 28.1
168	N50 54.3	E004 29.3	692, 693	N50 53.9	E004 28.2
169L/R	N50 54.3	E004 29.4	694	N50 54.0	E004 28.2
170	N50 54.3	E004 29.3	695	N50 53.9	E004 28.2
171 thru 174	N50 54.3	E004 29.4	696	N50 54.0	E004 28.2
201	N50 53.9	E004 29.1	697	N50 53.9	E004 28.2
204	N50 54.0	E004 29.1	698	N50 54.0	E004 28.2
205L/R	N50 54.0	E004 29.2	699	N50 53.9	E004 28.2
206L/R	N50 54.0	E004 29.1	898	N50 54.3	E004 27.9
207 thru 210L/R	N50 54.0	E004 29.2	899	N50 54.3	E004 27.8
211L/R thru 217L/R	N50 54.0	E004 29.3	900	N50 54.3	E004 27.7
227	N50 54.0	E004 29.4	901	N50 54.2	E004 27.7
228	N50 54.0	E004 29.3	902	N50 54.2	E004 27.6
229L/R	N50 54.0	E004 29.4	903, 904	N50 54.2	E004 27.5
230L	N50 54.1	E004 29.4	905	N50 54.2	E004 27.4
230R	N50 54.1	E004 29.3	906, 907	N50 54.1	E004 27.3
231	N50 54.0	E004 29.4	908, 909	N50 54.1	E004 27.1
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')	800m / 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.

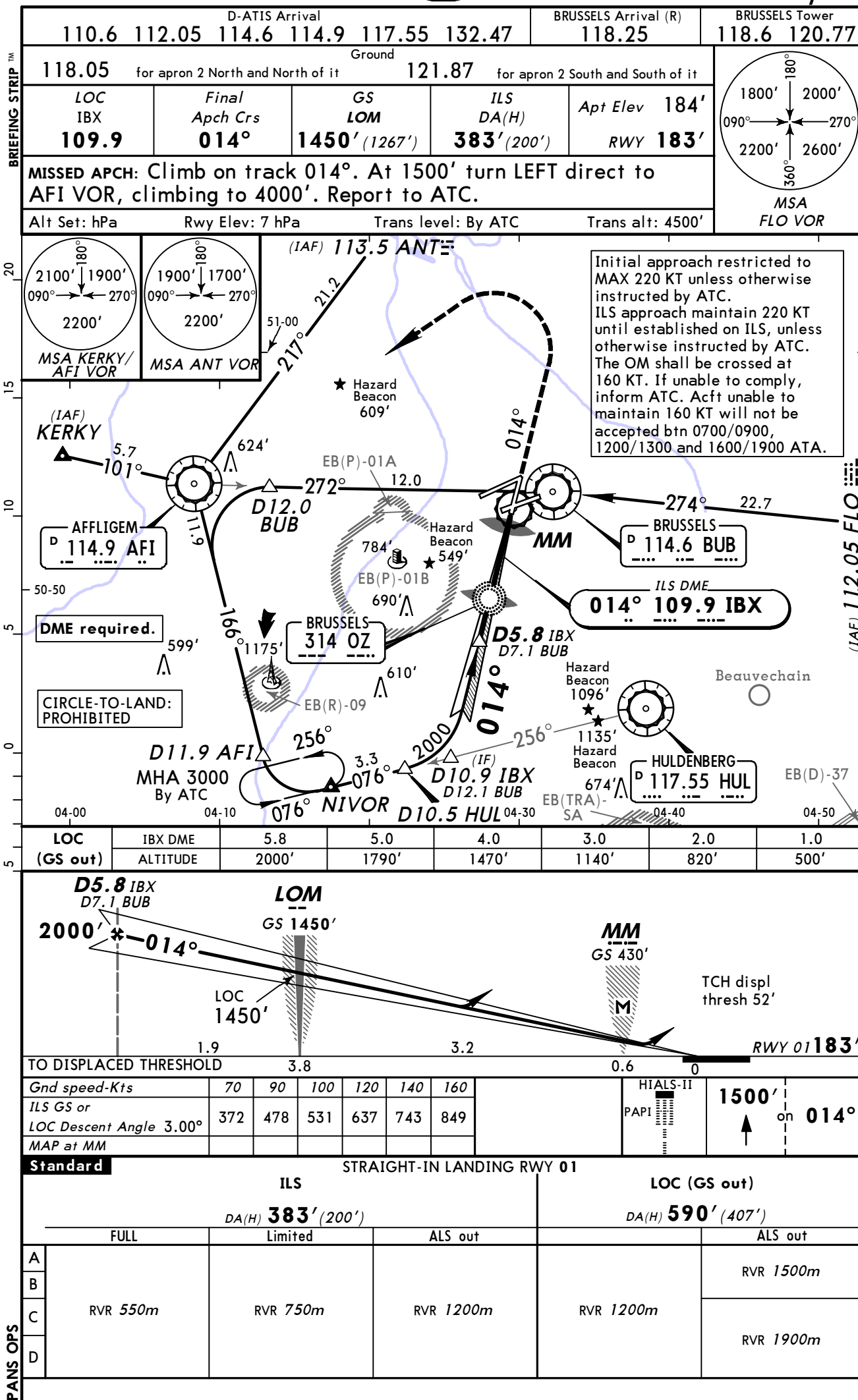
❺ CEILING 600'.

CIRCLE-TO-LAND	PROHIBITED
-----------------------	-------------------

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.

