EBBR — BRUSSELS / Brussels-National

EBBR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EBBR — BRUSSELS / Brussels-National

EBBR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP COORD and site at AD*	505405N - 0042904E 247º MAG / 1.8 km from the TWR
2	*Direction and distance from (city)*	6.5 NM NE from Brussels
3	*ELEV / Reference temperature*	184 ft / 23°C
4	*Geoid undulation*	141 ft
5	*VAR / Annual change*	1°W (2005) / 0.12° decreasing
6	*AD Administration, address, TEL, FAX, telex and AFS*	Mail: The Brussels Airport Company Brussels Airport B-1930 Zaventem Tel:+32 (0) 2 753 42 00 (office hours only) Tel:+32 (0) 2 753 69 00 (Airport Inspection, H24) Fax:+32 (0) 2 753 69 09 (Airport Inspection) AFS:EBBRYDYX
7	*Types of TFC permitted (IFR / VFR)*	IFR / VFR
8	*RMK*	NIL

EBBR AD 2.3 OPERATIONAL HOURS

1	*AD Administration*	H24
2	*Customs and immigration*	H24
3	*Health and sanitation*	H24
4	*AIS Briefing Office*	H24
5	*ATS Reporting Office (ARO)*	H24
6	*MET Briefing Office*	H24
7	*ATS*	H24
8	*Fuelling*	H24 (between 2100 and 0500, only with credit cards acceptable by the chosen petroleum company)
9	*Handling*	H24
10	*Security*	H24
11	*De-icing*	H24
← *12*	*RMK*	See also *Local Traffic Regulations* (EBBR 2.20, § 1) and *Noise Abatement Procedures* (EBBR 2.21, § 1)

EBBR AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	Modern handling facilities Nearest railway siding: Brussels (10 km)
2	*Fuel / Oil types*	JET A1 / All
3	*Fuelling facilities / Capacity*	Pits and trucks / No limitations
4	*De-icing facilities*	By arrangement with handling agent
5	*Hangar space for visiting ACFT*	NIL
6	*Repair facilities for visiting ACFT*	All repairs
7	*RMK*	General aviation handling is compulsory

EBBR AD 2.5 PASSENGER FACILITIES

1	*Hotels*	at AD and in the city
2	*Restaurants*	at AD and in the city
3	*Transportation*	Taxis, buses, railway and car hire
4	*Medical facilities*	Doctor, recovery rooms and ambulances Hospitals in Brussels (10 km) and in Vilvoorde (5 km)
5	*Bank / Post office*	at AD
6	*Tourist information*	at AD
7	*RMK*	NIL

EBBR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD CAT for fire fighting*	CAT 9
2	*Rescue equipment*	CAT 9 compliant
3	*Capability for removal of disabled ACFT*	NIL
4	*RMK*	NIL

EBBR AD 2.7 SEASONAL AVAILABILITY - CLEARING

←	*1*	*Types of clearing equipment*	31 vehicles composed of: • sweeper-blowers • tractors equipped with sweeper-blower • sprayers of de-icing liquid • snow blowers • stand-sweepers • spreaders
	2	*Clearance priorities*	1. RWYs, appropriate important TWYs and holding bays 2. Important aprons and aircraft stands 3. Remaining part movement area and all roads outside the movement area

3	*RMK*	Transmission of information by SNOWTAM and METAR. Designated authority to co-ordinate information about the current state of progress of snow clearance operations and the conditions of the movement area is the Airport Inspection: Tel:++32 (0) 2 753 69 00 Fax:++32 (0) 2 753 69 09 Braking action measured by SFH - Surface Friction Tester (high-pressure tire)

EBBR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	*Apron surface and strength*	Surface: CONC Strength: • apron 1 north: PCN 72/R/A/W/T • apron 1 south, 2 north and 2 south: PCN 77/R/A/W/T • apron 3 north: PCN 68/R/C/W/T • apron 3 south: PCN 110 R/B/W/T • apron 9: PCN 117/R/B/W/T • apron 40: PCN 68/R/C/W/U • apron 53 and 55: PCN 11/R/A/W/U • apron 56: PCN 50/R/A/W/U • apron 60: PCN 120/R/B/W/T • other aprons: PCN 56/R/A/W/U
2	*TWY width, surface and strength*	Width and strength: see chart AD2 EBBR GMC.02 Surface: CONC / ASPH
3	*ACL and ELEV*	On satellite and parking areas, mean ELEV: 56 m (184 ft)
4	*VOR / INS check points*	VOR checkpoints: NIL INS checkpoints: see chart AD2 EBBR APDC.01 and AD2 EBBR APDC.02
5	*RMK*	NIL

EBBR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	*Use of ACFT stand ID signs, TWY guide lines and visual docking/parking guidance system of ACFT stands*	ACFT stand ID signs: AVBL TWY guide lines: AVBL Parking guidance lines: AVBL at all stands Docking guidance system: see EBBR AD 2.20
2	*RWY and TWY markings*	RWY : Designation, THR, TDZ, centre line and edge lines

		TWY : Centre line, edge lines and HLDG positions (CAT I and CAT II/III operations) at the TWY/RWY intersections
3	*Stop bars*	AVBL (see chart AD2 EBBR GMC.01)
4	*RMK*	RWY 07R: a. Sign "PSN 1" (line-up position 1) on the left beyond the PAPI at 461.4 m from displaced THR 07R b. Sign "PSN 2" (line-up position 2) on the left at 743.7 m from displaced THR 07R, BTN TWY C 6 and C 5 c. Sign "PSN H" (line-up position heavy) on the left at 194 m from displaced THR 07R

EBBR AD 2.10 AERODROME OBSTACLES

← No Area 2 or Area 3 obstacle data sets are currently provided for EBBR.

Details on EBBR aerodrome obstacles can be found on the aerodrome obstacle charts (see EBBR AD 2.24).

Note 1: Pilots shall draw attention to the presence of an obstacle of 86 m AMSL (46 m above THR 07L) in the axis of RWY 07L/25R and at 1 610 m from THR 07L. This obstacle (church lighted on the top by a cross of red lights) protrudes 17 m above the APCH surface of RWY 07L and the TKOF climb surface of RWY 25R.

Note 2: Pilots shall drawn attention to the presence of the new control tower building (105,7 m AMSL) between THR 25R and THR 25L.

EBBR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	EBBR MET
2	*HR of service*	H24
3	*Office responsible for TAF preparation:* *Periods of validity*	EBBR 9 and 24 HR
4	*Type of LDG forecast* *Interval of issuance*	TREND 30 MIN
5	*Briefing / consultation provided*	Official in charge, TEL, personal consultation, CCTV, full display
6	*Flight documentation / languages used*	Charts, abbreviated plain language text / Fr, Ho and En
7	*Charts and other information AVBL for briefing or consultation*	Surface charts, ALT charts, prognostic ALT charts, prognostic chart of significant weather, TROP and MAX wind chart
8	*Supplementary equipment AVBL for providing information*	Weather radar, receiver of cloud photographies transmitted by satellite, FAX and self-briefing terminal
9	*ATS units provided with information*	AIS, TWR, APP and ACC
10	*Additional information*	- International aviation: • Tel:++32 (0) 2 206 28 50* • Fax:++32 (0) 2 206 28 49 - TEL Briefing (VFR flights, gliding, ballooning, ...):

		• CONSULTEL Tel:0902 / 88173 * * Communications automatically recorded on tape

EBBR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY designator	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY end COORD THR geoid undulation	THR ELEV and highest ELEV of TDZ of precision APCH RWY
1	2	3	4	5	6
02	014.43°	2 987 x 50	67/F/A/W/T ASPH	505314.39N 0042929.68E 505446.54N 0043007.27E 141 ft	THR 183 ft TDZ 184 ft
20	194.43°	2 987 x 50	67/F/A/W/T ASPH	505439.64N 0043004.46E 505312.94N 0042929.09E 141 ft	THR 113 ft TDZ 131 ft
07R	069.89°	3 211 x 45	62/F/A/W/T ASPH	505321.89N 0042855.40E 505356.19N 0043123.88E 141 ft	THR 175 ft
25L	249.89°	3 211 x 45	62/F/A/W/T ASPH	505356.19N 0043123.88E 505320.54N 0042849.53E 141 ft	THR 159 ft TDZ 165 ft
07L	065.38°	3 638 x 45	80/F/A/W/T ASPH	505400.12N 0042734.43E 505445.58N 0043011.76E 141 ft	THR 129 ft
25R	245.38°	3 638 x 45	80/F/A/W/T ASPH	505441.55N 0042957.79E 505356.64N 0042722.39E 141 ft	THR 110 ft TDZ 112 ft

Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	RMK
7	8	9	10	11	12
-0.78%	NIL	NIL	3 107 x 300	yes	(*)
+0.78%	NIL	NIL	3 107 x 300	yes	(*)
-0.15%	NIL	NIL	3 331 x 300	yes	(*)
+0.15%	NIL	NIL	3 331 x 300	yes	(*)
-0.21%	NIL	NIL	3 758 x 300	yes	(*)
+0.21%	NIL	NIL	3 758 x 300	yes	(*)

(*) for details on obstacles present in the OFZ, please consult chart AD 2 EBBR ADC.01.

