

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EBBR

Terminal Charts For EBBR

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: BRUSSELS BEL
ICAO/IATA: EBBR / BRU
Lat/Long: N50° 54.08', E004° 29.07'
Elevation: 184 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 0.0° 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: 0742 Z
Sunset: 1557 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: 121.750 Departure Service
ATIS: 117.550 Arrival Service
ATIS: 114.900 Arrival Service
ATIS: 114.600 Arrival Service
ATIS: 112.050 Arrival Service
ATIS: 110.600 Arrival Service
Brussels Tower: 127.150
Brussels Tower: 120.775
Brussels Tower: 25.780
Brussels Tower: 38.852
Brussels Tower: 118.600 VHF-DF
Brussels Ground: 118.050
Brussels Ground: 121.700
Brussels Ground: 121.875
Brussels Clearance Pre-Taxi: 121.950
Brussels Final Approach: 129.725
Brussels Final Approach: 127.575
Brussels Arrival: 129.725
Brussels Arrival: 127.575
Brussels Arrival: 126.625
Brussels Arrival: 120.100 VHF-DF
Brussels Arrival: 118.250 VHF-DF
Brussels Arrival: 38.937
Brussels Arrival: 36.230
Brussels Departure: 126.625
Brussels Radar: 120.100

1. GENERAL

1.1. ATIS

D-ATIS Arrival 110.6 112.050 114.6 114.9 117.550 132.475
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/25R

* RWY 25R only via CIV, DENUT, ELSIK, HELEN, KOK and NIK;
RWY 19 only via LNO, PITES, ROUSY, SOPOK and SPI;
ACFT with 80-200t MTOM can use RWY 25R or 19 (pilot discretion);
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.

EBBR/BRU

JEPPESEN

BRUSSELS, BELGIUM

BRUSSELS NATIONAL

23 OCT 15

10-1P1

AIRPORT BRIEFING

1. GENERAL

EXCEPTIONS:

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

- when crosswind component exceeds 20 KT (gusts included);
- when tailwind component exceeds 7 KT (gusts included);
- when pilots report excessive wind at higher altitudes resulting in go-arounds;
- when RWYs are contaminated or when estimated surface friction 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 WIP on RWY included in the preferential RWY system;
- for landing, when ceiling lower than 150m (500') or VIS less than 1900m;
- for departure, when VIS less than 1900m.

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

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@mobilite.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 ACFT is operated exceptionally or in non-commercial flights for modifications, repairs or maintenance.

EBBR/BRU

JEPPesen

BRUSSELS, BELGIUM

BRUSSELS NATIONAL

25 SEP 15

10-1P2

AIRPORT BRIEFING

1. GENERAL

1.2.3. REVERSE THRUST

Reverse thrust other than idle thrust shall not be used except for safety reasons. On the aprons it is prohibited at any time.

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 infrastructural 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 ATC 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.

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).

EBBR/BRU
JEPPesen
BRUSSELS, BELGIUM
BRUSSELS NATIONAL

25 SEP 15

10-1P3
AIRPORT BRIEFING

1. GENERAL

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.

1.5. 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

EBBR/BRU**JEPPESEN****BRUSSELS, BELGIUM****BRUSSELS NATIONAL**

25 SEP 15

10-1P4**AIRPORT BRIEFING**

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.

Apron 51: Entry East MAX wingspan 118'/36m and entry West MAX wingspan 131'/40m.

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.

EBBR/BRU**JEPPESEN****BRUSSELS, BELGIUM****BRUSSELS NATIONAL**

25 SEP 15

10-1P5**AIRPORT BRIEFING**

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES**2.1.1. GENERAL**

ACFT using ILS intercept GP at or above 2000' for RWYs 25L/25R, respectively 3000' and 2000' when simultaneous APCH in progress, 2000' for RWY 01 and 3000' for RWY 19. After interception do not descend below GP.

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

2.1.2. VECTORED CONTINUOUS DESCENT OPERATIONS (CDO)

When the traffic situation permits, ATC will facilitate vectored continuous descent for all RWYs. All noise abatement procedures and speed restrictions remain applicable.

2.1.3. NIGHTTIME RESTRICTIONS**SPECIAL PROCEDURES FOR ARRIVALS BETWEEN 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, unless for vectored continuous descent operations.

2.2. CAT II/III OPERATIONS

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

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:

- 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.

EBBR/BRU

JEPPESEN

BRUSSELS, BELGIUM

BRUSSELS NATIONAL

25 SEP 15

10-1P6

AIRPORT BRIEFING

2. ARRIVAL

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:

- No adverse weather, which might increase ILS LOC course deviations, is reported. Such as wind shear, severe turbulence or thunderstorms.
- 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.

EBBR/BRU
BRUSSELS NATIONAL

25 SEP 15

JEPPESEN
10-1P7
BRUSSELS, BELGIUM
AIRPORT BRIEFING

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.

EBBR/BRU

JEPPESEN

BRUSSELS, BELGIUM

BRUSSELS NATIONAL

25 SEP 15

10-1P8

AIRPORT BRIEFING

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.

EBBR/BRU

JEPPesen

BRUSSELS, BELGIUM

BRUSSELS NATIONAL

25 SEP 15

10-1P9

AIRPORT BRIEFING

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. NOISE ABATEMENT AND CLIMB PROCEDURES

NADP A must be applied from Turbo-Jet ACFT.

Prop ACFT have to use the following procedure:

Take-off to 1700':	- take-off power. - climb at MAX gradient compatible with safety. - speed not less than single engine climb speed, nor higher than best rate of climb speed.
At 1700':	- reduce thrust power to MAX normal operating power (if this power has been used for showing compliance with noise certification requirements) or to MAX climb power.
From 1700' to 3200':	- climb at MAX gradients with reduced power, maintaining constant speed.
At 3200':	- accelerate smoothly to enroute climb speed.

Operator-specific procedures may be used subject to approval by Belgian CAA.

3.2.2. SPECIAL PROCEDURES FOR DEPARTURES FROM 2300-0559LT

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

When RWYs 25R or 19 are RWY-in-use for take-off, following types of ACFT (see ICAO Doc 8643) shall use RWY 25R regardless of destination:

A124, A332, A333, A342, A343, A345, A346, A388, AN22, B741, B742, B743, B744, B748, B74R, B74S, B764, B772, B773, B77L, B77W, B788, C5, C17, DC10, IL96, L101, MD11.

3.3. OTHER INFORMATION

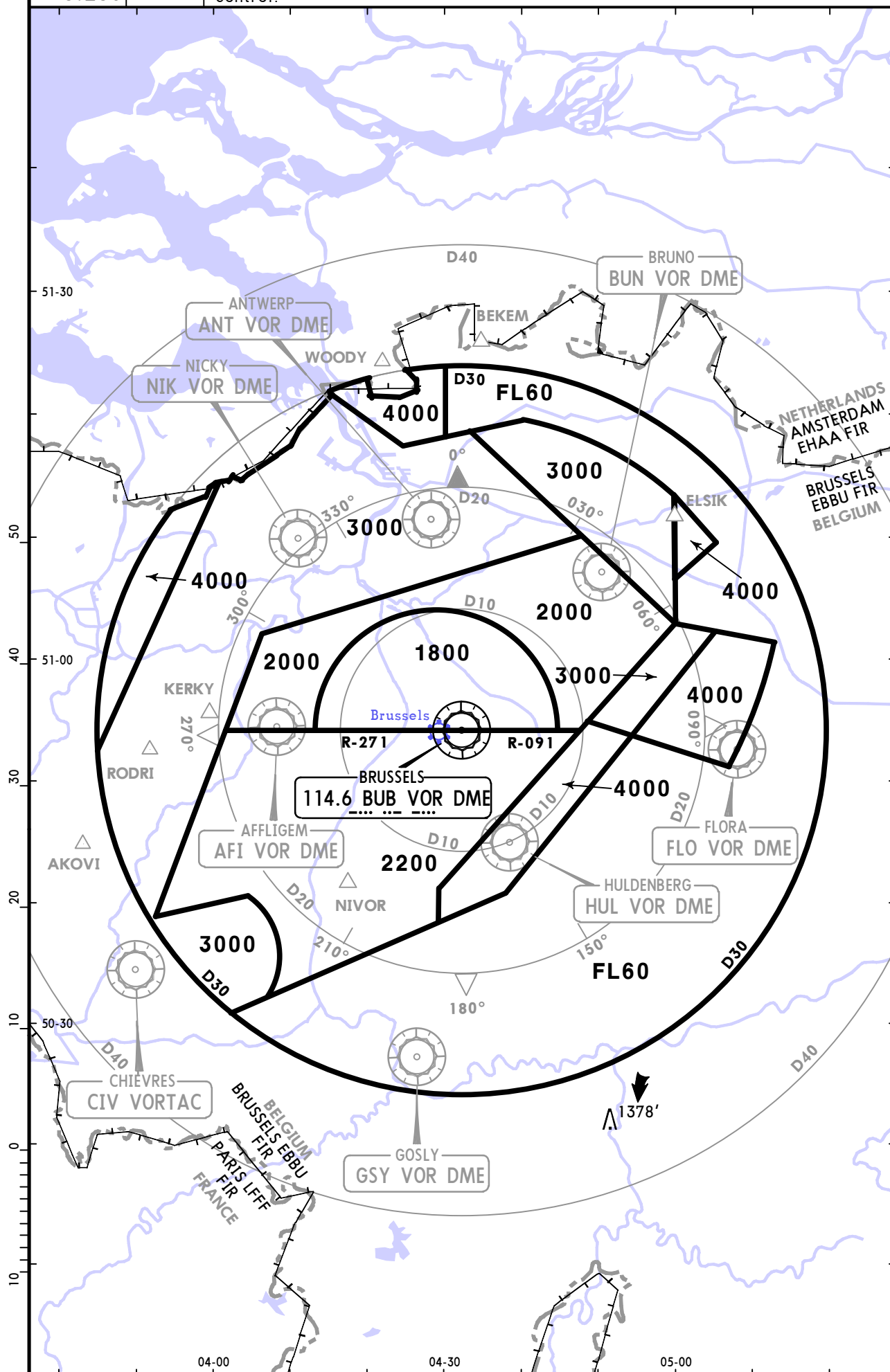
ACFT requiring full RWY length shall advise Ground at the latest when requesting taxi clearance.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
3 JUL 15 **(10-1R)**

BRUSSELS, BELGIUM
RADAR MINIMUM ALTITUDES

BRUSSELS Arrival (R) 118.250	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.
---	-------------------------	---



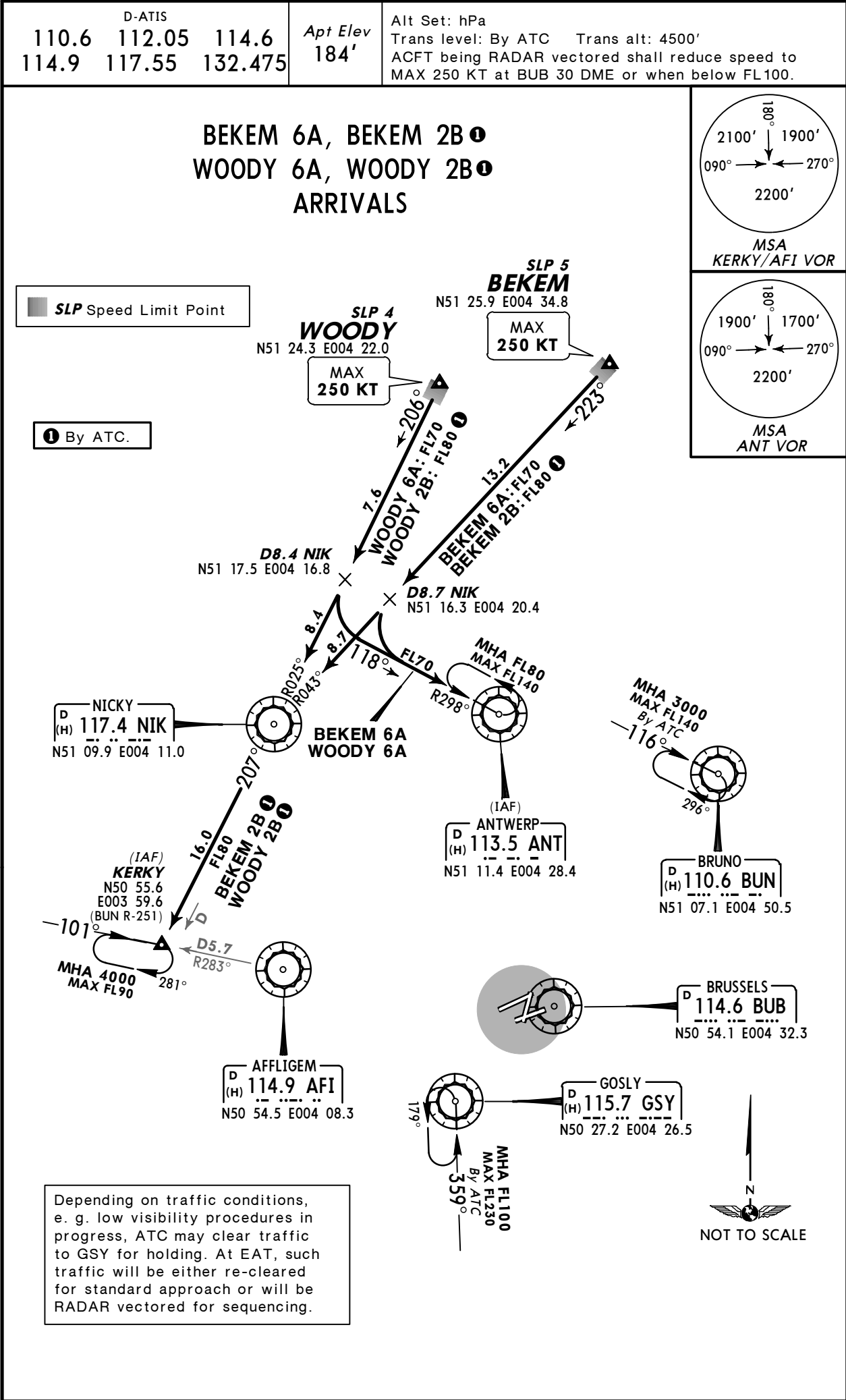
CHANGES: Sectors & altitudes.

© JEPPESSEN, 2006, 2015. ALL RIGHTS RESERVED.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
17 OCT 14 10-2

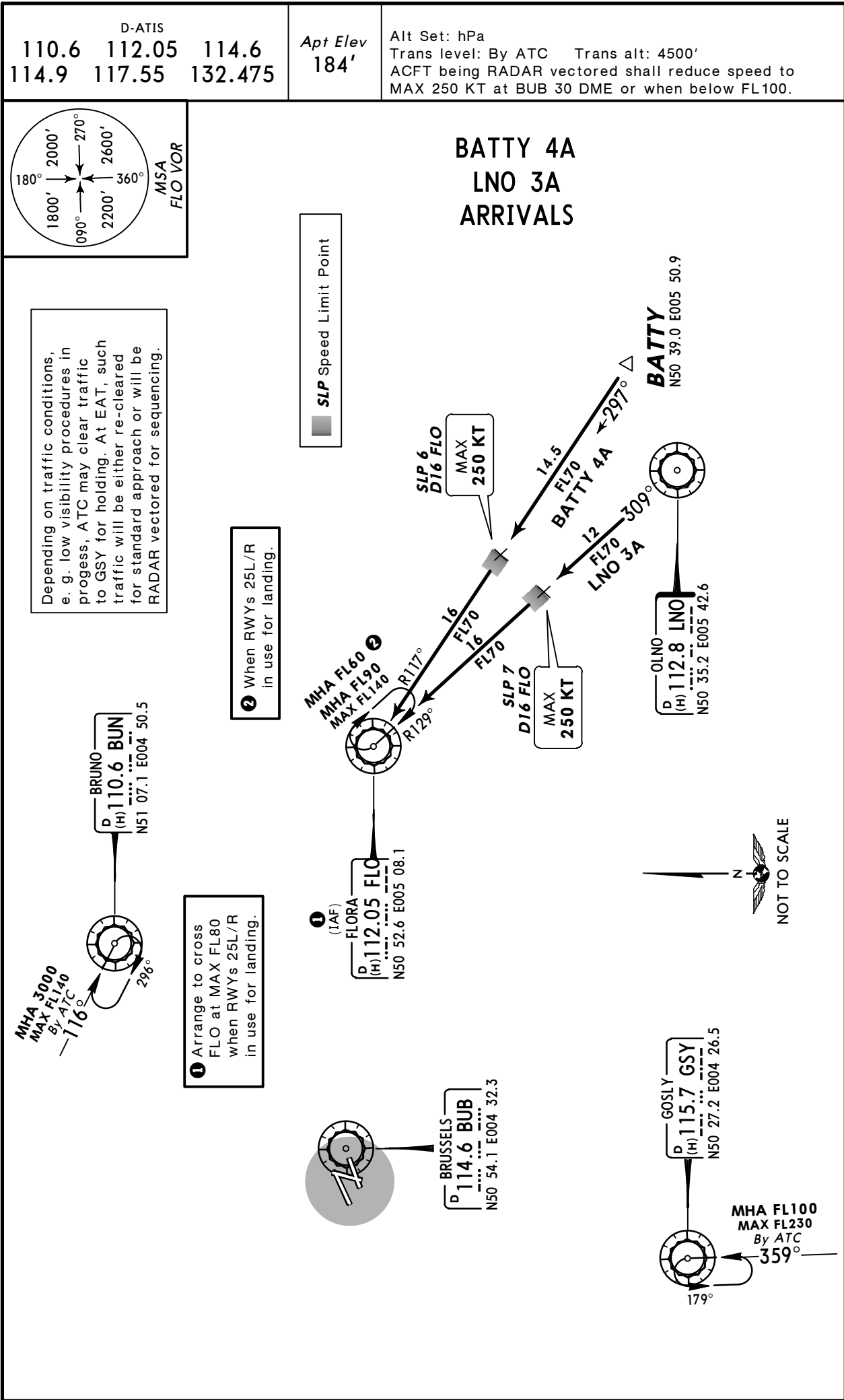
BRUSSELS, BELGIUM
STAR



EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
17 OCT 14 (10-2A)

BRUSSELS, BELGIUM
STAR



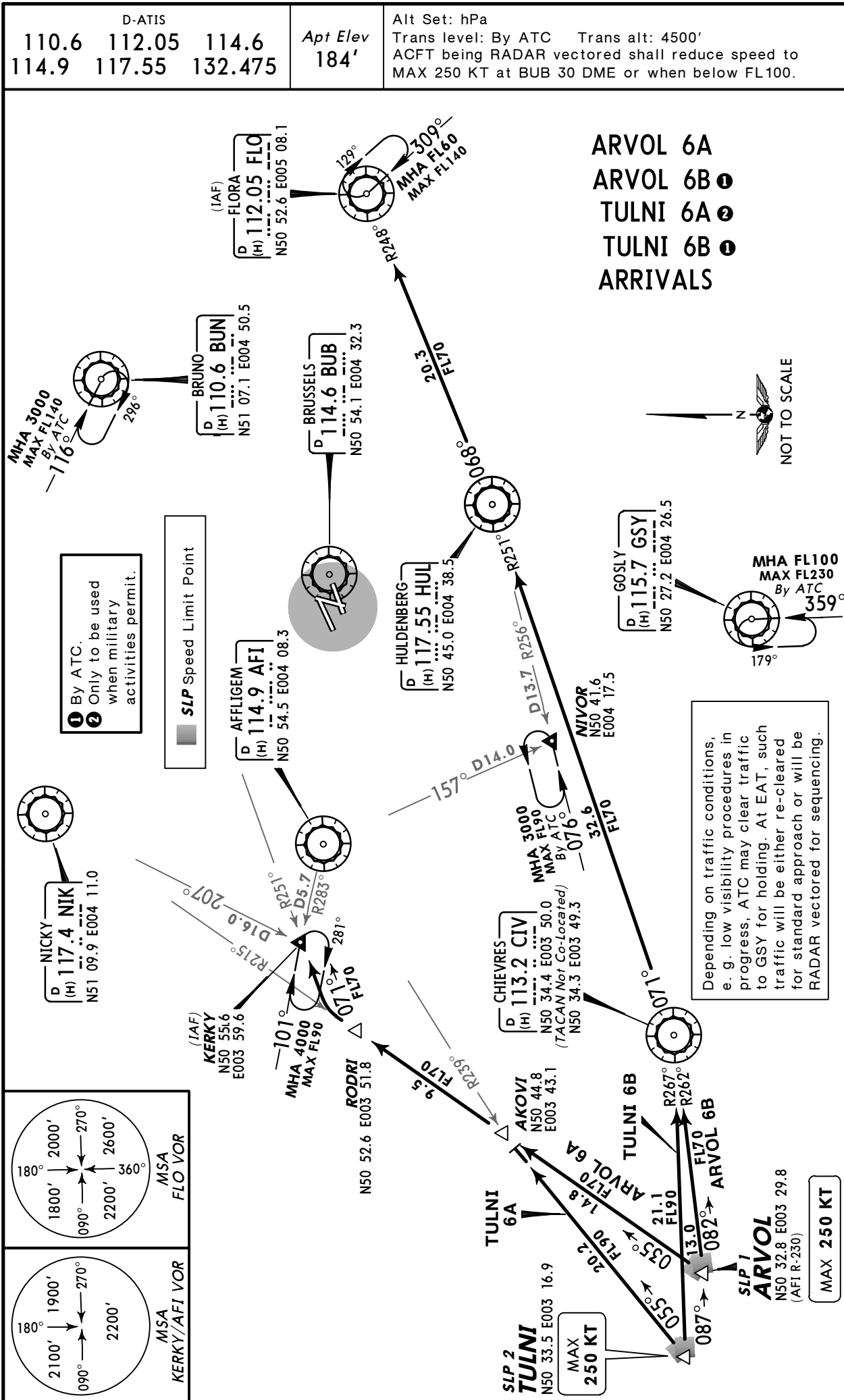
EBBR/BRU BRUSSELS NATIONAL

28 NOV 14 **10-2B**

Eff 11 Dec

BRUSSELS, BELGIUM

STAR

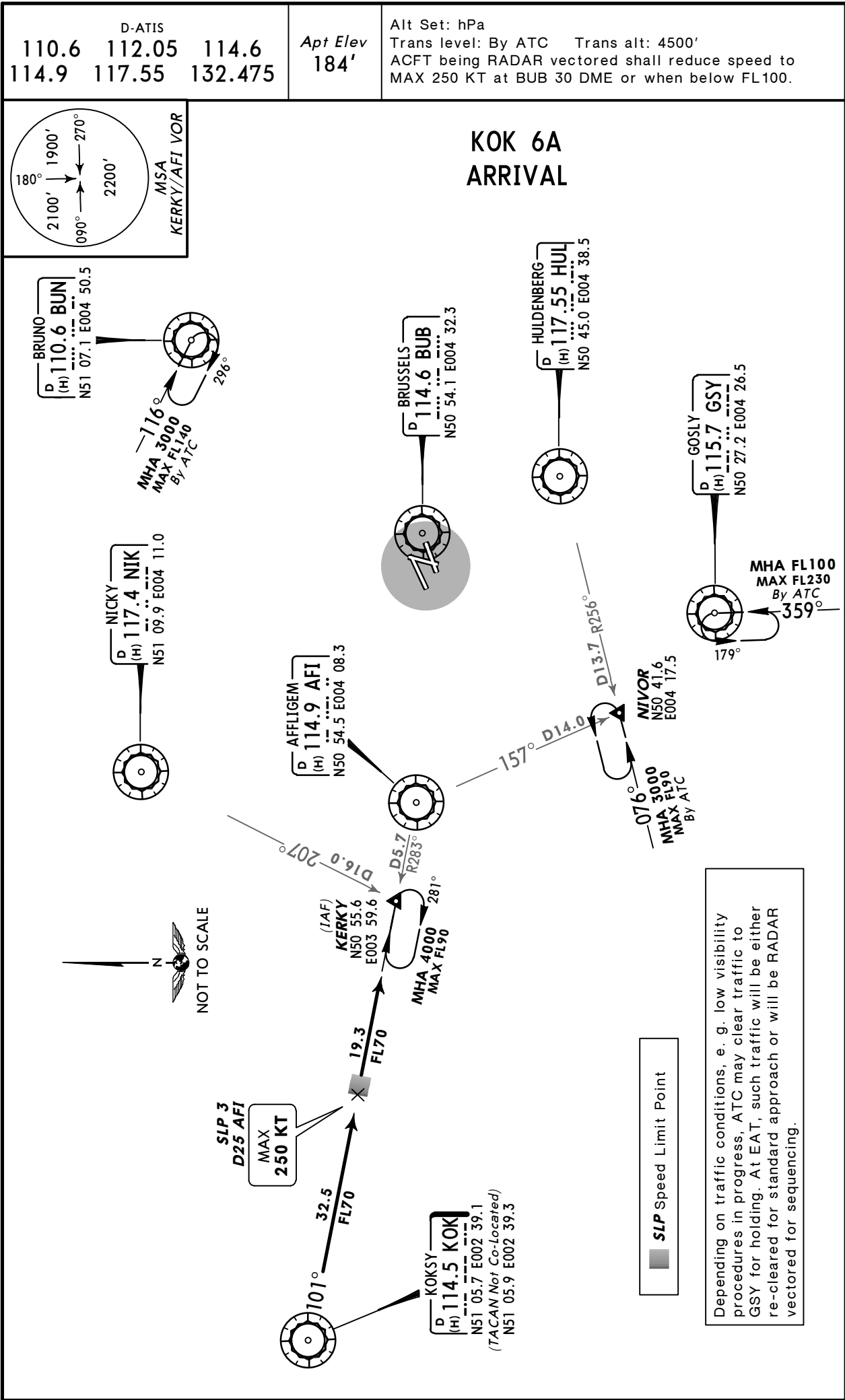


EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
28 NOV 14 10-2C Eff 11 Dec

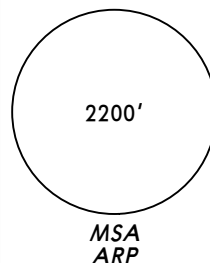
BRUSSELS, BELGIUM

STAR



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.

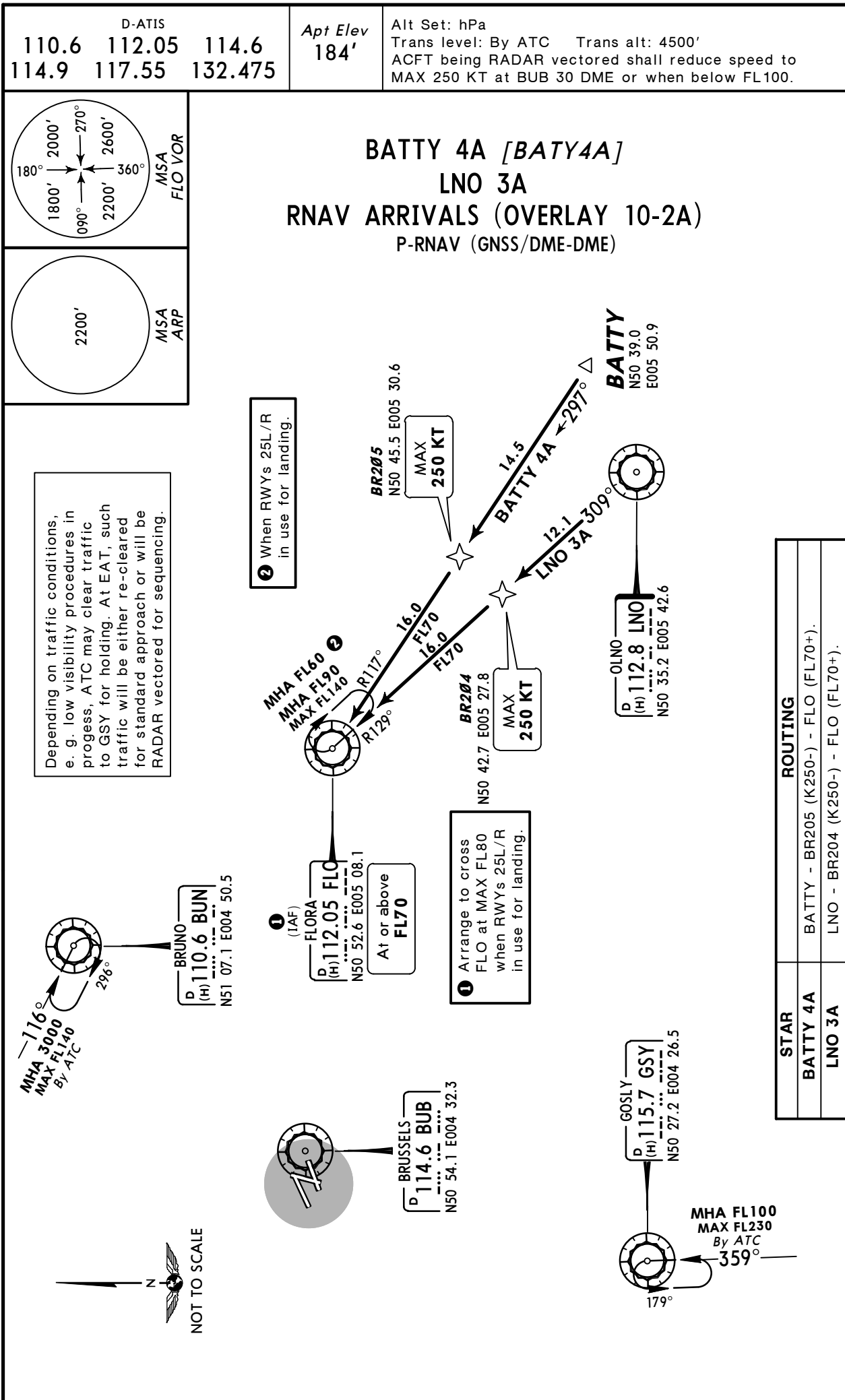
MHA FL100
MAX FL230
By ATC
359°



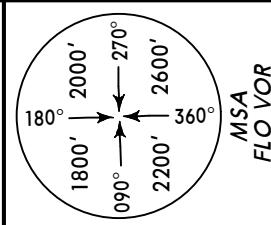
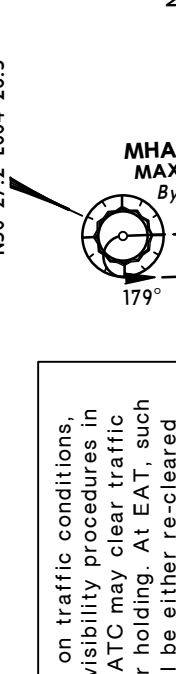
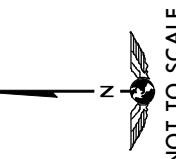
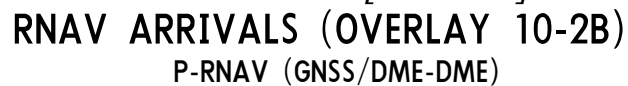
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
17 OCT 14 10-2E

BRUSSELS, BELGIUM
RNAV STAR (OVERLAY)



ACFT being RADAR vectored shall reduce speed to MAX 250 KT at BUB 30 DME or when below FL100.



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

1 By ATC.
2 Only to be used when military activities permit.

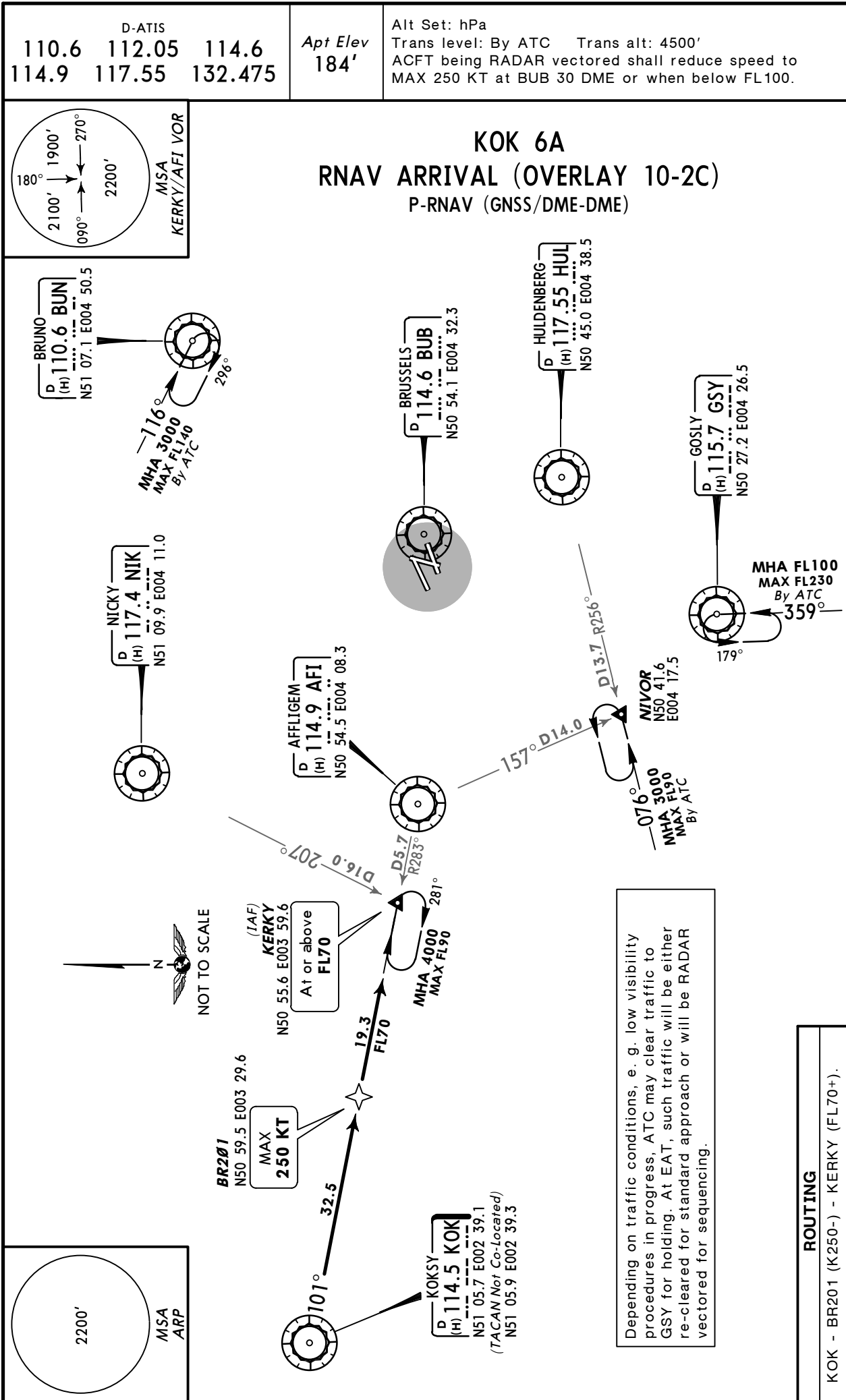
ARVOL
N50 32.8 E003 29.8
MAX 250 KT

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
28 NOV 14 10-2G

Eff 11 Dec

BRUSSELS, BELGIUM
RNAV STAR (OVERLAY)



