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Revision Letter For Cycle 13-2016

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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: 1.0° 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: 0328 Z
Sunset: 1959 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: 110.600 Arrival Service

ATIS: 112.050 Arrival Service

ATIS: 114.600 Arrival Service

ATIS: 114.900 Arrival Service

ATIS: 117.550 Arrival Service

ATIS: 121.750 Departure Service

ATIS: 132.475 Arrival Service

Brussels Tower: 25.780

Brussels Tower: 38.852

Brussels Tower: 118.600 VHF-DF

Brussels Tower: 120.775

Brussels Tower: 127.150

Brussels Ground: 121.875

Brussels Ground: 121.700

Brussels Ground: 118.050

Brussels Clearance Pre-Taxi: 121.950

Brussels Final Approach: 127.575

Brussels Final Approach: 129.725

Brussels Arrival: 120.100 VHF-DF

Brussels Arrival: 129.725

Brussels Arrival: 127.575

Brussels Arrival: 126.625

Brussels Arrival: 36.230

Brussels Arrival: 38.937

Brussels Arrival: 118.250 VHF-DF

Brussels Departure: 126.625

Brussels Radar: 120.100

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23 OCT 15

JEPPesen

10-1P

BRUSSELS, BELGIUM

AIRPORT BRIEFING

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

* 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.

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BRUSSELS, BELGIUM
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.

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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).

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BRUSSELS, BELGIUM
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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		B1	9872'/3009m
	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

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BRUSSELS, BELGIUM
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 E3 or E4 may expect instructions to contact Ground South.

ACFT vacating RWY 01 via TWY E5, E6, E7 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.

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BRUSSELS, BELGIUM
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.

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BRUSSELS, BELGIUM
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.

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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.

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BRUSSELS, BELGIUM
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.

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.

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26 FEB 16 (10-2) Eff 3 Mar

BRUSSELS, BELGIUM
STAR

D-ATIS
110.6 112.05 114.6
114.9 117.55 132.475

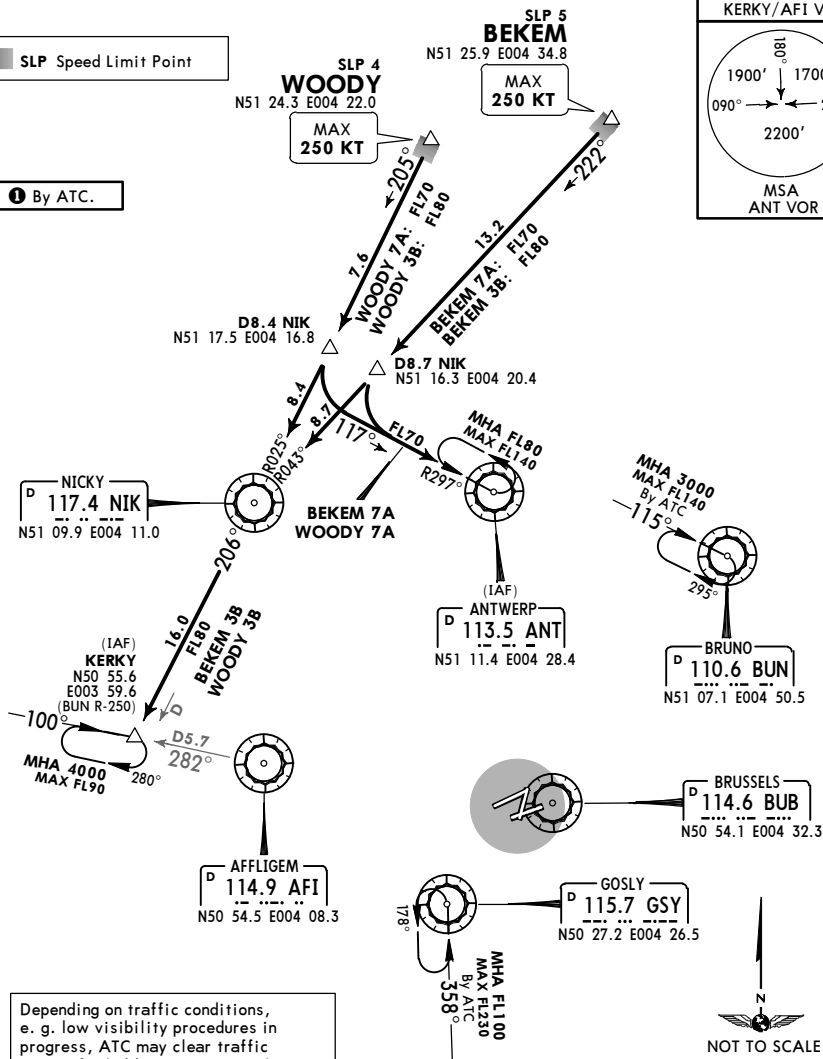
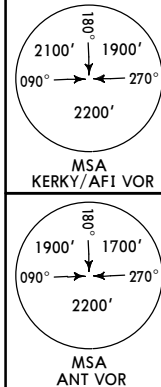
Apt Elev
184'

Alt Set: hPa
Trans level: By ATC Trans alt: 4500'
ACFT being RADAR vectored shall reduce speed to
MAX 250 KT at D30.0 BUB or when below FL100.

BEKEM 7A, BEKEM 3B
WOODY 7A, WOODY 3B
ARRIVALS

SLP Speed Limit Point

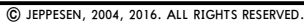
By ATC.

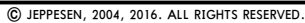


Depending on traffic conditions, e. g. low visibility procedures in progress, ATC may clear traffic to GSY for holding. At EAT, such traffic will be either re-cleared for standard approach or will be RADAR vectored for sequencing.

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Alt Set: hPa
Trans level: By ATC Trans alt: 4500'
ACFT being RADAR vectored shall reduce speed to
MAX 250 KT at D30.0 BUB or when below FL100.





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STAR	ROUTING
BATTY 5A	BATTY - BR205 (K250-) - FLO (FL70+),
LNO 4A	LNO - BR204 (K250-) - FLO (FL70+).

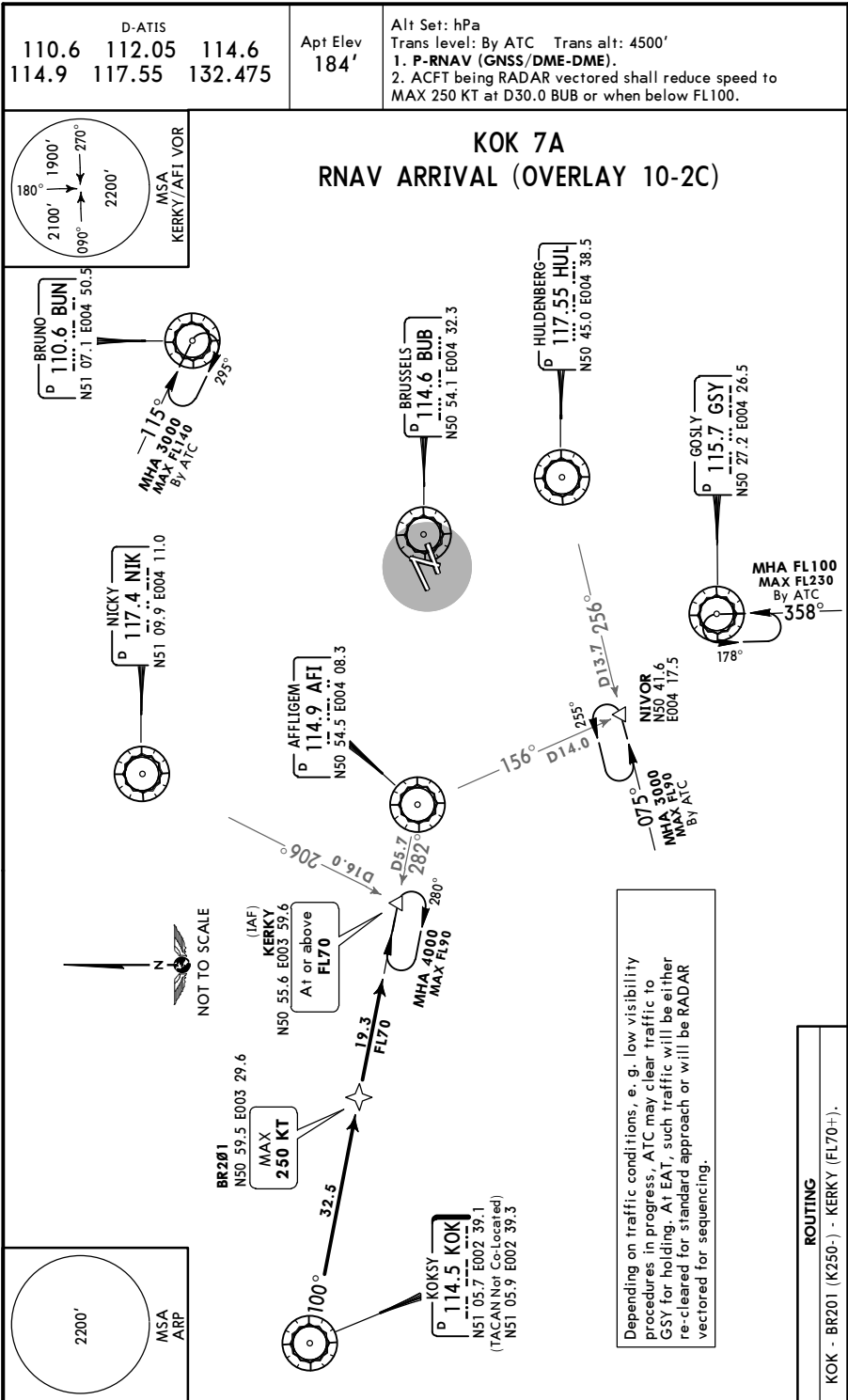
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BRUSSELS NATIONAL

JEYPESEN
26 FEB 16 (10-2G) Eff 3 Mar

BRUSSELS, BELGIUM
RNAV STAR (OVERLAY)

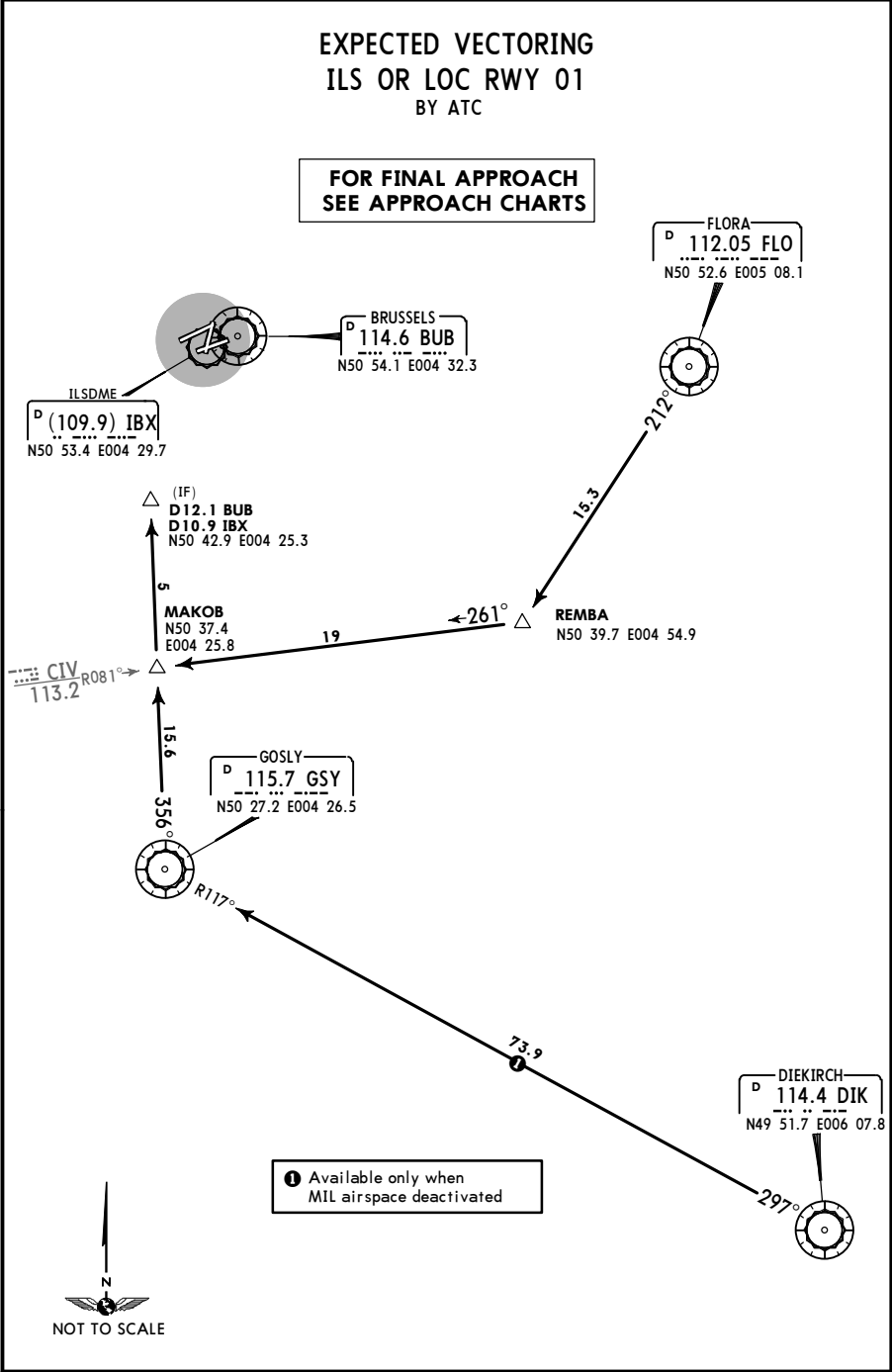


EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
26 FEB 16 10-2H Eff 3 Mar

BRUSSELS, BELGIUM
ARRIVAL

D-ATIS 110.6 112.05 114.6 114.9 117.55 132.475			Apt Elev 184'	Alt Set: hPa Trans level: By ATC Trans alt: 4500' ACFT being RADAR vectored shall reduce speed to MAX 250 KT at D30.0 BUB or when below FL100.
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EBBR/BRU
BRUSSELS NATIONAL
 **JEPPESSEN**
 18 MAR 16 (10-3)
Eff 31 Mar**BRUSSELS, BELGIUM****SID**

SID DESIGNATION	REFER TO CHART
CIV 4C	10-3B
CIV 9F, 2L	10-3C
CIV 2P, 2U	10-3D
CIV 7J	10-3E
CIV 7H	10-3F
CIV 2D, 2Q	10-3G
CIV 1W	10-3G1
CIV 1Y	10-3G2
DENUT 6C, 8F	10-3H
DENUT 4H, 2J, 7L, 6N	10-3J
ELSIK 3C, 3D	10-3K
ELSIK 2F, 1H, 2J, 2L	10-3L
HELEN 6C, 8F	10-3L1
HELEN 4H, 2J, 5L, 5N	10-3L2
KOK 4C, 2F	10-3L3
KOK 1H, 2J, 7L	10-3L4
LNO 3D	10-3L5
LNO 5C, 5Q	10-3L6
LNO 5H, 6L	10-3L7
LNO 6F, 5J	10-3L8
LNO 1W	10-3M
LNO 1Y	10-3N
LNO 5Z	10-3N1
NIK 3C, 5F	10-3N2
NIK 1H, 2J, 3L	10-3N3
NIK 4N	10-3N4
PITES 4D	10-3N5
PITES 7C	10-3N6
PITES 6F	10-3N7
PITES 6H, 6J	10-3N8
PITES 1W	10-3P
PITES 1Y	10-3Q
PITES 5Z	10-3Q1
PITES 7L	10-3Q2

FOR FURTHER SID DESIGNATION REFER TO PAGE 10-3A

EBBR/BRU
BRUSSELS NATIONAL
 **JEPPesen**
 18 MAR 16 **(10-3A)** **Eff 31 Mar**
BRUSSELS, BELGIUM
RNAV SID

SID DESIGNATION	REFER TO CHART
ROUSY 6H, 6J	10-3Q3
ROUSY 6F	10-3Q4
ROUSY 4D	10-3Q5
ROUSY 7C	10-3Q6
ROUSY 7L	10-3Q7
ROUSY 1W	10-3Q8
ROUSY 1Y	10-3Q9
ROUSY 5Z	10-3S
SOPOK 4D	10-3T
SOPOK 8C	10-3T1
SOPOK 6F, 6L	10-3T2
SOPOK 5H, 5J	10-3T3
SOPOK 1W	10-3T4
SOPOK 1Y	10-3T5
SOPOK 6Z	10-3T6
SPI 5C, 5Q	10-3T7
SPI 3D	10-3U
SPI 6F, 5L	10-3V
SPI 6H, 5J	10-3V1
SPI 1W	10-3V2
SPI 1Y	10-3V3
SPI 6Z	10-3V4
RNAV SID DESIGNATION	REFER TO CHART
CIV 2D	10-3V5
CIV 2L	10-3V6
DENUT 7L, 6N	10-3V7
ELSIK 2L	10-3V8
HELEN 5L, 5N	10-3W
KOK 7L	10-3X
LNO 6L	10-3X1
NIK 3L	10-3X2
NIK 4N	10-3X3
PITES 7L	10-3X4
ROUSY 7L	10-3X5
SOPOK 6L	10-3X6
SPI 5L	10-3X7

CHANGES: SIDs transferred & established.

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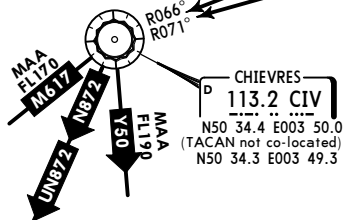
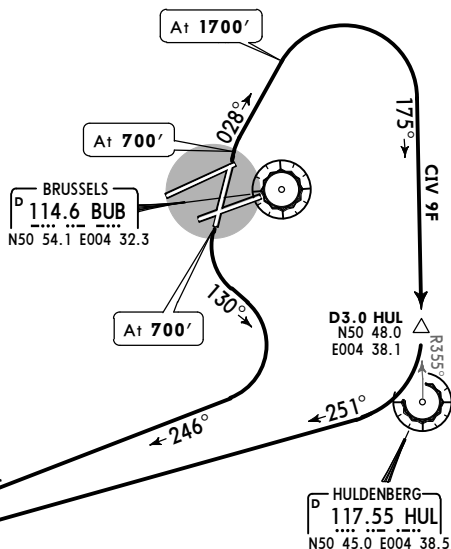
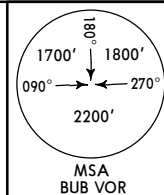
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
26 FEB 16 10-3C Eff 3 Mar

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.
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CIV 9F, CIV 2L
SOUTHBOUND VIA AIRWAY M-617
SOUTHBOUND VIA AIRWAYS N-872, UN-872 (ONLY FOR TRAFFIC
FLIGHTPLANNED ABOVE FL195)
COMPULSORY FOR DESTINATIONS WITHIN
PARIS TMA VIA AIRWAY Y-50 SOUTHBOUND
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



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

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 9F ①	01	Climb to 700', 028° track, at 1700' turn RIGHT, intercept HUL R-355 inbound to D3.0 HUL, turn RIGHT, intercept CIV R-071 inbound to CIV.
CIV 2L	19	Climb to 700', turn LEFT, 130° track, intercept CIV R-066 inbound to CIV.

① Available when RWY 01 in single RWY operations.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 (10-3D)

BRUSSELS, BELGIUM
SID

BRUSSELS Tower
118.6
120.775

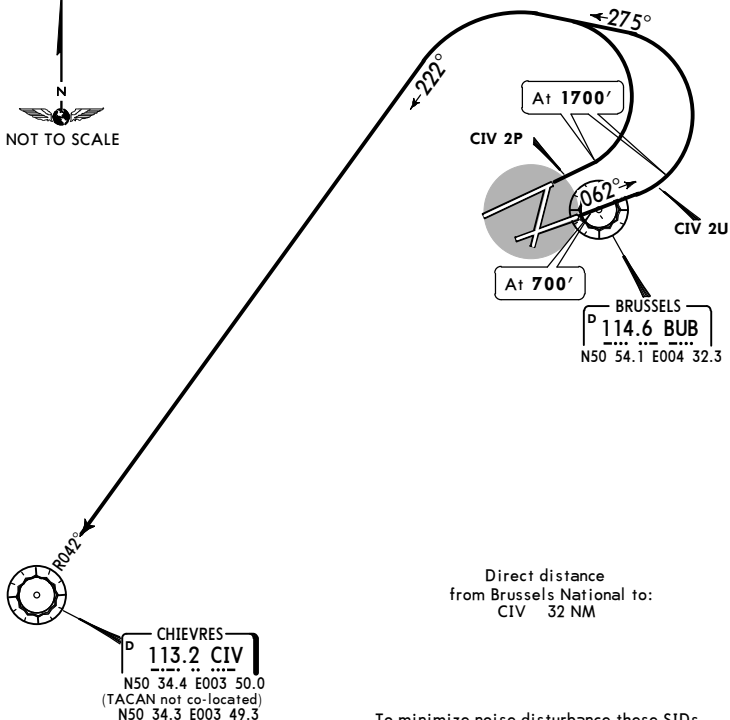
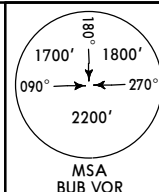
BRUSSELS
Departure(R)
126.625

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. RWY 07L: EXPECT close-in obstacles.
2. After take-off remain on Tower frequency.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

CIV 2P, CIV 2U
BY ATC

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



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

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

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

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

SID	RWY	INITIAL CLIMB/ROUTING
CIV 2P	07L	Climb straight ahead, at 1700' turn LEFT, 275° track, intercept CIV R-042 inbound to CIV.
CIV 2U	07R	Climb to 700', 062° track to 1700', turn LEFT, 275° track, intercept CIV R-042 inbound to CIV.

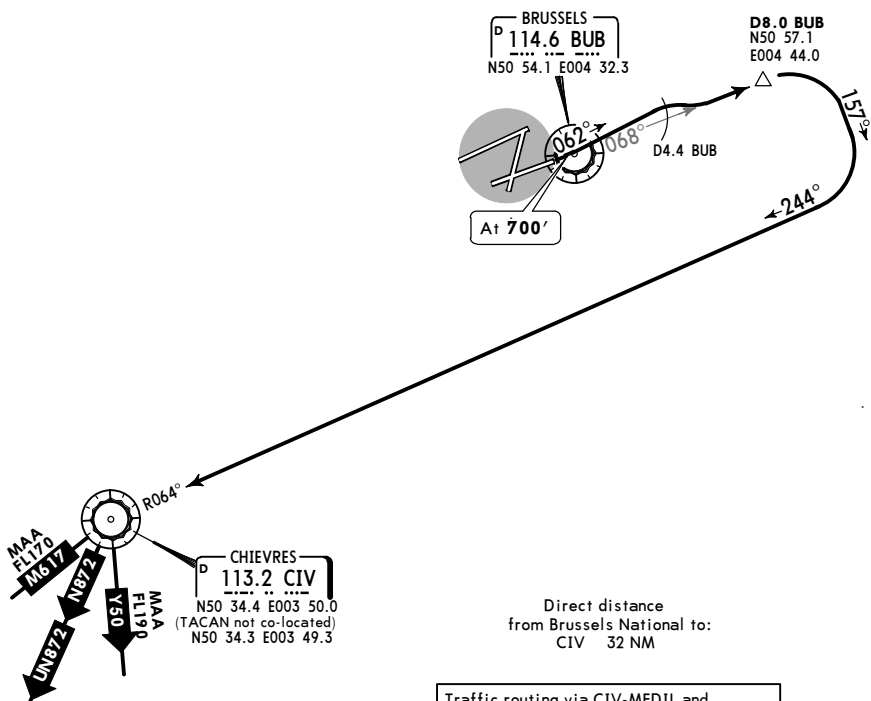
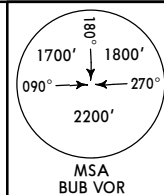
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 (10-3E)

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.
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CIV 7J
SOUTHBOUND VIA AIRWAY M-617
SOUTHBOUND VIA AIRWAYS N-872, UN-872 (ONLY FOR TRAFFIC
FLIGHTPLANNED ABOVE FL195)
COMPULSORY FOR DESTINATIONS WITHIN
PARIS TMA VIA AIRWAY Y-50 SOUTHBOUND
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Direct distance
from Brussels National to:
CIV 32 NM

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

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

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

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

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

RWY	INITIAL CLIMB/ROUTING
07R	Climb to 700', 062° track, at D4.4 BUB intercept BUB R-068 to D8.0 BUB, turn RIGHT, 157° track, intercept CIV R-064 inbound to CIV.

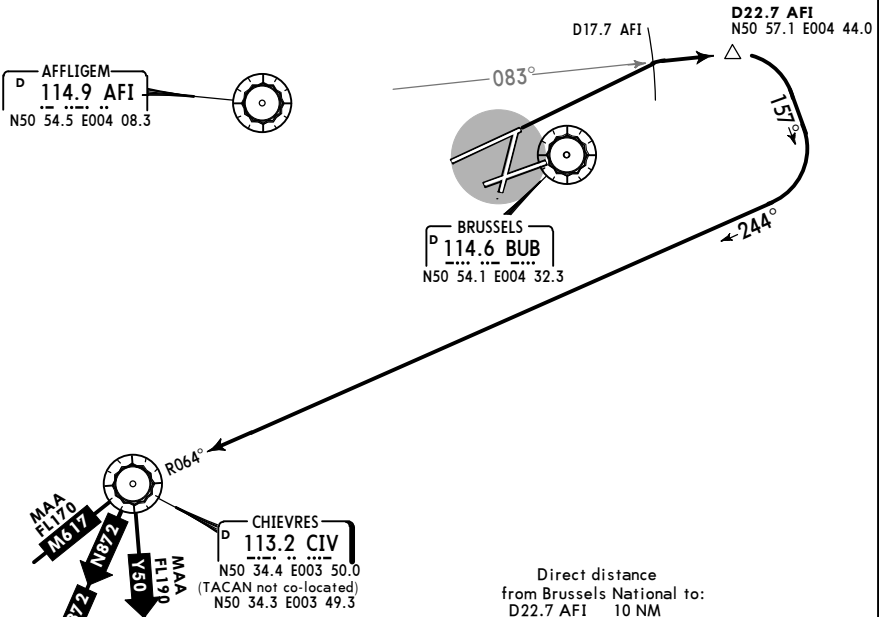
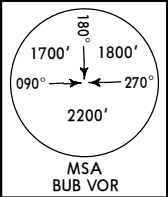
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 10-3F

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.
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CIV 7H
SOUTHBOUND VIA AIRWAY M-617
SOUTHBOUND VIA AIRWAYS N-872, UN-872 (ONLY FOR TRAFFIC
FLIGHTPLANNED ABOVE FL195)
COMPULSORY FOR DESTINATIONS WITHIN
PARIS TMA VIA AIRWAY Y-50 SOUTHBOUND
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



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

RWY	INITIAL CLIMB/ROUTING
07L	Climb straight ahead to D17.7 AFI, turn RIGHT, intercept AFI R-083 to D22.7 AFI, turn RIGHT, 157° track, intercept CIV R-064 inbound to CIV.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 (10-3G)

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.

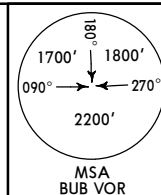
CIV 2D, CIV 2Q

AVAILABLE BETWEEN 2300-0559LT, MON-FRI, H24 DURING SAT & SUN
SOUTHBOUND VIA AIRWAY M-617

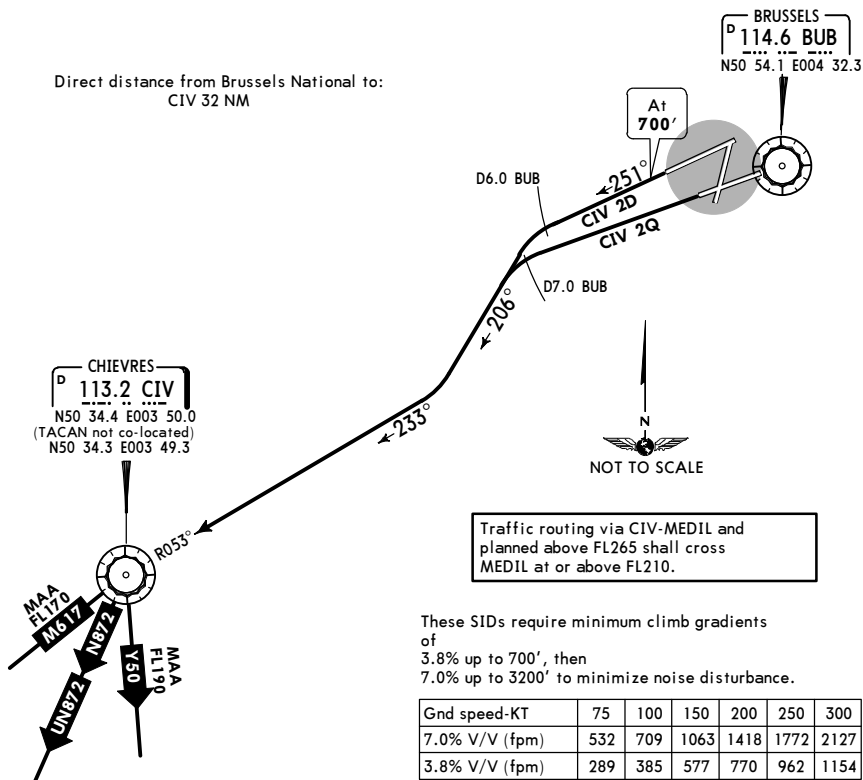
SOUTHBOUND VIA AIRWAYS N-872, UN-872 (ONLY FOR TRAFFIC
FLIGHTPLANNED ABOVE FL195)

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

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



Direct distance from Brussels National to:
CIV 32 NM



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.

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

SID	RWY	INITIAL CLIMB/ROUTING
CIV 2D ①	25R	Climb to 700', 251° track, at D6.0 BUB turn LEFT, 206° track, intercept CIV R-053 inbound to CIV.
CIV 2Q ①	25L	Climb straight ahead, at D7.0 BUB turn LEFT, 206° track, intercept CIV R-053 inbound to CIV.