EBBR AD 2.13 DECLARED DISTANCES

RWY designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	RMK
1	2	3	4	5	6
02	2 987	2 987	2 987	2 941	NIL
20	2 987	2 987	2 987	2 767	NIL
07R	2 891	2 891	2 891	3 089	No TKOF before PSN H
25L	3 211	3 211	3 211	3 211	NIL
07L	3 638	3 638	3 638	3 380	NIL
25R	3 638	3 638	3 638	3 338	NIL

In order to reduce the taxi procedure, ATC may, with a visibility of 2 km or more and subject to pilot's acceptance, authorize take-off from one of the intersections below. Pilots unable to accept should advise ATC duly in advance.

To expedite departing traffic when RWY 02 is in use, departure on RWY 07R from position “H”, line-up position 1 or line-up position 2 will be assigned by ATC.

RWY	FROM	TORA (m)	RWY	FROM	TORA (m)
02	C5	2 325	**25L**	P5 / C1	2 210
	E1	2 075		C2	1 690
	E3	2 028		C3	1 237
	E4	1 253		C4	1 237
20	A1	2 825	**07L**	B9	2 518
	B1	2 675		A6	2 647
	E6	2 164		B8	2 602
	E5	1 558		A5	2 148
	E4	1 558		B7	1 855
				B6	1 389
				A3	1 570
				B5	1 506
07R	C6	2 405	**25R**	A1	3 428
	C5	2 148		B1	3 267
	C4	1 792		B3	2 770
	Line-up PSN 1	2 624		B5	1 997
	Line-up PSN 2	2 341		A3	1 967
	Line-up PSN H	2 891		B6	1 965
	C3	1 774		B7	1 515
				A5	1 407

Note: Intersection TORA are measured from the point of contact of taxiway centre line marking and runway centre line.

EBBR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY 02						
APCH LGT SYSTEM	*Type:*	PALS CAT II / III		**VASIS**	*Type:*	PAPI (left / 3°)
	Length:	900 m (*)			*MEHT:*	49 ft (15 m)
	Intensity:	LIH				
RWY THR LGT	*Colour:*	green		**TDZ LGT**	900 m	
	Wing bars:	NIL				
RWY END LGT	*Colour:*	red		**SWY LGT**	NIL	
	Wing bars:	NIL				
RWY CENTRE LINE LGT	*Length:*	2 987 m	*white:*	from 0 to 2 087 m		
	Spacing:	15 m	*red / white:*	from 2 087 to 2 687 m		
	Intensity:	LIH	*red:*	from 2 687 to 2 987 m		
RWY EDGE LGT	*Length:*	2 987 m	*red:*	from 0 to 45 m		
	Spacing:	30 m	*white:*	from 45 to 2 987 m		
	Intensity:	LIH				
REMARK	(*) Barrette at 570 m omitted due to railway					

RWY 20						
APCH LGT SYSTEM	*Type:*	PALS CAT I		**VASIS**	*Type:*	PAPI (left / 3°)
	Length:	630 m			*MEHT:*	56 ft (17 m)
	Intensity:	LIH				
RWY THR LGT	*Colour:*	green		**TDZ LGT**	NIL	
	Wing bars:	NIL				
RWY END LGT	*Colour:*	red		**SWY LGT**	NIL	
	Wing bars:	NIL				
RWY CENTRE LINE LGT	*Length:*	2 987 m	*white:*	from 0 to 2 087 m		
	Spacing:	15 m	*red / white:*	from 2 087 to 2 687 m		
	Intensity:	LIH	*red:*	from 2 687 to 2 987 m		
RWY EDGE LGT	*Length:*	2 987 m	*red:*	from 0 to 220 m		
	Spacing:	30 m	*white:*	from 220 to 2 987 m		
	Intensity:	LIH				
REMARK	NIL					

RWY 07R						
APCH LGT SYSTEM	*Type:*	NIL		**VASIS**	*Type:*	PAPI (left / 3°)
					MEHT:	66 ft (20 m)
RWY THR LGT	*Colour:*	green		**TDZ LGT**	NIL	
	Wing bars:	NIL				
RWY END LGT	*Colour:*	red		**SWY LGT**	NIL	
	Wing bars:	NIL				
RWY CENTRE LINE LGT	*Length:*	3 211 m	*white:*	from 0 to 2 311 m		
	Spacing:	15 m	*red / white:*	from 2 311 to 2 911 m		
	Intensity:	LIH	*red:*	from 2 911 to 3 211 m		
RWY EDGE LGT	*Length:*	3 211 m	*red:*	from 0 to 125 m		
	Spacing:	30 m	*white:*	from 125 to 3 211 m		
	Intensity:	LIH				
REMARK	NIL					

RWY 25L						
APCH LGT SYSTEM	*Type:*	PALS CAT II / III		**VASIS**	*Type:*	PAPI (left / 3°)
	Length:	900 m			*MEHT:*	63 ft (19 m)
	Intensity:	LIH				
RWY THR LGT	*Colour:*	green		**TDZ LGT**	900 m	
	Wing bars:	NIL				
RWY END LGT	*Colour:*	red		**SWY LGT**	NIL	
	Wing bars:	NIL				
RWY CENTRE LINE LGT	*Length:*	3 211 m	*white:*	from 0 to 2 311 m		
	Spacing:	15 m	*red / white:*	from 2 311 to 2 911 m		
	Intensity:	LIH	*red:*	from 2 911 to 3 211 m		
RWY EDGE LGT	*Length:*	3 211 m	*red:*	NIL		
	Spacing:	30 m	*white:*	from 0 to 3 211 m		
	Intensity:	LIH				
REMARK	NIL					

RWY 07L						
APCH LGT SYSTEM	*Type:*	NIL		**VASIS**	*Type:*	PAPI (left / 3°)
					MEHT:	66 ft (20 m)
RWY THR LGT	*Colour:*	green		**TDZ LGT**	NIL	
	Wing bars:	NIL				
RWY END LGT	*Colour:*	red		**SWY LGT**	NIL	
	Wing bars:	NIL				
RWY CENTRE LINE LGT	*Length:*	3 338 m	*white:*	from 0 to 2 738 m		
	Spacing:	15 m	*red / white:*	from 2 738 to 3 338 m		
	Intensity:	LIH	*red:*	from 3 338 to 3 638 m		
RWY EDGE LGT	*Length:*	3 638 m	*red:*	from 0 to 258 m		
	Spacing:	30 m	*white:*	from 258 to 3 638 m		
	Intensity:	LIH				
REMARK	NIL					

RWY 25R						
APCH LGT SYSTEM	*Type:*	PALS CAT II / III		**VASIS**	*Type:*	PAPI (right / 3°)
	Length:	600 m			*MEHT:*	61 ft (19 m)
	Intensity:	LIH				
RWY THR LGT	*Colour:*	green		**TDZ LGT**	900 m	
	Wing bars:	NIL				
RWY END LGT	*Colour:*	red		**SWY LGT**	NIL	
	Wing bars:	NIL				
RWY CENTRE LINE LGT	*Length:*	3 608 m	*white:*	from 30 to 2 738 m		
	Spacing:	15 m	*red / white:*	from 2 738 to 3 338 m		
	Intensity:	LIH	*red:*	from 3 338 to 3 638 m		
RWY EDGE LGT	*Length:*	3 638 m	*red:*	from 0 to 300 m		
	Spacing:	30 m	*white:*	from 300 to 3 638 m		
	Intensity:	LIH				
REMARK	NIL					

EBBR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	*ABN / IBN location, characteristics and HR of operation*	NIL
2	*LDI location and LGT* *Wind direction indicator and LGT*	NIL At THR 07L (lighted) At 198 m from THR 07R (lighted) At 378 m from THR 25L (lighted) At 430 m from THR 20 and 209 m from THR 25R (lighted) At 472 m from THR 02 and 940 m from THR 07R (lighted)
3	*TWY edge and centre line lighting*	see chart AD2 EBBR GMC.02
4	*Secondary power supply* *Switch-over time*	AVBL 0 SEC
5	*RMK*	NIL

EBBR AD 2.16 HELICOPTER LANDING AREA

NIL.