EBBR/BRU
BRUSSELS NATIONAL

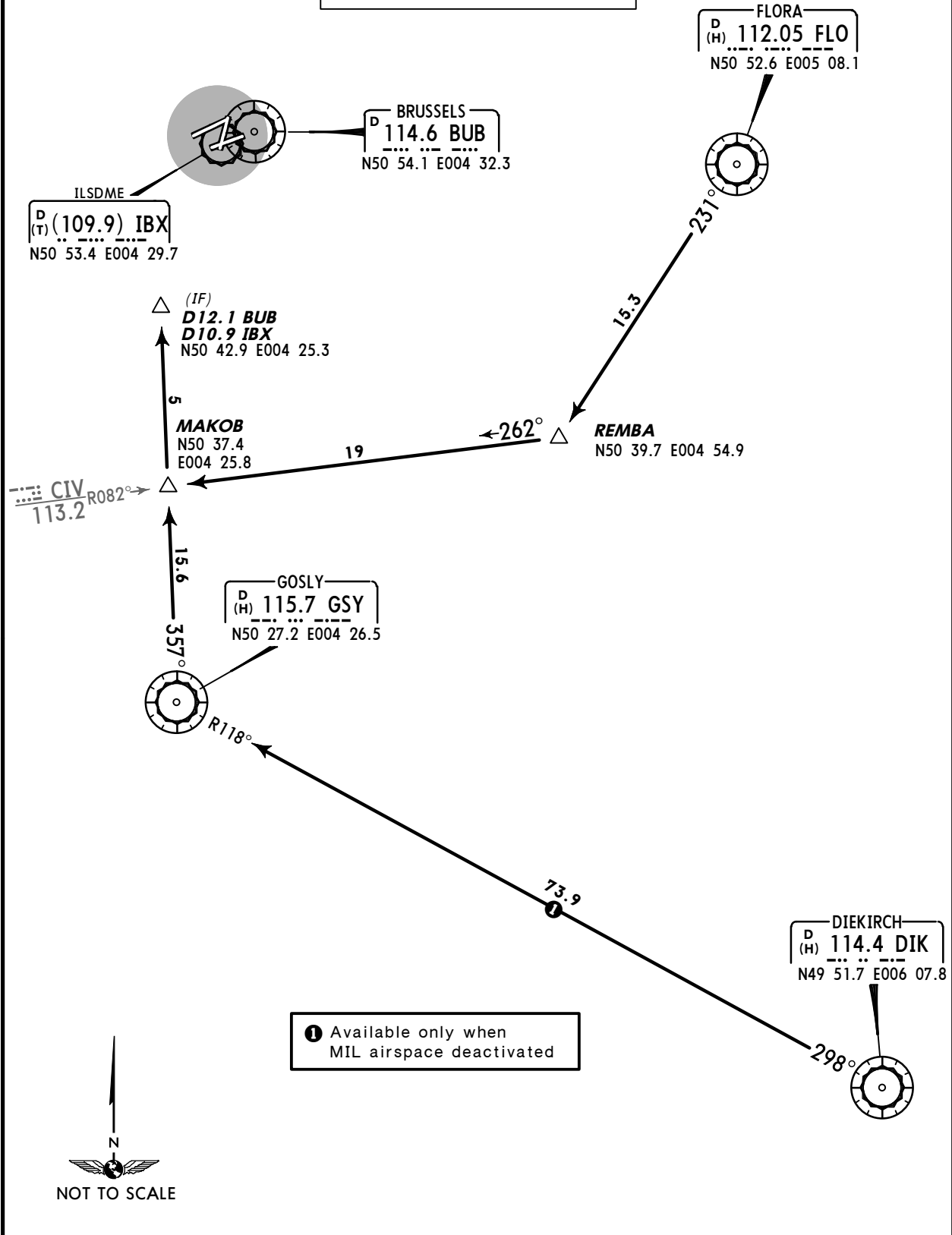
JEPPesen
28 FEB 14 10-2H Eff 6 Mar

BRUSSELS, BELGIUM
ARRIVAL

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	132.47		

EXPECTED VECTORING
ILS OR LOC RWY 01
BY ATC

FOR FINAL APPROACH
SEE APPROACH CHARTS



EBBR/BRU
BRUSSELS NATIONAL
 **JEPPESEN**
27 MAR 15 **10-3** **Eff 2 Apr**

BRUSSELS, BELGIUM

SID

SID DESIGNATION	REFER TO CHART
CIV 3C	10-3B
CIV 8F, 1L	10-3C
CIV 1P, 1U	10-3D
CIV 6J	10-3E
CIV 6H	10-3F
CIV 1D, 1Q	10-3G
DENUT 5C, 7F	10-3H
DENUT 4H, 1J, 6L, 5N	10-3J
ELSIK 2C, 2D	10-3K
ELSIK 2F, 1H, 1J, 2L	10-3L
HELEN 5C, 7F	10-3M
HELEN 4H, 1J, 5L, 4N	10-3N
KOK 3C, 2F	10-3N1
KOK 1H, 1J, 6L	10-3N2
LNO 2D	10-3N3
LNO 4C, 4Q	10-3N4
LNO 4H, 5L	10-3N5
LNO 5F, 4J	10-3N6
LNO 4Z	10-3P
NIK 2C, 4F	10-3Q
NIK 1H, 1J, 3L	10-3Q1
NIK 3N	10-3Q2
PITES 3D	10-3Q3
PITES 6C	10-3Q4
PITES 5F	10-3Q5
PITES 5H, 5J	10-3Q6
PITES 4Z	10-3Q7
PITES 6L	10-3Q8
ROUSY 5H, 5J	10-3S
ROUSY 5F	10-3T
ROUSY 3D	10-3T1
ROUSY 6C	10-3T2
ROUSY 6L	10-3T3
ROUSY 4Z	10-3T4
FOR FURTHER SID DESIGNATION REFER TO PAGE 10-3A	

EBBR/BRU
BRUSSELS NATIONAL

 **JEPPESEN**
27 MAR 15 **(10-3A)** **Eff 2 Apr**

BRUSSELS, BELGIUM
RNAV SID

SID DESIGNATION	REFER TO CHART
SOPOK 3D	10-3T5
SOPOK 7C	10-3T6
SOPOK 5F, 5L	10-3T7
SOPOK 4H, 4J	10-3T8
SOPOK 5Z	10-3U
SPI 4C, 4Q	10-3V
SPI 2D	10-3V1
SPI 5F, 4L	10-3V2
SPI 5H, 4J	10-3V3
SPI 5Z	10-3V4
RNAV SID DESIGNATION	REFER TO CHART
CIV 1D	10-3V5
CIV 1L	10-3V6
DENUT 6L, 5N	10-3V7
ELSIK 2L	10-3V8
HELEN 5L, 4N	10-3W
KOK 6L	10-3X
LNO 5L	10-3X1
NIK 3L	10-3X2
NIK 3N	10-3X3
PITES 6L	10-3X4
ROUSY 6L	10-3X5
SOPOK 5L	10-3X6
SPI 4L	10-3X7

Trans level: By ATC Trans alt: 4500'

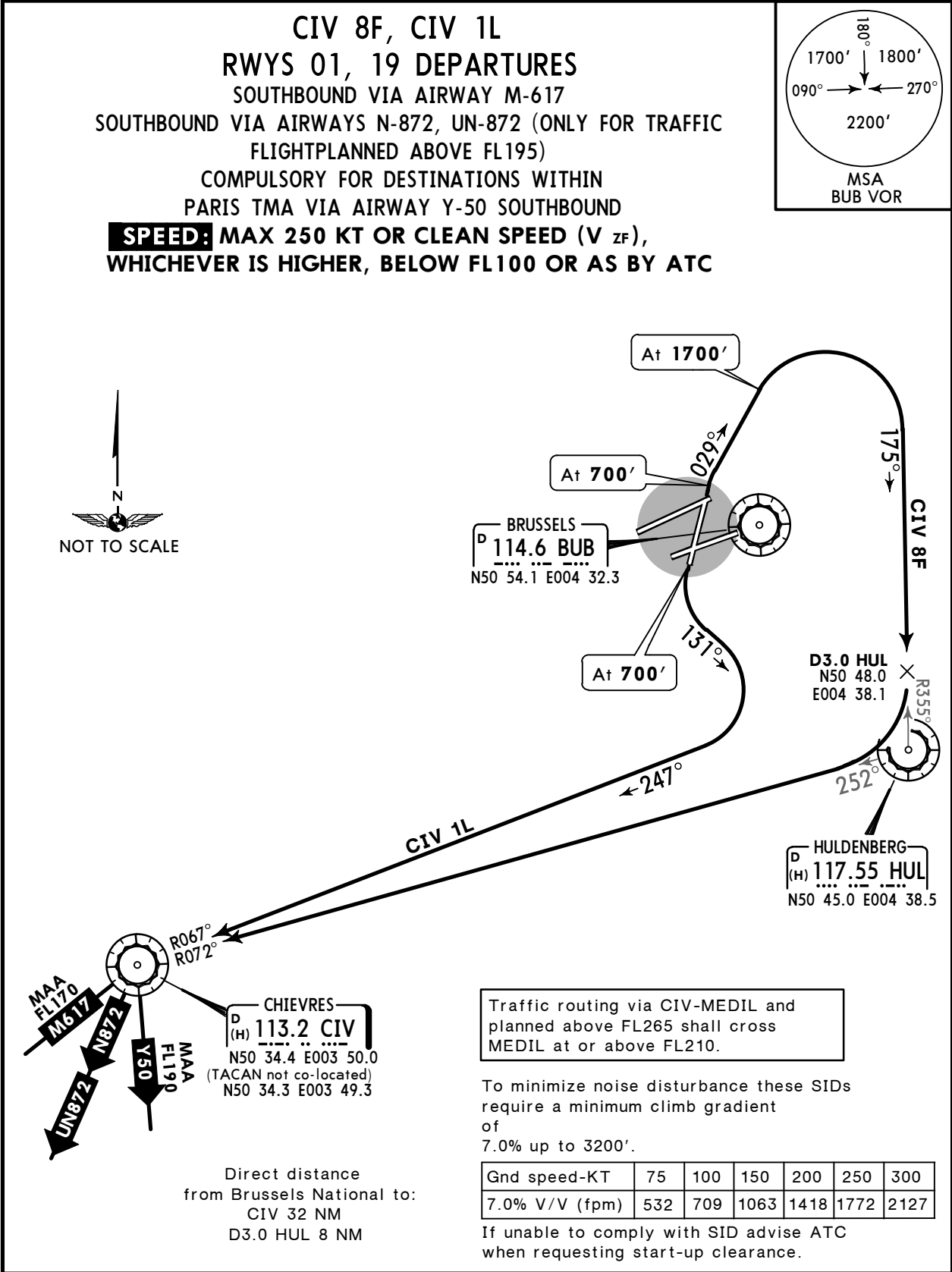
1. EXPECT close-in obstacles.
2. After take-off remain on Tower frequency.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3C Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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.
------------------------------------	-------------------------------------	------------------	--



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.		

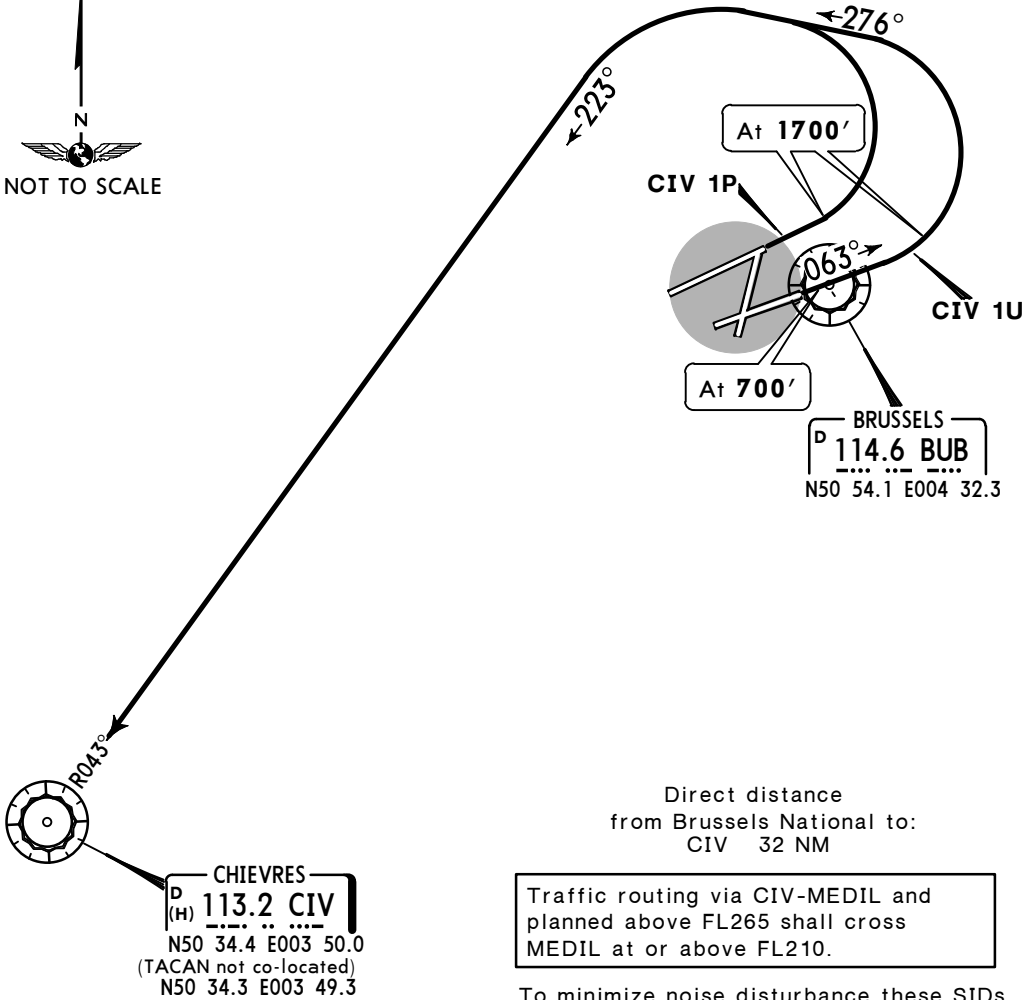
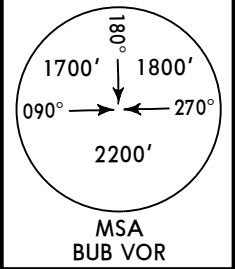
EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 10-3D Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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 ad- herence within the limits of aircraft performance is man- datory, except when being RADAR vectored.
------------------------------------	-------------------------------------	------------------	--

CIV 1P, CIV 1U
RWYS 07L/R DEPARTURES
BY ATC
**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 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

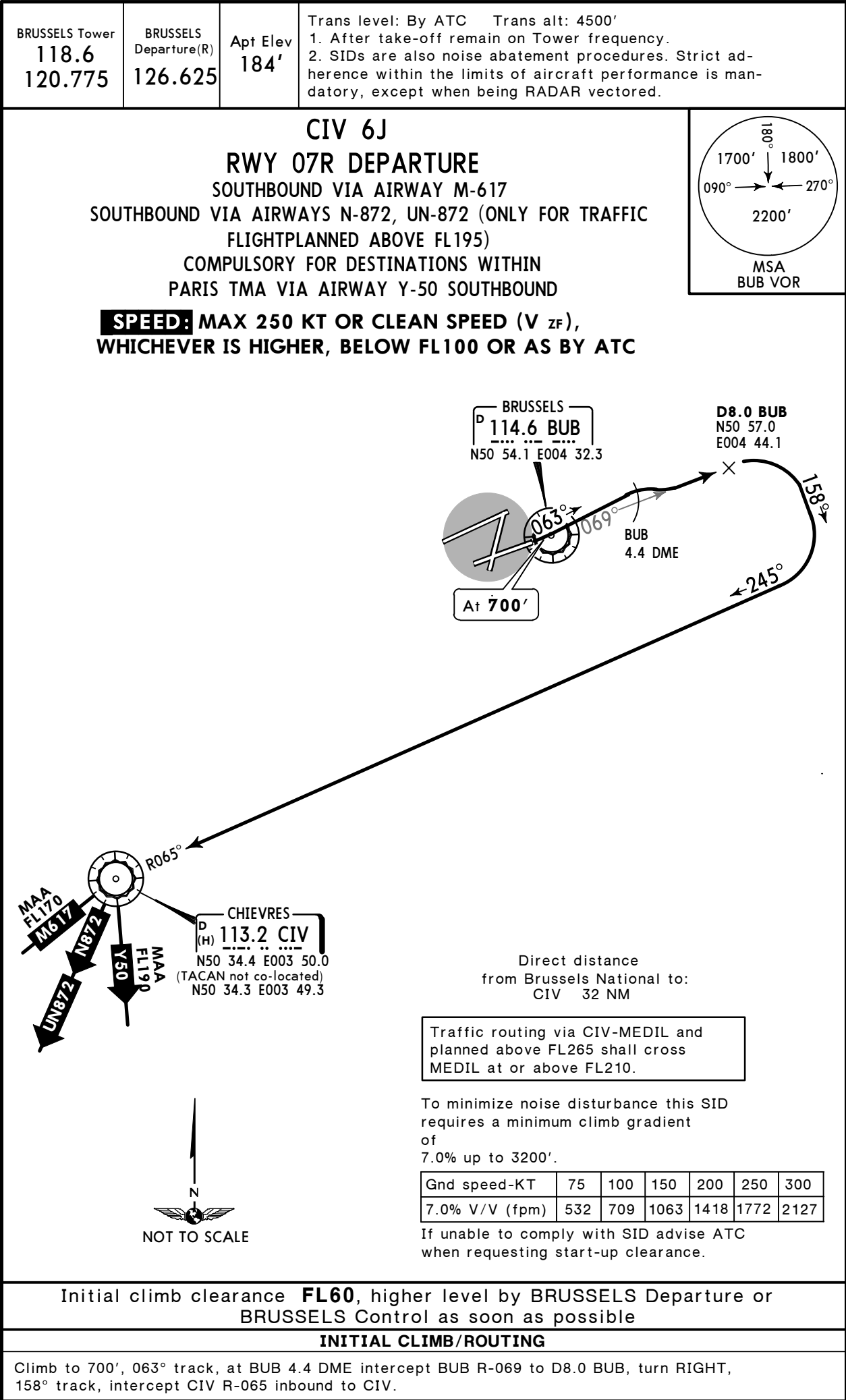
If unable to comply with SID advise ATC
when requesting start-up clearance.

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.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3E Eff 2 Apr

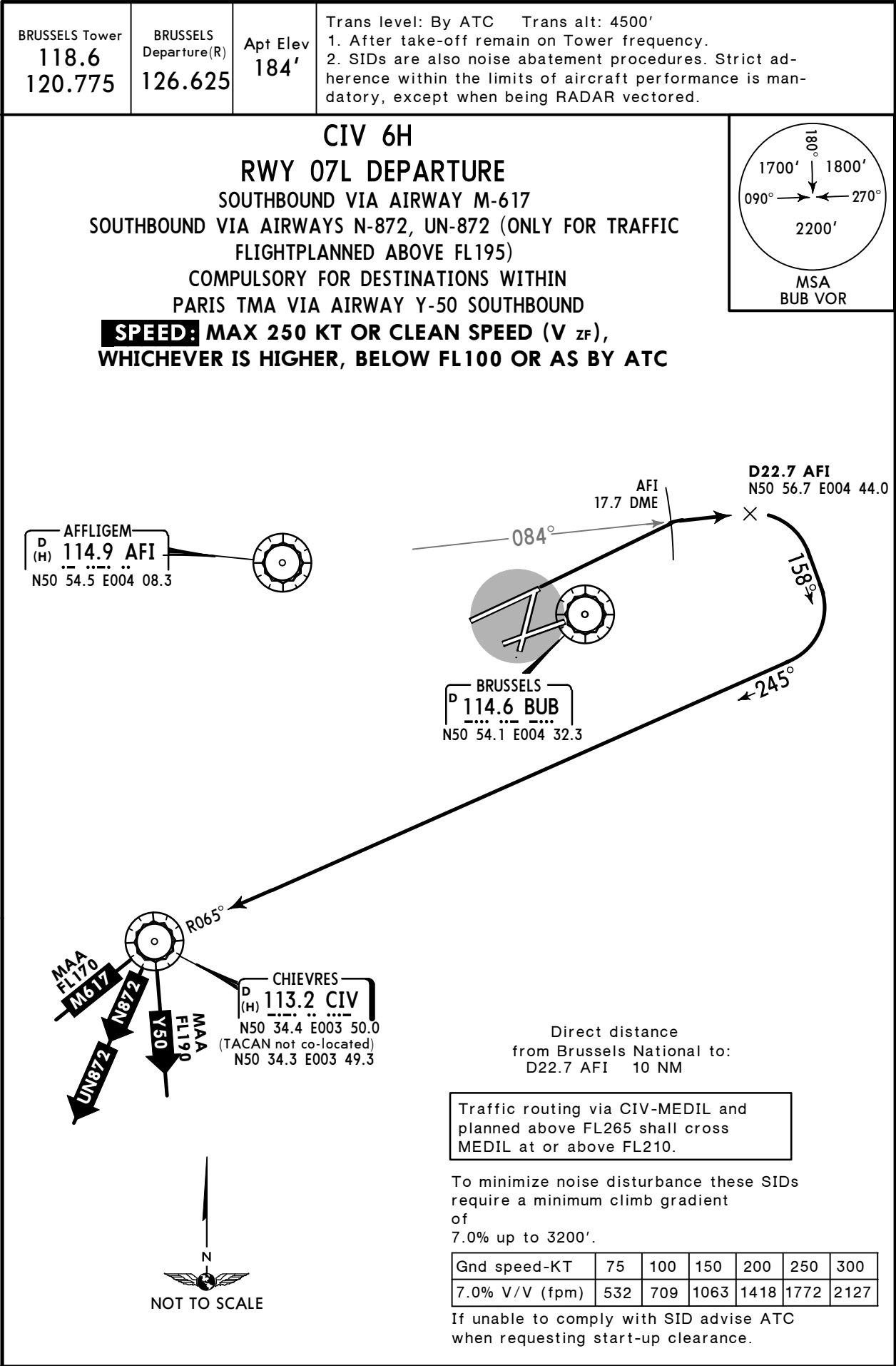
BRUSSELS, BELGIUM
SID



EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3F Eff 2 Apr

BRUSSELS, BELGIUM
SID

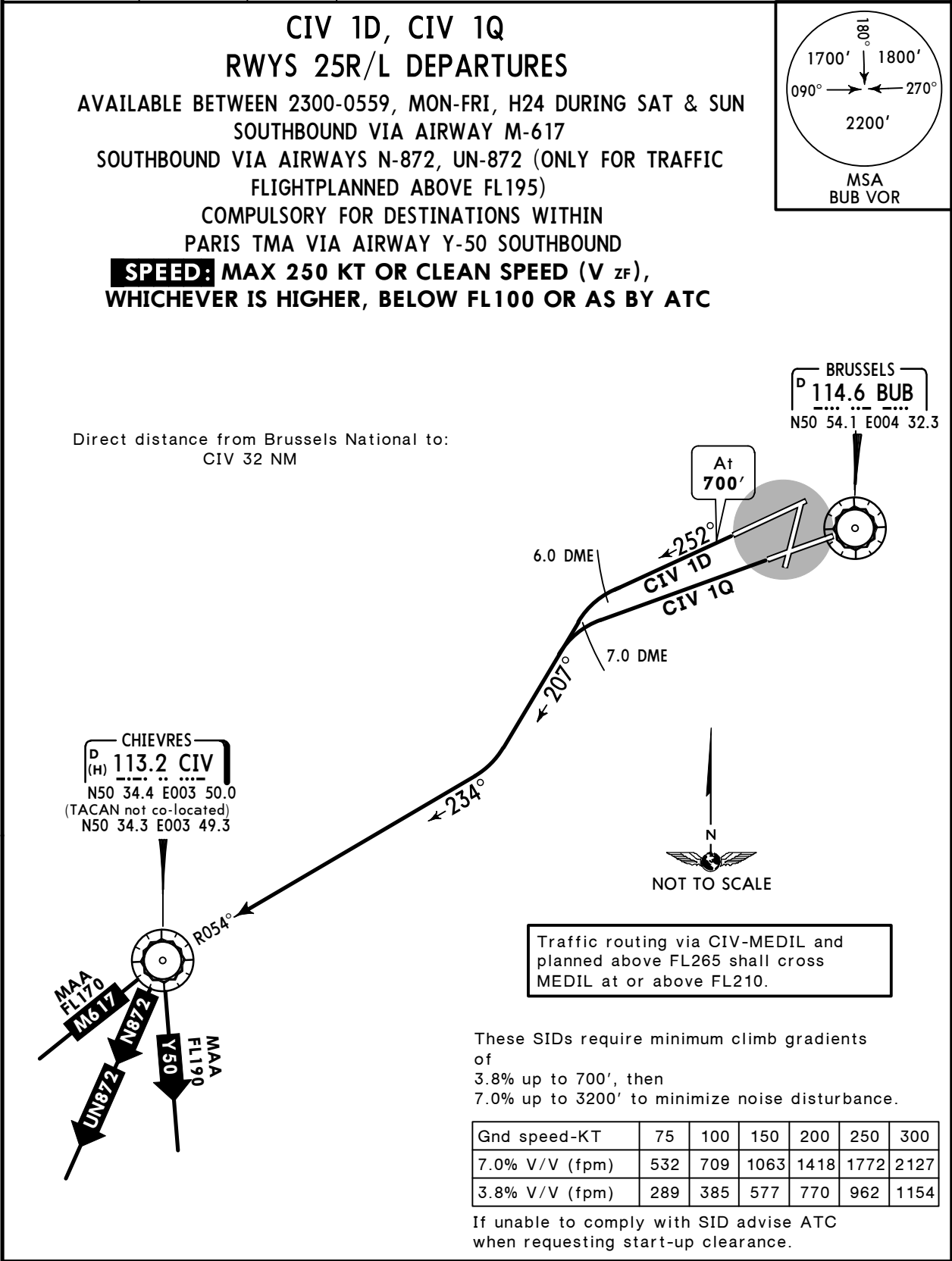


EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 (10-3G) Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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.
------------------------------------	-------------------------------------	------------------	---



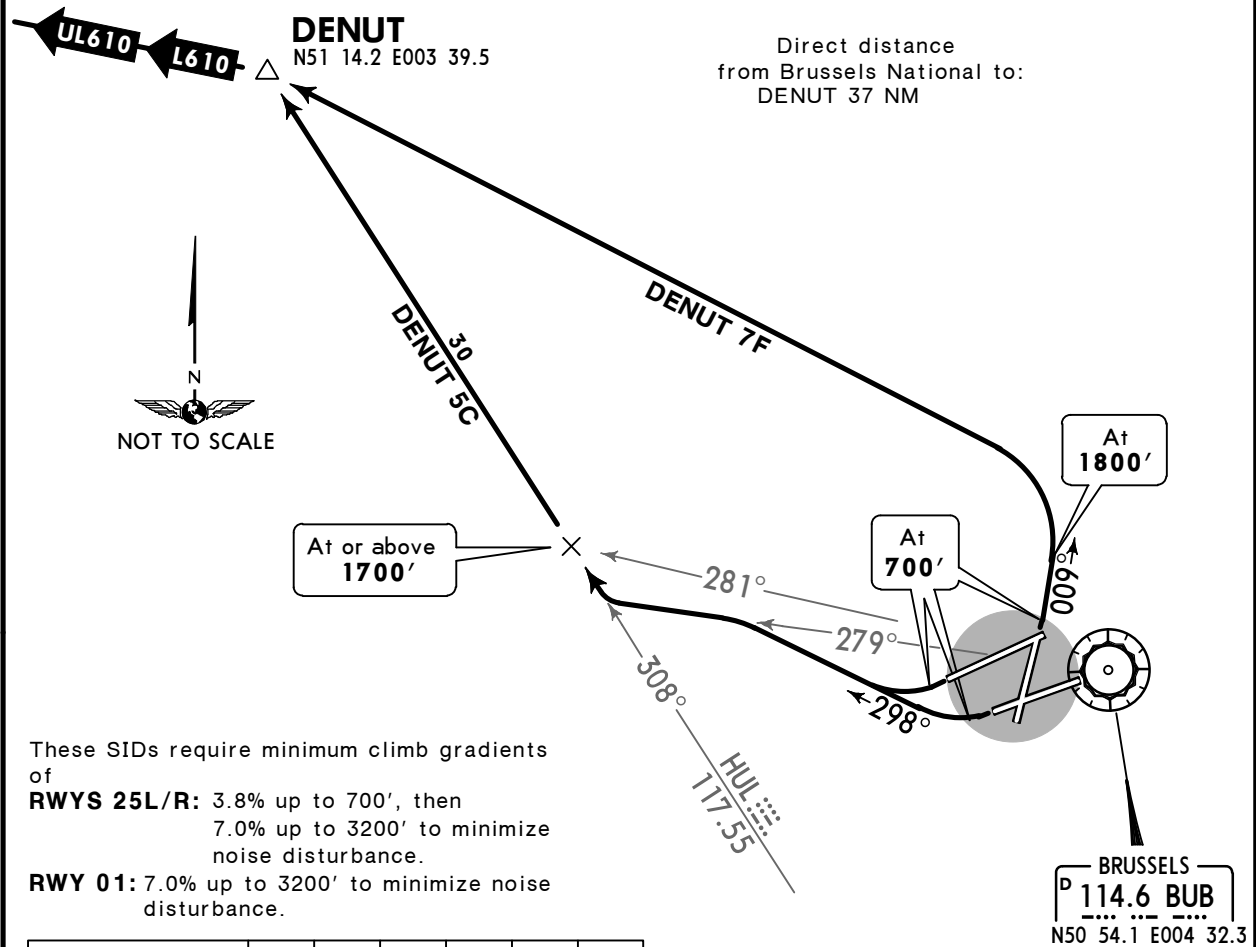
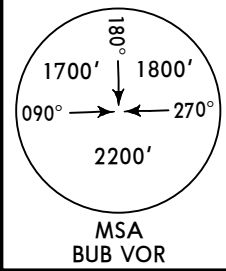
EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 10-3H Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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] , DENUT 7F [DENU7F]
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
RWYS 25L/R: 3.8% up to 700', then
7.0% up to 3200' to minimize noise disturbance.
RWY 01: 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

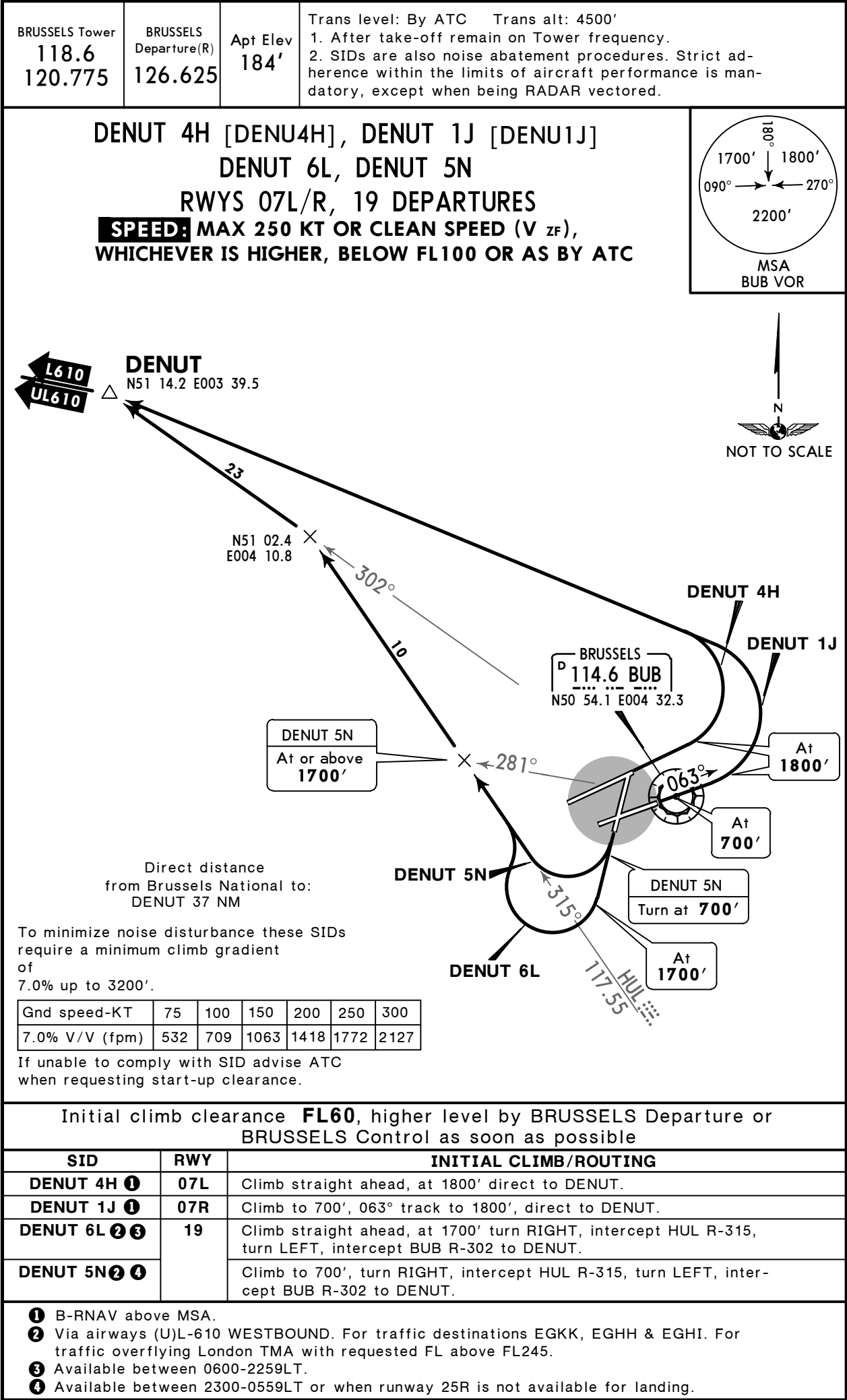
If unable to comply with SID advise ATC when requesting start-up clearance.

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 & EGHI. For traffic overflying London TMA with requested FL above FL245. ② B-RNAV above MSA.		

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 (10-3J) Eff 2 Apr

BRUSSELS, BELGIUM
SID



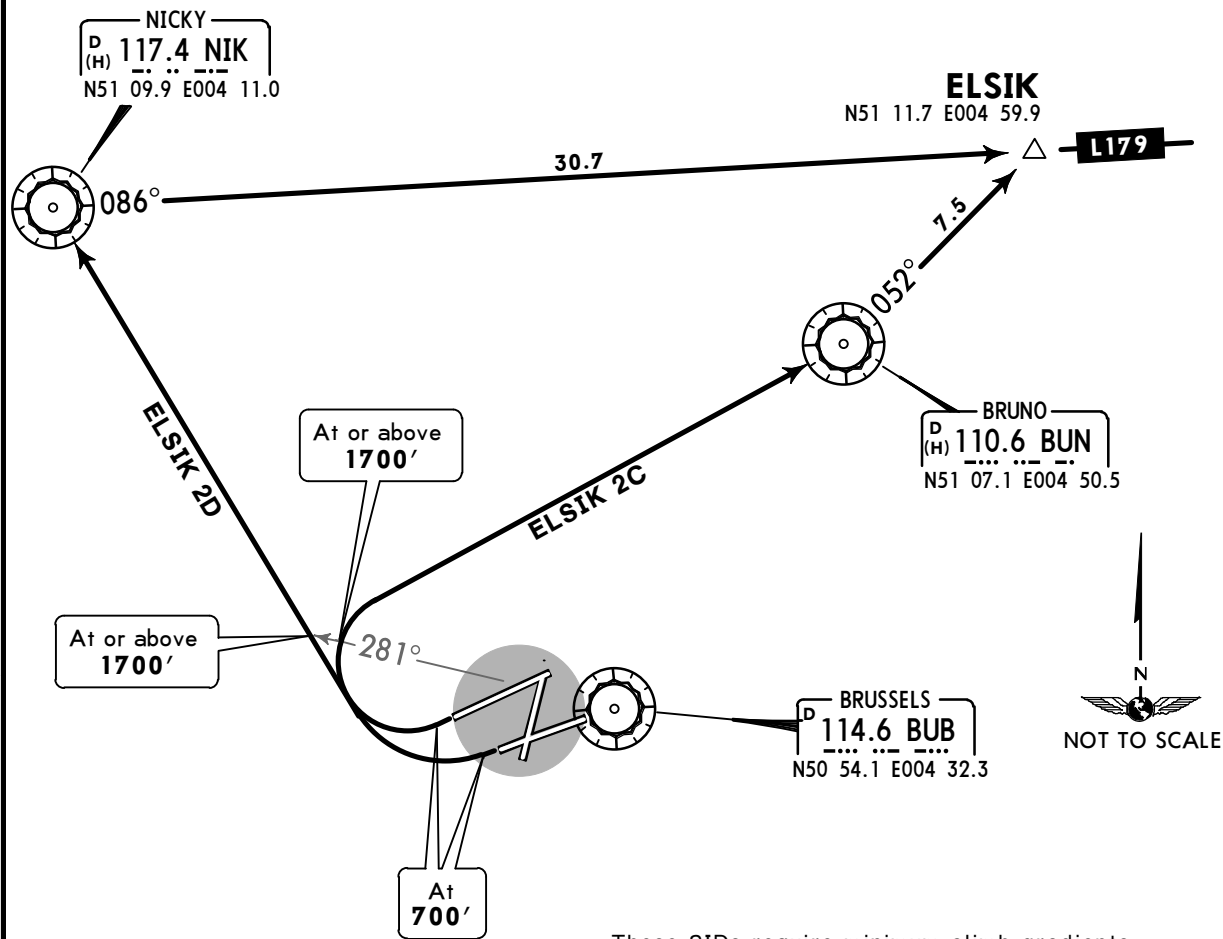
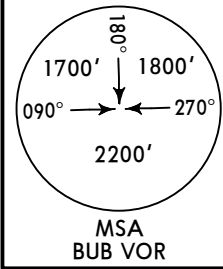
EBBR/BRU
BRUSSELS NATIONAL

JEPPesen
27 MAR 15 10-3K Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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]
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**



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

These SIDs require minimum climb gradients
of
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 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	INITIAL CLIMB/ROUTING
ELSIK 2C ①	Climb to 700', turn RIGHT direct to BUN, then to ELSIK.
ELSIK 2D ②	Climb to 700', turn RIGHT direct to NIK, then to ELSIK.
① If unable to comply advise ATC and EXPECT SID ELSIK 2D. ② By ATC	

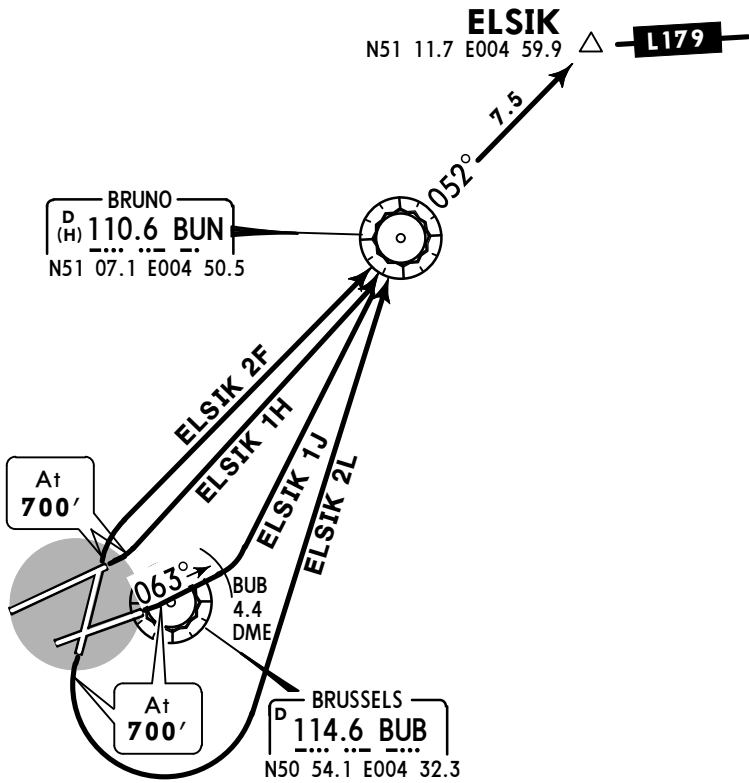
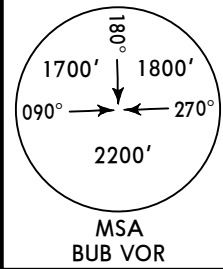
EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 10-3L Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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 2L	19	
ELSIK 1J	07R	Climb to 700', 063° track to BUB 4.4 DME, direct to BUN, then to ELSIK.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 10-3M Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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**

MSA
BUB VOR

HELEN
N51 14.1
E003 52.2

HELEN 5C 28

HELEN 7F

At or above 1700'

At 700'

At 1800'

009°

306°

281°

315°

HUL R-315

BRUSSELS
N50 54.1 E004 32.3

NOT TO SCALE

These SIDs require minimum climb gradients of

RWYS 25L/R: 3.8% up to 700', then
7.0% up to 3200' to minimize noise disturbance.