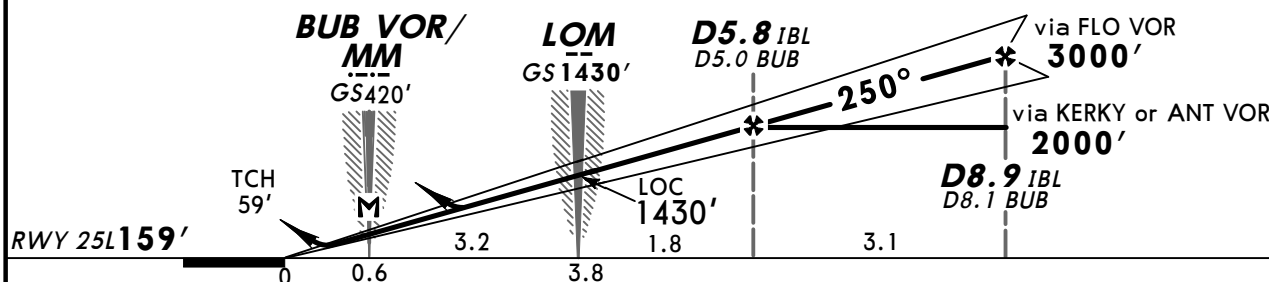
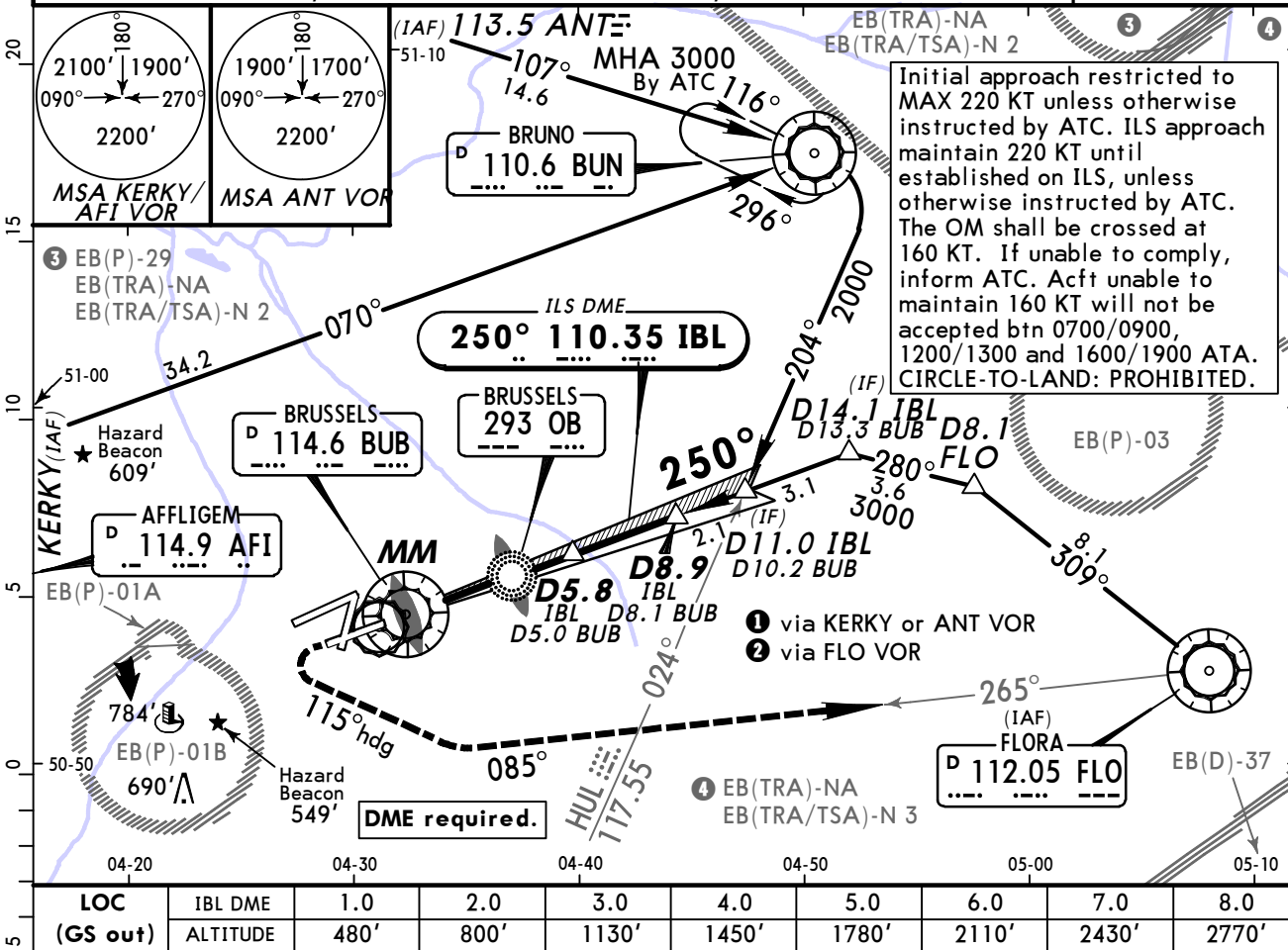
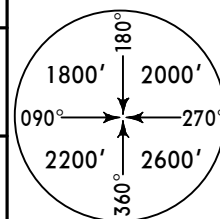


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BRIEFING STRIP™

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 PAPI 700' ↑ LT onto 115° hdg
ILS GS or	372	478	531	637	743	849	
LOC Descent Angle 3.00°							
MAP at BUB VOR/MM							