EBBR AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	Brussels CTR 504434N 0043404E - an arc of circle, 10 NM radius, centred on 505405N 0042904E and traced clockwise to 505203N 0044435E - 504434N 0043404E.
2	*Vertical limits*	1 500 ft AMSL
3	*Airspace classification*	C *(1)*
4	*ATS unit call sign* *Language(s)*	Brussels Tower En
5	*Transition altitude*	4 500 ft AMSL
6	*RMK*	*(1)* Partially airspace class G during EBGB operational hours between GND and 1 000 ft AMSL: 510401N 0042700E - 505800N 0042800E - 505545N 0042452E - 505800N 0041428E - an arc of circle, 10 NM radius, centred on 505405N 0042904E and traced clockwise to 510401N 0042700E (see chart AD2 EBBR VAC.01 and AD 2 PVT-EBGB).

EBBR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	FREQ	HRs of operation	RMK
1	2	3	4	5
APP / TAR	Brussels ARR	118.250 MHz (2) 120.100 MHz (3) 389.375 MHz 362.300 MHz 121.500 MHz (1) 243.000 MHz (1)	H24	(1) EMERG FREQ (2) For ARR TFC via S, N and W except for TFC BLW FL 65 requesting to enter Brussels TMA. (See Brussels DEP.) (3) For ARR TFC via E on ATC instruction only
	Brussels DEP	126.625 MHz	H24	NIL
	Brussels Final	129.725 MHz (2) 127.575 MHz (3) 121.500 MHz (1)	H24	(1) EMERG FREQ (2) Final APP RWY 25R on ATC instruction only (3) Final APP RWY 25L on ATC instruction only
TWR	Brussels TWR	118.600 MHz 120.775 MHz 388.525 MHz 257.800 MHz 121.500 MHz (1) 127.150 MHz (2)	H24	(1) EMERG FREQ (2) spare FREQ
	Brussels GND	121.875 MHz 118.050 MHz 121.700 MHz (1)	H24	GND movement control (1) spare FREQ
CLR	Brussels Delivery	121.950 MHz	H24	
SRE	Brussels Radar	120.100 MHz (1)	H24	(1) SRA on ATC instruction only
ATIS	Brussels ARR	110.600 MHz (1) 112.050 MHz (2) 114.600 MHz (3) 117.550 MHz (4) 114.900 MHz (5) 132.475 MHz	H24	see EBBR AD2.23, Additional information (1) BUN FREQ (2) FLO FREQ (3) BUB FREQ (4) HUL FREQ (5) AFI FREQ D-ATIS AVBL (see GEN 3.4, § 3.3.2)
	Brussels DEP	121.750 MHz	H24	see EBBR AD2.23, Additional information
VDF	Brussels Homer	120.100 MHz 118.250 MHz 118.600 MHz 121.500 MHz (1)	H24	(1) EMERG FREQ
SAR	Brussels Rescue	282.800 MHz 123.100 MHz	HO	OPR: Belgian Air Component Combined Scene of SAR (monitored only when SAR operation in progress).
OPS	Melsbroek Operation	336.525 MHz	H24	OPR: Belgian Air Component Contact mandatory for all MIL ACFT from/to EBMB 15 MIN prior ETA/ETD to state POB

EBBR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR		ID	FREQ	Hours of operation	Position of transmitting antenna	DME antenna elevation	RMK
1		2	3	4	5	6	7
DVOR/DME (1°W/2005)		BUB	114.600 MHz CH 93X	H24	505408.4N 0043217.1E	178 ft	070° GEO / 0.60 NM from THR 25L Coverage: 100 NM (FL 500)
L		OB	293 kHz	H24	505513.0N 0043658.2E		070° GEO / 3.76 NM from THR 25L Coverage: 25 NM Collocated with OM ILS 25L
L		OP	402 kHz	H24	505619.4N 0043533.6E		065° GEO / 3.91 NM from THR 25R Coverage: 25 NM Collocated with OM ILS 25R
L		OZ	314 kHz	H24	504936.2N 0042801.3E		194° GEO / 3.77 NM from THR 02 Coverage: 20 NM Collocated with OM ILS 02
ILS 02 (CAT I)							
	LLZ	IBX	109.900 MHz	H24	505455.9N 0043011.1E		014° GEO / 1.76 NM from THR 02 No back beam AVBL LLZ only reliable within 35° either side of course line
	GP		333.800 MHz	H24	505323.9N 0042940.2E		Slope 3° RDH 52 ft
	DME	IBX	CH 36X	H24	505324.0N 0042939.9E	194 ft	Collocated with GP 0 at 340 m from THR 02
	OM	dash / dash	75 MHz	H24	504936.7N 0042801.2E		3.75 NM from THR 02 or use IBX DME fix
	MM	dot / dash	75 MHz	H24	505239.9N 0042915.4E		0.59 NM from THR 02 or use IBX DME fix
ILS 20 (CAT I)							
	LLZ	IBM	111.150 MHz	H24	505306.1N 0042926.3E		194° GEO / 1.62 NM from THR 20 No back beam AVBL LLZ only reliable within 35° either side of course line
	GP		331.550 MHz	H24	505429.8N 0043006.8E		Slope 3° RDH 54 ft Coverage restricted to 6° at left-hand site antenna
	DME	IBM	CH 48Y	H24	505429.8N 0043006.8E	134 ft	Collocated with GP 0 at 315 m from THR 20
ILS 25L (CAT III)							
	LLZ	IBL	110.350 MHz	H24	505318.7N 0042841.5E		250° GEO / 1.83 NM from THR 25L No back beam AVBL LLZ only reliable within 35° either side of course line
	GP		334.850 MHz	H24	505349.0N 0043110.7E		Slope 3° RDH 59 ft
	DME	IBL	CH 40Y	H24	505349.2N 0043110.7E	164 ft	Collocated with GP 0 at 316 m from THR 25L
	OM	dash / dash	75 MHz	H24	505512.9N 0043659.1E		3.75 NM from THR 25L or use IBL DME fix

	MM	dot / dash	75 MHz	H24	505409.1N 0043219.7E		0.60 NM from THR 25L or use IBL DME fix
ILS 25R (CAT III)							
	LLZ	IBR	108.900 MHz	H24	505348.9N 0042655.5E		245° GEO / 2.12 NM from THR 25R No back beam AVBL LLZ only reliable within 35° either side of course line
	GP		329.300 MHz	H24	505441.1N 0042940.9E		Slope 3° RDH 54 ft
	DME	IBR	CH 26X	H24	505441.0N 0042941.0E	127 ft	Collocated with GP 0 at 307 m from THR 25R
	OM	dash / dash	75 MHz	H24	505619.3N 0043532.9E		3.89 NM from THR 25R or use IBR DME fix
	MM	dot / dash	75 MHz	H24	505456.1N 0043052.6E		0.63 NM from THR 25R or use IBR DME fix

EBBR AD 2.20 LOCAL TRAFFIC REGULATIONS

1 GENERAL

1.1 AIRPORT COORDINATION

EBBR is a coordinated airport. Unless exempted, and irrespective of noise abatement procedures (EBBR 2.21, § 1) , ATFM slot, or traffic rights, take-off or landing of an IFR flight without an appropriate allocated slot is prohibited and punishable. No slots will be allocated for take-off during following periods:

- SAT, 0000 to SAT, 0500
- SAT, 2300 to SUN, 0500
- SUN, 2300 to MON, 0500

1.1.1 COORDINATION PROCEDURE

For every take-off and landing of an IFR flight, a slot shall be requested and obtained from the coordinator before the filing of the flight plan:

Mail:
Brussels Slot Coordination VZW
Mr Didier Hocq
Brussels Airport PB119
B-1930 Zaventem 4
Tel:+32 (0) 2 753 57 91 to 94
Fax:+32 (0) 2 753 57 90
Email:BRUACXH@brucoord.org or didier.hocq@brucoord.org
SITA:BRUACXH
URL:http://www.brucoord.org

Operational hours: 0700-1600 (MON to FRI, HOL excl)

Slot applications shall normally be submitted via SITA or e-mail, whereby the procedures and formats of the *IATA Standard Schedule Information Manual* (SSIM, chapter 6), must be used. In exceptional cases, applications may be submitted by fax or telephone. If it is not possible to adhere to SSIM, an adjusted SSIM format or a specially developed form should be used. In any case, the application should at least include following data:

- Date of operation
- Aircraft identification (item 7)
- Type of aircraft (item 9)
- Aerodrome of departure (item 13)
- Aerodrome of destination (item 16)
- Take-off time (STD) and/or scheduled on-block time (STA)

Applications should be made as early as possible. In case of short-term applications or alterations to flights, lower priority handling must be expected as against flights with earlier allocated slots for the same time of arrival or departure.