RWY 01: 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.

Direct distance from Brussels National to:
HELEN 31 NM

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 ②	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.		
② B-RNAV above MSA.		

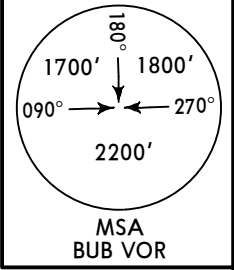
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3N Eff 2 Apr

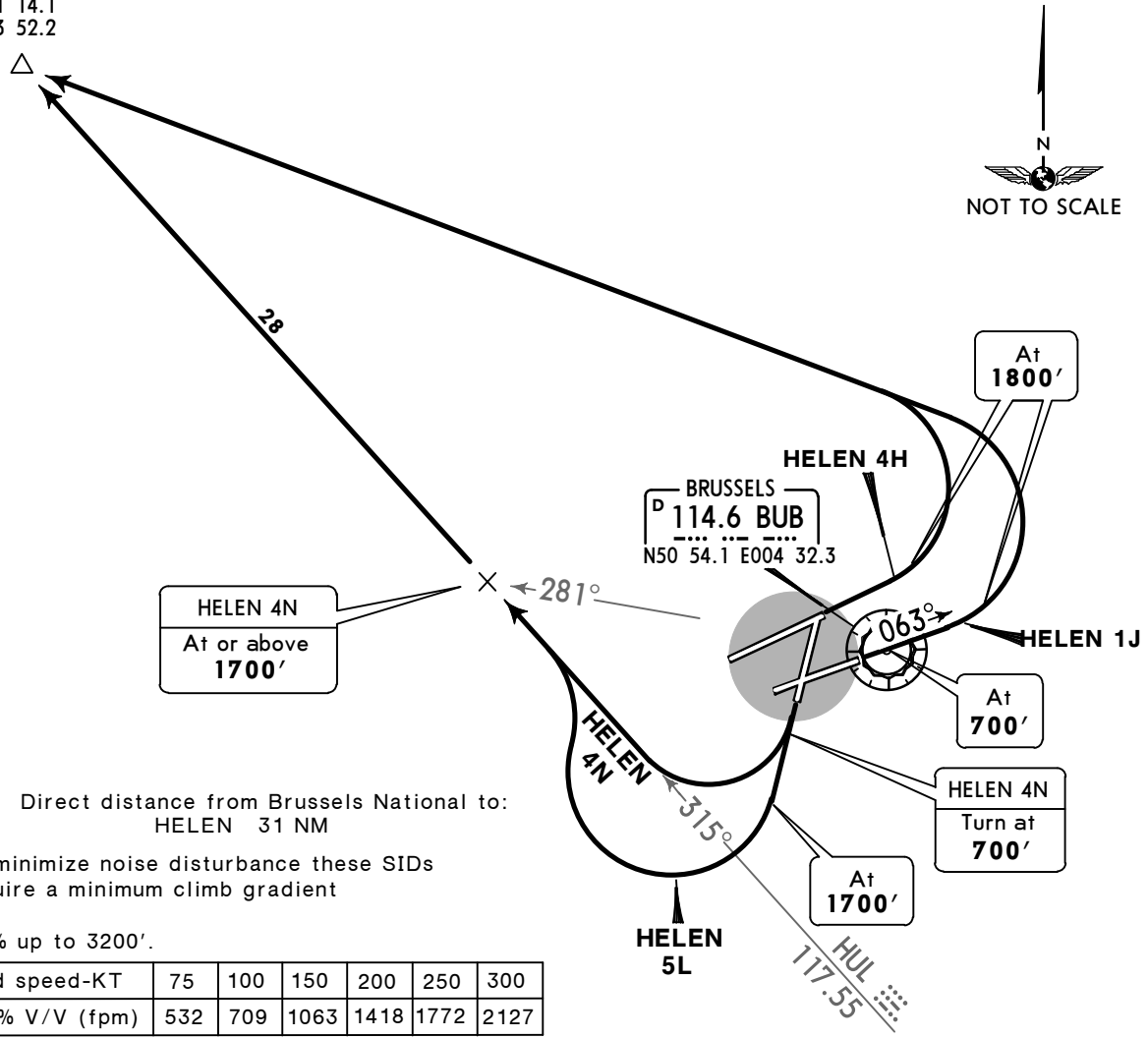
BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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 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 52.2



Direct distance from Brussels National to:
HELEN 31 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.

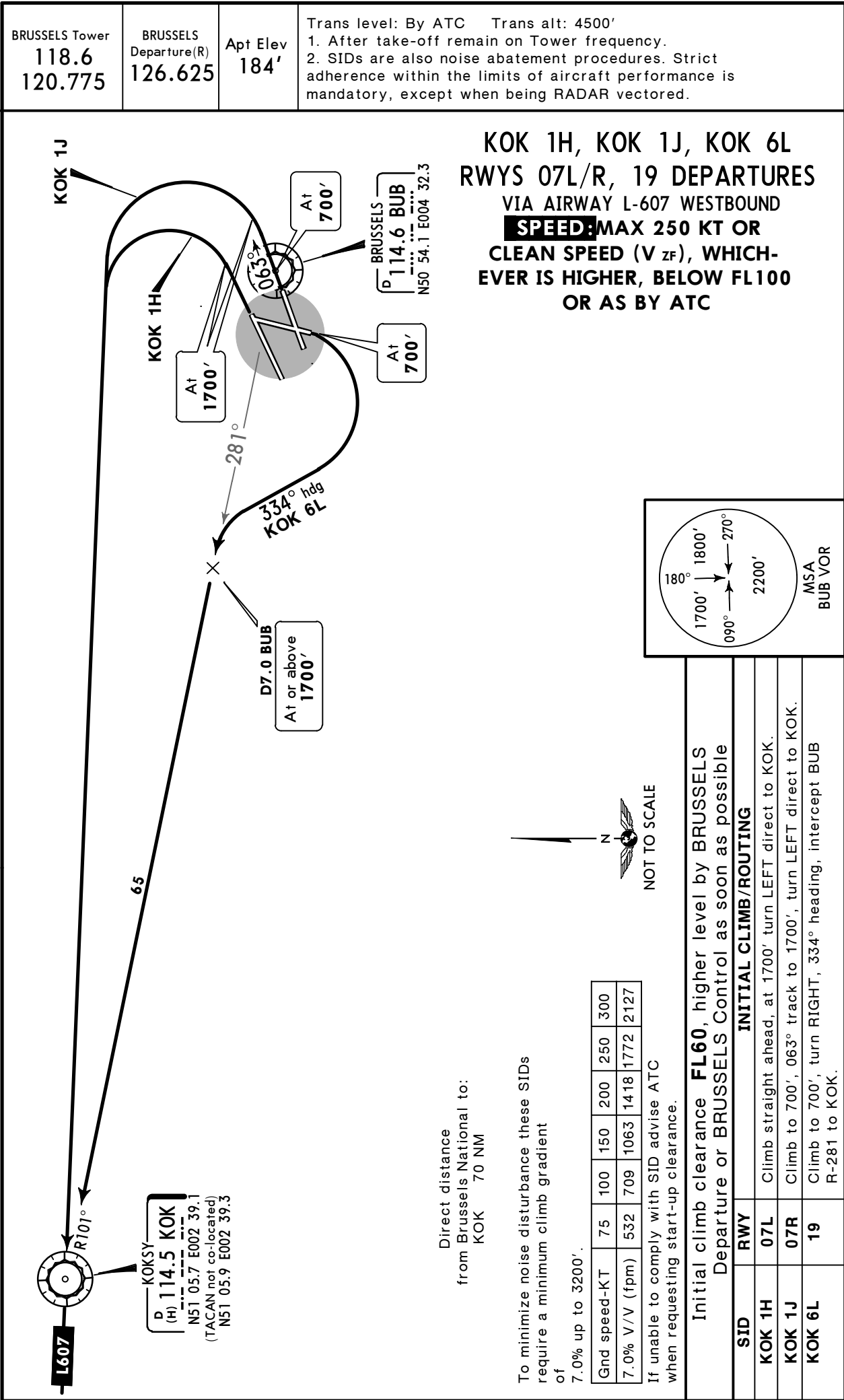
Initial climb clearance FL60 , higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible		
SID	RWY	INITIAL CLIMB/ROUTING
HELEN 4H ❶	07L	Climb straight ahead, at 1800' direct to HELEN.
HELEN 1J ❶	07R	Climb to 700', 063° track to 1800', direct to HELEN.
HELEN 5L ❷❸	19	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-315 to HELEN.
HELEN 4N ❷❹		Climb to 700', turn RIGHT, intercept HUL R-315 to HELEN.
❶ B-RNAV above MSA. ❷ For traffic with destination EHAM: route HELEN - HSD. For traffic inbound London TMA except destinations EGKK, EGGH & EGGI & 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. ❸ Available between 0600-2259LT. ❹ Available between 2300-0559LT or when runway 25R is not available for landing.		

MSA
BUB VOR

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3N2 Eff 2 Apr

BRUSSELS, BELGIUM
SID



EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 10-3N3 Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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 FOUR-ENGINE AIRCRAFT
FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195
FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**

1700'
1800'
090°
270°
2200'
MSA
BUB VOR

At 4000'
or at
BUB 8.0 DME
whichever
is later

BRUSSELS
D 114.6 BUB
N50 54.1 E004 32.3

8.0 DME

HULDENBERG
D (H) 117.55 HUL
N50 45.0 E004 38.5
At or above
FL60
(FL70 when QNH
is below 977 hPa)

104° 42 R284°

OLNO
D (H) 112.8 LNO
N50 35.2 E005 42.6

This SID requires minimum climb gradients
of
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

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.

N

NOT TO SCALE

Direct distance from
Brussels National to:
HUL 11 NM

CHANGES: Climb gradient & restrictions revised; chart reindexed. © JEPPESEN, 2015. ALL RIGHTS RESERVED.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 (10-3N4) Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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 4C, LNO 4Q
RWYS 25R/L DEPARTURES
TO BE USED BY SINGLE, TWO- AND THREE ENGINE AIRCRAFT
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**

1700'
1800'
090°
270°
2200'
MSA
BUB VOR

N
NOT TO SCALE

At 1700'

At 700'

LNO 4Q

108°
LNO 4C

BRUSSELS
D 114.6 BUB
N50 54.1 E004 32.3

At or above
FL60
(FL70 when QNH
is below 977 hPa)

045°

40

R288°

HULDENBERG
D (H) 117.55 HUL
N50 45.0 E004 38.5

OLNO
D (H) 112.8 LNO
N50 35.2 E005 42.6

Direct distance from
Brussels National to:
LNO 50 NM

These SIDs require minimum climb gradients
of
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.

May be used by four-engined aircraft noise
certificated according to ICAO Annex 16,
Chapter 3/FAR part 36 Stage 3 and those
performances permit to adhere to the SIDs.

Initial climb clearance FL60 , higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible		
SID	RWY	INITIAL CLIMB/ROUTING
LNO 4C ①	25R	Climb straight ahead, at 1700' turn LEFT, intercept LNO R-288 inbound to LNO.
LNO 4Q	25L	Climb to 700', turn LEFT, intercept LNO R-288 inbound to LNO.
① Available between 0600-2259LT.		

CHANGES: SIDs renumbered & revised; chart reindexed. © JEPPESEN, 2015. ALL RIGHTS RESERVED.

EBBR/BRU
BRUSSELS NATIONAL

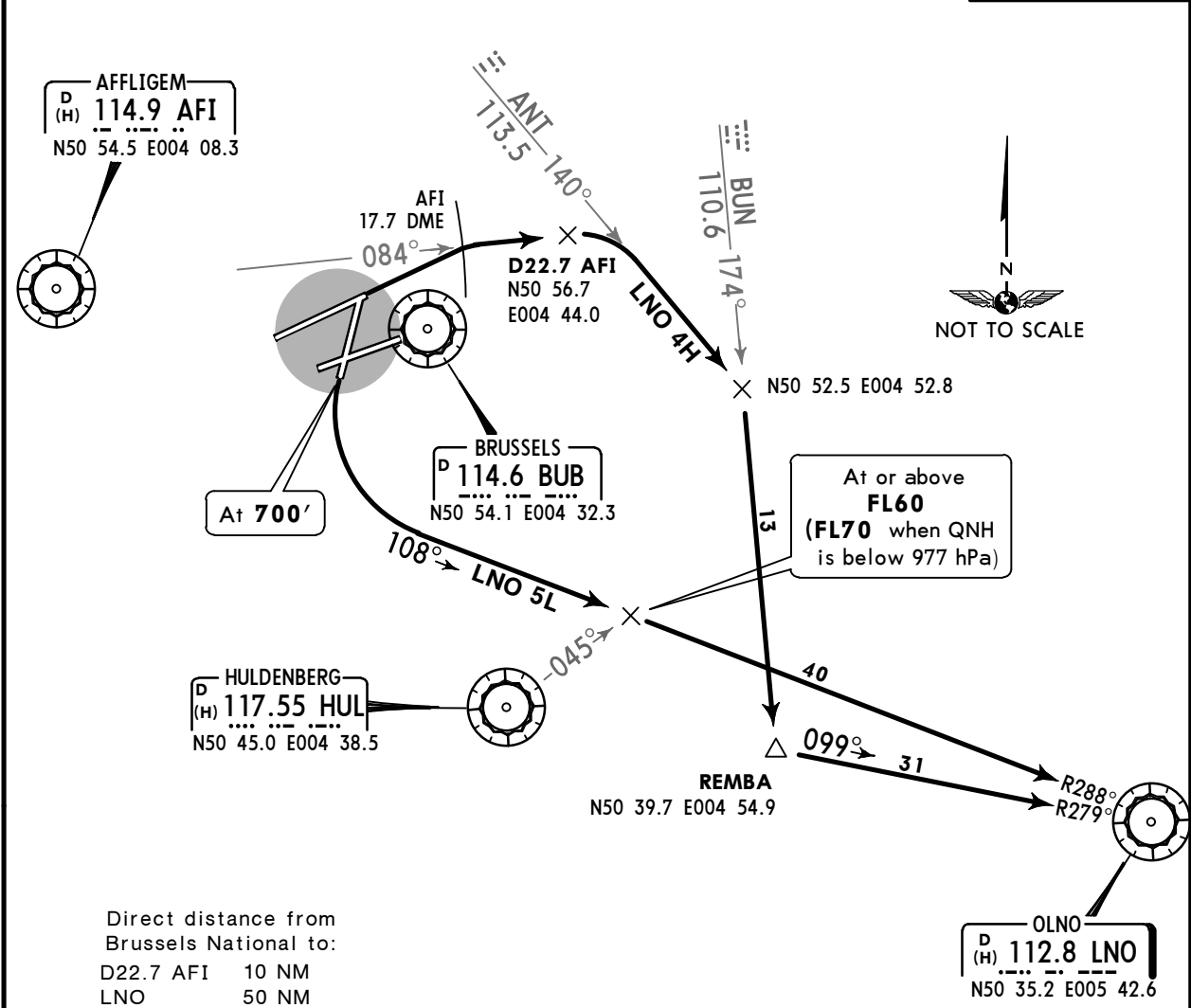
JEPPESEN
27 MAR 15 10-3N5 Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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**

MSA
BUB VOR



Direct distance from Brussels National to:
D22.7 AFI 10 NM
LNO 50 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.

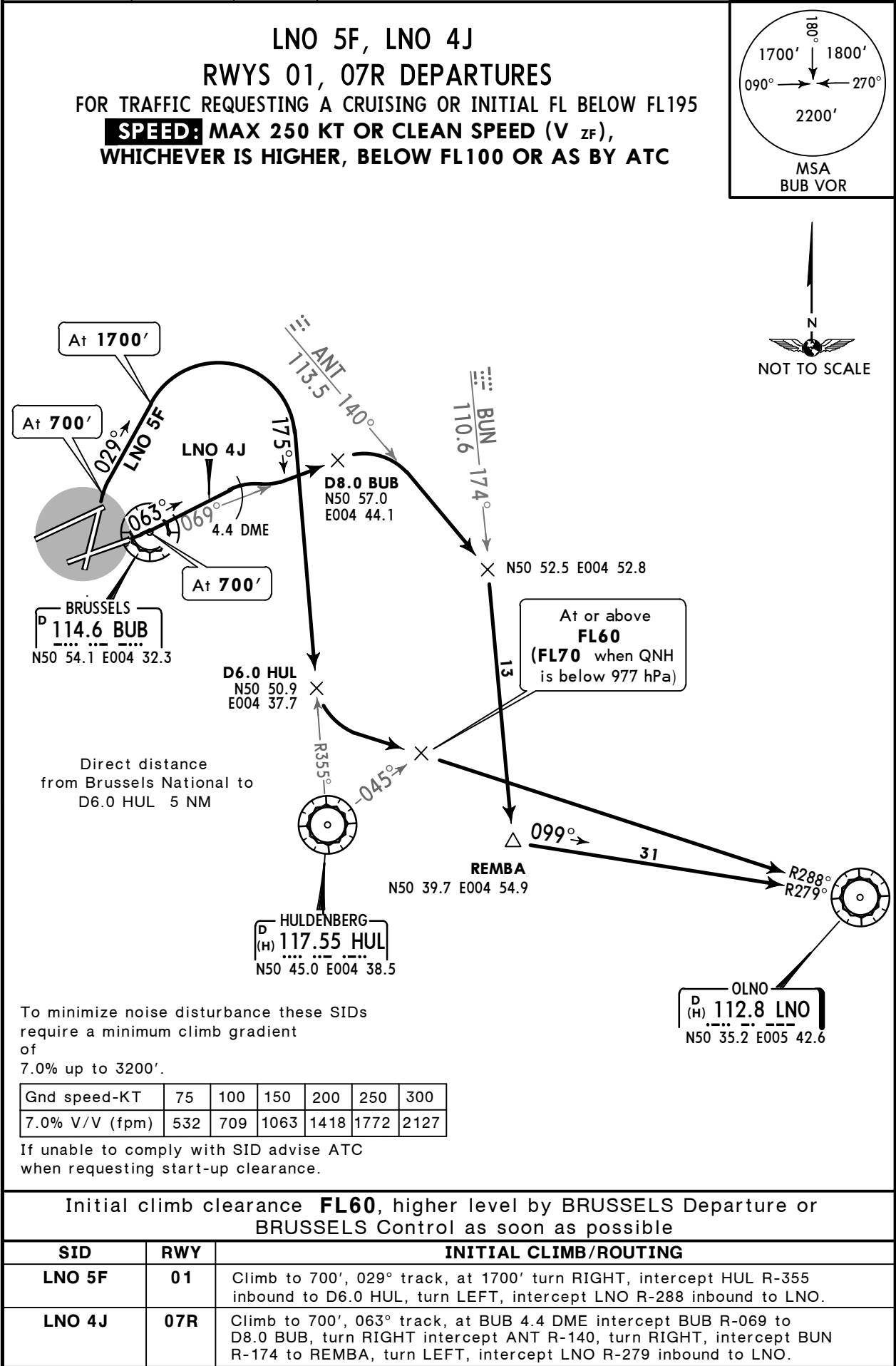
Initial climb clearance FL60 , higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible		
SID	RWY	INITIAL CLIMB/ROUTING
LNO 4H	07L	Climb straight ahead, at AFI 17.7 DME turn RIGHT, intercept AFI R-084 to D22.7 AFI, turn RIGHT, intercept ANT R-140, turn RIGHT, intercept BUN R-174 to REMBA, turn LEFT, intercept LNO R-279 inbound to LNO.
LNO 5L	19	Climb to 700', turn LEFT, intercept LNO R-288 inbound to LNO.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 (10-3N6) Eff 2 Apr

BRUSSELS, BELGIUM
SID

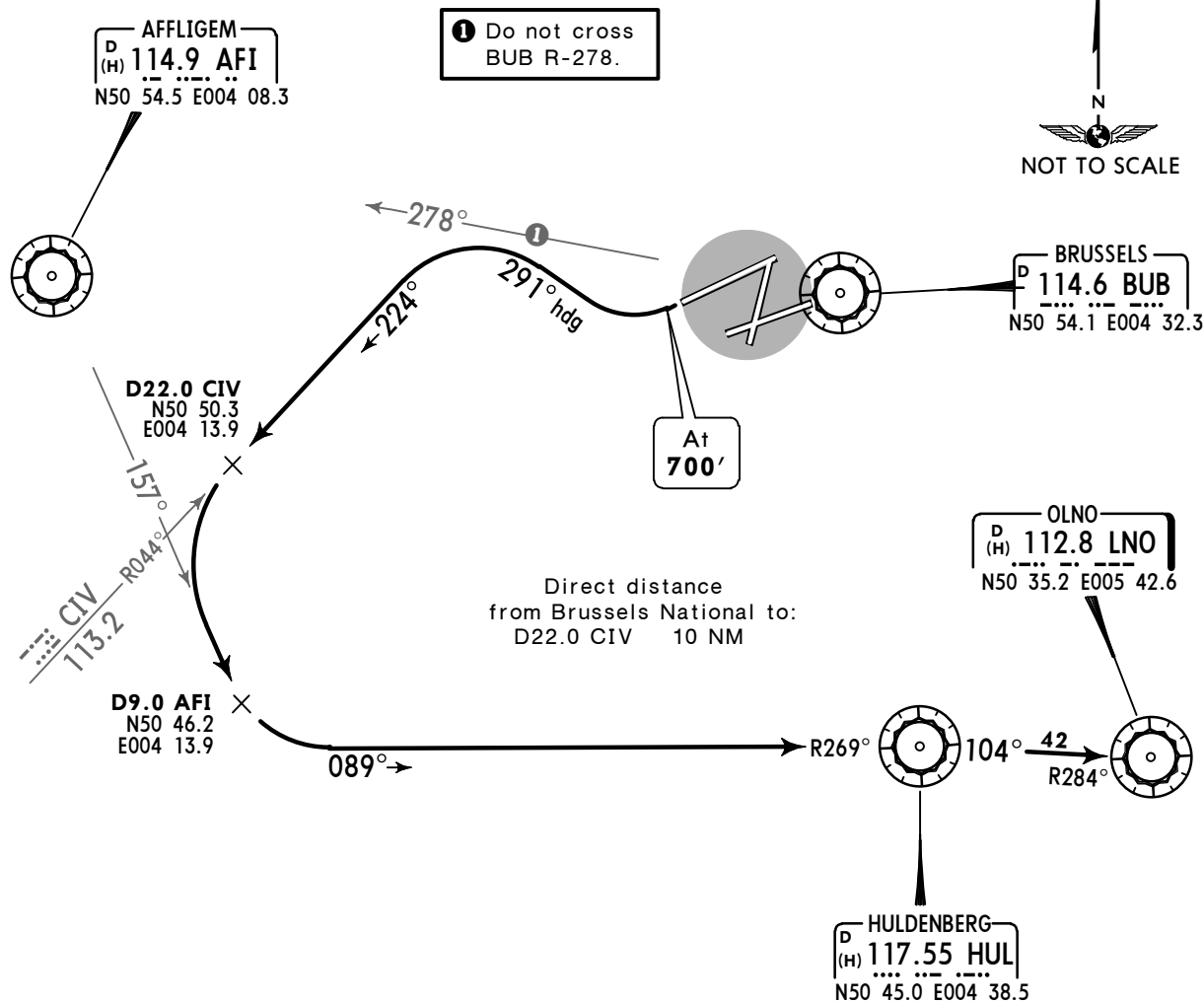
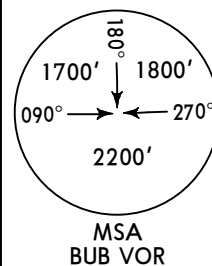
BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	Apt Elev 184'	Trans level: By ATC Trans alt: 4500' 1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
------------------------------------	-------------------------------------	------------------	--



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.

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



At or above
FL60
(**FL70** when QNH
is below 977 hPa)

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.

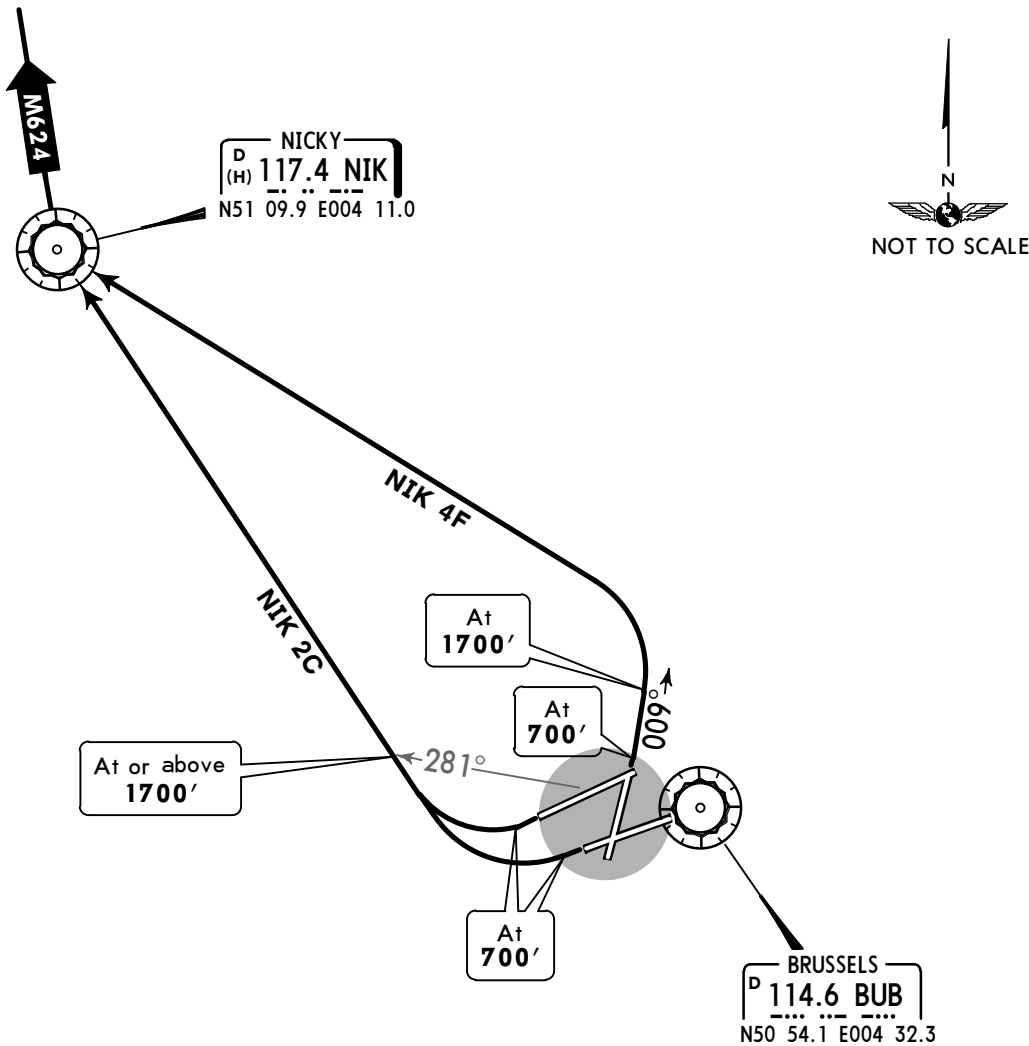
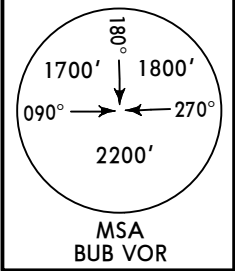
EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 10-3Q Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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.
------------------------------------	-------------------------------------	------------------	---

NIK 2C, NIK 4F
RWYS 25L/R, 01 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**



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

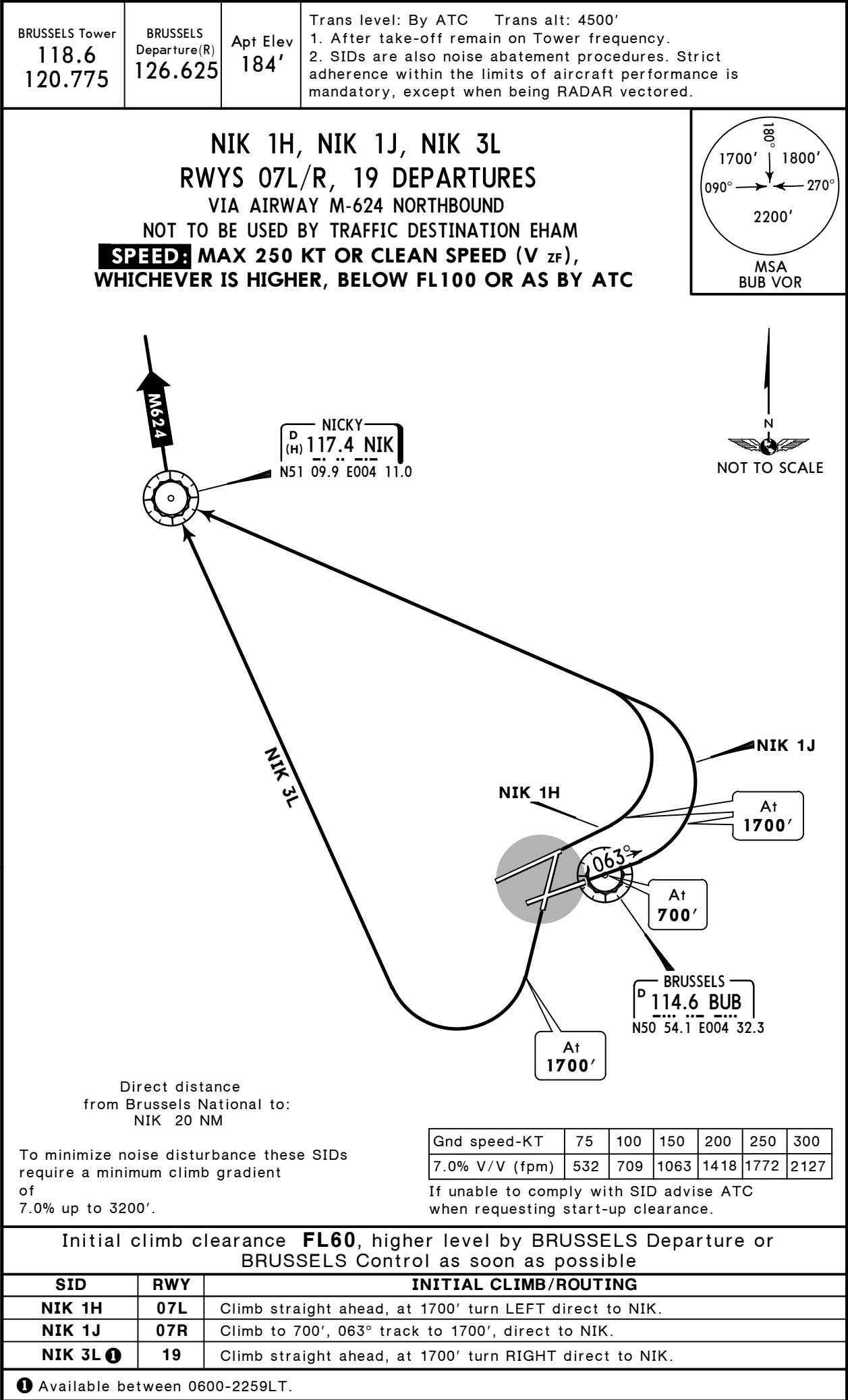
Direct distance
from Brussels National to:
NIK 20 NM

Initial climb clearance FL60 , higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible		
SID	RWY	INITIAL CLIMB/ROUTING
NIK 2C	25L/R	Climb to 700', turn RIGHT direct to NIK.
NIK 4F	01	Climb to 700', 009° track, at 1700' turn LEFT direct to NIK.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 (10-3Q1) Eff 2 Apr

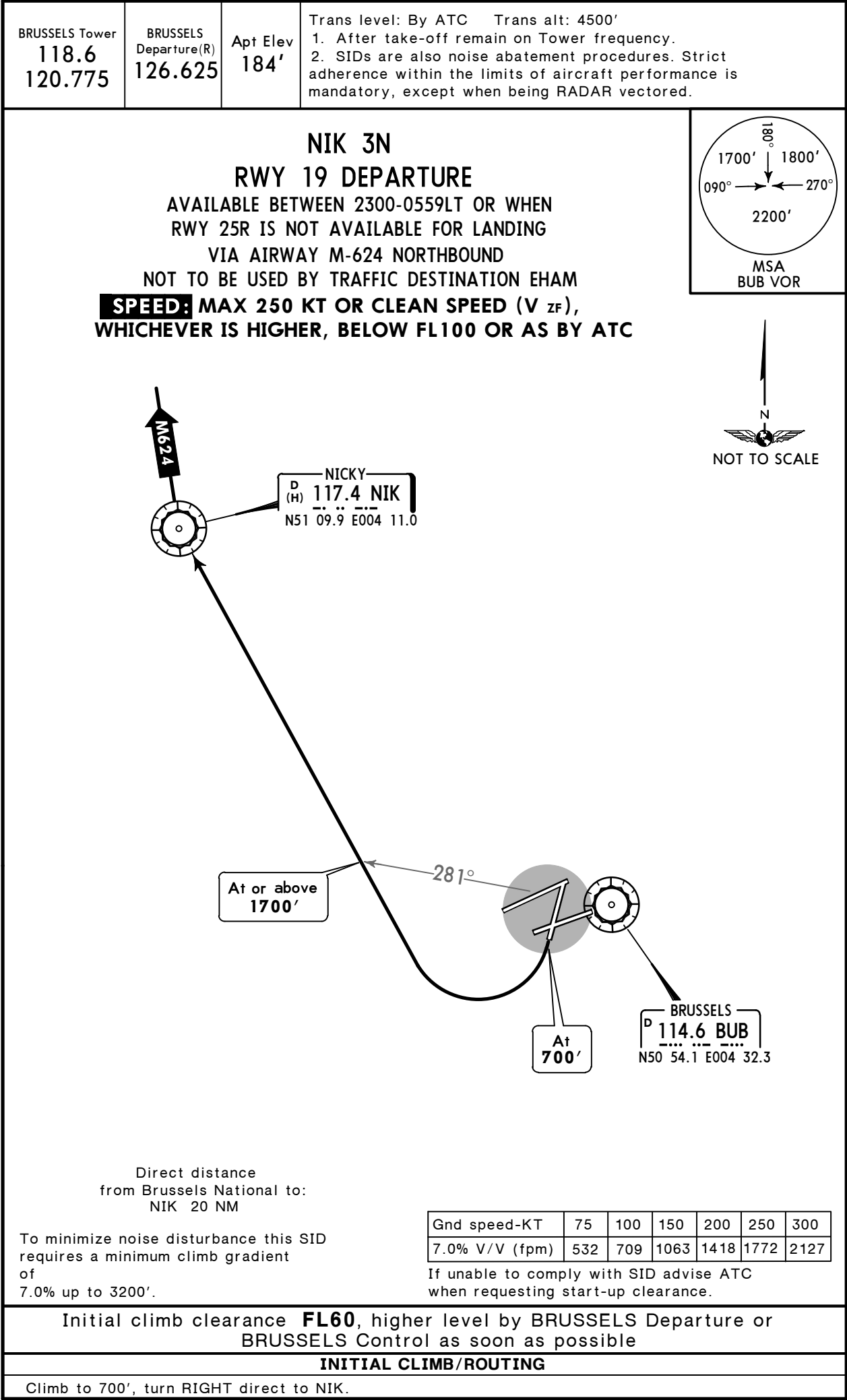
BRUSSELS, BELGIUM
SID



EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 (10-3Q2) Eff 2 Apr

BRUSSELS, BELGIUM
SID

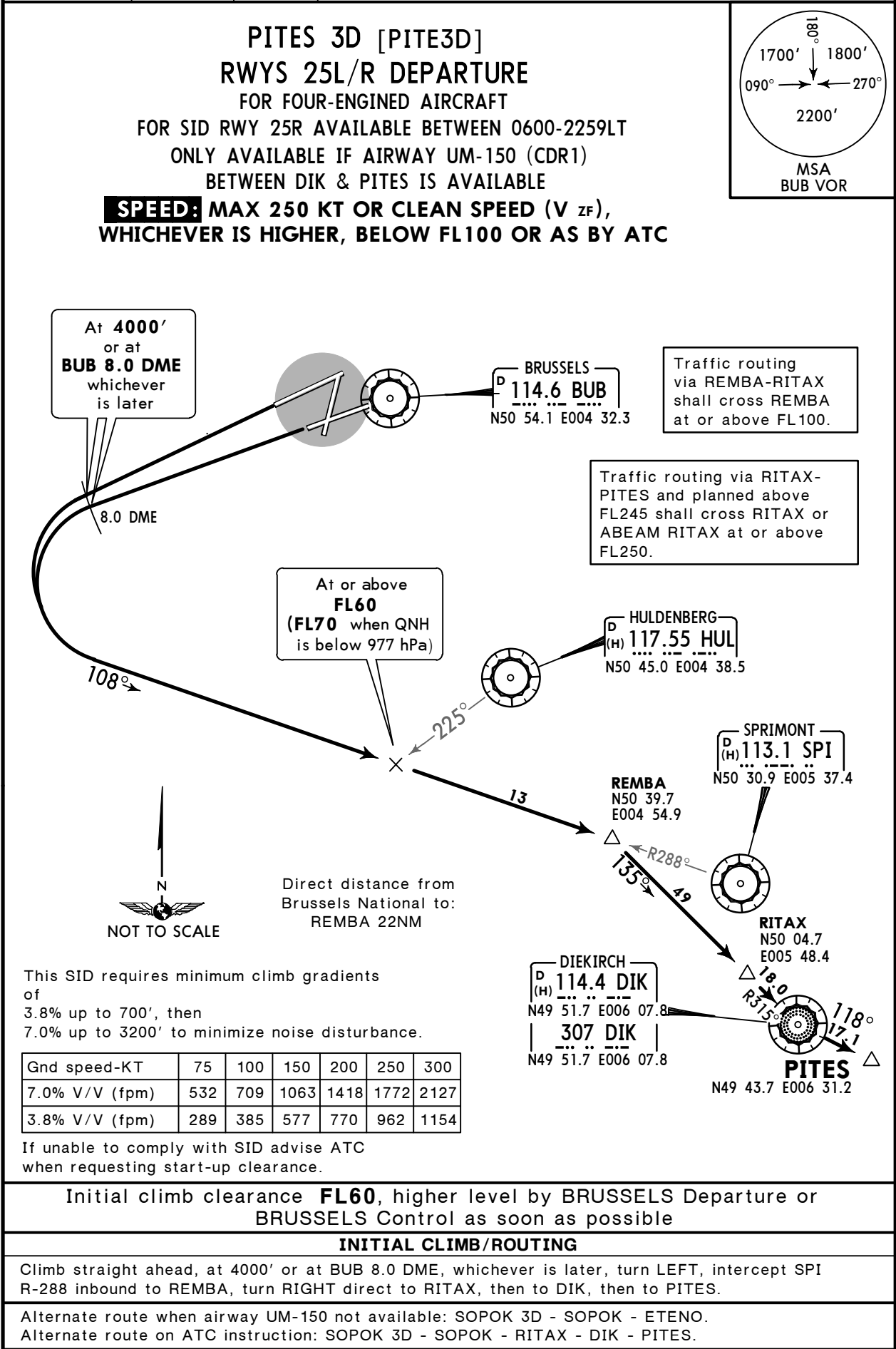


EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 10-3Q3 Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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.
------------------------------------	-------------------------------------	------------------	---