① Between 2200-0459Z only to be used by aircraft with QC ≤ 4.

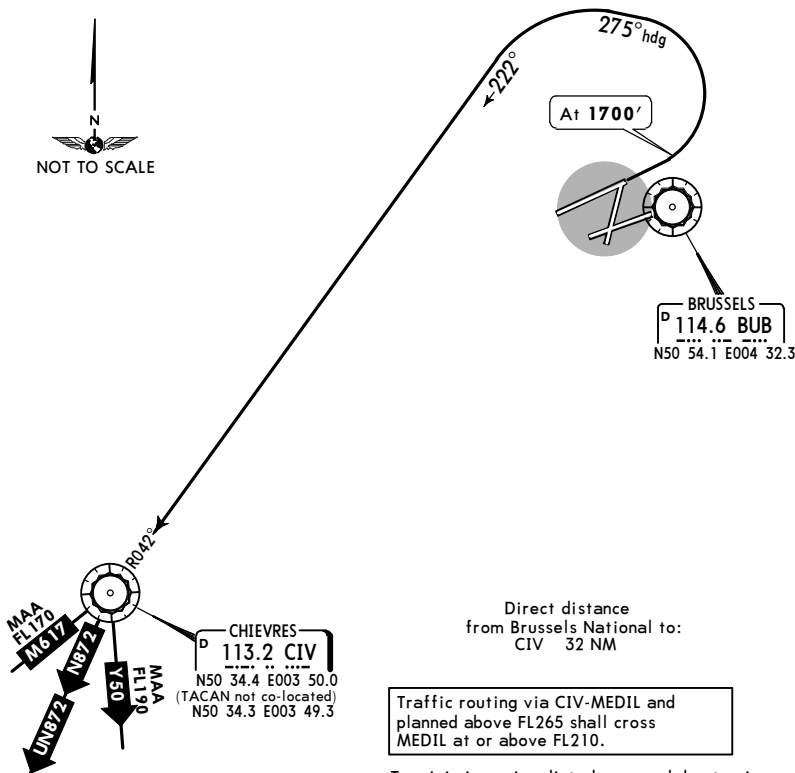
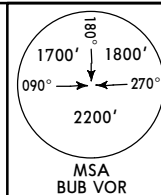
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 (10-3G1)

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.
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CIV 1W
SOUTHBOUND VIA AIRWAY M-617
SOUTHBOUND VIA AIRWAYS N-872, UN-872 (ONLY FOR TRAFFIC
FLIGHTPLANNED ABOVE FL195)
COMPULSORY FOR DESTINATIONS WITHIN
PARIS TMA VIA AIRWAY Y-50 SOUTHBOUND
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Direct distance
from Brussels National to:
CIV 32 NM

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

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

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

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

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

RWY	INITIAL CLIMB/ROUTING
07L	Climb straight ahead, at 1700' turn LEFT, 275° heading, intercept CIV R-042 inbound to CIV.

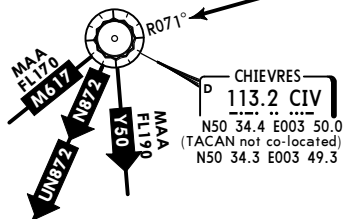
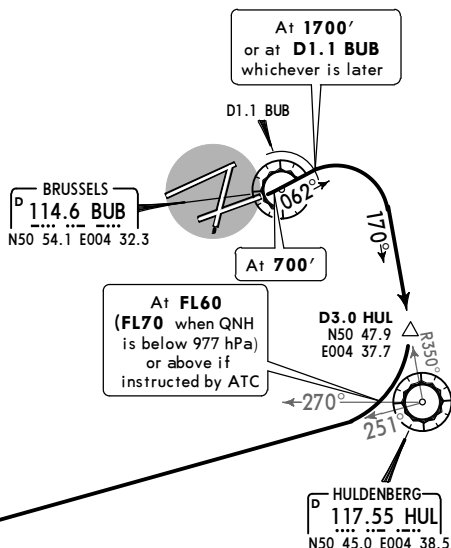
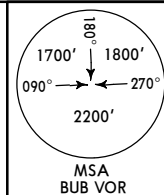
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 (10-3G2)

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.
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CIV 1Y
SOUTHBOUND VIA AIRWAY M-617
SOUTHBOUND VIA AIRWAYS N-872, UN-872 (ONLY FOR TRAFFIC
FLIGHTPLANNED ABOVE FL195)
COMPULSORY FOR DESTINATIONS WITHIN
PARIS TMA VIA AIRWAY Y-50 SOUTHBOUND
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



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

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

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

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

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

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

RWY	INITIAL CLIMB/ROUTING
07R	Climb to 700', 062° track, at 1700' or D1.1 BUB, whichever is later turn RIGHT, intercept HUL R-350 inbound to D3.0 HUL, turn RIGHT, intercept CIV R-071 inbound to CIV.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 10-3H

BRUSSELS, BELGIUM
SID

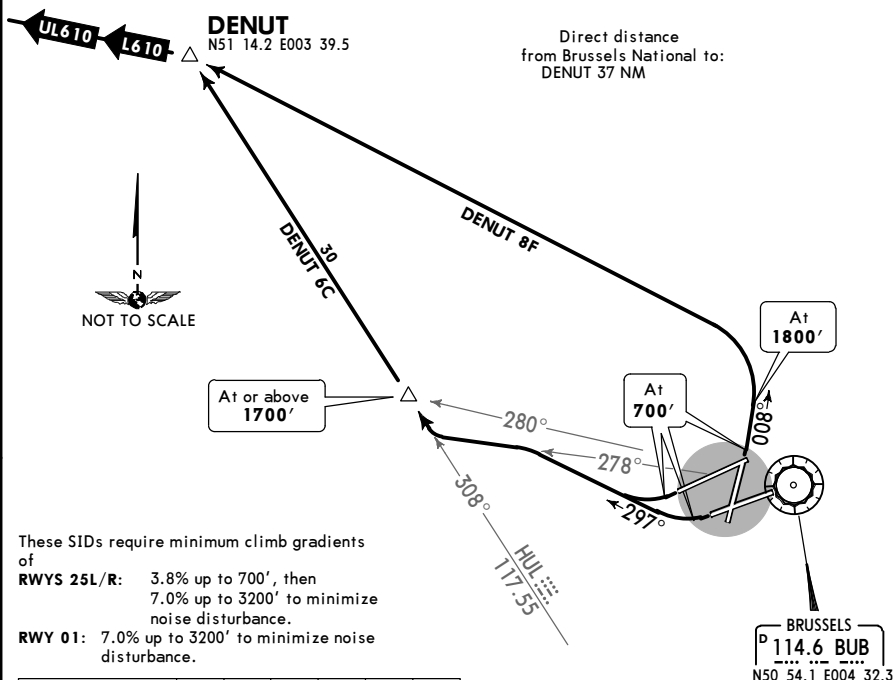
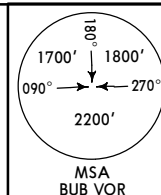
BRUSSELS Tower
118.6
120.775

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 6C [DENU6C], DENUT 8F [DENU8F]
**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 6C ①	25L/R	Climb to 700', turn RIGHT, 297° track, intercept BUB R-278, turn RIGHT, intercept HUL R-308 to DENUT.
DENUT 8F ②	01	Climb to 700', 008° 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

JEPPESSEN
6 MAY 16 (10-3J)

BRUSSELS, BELGIUM
SID

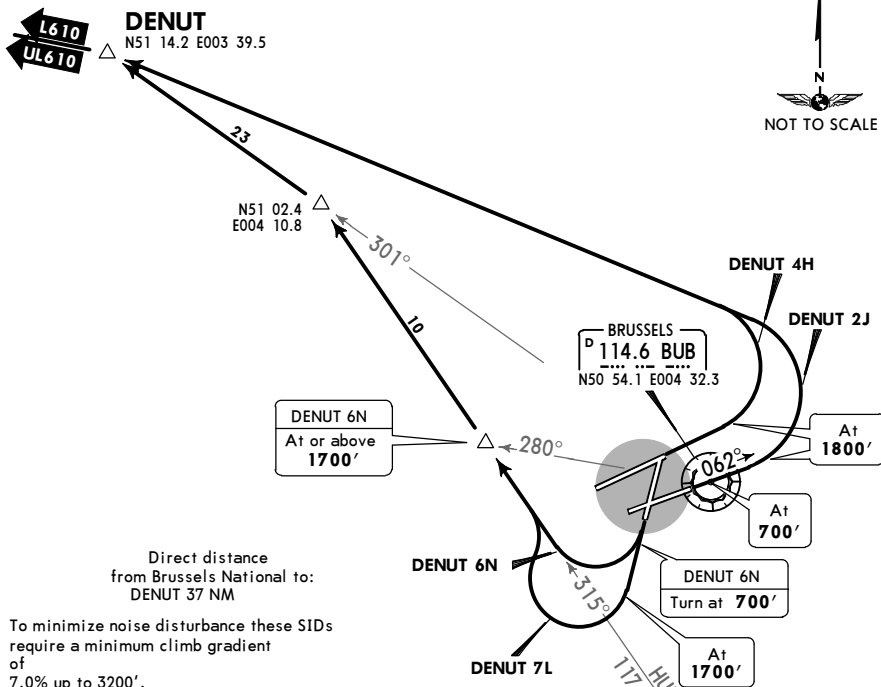
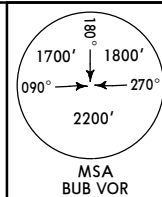
BRUSSELS Tower
118.6
120.775

BRUSSELS
Departure(R)
126.625

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. RWY 07L: 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 4H [DENU4H], DENUT 2J [DENU2J]
DENUT 7L, DENUT 6N
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



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

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

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

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

SID	RWY	INITIAL CLIMB/ROUTING
DENUT 4H ①	07L	Climb straight ahead, at 1800' direct to DENUT.
DENUT 2J ①	07R	Climb to 700', 062° track to 1800', direct to DENUT.
DENUT 7L ②③	19	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-315, turn LEFT, intercept BUB R-301 to DENUT.
DENUT 6N ②④		Climb to 700', turn RIGHT, intercept HUL R-315, turn LEFT, intercept BUB R-301 to DENUT.

- ① B-RNAV above MSA.
- ② Via airways (U)L-610 WESTBOUND. For traffic destinations EGKK, EGHH & EGH1. For traffic overflying London TMA with requested FL above FL245.
- ③ Available between 0600-2259LT.
- ④ Available between 2300-0559LT or when runway 25R is not available for landing.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 10-3K

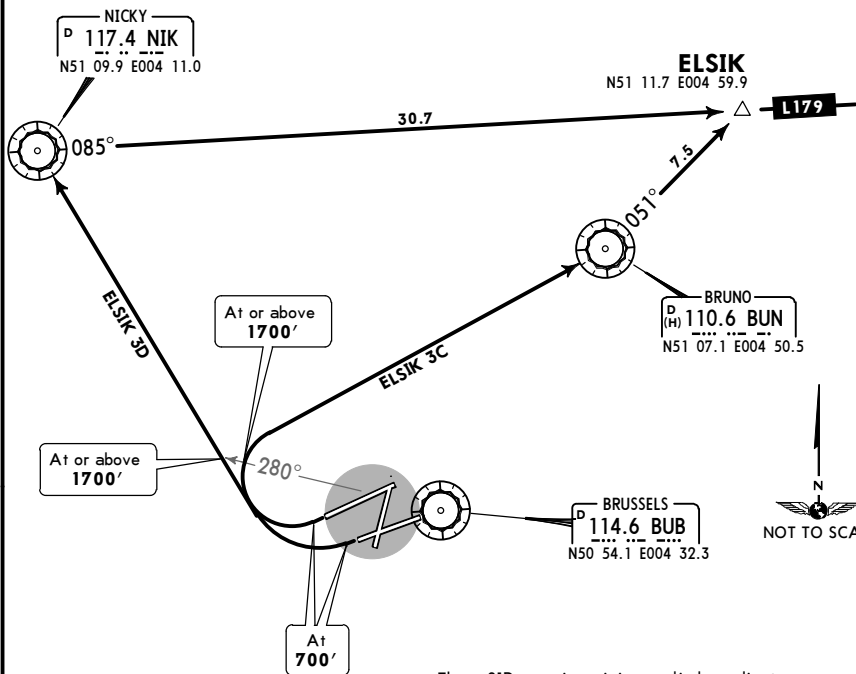
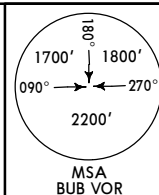
BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	Apt Elev 184'
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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 3C [ELSI3C], ELSIK 3D [ELSI3D]
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	RWY	INITIAL CLIMB/ROUTING
ELSIK 3C ①	25L/R	Climb to 700', turn RIGHT direct to BUN, then to ELSIK.
ELSIK 3D ②		Climb to 700', turn RIGHT direct to NIK, then to ELSIK.

- ① If unable to comply advise ATC and EXPECT SID ELSIK 3D.
② By ATC

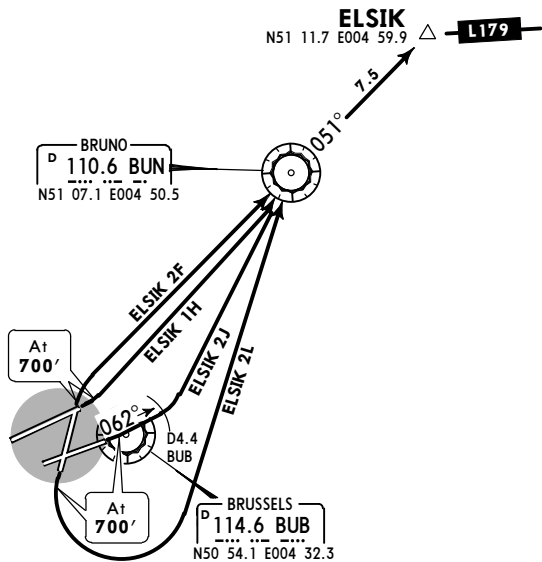
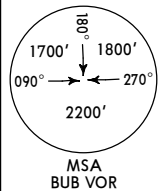
EBBR/BRU
BRUSSELS NATIONAL

JEPPesen
6 MAY 16 10-3L

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. RWY 07L: EXPECT close-in obstacles. 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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ELSIK 2F [ELSI2F], ELSIK 1H [ELSI1H]
ELSIK 2J [ELSI2J], ELSIK 2L
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 2J	07R	Climb to 700', 062° track to D4.4 BUB, direct to BUN, then to ELSIK.

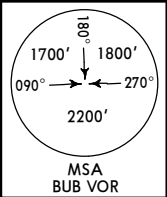
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 (10-3L1)

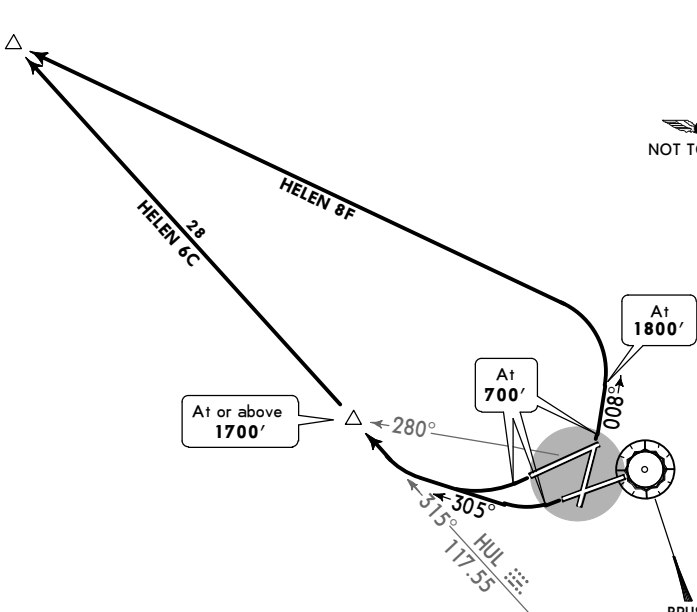
BRUSSELS, BELGIUM
SID

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.
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HELEN 6C [HELE6C], HELEN 8F [HELE8F]
**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



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 and due to airspace structure.
RWY 01: 7.0% up to 3200' to minimize noise disturbance
and due to airspace structure.

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 6C ①	25L/R	Climb to 700', turn RIGHT, 305° track, intercept HUL R-315 to HELEN.
HELEN 8F ②	01	Climb to 700', 008° 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

JEPPesen
6 MAY 16 (10-3L2)

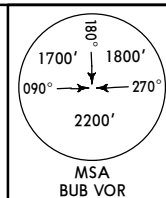
BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	Apt Elev 184'	Trans level: By ATC Trans alt: 4500' 1. RWY 07L: EXPECT close-in obstacles. 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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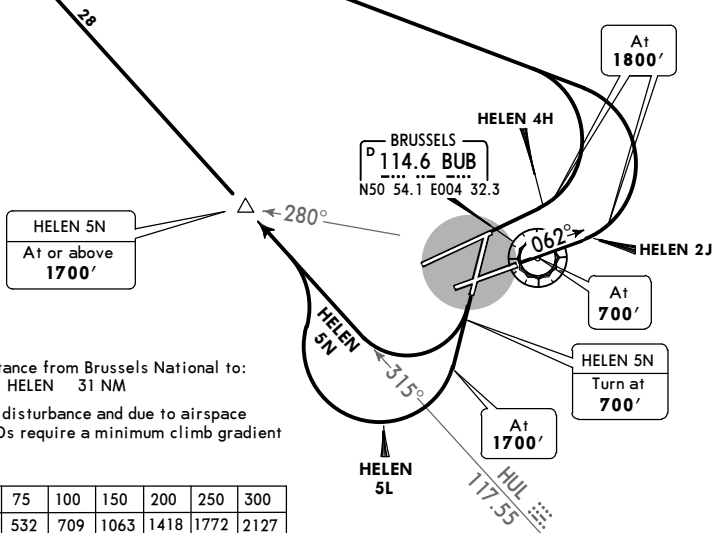
HELEN 4H [HELE4H], HELEN 2J [HELE2J]

HELEN 5L, HELEN 5N

**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 and due to airspace
structure 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 ①	07L	Climb straight ahead, at 1800' direct to HELEN.
HELEN 2J ①	07R	Climb to 700', 062° track to 1800', direct to HELEN.
HELEN 5L ②③	19	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-315 to HELEN.
HELEN 5N ②④		Climb to 700', turn RIGHT, intercept HUL R-315 to HELEN.

① B-RNAV above MSA.

② For traffic with destination EHAM: route HELEN - HSD. For traffic inbound London TMA except destinations EGKK, EGGH & 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.

③ Available between 0600-2259LT.

④ Available between 2300-0559LT or when runway 25R is not available for landing.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 (10-3L3)

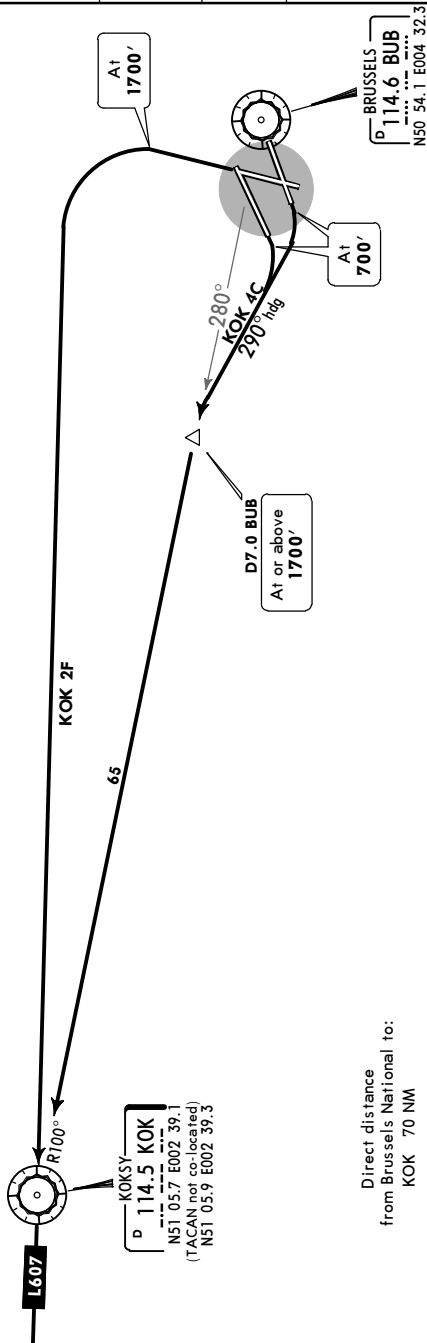
BRUSSELS, BELGIUM
SID

BRUSSELS Tower
118.6
120.775

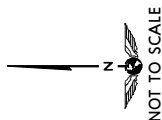
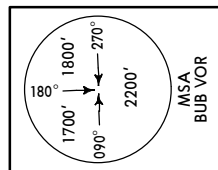
BRUSSELS
Departure(R)
126.625

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. Rwy's 25L/R: 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.



KOK 4C, KOK 2F
VIA AIRWAY L-607 WESTBOUND
**SPEED: MAX 250 KT OR
CLEAN SPEED (V_{ZF}), WHICH-
EVER IS HIGHER, BELOW FL100
OR AS BY ATC**



Direct distance
from Brussels National to:
KOK 70 NM

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
and due to airspace structure.
RWY 01: 7.0% up to 3200' to minimize noise disturbance
and due to airspace structure.

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
KOK 4C	RWY 25L/R Climb to 700', turn RIGHT, 290° heading, intercept BUB R-280 to KOK.
KOK 2F	01 Climb straight ahead, at 1700' turn LEFT direct to KOK.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
18 MAR 16 10-3L5 Eff 31 Mar

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.

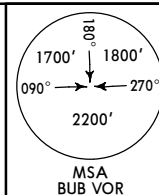
LNO 3D

FOR FOUR-ENGINE AIRCRAFT

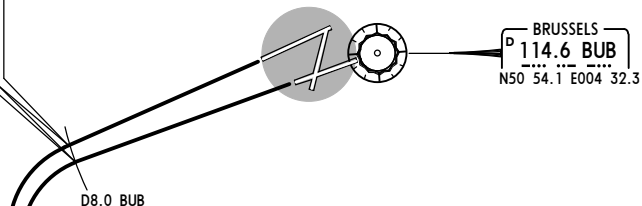
FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195

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**



At 4000'
or at
D8.0 BUB
whichever
is later

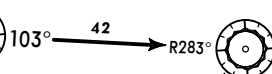


BRUSSELS
D 114.6 BUB
N50 54.1 E004 32.3

D8.0 BUB

HULDENBERG
D 117.55 HUL
N50 45.0 E004 38.5

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



OLNO
D 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
and due to airspace structure.

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:
HUL 11 NM

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

RWY	INITIAL CLIMB/ROUTING
25L/R	Climb straight ahead, at 4000' or at D8.0 BUB, whichever is later, turn LEFT to HUL, intercept LNO R-283 inbound to LNO.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
18 MAR 16 (10-3L6) Eff 31 Mar

BRUSSELS, BELGIUM
SID

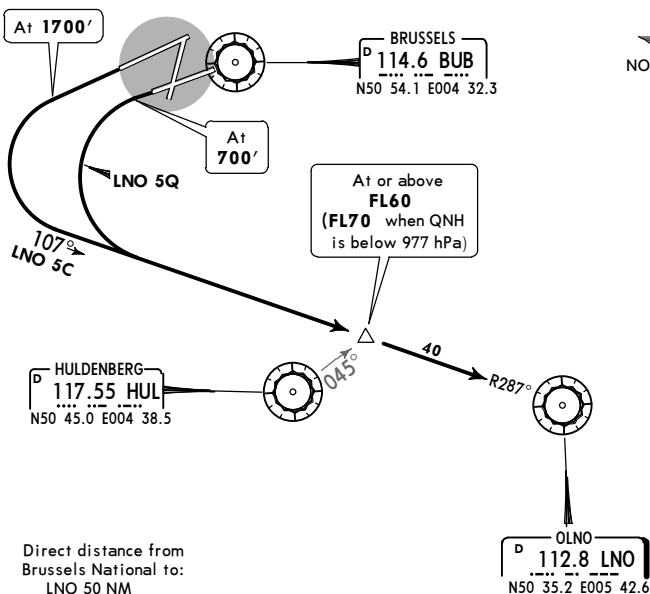
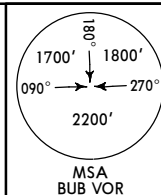
BRUSSELS Tower
118.6
120.775

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 5C, LNO 5Q
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**



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
and due to airspace structure.

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 5C ①	25R	Climb straight ahead, at 1700' turn LEFT, intercept LNO R-287 inbound to LNO.
LNO 5Q	25L	Climb to 700', turn LEFT, intercept LNO R-287 inbound to LNO.

① Available between 0600-2259LT.

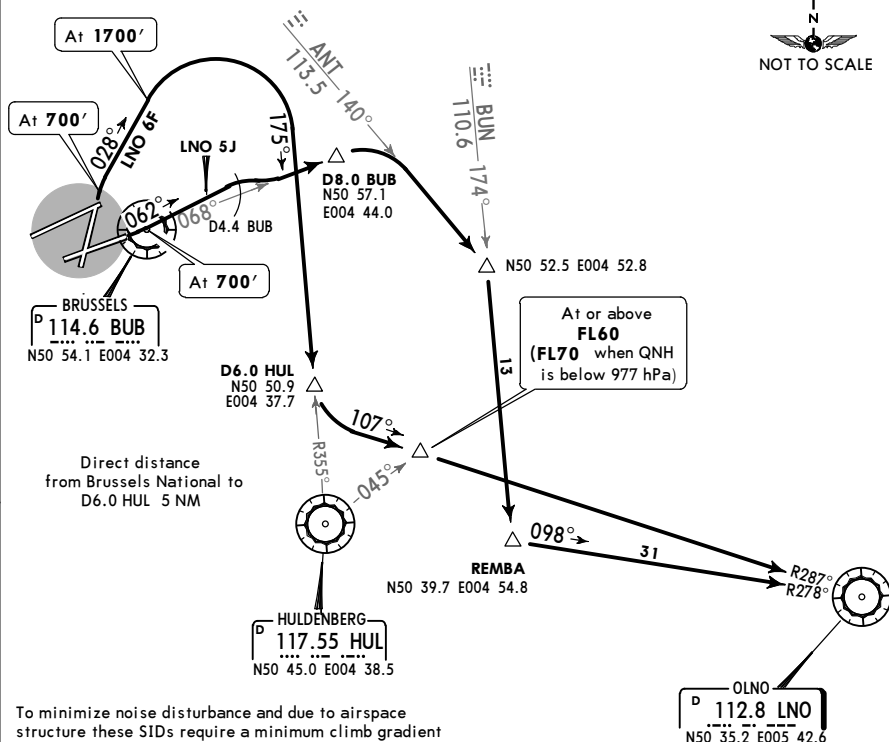
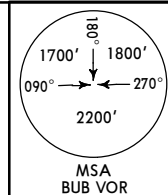
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 (10-3L8)

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.
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LNO 6F, LNO 5J
FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{XF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance and due to airspace structure 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 6F	01	Climb to 700', 028° track, at 1700' turn RIGHT, intercept HUL R-355 inbound to D6.0 HUL, turn LEFT, intercept LNO R-287 inbound to LNO.
LNO 5J	07R	Climb to 700', 062° track, at D4.4 BUB intercept BUB R-068 to D8.0 BUB, turn RIGHT intercept ANT R-140, turn RIGHT, intercept BUN R-174 to REMBA, turn LEFT, intercept LNO R-278 inbound to LNO.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 (10-3M)

BRUSSELS, BELGIUM
SID

BRUSSELS Tower
118.6
120.775

BRUSSELS
Departure(R)
126.625

Apt Elev
184'

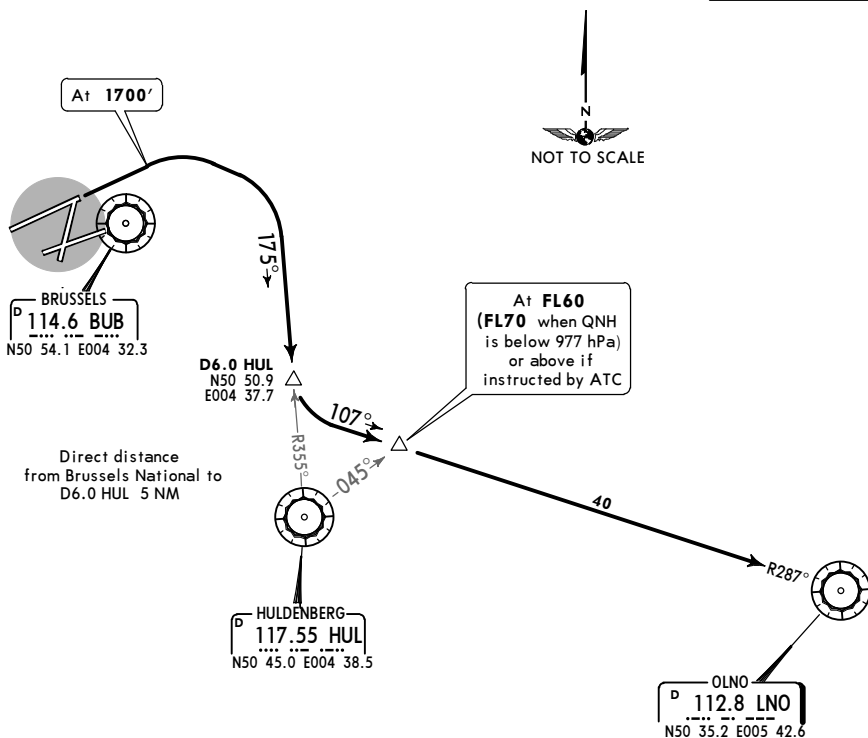
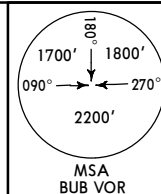
Trans level: By ATC Trans alt: 4500'