The arrival and departure times at coordinated airports included in the announcements and/or applications, must conform to the flight plan. For fully coordinated airports, the arrival and departure times may only be published by the air carrier and/or operator after allocation of the slots by the airport coordinator.

Permission for entry and exit granted by the Belgian CAA does not replace the obligation to report or submit an application to the airport coordinator. The same applies to flight schedules for scheduled air services approved by the Belgian CAA.

Any unused slot shall be returned to the airport coordinator in due time.

1.1.2 SHORT NOTICE REQUESTS

The short notice procedure is applicable to:

- new movements or existing movements with changed times, when the request is made for the same working day or the next day prior to 1000.
- movements during weekends and HOL, when the request is made the same weekend or HOL the operation is taking place.

Such requests shall be submitted with at least 2 HR prior notice to:

Email:BRUACXH@brucoord.org
Fax:+32 (0) 2 753 57 90 (for applications from MON to FRI between 0700 and 1600)
Fax:+32 (0) 2 753 67 41 (for applications outside these hours and on HOL)

1.1.3 EXEMPTIONS

Following flights are exempted from coordination, but should be reported to the airport coordinator as far in advance as possible:

- Flights carrying members of the Belgian Royal Family, the Belgian governments or foreign royal families, foreign heads of state or leaders of governments, the President or commissioners of the European Commission when they are on official mission
- Military missions

Following flights are exempted from coordination, but should be reported to the airport coordinator as soon as possible after the operation:

- ILS calibration flights when urgently needed for operational reasons
- Missions in case of disaster or medical urgency
- Police emergency flights
- SAR flights
- Landing (and subsequent departure) in case of operational diversion

1.2 USE OF VHF RADIO BY VEHICLES

Vehicles on the manoeuvring area use VHF radio for communication with Brussels TWR. Vehicles are thus on the same frequency as aircraft on the active runway, enhancing pilot and driver awareness (see also chart AD 2.EBBR-MISC.05).

1.3 GROUND SURVEILLANCE - USE OF MODE S TRANSPONDERS

EBBR is equipped with an advanced ground surveillance system using Mode S. Operators intending to use the airport should ensure that Mode S transponders are able to operate when their aircraft are on the ground.

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

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

Whenever possible, the aircraft identification (i.e. call sign used in flight) shall be entered as 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 aircraft identification, as entered in item 7 of the flight plan form (e.g. “DAT123”).

To ensure that the performance of systems based on SSR frequencies (incl. 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 runway.

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

1.4 BIRD STRIKES

Pilots are requested to report bird strikes to:

Airport Inspection
Tel:+32 (0) 2 753 69 00
Fax:+32 (0) 2 753 69 09
Email:inspect@brusselsairport.be

Belgian CAA
Tel:+32 (0) 2 724 02 53
Fax:+32 (0) 2 724 02 39
Email:yvan.tesseur@mobilit.fgov.be

2 TAXI REGULATIONS

2.1 GENERAL

Pilots are advised to consult chart AD 2.EBBR-MISC.06, depicting the hot spots on the manoeuvring area.

Between 2200 and 0459, taxi restrictions apply (see EBBR AD 2.21, § 2.1).

2.2 USE OF STOPBARS

Stopbars at entry points of active RWY are operated permanently. Due to operational requirements and practices, the stopbar at RWY entry point P9 will remain off when configuration RWY 02/07R is used.

Aircraft and vehicles shall never cross a lit stopbar.

When a lit stopbar cannot be cycled, the RWY entry point will be taken out of service and aircraft and vehicles will be rerouted. If rerouting is not possible, ATC will clear the aircraft or vehicle to cross a lit stopbar, stating the reason why the stopbar remains lit in each individual clearance.

When stopbars for all RWY entry points of one or more RWY cannot be lit, this shall 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 authorisation of any kind to enter a RWY, irrespective if this RWY is active or not. An explicit clearance or instruction to enter or cross any RWY is required.

2.3 STANDARD TAXI ROUTES

2.3.1 GENERAL

Aircraft requiring full length for departure shall advise GND at the latest when requesting taxi clearance.

Arriving aircraft shall remain on TWR frequency until instructed to contact GND.

Ground operations are controlled by two sectors: GND North and GND South (see chart AD 2.EBBR-MISC.05). Transfer of control and communication point between GND N and GND S is TWY INN 8 or OUT 8.

Aircraft will be transferred to the appropriate TWR frequency to enter or cross an active runway. An explicit clearance to cross or enter **any** runway shall be issued by ATC. If no such clearance is received, pilots shall obtain it from ATC before crossing the relevant holding position marking.

2.3.2 RUNWAY CONFIGURATION 25L/R

Departures originating from sector GND N will expect to depart from B1. Departures originating from sector GND S will expect to depart from W41 or W42.

Clearance to cross RWY 02/20 at E4-F4, E5-F4 or E6-F5 may be given by GND. Aircraft arriving on RWY 25L and proceeding via E1 or E3 will receive clearance to cross RWY 02/20 from TWR.

2.3.3 RUNWAY CONFIGURATION 02-07L/R

Departing traffic that requires crossing RWY 07R will be transferred to TWR FREQ 120.775 for crossing clearance.

Traffic departing from RWY 07R will receive line-up clearance on GND S FREQ 121.875.

Departing traffic will receive take-off clearance on TWR FREQ 120.775.

Aircraft vacating RWY 02 via E1, E3 or E4 may expect instructions to contact GND S on FREQ 121.875. Aircraft vacating RWY 02 via E5, E6, B1 or A1 may expect instructions to contact GND N on FREQ 118.050.

2.3.4 LVP

See EBBR AD 2.22, § 4.1.2.

3 APRON REGULATIONS

3.1 DOCKING GUIDANCE

When arriving at parking positions on remote stands or on stands where no guidance system is installed, pilots shall contact GND, obtain marshaller guidance and to await the marshaller on the taxiway centre line.

A docking guidance system is available at parking positions 140 to 172, 201 to 240, 350 to 354 and 680 to 699. Guidance to these positions by marshallers may still be requested from GND.

When the pilot receives from the guidance system a wrong type of aircraft, a wrong flight number, an ERR-message, an ESTOP emergency stop message or if the display becomes unreadable, **he shall stop immediately**, contact GND and ask for a marshaller.

System messages on parking positions 140 to 172, 350 to 354 and 680 to 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 metres. Approach slowly
Arrow <	Correction to the left required
Arrow >	Correction to the right required
"STOP"	Stop now, the docking position has been 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 good position. **Stop aircraft** and await marshaller instructions (not applicable at stands 680 to 699)

System messages on parking positions 201 to 240	
"TEST" / "STOP"	System starts and runs a test
"WAIT" / "STOP"	System awaits order to start
"BRIN" / "STOP"	Bridge is not in good position. **Stop aircraft** and await marshaller instructions
"STBY" / "STOP"	Emergency stop. **Stop aircraft immediately** and await marshaller instructions
"TOO" followed by "FAR"	Aircraft has gone 1.5 m past the stop position
"SLOW"	Aircraft speed exceeds 3 m/SEC at 22 m from the stop position
"Flight number"	Flight number is displayed until the aircraft is at 30 m from the stop position
"Aircraft type"	Aircraft type is displayed from 21 m from the stop position onwards
"STOP" followed by "OK"	Docking successful

Note: Two simultaneous messages are always shown in an alternate way.

3.2 PUSH-BACK

Unless prior permission has been obtained from the Airport Inspection, push-back is compulsory at nose-in stands. Push-back shall be executed immediately after approval has been received from GND, taking into account the traffic information and/or restrictions contained in the approval message.