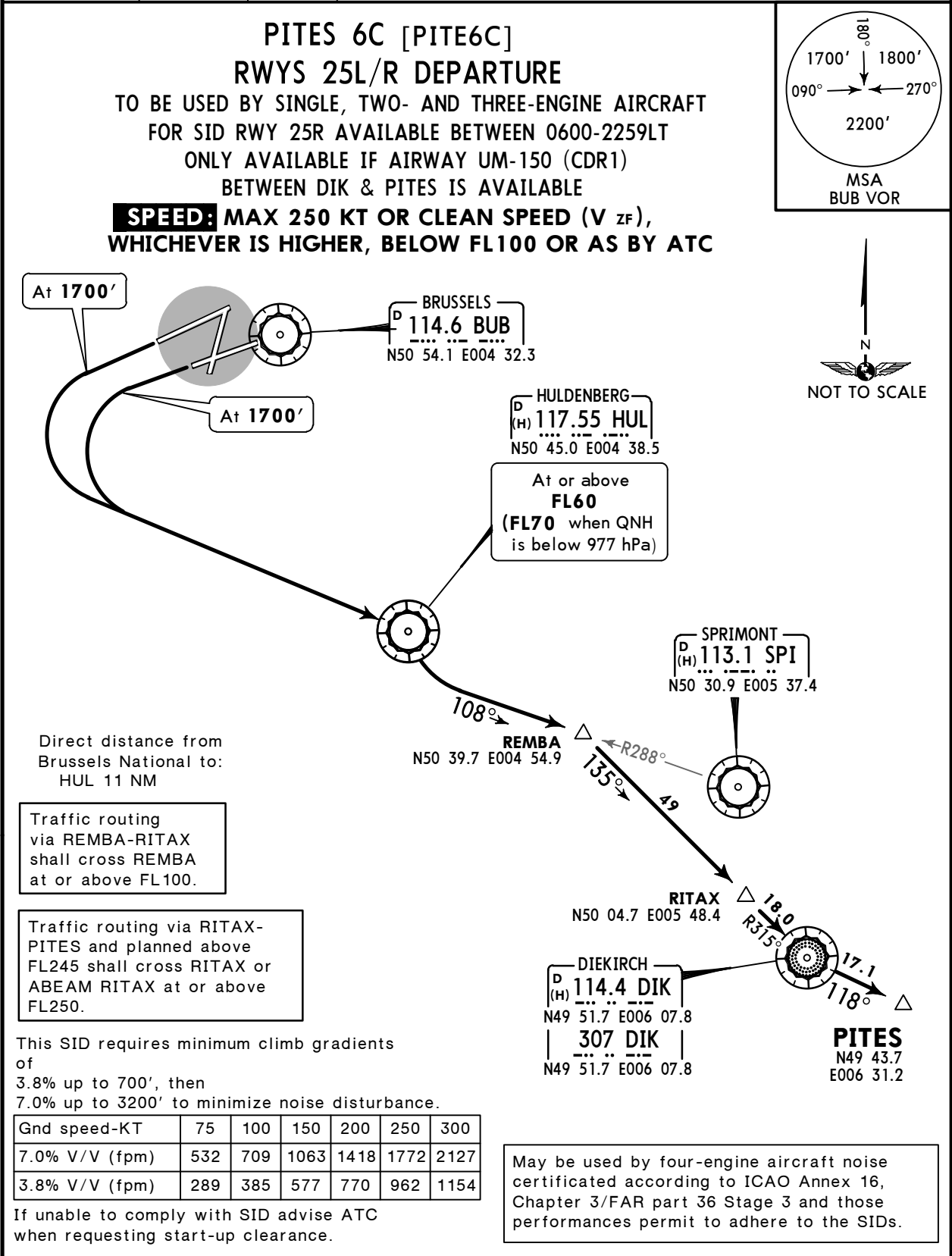


EBBR/BRU
BRUSSELS NATIONAL

JEPPesen
27 MAR 15 10-3Q4 Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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.
------------------------------------	-------------------------------------	------------------	---



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

INITIAL CLIMB/ROUTING

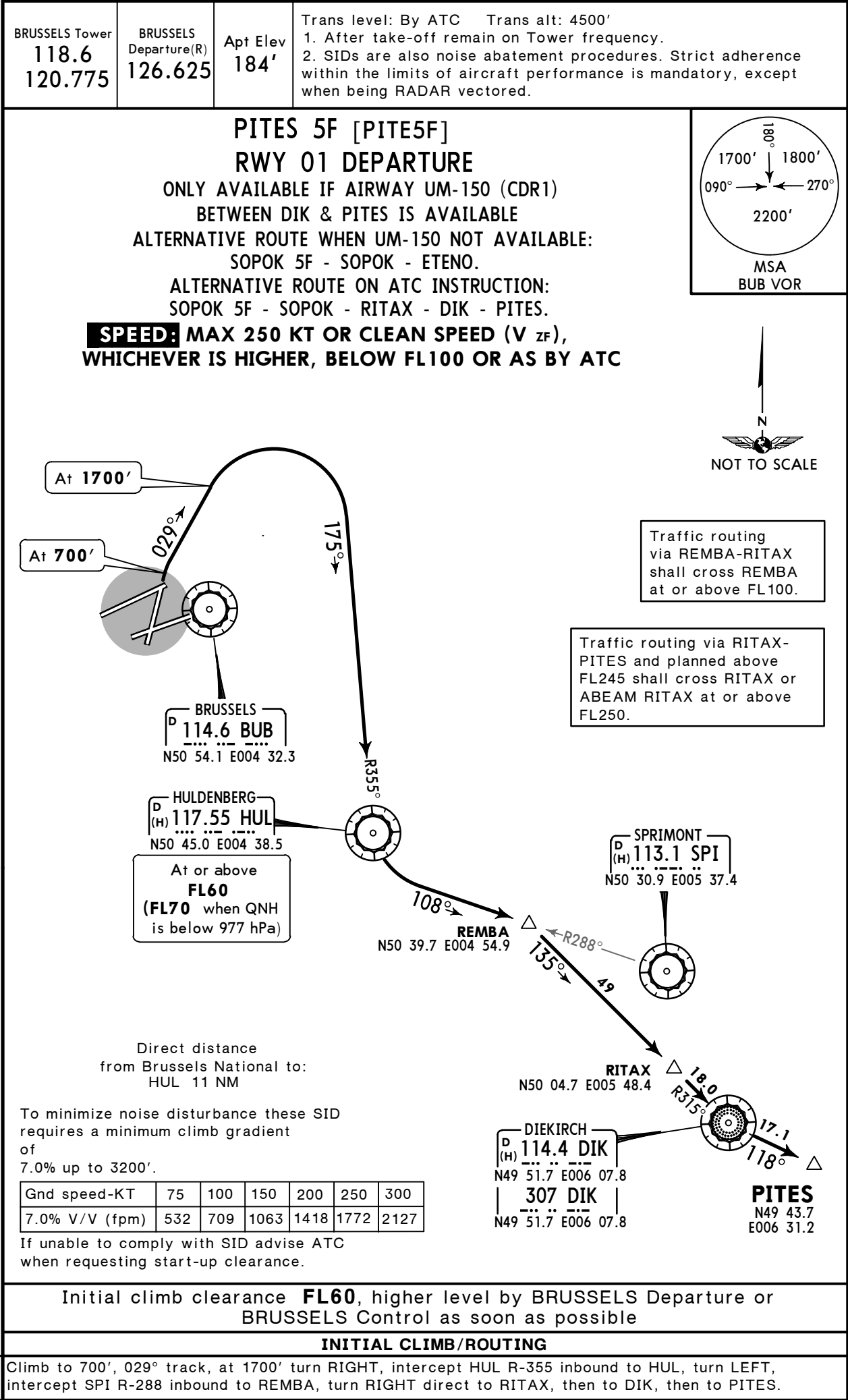
Climb to 1700', turn LEFT to HUL, intercept SPI R-288 inbound to REMBA, turn RIGHT direct
to RITAX, to DIK, then to PITES.

Alternate route when airway UM-150 not available: SOPOK 7C - SOPOK - ETENO.
Alternate route on ATC instructions: SOPOK 7C - SOPOK - RITAX - DIK - PITES.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3Q5 Eff 2 Apr

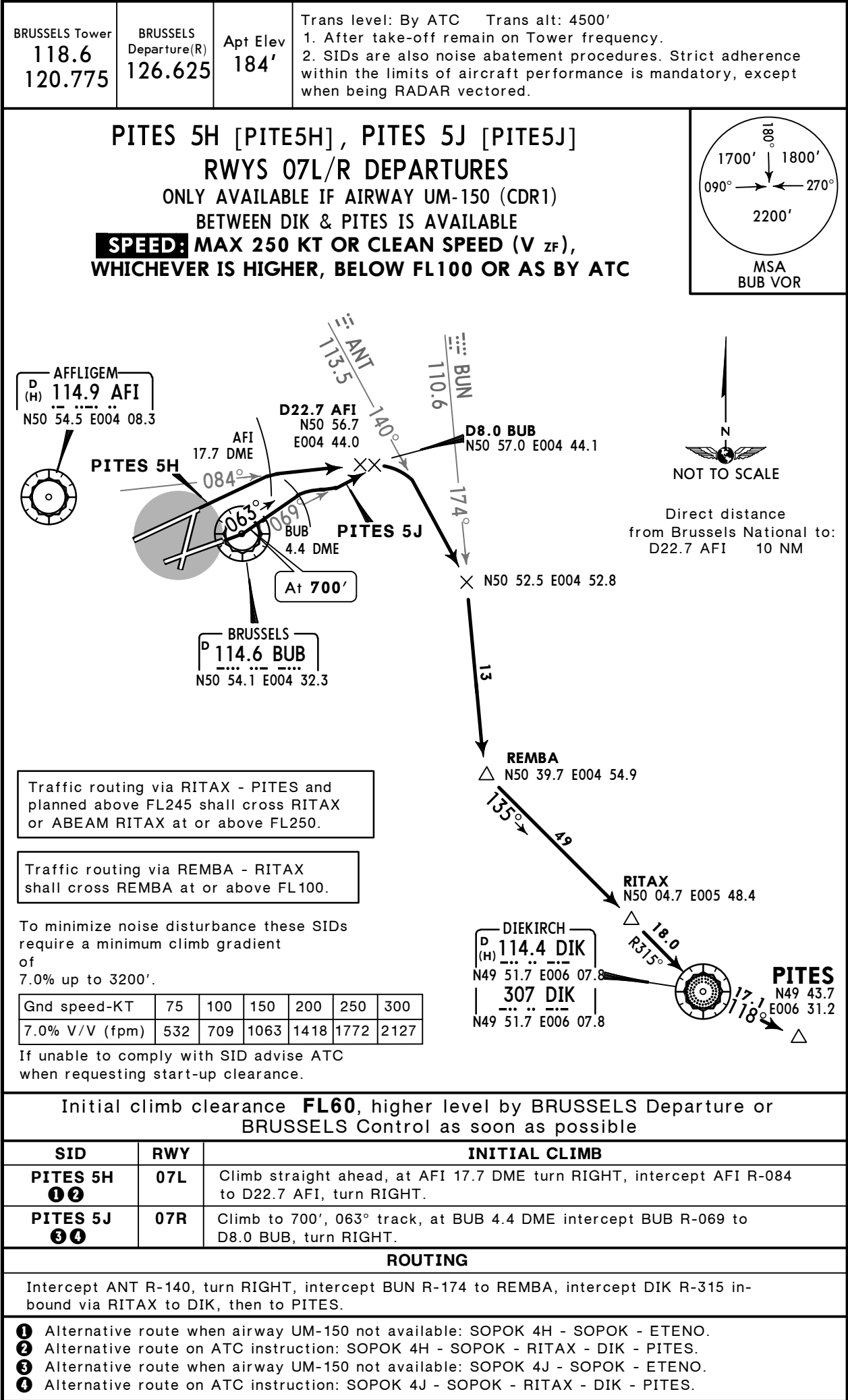
BRUSSELS, BELGIUM
SID



EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 10-3Q6 Eff 2 Apr

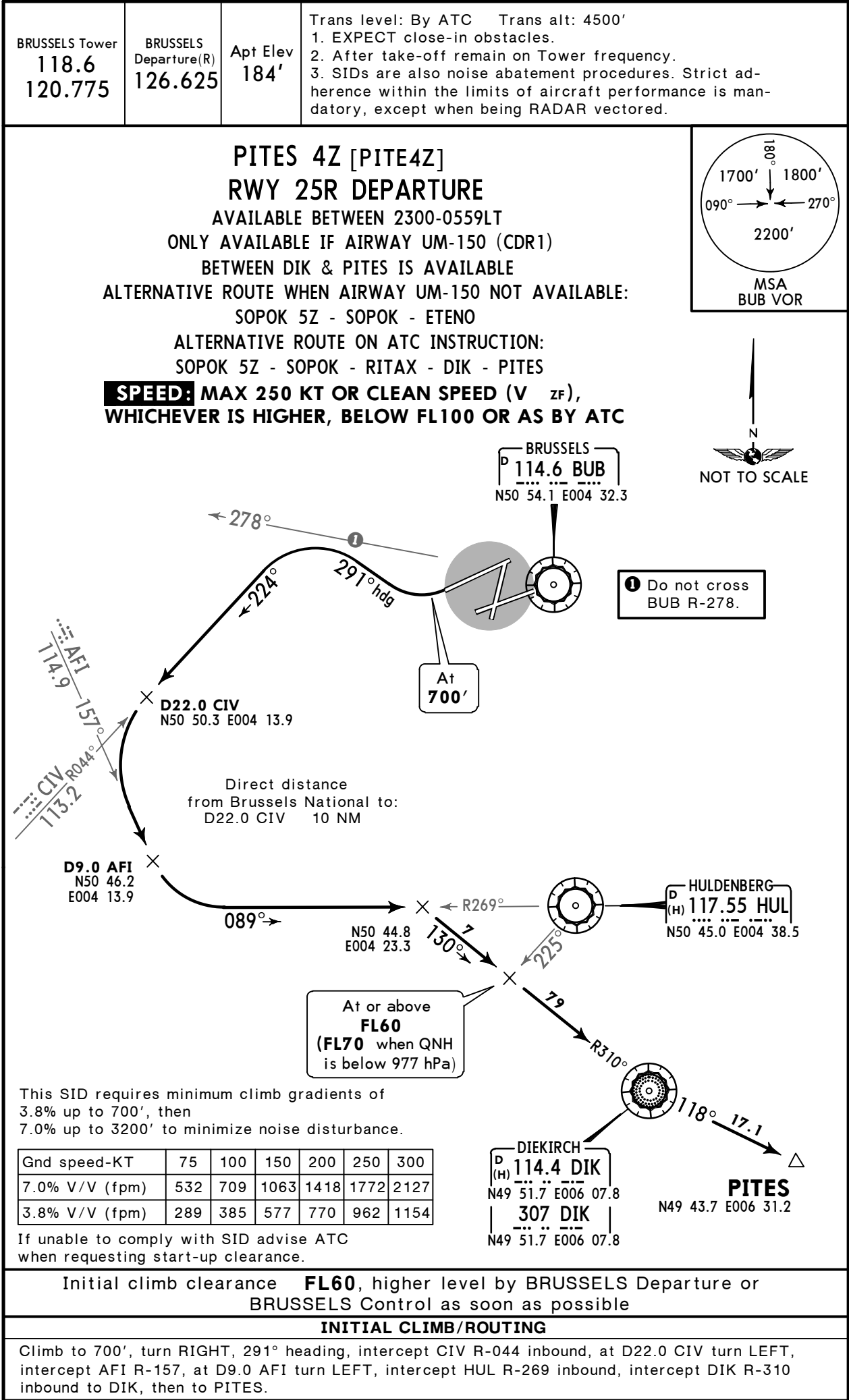
BRUSSELS, BELGIUM
SID



EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 10-3Q7 Eff 2 Apr

BRUSSELS, BELGIUM
SID



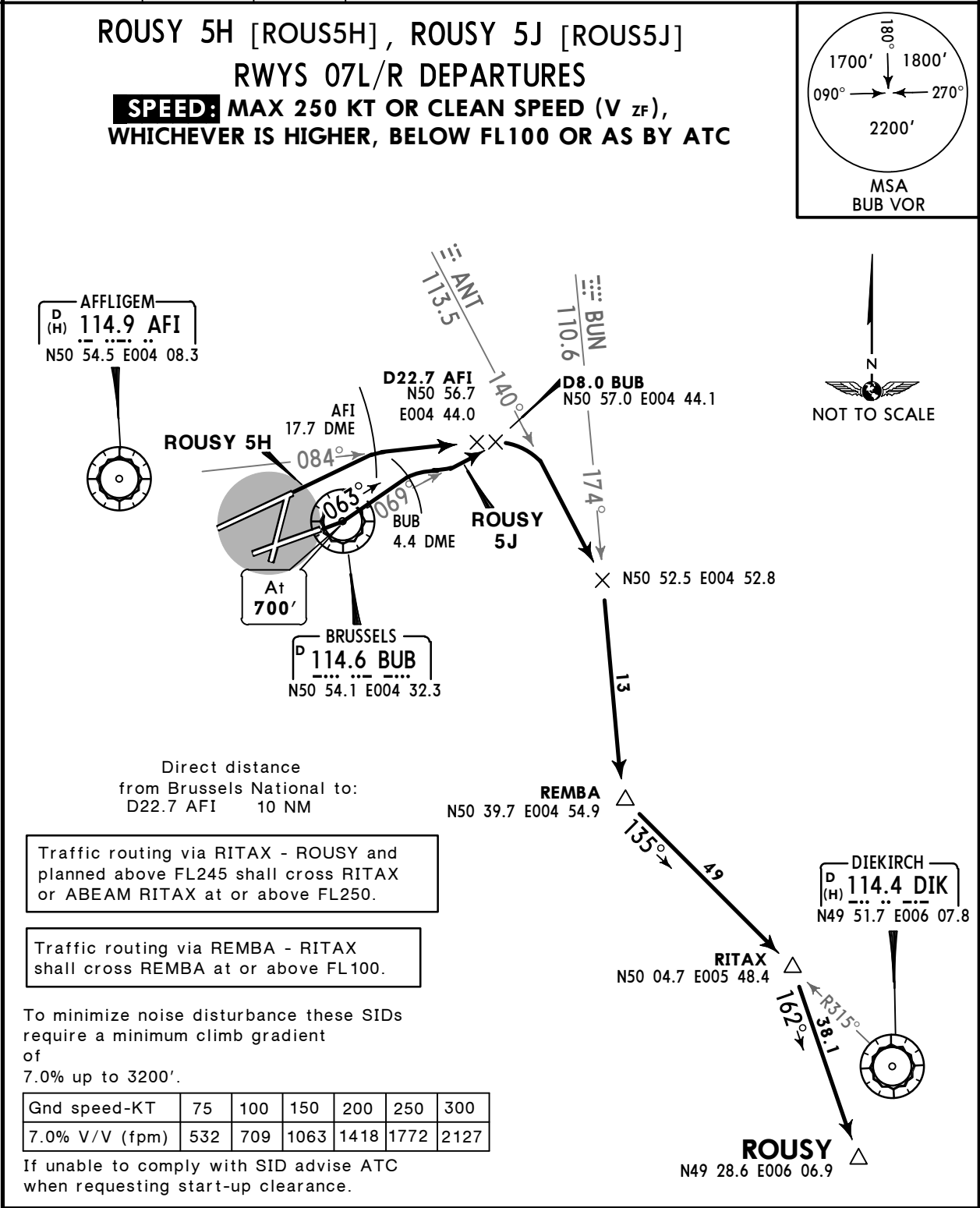
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3S Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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.
------------------------------------	-------------------------------------	------------------	--

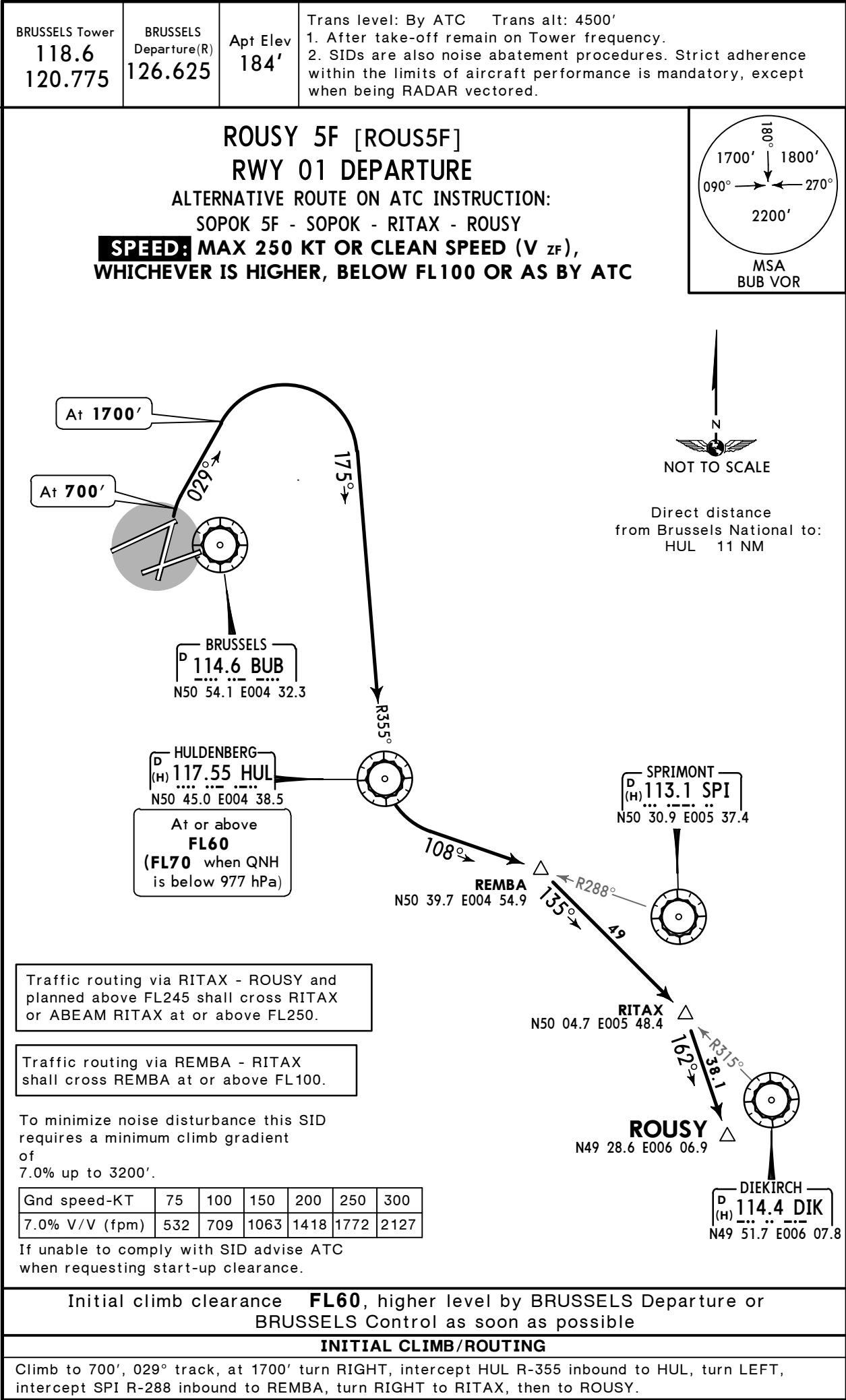


Initial climb clearance FL60 , higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible		
SID	RWY	INITIAL CLIMB/ROUTING
ROUSY 5H ①	07L	Climb straight ahead, at AFI 17.7 DME turn RIGHT, intercept AFI R-084 to D22.7 AFI, turn RIGHT, intercept ANT R-140, turn RIGHT, intercept BUN R-174 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, turn RIGHT, 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.		

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3T Eff 2 Apr

BRUSSELS, BELGIUM
SID

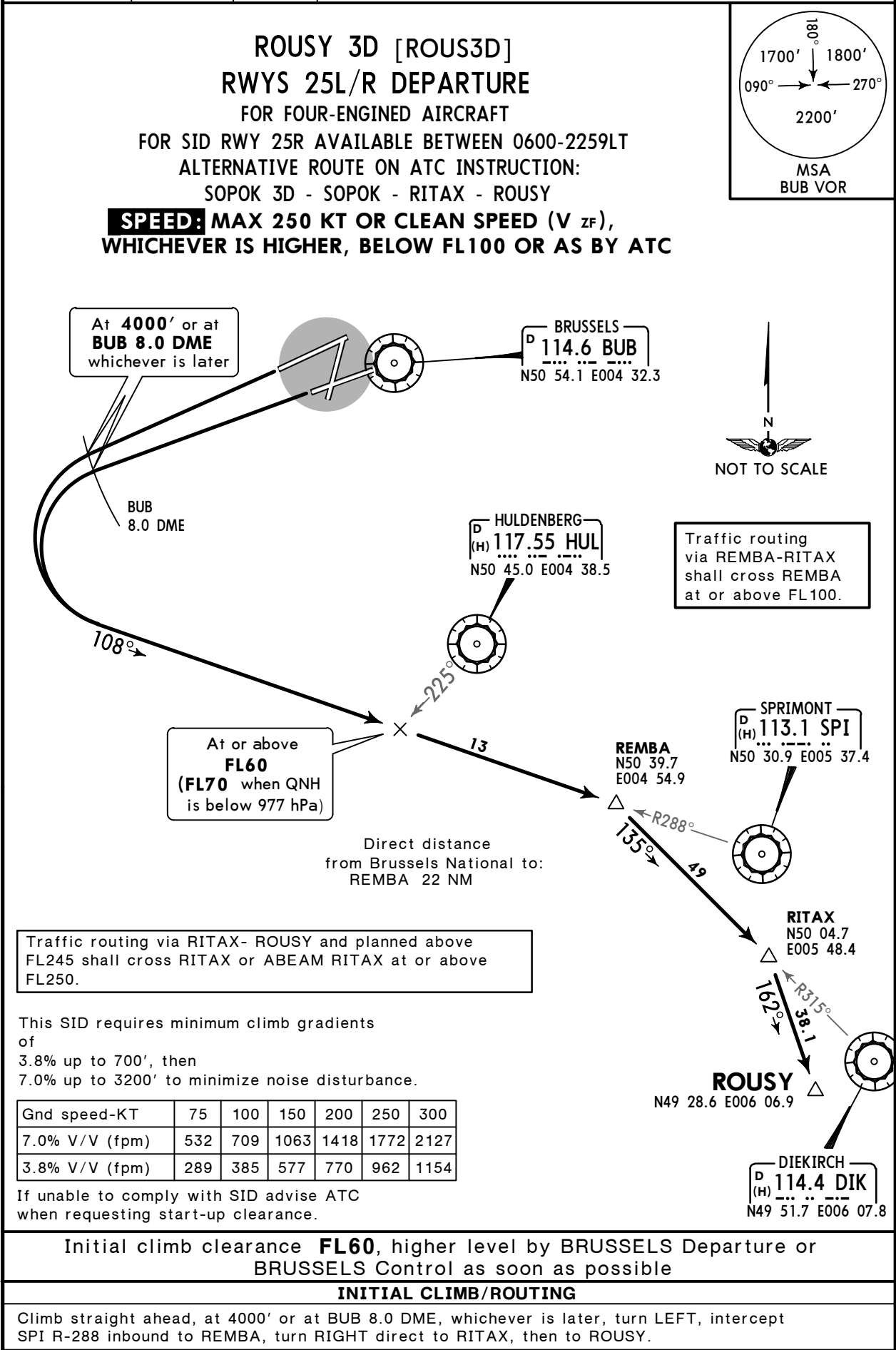


EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3T1 Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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.
------------------------------------	-------------------------------------	------------------	---

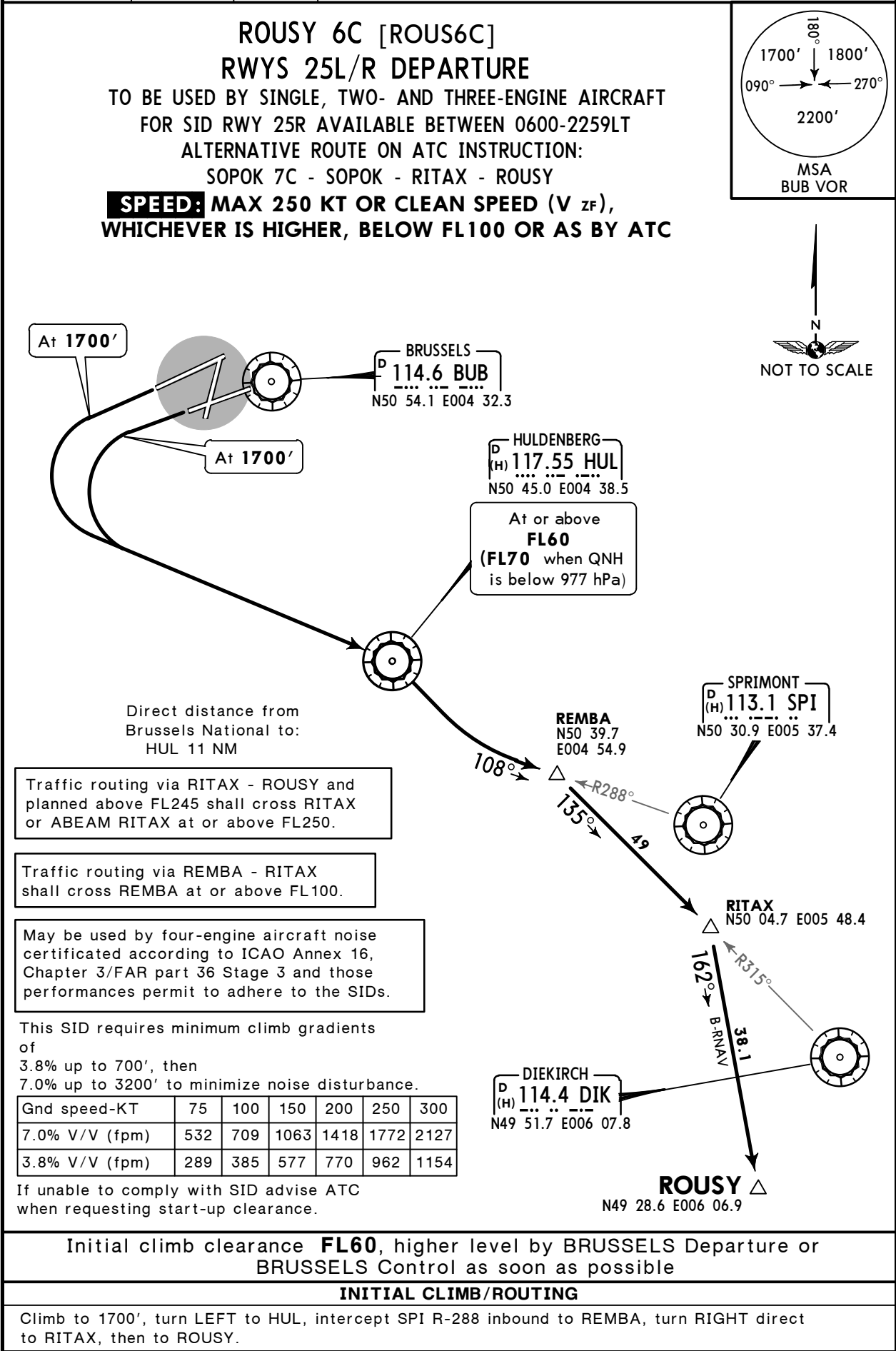


EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3T2 Eff 2 Apr

BRUSSELS, BELGIUM
SID

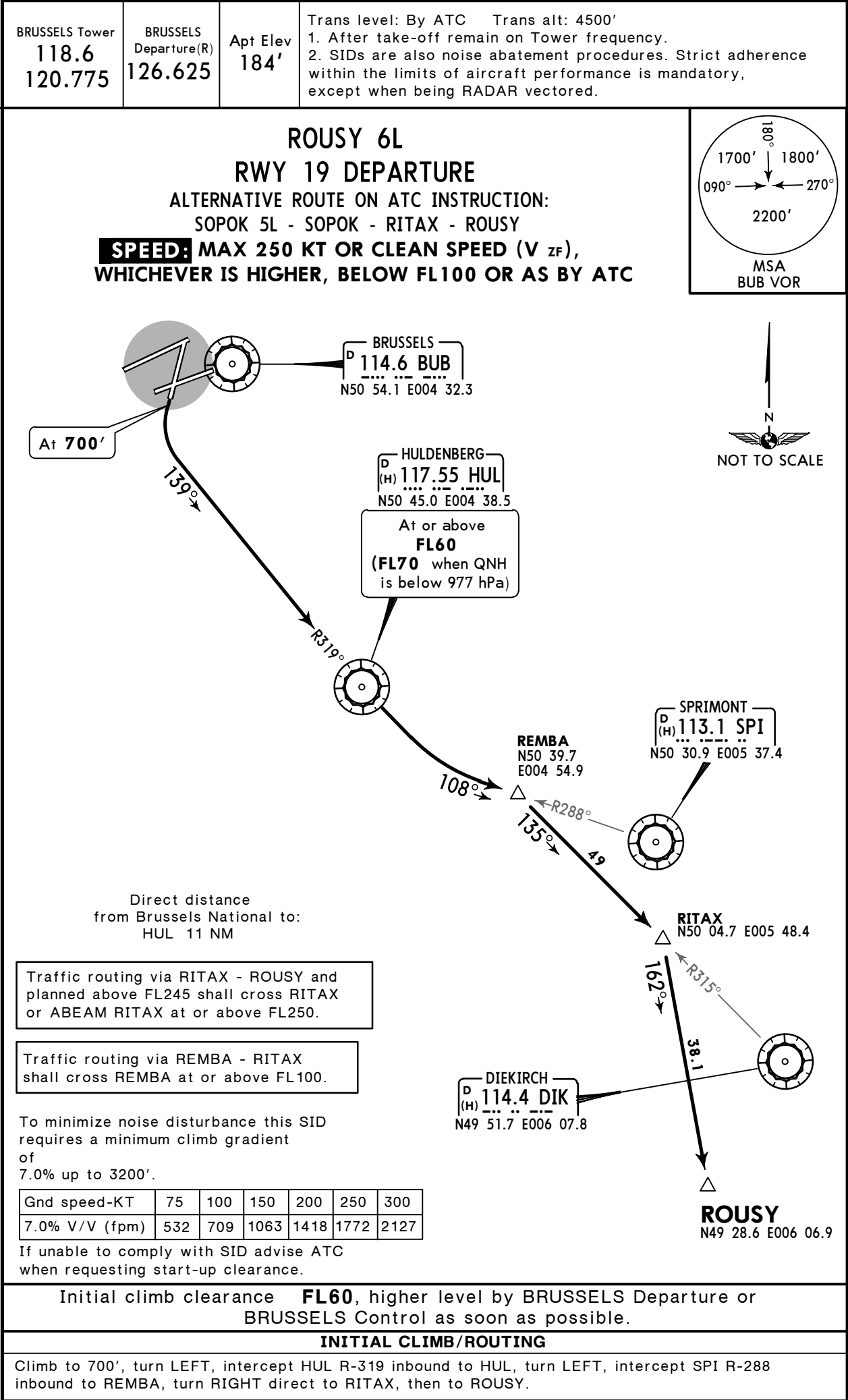
BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	Apt Elev 184'	Trans level: By ATC Trans alt: 4500' 1. EXPECT close-in obstacles. 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict ad- herence within the limits of aircraft performance is man- datory, except when being RADAR vectored.
------------------------------------	-------------------------------------	------------------	---



EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 (10-3T3) Eff 2 Apr

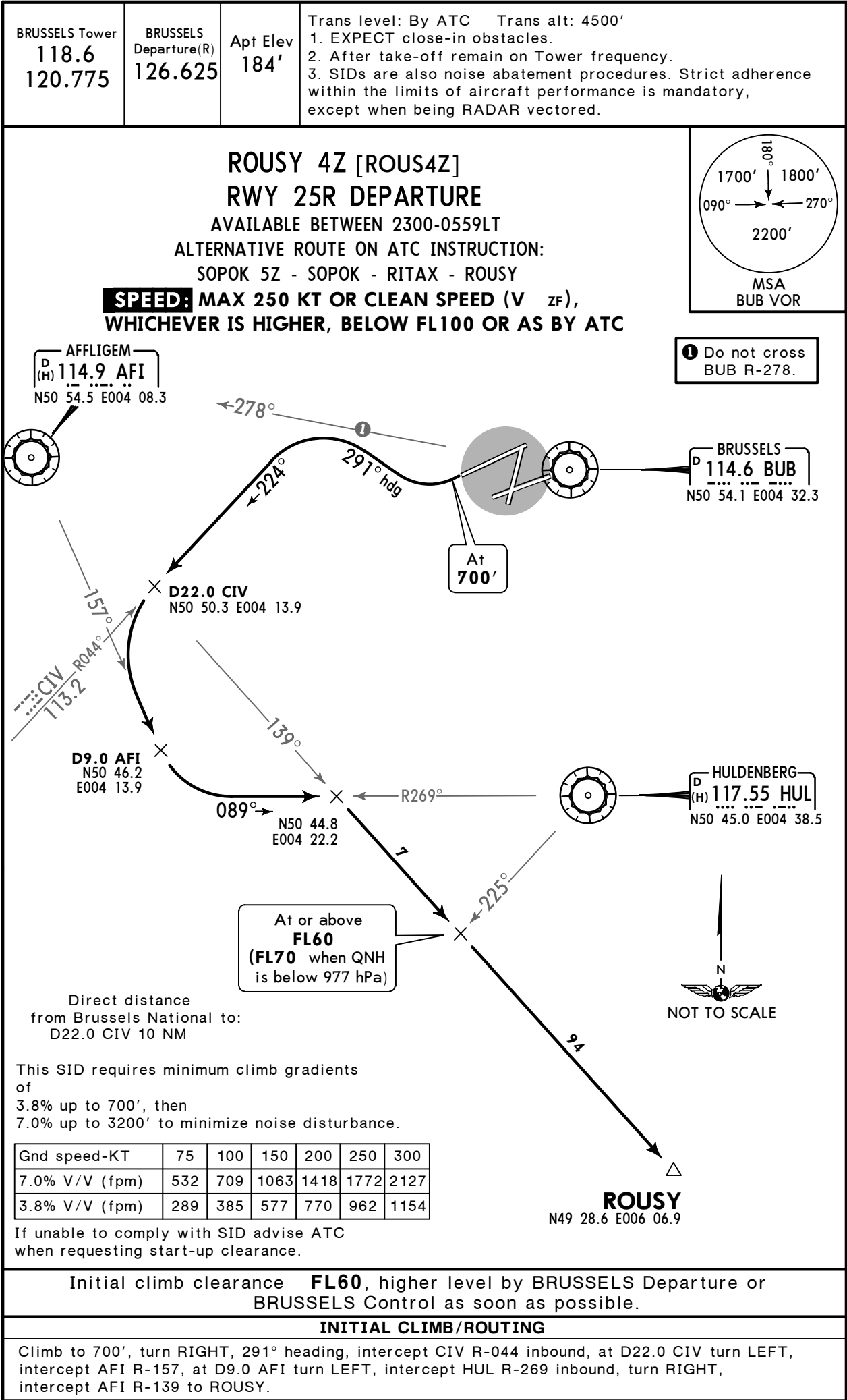
BRUSSELS, BELGIUM
SID



EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 10-3T4 Eff 2 Apr

BRUSSELS, BELGIUM
SID

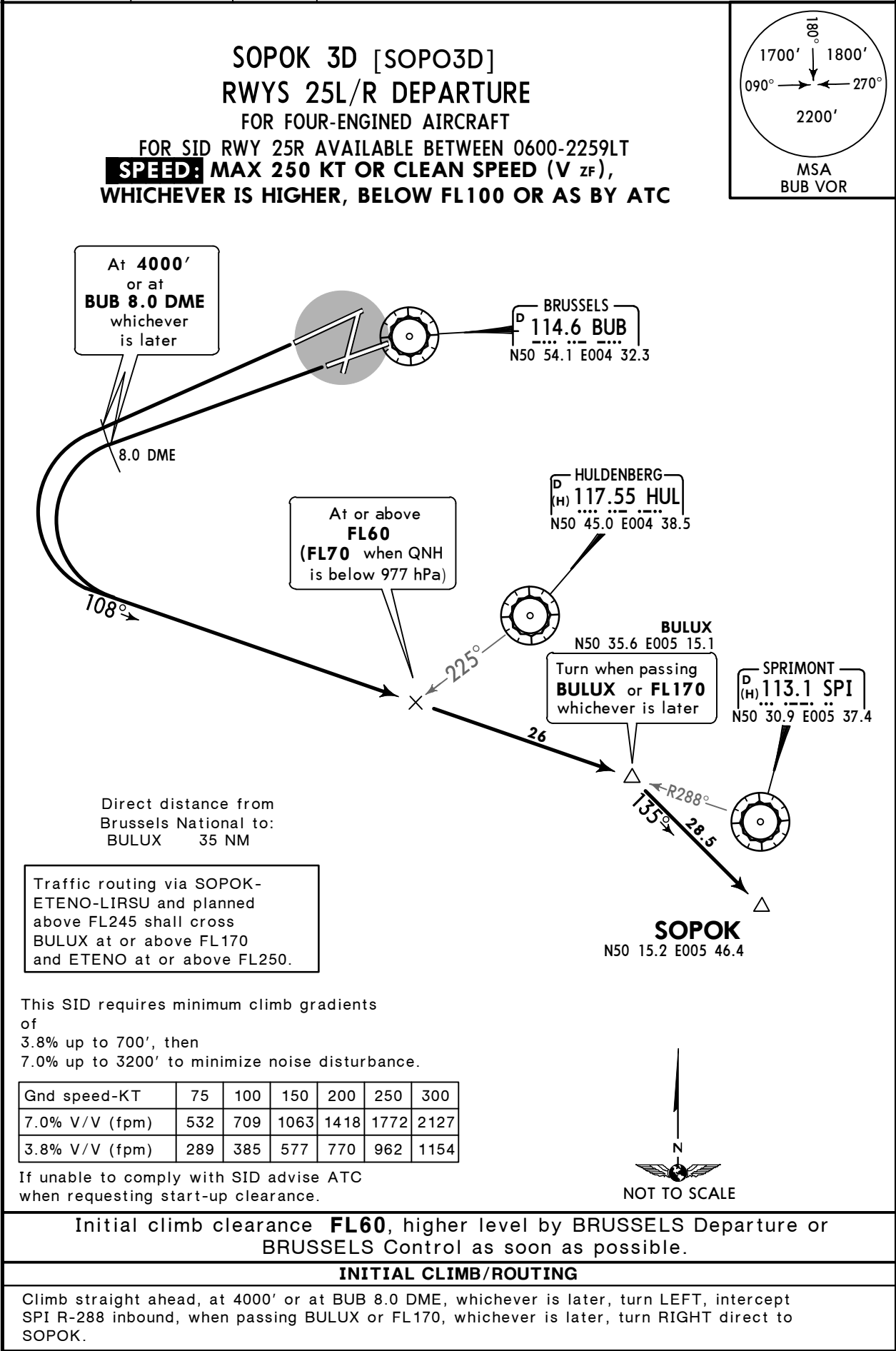


EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 (10-3T5) Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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.
------------------------------------	-------------------------------------	------------------	---



EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 10-3T6 Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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 ad- herence within the limits of aircraft performance is man- datory, except when being RADAR vectored.
------------------------------------	-------------------------------------	------------------	---

SOPOK 7C [SOPO7C]

RWYS 25L/R DEPARTURE

TO BE USED BY SINGLE, TWO- AND THREE-ENGINE AIRCRAFT
FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT

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

180°
1700' 1800'
090° 270°
2200'
MSA
BUB VOR

N
NOT TO SCALE

At 1700'

BRUSSELS
D 114.6 BUB
N50 54.1 E004 32.3

HULDENBERG
D (H) 117.55 HUL
N50 45.0 E004 38.5
At or above
FL60
(FL70 when QNH
is below 977 hPa)

BULUX
N50 35.6 E005 15.1
Turn when passing
BULUX or **FL170**
whichever is later

SPRIMONT
D (H) 113.1 SPI
N50 30.9 E005 37.4

108°

135°

28.5
B-RNAV

SOPOK
N50 15.2 E005 46.4

Direct distance from
Brussels National to:
HUL 11 NM

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

This SID requires minimum climb gradients
of
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.

May be used by four-engine aircraft noise
certificated according to ICAO Annex 16,
Chapter 3/FAR part 36 Stage 3 and those
performances permit to adhere to the SIDs.

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

INITIAL CLIMB/ROUTING

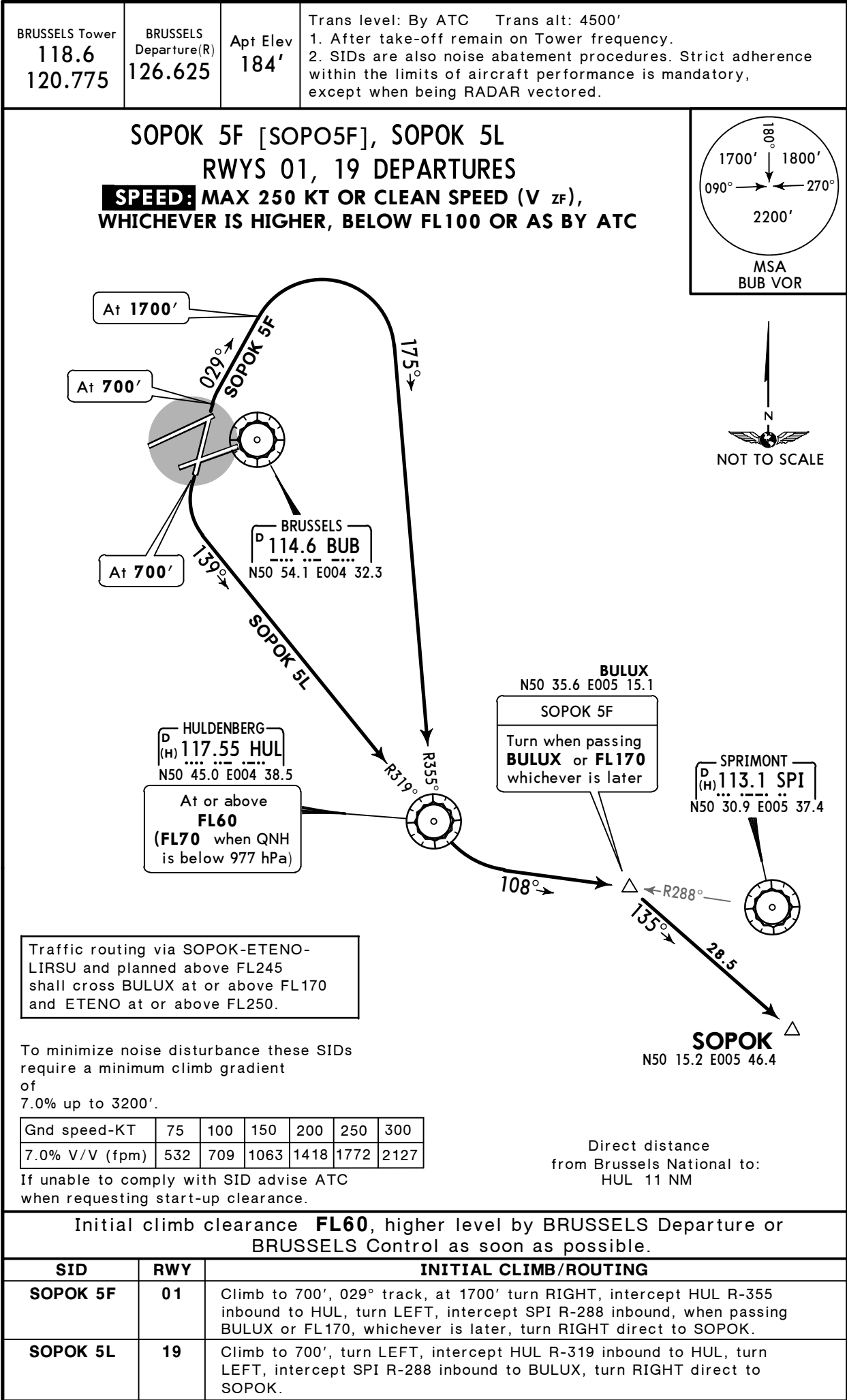
Climb to 1700', turn LEFT to HUL, intercept SPI R-288 inbound, when passing BULUX or FL170,
whichever is later, turn RIGHT direct to SOPOK.

CHANGES: SID SOPOK 6C renumbered & revised; SOPOK 2Q withdrawn; chart reindexed. © JEPPESEN, 2015. ALL RIGHTS RESERVED.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3T7 Eff 2 Apr

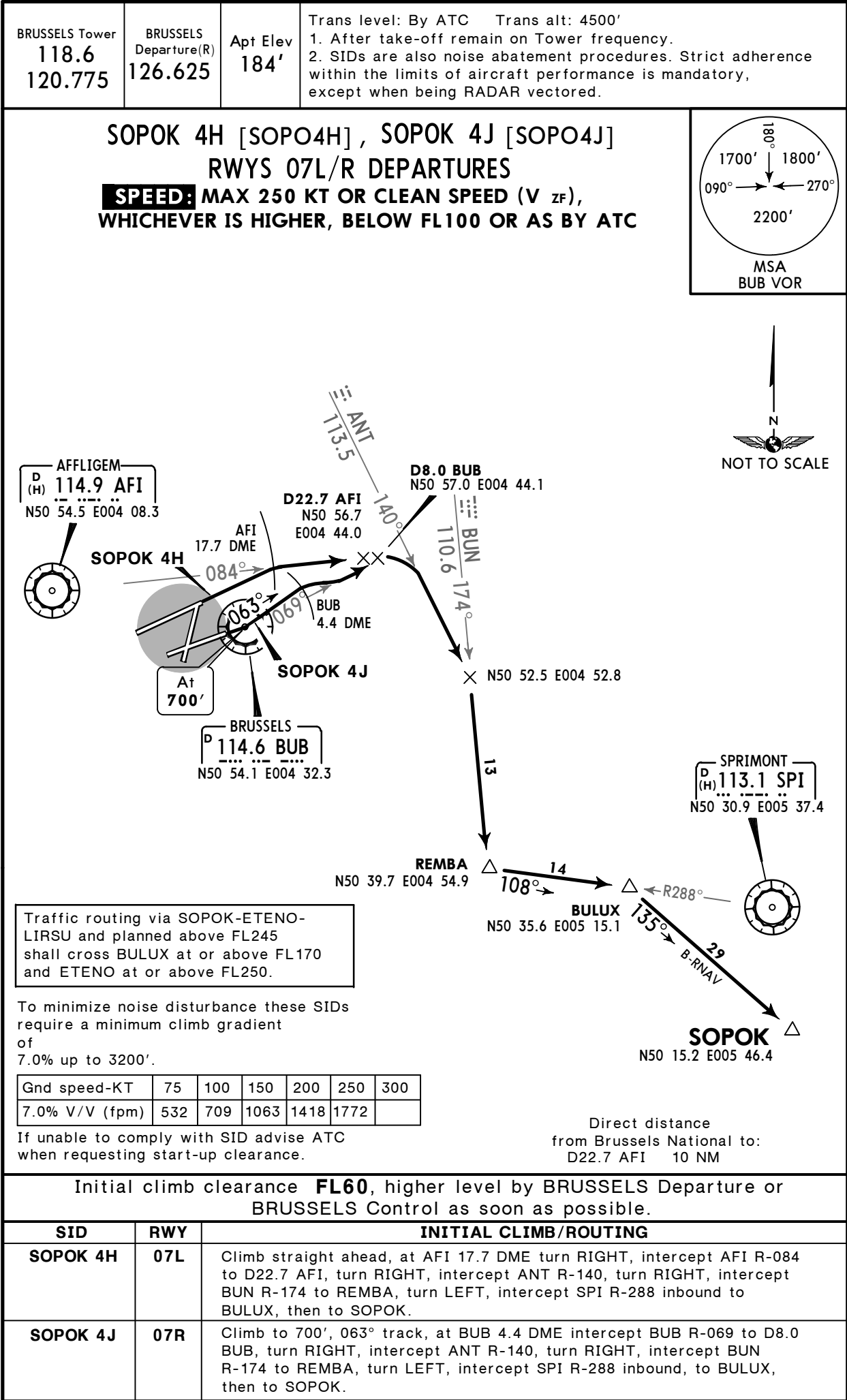
BRUSSELS, BELGIUM
SID



EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 (10-3T8) Eff 2 Apr

BRUSSELS, BELGIUM
SID



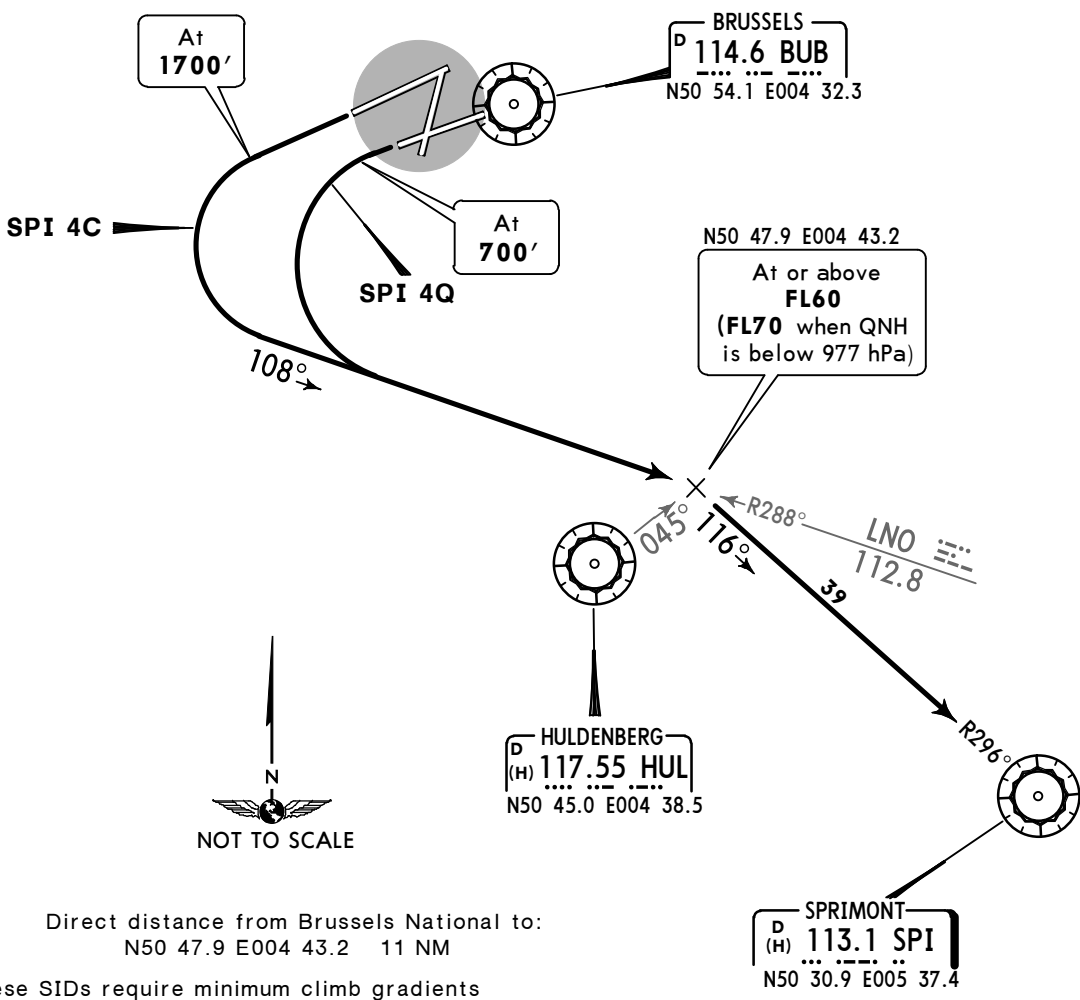
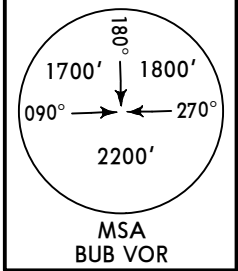
EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 10-3V Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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 4C, SPI 4Q
RWYS 25R/L DEPARTURES
TO BE USED BY SINGLE, TWO- AND THREE-ENGINE AIRCRAFT
**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

These SIDs require minimum climb gradients
of
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.

May be used by four-engine aircraft noise
certificated according to ICAO Annex 16,
Chapter 3/FAR part 36 Stage 3 and those
performances permit to adhere to the SIDs.

Initial climb clearance FL60 , higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible.		
SID	RWY	INITIAL CLIMB/ROUTING
SPI 4C ①	25R	Climb to 1700', turn LEFT, intercept LNO R-288 inbound, intercept SPI R-296 inbound to SPI.
SPI 4Q	25L	Climb to 700', turn LEFT, intercept LNO R-288 inbound, intercept SPI R-296 inbound to SPI.
① Available between 0600-2259LT.		

EBBR/BRU
BRUSSELS NATIONAL

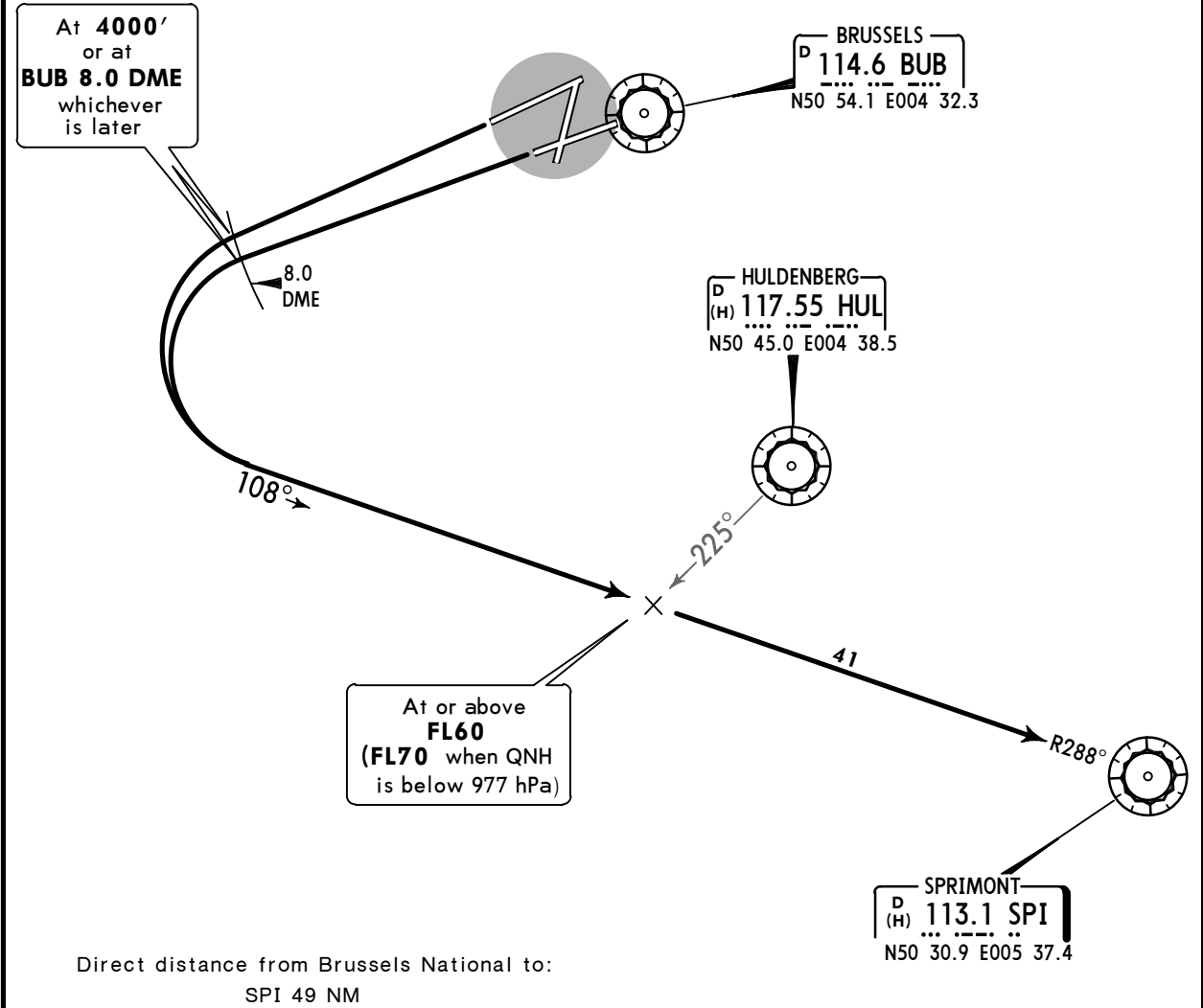
JEPPESSEN
27 MAR 15 (10-3V1) Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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 25L/R DEPARTURE
FOR FOUR-ENGINE AIRCRAFT
FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT
SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC

1700' 1800'
090° 270°
2200'
MSA
BUB VOR



This SID requires minimum climb gradients of
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.

NOT TO SCALE

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

INITIAL CLIMB/ROUTING

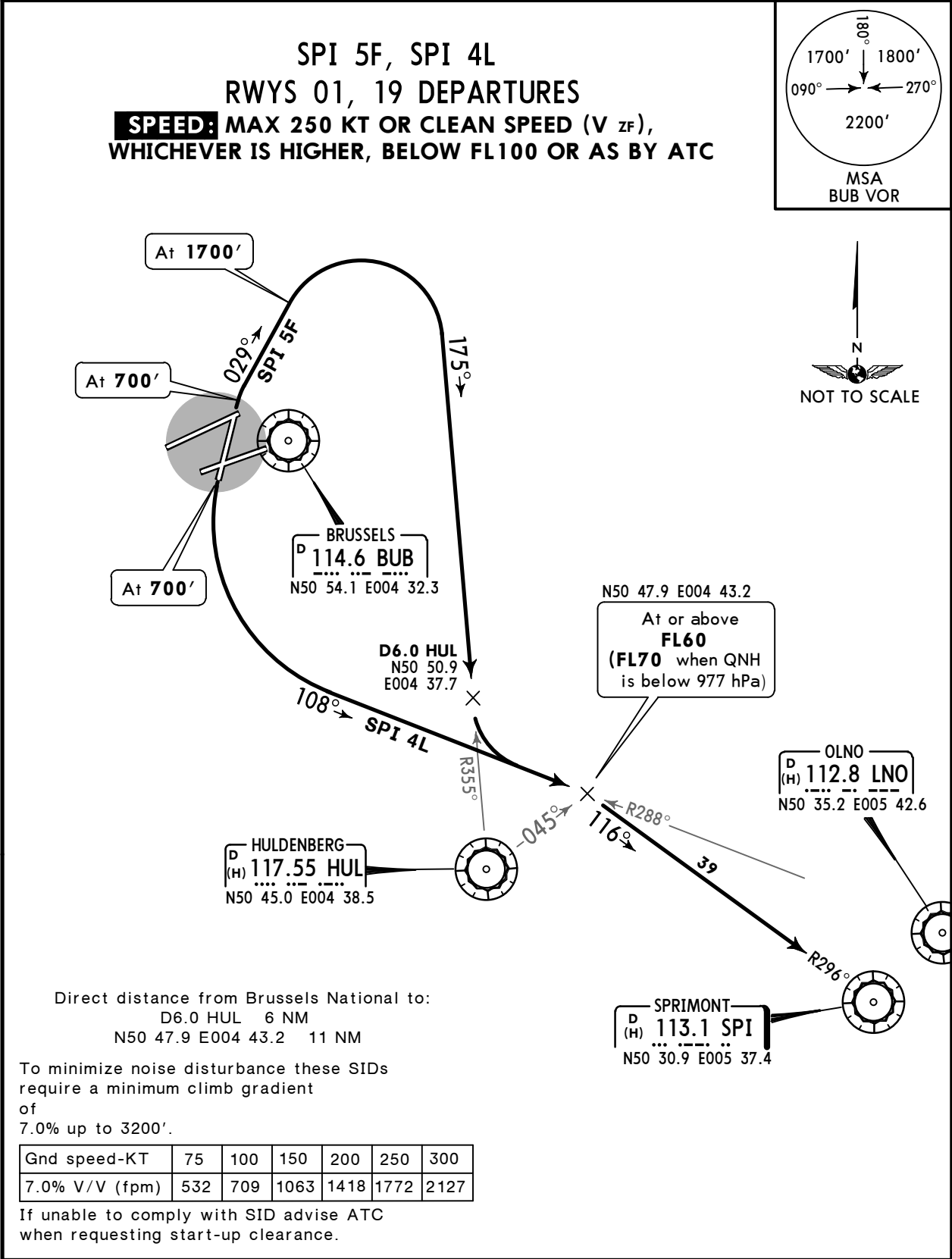
Climb straight ahead, at 4000' or at BUB 8.0 DME, whichever is later, turn LEFT, intercept SPI R-288 inbound to SPI.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3V2 Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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.
------------------------------------	-------------------------------------	------------------	--



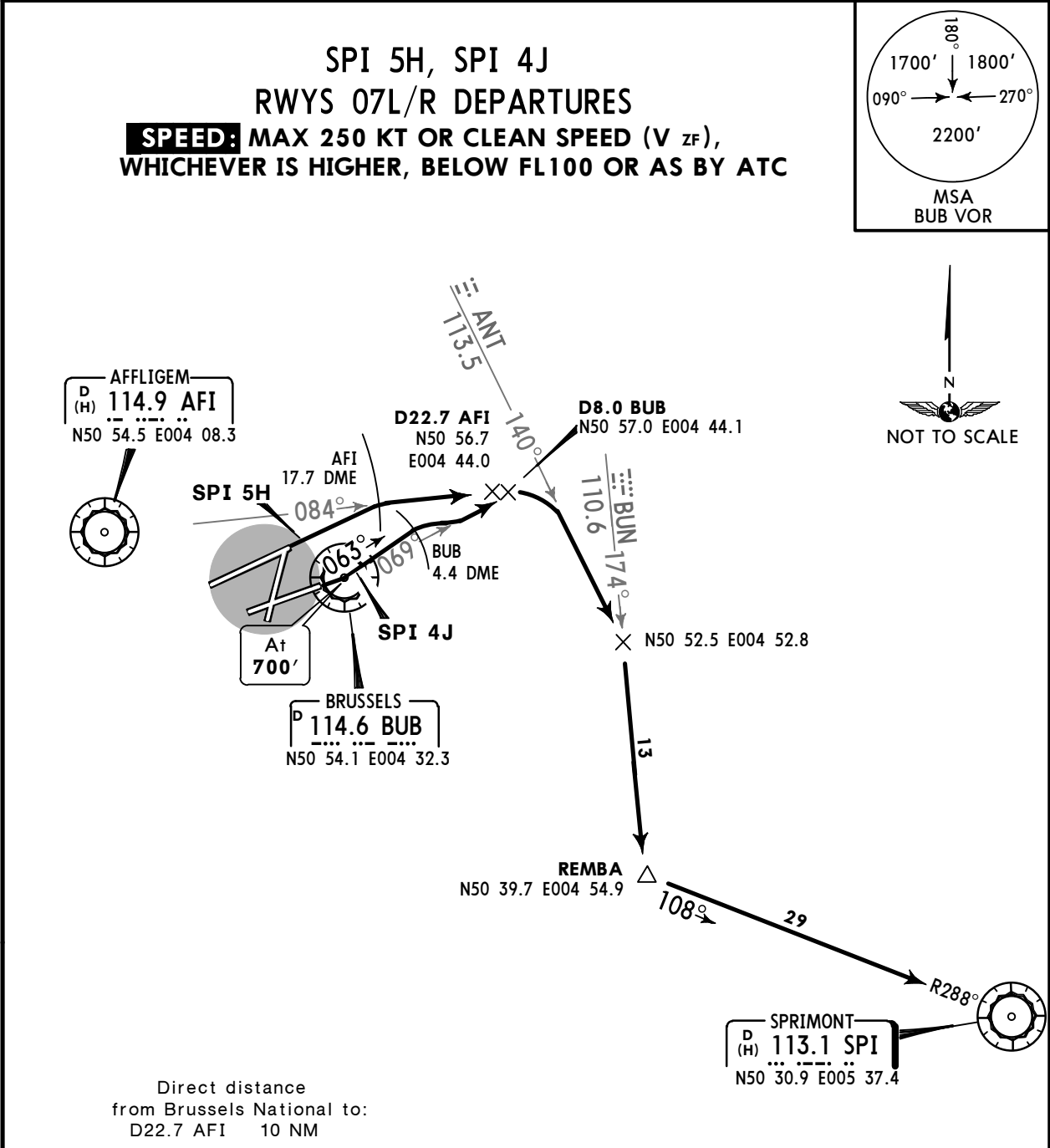
Initial climb clearance FL60 , higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible.		
SID	RWY	INITIAL CLIMB/ROUTING
SPI 5F	01	Climb to 700', 029° track, at 1700' turn RIGHT, intercept HUL R-355 inbound to D6.0 HUL, turn LEFT, intercept LNO R-288 inbound, turn RIGHT, intercept SPI 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.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3V3 Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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.
------------------------------------	-------------------------------------	------------------	--



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, turn RIGHT, 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, turn RIGHT, intercept BUN R-174 to REMBA, turn LEFT, intercept SPI R-288 inbound to SPI.

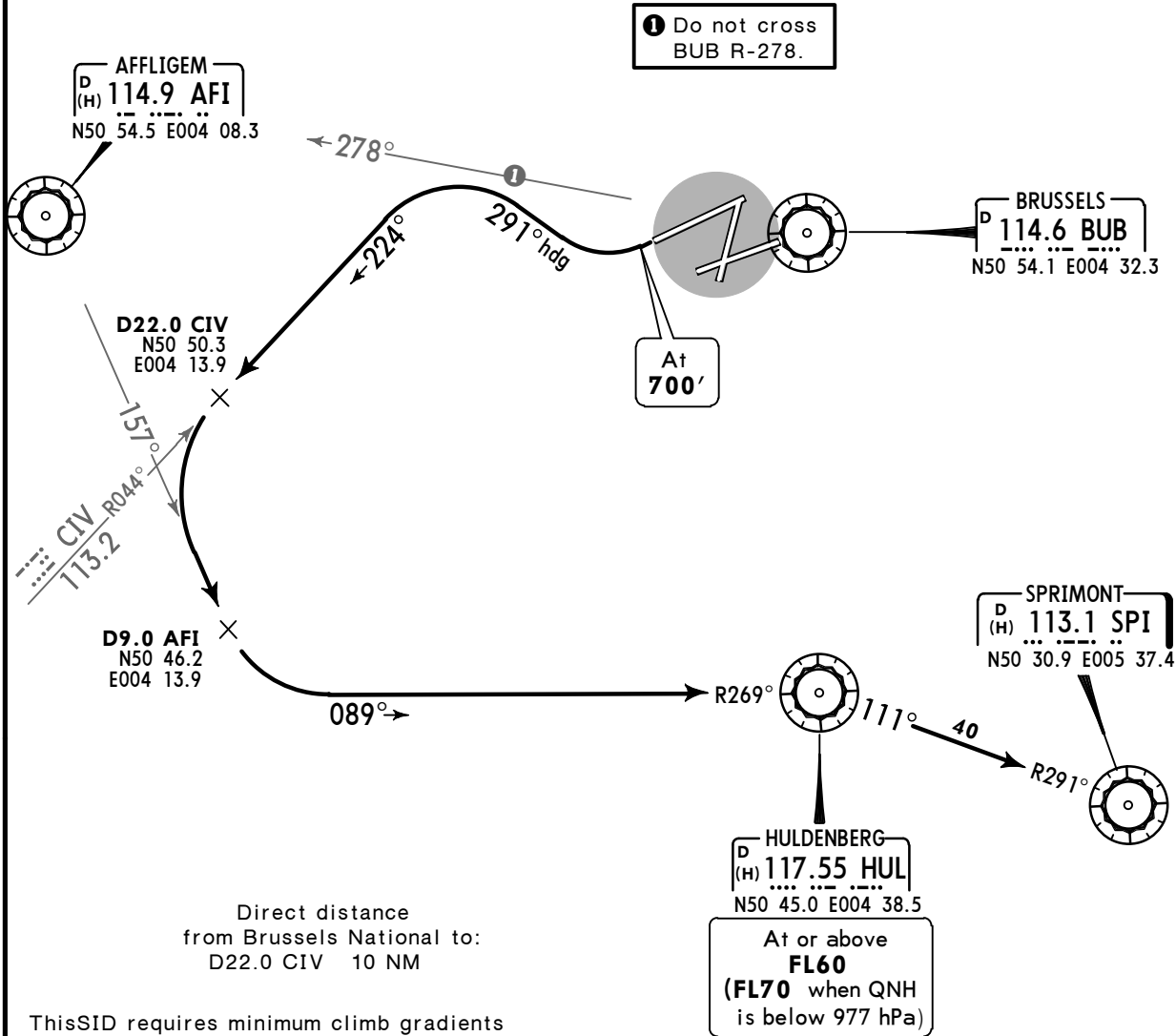
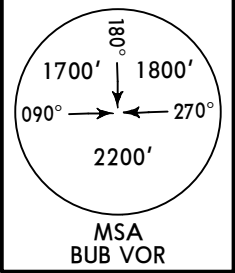
EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 10-3V4 Eff 2 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



ThisSID requires minimum climb gradients of
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.