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 1W

FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195

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



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

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

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

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

RWY

INITIAL CLIMB/ROUTING

07L

Climb straight ahead to 1700', turn RIGHT, intercept HUL R-355 inbound to D6.0 HUL, turn LEFT, intercept LNO R-287 inbound to LNO.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 10-3N

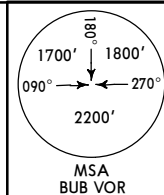
BRUSSELS, BELGIUM
SID

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.
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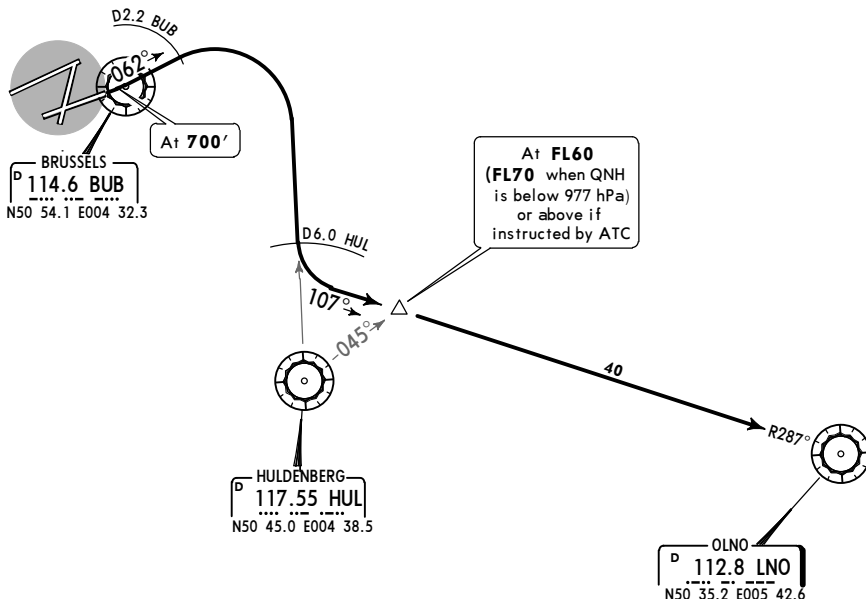
LNO 1Y

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**



Direct distance
from Brussels National to
LNO 50 NM



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

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

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

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

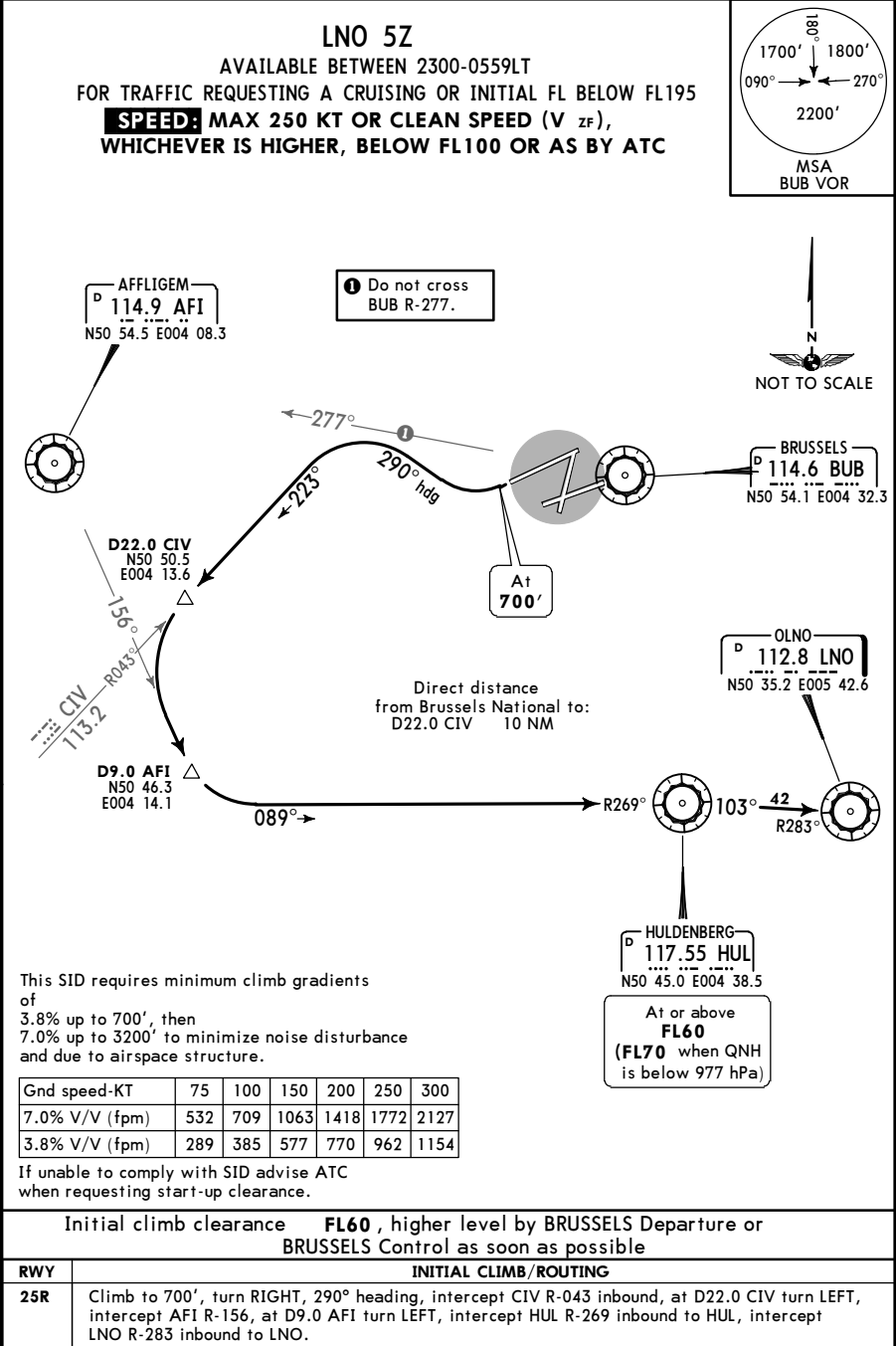
RWY	INITIAL CLIMB/ROUTING
07R	Climb to 700', 062° track, at D2.2 BUB turn RIGHT towards HUL, at D6.0 HUL turn LEFT, intercept LNO R-287 inbound to LNO.

EBBR/BRU
BRUSSELS NATIONAL

JEPPesen
18 MAR 16 (10-3N1) Eff 31 Mar

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.
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EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
18 MAR 16 (10-3N2) Eff 31 Mar

BRUSSELS, BELGIUM
SID

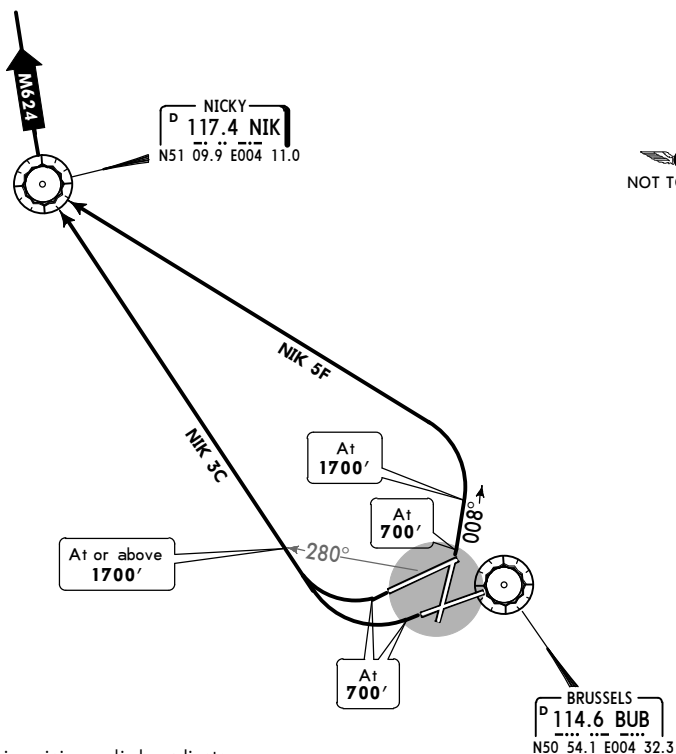
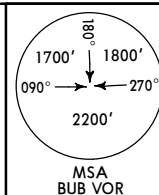
BRUSSELS Tower
118.6
120.775

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 3C, NIK 5F
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
and due to airspace structure.

RWY 01: 7.0% up to 3200' to minimize noise disturbance
and due to airspace structure.

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

Direct distance
from Brussels National to:
NIK 20 NM

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

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

SID	RWY	INITIAL CLIMB/ROUTING
NIK 3C	25L/R	Climb to 700', turn RIGHT direct to NIK.
NIK 5F	01	Climb to 700', 008° track, at 1700' turn LEFT direct to NIK.

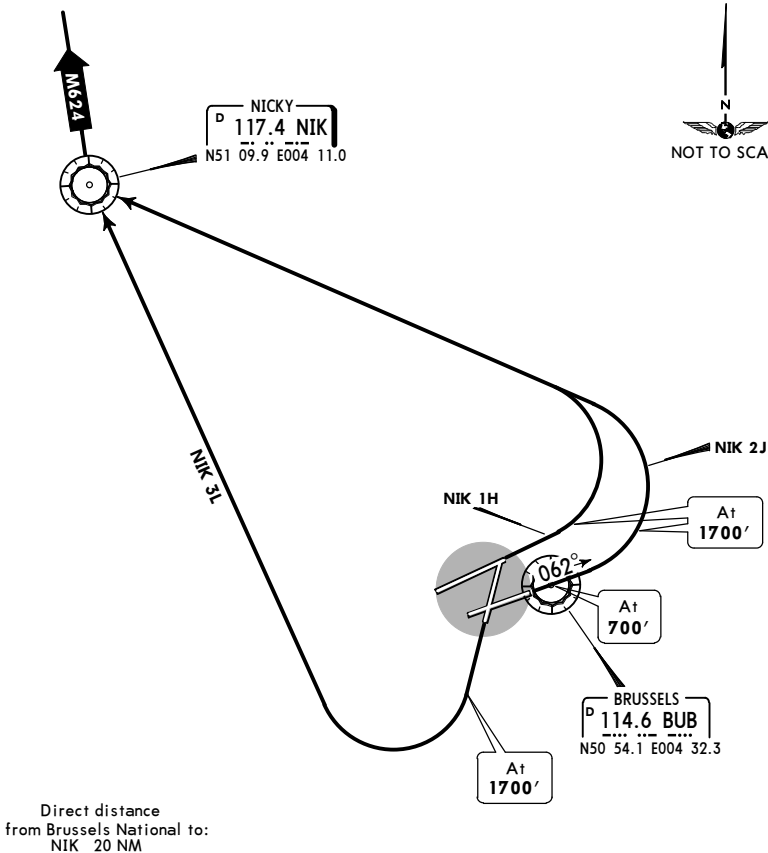
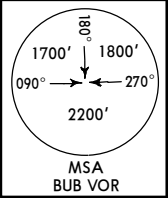
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 (10-3N3)

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. RWY 07L: EXPECT close-in obstacles. 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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NIK 1H, NIK 2J, NIK 3L
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 and due to airspace
structure these SIDs require a minimum climb
gradient of
7.0% up to 3200'.

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

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

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

SID	RWY	INITIAL CLIMB/ROUTING
NIK 1H	07L	Climb straight ahead, at 1700' turn LEFT direct to NIK.
NIK 2J	07R	Climb to 700', 062° track to 1700', direct to NIK.
NIK 3L	19	Climb straight ahead, at 1700' turn RIGHT direct to NIK.

1 Available between 0600-2259LT.

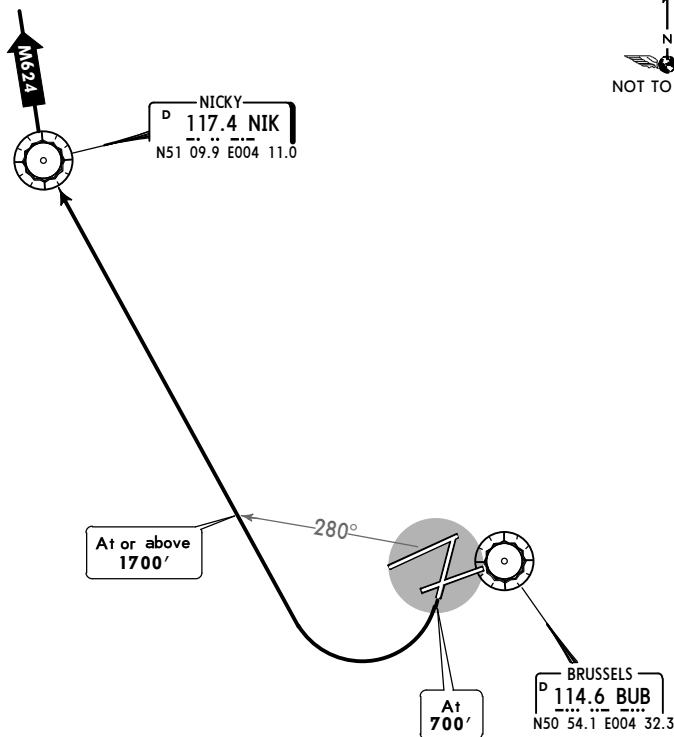
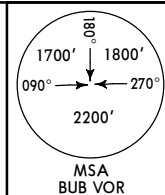
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 **(10-3N4)**

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.
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NIK 4N
AVAILABLE BETWEEN 2300-0559LT OR WHEN
RWY 25R IS NOT AVAILABLE FOR LANDING
VIA AIRWAY M-624 NORTHBOUND
NOT TO BE USED BY TRAFFIC DESTINATION EHAM
SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



Direct distance
from Brussels National to:
NIK 20 NM

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

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

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

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

RWY	INITIAL CLIMB/ROUTING
19	Climb to 700', turn RIGHT direct to NIK.

CHANGES: None.

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BRUSSELS NATIONAL

JEPPESSEN
18 MAR 16 **(10-3N5)** **Eff 31 Mar**

BRUSSELS, BELGIUM
SID

BRUSSELS Tower
118.6
120.775

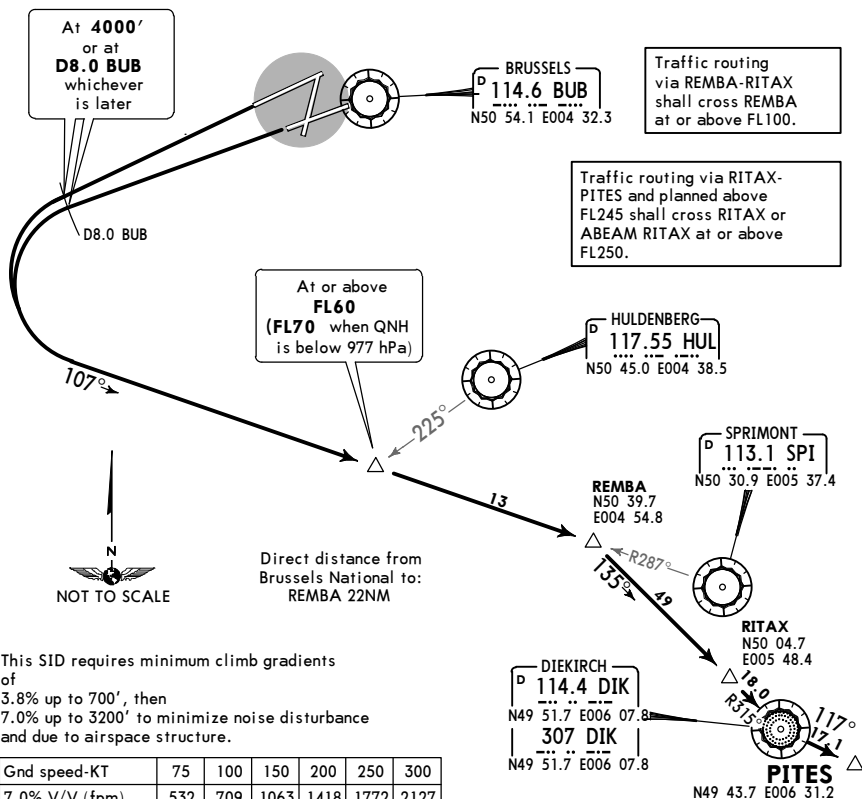
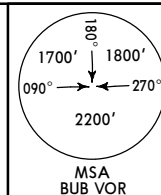
BRUSSELS
Departure(R)
126.625

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.

PITES 4D [PITE4D]
FOR FOUR-ENGINE AIRCRAFT
FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT
ONLY AVAILABLE IF AIRWAY UM-150 (CDR1)
BETWEEN DIK & PITES IS AVAILABLE
SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



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

RWY 25L/R Climb straight ahead, at 4000' or at D8.0 BUB, whichever is later, turn LEFT, intercept SPI R-287 inbound to REMBA, turn RIGHT direct to RITAX, then to DIK, then to PITES.

Alternate route when airway UM-150 not available: SOPOK 4D - SOPOK - ETENO.

Alternate route on ATC instruction: SOPOK 4D - SOPOK - RITAX - DIK - PITES.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
18 MAR 16 (10-3N6) Eff 31 Mar

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.

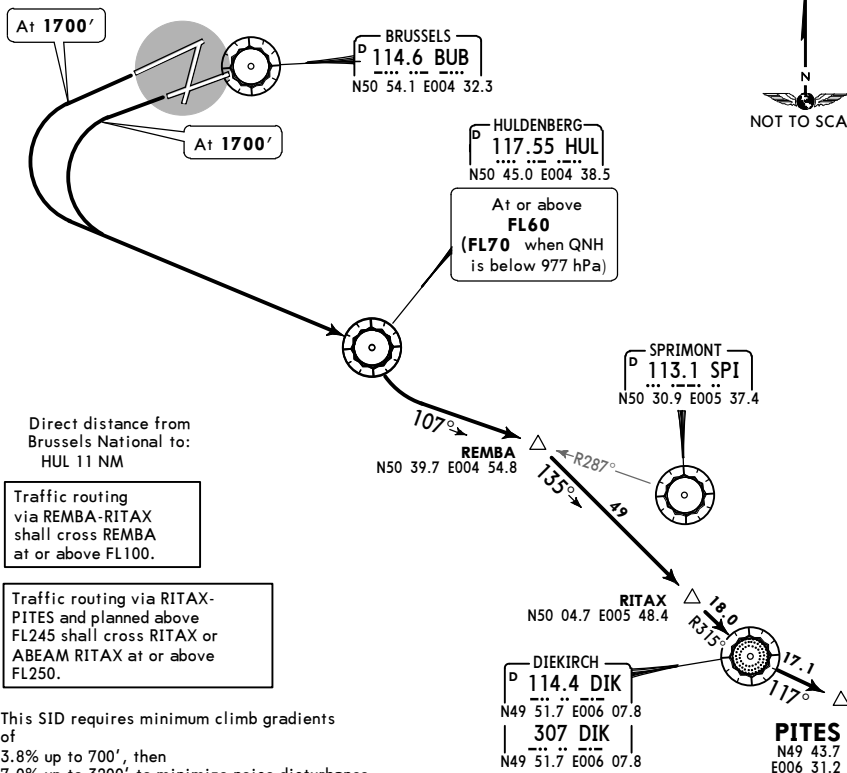
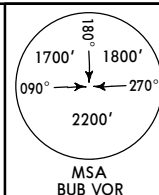
PITES 7C [PITE7C]

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

ONLY AVAILABLE IF AIRWAY UM-150 (CDR1)

BETWEEN DIK & PITES IS AVAILABLE

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



Direct distance from
Brussels National to:
HUL 11 NM

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

Traffic routing via RITAX-
PITES and planned above
FL245 shall cross RITAX or
ABEAM RITAX 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
and due to airspace structure.

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

RWY Climb straight ahead to 1700', turn LEFT to HUL, intercept SPI R-287 inbound to REMBA, turn
RIGHT direct to RITAX, then to DIK, then to PITES.

Alternate route when airway UM-150 not available: SOPOK 8C - SOPOK - ETENO.

Alternate route on ATC instructions: SOPOK 8C - SOPOK - RITAX - DIK - PITES.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 (10-3N7)

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.

PITES 6F [PITE6F]

ONLY AVAILABLE IF AIRWAY UM-150 (CDR1)

BETWEEN DIK & PITES IS AVAILABLE

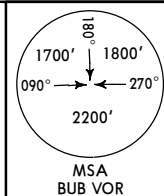
ALTERNATIVE ROUTE WHEN UM-150 NOT AVAILABLE:

SOPOK 6F - SOPOK - ETENO.

ALTERNATIVE ROUTE ON ATC INSTRUCTION:

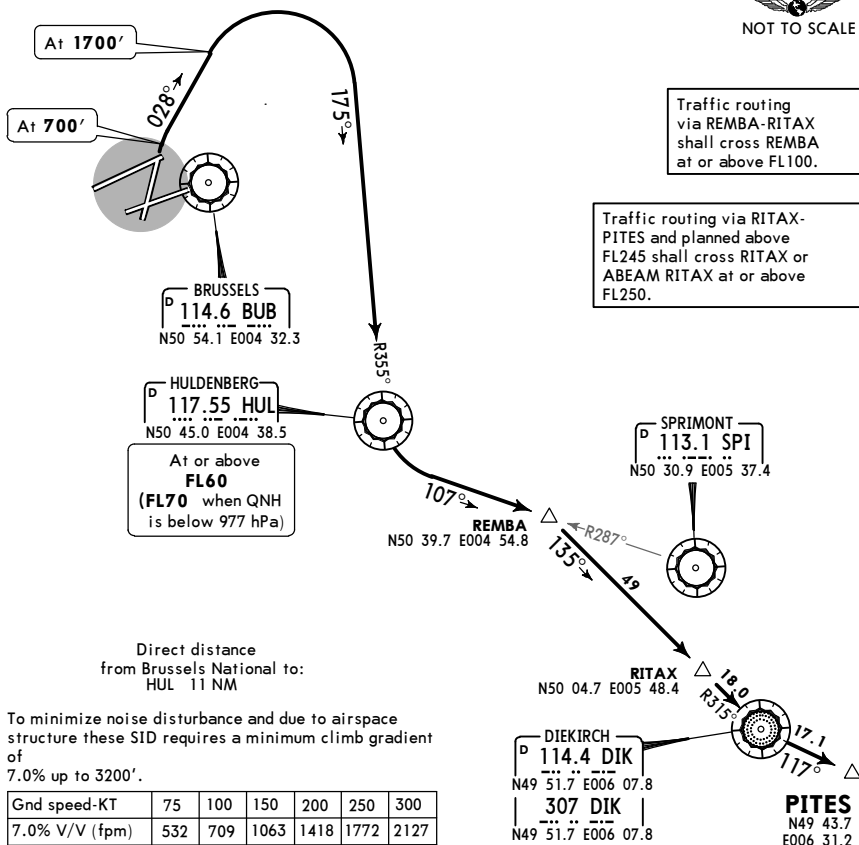
SOPOK 6F - SOPOK - RITAX - DIK - PITES.

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



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

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



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

RWY

INITIAL CLIMB/ROUTING

01

Climb to 700', 028° track, at 1700' turn RIGHT, intercept HUL R-355 inbound to HUL, turn LEFT, intercept SPI R-287 inbound to REMBA, turn RIGHT direct to RITAX, then to DIK, then to PITES.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 (10-3N8)

BRUSSELS, BELGIUM
SID

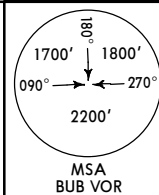
BRUSSELS Tower
118.6
120.775

BRUSSELS
Departure(R)
126.625

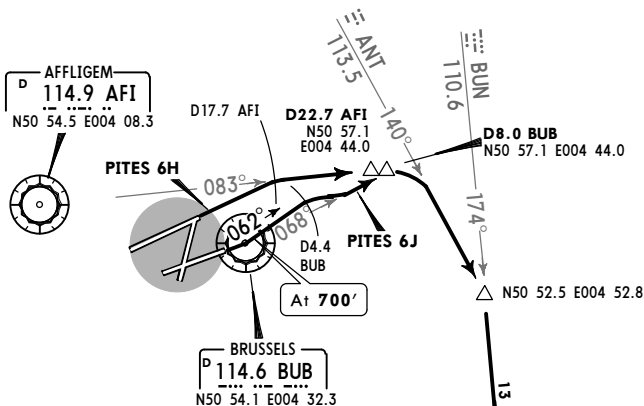
Apt Elev
184'

Trans level: By ATC Trans alt: 4500'
1. RWY 07L: EXPECT close-in obstacles.
2. After take-off remain on Tower frequency.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

PITES 6H [PITE6H], PITES 6J [PITE6J]
ONLY AVAILABLE IF AIRWAY UM-150 (CDR1)
BETWEEN DIK & PITES IS AVAILABLE
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



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



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

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

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

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

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

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

SID	RWY	INITIAL CLIMB
PITES 6H ① ②	07L	Climb straight ahead, at D17.7 AFI turn RIGHT, intercept AFI R-083 to D22.7 AFI, turn RIGHT.
PITES 6J ③ ④	07R	Climb to 700', 062° track, at D4.4 BUB intercept BUB R-068 to D8.0 BUB, turn RIGHT.

ROUTING

Intercept ANT R-140, turn RIGHT, intercept BUN R-174 to REMBA, intercept DIK R-315 in-
bound via RITAX to DIK, then to PITES.

- ① Alternative route when airway UM-150 not available: SOPOK 5H - SOPOK - ETENO.
- ② Alternative route on ATC instruction: SOPOK 5H - SOPOK - RITAX - DIK - PITES.
- ③ Alternative route when airway UM-150 not available: SOPOK 5J - SOPOK - ETENO.
- ④ Alternative route on ATC instruction: SOPOK 5J - SOPOK - RITAX - DIK - PITES.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 10-3P

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.

PITES 1W [PITE1W]

ONLY AVAILABLE IF AIRWAY UM-150 (CDR1)

BETWEEN DIK & PITES IS AVAILABLE

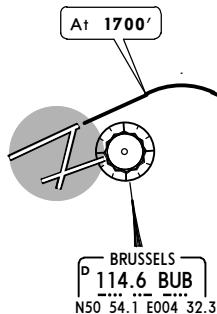
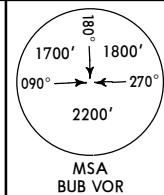
ALTERNATIVE ROUTE WHEN UM-150 NOT AVAILABLE:

SOPOK 1W - SOPOK - ETENO.

ALTERNATIVE ROUTE ON ATC INSTRUCTION:

SOPOK 1W - SOPOK - RITAX - DIK - PITES.

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



HULDENBERG
117.55 HUL
N50 45.0 E004 38.5
At FL60
(FL70 when QNH
is below 977 hPa)
or above if
instructed by ATC

Direct distance
from Brussels National to:
HUL 11 NM

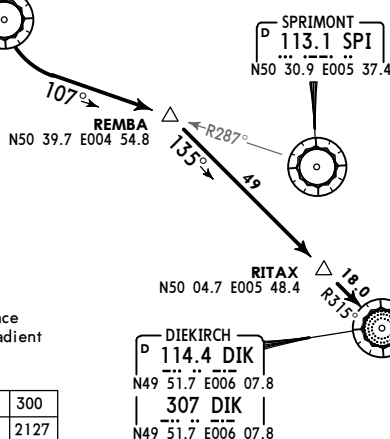
To minimize noise disturbance and due to airspace
structure this SID requires a minimum climb gradient
of
7.0% up to 3200'.

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

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

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

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



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

RWY	INITIAL CLIMB/ROUTING
07L	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-355 inbound to HUL, turn LEFT, intercept SPI R-287 inbound to REMBA, turn RIGHT direct to RITAX, then to DIK, then to PITES.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 10-3Q

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.

PITES 1Y [PITE1Y]

ONLY AVAILABLE IF AIRWAY UM-150 (CDR1)

BETWEEN DIK & PITES IS AVAILABLE

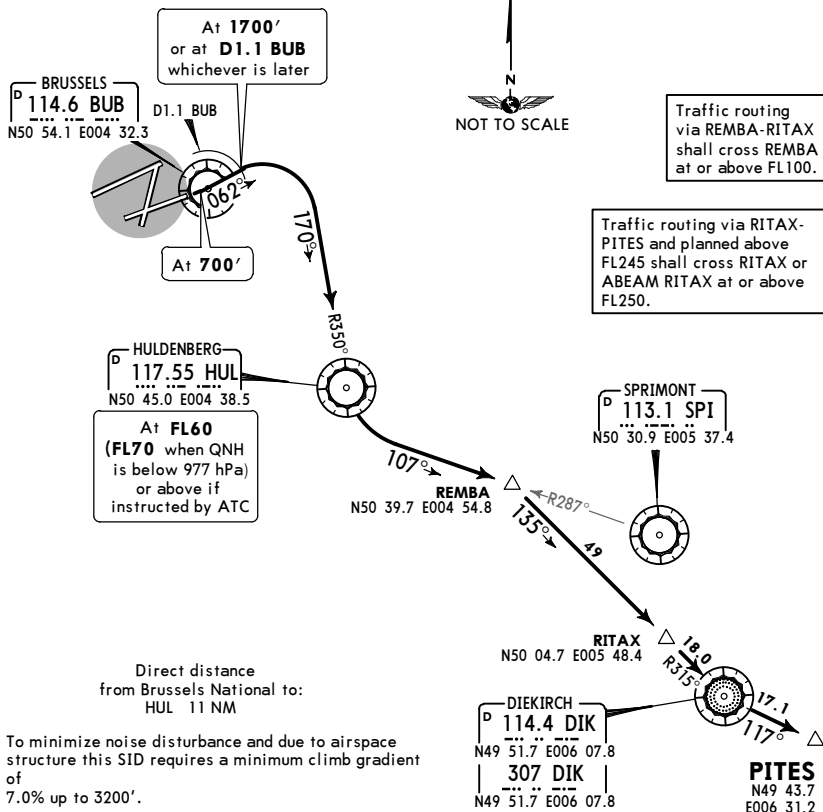
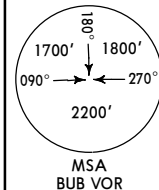
ALTERNATIVE ROUTE WHEN UM-150 NOT AVAILABLE:

SOPOK 1Y - SOPOK - ETENO.