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°

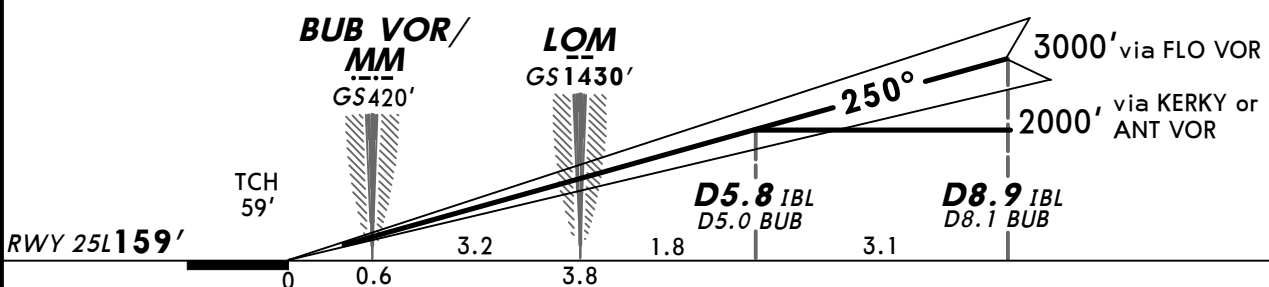
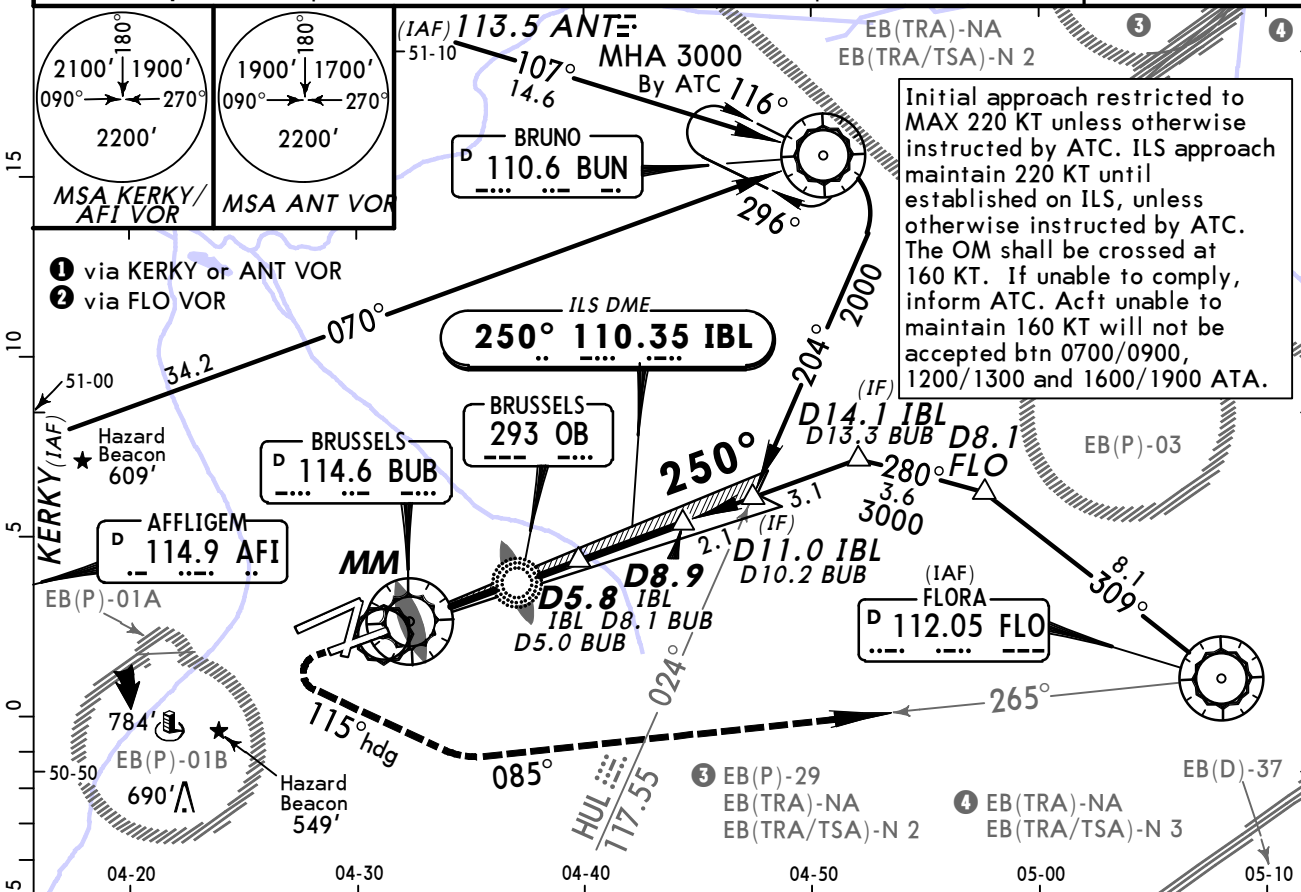
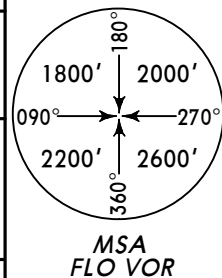
2600'

360°

2200'