4 RUNWAY REGULATIONS

4.1 SELECTION OF RUNWAY-IN-USE

The direction in which aircraft take off and land is determined by the speed and direction of the surface wind and by the preferential runway system.

The term "runway-in-use" is used to indicate the runway that - at a particular time - is considered by ATC to be the most suitable for use by the types of aircraft expected to land or take off. Normally, an aircraft will take off and land into the wind, unless safety, runway configuration or traffic conditions determine that a different direction is preferable. However, in selecting the runway-in-use, ATC shall also take into consideration other relevant factors such as the aerodrome traffic circuits, the length of the runway, the approach and landing aids available, meteorological conditions, aircraft performance and noise abatement.

Accepting a runway is a pilot's decision. If the pilot-in-command considers the runway-in-use not usable for reasons of safety or performance, he shall request permission to use another runway. ATC will accept such request, provided that traffic and air safety conditions permit.

4.2 PREFERENTIAL RUNWAY SYSTEM

4.2.1 RUNWAY CONFIGURATION SCHEME

		0500 to 1459	1500 to 2159	2200 to 0459
MON 0500 till TUE 0459	DEP	25R		25R / 20(1)
	ARR	25L / 25R		25R / 25L(2)
TUE 0500 till WED 0459	DEP	25R		25R / 20(1)
	ARR	25L / 25R		25R / 25L(2)
WED 0500 till THU 0459	DEP	25R		25R / 20(1)
	ARR	25L / 25R		25R / 25L(2)
THU 0500 till FRI 0459	DEP	25R		25R / 20(1)
	ARR	25L / 25R		25R / 25L(2)
FRI 0500 till SAT 0459	DEP	25R		25R(3)
	ARR	25L / 25R		25R
SAT 0500 till SUN 0459	DEP	25R	25R / 20(1)	25L(4)
	ARR	25L / 25R	25R / 25L(2)	25L
SUN 0500 till MON 0459	DEP	25R / 20(1)	25R	20(4)
	ARR	25R / 25L(2)	25L / 25R	20

(1) RWY 25R only for traffic via ELSIK, NIK, HELEN, DENUT, KOK and CIV / RWY 20 only for traffic via LNO, SPI, SOPOK, PITES and ROUSY / Aircraft with MTOW > 200 t shall use RWY 25R regardless the destination.

(2) Arrival on RWY 25L at ATC discretion only.

(3) No airport slot will be allocated for take-off between 0000 and 0500 (EBBR 2.20, § 1).

(4) No airport slot will be allocated for take-off between 2300 and 0500 (EBBR 2.20, § 1).

Times of runway 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.

4.2.2 EXCEPTIONS

The preferential runway system is not the determining factor in runway selection under the following circumstances:

a. When the runway is dry or wet and the crosswind component exceeds 15 kt (gusts included).
b. When the runway is dry or wet and the tailwind component exceeds 7 kt (gusts included), including a buffer value of 2 kt.
c. When the runways are contaminated or when braking action is less than good.
d. When alternative runways are successively requested by pilots for safety reasons.
e. When pilots report excessive wind at higher altitudes
f. When wind shear has been reported or forecast, or when thunderstorms are expected to affect arriving or departing traffic.

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

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

4.2.3 DEFINITIONS

Following definitions (based upon JAR-OPS terminology) apply:

- A **dry** runway is one that is neither wet nor contaminated, and includes those paved runways that have been specially prepared with grooves or porous pavement and are maintained to retain "effectively dry" braking action even when moisture is present.
- A **wet** runway has a shiny appearance due to a thin layer of water. When this layer is less than 3 mm in depth, there is no substantial risk of hydroplaning.
- A runway is considered **contaminated** when more than 25% of the runway surface area (whether in isolated areas or not) within the required length and width being used is covered by:
  - surface water more than 3 mm deep, or by slush or loose snow, equivalent to more than 3 mm of water
  - snow that has been compressed into a solid mass that resists further compression and will hold together or break into lumps if picked up (also referred to as "compacted snow"), or
  - ice, including wet ice.

- A runway is considered **damp** when the surface is not dry, but when the moisture on it does not give it a shiny appearance.
- A runway is considered **slippery** when poor braking action (rain, freezing rain, very light ice or packed snow) increases the accelerate-stop distance.
- **Braking action "good"** is a comparative value meaning that aircraft should not experience directional control or braking difficulties and that stopping is available within the scheduled distance, but that conditions are not as good as when landing on a clear, dry runway.

4.3 RUNWAY OCCUPATION

In order to avoid go-arounds, aircraft should vacate the runway quickly, without prejudice to safety. Pilots should take into consideration that it might be more efficient to use an exit situated farther away, than to try to vacate too quickly, miss the exit and then having to taxi slowly to the next. The aim should be to achieve a normal touchdown with progressive smooth deceleration to vacate, at a safe speed, at the nominated exit point.

The table below indicates the distances to exit. The exits are grouped in left or right turns and by increasing distance.

RWY	exit	distance to exit (m)	RWY	exit	distance to exit (m)
25L	C1/P5	850	07L	A5	1 149
	C2	1 232		A3	1 731
	C3/C4	1 792		B7	1 241
	C5	2 148		B6	1 702
	C6	2 405		B5	1 739
25R	A3	1 270		B3	2 512
	A5	1 848		B1	3 009
	A6	2 347	02	E3	802
	B6	1 089		E4/E5	1 512
	B5	1 206		E6	2 118
	B7	1 555		B1	2 629
	B9	2 218	20	E4	1 033
	B8	2 302		E3	1 808
07R	C3/C4	1 115		E1	1 855
	C2	1 568		C5	2 105
	C1/P5	2 088			

5 SPECIFIC TRAFFIC REGULATIONS

5.1 AIRCRAFT WITHOUT RADIO

Aircraft without radio are prohibited.

5.2 GLIDER FLIGHTS

Glider flights are prohibited.

5.3 ULM FLIGHTS

ULM flights are prohibited.

5.4 BALLOON FLIGHTS

Balloon flights are prohibited.

5.5 PARACHUTING

Parachuting is prohibited.

5.6 ACROBATIC FLIGHTS

Acrobatic flights are prohibited.

5.7 TRAINING AND TEST FLIGHTS

Provided traffic conditions permit, training and test flights may be performed using RWY 25L/R, outside following periods:

- 2200-0459
- MON to FRI: 0600-1000 and 1600-1900
- SAT: 0700-1000
- SUN: 1600-2000

Local VFR is not allowed from SS to SR.

EBBR AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

1.1 NOISE RESTRICTIONS

Movements of jet aircraft with MTOW ≥ 34 t or with a capacity of more than 19 seats (crew-only seats excl.) are restricted:

- take-off or landing with QC > 8 is forbidden between 2200 and 0459
- take-off or landing with QC > 12 is forbidden between 0500 and 0559
- take-off with QC > 48 is forbidden between 0600 and 1959
- landing with QC > 24 is forbidden between 0600 and 1959
- take-off with QC > 24 is forbidden between 2000 and 2159
- landing with QC > 12 is forbidden between 2000 and 2159.

Restrictions between 0600 and 2159 do not apply to aircraft that operated at EBBR between 25 OCT 2008 and 24 OCT 2009.

Exemptions may be granted for:

- take-off between 2000 and 2159 with QC ≤ 26 (with a maximum of 3% of the number of take-offs per year for this time period)
- take-off between 2200 en 0459 with QC ≤ 12 (with a maximum of 200 take-offs per year and only for aircraft that operated at EBBR between 25 OCT 2008 and 24 OCT 2009)
- landing between 2200 and 0459 with QC ≤ 12 (with a maximum of 500 exemptions in 2010, 430 in 2011, 360 in 2012 and 300 per year afterwards).

Exemptions shall be requested from the CAA in advance via FAX (+32 (0) 2 724 02 01)

The QC is calculated using the formula $QC = 10^{[(G-85)/10]}$, whereby “G” equals:

- for take-off: half the sum of the certified fly-over and sideline noise levels in EPNdB of the aircraft at its MTOW
- for landing: the certified approach noise level in EPNdB of the aircraft at its maximum landing weight, minus 9 EPNdB

Take-off or landing of marginally compliant aircraft is forbidden between 2200 and 0459.

Following flights are exempted from the noise quota system:

- Flights carrying members of the Belgian Royal Family, the Federal Government, regional or community governments or foreign royal families, foreign heads of state or government leaders, the President or members of the European Commission on official mission
- Missions in case of disaster or medical urgency
- Military missions
- Take-off or landing performed in exceptional conditions (flights on which an immediate threat exists to the health of people or 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 aircraft, an authorization of temporary use may be delivered by the Minister of Transport or his representative, if the aircraft is operated exceptionally or in non-commercial flights for modifications, repairs or maintenance.