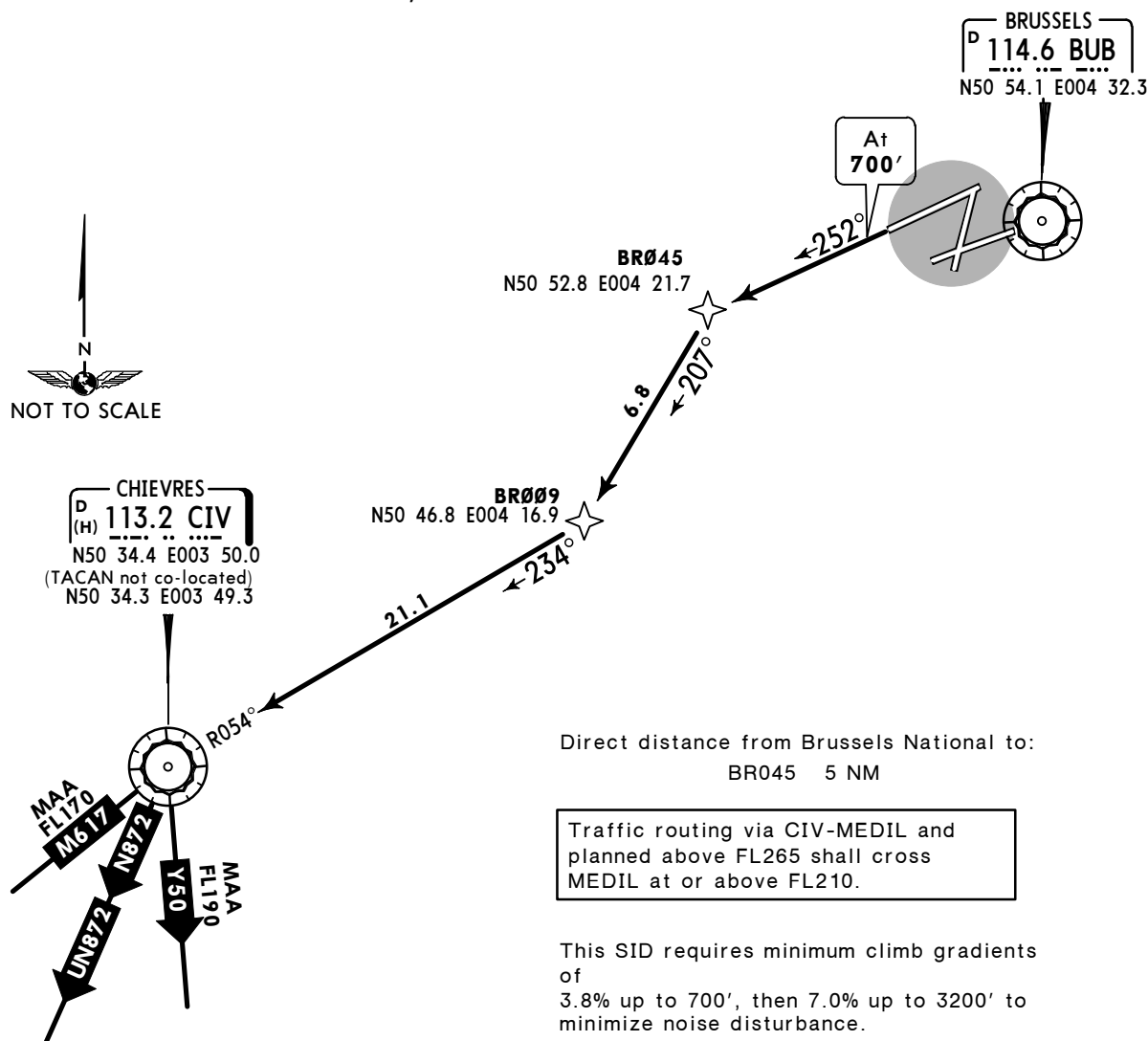
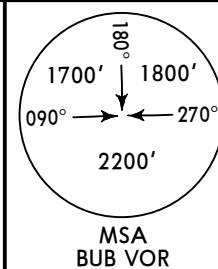
INITIAL CLIMB/ROUTING

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.

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.

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



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

This SID requires minimum climb gradients of 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

ROUTING

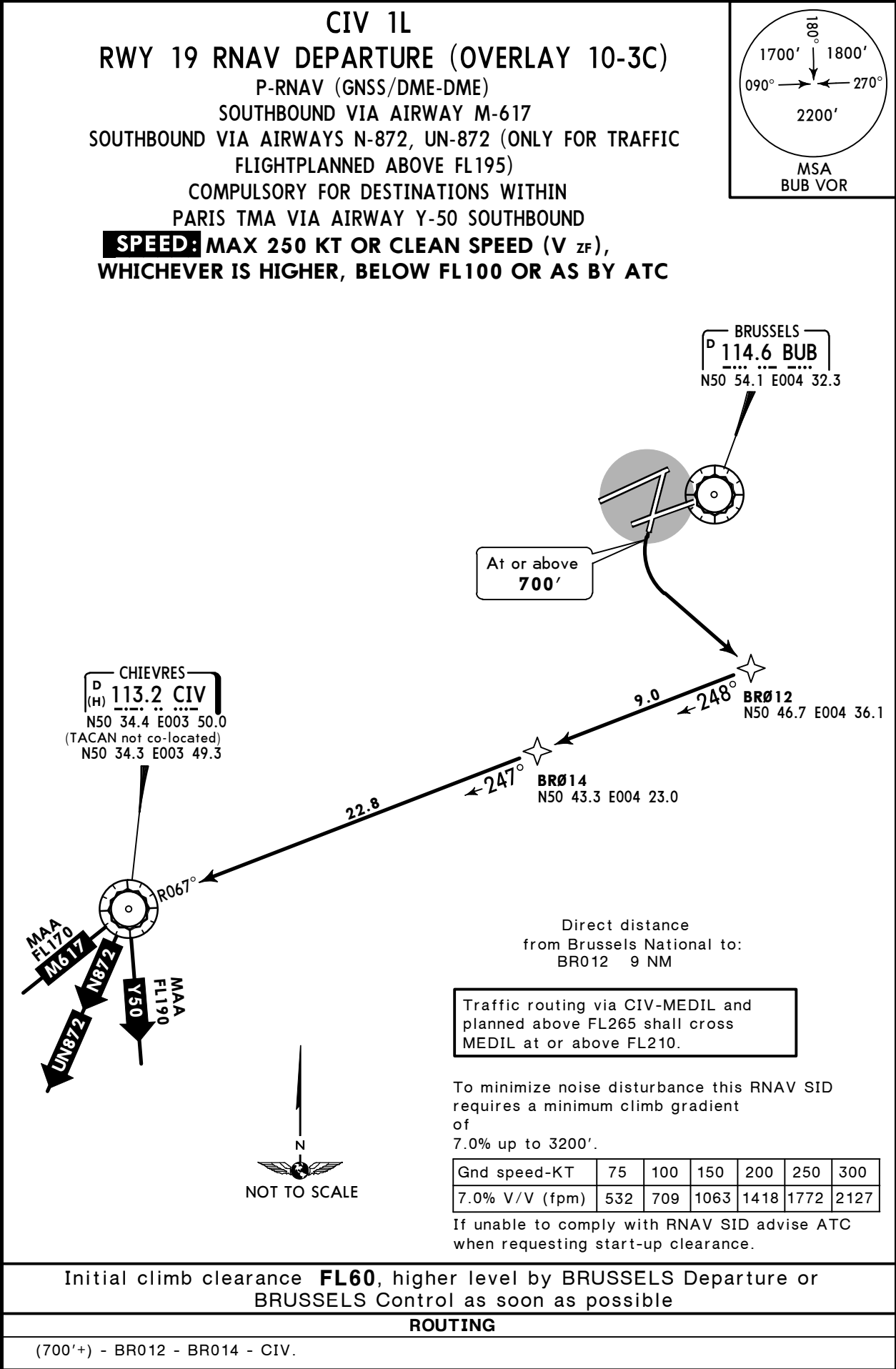
(700') - BR045 - BR009 - CIV.

EBBR/BRU
BRUSSELS NATIONAL

21 AUG 15 **10-3V6**

BRUSSELS, BELGIUM
RNAV SID (OVERLAY)

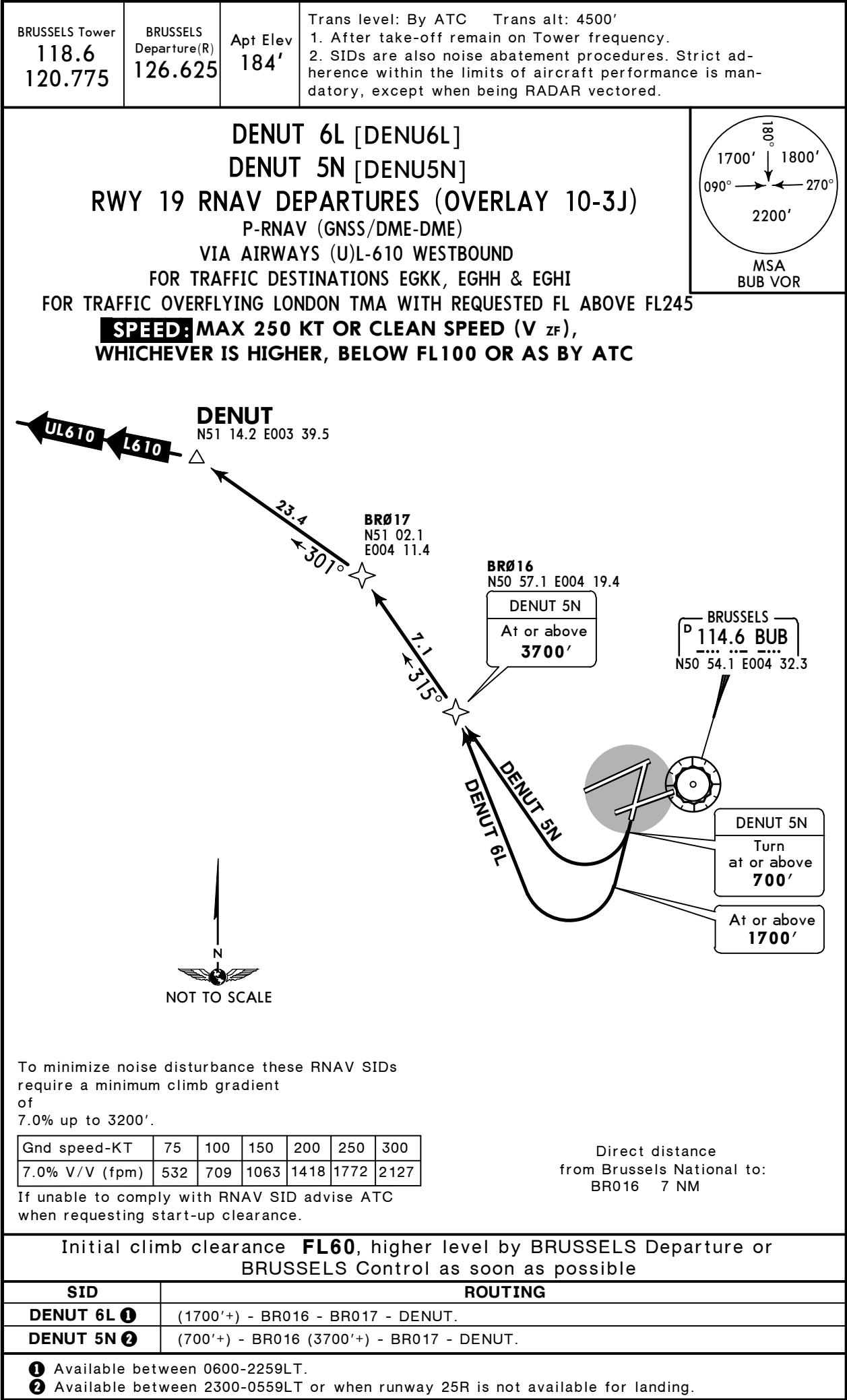
BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	Apt Elev 184'	Trans level: By ATC Trans alt: 4500' 1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
--	--	-------------------------	--



EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3V7 Eff 2 Apr

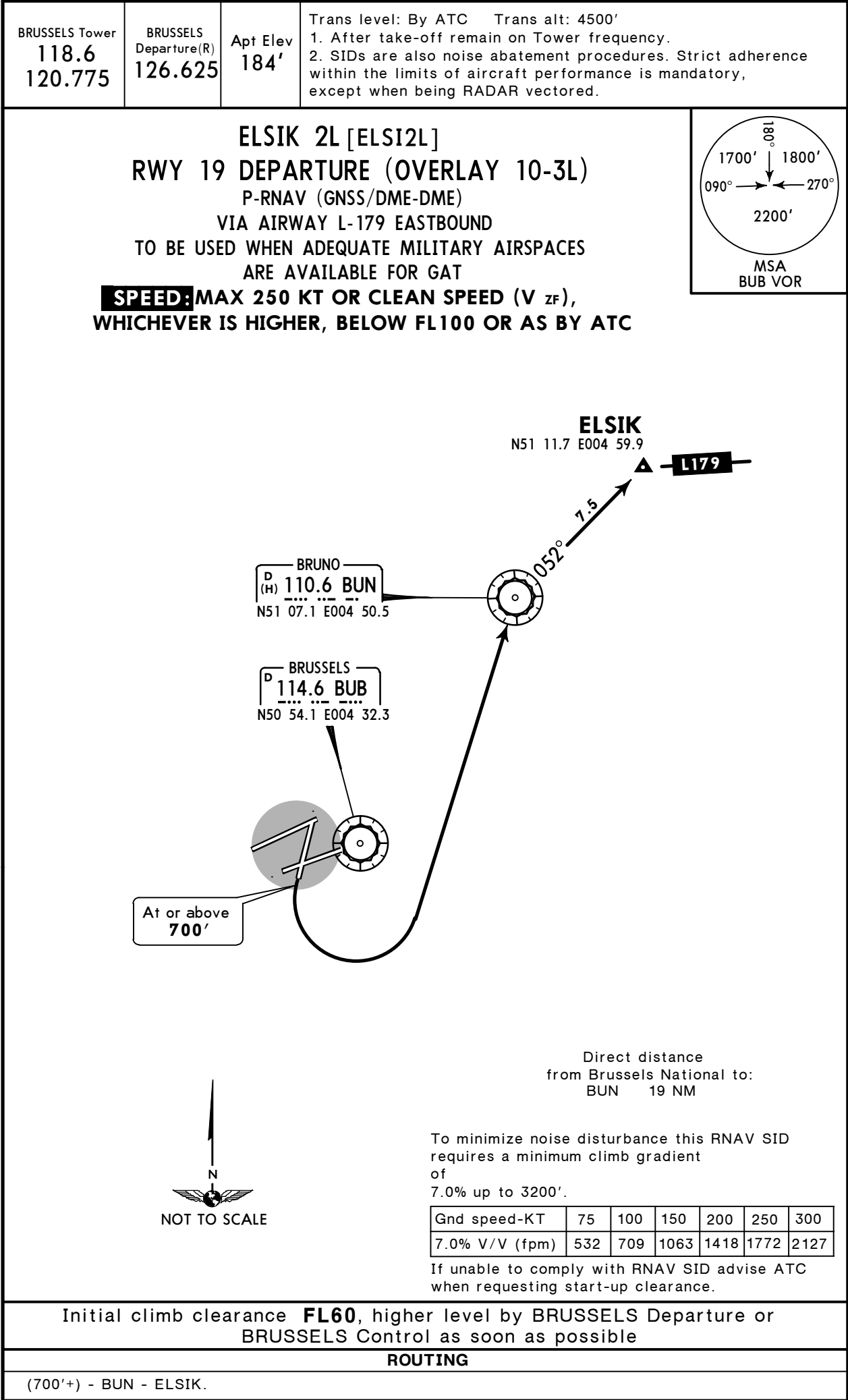
BRUSSELS, BELGIUM
RNAV SID (OVERLAY)



EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 10-3V8 Eff 2 Apr

BRUSSELS, BELGIUM
RNAV SID (OVERLAY)



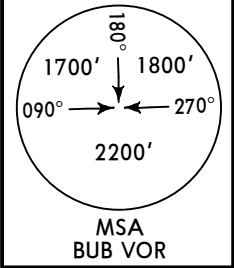
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3W Eff 2 Apr

BRUSSELS, BELGIUM
RNAV SID (OVERLAY)

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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 10-3N)
P-RNAV (GNSS/DME-DME)
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



For traffic with destination EHAM:
route HELEN - HSD.
For traffic inbound London TMA except
destinations EGKK, EGHH & EGHI & for
traffic overflying London TMA with re-
quested 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.

HELEN
N51 14.1 E003 52.2



17.0

BR017
N51 02.1 E004 11.4



7.1

BR016
N50 57.1 E004 19.4

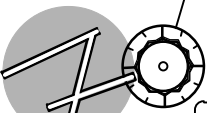
315°

HELEN 4N
At or above
3700'

BRUSSELS
114.6 BUB
N50 54.1 E004 32.3

Direct distance
from Brussels National to:
BR016 7 NM

HELEN 5L
HELEN 4N



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.	

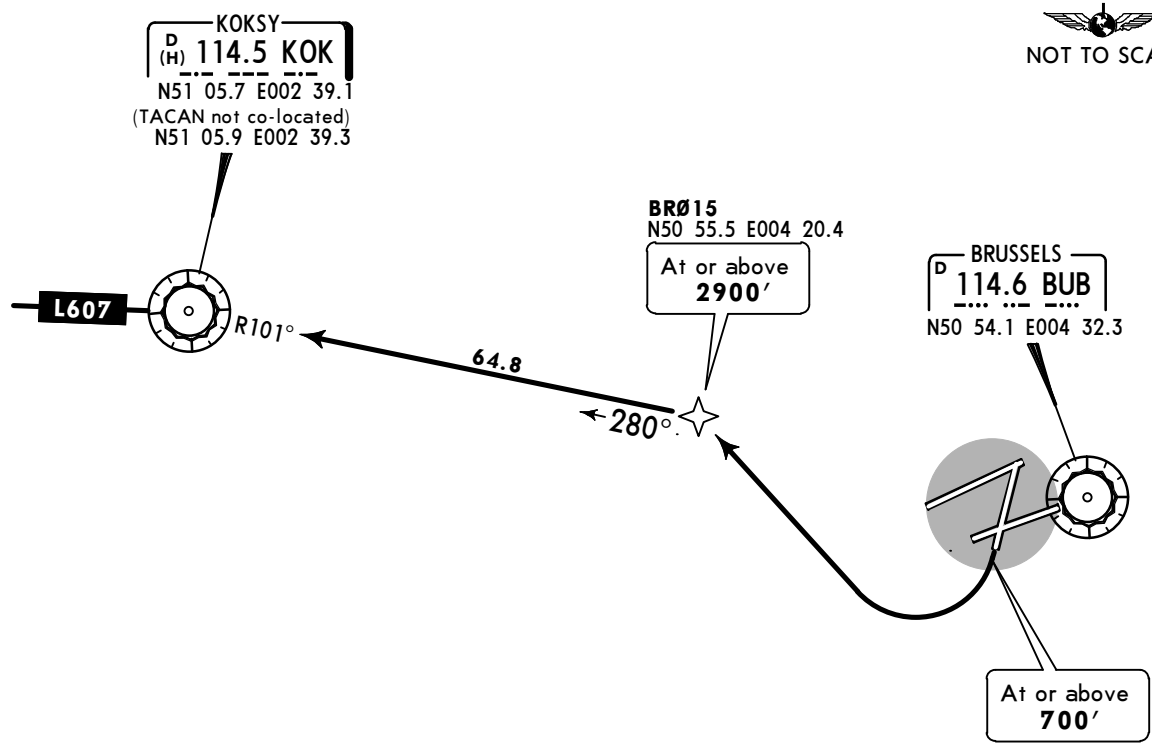
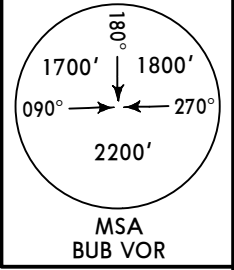
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3X Eff 2 Apr

BRUSSELS, BELGIUM
RNAV SID (OVERLAY)

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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 10-3N2)
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**



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.

Direct distance
from Brussels National to:
BRØ15 6 NM

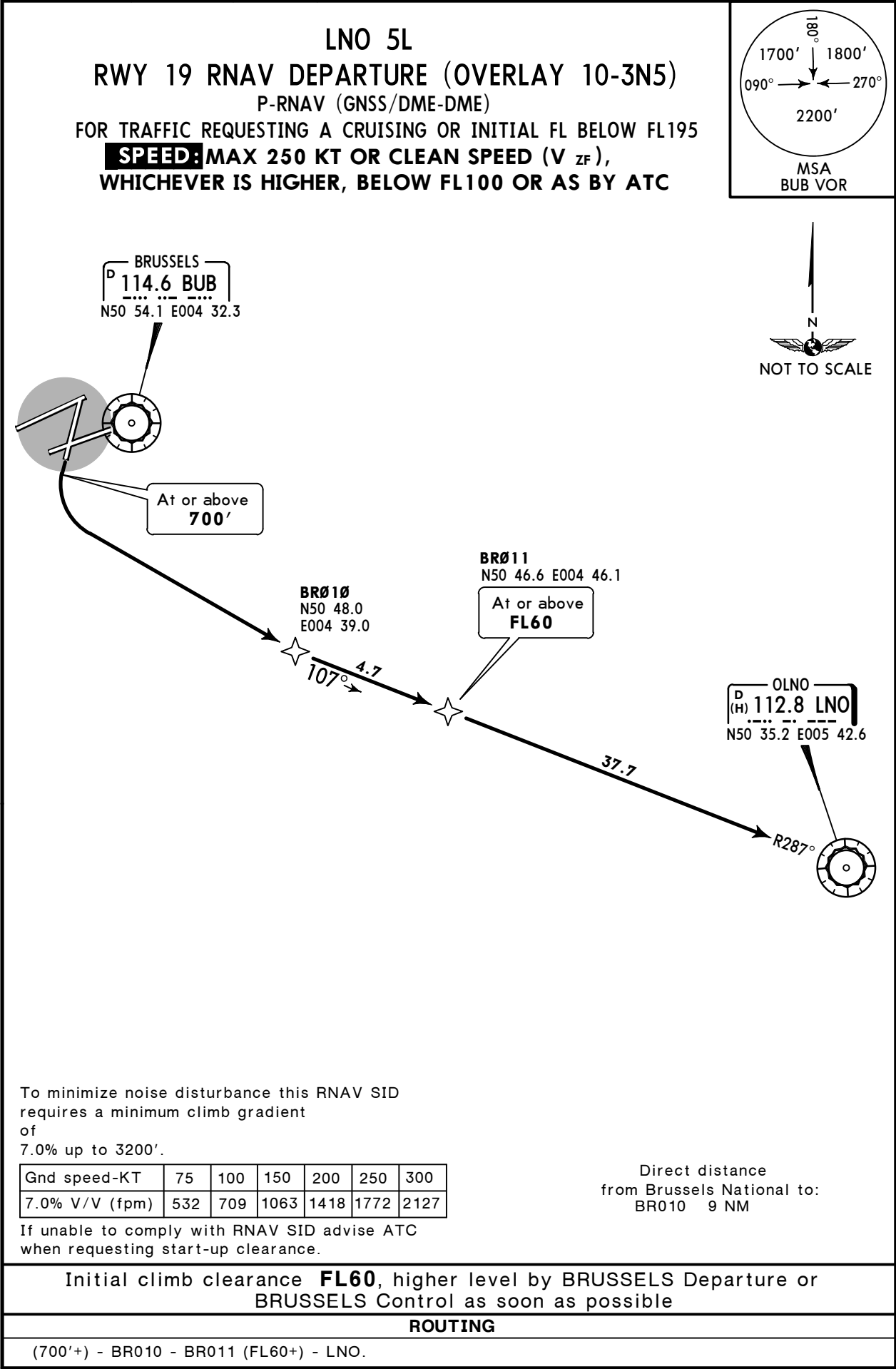
Initial climb clearance FL60 , higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible
ROUTING
(700'+) - BRØ15 (2900+) - KOK.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 10-3X1 Eff 2 Apr

BRUSSELS, BELGIUM
RNAV SID (OVERLAY)

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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.
------------------------------------	-------------------------------------	------------------	--



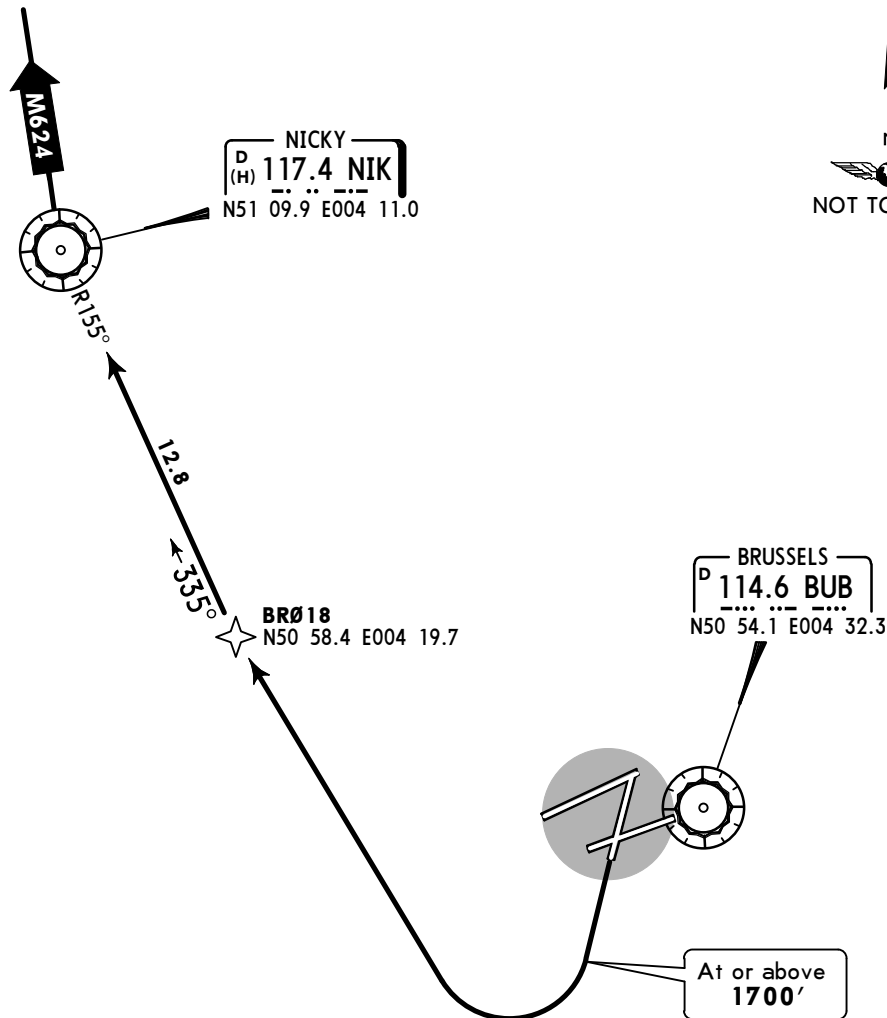
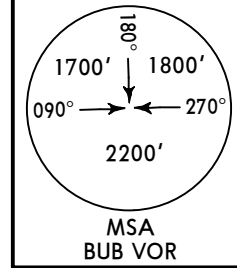
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3X2 Eff 2 Apr

BRUSSELS, BELGIUM
RNAV SID (OVERLAY)

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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 10-3Q1)
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.

Direct distance
from Brussels National to:
BR018 7 NM

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

ROUTING

(1700'+) - BR018 - NIK.

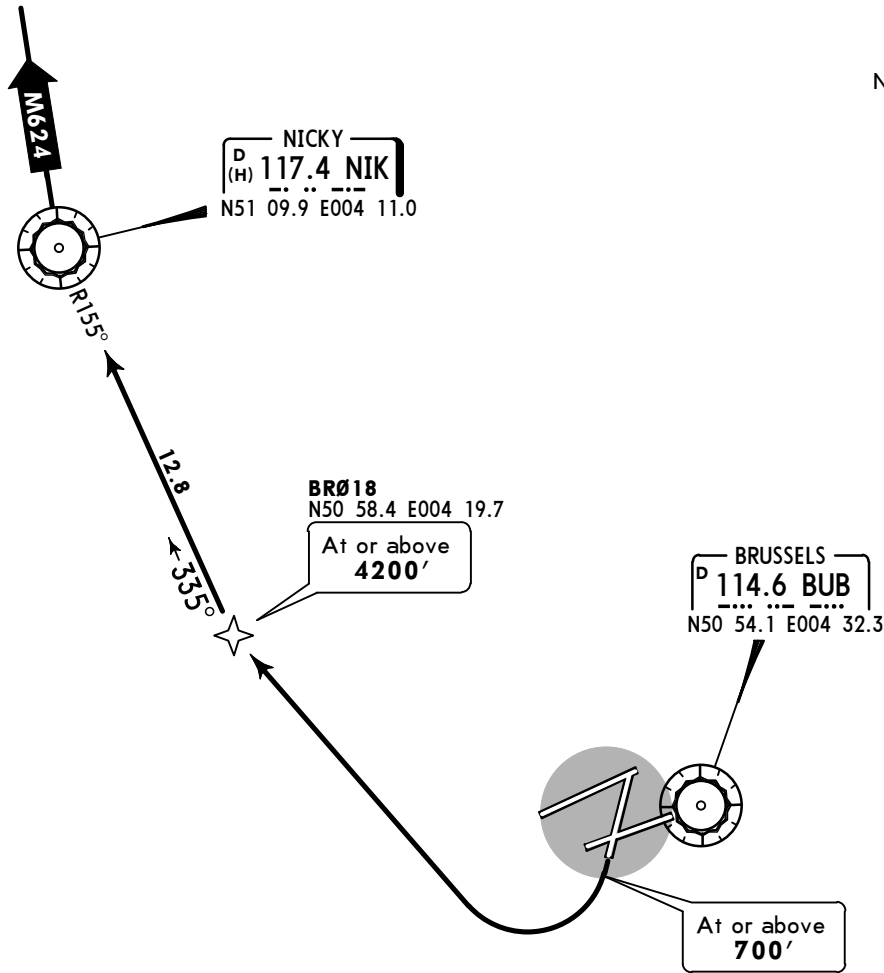
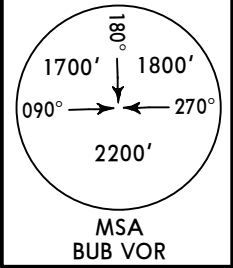
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3X3 Eff 2 Apr

BRUSSELS, BELGIUM
RNAV SID (OVERLAY)

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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 10-3Q2)
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.

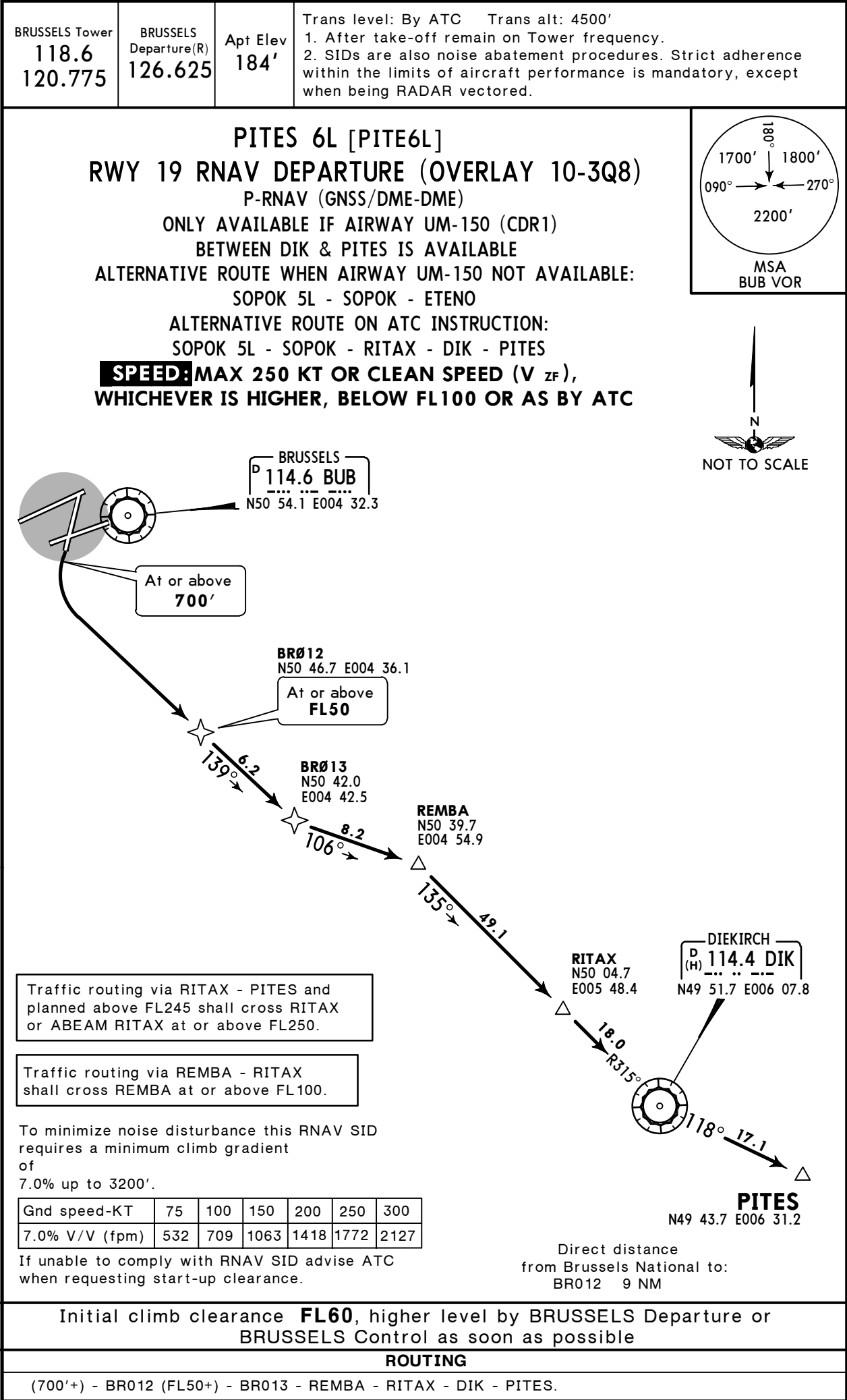
Direct distance
from Brussels National to:
BRØ18 7 NM

Initial climb clearance FL60 , higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible
ROUTING
(700'+) - BRØ18 (4200'+) - NIK.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
27 MAR 15 10-3X4 Eff 2 Apr

BRUSSELS, BELGIUM
RNAV SID (OVERLAY)