090°

MSA
FLO VOR

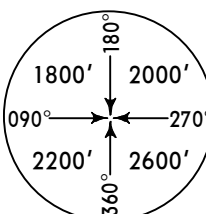


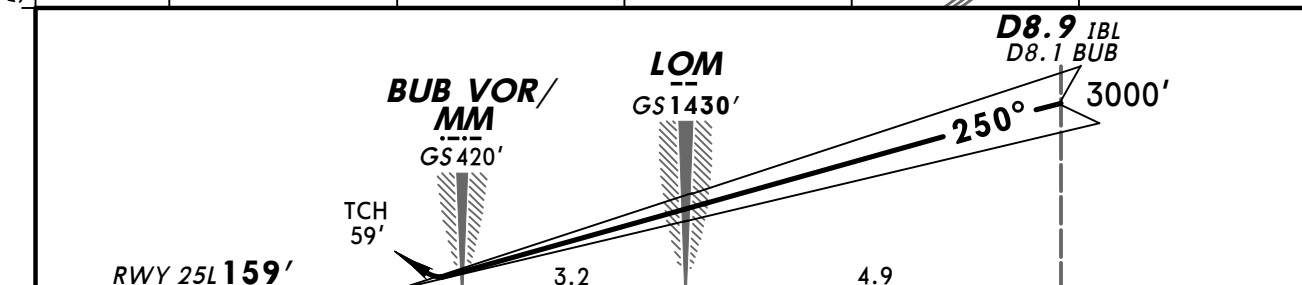
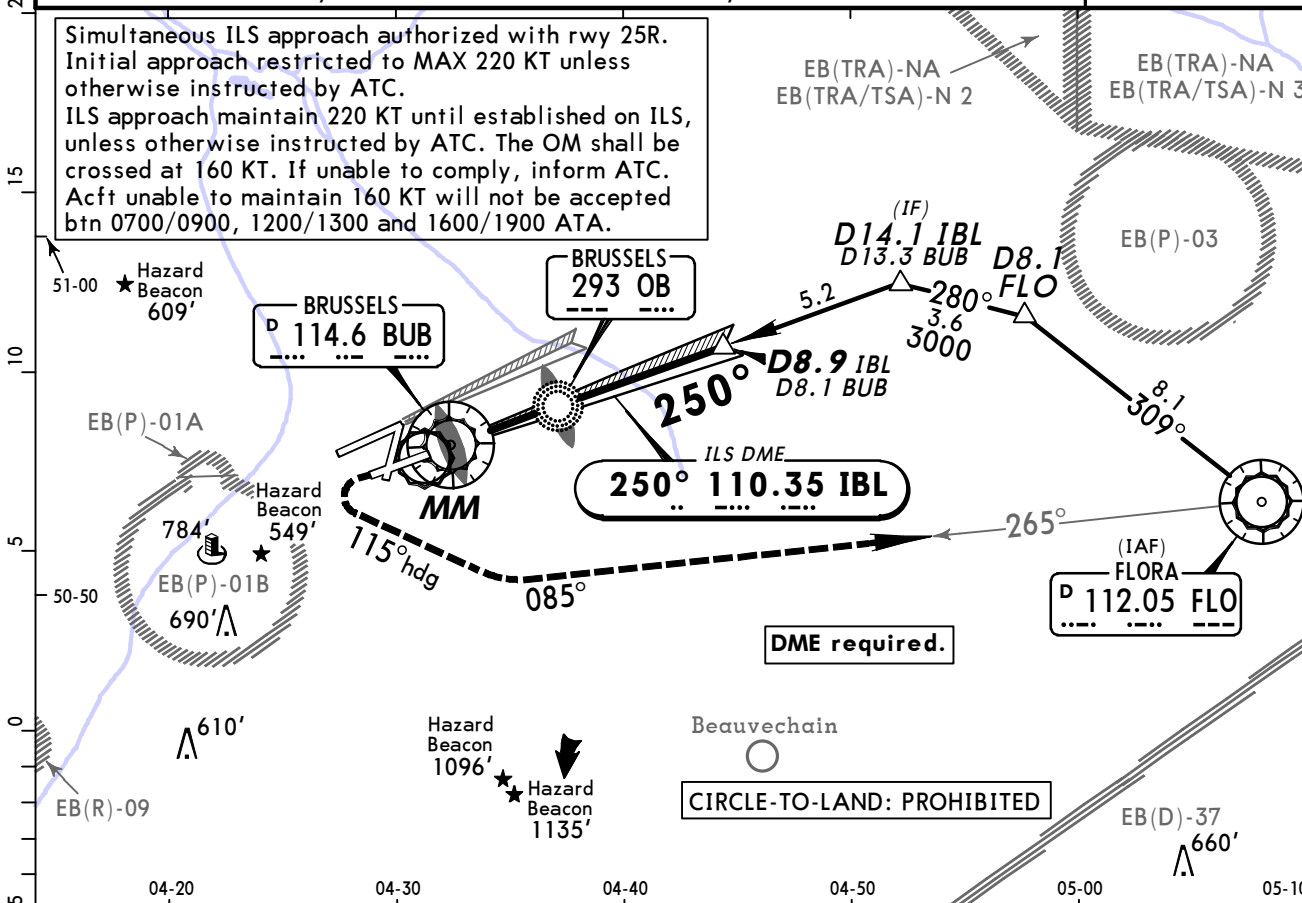
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		700'	115°
GS	3.00°	372	478	531	637	743	PAPI		↑	LT onto hdg

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

0

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'				



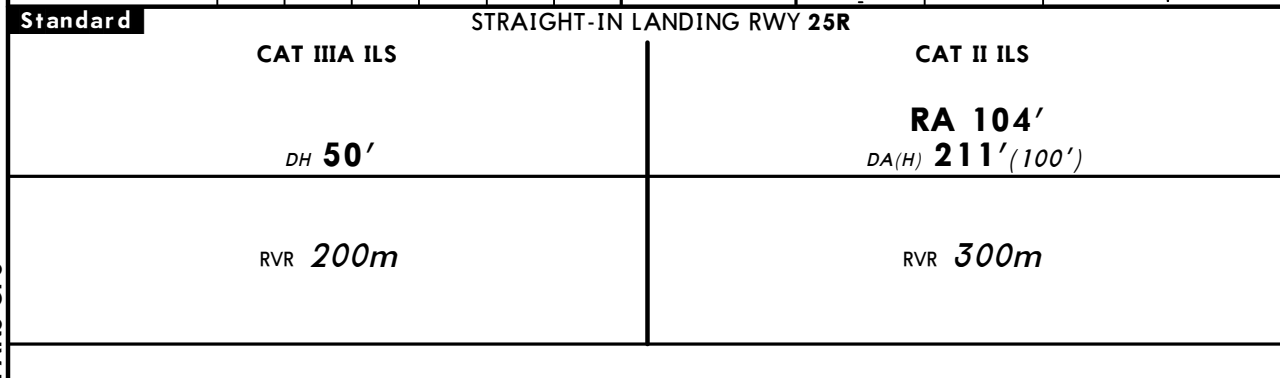
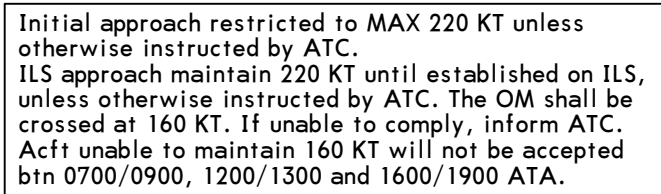
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		700'	115°
GS	3.00°	372	478	531	637	743	PAPI		↑	LT onto
										hdg