1.2 REVERSE THRUST

Except for safety reasons, reverse thrust shall not be used at other than idle power. On the aprons, it is prohibited at any time.

2 GROUND PROCEDURES

2.1 TAXI RESTRICTIONS BETWEEN 2200 AND 0459

Maximum four aircraft are authorized to taxi simultaneously to the holding position(s) of the runway(s)-in-use. Additionally, only three aircraft are allowed to await take-off clearance at the holding position at the same time.

Engine run-up is not allowed at the holding position, except for run-up tests performed immediately before take-off as part of the take-off procedure.

2.2 ENGINE TEST RUNS AND IDLE CHECKS

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 Airport Authority.

Engine test runs are only allowed between 0600 and 2100. They 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.

2.3 POWER SUPPLY

The aircraft parking positions 140 to 172, 201 to 240 and 680 to 699 are equipped with 400 Hz and pre-conditioned air (PCA). As soon as possible after arrival at one of these positions (5 MIN after docking MAX), 400 Hz shall be connected and the APU 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 Airport Inspection has been obtained, the use of the APU is allowed during periods of extreme high or low temperatures for aircraft docked for more than 1 HR at the aircraft parking position.

3 ARRIVAL PROCEDURES

3.1 ILS APPROACH

Aircraft performing an ILS approach shall not intercept the GP below:

- 2 000 ft QNH for RWY 25L/R (3 000 ft and 2 000 ft respectively in case of simultaneous approach)
- 2 000 ft QNH for RWY 02
- 3 000 ft QNH for RWY 20.

After interception, the aircraft shall not descend below the GP.

3.2 SURVEILLANCE RADAR APPROACH

Aircraft performing an SRA without ILS assistance, shall not descend below 2 000 ft QNH before 6 NM from touchdown, nor fly thereafter below a descent path of 3°.

3.3 VISUAL APPROACH

Aircraft performing a visual approach without ILS or radar assistance, shall not descend below 1 800 ft QNH before intercepting the PAPI approach slope, nor fly below it thereafter.

3.4 NOISE ABATEMENT APPROACH AND LANDING PROCEDURES

Noise abatement descend and approach procedures using continuous descent and reduced power / reduced drag techniques should be used when following conditions apply:

- ILS available
- runway clear and dry
- visibility exceeding 1 900 m
- ceiling higher than 500 ft above AD ELEV
- cross wind component lower than 15 kt (gusts incl)
- tail wind component lower than 5 kt (gusts incl)
- no adverse weather conditions that may affect the approach (wind shear, thunderstorms, etc)

Turbo-jet powered aircraft shall use as final flap setting the minimum certified landing flaps setting published in the Aircraft Flight Manual for the applicable conditions. However, each pilot-in-command may use a different flaps setting approved for the aircraft if he determines that it is necessary in the interest of safety.

3.5 SPEED LIMITATION

Aircraft being radar vectored shall reduce speed to 250 KIAS when entering the radar vectoring area or when below FL 100. 250 KIAS MAX shall be respected by all pilots as soon as they cross one of the speed limiting points (SLP) as shown on chart AD 2.EBBR-STAR.01.

3.6 SPECIAL PROCEDURES FOR ARRIVALS BETWEEN 2200 AND 0459

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

Aircraft performing an ILS approach shall not intercept the ILS LLZ/GP earlier than 11 NM from THR and not below 3 000 ft QNH. When simultaneous approaches are in progress, the ILS LLZ/GP shall not be intercepted below 3 000 ft (RWY 25R) and 4 000 ft (RWY 25L).

4 DEPARTURE PROCEDURES

4.1 GENERAL

The SID (see EBBR AD 2.22, § 3.2.1) constitute noise abatement procedures. It is therefore emphasized that pilots shall adhere to these routes as closely as performance permits. If unable to comply with these procedures, they shall advise ATC immediately.

4.2 CLIMB GRADIENT

In order to minimize noise nuisance and to clear obstacles in the departure area, aircraft shall maintain a net climb gradient of 7% MNM until passing 3 200 ft QNH. If unable to comply, pilots shall advise ATS accordingly when requesting start-up clearance.

4.3 NOISE ABATEMENT TAKE-OFF AND CLIMB PROCEDURES

For turbo-jet aircraft:

- From take-off to 1 700 ft QNH
  - take-off power
  - take-off flaps
  - climb to V2 + 10 to 20 kt or as limited by body angle
- At 1 700 ft QNH
  - reduce thrust to not less than climb thrust
- From 1 700 ft QNH to 3 200 ft QNH
  - climb at V2 + 10 to 20 kt
- At 3 200 ft QNH
  - accelerate smoothly to en-route climb speed with flaps retraction

For propeller aircraft:

- From take-off to 1 700 ft QNH
  - take-off power
  - climb at maximum gradient compatible with safety
  - speed not less than single engine climb speed, nor higher than best rate of climb speed
- At 1 700 ft QNH
  - reduce power to the maximum normal operating power (if this power has been used for showing compliance with the noise certification requirements) or to the maximum climb power
- From 1 700 ft QNH to 3 200 ft QNH
  - climb at the maximum gradients with reduced power, maintaining constant speed
- At 3 200 ft QNH
  - accelerate smoothly to en-route climb speed

4.4 SPEED RESTRICTIONS

Unless otherwise instructed by ATC for safety reasons, maximum speed below FL 100 is 250 KIAS or clean speed (V_{ZF}), whichever is higher.

4.5 SPECIAL PROCEDURES FOR AIRCRAFT WITH MTOW > 200 T

When preferential runway system configuration RWY 25R/20 is in use for departures, the following aircraft shall use RWY 25R for departure, regardless of their destination.

ICAO AIRCRAFT TYPE (see ICAO Doc 8643)						
A124	A332	A333	A342	A343	A345	A346
A388	AN22	B741	B742	B743	B744	B74S
B764	B772	B773	B77L	B77W	C5	C17

DC10	IL96	L101	MD11

4.6 SPECIAL PROCEDURES FOR DEPARTURES BETWEEN 2200 AND 0459

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

When RWY 25L or 25R are runway-in-use for take-off, following types of aircraft only will be allocated CIV 7D or CIV 2Q if routing via CIV:

ICAO AIRCRAFT TYPE (see ICAO Doc 8643)						
A109	B461	C152	CL60	F27	JS41	PC12
A319	B462	C172	CN35	F2TH	L188	PRM1
A320	B463	C182	CRJ1	F406	L29B	PUMA
A321	B712	C206	CRJ2	F50	L410	R22
AA5	B733	C208	CRJ7	F60	LJ31	R44
AC68	B734	C210	CVLT	F70	LJ35	RJ1H
AC90	B735	C212	D228	F900	LJ45	RJ70
AC95	B736	C25A	D328	FA10	LJ55	RJ85
AL02	B737	C303	DC3	FA20	LJ60	S601
AL03	B738	C310	DH8A	FA50	LYNX	S61
AN72	B739	C337	DH8C	GALX	M20P	SB20
AS32	B752	C340	DH8D	GAZL	M20T	SC7
AS50	B753	C404	DHC6	GLEX	MD52	SF34
AS55	BE10	C414	DR40	GLF4	MD90	SH33
AS65	BE20	C421	E110	GLF5	MU30	SH36
ASTR	BE30	C425	E120	H25A	N262	SR20
AT43	BE33	C441	E121	H25B	P180	SR22
AT44	BE35	C500	E135	H25C	P28A	SW3
AT45	BE36	C501	E145	H500	P28R	SW4
AT72	BE40	C525	E400	H53	P32R	TBM7
ATP	BE58	C550	EC20	H60	PA34	TRIN
B06	BE60	C551	EC35	J328	PA46	WW24
B105	BE99	C560	EC55	JPRO	PAY1	
B190	BE9L	C56X	EXPL	JS20	PAY2	
B350	BE9T	C650	F100	JS31	PAY3	
B407	BN2P	C750	F260	JS32	PAY4	

EBBR AD 2.22 FLIGHT PROCEDURES

1 GENERAL

1.1 AERODROME MINIMA

Take-off and landing: 150 m RVR.