ALTERNATIVE ROUTE ON ATC INSTRUCTION:

SOPOK 1Y - SOPOK - RITAX - DIK - PITES.

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



Direct distance
from Brussels National to:
HUL 11 NM

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

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

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

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

RWY	INITIAL CLIMB/ROUTING
07R	Climb to 700', 062° track, at 1700' or D1.1 BUB, whichever is later turn RIGHT, intercept HUL R-350 inbound to HUL, turn LEFT, intercept SPI R-287 inbound to REMBA, turn RIGHT direct to RITAX, then to DIK, then to PITES.

EBBR/BRU
BRUSSELS NATIONAL

JEPPesen
18 MAR 16 (10-3Q1) Eff 31 Mar

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.

PITES 5Z [PITESZ]

AVAILABLE BETWEEN 2300-0559LT

ONLY AVAILABLE IF AIRWAY UM-150 (CDR1)

BETWEEN DIK & PITES IS AVAILABLE

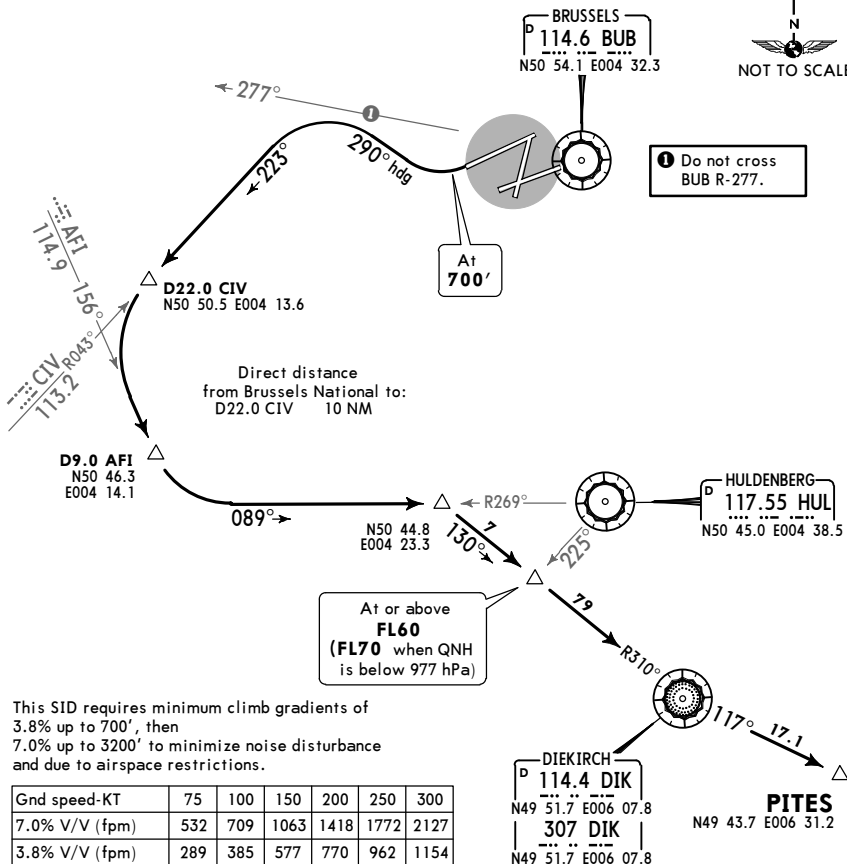
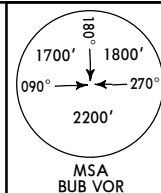
ALTERNATIVE ROUTE WHEN AIRWAY UM-150 NOT AVAILABLE:

SOPOK 6Z - SOPOK - ETENO

ALTERNATIVE ROUTE ON ATC INSTRUCTION:

SOPOK 6Z - SOPOK - RITAX - DIK - PITES

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



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

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

RWY	INITIAL CLIMB/ROUTING
25R	Climb to 700', turn RIGHT, 290° heading, intercept CIV R-043 inbound, at D22.0 CIV turn LEFT, intercept AFI R-156, at D9.0 AFI turn LEFT, intercept HUL R-269 inbound, intercept DIK R-310 inbound to DIK, then to PITES.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
18 MAR 16 (10-3Q2) Eff 31 Mar

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.

PITES 7L

ONLY AVAILABLE IF AIRWAY UM-150 (CDR1)

BETWEEN DIK & PITES IS AVAILABLE

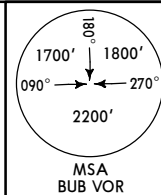
ALTERNATIVE ROUTE WHEN AIRWAY UM-150 NOT AVAILABLE:

SOPOK 6L - SOPOK - ETENO

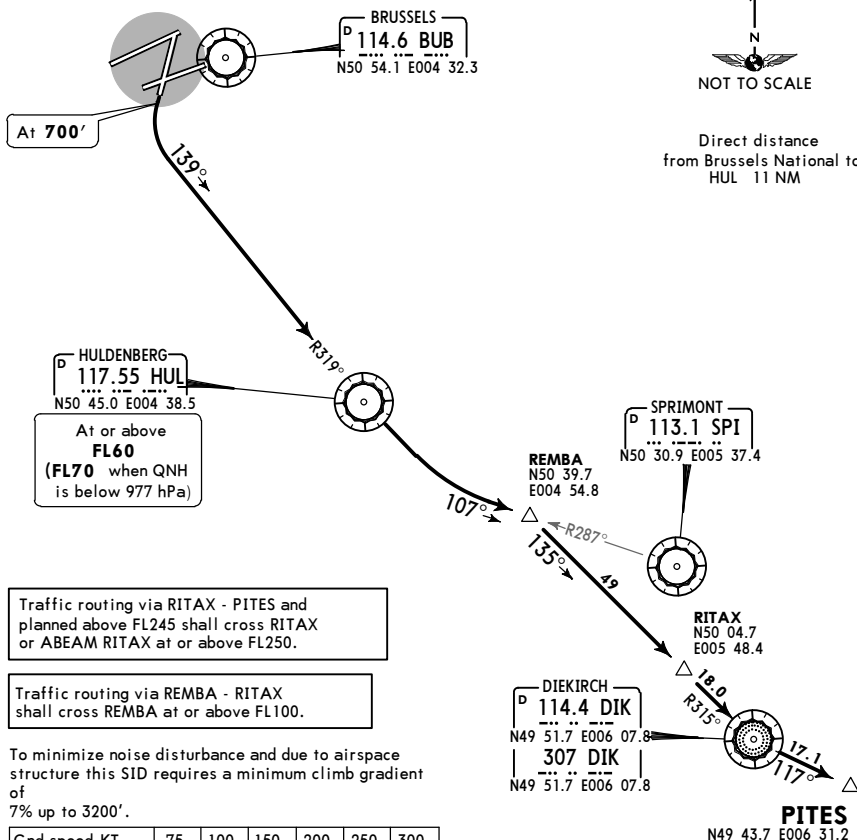
ALTERNATIVE ROUTE ON ATC INSTRUCTION:

SOPOK 6L - SOPOK - RITAX - DIK - PITES

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



Direct distance
from Brussels National to:
HUL 11 NM



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

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

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

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

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

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

RWY	INITIAL CLIMB/ROUTING
19	Climb to 700', turn LEFT, intercept HUL R-319 inbound to HUL, turn LEFT, intercept SPI R-287 inbound to REMBA, turn RIGHT direct to RITAX, then to DIK, then to PITES.

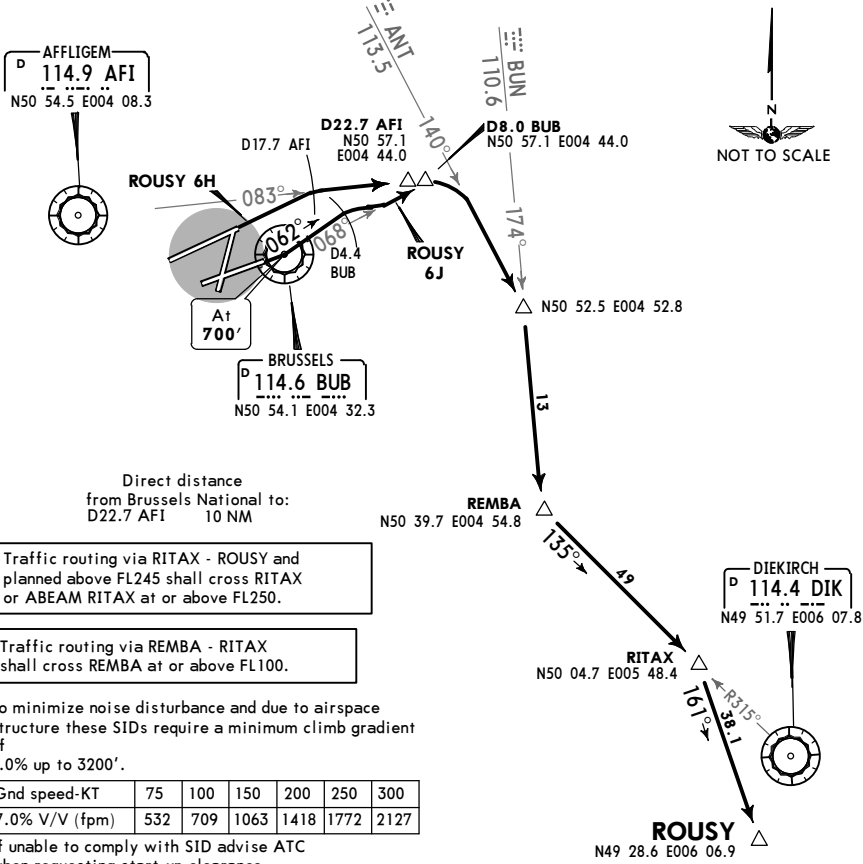
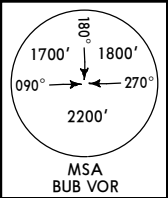
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 (10-3Q3)

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. RWY 07L: EXPECT close-in obstacles. 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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ROUSY 6H [ROUS6H] , ROUSY 6J [ROUS6J]
SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



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

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

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

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

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

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

SID	RWY	INITIAL CLIMB/ROUTING
ROUSY 6H ①	07L	Climb straight ahead, at D17.7 AFI turn RIGHT, intercept AFI R-083 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 6J ②	07R	Climb to 700', 062° track, at D4.4 BUB intercept BUB R-068 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 5H - SOPOK - RITAX - ROUSY.
- ② Alternative route on ATC instruction: SOPOK 5J - SOPOK - RITAX - ROUSY.

EBBR/BRU
BRUSSELS NATIONAL

JEPESEN
6 MAY 16 10-3Q4

BRUSSELS, BELGIUM
SID

BRUSSELS Tower
118.6
120.775

BRUSSELS
Departure(R)
126.625

Apt Elev
184'

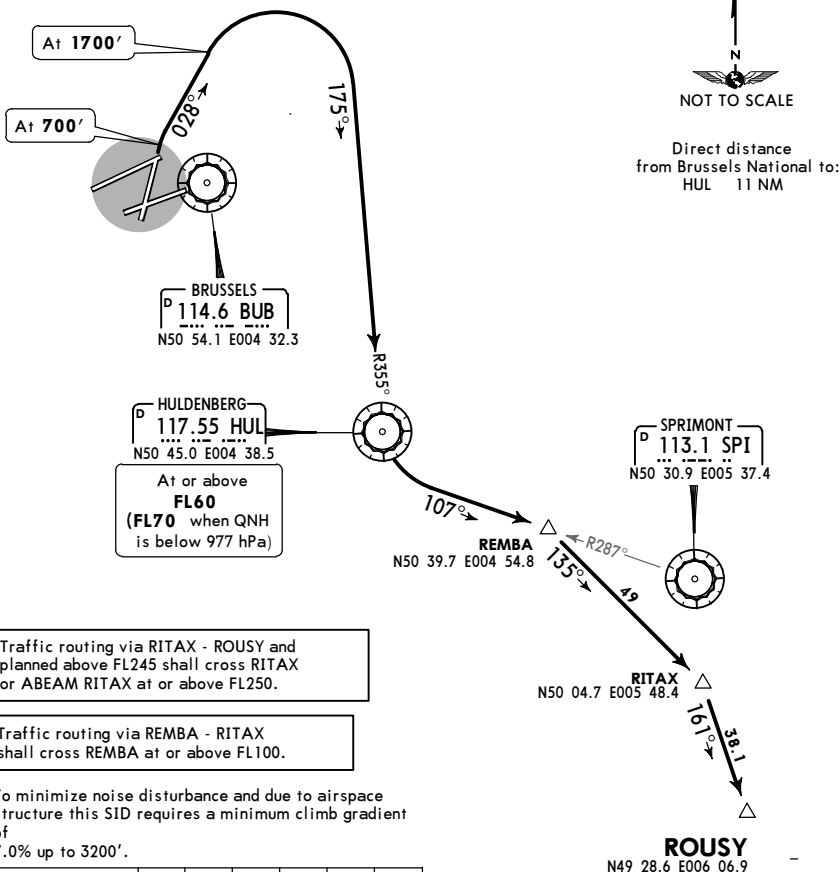
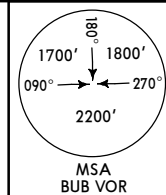
Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

ROUSY 6F [ROUS6F]

ALTERNATIVE ROUTE ON ATC INSTRUCTION:

SOPOK 6F - SOPOK - RITAX - ROUSY

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



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

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

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

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

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

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

RWY	INITIAL CLIMB/ROUTING
01	Climb to 700', 028° track, at 1700' turn RIGHT, intercept HUL R-355 inbound to HUL, turn LEFT, intercept SPI R-287 inbound to REMBA, turn RIGHT direct to RITAX, then to ROUSY.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
18 MAR 16 (10-3Q5) Eff 31 Mar

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.

ROUSY 4D [ROUS4D]

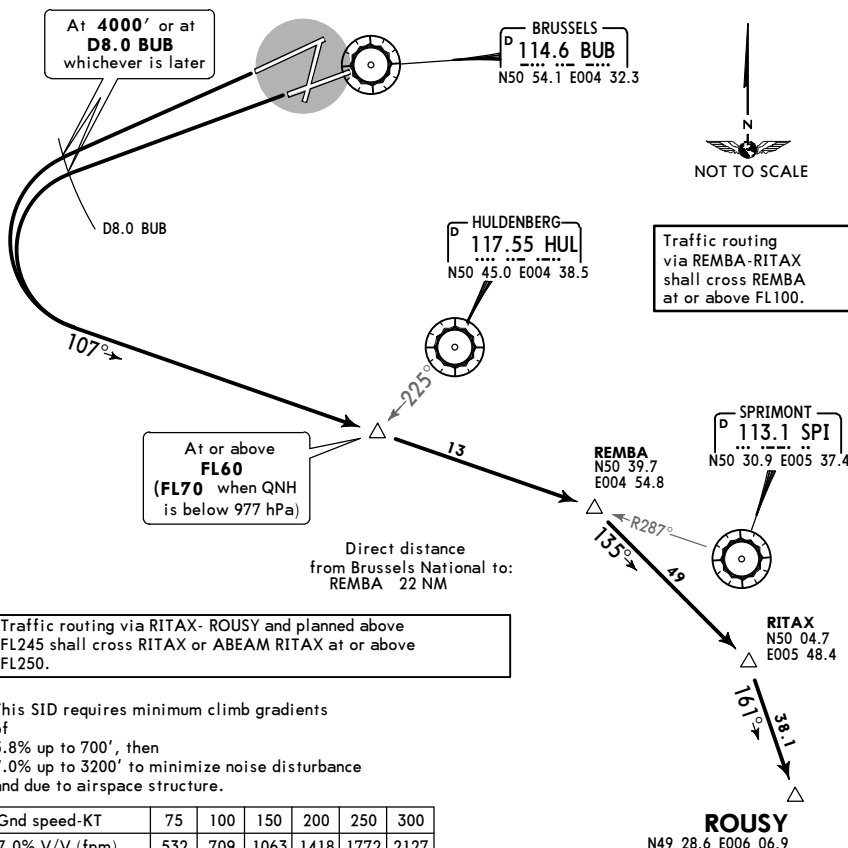
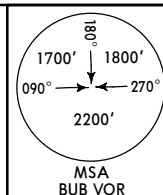
FOR FOUR-ENGINE AIRCRAFT

FOR SID RWY 25R AVAILABLE BETWEEN 0600-2259LT

ALTERNATIVE ROUTE ON ATC INSTRUCTION:

SOPOK 4D - SOPOK - RITAX - ROUSY

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



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

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

RWY	INITIAL CLIMB/ROUTING
25L/R	Climb straight ahead, at 4000' or at D8.0 BUB, whichever is later, turn LEFT, intercept SPI R-287 inbound to REMBA, turn RIGHT direct to RITAX, then to ROUSY.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
18 MAR 16 (10-3Q6) Eff 31 Mar

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.

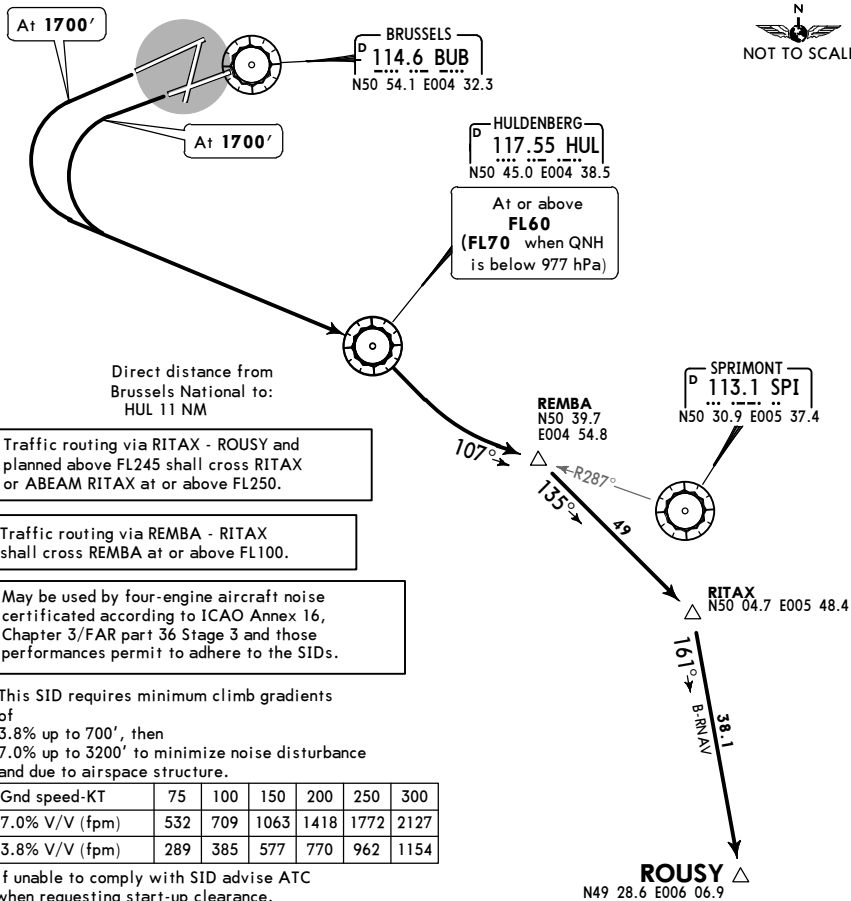
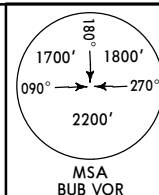
ROUSY 7C [ROUS7C]

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

ALTERNATIVE ROUTE ON ATC INSTRUCTION:

SOPOK 8C - 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

RWY	INITIAL CLIMB/ROUTING
25L/R	Climb straight ahead to 1700', turn LEFT to HUL, intercept SPI R-287 inbound to REMBA, turn RIGHT direct to RITAX, then to ROUSY.

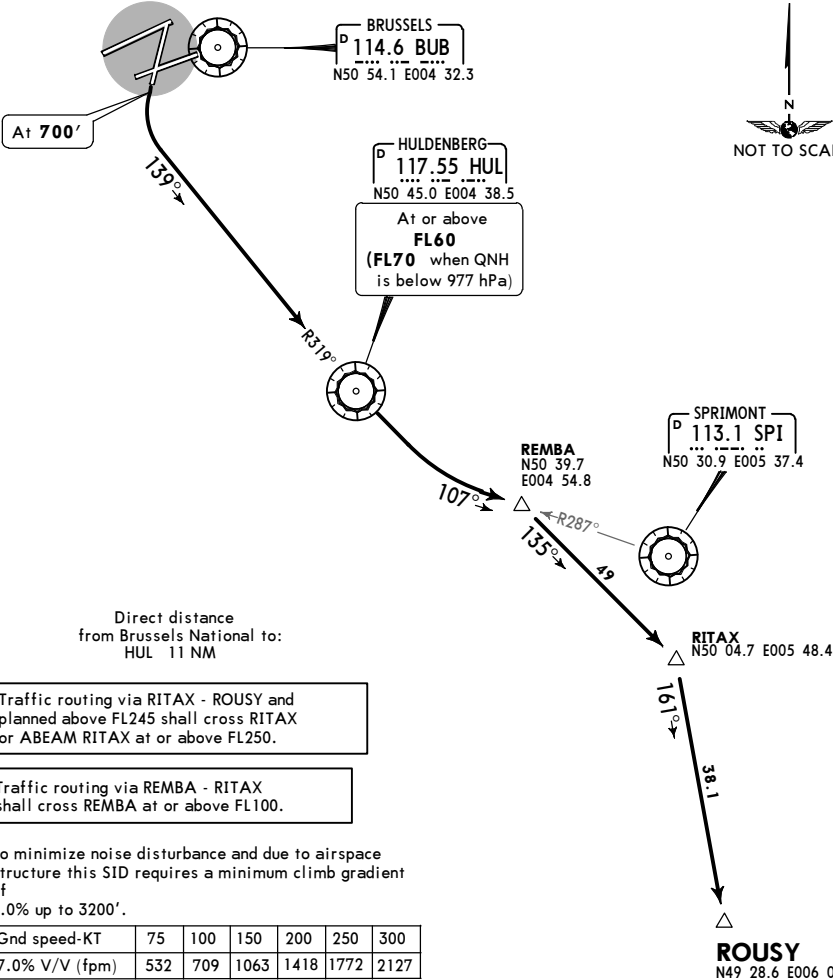
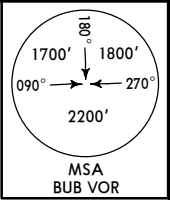
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 (10-3Q7)

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.
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ROUSY 7L
ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 6L - SOPOK - RITAX - ROUSY
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



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

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

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

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

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

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

RWY	INITIAL CLIMB/ROUTING
19	Climb to 700', turn LEFT, intercept HUL R-319 inbound to HUL, turn LEFT, intercept SPI R-287 inbound to REMBA, turn RIGHT direct to RITAX, then to ROUSY.

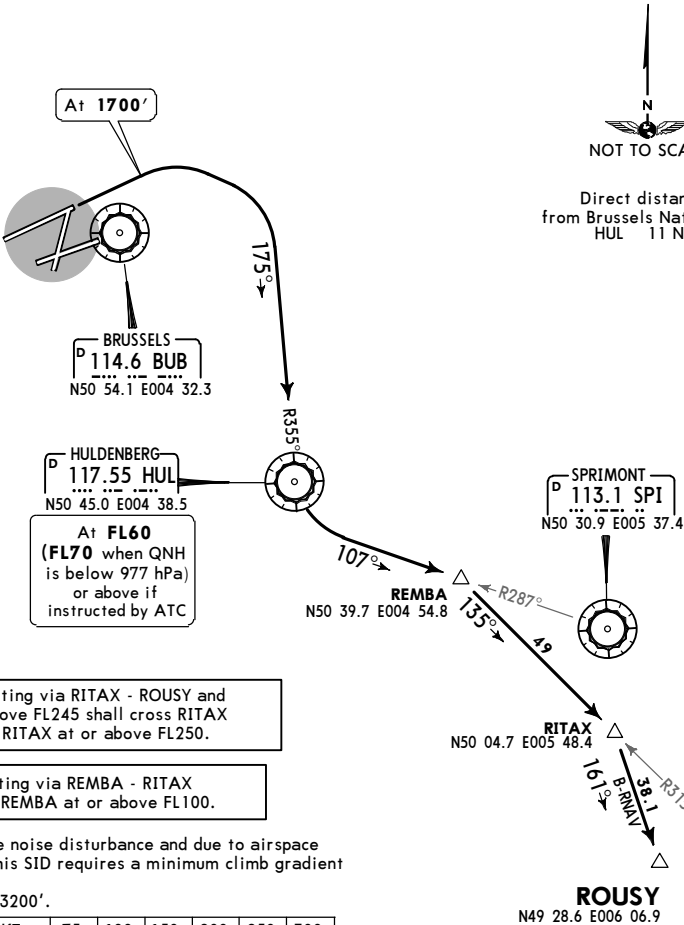
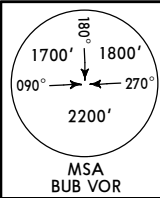
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 10-3Q8

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.
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ROUSY 1W [ROUS1W]
ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 1W - SOPOK - RITAX - ROUSY
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



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

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

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

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

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

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

RWY	INITIAL CLIMB/ROUTING
07L	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-355 inbound to HUL, turn LEFT, intercept SPI R-287 inbound to REMBA, turn RIGHT direct to RITAX, then to ROUSY.

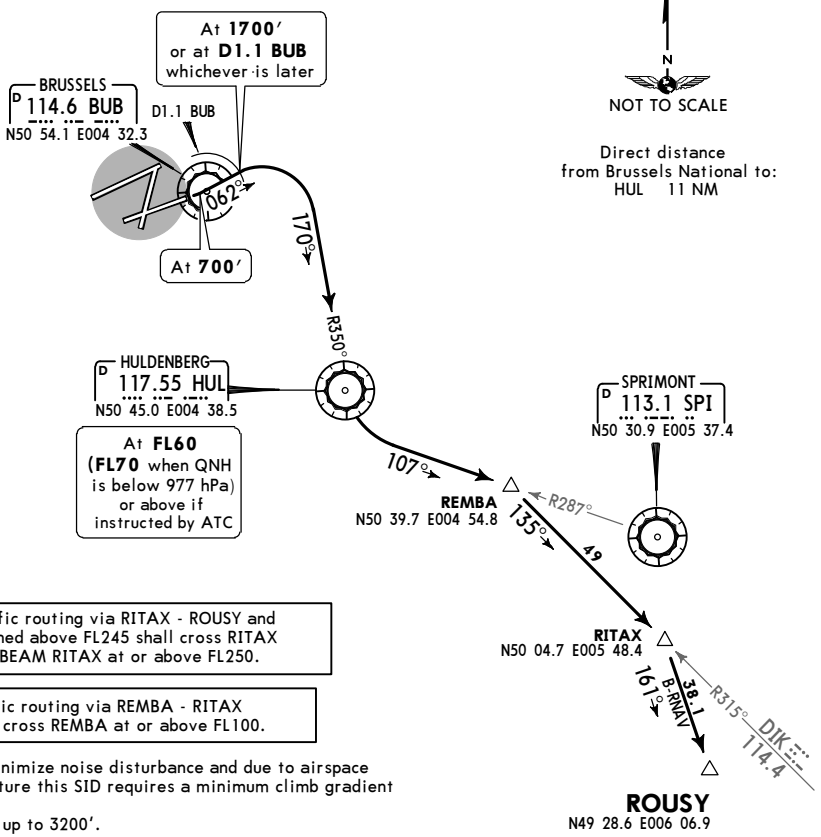
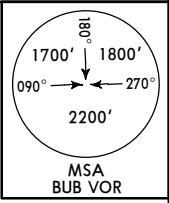
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
18 MAR 16 10-3Q9 Eff 31 Mar

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.
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ROUSY 1Y [ROUS1Y]
ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 1Y - SOPOK - RITAX - ROUSY
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



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

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

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

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

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

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

RWY	INITIAL CLIMB/ROUTING
07R	Climb to 700', 062° track, at 1700' or D1.1 BUB, whichever is later, turn RIGHT, intercept HUL R-350 inbound to HUL, turn LEFT, intercept SPI R-287 inbound to REMBA, turn RIGHT direct to RITAX, then to ROUSY.

EBBR/BRU
BRUSSELS NATIONAL

JEPPesen
18 MAR 16 10-35 Eff 31 Mar

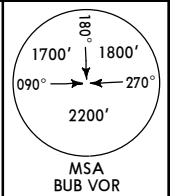
BRUSSELS, BELGIUM
SID

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.
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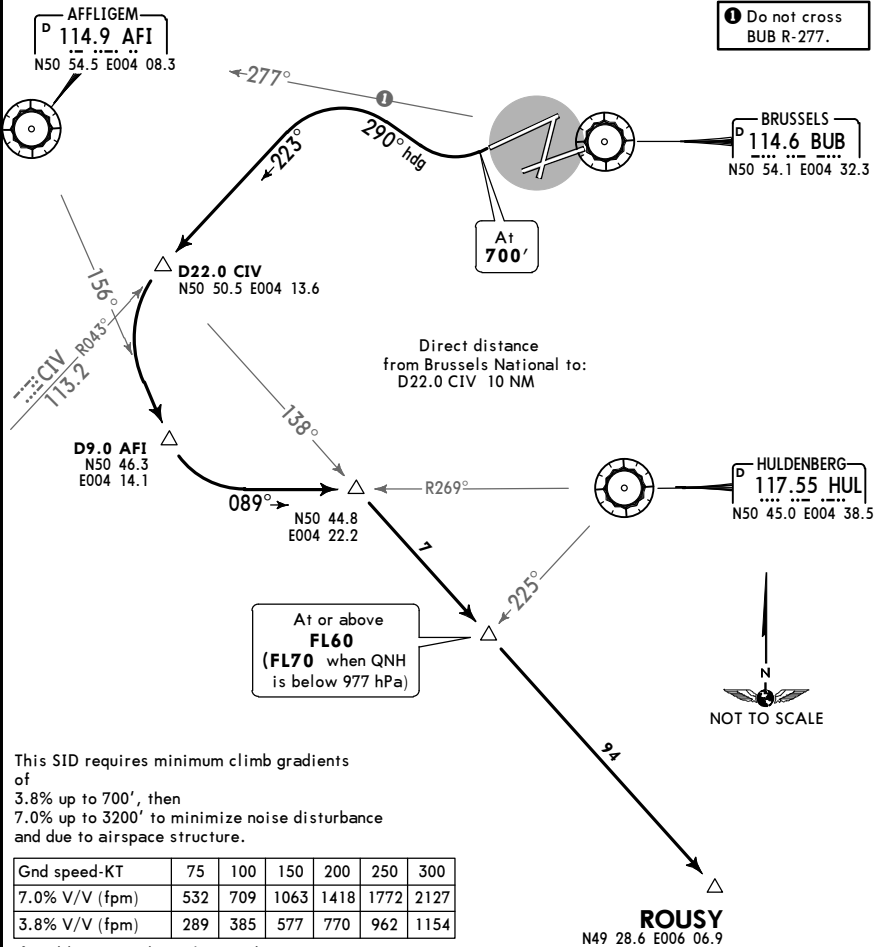
ROUSY 5Z [ROUSSZ]

AVAILABLE BETWEEN 2300-0559LT
ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 6Z - SOPOK - RITAX - ROUSY

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



❶ Do not cross
BUB R-277.