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

A	600' - 2000m				
B					
C					
D					

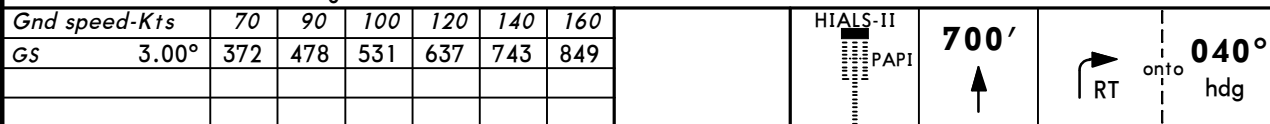
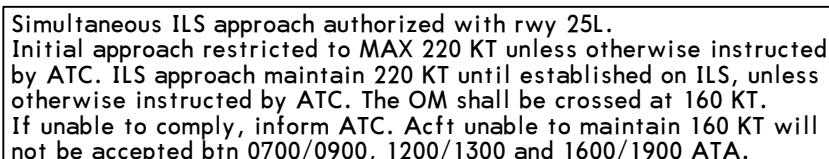
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MSA
ANT VOR



MSA
FLO VOR

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



ILS

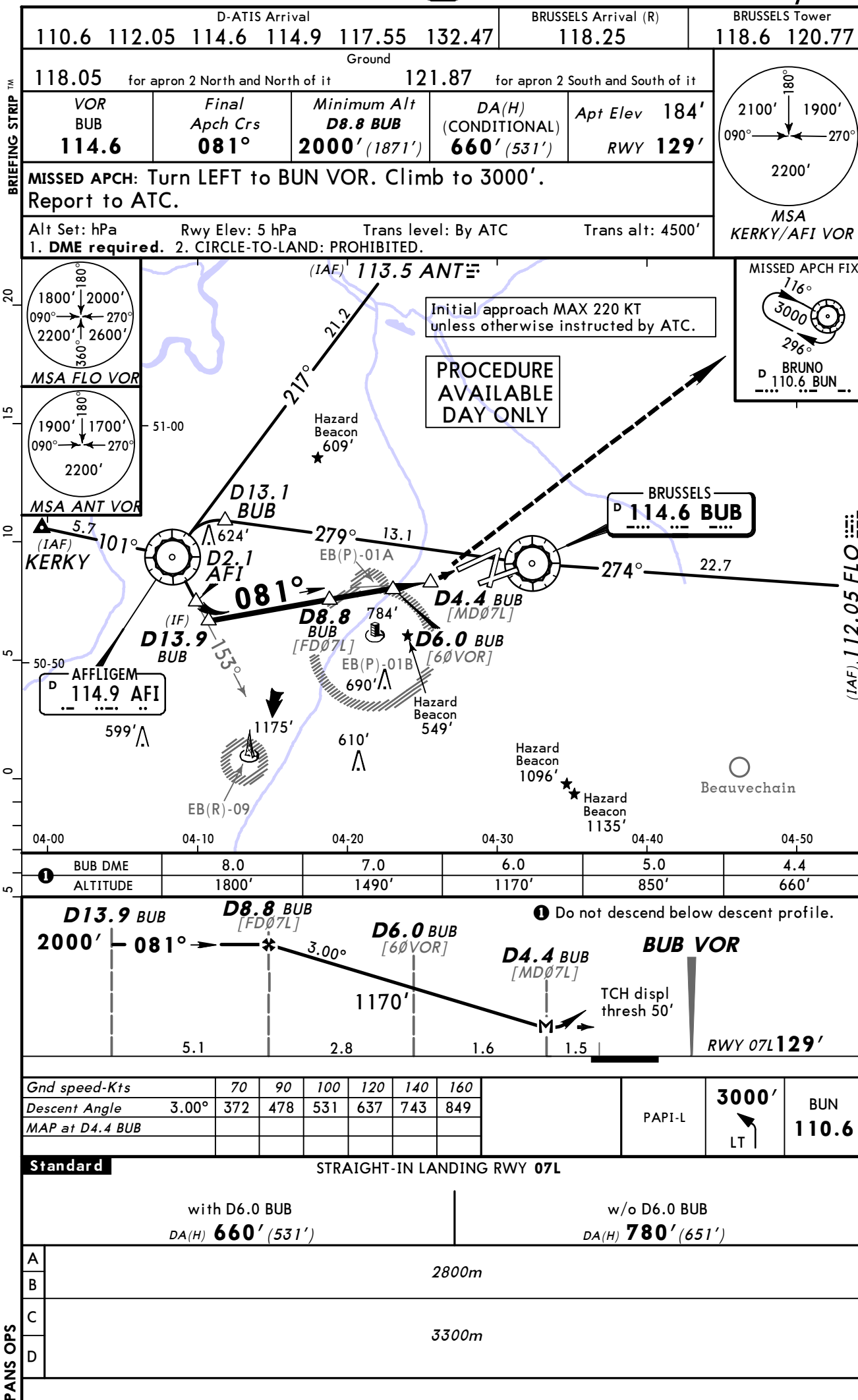
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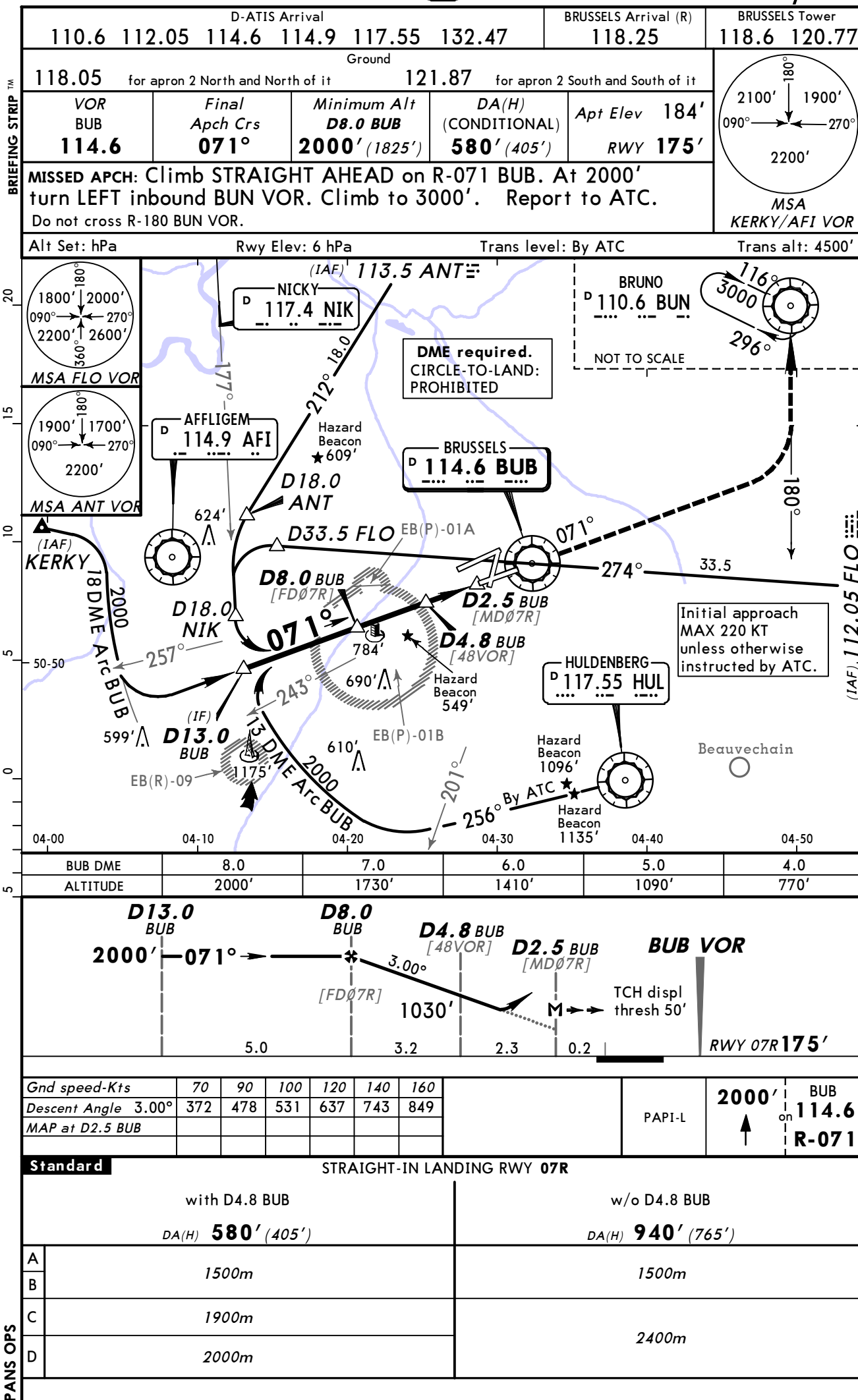
$DA(H)$ **311'** (200')