Specific minima:

- ILS RWY 20: 800 m RVR
- VOR RWY 07L (CAT A/B): 2 800 m VIS
- VOR RWY 07L (CAT C/D): 3 300 m VIS
- VOR RWY 07R (CAT A/B): 1 500 m VIS
- VOR RWY 07R (CAT C): 1 800 m VIS
- VOR RWY 07R (CAT D): 2 000 m VIS
- VOR RWY 25L (CAT A): 900 m VIS
- VOR RWY 25L (CAT B/C): 1 000 m VIS
- VOR RWY 25L (CAT D): 1 400 m VIS

2 IFR FLIGHTS (INBOUND)

2.1 GENERAL

2.1.1 AIRCRAFT EQUIPMENT

DME is compulsory for all inbound IFR traffic.

2.1.2 RADAR VECTORING

Radar vectoring may be expected when crossing 30 DME BUB.

In case of radar vectoring, the intermediate approach procedure may be partially or completely omitted. The clearance limit assigned by Brussels ACC will then be replaced by a clearance to a final approach aid or radar vectors will be given to direct the aircraft to a position from where final approach can be started or a visual approach made.

2.1.3 SPEED LIMITATIONS

During the initial approach segment, the IAS shall not exceed 220 kt.

In case of ILS approach, 220 KIAS shall be maintained until established on ILS. The OM (RWY 02, 25L/R) or 4 DME IBM (RWY 20) shall be crossed at 160 KIAS. Aircraft unable to maintain 160 KIAS will not be accepted during periods 0700-0900, 1200-1300 and 1600-1900 ATA.

Pilots are requested to comply as promptly as feasible within operational constraints with any speed adjustments requested by ATC. Aircraft unable to comply with the requested speed shall inform ATC and indicate the speed that will be used.

The speed limitations do not relieve pilots of their responsibility to observe any applicable noise abatement procedures (see EBBR AD 2.21).

2.2 HOLDING PATTERNS

The holding patterns shall be entered at 170 KIAS MAX (aircraft CAT A/B) or 230 KIAS MAX (aircraft CAT C/D).

ANTWERPEN

Fix	ANT DVOR/DME
Turn / inbound track (MAG)	Left / 119°
Levels (MAX / MNM)	FL 140 / FL 80
Remarks	NIL

BRUNO

Fix	BUN DVOR/DME
Turn / inbound track (MAG)	Right / 117°
Levels (MAX / MNM)	FL 140 / 3 000 ft QNH
Remarks	At ATC discretion only

FLORA

Fix	FLO DVOR/DME
Turn / inbound track (MAG)	Right / 310°
Levels (MAX / MNM)	FL 140 / FL 60
Remarks	NIL

GOSLY

Fix	GSY DVOR/DME
Turn / inbound track (MAG)	Left / 360°
Levels (MAX / MNM)	FL 230 / FL 100
Remarks	At ATC discretion only

KERKY

Fix	KERKY (R-283 AFI/5.7 NM and R-208 NIK/16.0 NM)

Turn / inbound track (MAG)	Right / 103°
Levels (MAX / MNM)	FL 90 / 4 000 ft QNH
Remarks	NIL

NIVOR

Fix	NIVOR (R-157 AFI/14.0 NM and R-257 HUL/13.7 NM)
Turn / inbound track (MAG)	Left / 077°
Levels (MAX / MNM)	FL 90 / 3 000 ft QNH
Remarks	At ATC discretion only

2.3 APPROACH PROCEDURES

2.3.1 STANDARD INSTRUMENT ARRIVALS

STAR have been established as shown on chart AD 2.EBBR-STAR.01 and as listed below. ATC may deviate from these routes and pilots may expect radar vectors for separation reasons or in order to expedite traffic flow.

Depending on traffic conditions (LVP in progress, etc.), ATC may clear traffic to hold at GSY DVOR/DME. At EAT, such traffic will be re-cleared for a standard approach or will be radar vectored for sequencing.

	Designator	Significant point	Track (MAG)	Distance (NM)	MNM IFR level	Remarks
	BATTY 2A	BATTY				TFC shall endeavour to cross IAF FLO at FL 80 MAX.
			298°	30.5	FL 70	
		FLO DVOR				
	LNO 1A	LNO DVOR				TFC shall endeavour to cross IAF FLO at FL 80 MAX.
			310°	27.9	FL 70	
		FLO DVOR				
←	**ARVOL 3A**	ARVOL				(*) Turning point to intercept and follow R-252 BUN.
			036°	14.7	FL 70	
		AKOVI				
			036°	9.5	FL 70	
		RODRI (*)				
			-	-	FL 70	
		KERKY				
←	**ARVOL 3B**	ARVOL				To be used on ATC discretion.
			084°	12.9	FL 70	
		CIV DVOR				
			072°	32.5	FL 70	
		HUL DVOR				
			069°	20.2	FL 70	
		FLO DVOR				
←	**TULNI 3A**	TULNI				To be used only when MIL activities permit. (*) Turning point to intercept and follow R-252 BUN.
			056°	20.1	FL 90	
		AKOVI				
			036°	9.5	FL 70	
		RODRI (*)				
			-	-	FL 70	
		KERKY				
←	**TULNI 3B**	TULNI				To be used on ATC discretion.
			089°	21.0	FL 90	
		CIV DVOR				
			072°	32.5	FL 70	
		HUL DVOR				
			069°	20.2	FL 70	
		FLO DVOR				
	KOK 4A	KOK VORTAC				NIL
			103°	51.6	FL 70	
		KERKY				
	WOODY 4A	WOODY				NIL
			206°	7.5	FL 70	
		8.4 DME NIK				
			119°	-	FL 70	
		ANT DVOR				
	BEKEM 4A	BEKEM				NIL
			224°	13.2	FL 70	
		8.7 DME NIK				
			119°	-	FL 70	
		ANT DVOR				

2.3.2 SURVEILLANCE RADAR APPROACH

SRA is available on all runways and will be terminated either:

- at a distance of 2 NM (RWY 02, 20, 25L/R) or 3 NM (RWY 07L/R) from threshold
- before the aircraft enters an area of continuous radar clutters
- when the aircraft reports that a visual approach can be made.

The aircraft will be informed at regular intervals of its position relative to the extended RCL and heading corrections will be given as necessary. The distance from THR will be passed on at each NM.

The levels through which the aircraft should be passing to maintain the glide path (3° or 5.2% on all runways) will also be passed on at each NM:

DIST TO THR (NM)	ALTITUDE (ft)					
	RWY 02	RWY 07L	RWY 07R	RWY 20	RWY 25L	RWY 25R
6	2 000	2 000	2 000	2 000	2 000	2 000
5	1 800	1 800	1 800	1 800	1 800	1 800
4	1 500	1 500	1 500	1 400	1 500	1 400
3	1 200	1 100	1 200	1 100	1 200	1 100
2	900	NIL	NIL	800	800	800

RWY	THR ELEV (ft)	INBD TRACK (MAG)	DIST FROM FAF TO THR (NM)	DIST FROM MAPT TO THR (NM)	OCA (OCH) (ft)	MNM VIS (m)
02	183	015°	6	2	880 (700)	3 600
07L	129	066°	6	3	1 030 (900)	5 500
07R	175	071°	6	3	1 030 (860)	5 500
20	113	195°	6	2	800 (690)	3 600
25L	159	251°	6	2	800 (640)	3 600
25R	110	246°	6	2	800 (690)	3 600

2.3.3 CIRCLING APPROACH

Circling approaches are prohibited.

2.3.4 SIMULTANEOUS DEPENDENT IFR APPROACHES ON RWY 25L AND 25R

Simultaneous dependent IFR approaches may be performed on RWY 25L and 25R, provided that following conditions are met:

- visibility is 2 km MNM and cloud ceiling is 600 ft MNM
- radio, radar and ILS equipment (both airborne and on ground) are fully serviceable

ATC will provide following separations:

- a minimum 1 000 ft vertical separation between aircraft during turn-on to the LLZ course until interception
- a minimum staggered radar separation of 2 NM between aircraft established on the adjacent LLZ. Minimum ICAO standard separations will continue to be applied between aircraft on the same LLZ course.

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 approach.

Each pilot will be informed by Brussels APP of the assigned runway and shall acknowledge receipt of the message. The assigned runway will be repeated by ATC with the instruction for ILS interception.

Depending on traffic conditions, aircraft may be vectored to one of both LLZ courses for a straight-in approach. If, for any reason, a vectored aircraft does not receive LLZ interception instructions, the pilot will perform interception of the LLZ serving the assigned runway by himself. In any case, pilots shall execute a precise interception, without overshooting the LLZ axis. If overshoot occurs, ATC will instruct to return to the LLZ course immediately.