This SID requires minimum climb gradients
of
3.8% up to 700', then
7.0% up to 3200' to minimize noise disturbance
and due to airspace structure.

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.

RWY	INITIAL CLIMB/ROUTING
25R	Climb to 700', turn RIGHT, 290° heading, intercept CIV R-043 inbound, at D22.0 CIV turn LEFT, intercept AFI R-156, at D9.0 AFI turn LEFT, intercept HUL R-269 inbound, turn RIGHT, intercept AFI R-138 to ROUSY.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
18 MAR 16 10-3T Eff 31 Mar

BRUSSELS, BELGIUM
SID

BRUSSELS Tower
118.6
120.775

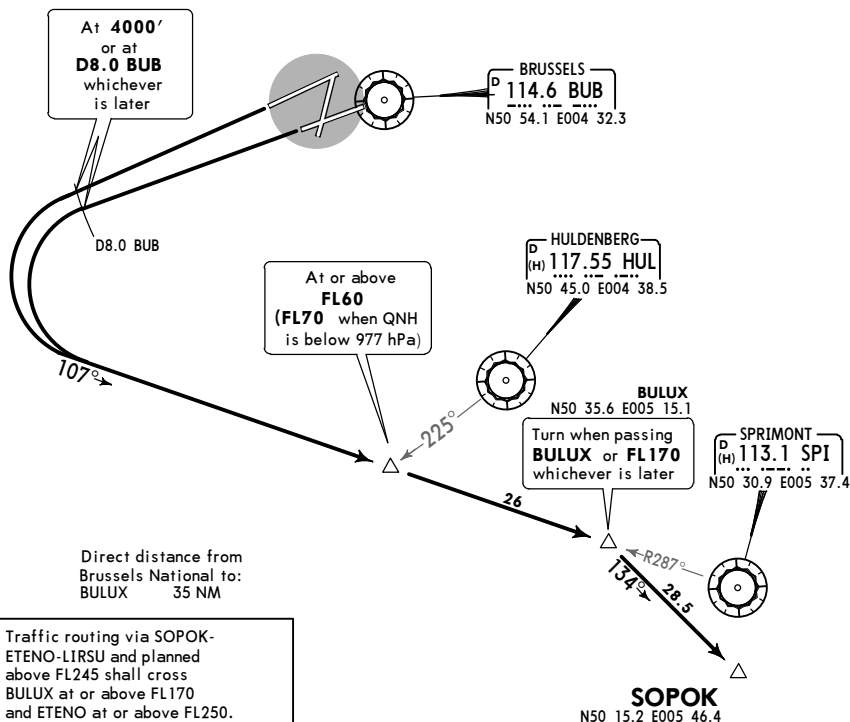
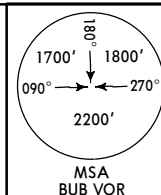
BRUSSELS
Departure(R)
126.625

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.

SOPOK 4D [SOPO4D]
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**



This SID requires minimum climb gradients of
3.8% up to 700', then
7.0% up to 3200' to minimize noise disturbance
and due to airspace structure.

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.

RWY	INITIAL CLIMB/ROUTING
25L/R	Climb straight ahead, at 4000' or at D8.0 BUB, whichever is later, turn LEFT, intercept SPI R-287 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT direct to SOPOK.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
18 MAR 16 (10-3T1) Eff 31 Mar

BRUSSELS, BELGIUM
SID

BRUSSELS Tower
118.6
120.775

BRUSSELS
Departure(R)
126.625

Apt Elev
184'

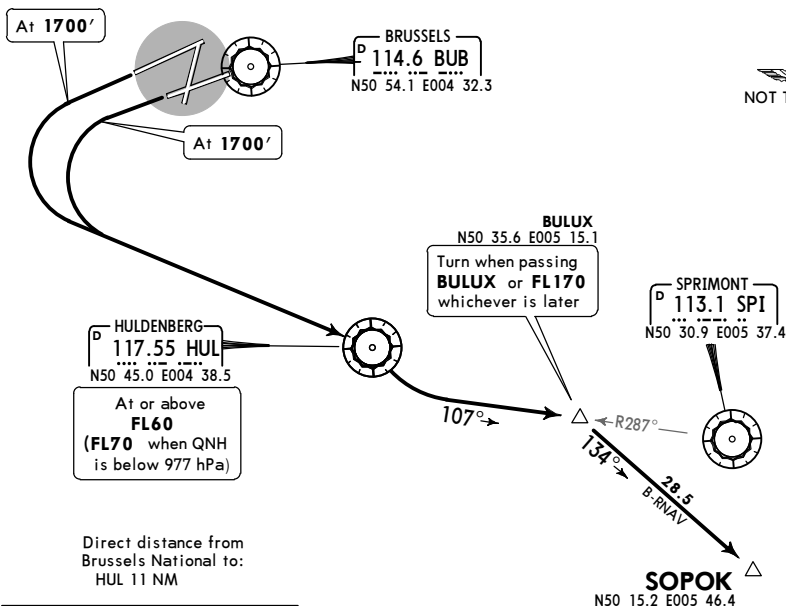
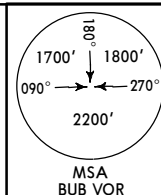
Trans level: By ATC Trans alt: 4500'

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.

SOPOK 8C [SOP08C]

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_{XF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



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
and due to airspace structure.

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

RWY	INITIAL CLIMB/ROUTING
25L/R	Climb straight ahead to 1700', turn LEFT to HUL, intercept SPI R-287 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT direct to SOPOK.

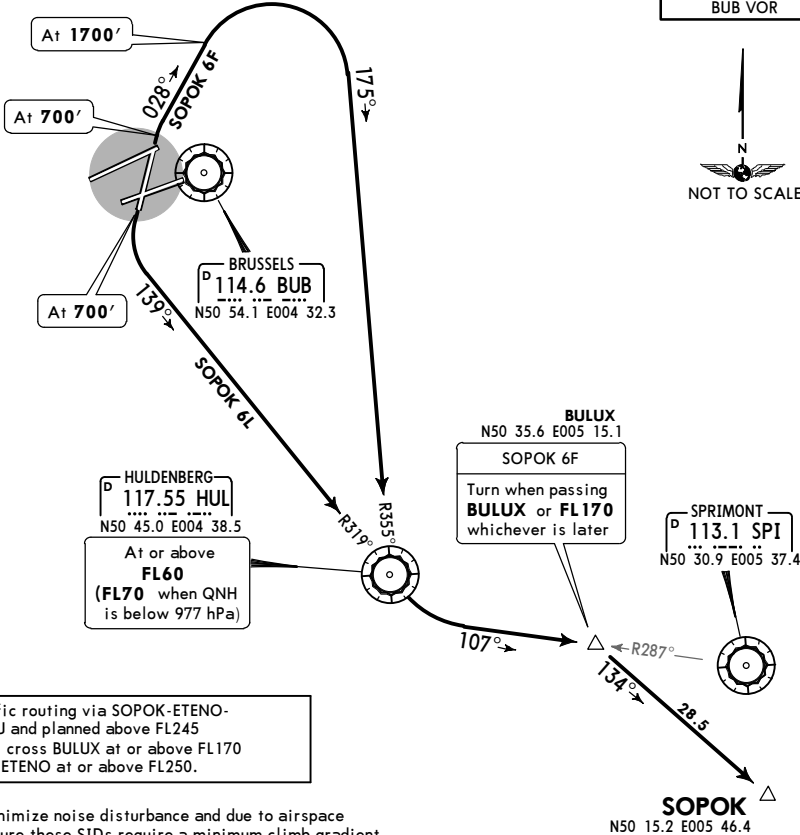
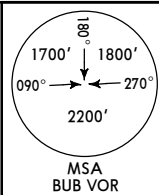
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
18 MAR 16 10-3T2 Eff 31 Mar

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.
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SOPOK 6F [SOPO6F], SOPOK 6L
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



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

To minimize noise disturbance and due to airspace
structure 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.

Direct distance
from Brussels National to:
HUL 11 NM

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

SID	RWY	INITIAL CLIMB/ROUTING
SOPOK 6F	01	Climb to 700', 028° track, at 1700' turn RIGHT, intercept HUL R-355 inbound to HUL, turn LEFT, intercept SPI R-287 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT direct to SOPOK.
SOPOK 6L	19	Climb to 700', turn LEFT, intercept HUL R-319 inbound to HUL, turn LEFT, intercept SPI R-287 inbound to BULUX, turn RIGHT direct to SOPOK.

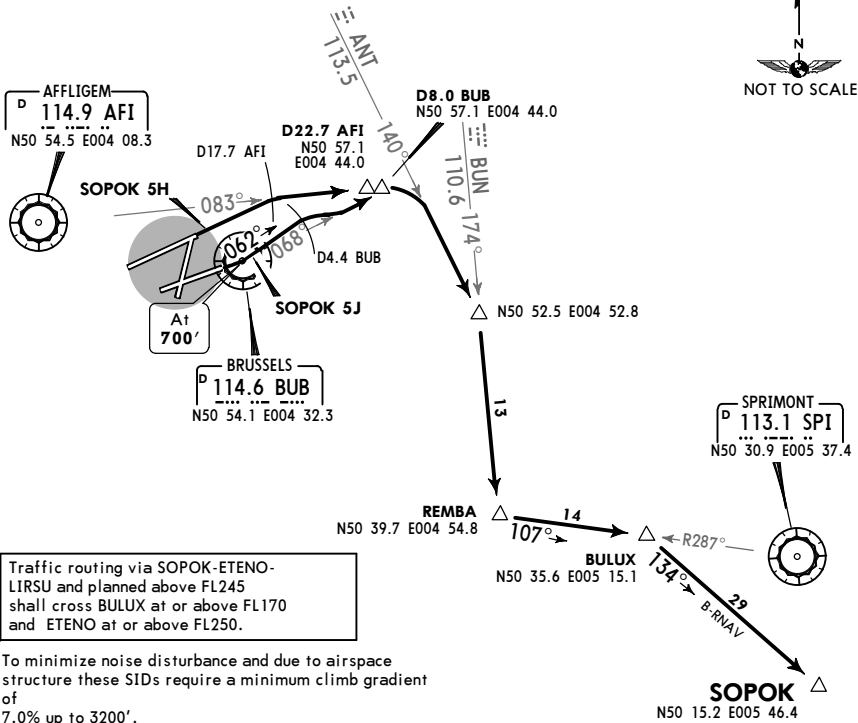
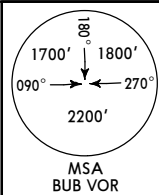
EBBR/BRU
BRUSSELS NATIONAL

JEPPesen
6 MAY 16 (10-3T3)

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. RWY 07L: EXPECT close-in obstacles. 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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SOPOK 5H [SOPO5H], SOPOK 5J [SOPO5J]
SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



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

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

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

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

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

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

SID	RWY	INITIAL CLIMB/ROUTING
SOPOK 5H	07L	Climb straight ahead, at D17.7 AFI turn RIGHT, intercept AFI R-083 to D22.7 AFI, turn RIGHT, intercept ANT R-140, turn RIGHT, intercept BUN R-174 to REMBA, turn LEFT, intercept SPI R-287 inbound to BULUX, then to SOPOK.
SOPOK 5J	07R	Climb to 700', 062° track, at D4.4 BUB intercept BUB R-068 to D8.0 BUB, turn RIGHT, intercept ANT R-140, turn RIGHT, intercept BUN R-174 to REMBA, turn LEFT, intercept SPI R-287 inbound to BULUX, then to SOPOK.

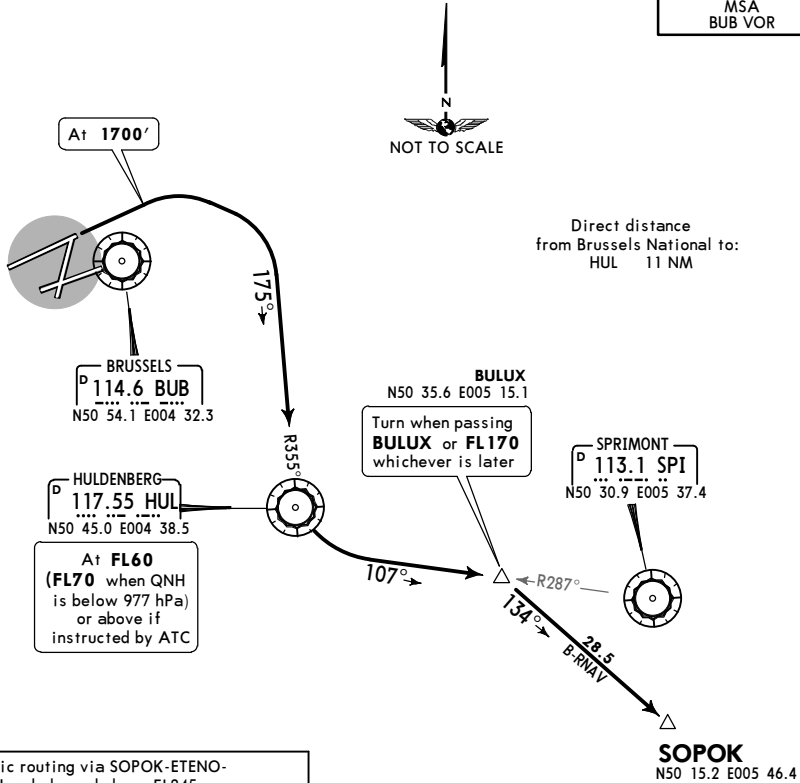
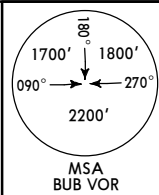
EBBR/BRU
BRUSSELS NATIONAL

JEPPesen
6 MAY 16 (10-3T4)

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.
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SOPOK 1W [SOPO1W]
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



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

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

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

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

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

RWY	INITIAL CLIMB/ROUTING
07L	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-355 inbound to HUL, turn LEFT, intercept SPI R-287 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT direct to SOPOK.

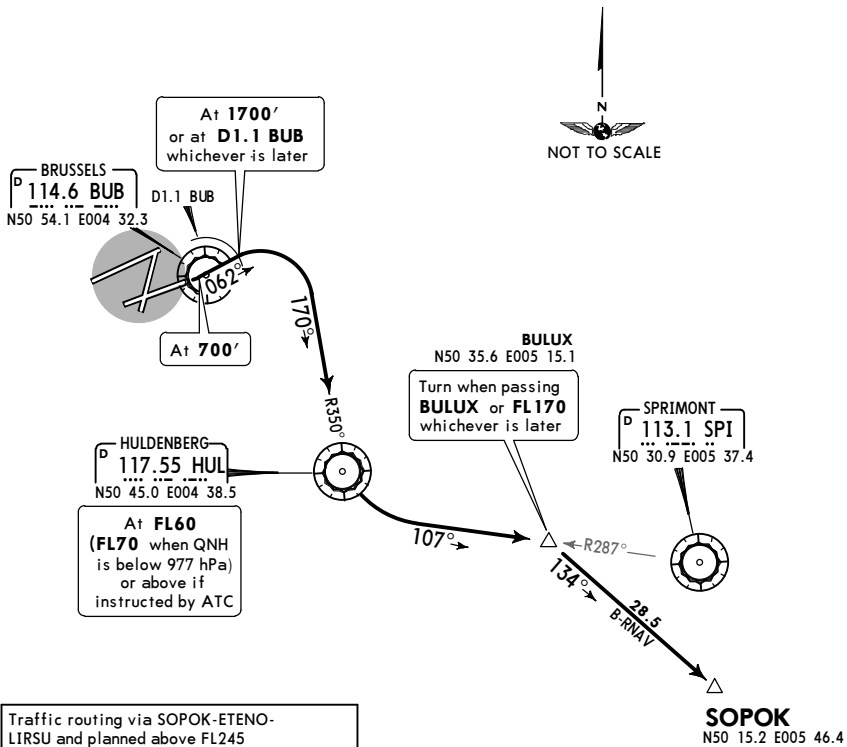
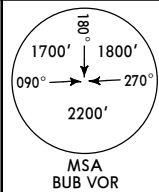
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
18 MAR 16 (10-3T5) Eff 31 Mar

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.
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SOPOK 1Y [SOPO1Y]
SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



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

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

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

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

Direct distance from Brussels National to: HUL 11 NM

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

RWY	INITIAL CLIMB/ROUTING
07R	Climb to 700', 062° track, at 1700' or D1.1 BUB, whichever is later, turn RIGHT, intercept HUL R-350 inbound to HUL, turn LEFT, intercept SPI R-287 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT direct to SOPOK.

EBBR/BRU
BRUSSELS NATIONAL

JEPESEN
18 MAR 16 10-3T6 Eff 31 Mar

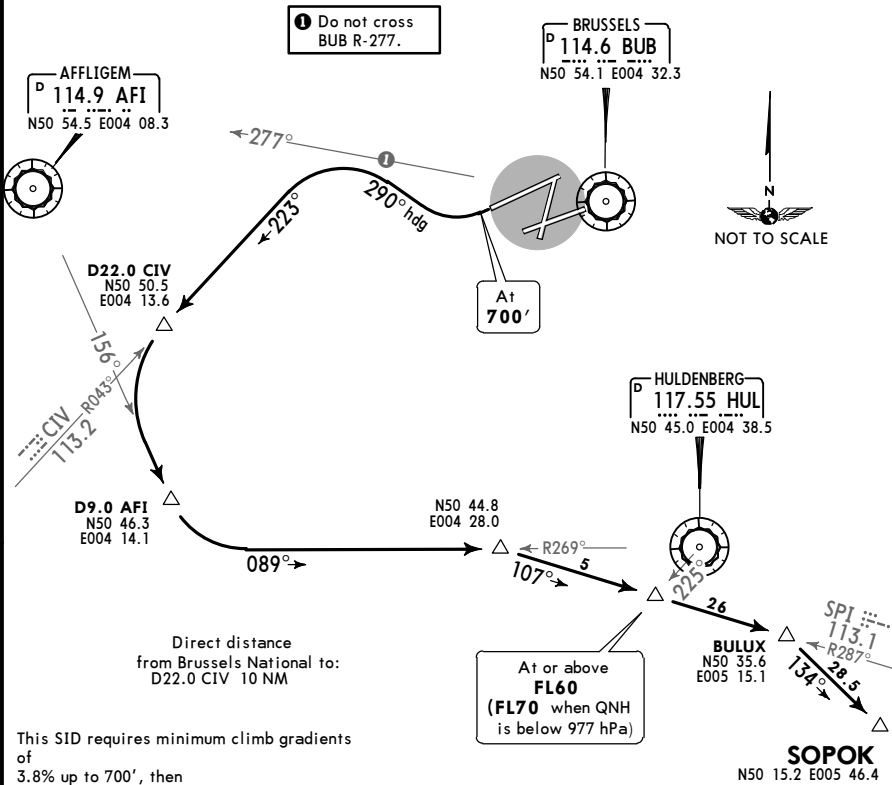
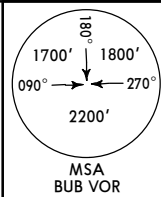
BRUSSELS, BELGIUM
SID

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.
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SOPOK 6Z [SOPO6Z]

AVAILABLE BETWEEN 2300-0559LT

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



Direct distance
from Brussels National to:
D22.0 CIV 10 NM

This SID requires minimum climb gradients
of
3.8% up to 700', then
7.0% up to 3200' to minimize noise disturbance
and due to airspace structure.

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.

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

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

RWY	INITIAL CLIMB/ROUTING
25R	Climb to 700', turn RIGHT, 290° heading, intercept CIV R-043 inbound, at D22.0 CIV turn LEFT, intercept AFI R-156, at D9.0 AFI turn LEFT, intercept HUL R-269 inbound, intercept SPI R-287 inbound to BULUX, then to SOPOK.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
18 MAR 16 (10-3T7) Eff 31 Mar

BRUSSELS, BELGIUM
SID

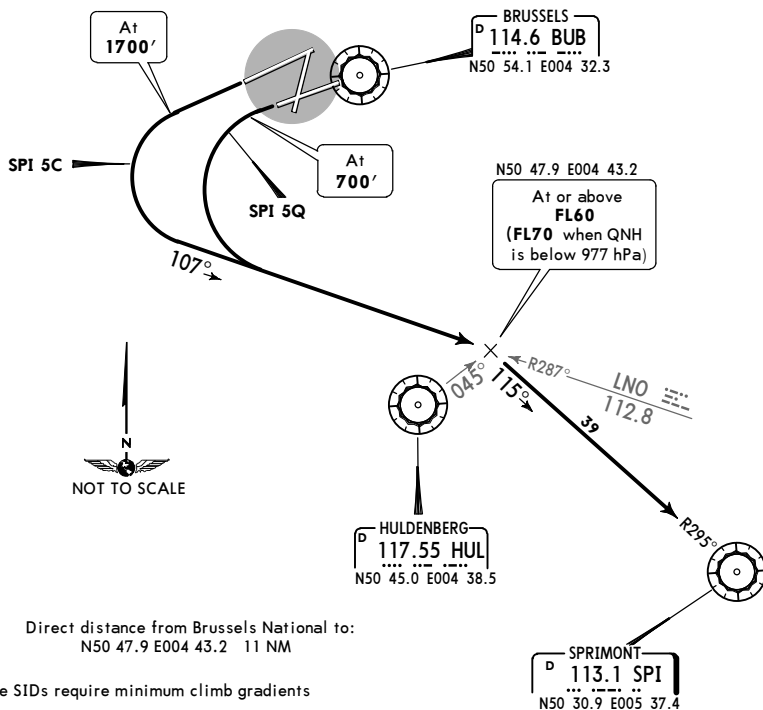
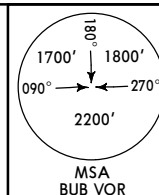
BRUSSELS Tower
118.6
120.775

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 5C, SPI 5Q
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
and due to airspace structure.

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 5C ①	25R	Climb to 1700', turn LEFT, intercept LNO R-287 inbound, intercept SPI R-295 inbound to SPI.
SPI 5Q	25L	Climb to 700', turn LEFT, intercept LNO R-287 inbound, intercept SPI R-295 inbound to SPI.

① Available between 0600-2259LT.

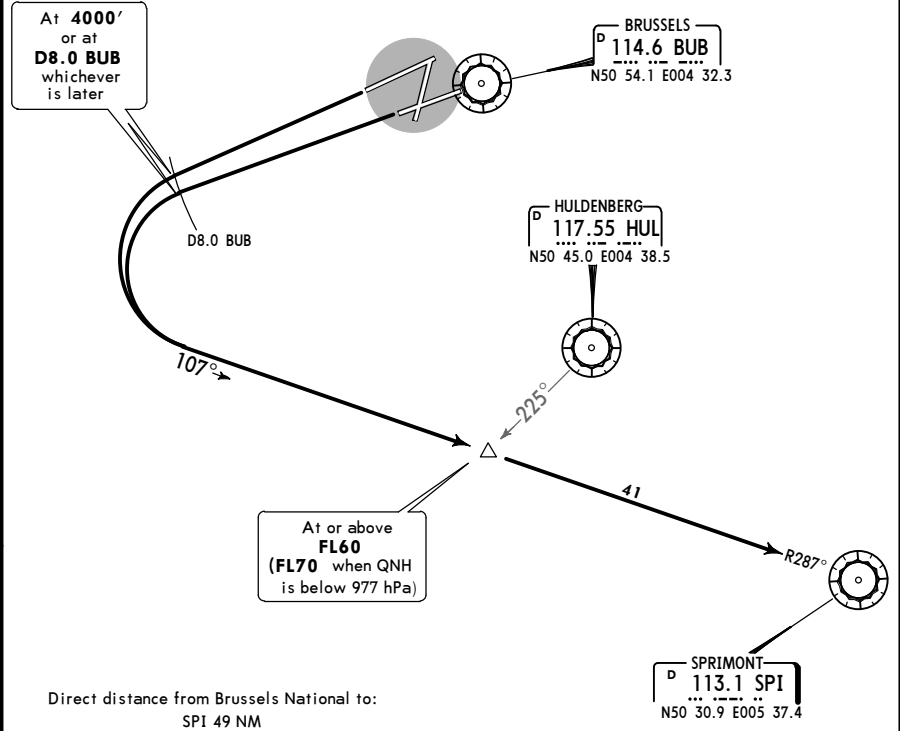
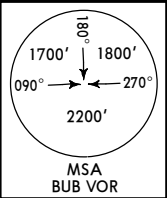
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
18 MAR 16 (10-3U) Eff 31 Mar

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.
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SPI 3D
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**



Direct distance from Brussels National to:
SPI 49 NM

This SID requires minimum climb gradients
of
3.8% up to 700', then
7.0% up to 3200' to minimize noise disturbance
and due to airspace structure.

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.

RWY	INITIAL CLIMB/ROUTING
25L/R	Climb straight ahead, at 4000' or at D8.0 BUB, whichever is later, turn LEFT, intercept SPI R-287 inbound to SPI.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
18 MAR 16 10-3V Eff 31 Mar

BRUSSELS, BELGIUM

SID

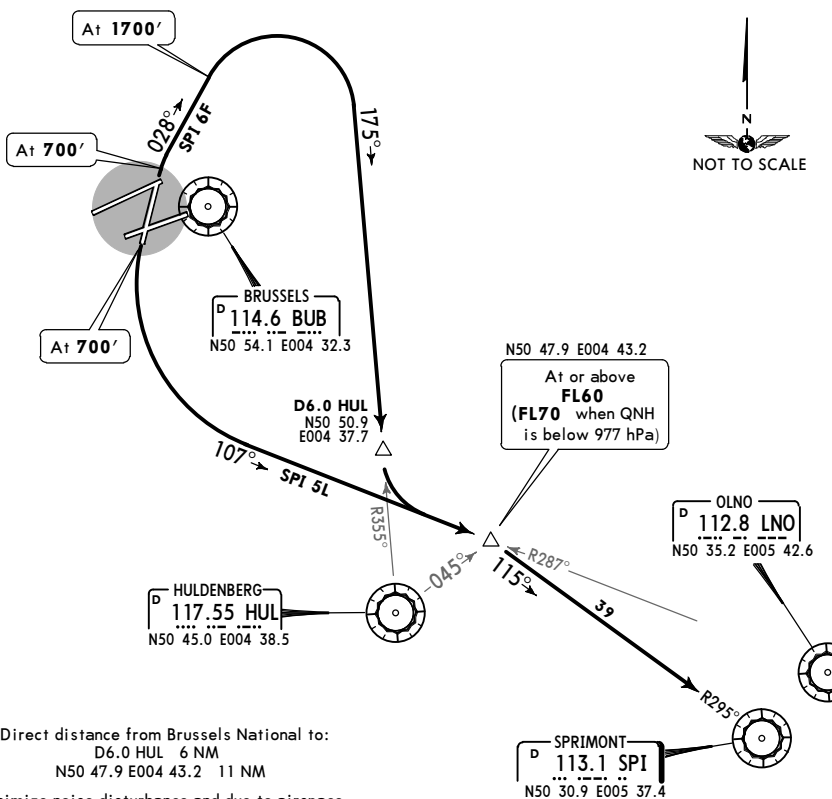
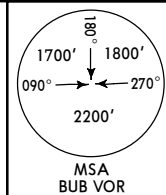
BRUSSELS Tower
118.6
120.775

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.

SPI 6F, SPI 5L
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Direct distance from Brussels National to:
D6.0 HUL 6 NM
N50 47.9 E004 43.2 11 NM

To minimize noise disturbance and due to airspace structure 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 6F	01	Climb to 700', 028° track, at 1700' turn RIGHT, intercept HUL R-355 inbound to D6.0 HUL, turn LEFT, intercept LNO R-287 inbound, turn RIGHT, intercept SPI R-295 inbound to SPI.
SPI 5L	19	Climb to 700', turn LEFT, intercept LNO R-287 inbound, turn RIGHT, intercept SPI R-295 inbound to SPI.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 (10-3V1)

BRUSSELS, BELGIUM
SID

BRUSSELS Tower
118.6
120.775

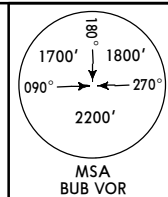
BRUSSELS
Departure(R)
126.625

Apt Elev
184'

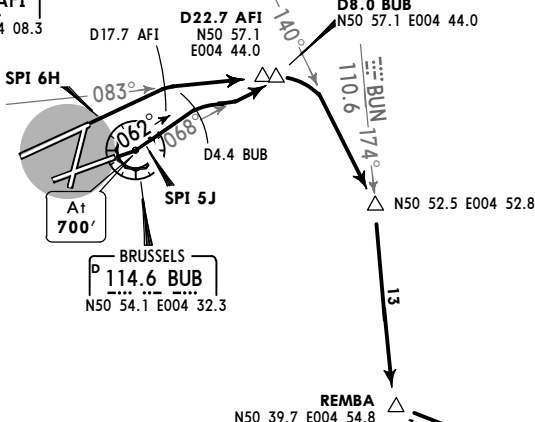
Trans level: By ATC Trans alt: 4500'
1. RWY 07L: EXPECT close-in obstacles.
2. After take-off remain on Tower frequency.
3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

SPI 6H, SPI 5J

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



AFFLIGEM
114.9 AFI
N50 54.5 E004 08.3



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

To minimize noise disturbance and due to airspace structure 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 6H	07L	Climb straight ahead, at D17.7 AFI turn RIGHT, intercept AFI R-083 to D22.7 AFI, turn RIGHT, intercept ANT R-140, turn RIGHT, intercept BUN R-174 to REMBA, turn LEFT, intercept SPI R-287 inbound to SPI.
SPI 5J	07R	Climb to 700', 062° track, at D4.4 BUB intercept BUB R-068 to D8.0 BUB, turn RIGHT, intercept ANT R-140, turn RIGHT, intercept BUN R-174 to REMBA, turn LEFT, intercept SPI R-287 inbound to SPI.