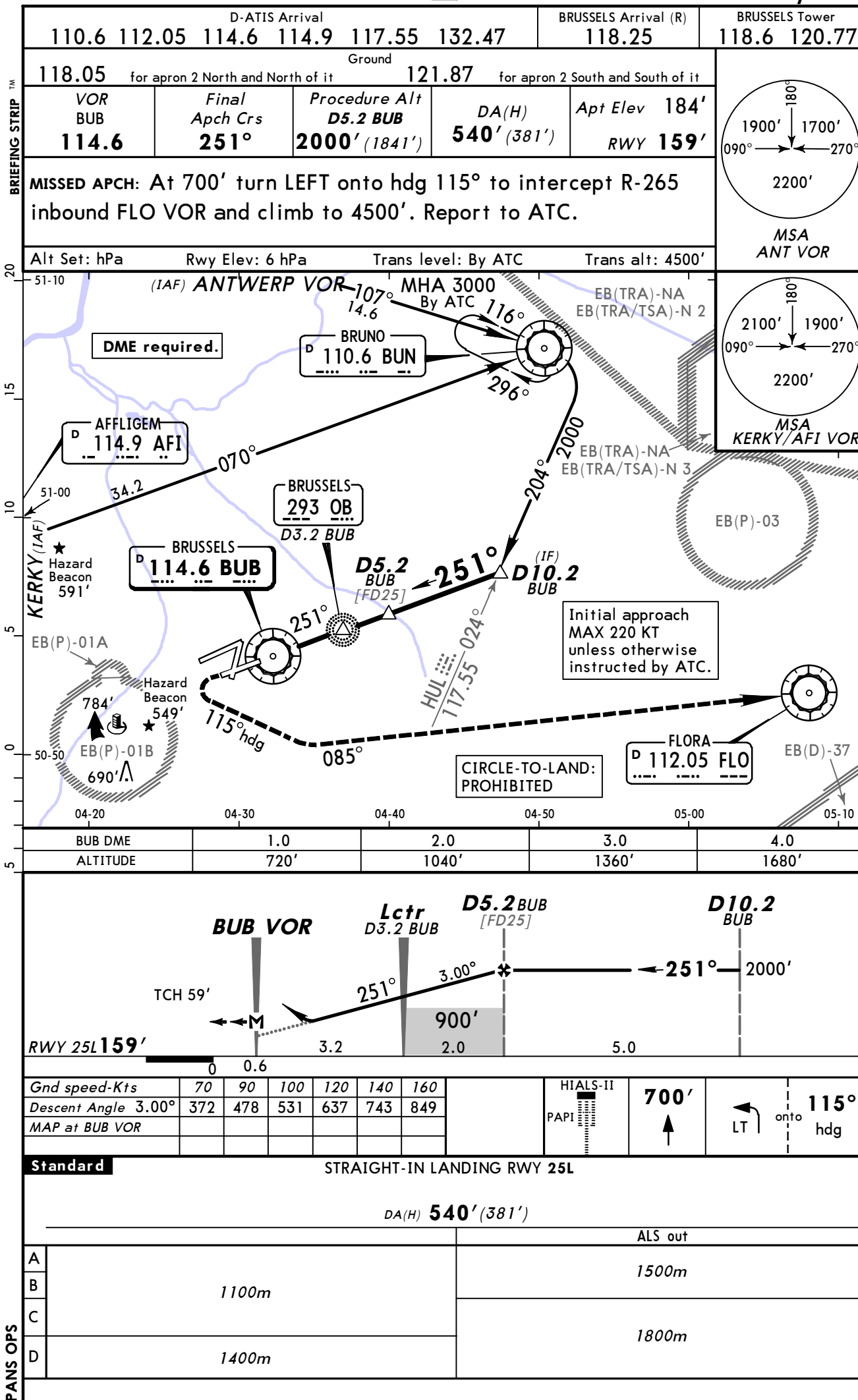
FULL/Limited

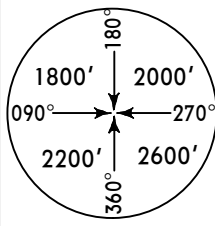