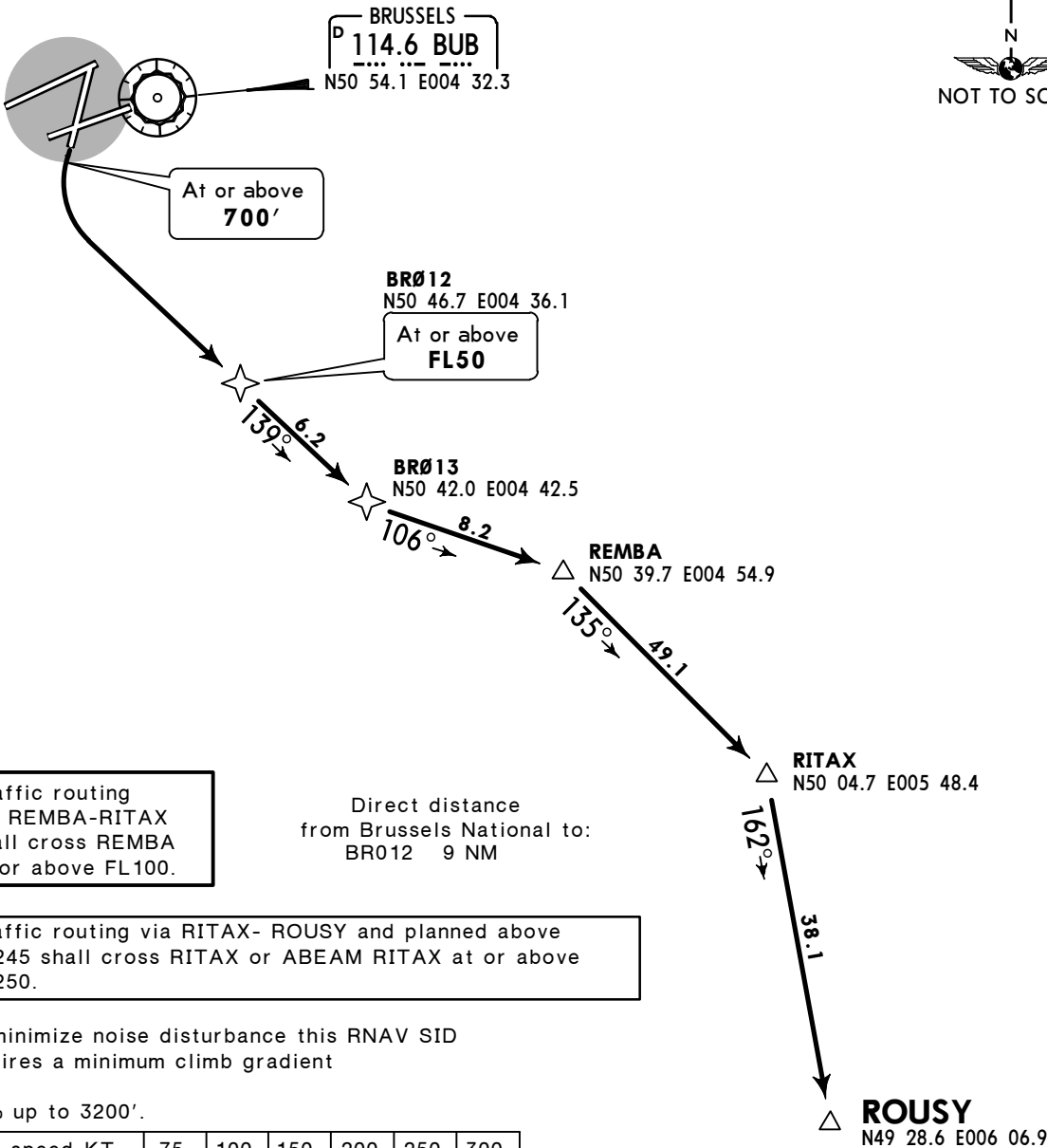
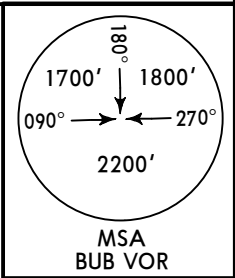
EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 (10-3X5) Eff 2 Apr

BRUSSELS, BELGIUM
RNAV SID (OVERLAY)

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	Apt Elev 184'	Trans level: By ATC Trans alt: 4500' 1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
------------------------------------	-------------------------------------	------------------	--

ROUSY 6L [ROUS6L]
RWY 19 RNAV DEPARTURE (OVERLAY 10-3T3)
P-RNAV (GNSS/DME-DME)
ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 5L - SOPOK - RITAX - ROUSY
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**

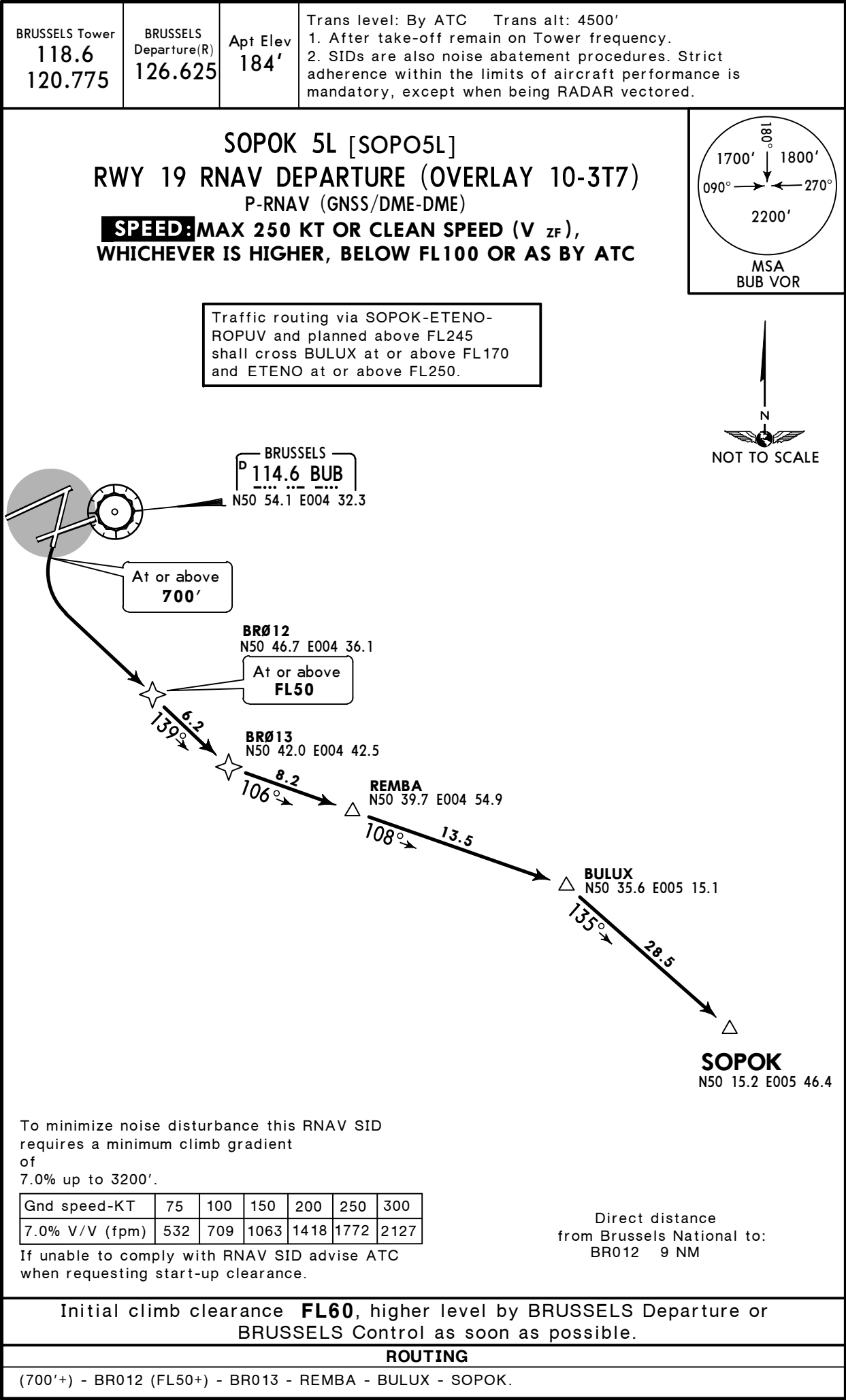


Initial climb clearance FL60 , higher level by BRUSSELS Departure or BRUSSELS Control as soon as possible
ROUTING
(700'+) - BR012 (FL50+) - BR013 - REMBA - RITAX - ROUSY.

EBBR/BRU
BRUSSELS NATIONAL

JEPPesen
27 MAR 15 10-3X6 Eff 2 Apr

BRUSSELS, BELGIUM
RNAV SID (OVERLAY)



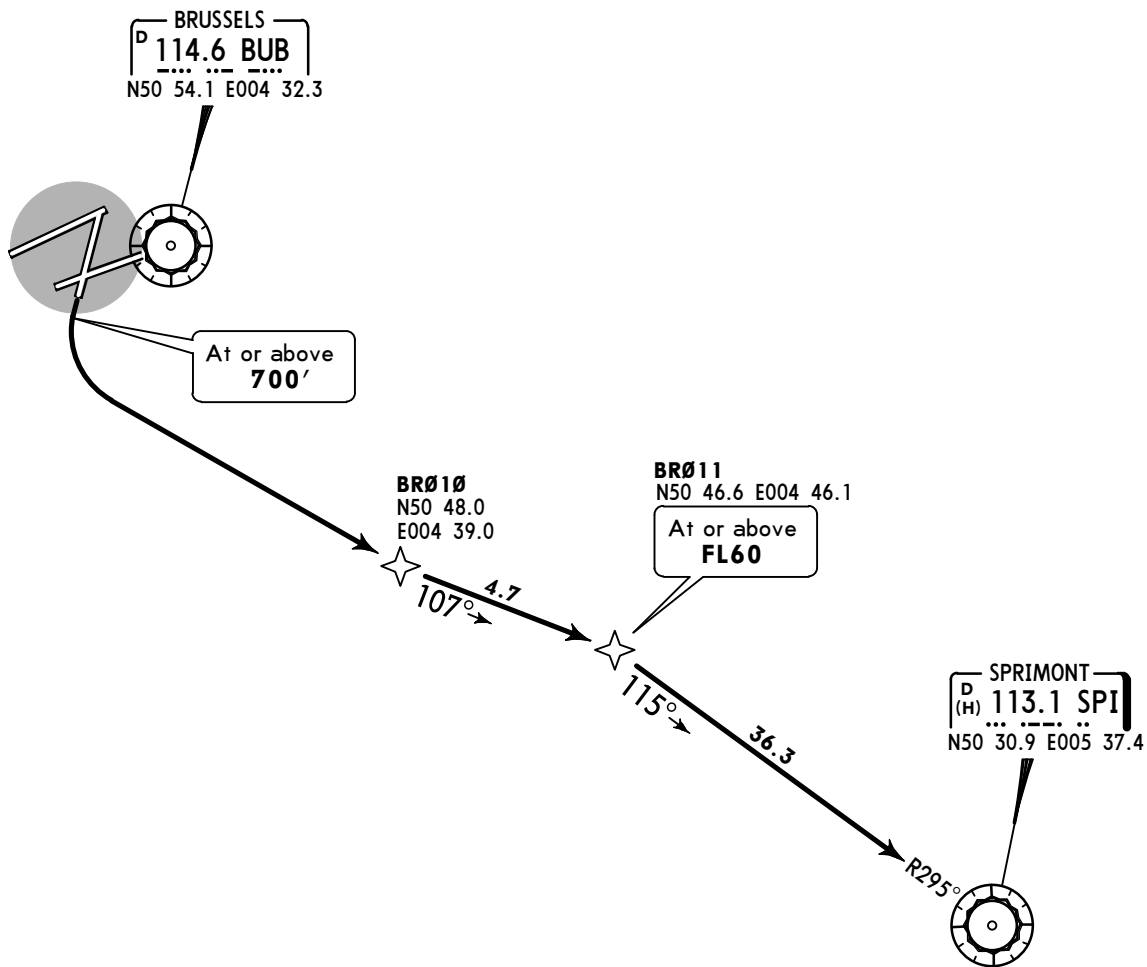
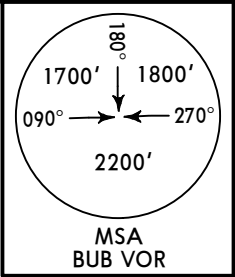
EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
27 MAR 15 10-3X7 Eff 2 Apr

BRUSSELS, BELGIUM
RNAV SID (OVERLAY)

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	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 10-3V2)
P-RNAV (GNSS/DME-DME)
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**

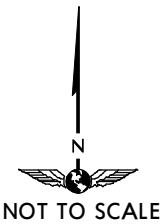


Direct distance
from Brussels National to:
BR010 9 NM

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

© JEPPESEN, 2006, 2015. ALL RIGHTS RESERVED.

EBBR/BRU

 **JEPPesen**
31 JUL 15 **(10-9A)**

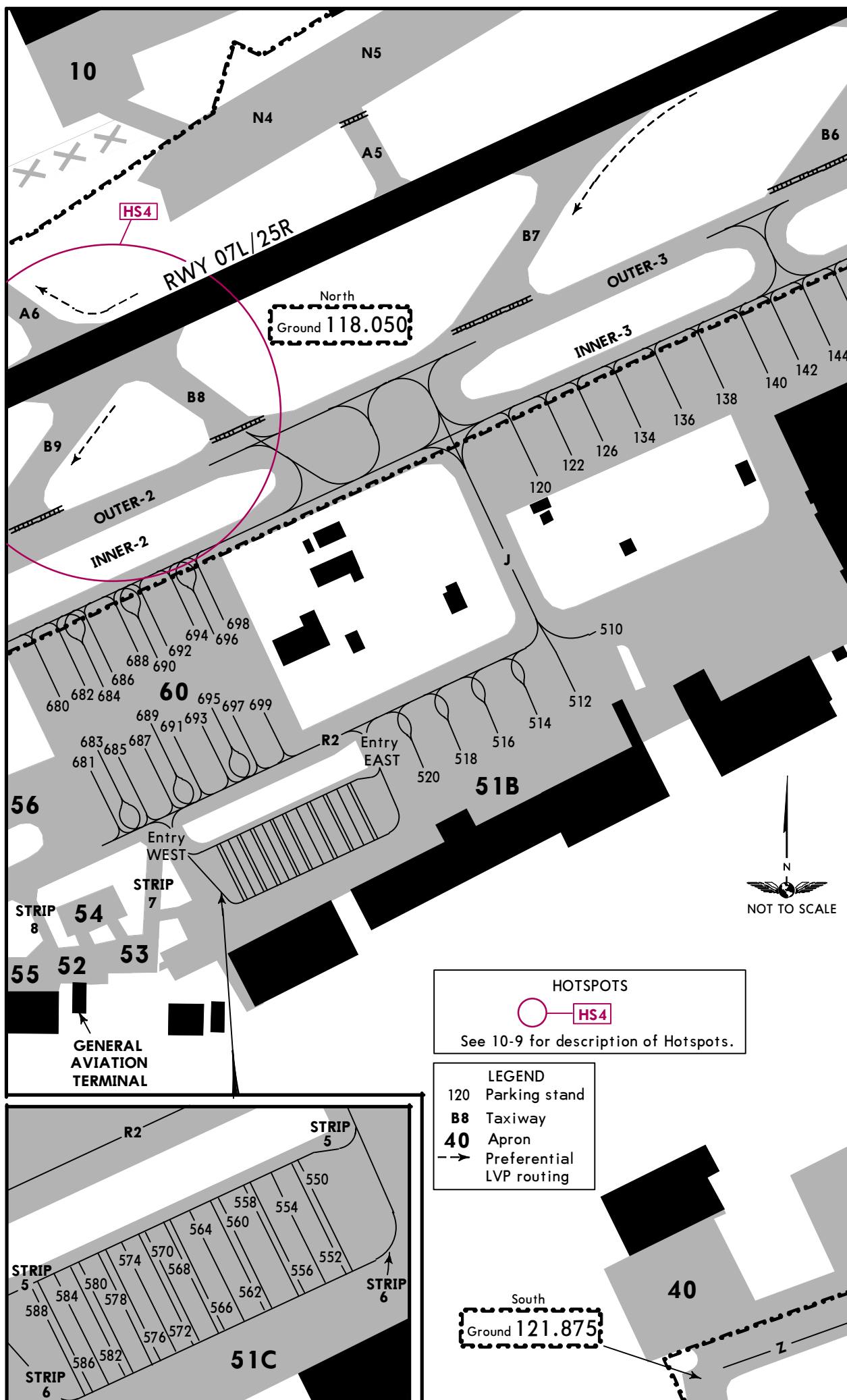
BRUSSELS, BELGIUM
BRUSSELS NATIONAL

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS		TAKE-OFF	WIDTH
RWY					LANDING BEYOND			
					Threshold	Glide Slope		
01	HIRL CL (15m) HIALS-II TDZ PAPI-L (3.0°) ① RVR				9649' 2941m	8541' 2603m	②	164' 50m
19	HIRL CL (15m) HIALS PAPI-L (3.0°) RVR				9078' 2767m	8141' 2481m		
① HST-E5								
② TAKE-OFF RUN AVAILABLE								
RWY 01:				RWY 19:				
From rwy head				9800' (2987m)	From rwy head		9800' (2987m)	
twy C5 int				7628' (2325m)	twy A1 int		9268' (2825m)	
twy E1 int				6808' (2075m)	twy E7 int		8776' (2675m)	
twy E3 int				6654' (2028m)	twy E6 int		7100' (2164m)	
twy E4 int				4111' (1253m)	twy E4/E5 int		5112' (1558m)	
Intersection take-off run available on pilot's acceptance if VIS is 2km or more, pilots unable to accept should advise ATC duly in advance.								
07L	HIRL CL (15m) PAPI-L (3.0°) RVR				11,089' 3380m		④	148' 45m
25R	HIRL CL (15m) HIALS-II TDZ PAPI-R (3.0°) ③ RVR				10,951' 3338m	10,034' 3058m		
③ HST-B6, B7, B9								
④ TAKE-OFF RUN AVAILABLE								
RWY 07L:				RWY 25R:				
From rwy head				11,935' (3638m)	From rwy head		11,935' (3638m)	
twy A6 int				8684' (2647m)	twy A1 int		11,247' (3428m)	
twy B8 int				8537' (2602m)	twy B1 int		10,719' (3267m)	
twy B9 int				8261' (2518m)	twy B3 int		9088' (2770m)	
twy A5 int				7047' (2148m)	twy B5 int		6552' (1997m)	
twy B7 int				6086' (1855m)	twy A3 int		6453' (1967m)	
twy A3 int				5151' (1570m)	twy B6 int		6446' (1965m)	
twy B5 int				4941' (1506m)	twy B7 int		4970' (1515m)	
twy B6 int				4557' (1389m)	twy A5 int		4616' (1407m)	
Intersection take-off run available on pilot's acceptance if VIS is 2km or more, pilots unable to accept should advise ATC duly in advance.								
07R	HIRL CL (15m) PAPI-L (angle 3.0°) RVR				10,135' 3089m		⑥	148' 45m
25L	HIRL CL (15m) HIALS-II TDZ PAPI-L (3.0°) ⑤ RVR					9393' 2863m		
⑤ HST-C2								
⑥ TAKE-OFF RUN AVAILABLE								
RWY 07R:				RWY 25L:				
From Line-up PSN H				9485' (2891m)	From rwy head		10,534' (3211m)	
Line-up PSN 1				8609' (2624m)	twy C1 int		7251' (2210m)	
twy C6 int				7890' (2405m)	twy C2 int		5545' (1690m)	
Line-up PSN 2				7680' (2341m)	twy C3/C4 int		4058' (1237m)	
twy C5 int				7047' (2148m)				
twy C4 int				5879' (1792m)				
twy C3 int				5820' (1774m)				
Intersection take-off run available on pilot's acceptance if VIS is 2km or more, pilots unable to accept should advise ATC duly in advance.								
Standard TAKE-OFF ①								
②								
Approved Operators		LVP must be in force						
HIRL, CL & mult. RVR req		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)		
A								
B	125m	150m	200m	250m	400m	500m		
C								
D	150m	200m	250m	300m				
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.								
② With approved guidance system: 75m.								

EBBR/BRU

JEPPesen
18 DEC 15 10-9B

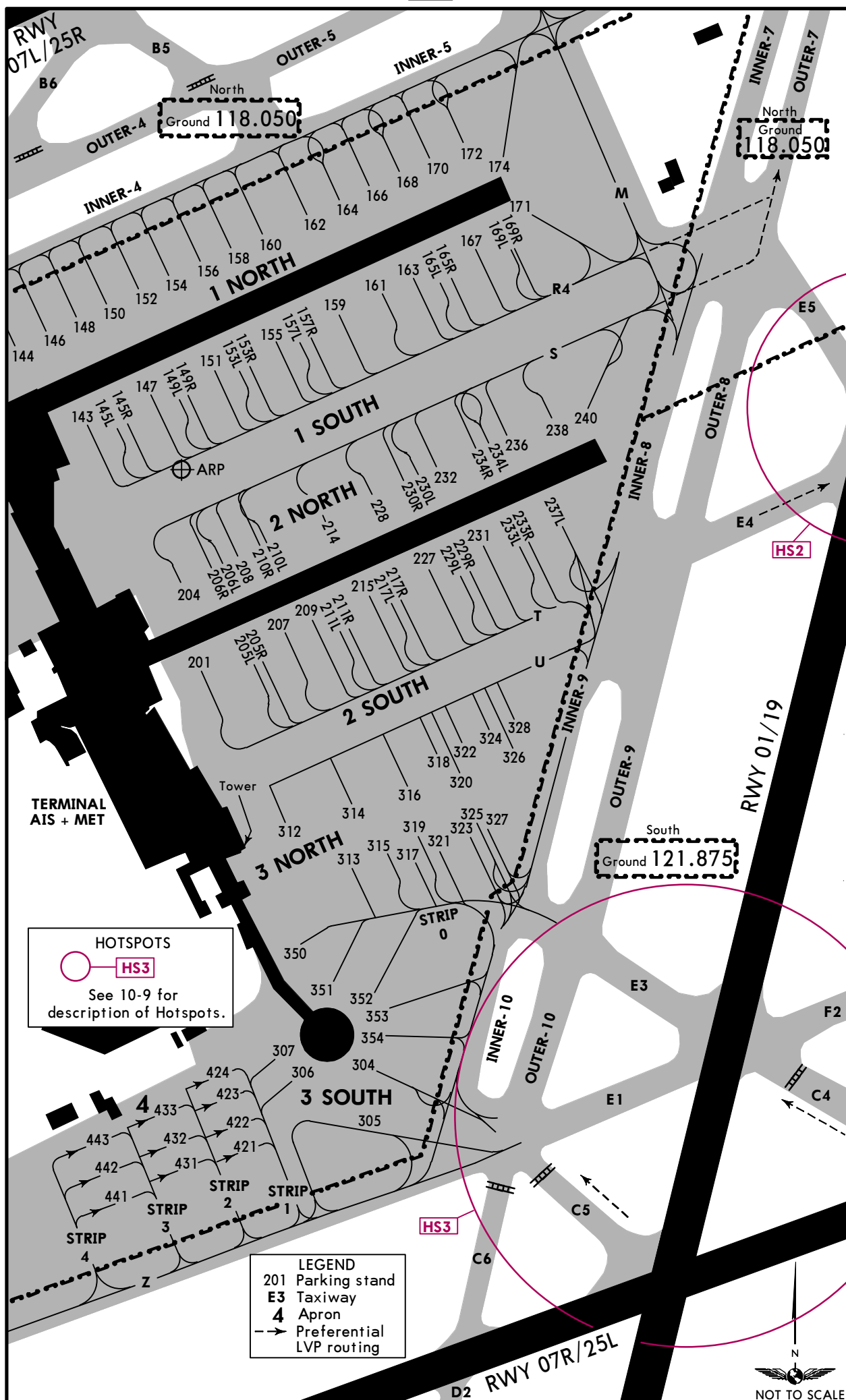
BRUSSELS, BELGIUM
BRUSSELS NATIONAL



EBBR/BRU

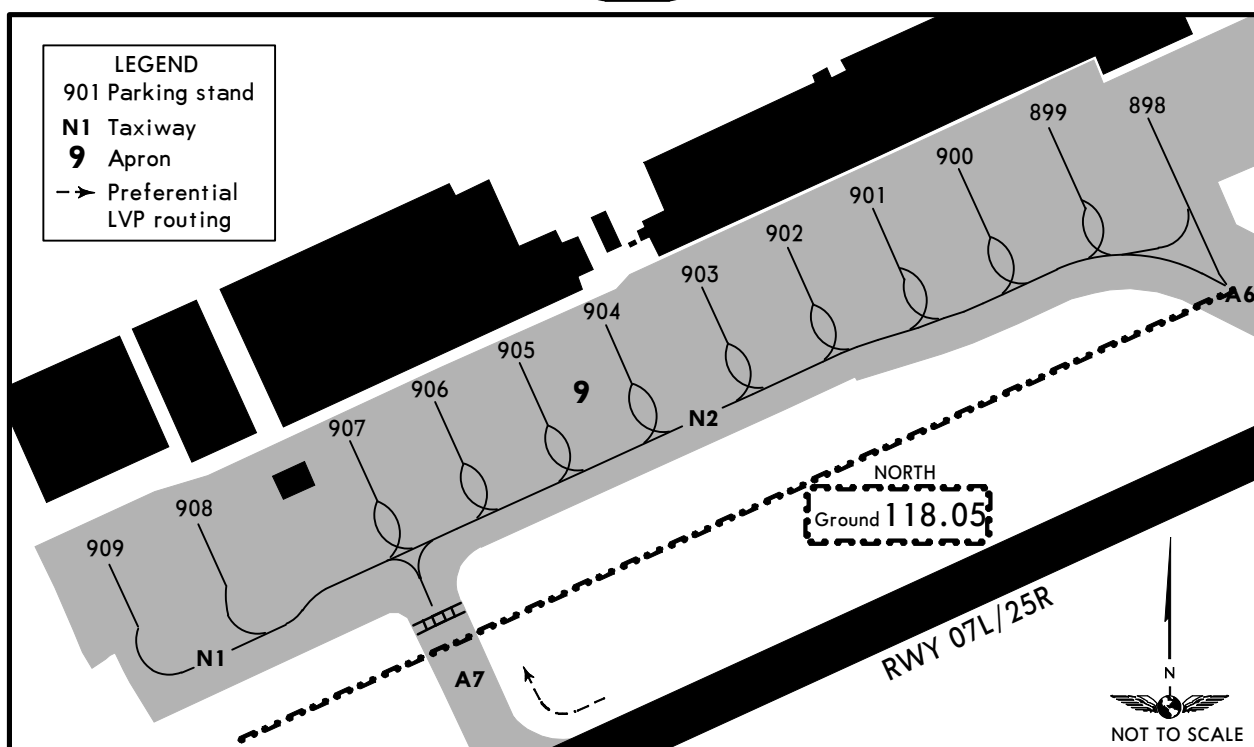
JEPPesen
18 DEC 15 10-9C

BRUSSELS, BELGIUM
BRUSSELS NATIONAL



CHANGES: None.

© JEPPESEN, 2006, 2015. ALL RIGHTS RESERVED.



EBBR/BRU


JEPPesen
18 DEC 15 (10-9E)

BRUSSELS, BELGIUM

BRUSSELS NATIONAL

INS COORDINATES					
STAND No.	COORDINATES		STAND No.	COORDINATES	
120, 122	N50 54.1	E004 28.6	316, 317	N50 53.8	E004 29.4
126, 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 54.0	E004 28.6
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			

EBBR/BRU


JEPPESEN
25 JAN 13 **10-9F**
BRUSSELS, BELGIUM
BRUSSELS NATIONAL

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 flashing:	Gate is ready for docking. Aircraft is not yet detected.
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 succesful.
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.

EBBR/BRU

JEPPesen
25 SEP 15 **10-9Y**
JAA COPTER MINIMUMS
BRUSSELS, BELGIUM
BRUSSELS NATIONAL

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')	1000m / 1000m
07L	VOR	660' (531')	- / 2800m
	VOR ❷	780' (651')	- / 2800m
	SRA	1030' (901')	- / 1000m
07R	VOR	580' (405')	- / 1900m
	VOR ❸	940' (765')	- / 1900m
	SRA	1030' (855')	- / 1000m
19	ILS	313' (200')	800m / 1000m
	LOC	540' (427')	800m / 1000m
	SRA	800' (687')	1000m / 1000m
25L	CAT 2 ILS	259' (100')	RA 113' - 300m
	ILS	359' (200')	500m / 1000m
	LOC	540' (381')	800m / 1000m
	VOR	540' (381')	800m / 1000m
	SRA	800' (641')	1000m / 1000m
25R	CAT 2 ILS	211' (100')	RA 103' - 300m
	ILS	311' (200')	800m / 1000m
	LOC ❶	540' (429')	1000m / 1000m
	SRA	800' (689')	1000m / 1000m

❶ MM out: NOT AUTHORIZED.

❷ W/o D6.0 BUB.

❸ W/o D4.8 BUB.

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

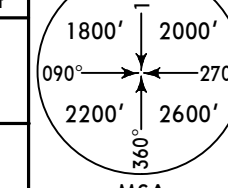
❹ Without LVP 400m are stipulated.

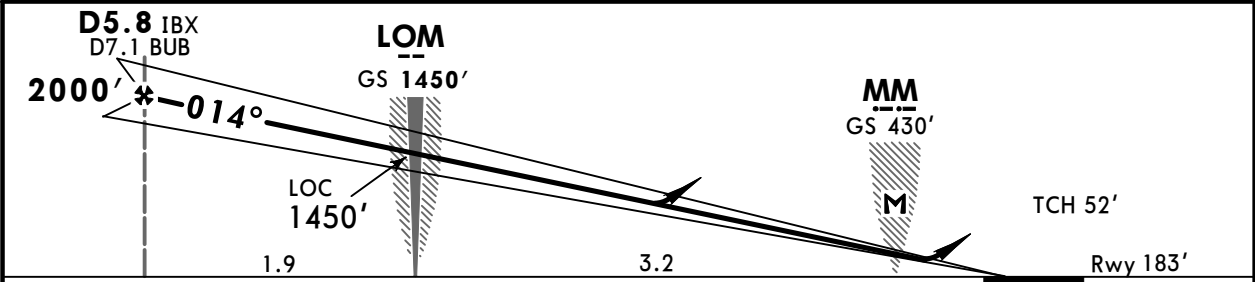
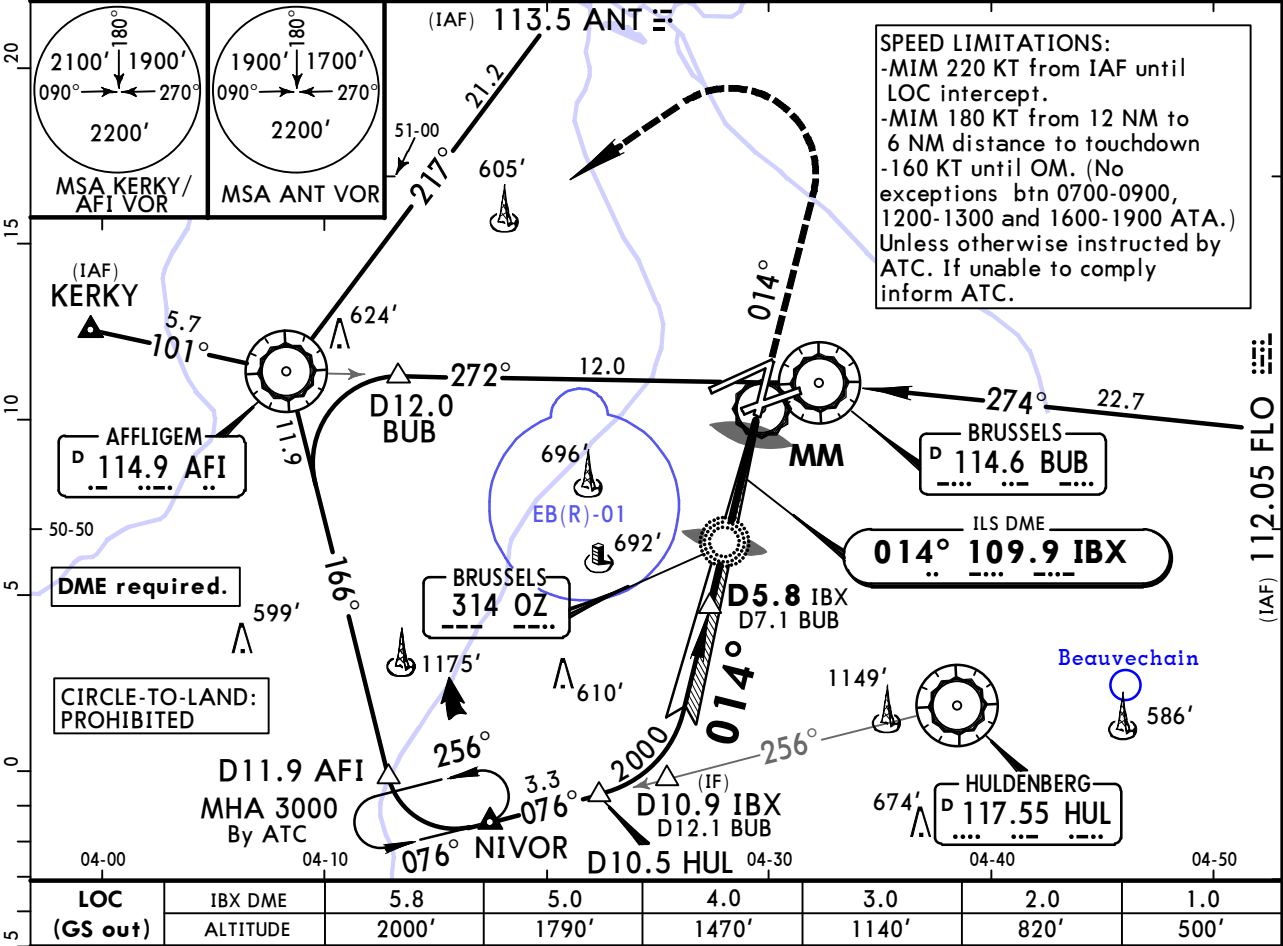
❺ Or rejected take-off distance whichever is the greater.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
25 DEC 15 (11-1)

BRUSSELS, BELGIUM
ILS or LOC Rwy 01

D-ATIS Arrival					BRUSSELS Arrival (R)		BRUSSELS Tower			
110.6 112.050 114.6 114.9 117.550 132.475					118.250		118.6 120.775			
Ground										
118.050 for apron 2 North and North of it					121.875 for apron 2 South and South of it					
LOC IBX 109.9		Final Apch Crs 014°		GS LOM 1450' (1267')		ILS DA(H) 383' (200')			Apt Elev 184' Rwy 183'	
MISSED APCH: Climb on track 014°. At 1500' turn LEFT direct to AFI VOR, climbing to 4000'. Report to ATC.										
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC		Trans alt: 4500'				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
ILS GS or	372	478	531	637	743	849	PAPI	
LOC Descent Angle	3.00°						1500' on 014°	
MAP at MM								

Standard					STRAIGHT-IN LANDING RWY 01				
ILS					LOC (GS out)				
DA(H) 383' (200')					DA(H) 590' (407')				
FULL		Limited		ALS out		ALS out			
A								RVR 1500m	
B									
C	RVR 550m	RVR 750m		RVR 1200m		RVR 1200m			
D								RVR 1900m	

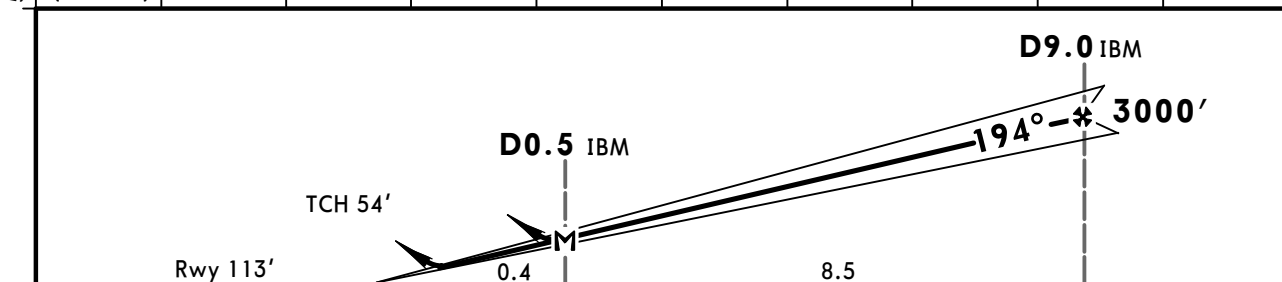
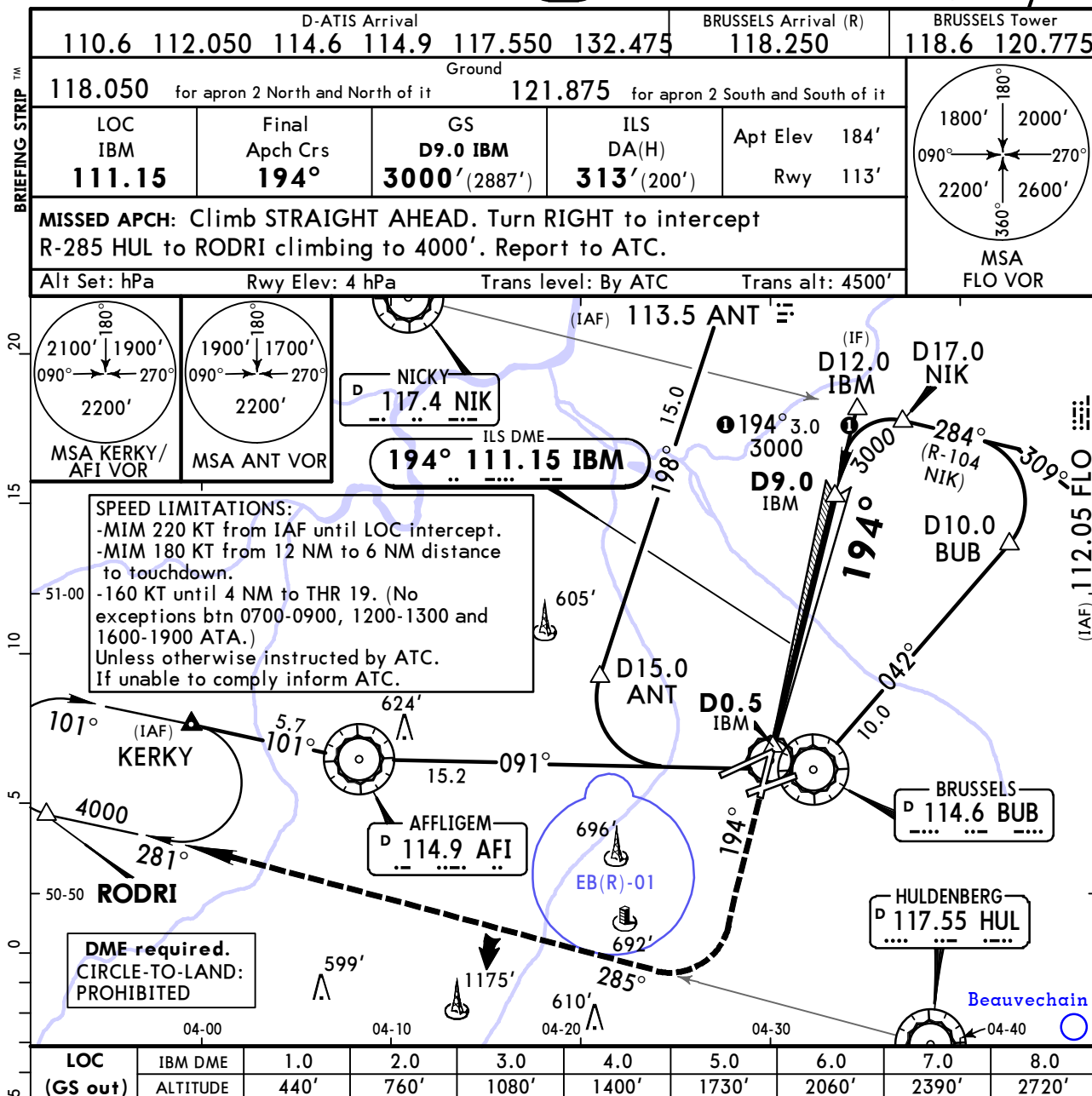
EBBR/BRU