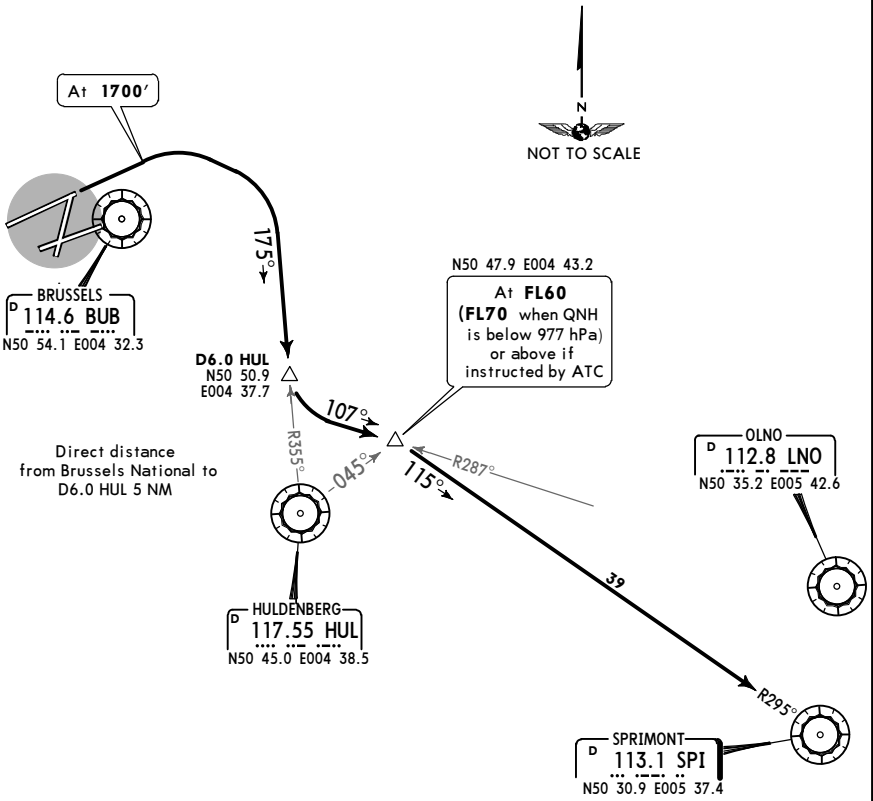
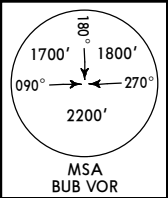
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
6 MAY 16 (10-3V2)

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.
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SPI 1W
SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



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

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

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

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

RWY	INITIAL CLIMB/ROUTING
07L	Climb straight ahead to 1700', turn RIGHT, intercept HUL R-355 inbound to D6.0 HUL, turn LEFT, intercept LNO R-287 inbound, turn RIGHT, intercept SPI R-295 inbound to SPI.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
18 MAR 16 (10-3V3) Eff 31 Mar

BRUSSELS, BELGIUM
SID

BRUSSELS Tower
118.6
120.775

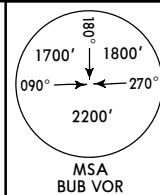
BRUSSELS
Departure(R)
126.625

Apt Elev
184'

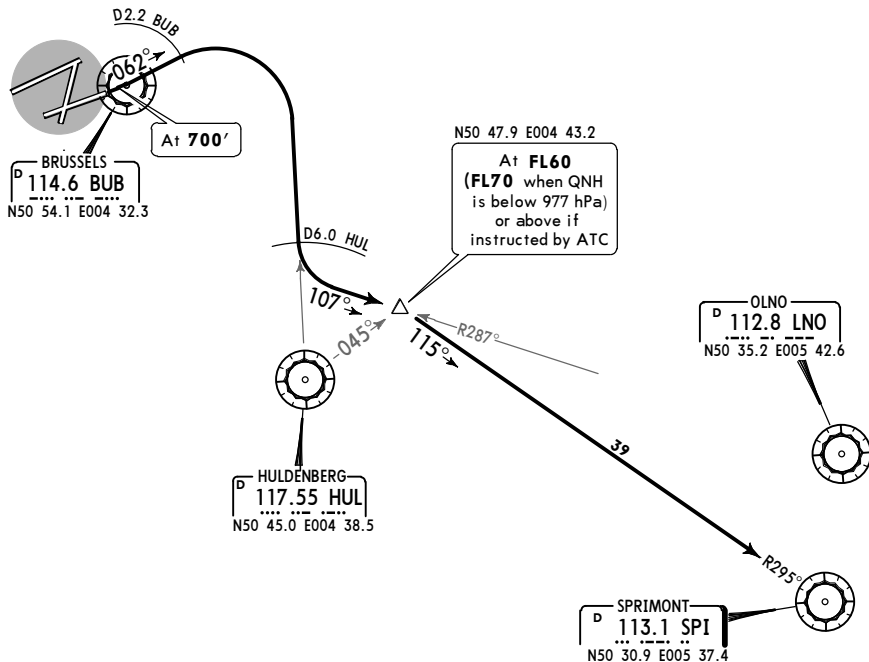
Trans level: By ATC Trans alt: 4500'
1. After take-off remain on Tower frequency.
2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.

SPI 1Y

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



Direct distance
from Brussels National to
SPI 49 NM



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

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

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

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

RWY

INITIAL CLIMB/ROUTING

07R

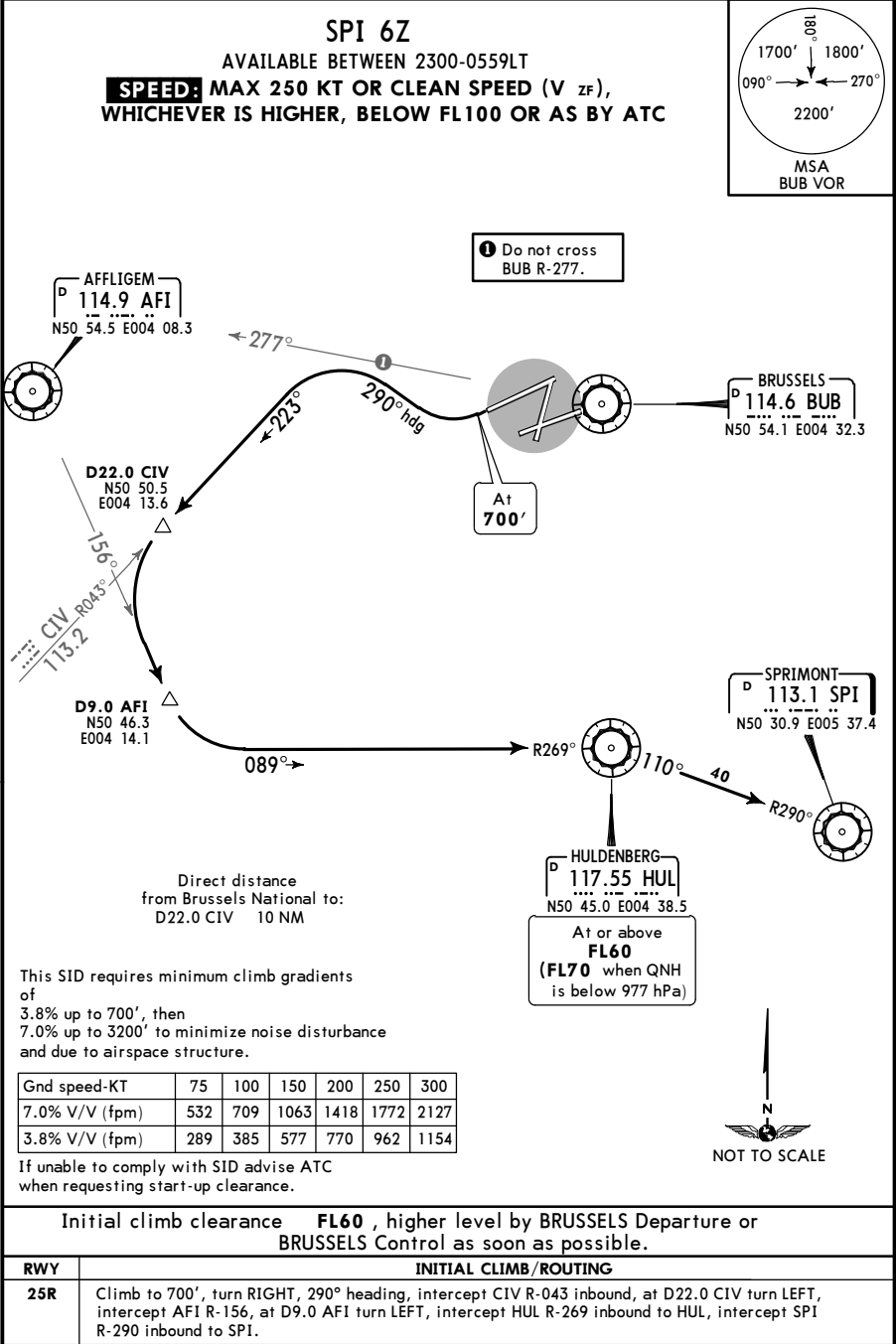
Climb to 700', 062° track, at D2.2 BUB turn RIGHT towards HUL, at D6.0 HUL turn LEFT, intercept LNO R-287 inbound, turn RIGHT, intercept SPI R-295 inbound to SPI.

EBBR/BRU
BRUSSELS NATIONAL

JEPPesen
18 MAR 16 10-3V4 Eff 31 Mar

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.
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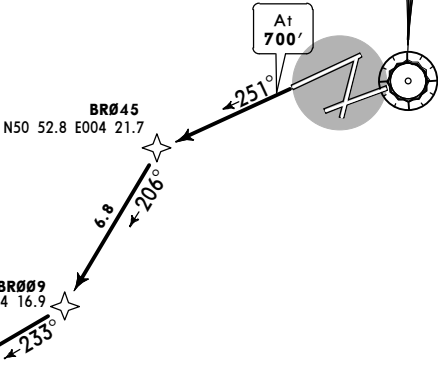
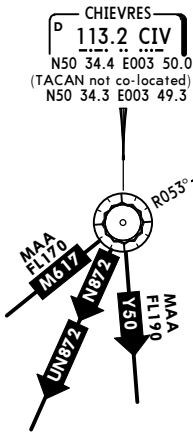
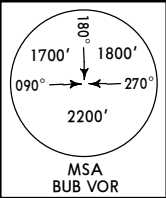
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
26 FEB 16 (10-3V5) Eff 3 Mar

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. P-RNAV (GNSS/DME-DME). 2. EXPECT close-in obstacles. 3. After take-off remain on Tower frequency. 4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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CIV 2D
P-RNAV (OVERLAY 10-3G)
AVAILABLE BETWEEN 2300-0559LT, MON-FRI, H24 DURING SAT & SUN
SOUTHBOUND VIA AIRWAY M-617
SOUTHBOUND VIA AIRWAYS N-872, UN-872 (ONLY FOR TRAFFIC
FLIGHTPLANNED ABOVE FL195)
COMPULSORY FOR DESTINATIONS WITHIN
PARIS TMA VIA AIRWAY Y-50 SOUTHBOUND
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Direct distance from Brussels National to:
BR045 5 NM

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

RWY	ROUTING
25R	(700') - BR045 - BR009 - CIV.

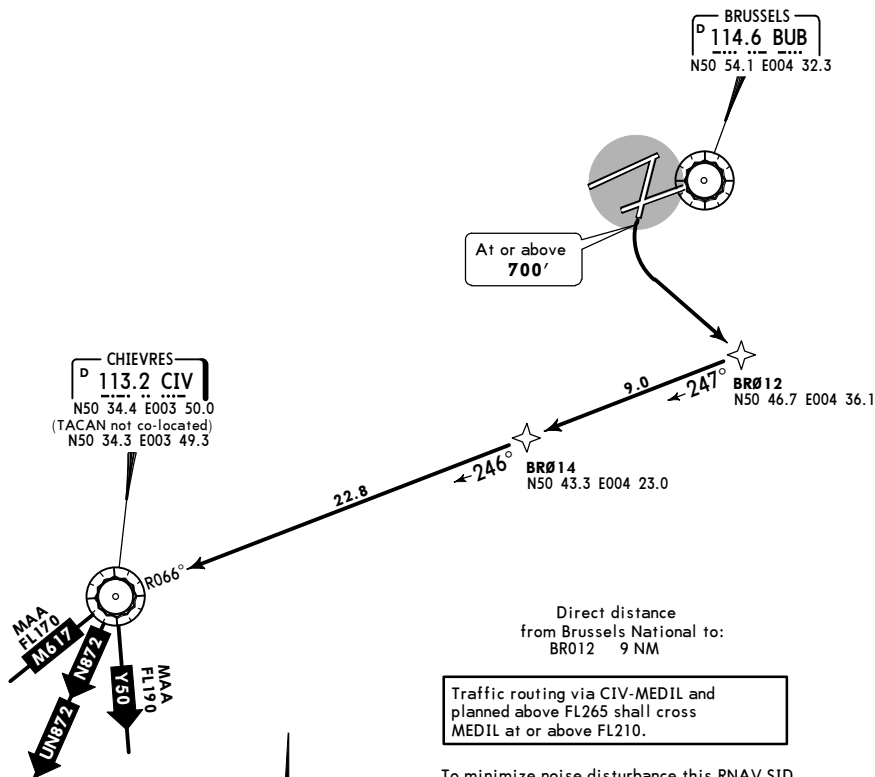
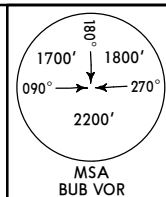
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
26 FEB 16 (10-3V6) Eff 3 Mar

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. P-RNAV (GNSS/DME-DME). 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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CIV 2L
P-RNAV (OVERLAY 10-3C)
SOUTHBOUND VIA AIRWAY M-617
SOUTHBOUND VIA AIRWAYS N-872, UN-872 (ONLY FOR TRAFFIC
FLIGHTPLANNED ABOVE FL195)
COMPULSORY FOR DESTINATIONS WITHIN
PARIS TMA VIA AIRWAY Y-50 SOUTHBOUND
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



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

RWY	ROUTING
19	(700'+) - BRØ12 - BRØ14 - CIV.

EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
26 FEB 16 (10-3V7) Eff 3 Mar

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. P-RNAV (GNSS/DME-DME).
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 7L [DENU7L]

DENUT 6N [DENU6N]

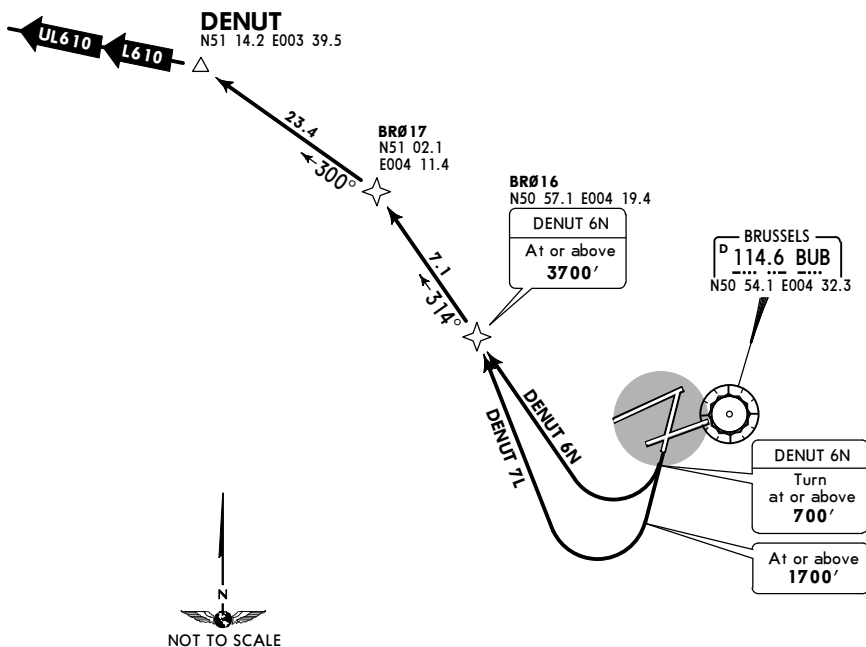
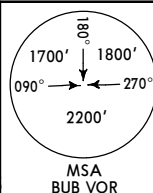
P-RNAV (OVERLAY 10-3J)

VIA AIRWAYS (U)L-610 WESTBOUND

FOR TRAFFIC DESTINATIONS EGKK, EGGH & EGGI

FOR TRAFFIC OVERFLYING LONDON TMA WITH REQUESTED FL ABOVE FL245

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



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

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

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

Direct distance
from Brussels National to:
BR016 7 NM

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

SID	RWY	ROUTING
DENUT 7L ①	19	(1700'+) - BR016 - BR017 - DENUT.
DENUT 6N ②		(700'+) - BR016 (3700'+) - BR017 - DENUT.

① Available between 0600-2259LT.

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

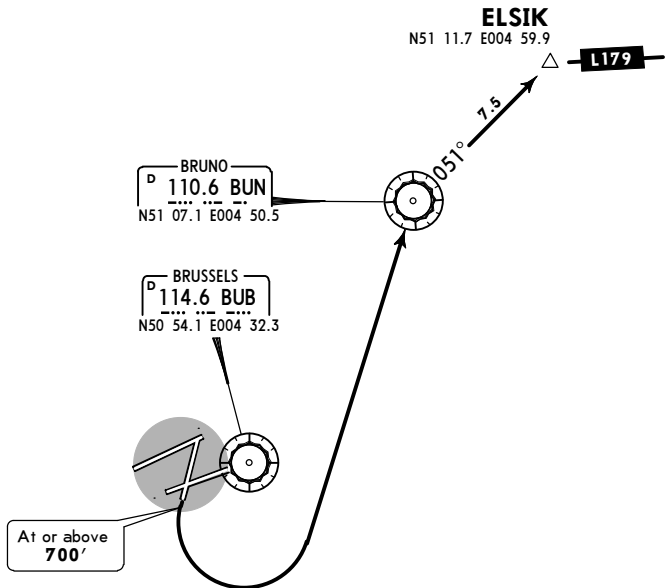
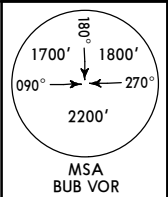
EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
26 FEB 16 10-3V8 Eff 3 Mar

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. P-RNAV (GNSS/DME-DME). 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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ELSIK 2L [ELSI2L]
P-RNAV (OVERLAY 10-3L)
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 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

RWY	ROUTING
19	(700'+) - BUN - ELSIK.

EBBR/BRU
BRUSSELS NATIONAL

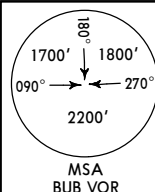
JEPPESSEN
10 JUN 16 (10-3W)

BRUSSELS, BELGIUM
RNAV SID (OVERLAY)

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	Apt Elev 184'
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Trans level: By ATC Trans alt: 4500'
1. **P-RNAV (GNSS/DME-DME).**
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 5L [HELE5L]
HELEN 5N [HELE5N]
P-RNAV (OVERLAY 10-3L2)
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



16.9

BRØ17

N51 02.1 E004 11.4



7.1

314°

BRØ16

N50 57.1 E004 19.4

HELEN 5N

At or above

3700'

BRUSSELS

114.6 BUB

N50 54.1 E004 32.3

1700'

Direct distance
from Brussels National to:
BRØ16 7 NM

HELEN 5L

HELEN 5N

HELEN 5N

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	RWY	ROUTING
HELEN 5L ①	19	(1700'+) - BRØ16 - BRØ17 - HELEN.
HELEN 5N ②		(700'+) - BRØ16 (3700'+) - BRØ17 - 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**
10 JUN 16 **(10-3X)**

BRUSSELS, BELGIUM
RNAV SID (OVERLAY)

BRUSSELS Tower
118.6
120.775

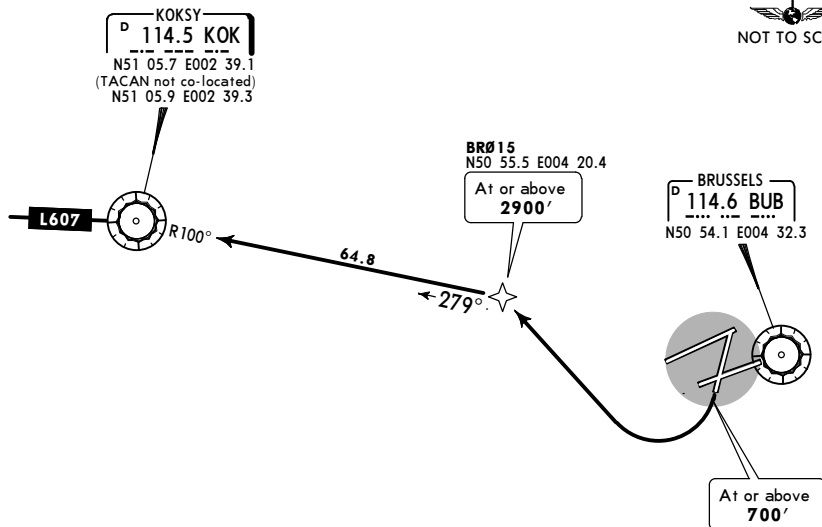
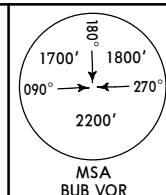
BRUSSELS
Departure(R)
126.625

Apt Elev
184'

Trans level: By ATC Trans alt: 4500'

1. **P-RNAV (GNSS/DME-DME).**
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.

KOK 7L
P-RNAV (OVERLAY 10-3L4)
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:
BR015 6 NM

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

RWY	ROUTING
19	(700'+) - BR015 (2900+) - KOK.

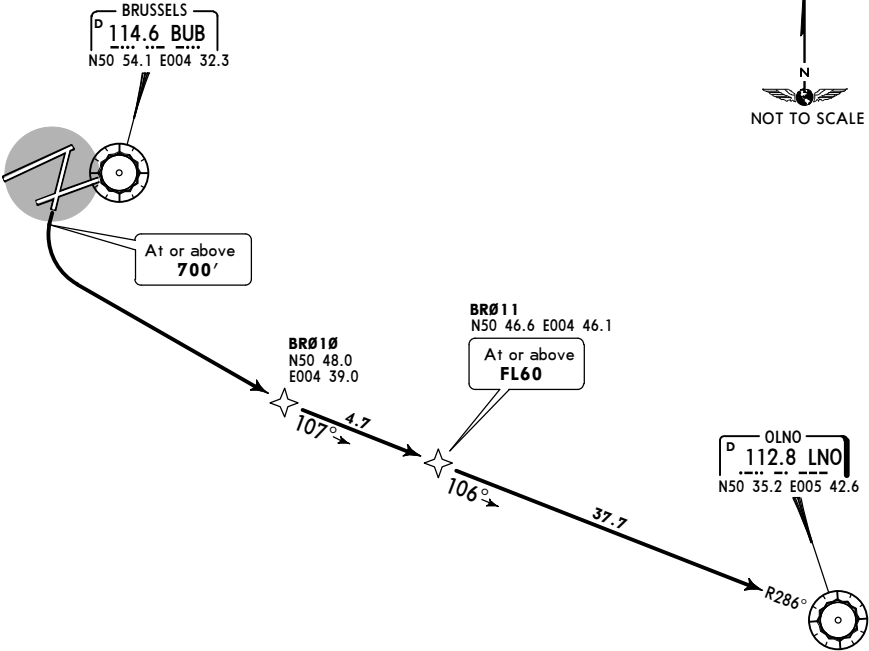
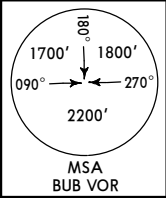
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
10 JUN 16 (10-3X1)

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. P-RNAV (GNSS/DME-DME). 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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LNO 6L
P-RNAV (OVERLAY 10-3L7)
FOR TRAFFIC REQUESTING A CRUISING OR INITIAL FL BELOW FL195
SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



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

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

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

Direct distance
from Brussels National to:
BR010 9 NM

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

RWY	ROUTING
19	(700'+) - BR010 - BR011 (FL60+) - LNO.

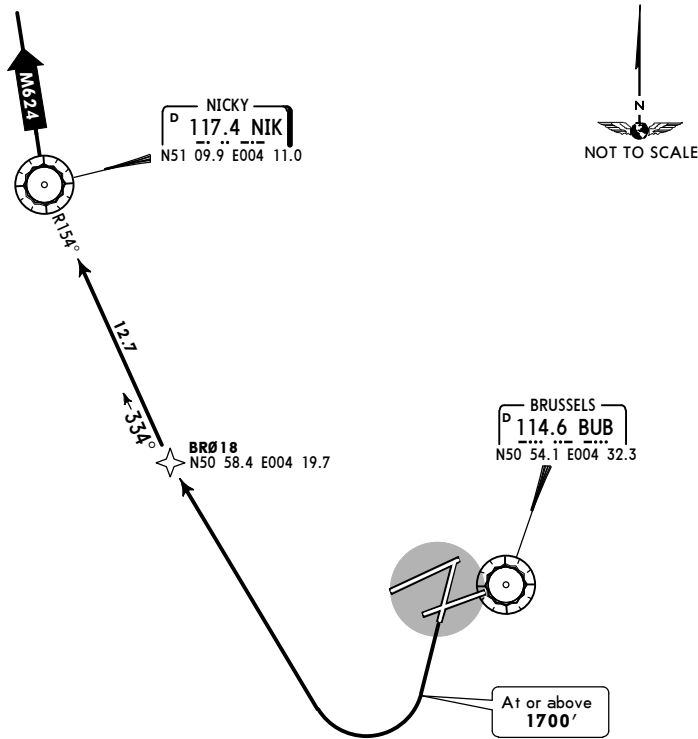
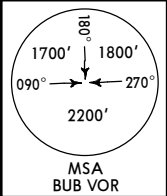
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
10 JUN 16 (10-3X2)

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. P-RNAV (GNSS/DME-DME). 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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NIK 3L
P-RNAV (OVERLAY 10-3N3)
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:
BRØ18 7 NM

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

RWY	ROUTING
19	(1700'+) - BRØ18 - NIK.

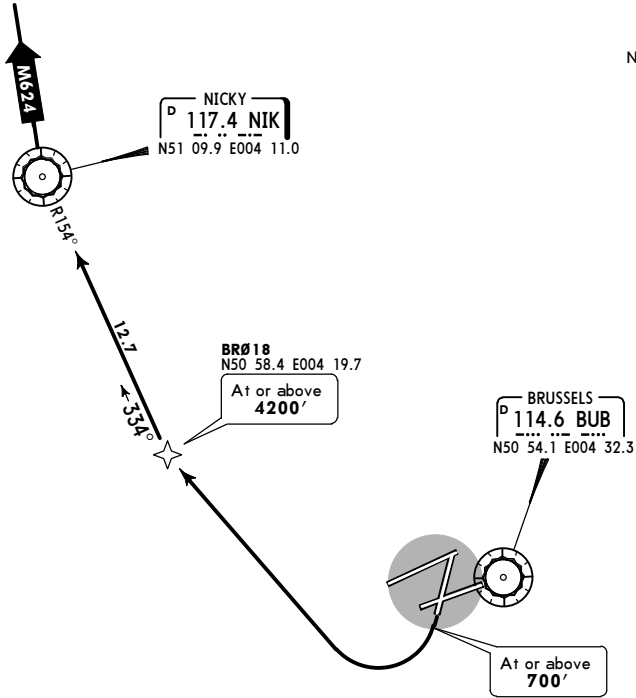
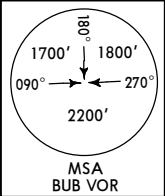
EBBR/BRU
BRUSSELS NATIONAL

JEPPesen
10 JUN 16 (10-3X3)

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. P-RNAV (GNSS/DME-DME). 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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NIK 4N
P-RNAV (OVERLAY 10-3N4)
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: BR018 7 NM

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

RWY	ROUTING
19	(700'+) - BR018 (4200'+) - NIK.