ALS out

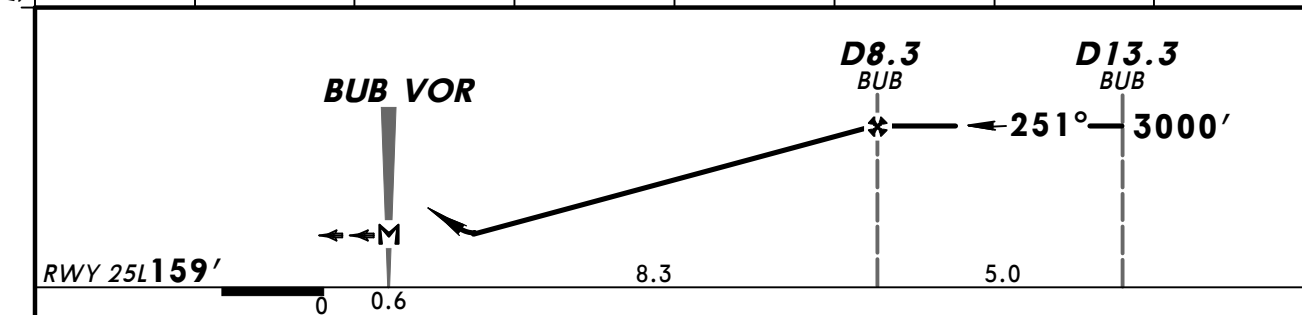
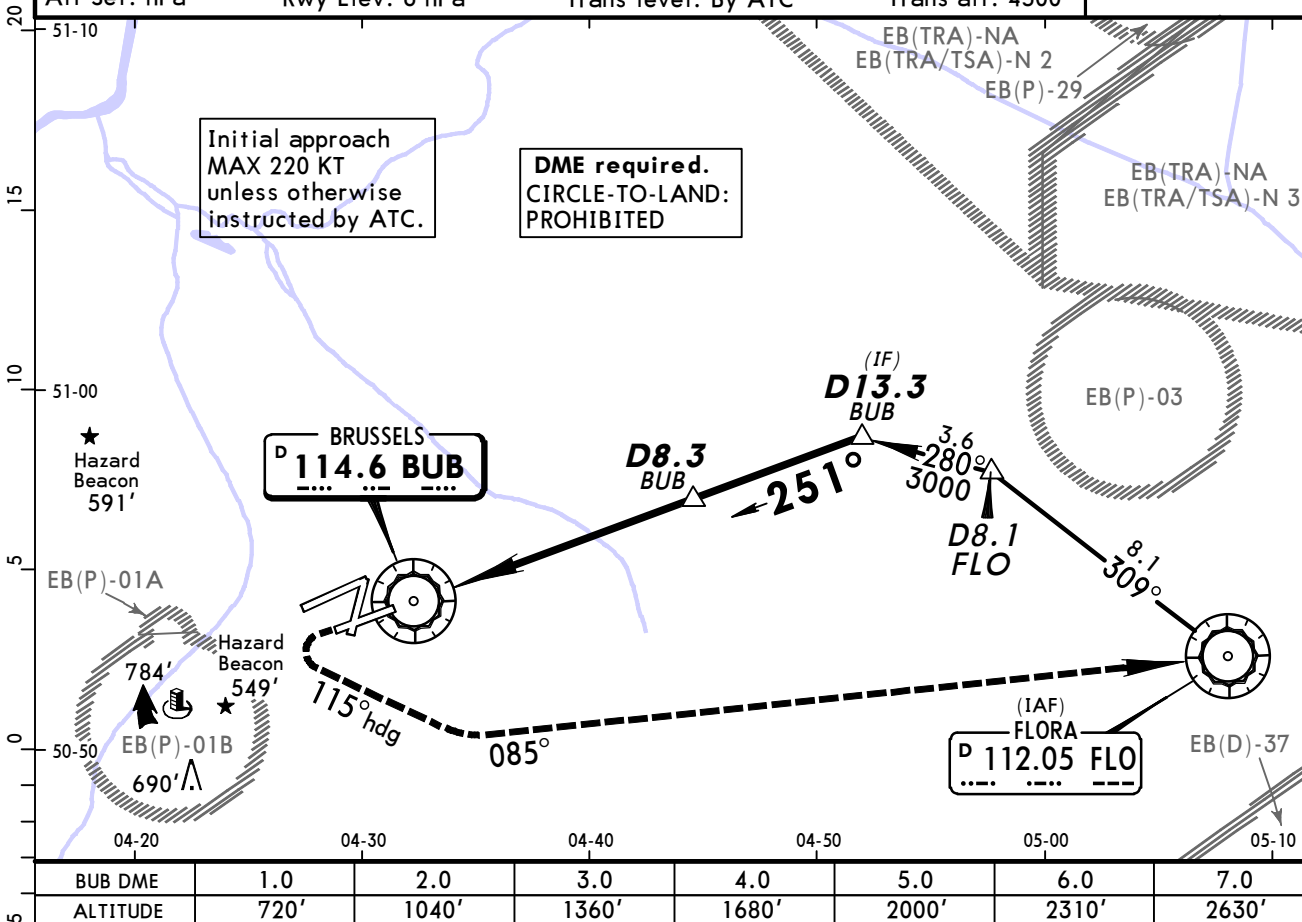
PANS OPS