BRUSSELS NATIONAL

JEPPESSEN
25 DEC 15 (11-2)

BRUSSELS, BELGIUM

ILS or LOC Rwy 19



Gnd speed-Kts	70	90	100	120	140	160	HIALS	Refer to Missed Apch above
ILS GS or							PAPI	
LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.5 IBM								

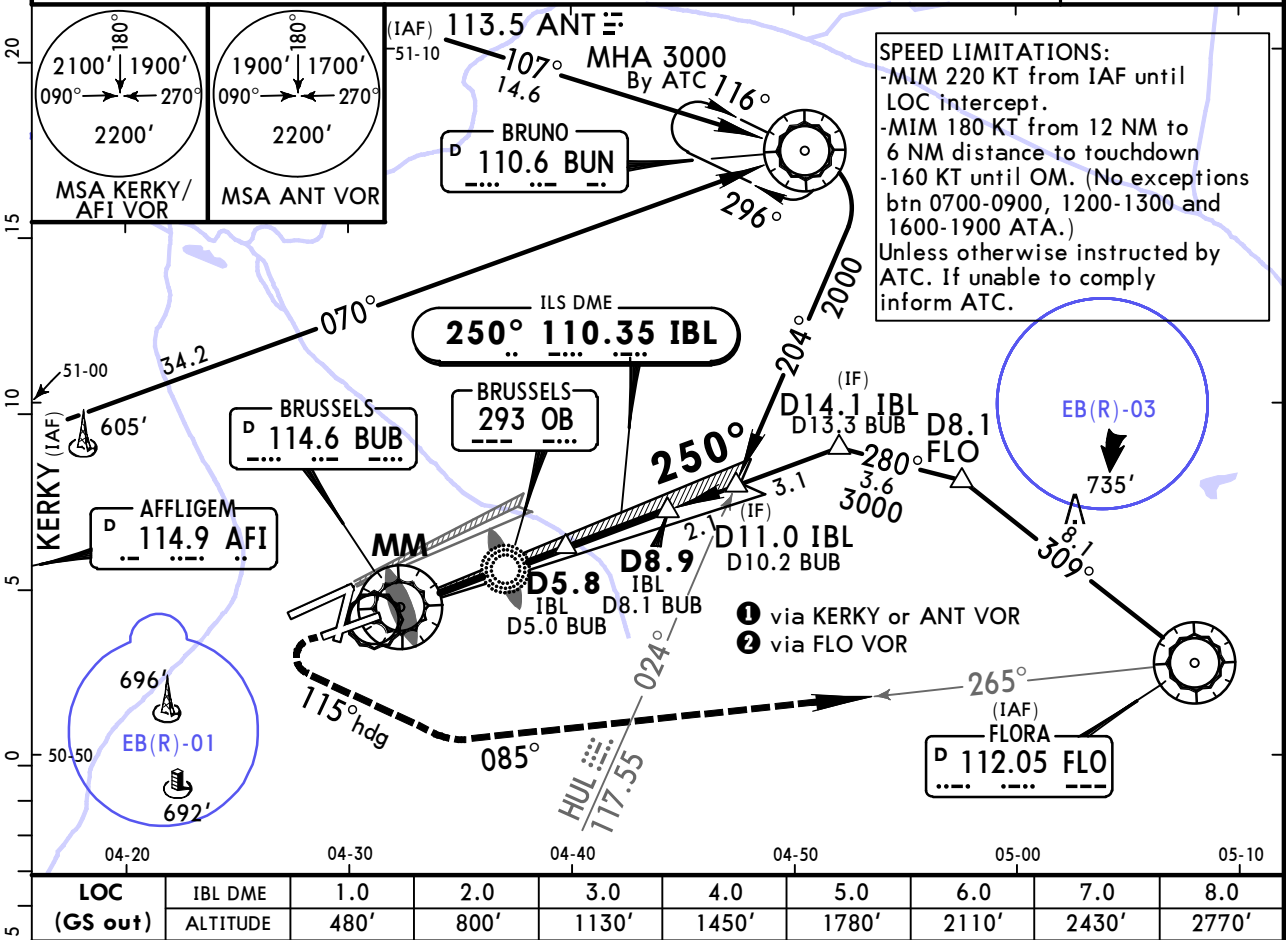
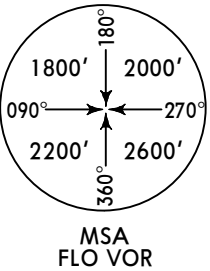
STRAIGHT-IN LANDING RWY 19				LOC (GS out)	
Standard		ILS		DA(H)	
		313' (200')		540' (427')	
		FULL/Limited		ALS out	
PANS OPS	A	RVR 800m		RVR 1500m	
	B				
	C	RVR 1200m		RVR 1600m	
	D			RVR 2000m	

EBBR/BRU
BRUSSELS NATIONAL

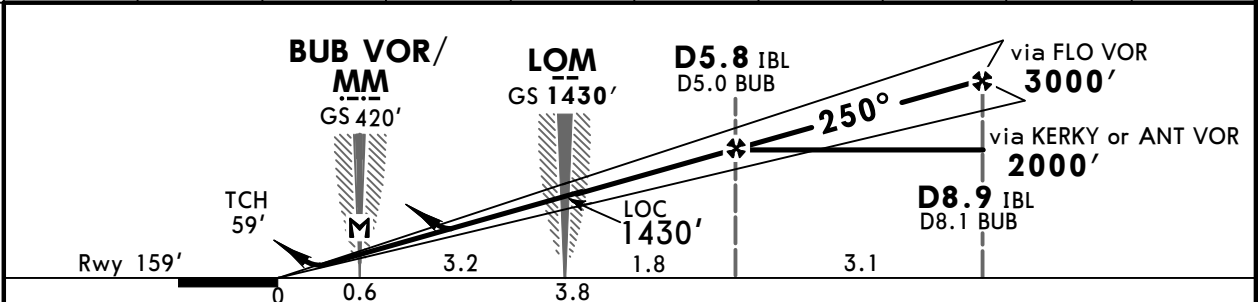
JEPPESSEN
11 DEC 15 (11-3)

BRUSSELS, BELGIUM
ILS or LOC A0/B0 Rwy 25L

D-ATIS Arrival					BRUSSELS Arrival (R)		BRUSSELS Tower	
110.6	112.050	114.6	114.9	117.550	132.475	118.250	118.6	120.775
118.050 for apron 2 North and North of it								Ground 121.875 for apron 2 South and South of it
LOC IBL 110.35	Final Apch Crs 250°	GS LOM 1430' (1271')	ILS DA(H) 359' (200')		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'		
1. DME required. 2. CIRCLE-TO-LAND: PROHIBITED.								

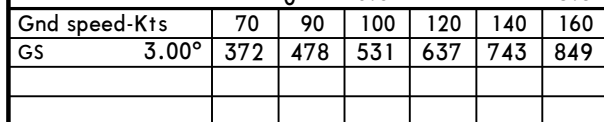
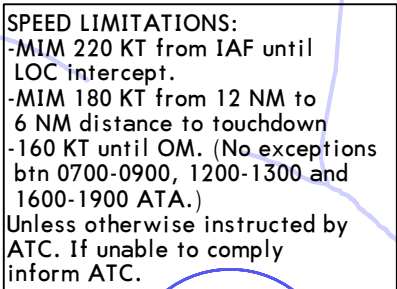


SPEED LIMITATIONS:
-MIM 220 KT from IAF until LOC intercept.
-MIM 180 KT from 12 NM to 6 NM distance to touchdown
-160 KT until OM. (No exceptions btn 0700-0900, 1200-1300 and 1600-1900 ATA.)
Unless otherwise instructed by ATC. If unable to comply inform ATC.



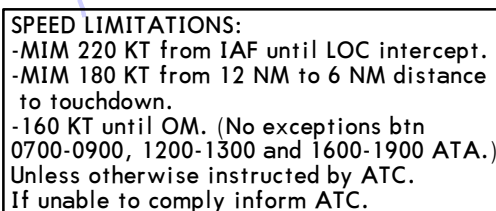
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 700'		115°	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI		LT onto	
MAP at BUB VOR/MM										

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



PANS OPS

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



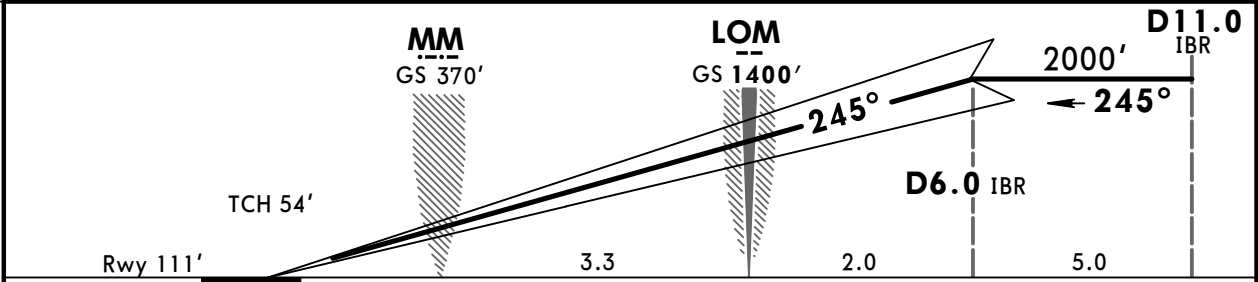
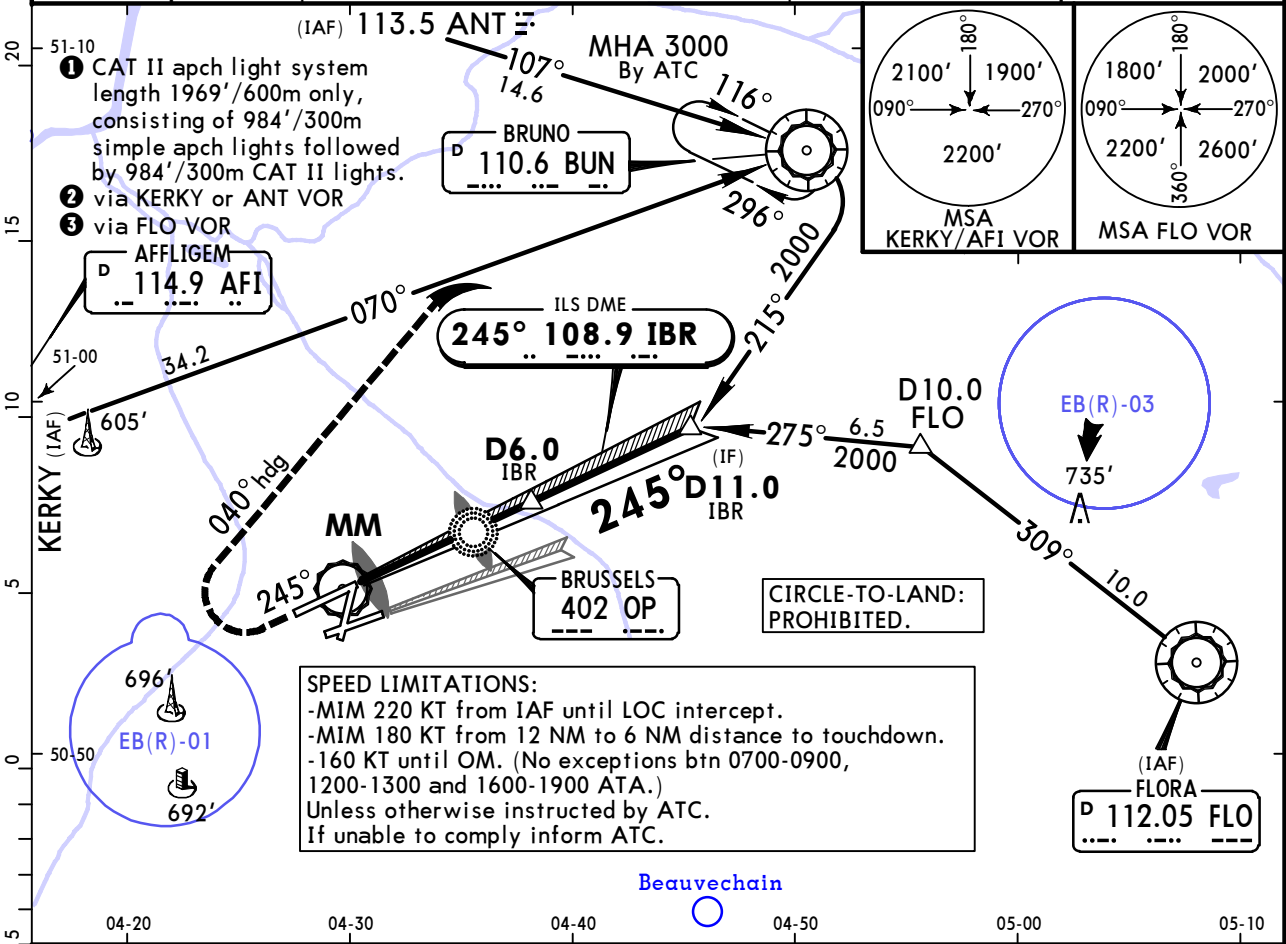
	0	0.6	3.9							
Gnd speed-Kts	70	90	100	120	140	160	 HIALS-II PAPI	700' ↑	 RT	onto 040° hdg
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849				
MAP at MM										

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
11 DEC 15

BRUSSELS, BELGIUM
11-4A CAT II/III ILS A/B Rwy 25R

D-ATIS Arrival					BRUSSELS Arrival (R)		BRUSSELS Tower	
110.6	112.050	114.6	114.9	117.550	132.475	118.250	118.6	120.775
118.050					for apron 2 North and North of it			
Ground					121.875			
for apron 2 South and South of it								
LOC IBR 108.9	Final Apch Crs 245°	GS LOM 1420' (1309')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 184'	Rwy 111'		
MISSED APCH: At 700' turn RIGHT onto hdg 040° to intercept R-250 inbound BUN VOR. Climb to 2000' and when on radial continue climb to 3000'. Report to ATC.								
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 4500'							MSA ANT VOR	
1. DME required. 2. Special Aircrew & Aircraft Certification Required.								



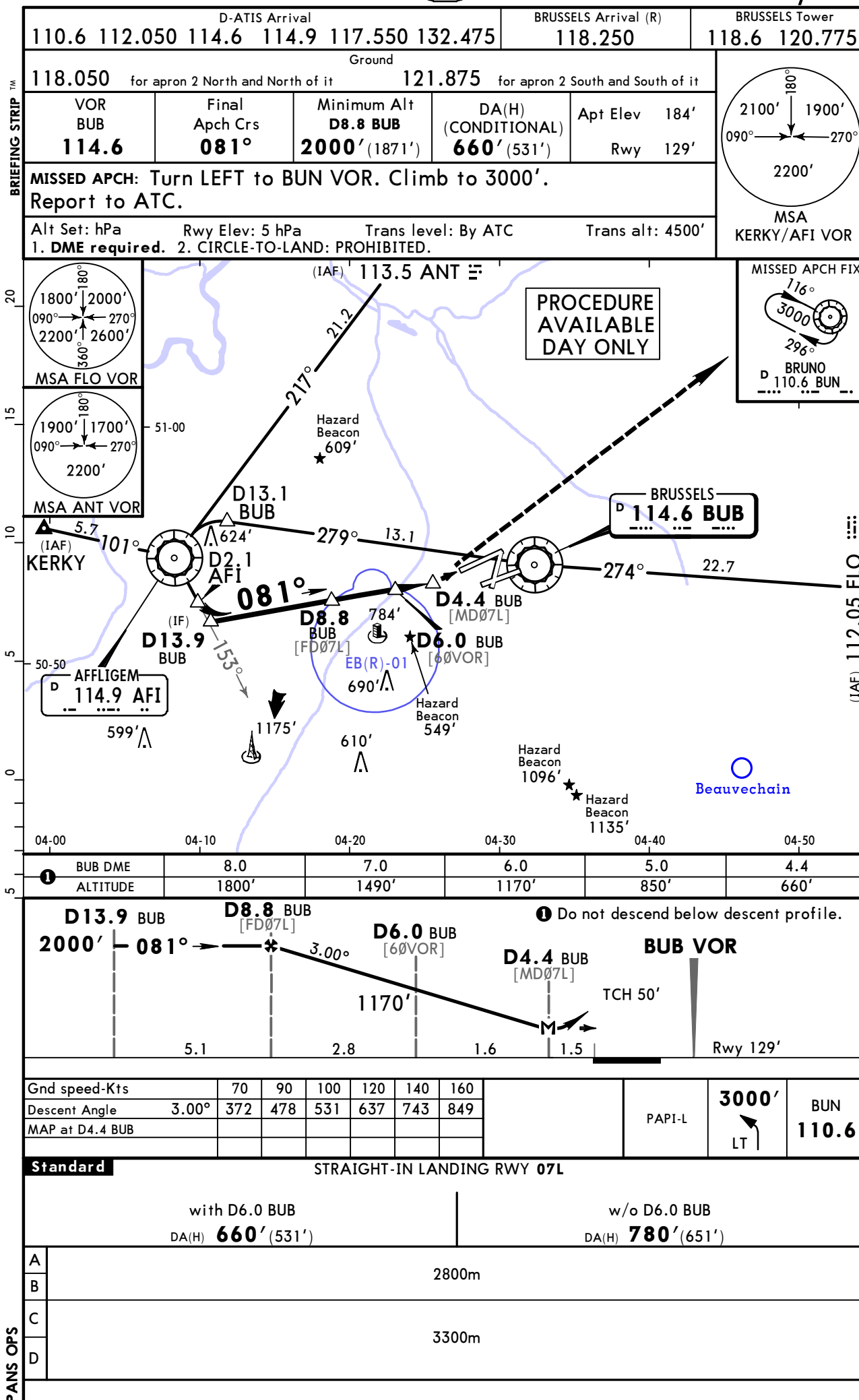
Gnd speed-Kts	70	90	100	120	140	160	HTALS-II PAPI		700'	RT onto 040° hdg	
GS	3.00°	372	478	531	637	743	849				

Standard		STRAIGHT-IN LANDING RWY 25R	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 103' DA(H) 211' (100')	
RVR 200m		RVR 300m	

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
25 SEP 15 **(13-1)**

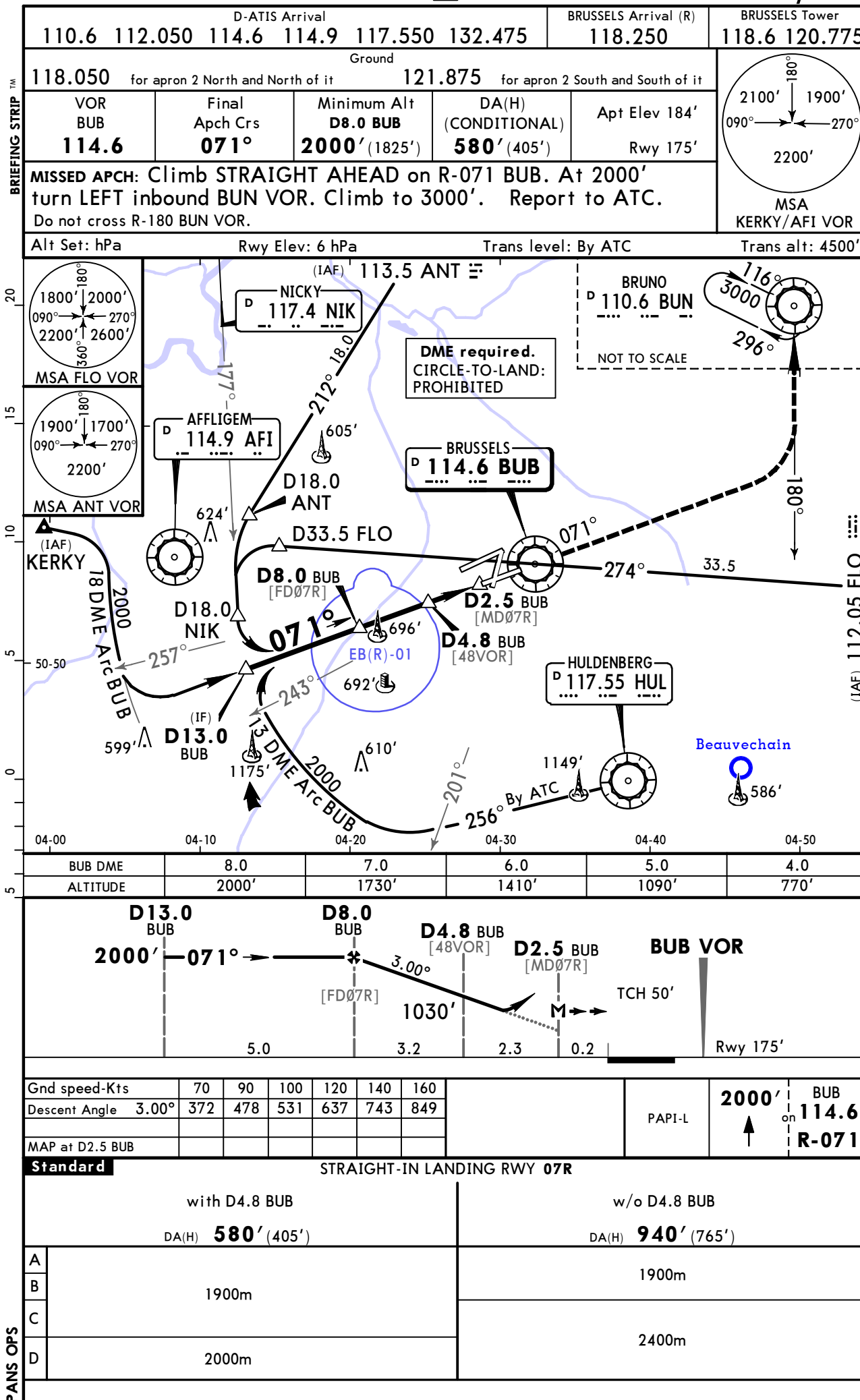
BRUSSELS, BELGIUM
VOR Rwy 07L



EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
8 MAY 15 **(13-2)**

BRUSSELS, BELGIUM
VOR Rwy 07R



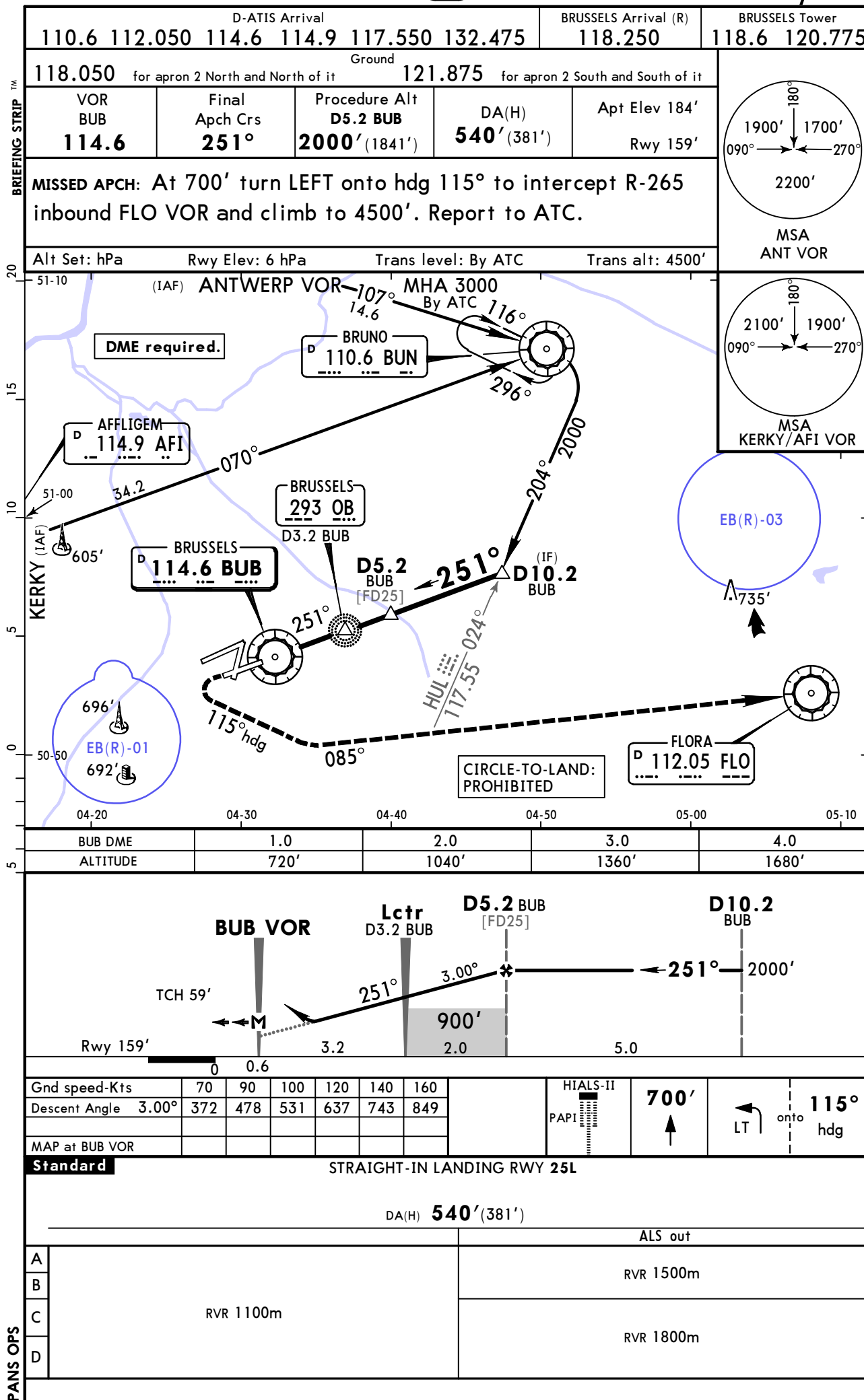
CHANGES: Speed limitation withdrawn.

© JEPPESSEN, 2000, 2015. ALL RIGHTS RESERVED.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
8 MAY 15 **(13-3)**

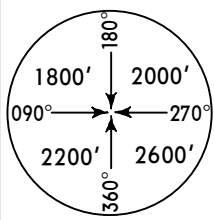
BRUSSELS, BELGIUM
VOR A Rwy 25L

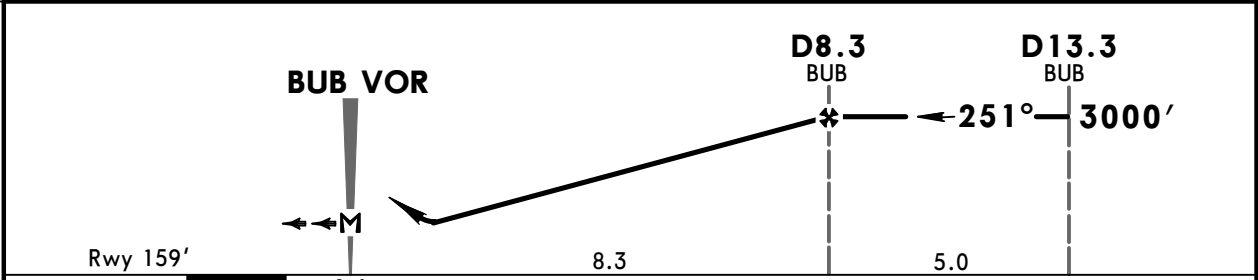
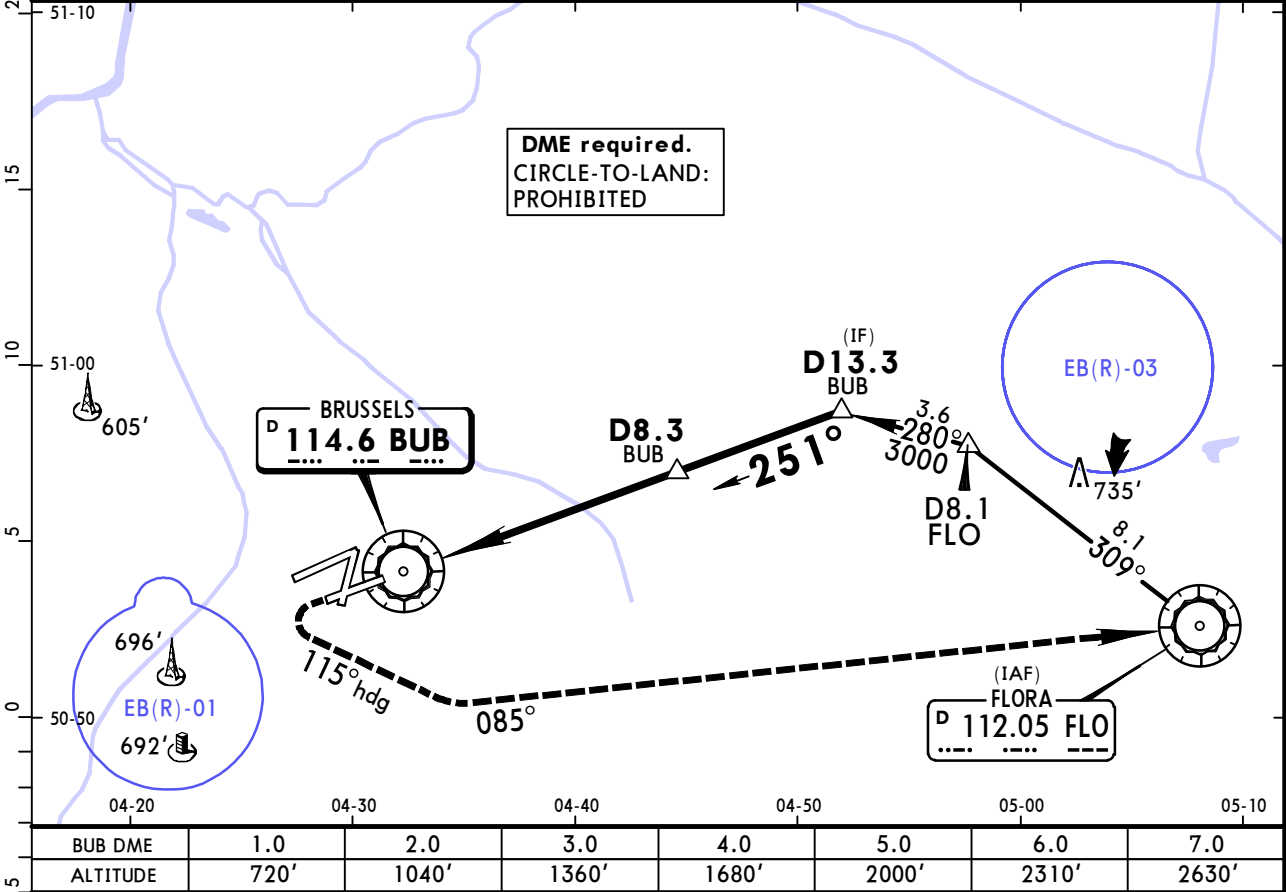


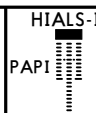
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
8 MAY 15 (13-4)

BRUSSELS, BELGIUM
VOR B Rwy 25L

D-ATIS Arrival					BRUSSELS Arrival (R)		BRUSSELS Tower			
110.6 112.050 114.6 114.9 117.550 132.475					118.250		118.6 120.775			
Ground 118.050 for apron 2 North and North of it 121.875 for apron 2 South and South of it								 MSA FLO VOR		
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'										



0 0.6								700'		LT onto 115° hdg
Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at BUB VOR										

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

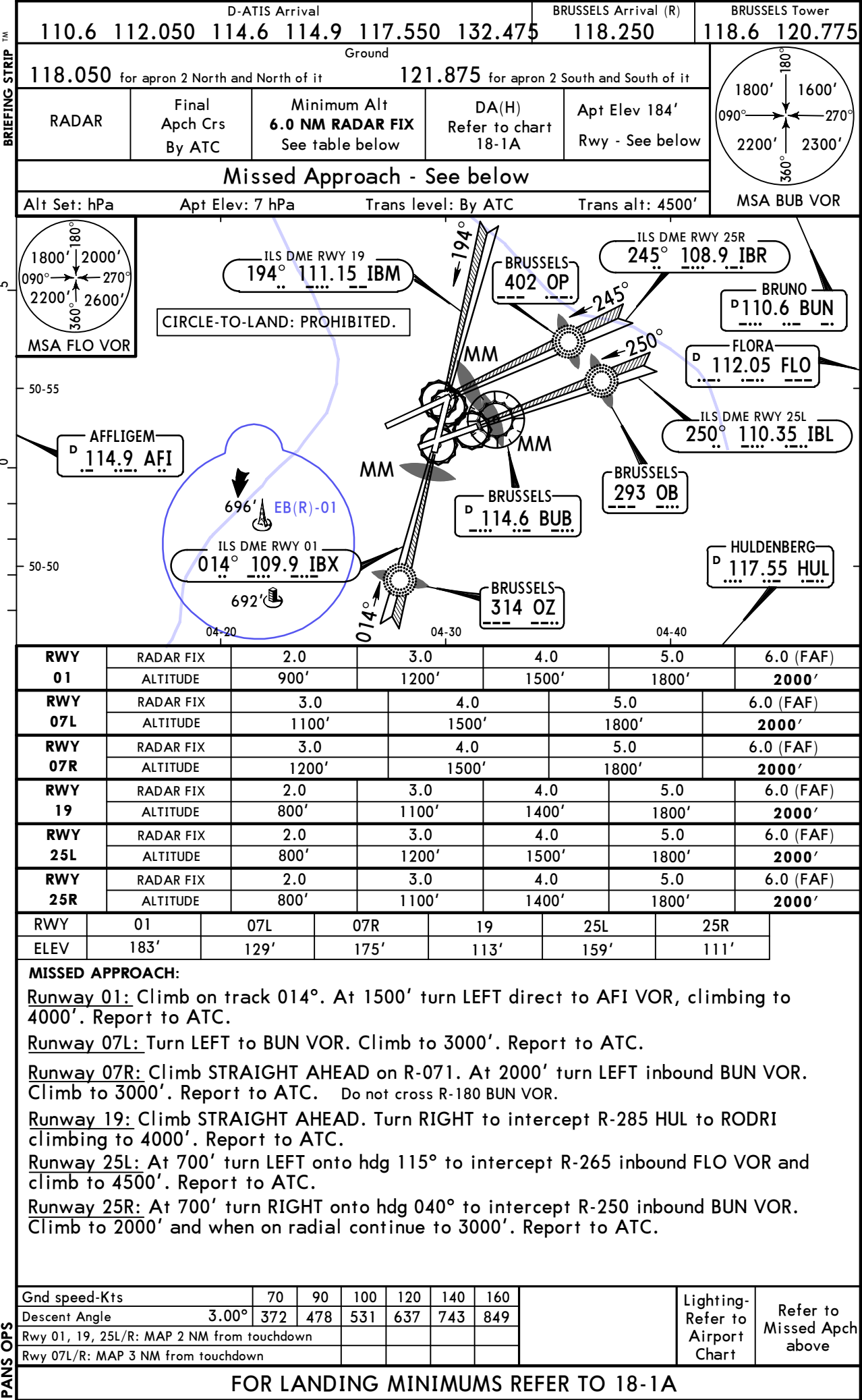
CHANGES: Speed limitation withdrawn.

© JEPPESSEN, 2013, 2015. ALL RIGHTS RESERVED.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
8 MAY 15 (18-1)

BRUSSELS, BELGIUM
SRA All Rwys



EBBR/BRU



BRUSSELS, BELGIUM
BRUSSELS NATIONAL

LANDING MINIMUMS				
Standard		STRAIGHT-IN LANDING		
SRA 01		SRA 07L		
DA(H) 880'(697')		DA(H) 1030'(901')		
		ALS out		
A	RVR 1500m		RVR 1500m	
B				
C	CMV 2400m		CMV 2400m	
D				
Standard		STRAIGHT-IN LANDING		
SRA 07R		SRA 19		
DA(H) 1030'(855')		DA(H) 800'(687')		
		ALS out		
A	RVR 1500m		RVR 1500m	
B				
C	CMV 2400m		CMV 2400m	
D				
Standard		STRAIGHT-IN LANDING		
SRA 25L		SRA 25R		
DA(H) 800'(641')		DA(H) 800'(689')		
		ALS out		
A	RVR 1500m		RVR 1500m	
B				
C	CMV 2300m	CMV 2400m	CMV 2400m	
D				

PANS OPS

Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BRUSSELS, (BRUSSELS NATIONAL - EBBR)				
REV	ILS OR LOC RWY 01	11-1	25 Dec 2015	
REV	ILS OR LOC RWY 19	11-2	25 Dec 2015	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EBBR

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-1P9) Paragraph 3.2.1. - when RWY 25L/R used for take-off, ACFT routing via CIV and with quota count 4 or less use SID CIV 1D or CIV 1Q.