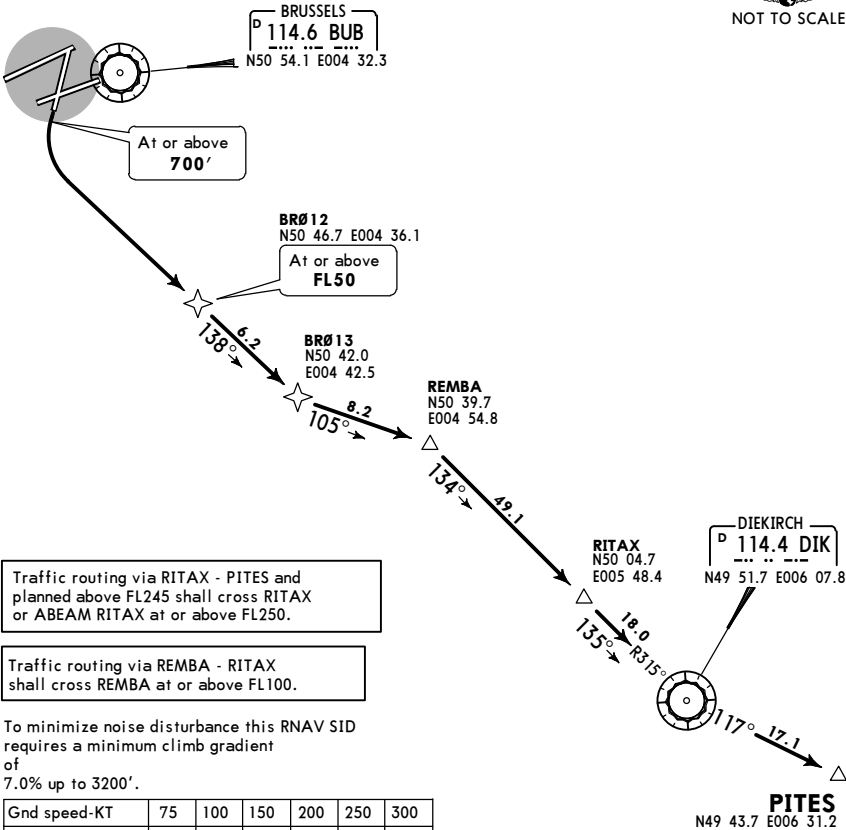
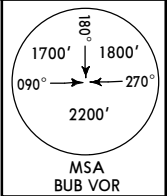
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
10 JUN 16 (10-3X4)

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. P-RNAV (GNSS/DME-DME). 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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PITES 7L [PITE7L]
P-RNAV (OVERLAY 10-3Q2)
ONLY AVAILABLE IF AIRWAY UM-150 (CDR1)
BETWEEN DIK & PITES IS AVAILABLE
ALTERNATIVE ROUTE WHEN AIRWAY UM-150 NOT AVAILABLE:
SOPOK 6L - SOPOK - ETENO
ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 6L - SOPOK - RITAX - DIK - PITES
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



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

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

To minimize noise disturbance 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: BRØ12 9 NM

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

RWY	ROUTING
19	(700'+) - BRØ12 (FL50+) - BRØ13 - REMBA - RITAX - DIK - PITES.

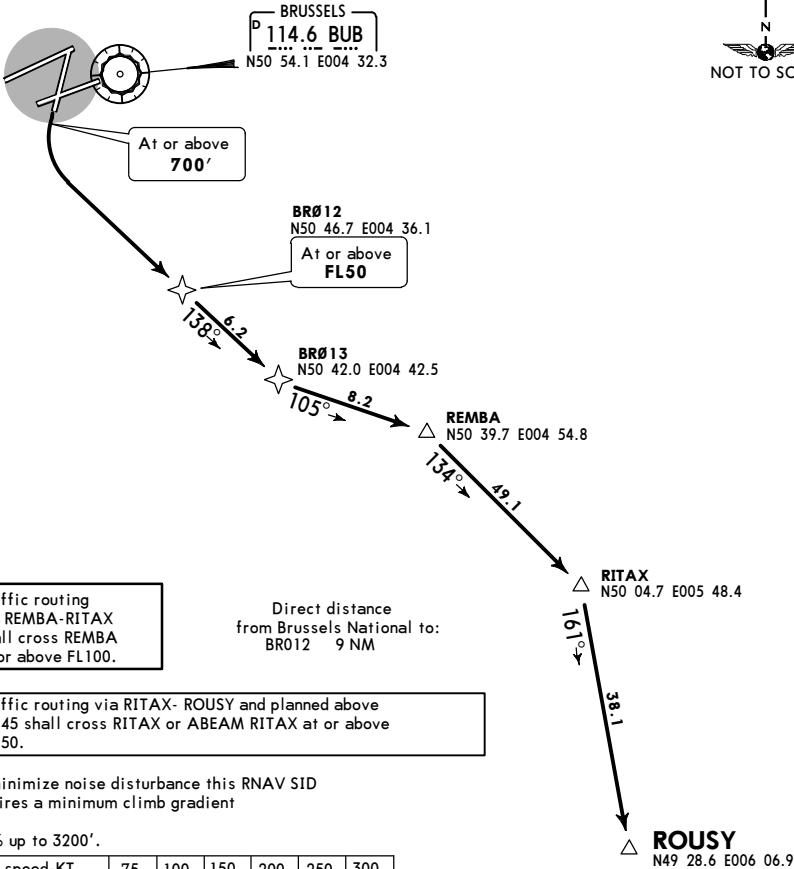
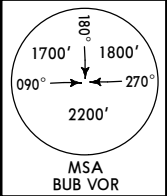
EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
10 JUN 16 (10-3X5)

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. P-RNAV (GNSS/DME-DME). 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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ROUSY 7L [ROUS7L]
P-RNAV (OVERLAY 10-3Q7)
ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 6L - 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

RWY	ROUTING
19	(700'+) - BRØ12 (FL50+) - BRØ13 - REMBA - RITAX - ROUSY.

EBBR/BRU
BRUSSELS NATIONAL

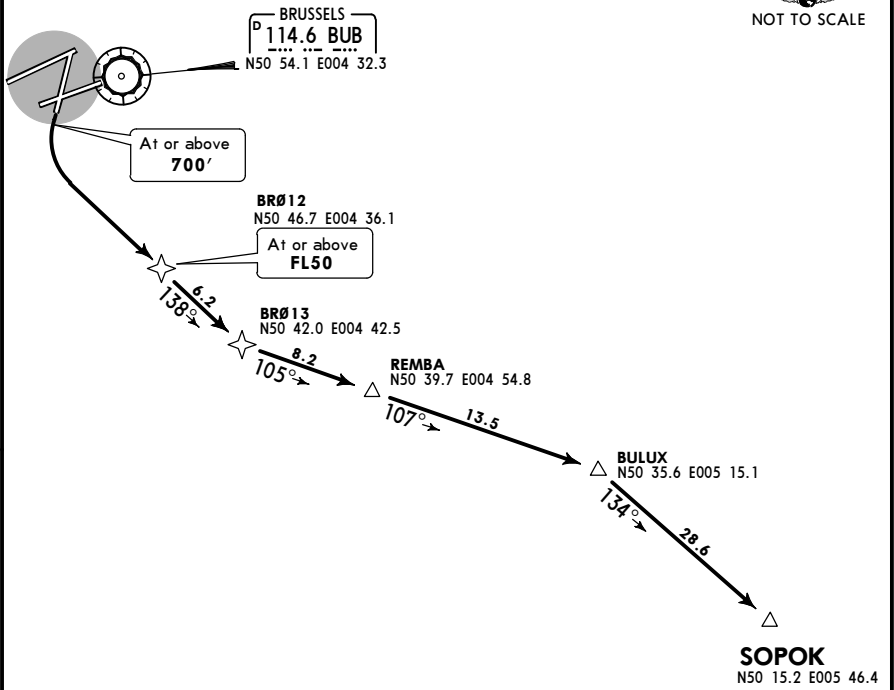
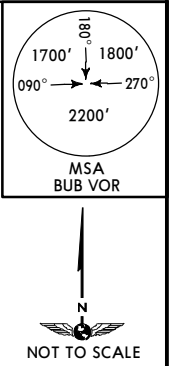
JEPPesen
10 JUN 16 10-3X6

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. P-RNAV (GNSS/DME-DME) . 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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SOPOK 6L [SOPO6L]
P-RNAV (OVERLAY 10-3T2)
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**

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



To minimize noise disturbance 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:
BRØ12 9 NM

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

RWY	ROUTING
19	(700'+) - BRØ12 (FL50+) - BRØ13 - REMBA - BULUX - SOPOK.

EBBR/BRU
BRUSSELS NATIONAL

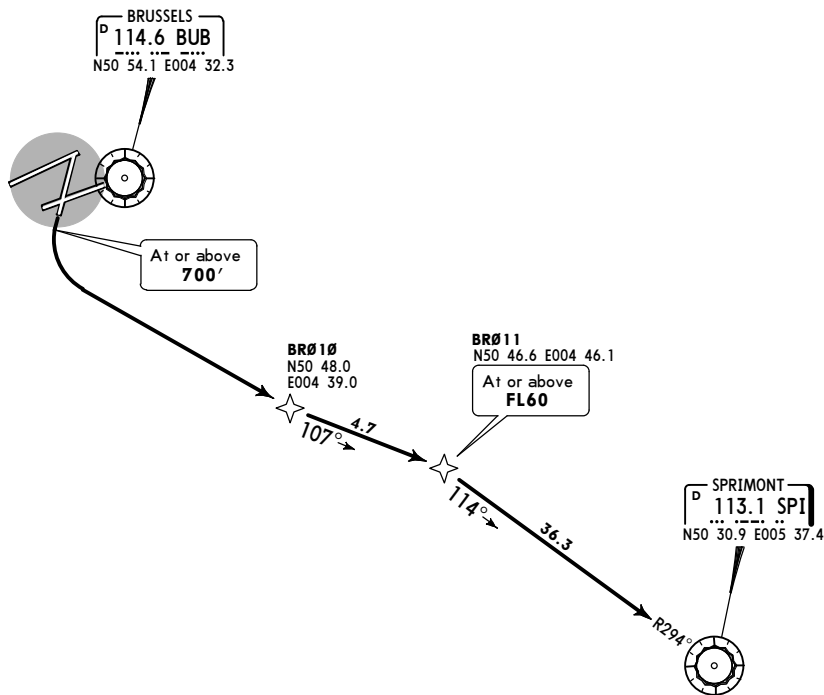
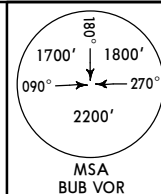
JEPPESSEN
10 JUN 16 (10-3X7)

BRUSSELS, BELGIUM
RNAV SID (OVERLAY)

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	Apt Elev 184'
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Trans level: By ATC Trans alt: 4500'
1. **P-RNAV (GNSS/DME-DME)**
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 5L
P-RNAV (OVERLAY 10-3V)
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.

RWY	ROUTING
19	(700'+) - BR010 - BR011 (FL60+) - SPI.

EBBR/BRU



BRUSSELS, BELGIUM
BRUSSELS NATIONAL

ADDITIONAL RUNWAY INFORMATION					
RWY				USABLE LENGTHS	
				LANDING BEYOND	
				Threshold	Glide Slope
					TAKE-OFF
					WIDTH
01	HIRL (30m) CL (15m) HIALS-II ① PAPI-L (3.0°) ② RVR	9649' 2941m	8541' 2603m		
19	HIRL (30m) CL (15m) HIALS PAPI-L (3.0°) RVR	9078' 2767m	8141' 2481m		
① TDZ ② HST-E5 ③ TAKE-OFF RUN AVAILABLE RWY 01: From rwy head 9800' (2987m) twy C5 int 7628' (2325m) twy E1 int 6808' (2075m) twy E3 int 6654' (2028m) twy E4 int 4111' (1253m) RWY 19: From rwy head 9800' (2987m) twy A1 int 9268' (2825m) twy E7 int 8776' (2675m) twy E6 int 7100' (2164m) twy E4/E5 int 5112' (1558m) Intersection take-off run available on pilot's acceptance if pilots unable to accept should advise ATC duly in advance. VIS is 2km or more,					
07L	HIRL (30m) CL (15m) PAPI-L (3.0°) RVR	11,089' 3380m			
25R	HIRL (30m) CL (15m) HIALS-II ④ PAPI-L (3.0°) ⑤ RVR	10,951' 3338m	10,034' 3058m		
④ TDZ ⑤ HST-B6, B7, B9 ⑥ TAKE-OFF RUN AVAILABLE RWY 07L: From rwy head 11,935' (3638m) twy A6 int 8684' (2647m) twy B8 int 8537' (2602m) twy B9 int 8261' (2518m) twy A5 int 7047' (2148m) twy B7 int 6086' (1855m) twy A3 int 5151' (1570m) twy B5 int 4941' (1506m) twy B6 int 4557' (1389m) RWY 25R: From rwy head 11,935' (3638m) twy A1 int 11,247' (3428m) twy B1 int 10,719' (3267m) twy B3 int 9088' (2770m) twy B5 int 6552' (1997m) twy A3 int 6453' (1967m) twy B6 int 6446' (1965m) twy B7 int 4970' (1515m) twy A5 int 4616' (1407m) Intersection take-off run available on pilot's acceptance if pilots unable to accept should advise ATC duly in advance. VIS is 2km or more,					
07R	HIRL (30m) CL (15m) PAPI-L (3.0°) RVR	10,135' 3089m			
25L	HIRL (30m) CL (15m) HIALS-II ⑦ PAPI-L (3.0°) ⑧ RVR		9393' 2863m		
⑦ TDZ ⑧ HST-C2 ⑨ TAKE-OFF RUN AVAILABLE RWY 07R: From Line-up PSN H 9485' (2891m) Line-up PSN 1 8609' (2624m) twy C6 int 7890' (2405m) Line-up PSN 2 7680' (2341m) twy C5 int 7047' (2148m) twy C4 int 5879' (1792m) twy C3 int 5820' (1774m) RWY 25L: From rwy head 10,534' (3211m) twy C1 int 7251' (2210m) twy C2 int 5545' (1690m) twy C3/C4 int 4058' (1237m) Intersection take-off run available on pilot's acceptance if pilots unable to accept should advise ATC duly in advance. VIS is 2km or more,					

Standard TAKE-OFF ①					
② LVP must be in force					
Approved Operators	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	HIRL, CL & mult. RVR req				
B	125m	150m	200m	250m	400m
C					500m
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.					

D-ATIS Departure	ACARS:	BRUSSELS Delivery (Cpts)	Ground	Tower	BRUSSELS Departure (R)
121.750	DECL 0	121.950	North 118.050	South 121.875	126.625
					120.775
					118.6
					120.775

LEGEND	
	Preferential LVP routing
50	Apron
	Taxiway
A1	Outer Taxiway
OUT-1	Inner Taxiway
INN-2	Holding Position
	HOT SPOTS
	See 10-9 for description
	Centerline lights
	Taxiway and Apron
	Low Visibility Taxi Route
	CAT II/III holding position

**FOR FURTHER INFORMATION
SEE 10-1P PAGES**

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JEPPesen
26 FEB 16 (10-9D) Eff 3 Mar

BRUSSELS, BELGIUM
BRUSSELS NATIONAL

INS COORDINATES					
STAND No.		COORDINATES		STAND No.	
120, 122 126, 134, 136 138, 140 142 143	N50 54.1	E004 28.6	316, 317	N50 53.8	E004 29.4
	N50 54.1	E004 28.7	318	N50 53.9	E004 29.4
	N50 54.1	E004 28.8	319	N50 53.8	E004 29.4
	N50 54.2	E004 28.9	320	N50 53.9	E004 29.4
	N50 54.1	E004 29.0	321	N50 53.8	E004 29.4
144 145L/R 146 147 148	N50 54.2	E004 28.9	322	N50 53.9	E004 29.4
	N50 54.1	E004 29.0	323	N50 53.8	E004 29.4
	N50 54.2	E004 28.9	324	N50 53.9	E004 29.4
	N50 54.1	E004 29.0	325	N50 53.8	E004 29.4
	N50 54.2	E004 29.0	326	N50 53.9	E004 29.5
149L/R 150 151 152 153L/R, 154	N50 54.2	E004 29.1	327	N50 53.8	E004 29.4
	N50 54.2	E004 29.0	328	N50 53.9	E004 29.5
	N50 54.2	E004 29.1	350	N50 53.7	E004 29.2
	N50 54.2	E004 29.0	351 thru 354	N50 53.7	E004 29.3
	N50 54.2	E004 29.1	421 thru 423	N50 53.6	E004 29.2
155 156 157L/R 158 159, 160	N50 54.2	E004 29.2	424 thru 432	N50 53.6	E004 29.1
	N50 54.2	E004 29.1	433	N50 53.6	E004 29.0
	N50 54.2	E004 29.2	441	N50 53.5	E004 29.0
	N50 54.2	E004 29.1	442, 443	N50 53.6	E004 29.0
	N50 54.2	E004 29.2	510	N50 54.0	E004 28.6
161 162 163 164 165L	N50 54.2	E004 29.3	512, 514	N50 53.9	E004 28.6
	N50 54.3	E004 29.2	516, 518	N50 53.9	E004 28.5
	N50 54.2	E004 29.3	520	N50 53.9	E004 28.4
	N50 54.3	E004 29.2	550 thru 554	N50 53.8	E004 28.4
	N50 54.2	E004 29.3	556 thru 578	N50 53.8	E004 28.3
165R 166 167 168 169L/R	N50 54.2	E004 29.4	580 thru 588	N50 53.8	E004 28.2
	N50 54.3	E004 29.3	680, 681	N50 53.9	E004 28.0
	N50 54.2	E004 29.4	682 thru 691	N50 53.9	E004 28.1
	N50 54.3	E004 29.3	692, 693	N50 53.9	E004 28.2
	N50 54.3	E004 29.4	694	N50 54.0	E004 28.2
170 171 thru 174 201 204 205L/R	N50 54.3	E004 29.3	695	N50 53.9	E004 28.2
	N50 54.3	E004 29.4	696	N50 54.0	E004 28.2
	N50 53.9	E004 29.1	697	N50 53.9	E004 28.2
	N50 54.0	E004 29.1	698	N50 54.0	E004 28.2
	N50 54.0	E004 29.2	699	N50 53.9	E004 28.2
206L/R 207 thru 210L/R 211L/R thru 217L/R 227 228	N50 54.0	E004 29.1	898	N50 54.3	E004 27.9
	N50 54.0	E004 29.2	899	N50 54.3	E004 27.8
	N50 54.0	E004 29.3	900	N50 54.3	E004 27.7
	N50 54.0	E004 29.4	901	N50 54.2	E004 27.7
	N50 54.0	E004 29.3	902	N50 54.2	E004 27.6
229L/R 230L 230R 231 232	N50 54.0	E004 29.4	903, 904	N50 54.2	E004 27.5
	N50 54.1	E004 29.4	905	N50 54.2	E004 27.4
	N50 54.1	E004 29.3	906, 907	N50 54.1	E004 27.3
	N50 54.0	E004 29.4	908, 909	N50 54.1	E004 27.1
	N50 54.1	E004 29.4			
233L 233R 234L/R, 236 237L, 238, 240 304	N50 54.0	E004 29.4			
	N50 54.0	E004 29.5			
	N50 54.1	E004 29.4			
	N50 54.1	E004 29.5			
	N50 53.7	E004 29.3			
305 306 307 312 313 thru 315	N50 53.6	E004 29.3			
	N50 53.6	E004 29.2			
	N50 53.7	E004 29.2			
	N50 53.8	E004 29.2			
	N50 53.8	E004 29.3			

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 **JEPPESSEN**
26 FEB 16 **(10-9E)** **Eff 3 Mar**
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 and 174, 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 successful.

STOP + TOO FAR: Aircraft has gone past the stop position.

STOP (in red) + TOO FAST: Approach on too high speed.

WAIT + GATE BLOCK: Object is detected. Docking procedure stopped. The docking procedure will resume as soon as the blocking object has been removed.

WAIT + VIEW BLOCK: Message coming when the closest view is hindered (laser problem, dust on the glass). Closing rate display comes again when the problem is resolved.

ERROR + Code: Internal error code.

BRI + IN: Bridge is not in the correct position.

STOP (in red) + ID FAIL: Bad type of aircraft detected.

Note

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

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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 ❶				
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 ❷	800m

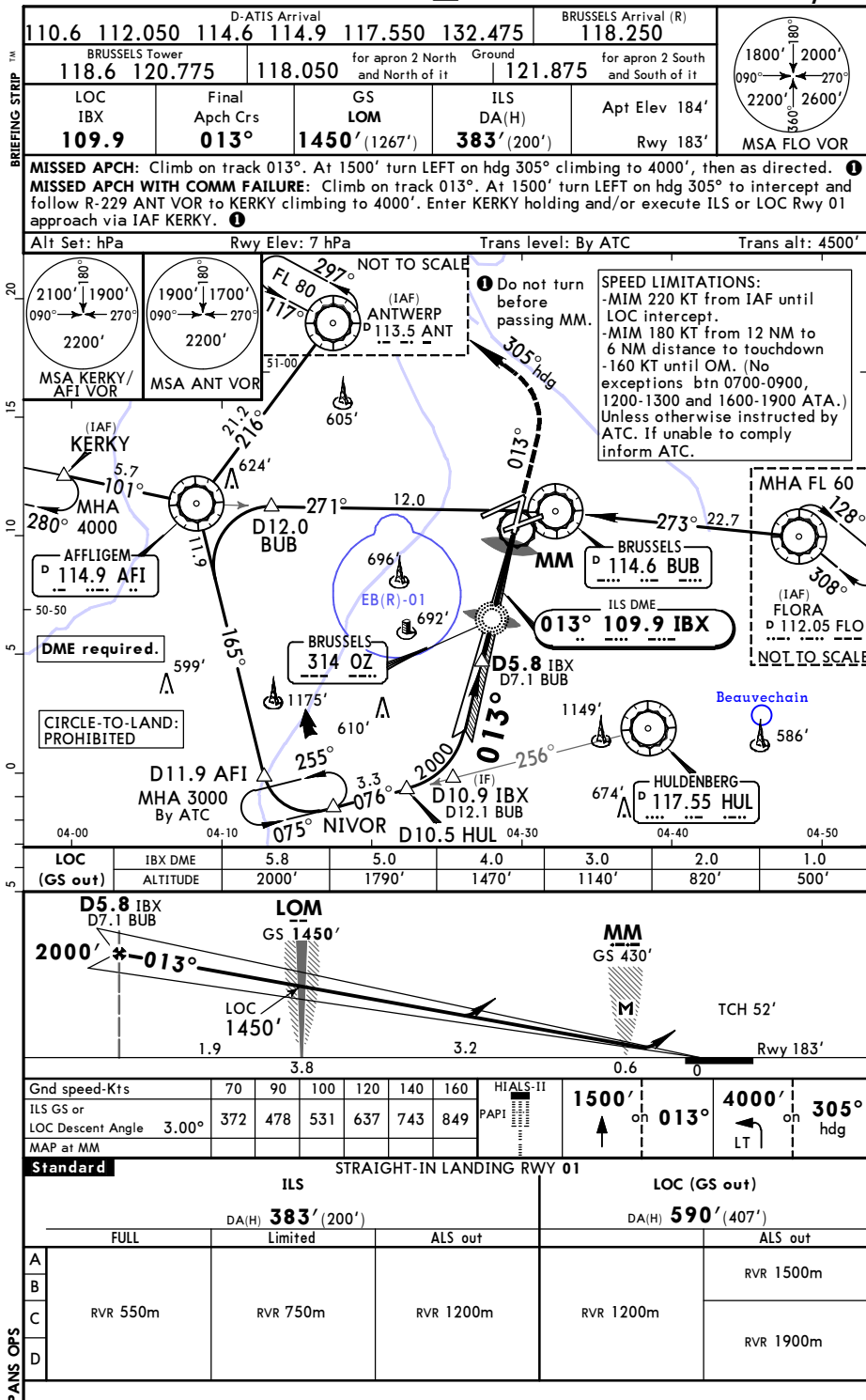
❶ Without LVP 400m are stipulated.

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

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20 MAY 16 (11-1) Eff 26 May

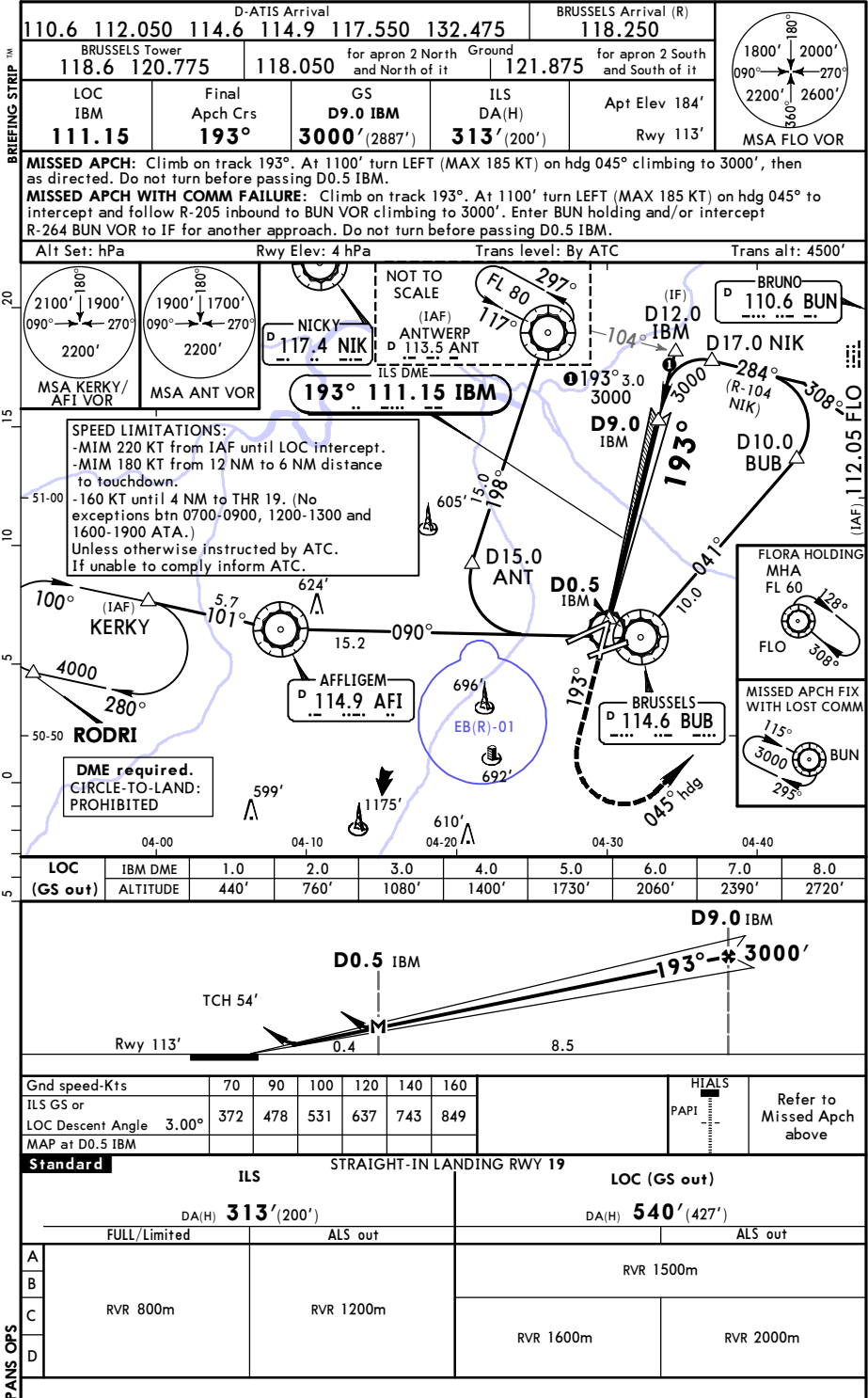
BRUSSELS, BELGIUM
ILS or LOC Rwy 01



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JEPPesen
20 MAY 16 11-2 Eff 26 May

BRUSSELS, BELGIUM
ILS or LOC Rwy 19

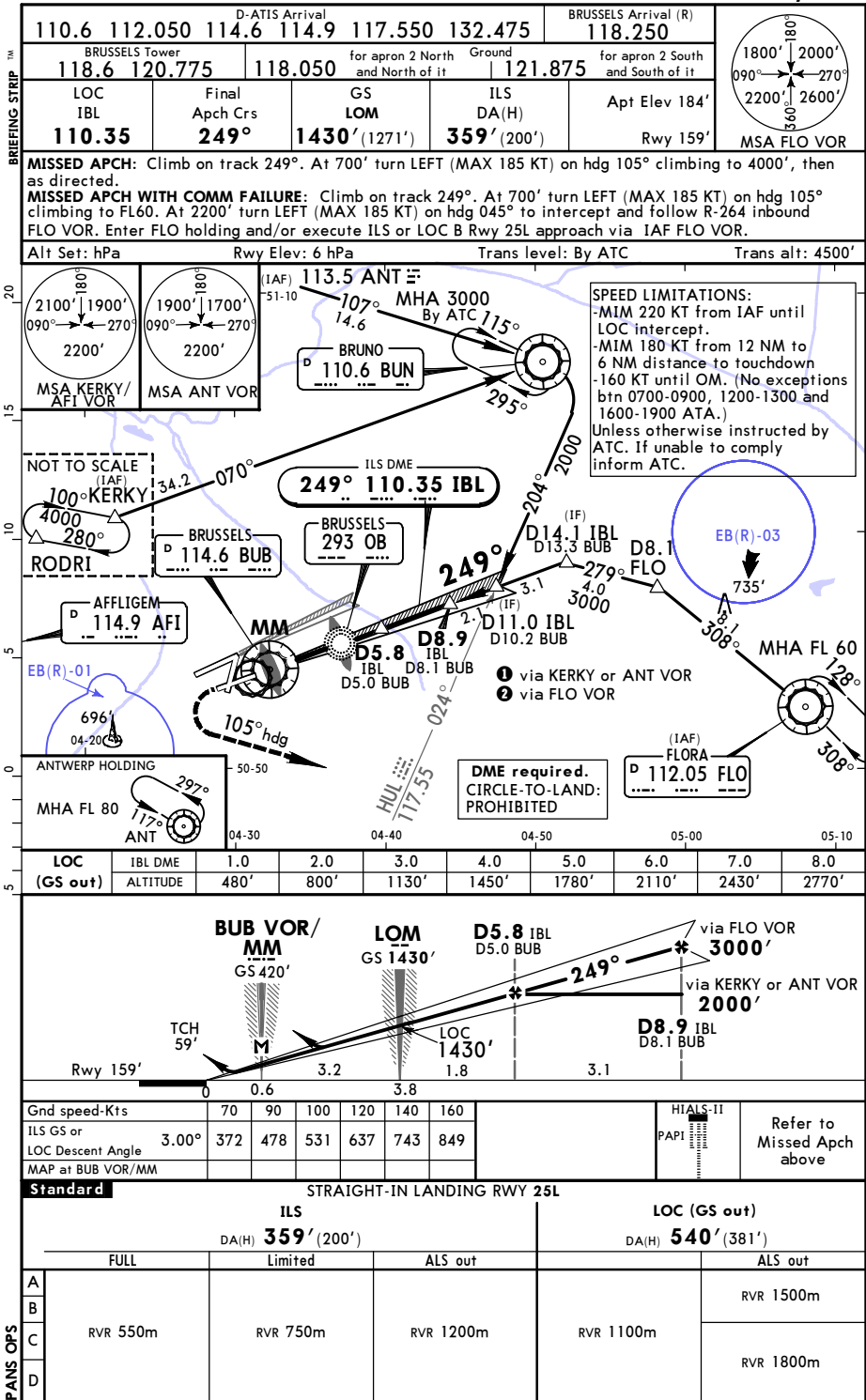


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JEPPESSEN
20 MAY 16
Eff 26 May

11-3

BRUSSELS, BELGIUM
ILS or LOC A or B Rwy 25L



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BRUSSELS NATIONAL

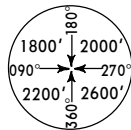
20 MAY 16
Eff 26 May

JEPPESSEN

11-3A

BRUSSELS, BELGIUM
CAT II/III ILS A0/B0 Rwy 25L

D-ATIS Arrival					BRUSSELS Arrival (R)
110.6	112.050	114.6	114.9	117.550	132.475
BRUSSELS Tower		118.6	120.775	118.050	for apron 2 North and North of it
LOC		Final	GS	CAT II & IIIA ILS	Apt Elev 184'
IBL		Apch Crs	LOM	Refer to Minimums	Rwy 159'
110.35		249°	1430' (1271')		

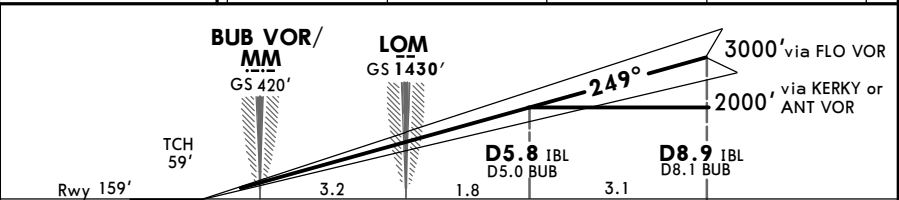
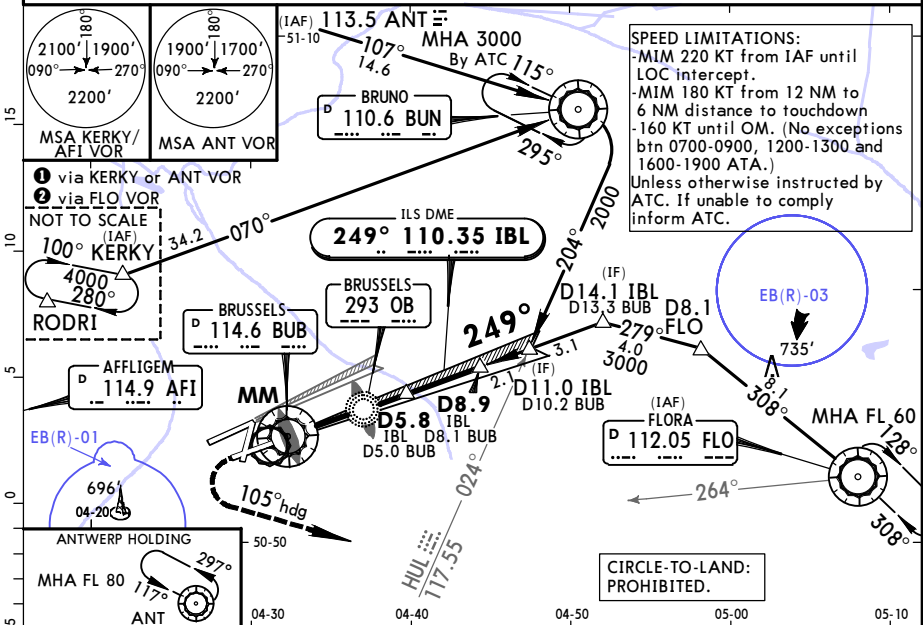


MSA FLO VOR

MISSED APCH: Climb on track 249°. At 700' turn LEFT (MAX 185 KT) on hdg 105° climbing to 4000', then as directed.