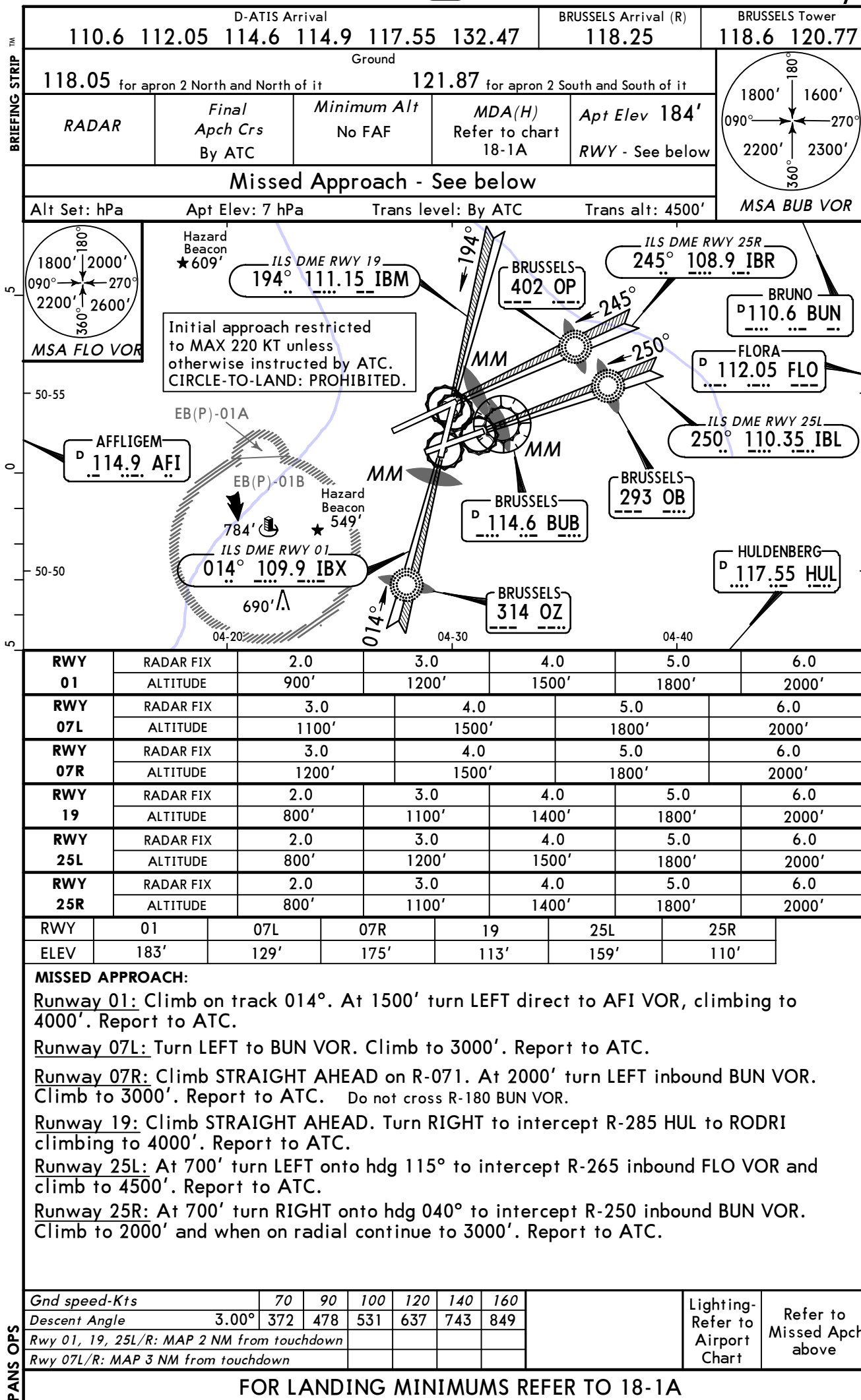


D-ATIS Arrival				BRUSSELS Arrival (R)		BRUSSELS Tower	
110.6	112.05	114.6	114.9	117.55	132.47	118.25	118.6 120.77
Ground							
118.05 for apron 2 North and North of it				121.87 for apron 2 South and South of it			
VOR BUB 114.6	Final Apch Crs 251°	Minimum Alt D8.3 BUB 3000' (2841')	DA(H) 540' (381')	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'			



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

Standard		STRAIGHT-IN LANDING RWY 25L	
		DA(H) 540' (381')	
		ALS out	
A		1500m	
B	1100m		
C		1800m	
D	1400m		



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

PANS OPS

Chart changes since cycle 26-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BRUSSELS, (BRUSSELS NATIONAL - EBBR)				
DEL	ARVOL & TULNI 5A & 5B ARR...	10-2B	28 Nov 2014	11 Dec 2014
ADD	ARVOL & TULNI 6A & 6B ARR...	10-2B	28 Nov 2014	11 Dec 2014
REV	KOK 6A ARR	10-2C	28 Nov 2014	11 Dec 2014
DEL	ARVOL & TULNI 5A & 5B RNA...	10-2F	28 Nov 2014	11 Dec 2014
ADD	ARVOL & TULNI 6A & 6B RNA...	10-2F	28 Nov 2014	11 Dec 2014
REV	KOK 6A RNAV ARR (OVERLAY)	10-2G	28 Nov 2014	11 Dec 2014

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EBBR

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(10-9A) Take-off minimums for Approved Operators lowered for CAT ABC to 125m.