MISSED APCH WITH COMM FAILURE: Climb on track 249°. At 700' turn LEFT (MAX 185 KT) on hdg 105° climbing to FL60. At 2200' turn LEFT (MAX 185 KT) on hdg 045° to intercept and follow R-264 inbound FLO VOR. Enter FLO holding and/or execute ILS or LOC B Rwy 25L approach via IAF FLO VOR.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC
1. DME required. 2. Special Aircrew & Aircraft Certification Required. Trans alt: 4500'



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

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

CHANGES: Missed apch.

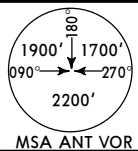
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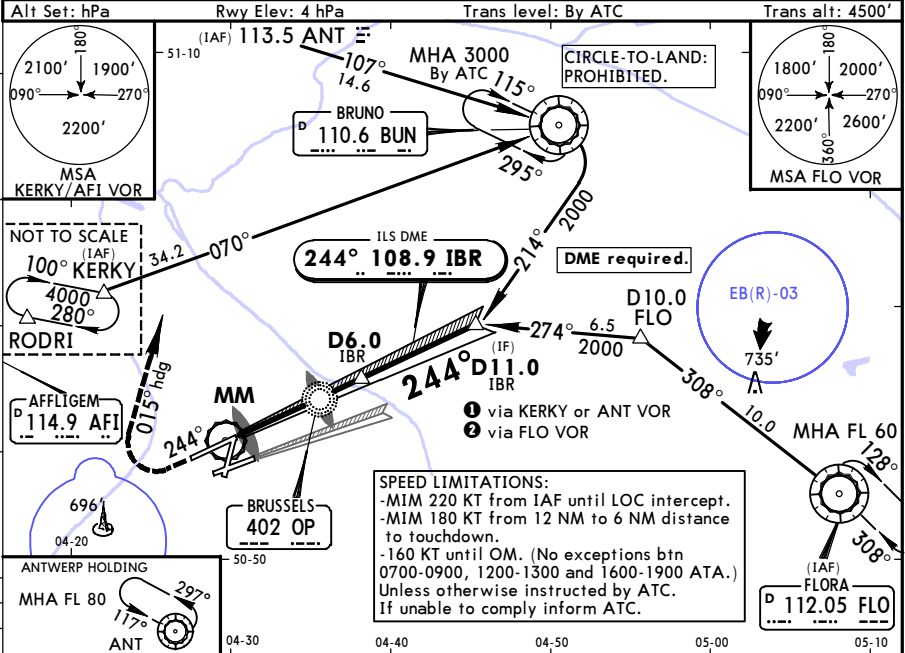
JEPPESN
20 MAY 16
Eff 26 May

BRUSSELS, BELGIUM
ILS or LOC A or B or Rwy 25R

D-ATIS Arrival					BRUSSELS Arrival (R)	
110.6	112.050	114.6	114.9	117.550	132.475	118.250
BRUSSELS Tower		for apron 2 North and North of it		Ground		for apron 2 South and South of it
118.6	120.775	118.050			121.875	
LOC	Final	GS	ILS	Apt Elev 184'		
IBR	Aph Crs	LOM	DA(H)	Rwy 110'		
108.9	244°	1420' (1310')	310' (200')			

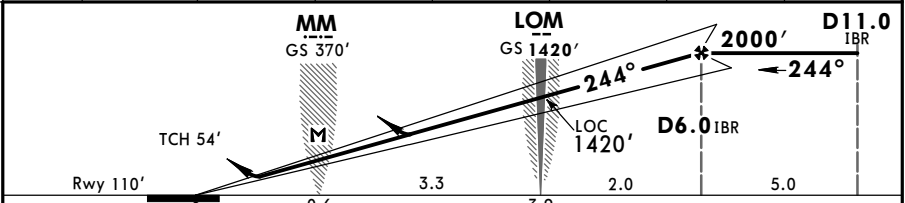


MISSED APCH: Climb on track 244°. At 700' turn RIGHT on hdg 015° climbing to 3000', then as directed.
MISSED APCH WITH COMM FAILURE: Climb on track 244°. At 700' turn RIGHT on hdg 015° climbing to 3000'. At 2200' turn RIGHT to intercept and follow R-250 inbound to BUN VOR. Enter BUN holding and/or execute ILS or LOC A Rwy 25R approach via IAF ANT/KERKY from BUN VOR.



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 bwn 0700-0900, 1200-1300 and 1600-1900 ATA.)
Unless otherwise instructed by ATC.
If unable to comply inform ATC.

LOC	IBR DME	1.0	2.0	3.0	4.0	5.0	6.0
(GS out)	ALTITUDE	430'	750'	1080'	1400'	1730'	2000'



Gnd speed-Kts	70	90	100	120	140	160	HALS-II	700'	3000'	015°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	849	PAPI	on 244°	on	hdg
MAP at MM										

STRAIGHT-IN LANDING RWY 25R			
ILS		LOC (GS out)	
DA(H) 310' (200')		DA(H) 540' (430')	
FULL/Limited		ALS out	
A		RVR 1500m	
B			
C	RVR 800m	RVR 1200m	
D		RVR 1600m	RVR 2000m

PANS OPS

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BRUSSELS NATIONAL

20 MAY 16
Eff 26 May

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(11-4A)

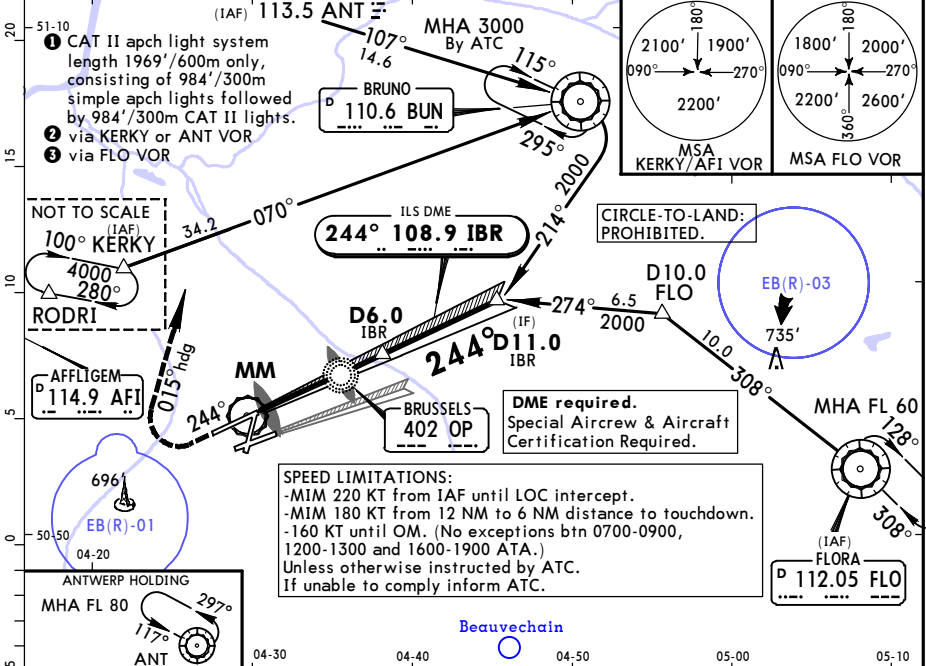
CAT II/III ILS A/B Rwy 25R

BRUSSELS, BELGIUM

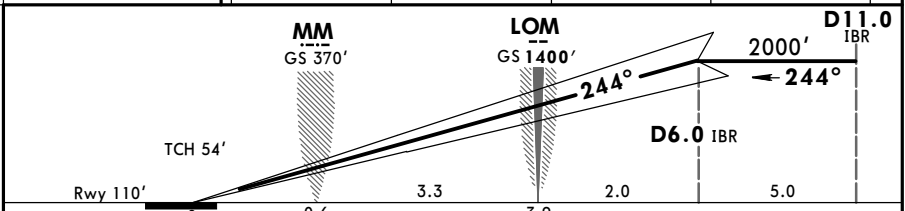
D-ATIS Arrival					BRUSSELS Arrival (R)	
110.6	112.050	114.6	114.9	117.550	132.475	118.250
BRUSSELS Tower		for apron 2 North and North of it		Ground		for apron 2 South and South of it
118.6	120.775	118.050		121.875		
LOC	Final	GS	CAT II & IIIA ILS	Apt Elev 184'		
IBR	Apch Crs	LOM	Refer to Minimums	Rwy 110'		
108.9	244°	1420' (1310')				

MISSED APCH: Climb on track 244°. At 700' turn RIGHT on hdg 015° climbing to 3000', then as directed.
MISSED APCH WITH COMM FAILURE: Climb on track 244°. At 700' turn RIGHT on hdg 015° climbing to 3000'. At 2200' turn RIGHT to intercept and follow R-250 inbound to BUN VOR. Enter BUN holding and/or execute ILS or LOC A Rwy 25R approach via IAF ANT/KERKY from BUN VOR.

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



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 b/n 0700-0900, 1200-1300 and 1600-1900 ATA.)
Unless otherwise instructed by ATC.
If unable to comply inform ATC.



0							0.6							3.9																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Gnd speed-Kts	70	90	100	120	140	160																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			</

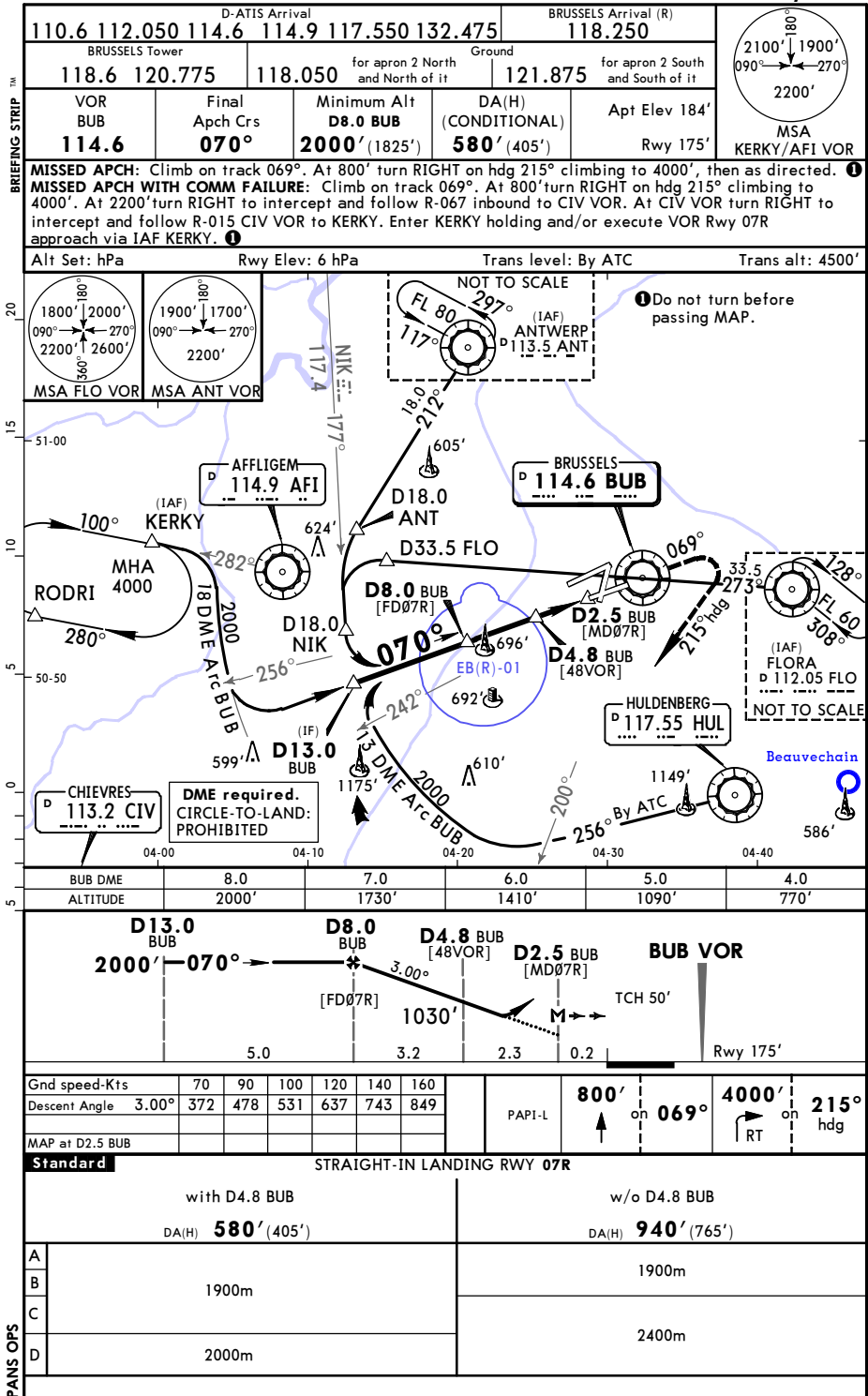
STRAIGHT-IN LANDING RWY 25R	
CAT IIIA ILS	CAT II ILS
DH 50'	RA 103'
	DA(H) 210' (100')
RVR 200m	RVR 300m

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20 MAY 16 13-2 Eff 26 May

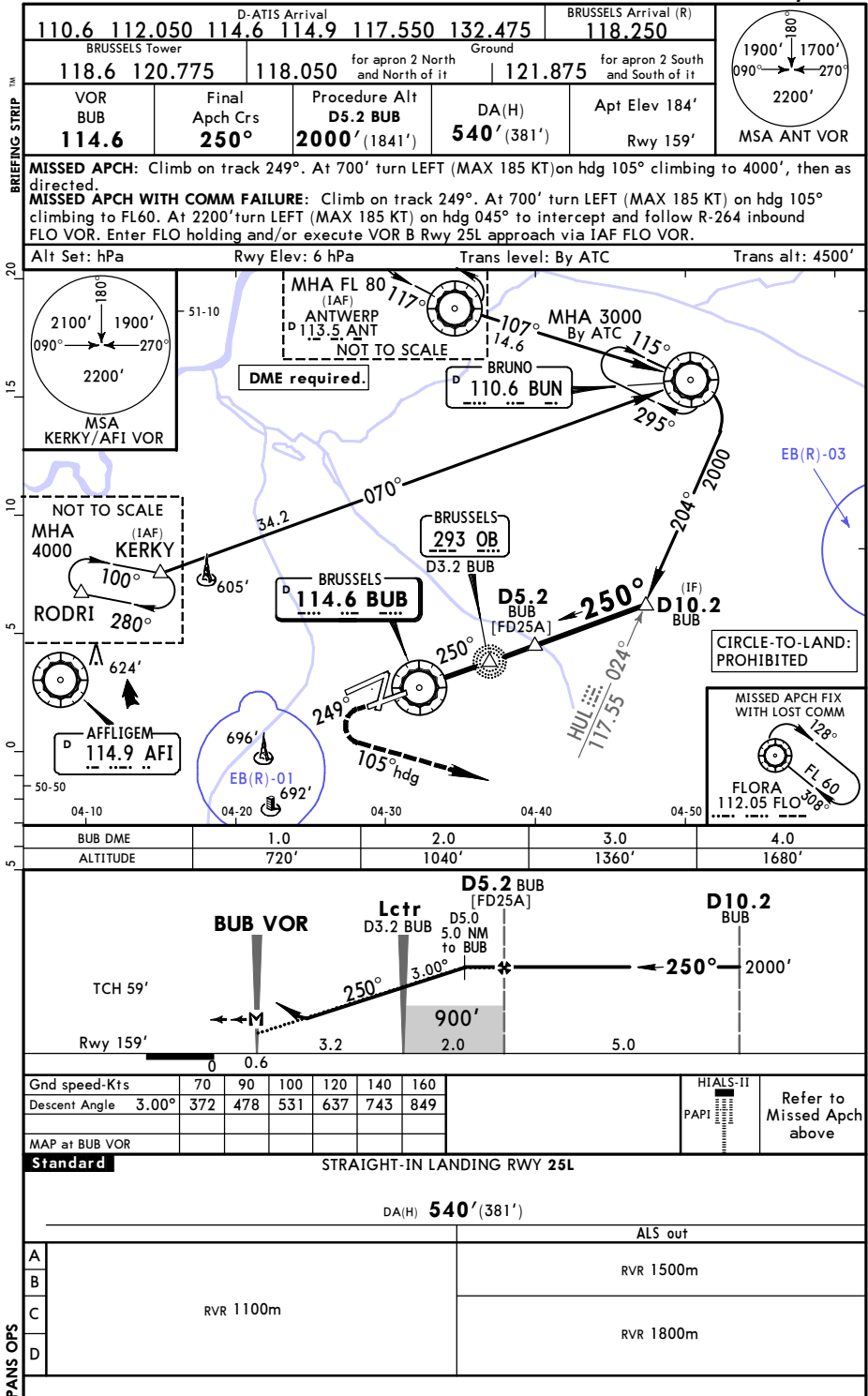
BRUSSELS, BELGIUM
VOR Rwy 07R



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JEPPesen
20 MAY 16 **13-3** Eff 26 May

BRUSSELS, BELGIUM
VOR A Rwy 25L



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BRUSSELS NATIONAL

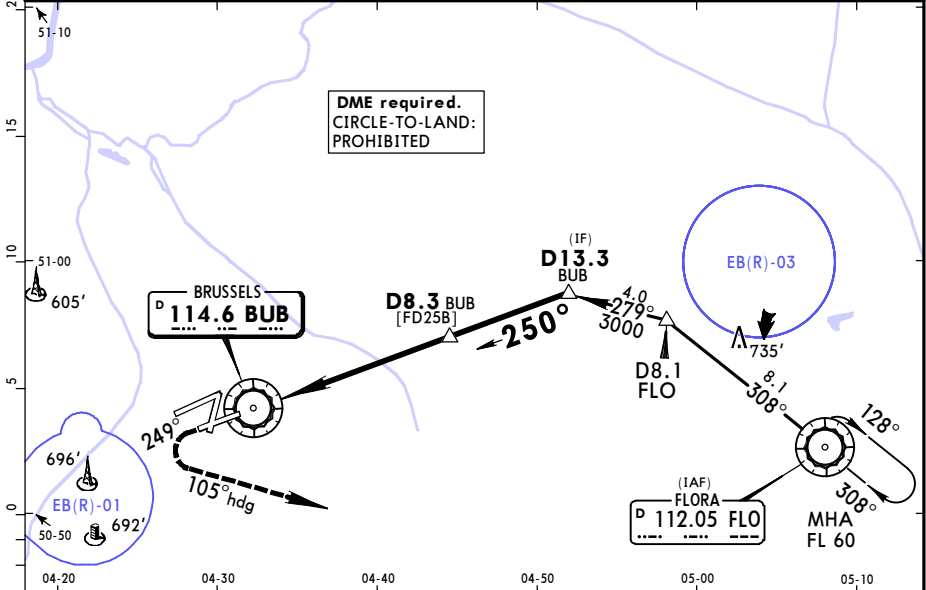
JEPPesen
20 MAY 16 **13-4** Eff 26 May

BRUSSELS, BELGIUM
VOR B Rwy 25L

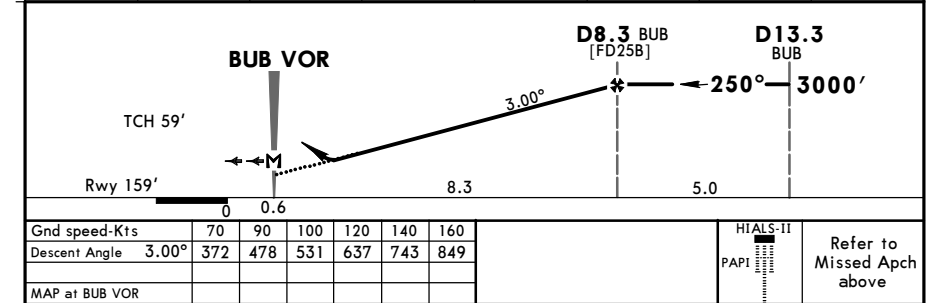
D-ATIS Arrival				BRUSSELS Arrival (R)	
110.6	112.050	114.6	114.9	117.550	132.475
BRUSSELS Tower		118.050		121.875	
for apron 2 North and North of it		for apron 2 South and South of it			
VOR BUB	Final ApcH Crs	Minimum Alt D8.3 BUB	DA(H)	Apt Elev 184'	
114.6	250°	3000' (2841')	540' (381')	Rwy 159'	

MISSED APCH: Climb on track 249°. At 700' turn LEFT (MAX 185 KT) on hdg 105° climbing to 4000', then as directed.
MISSED APCH WITH COMM FAILURE: Climb on track 249°. At 700' turn LEFT (MAX 185 KT) on hdg 105° climbing to FL60. At 2200' turn LEFT (MAX 185 KT) on hdg 045° to intercept and follow R-264 inbound to FLO VOR. Enter FLO holding and/or execute VOR B Rwy 25L approach via IAF FLO VOR.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4500'



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

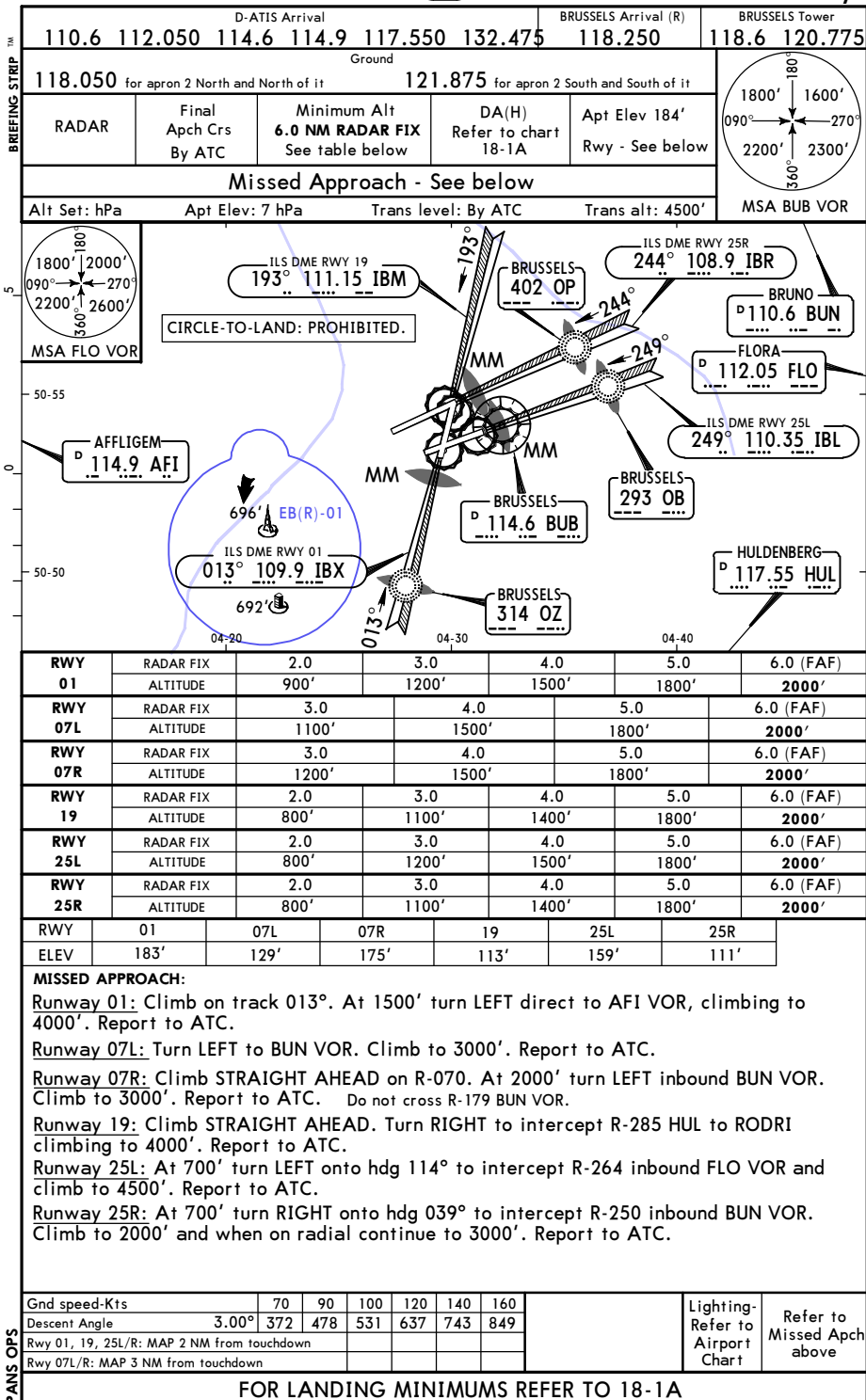


Standard		STRAIGHT-IN LANDING RWY 25L	
DA(H) 540' (381')		ALS out	
RVR 1100m		RVR 1500m	
		RVR 1800m	

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BRUSSELS NATIONAL

JEPPesen
26 FEB 16 (18-1) Eff 3 Mar

BRUSSELS, BELGIUM
SRA All Rwys



EBBR/BRU

 **JEPPesen**

26 FEB 16

18-1A

Eff 3 Mar

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 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BRUSSELS, (BRUSSELS NATIONAL - EBBR)				
REV	HELEN 5L & 5N RNAV DEPS (...)	10-3W	10 Jun 2016	
REV	KOK 7L RNAV DEP (OVERLAY)	10-3X	10 Jun 2016	
REV	LNO 6L RNAV DEP (OVERLAY)	10-3X1	10 Jun 2016	
REV	NIK 3L RNAV DEP (OVERLAY)	10-3X2	10 Jun 2016	
REV	NIK 4N RNAV DEP (OVERLAY)	10-3X3	10 Jun 2016	
REV	PITES 7L RNAV DEP (OVERLA...	10-3X4	10 Jun 2016	
REV	ROUSY 7L RNAV DEP (OVERLA...	10-3X5	10 Jun 2016	
REV	SOPOK 6L RNAV DEP (OVERLA...	10-3X6	10 Jun 2016	
REV	SPI 5L RNAV DEP (OVERLAY)	10-3X7	10 Jun 2016	

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.