Any undue track variation in relation to the LLZ axis or any equipment malfunctioning shall be reported to ATC immediately, together with any decision to perform a missed approach. ATC will radar monitor the missed approach and transmit instructions to start a new approach.

2.3.5 SIMULTANEOUS INDEPENDENT IFR APPROACHES ON RWY 25L AND 25R (SIMINDEP)

Simultaneous independent IFR approaches without radar sepration between aircraft on the adjacent runway centre lines may be performed on RWY 25L and 25R, provided that following conditions are met:

- visibility is 2 km MNM and cloud ceiling is 600 ft MNM
- radio, radar and ILS equipment (LLZ, GP, DME and markers) are fully serviceable, both airborne and on ground.

In addition to the minimum MET conditions stated above, **any adverse weather** that might increase ILS LLZ course deviations to the extent that safety may be impaired and/or an unacceptable number of deviation alerts would occur, will impose suspension of SIMINDEP operations.

ATC will provide following separations:

- A radar separation of at least 3 NM and/or 1 000 ft vertical separation during turn-on to the LLZ course until both aircraft are stabilized on the LLZ course.
- 1 000 ft MNM vertical separation between aircraft established on adjacent LLZ until **14 NM** from touchdown.
- Minimum ICAO standard separations will continue to be applied between aircraft on the same LLZ course.

Note 1: No Transgression Zone (NTZ): A corridor of airspace of defined dimensions located centrally between the two extended runway centre lines where a penetration by an aircraft requires a controller intervention to manoeuvre any threatened aircraft on the adjacent approach.

Note 2: An aircraft established on ILS LLZ course is separated from another aircraft established on an adjacent parallel ILS LLZ course, provided neither aircraft penetrates the NTZ as depicted on the radar display.

Following procedures apply:

a. The ATIS broadcast will include the following message: "Simultaneous independent IFR approaches in progress - ILS 25R frequency 108.9; ILS 25L frequency 110.35." When informed by ATIS that SIMINDEP are in progress, pilots will advise ATC of any unavailability of required equipment.
b. Each pilot will be informed by Brussels APP of the assigned runway for landing and shall acknowledge receipt of the message. The assigned runway (25L or 25R) will be repeated by the controller with the instruction for ILS interception.
c. Pilots experiencing radio-communication failure before runway assignment shall execute an ILS approach on RWY 25L.
d. If - for any reason - an aircraft being radar vectored does not receive LLZ interception instructions, the pilot shall intercept the ILS/LLZ course serving the **assigned** runway by himself.
e. Pilots shall execute precise LLZ interception (not overshooting the LLZ axis).
f. If an aircraft is observed to overshoot the assigned LLZ course during its turn to final on the assigned runway, the pilot will be instructed to return to the LLZ course immediately.
g. When an aircraft is observed penetrating the NTZ, the aircraft on the adjacent LLZ course will be immediately cleared by the appropriate controller to climb and turn away (45° MAX) from penetrating aircraft.
h. Any undue track variation in relation to the LLZ axis or any equipment malfunction shall be reported immediately to ATC, together with any decision to perform a missed appraoch. ATC will exercise radar monitoring of the missed approach and will transmit instructions to start a new approach.

2.4 MISSED APPROACH

Unless instructed otherwise by Brussels TWR or Brussels APP, the missed approach procedures as published on the instrument approach charts (see EBBR AD 2.24) shall be followed.

3 IFR FLIGHTS (OUTBOUND)

3.1 STARTING PROCEDURES

3.1.1 AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)

← CDM is part of the European programme “Single European Sky” to optimize airspace and airport operations. Major European airports started implementing local CDM-programmes (A-CDM), which will become a harmonized procedure in Europe.

A-CDM is about partnership at airports between Airport Operations, ATC, Aircraft Operators, Slot Coordinator and Ground Handlers. Emphasis is put on:

- Linking the inbound, turn-round and outbound processes;
- The sharing of the right information at the right time to the right people best placed to act upon it; and
- The improved flight operational data exchange between airports and the ATFM network

3.1.1.1 CDM PROCEDURES

← 3.1.1.1.1 Flight Plan Check

The ATC FPL-originator needs to check if the flight has a valid airport slot and that the scheduled departure time of the related ATC flight plan is in line with the Airport Slot. If they do not correspond, the contact address will be informed together with the request to coordinate the times. The CDM-process may be blocked if the flight is not coordinated according the rules and the flight plan may be rejected (no TSAT) if the air carrier intends to take off without having an airport slot allocated by the Brussels Slot Coordinator (EC-Regulation N°793/2004 amending Council Regulation 95/93 on common rules for the allocation of slots at Community Airports §14.1).

Filing and updating a flight plan is and remains the responsibility of the Aircraft Operator. He may delegate these tasks to his accredited Handling Agent.

← 3.1.1.1.2 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 AVBL): sequenced off block time

TOBT represents the time that an Aircraft Operator or Handling Agent estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push back vehicle available, ready to start-up immediately and push back within 5 MIN after reception of start-up clearance from TWR.

TSAT is issued by ATC and represents the time at which an aircraft can expect start-up, taking into account the ATFM restrictions and local constraints. ATC sequences the departures based on TOBT.

TSAT will be calculated from TOBT-30 MIN onwards. Changes to the TOBT do not affect the TSAT in general, as long as the newly calculated TOBT is not later than TSAT. However it is of the utmost importance that a TOBT reflects the potential readiness of the aircraft, since it is the basis for the determination of TSAT.

← 3.1.1.1.3 ACTIONS BY COCKPIT CREW

Pilots at a stand with a docking guidance system display (e.g. Pier A or B, P60): TOBT is displayed from EOBT-20 MIN onwards and TSAT appears at TOBT-5 MIN.

Pilots at a stand with no docking guidance system display (e.g. on remote stands): TOBT can be obtained from the Redcap/Loadmaster and the TSAT becomes available at Brussels Delivery on FREQ 121.950 MHz from approximately TOBT-10 MIN onwards.

Start-up shall be requested from Brussels Delivery on FREQ 121.950 MHz or via Digital Data Link (see below, § 3.1.2) in accordance with the related TSAT±5 MIN (TSAT takes the ATFM slot into consideration, if any). The start-up request shall only be made when the aircraft is “ready” (see TOBT definition) and when push back (if required) becomes available. Pilots **must** check the pushback 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”.

Aircraft requiring full runway length shall include this in their start-up request. Pilots are reminded that noise abatement procedures affecting some runway distances remain to be adhered to (see EBBR AD 2.21, § 4.5).

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.

The pushback sequence of the Handling Agent is based on TSAT, not on TOBT. The pushback vehicle will become available at TSAT-5 MIN.

← 3.1.1.1.4 ACTIONS BY AIRLINE REPRESENTATIVE OR HANDLING AGENT

The first TOBT is triggered automatically at EOBT-2 HR and copies the value of EOBT.

Until the TSAT has been issued, the TOBT can be corrected as often as desired. Thereafter, the TOBT corrections are limited to a maximum of three.

If the TOBT cannot be adhered to, it must be corrected by the TOBT responsible person.

As the TOBT is triggering additional processes at the airport, TOBT adaptations shall be done as soon as possible. If a flight is to be withdrawn from the TOBT and/or TSAT calculation, the TOBT shall be cancelled. To set this process in motion again, the TOBT shall be filed anew. It is still mandatory to send a delay message to the IFPS if the EOBT deviates by 15 MIN or more.

Note: Restricted flights should not update their EOBT/TOBT in function of the related CTOT.

Aircraft Operators shall communicate known or expected delays to their Handling Agent and the Airport Partners well in advance.

In case of changing the aircraft and filing a change message (CHG-type / registration), the original TOBT will be retained.

3.1.1.1.5 ACTIONS BY ATC

The TOBT received by Brussels Delivery is processed and results in a TSAT, which can never be earlier than TOBT. Start-up approval will only be granted from TSAT-5 MIN till TSAT+5 MIN.

←

3.1.1.2 CDM-ALERTS

An alert mechanism monitors expected upcoming events to trigger data updates and consistency. These alert messages will be sent via the A-CDM Information Sharing Platform and are classified into 3 classes, sorted in decreasing priority:

- Primary Alert;
- Secondary Alert; and
- Advisory Alert

React onto the alerts as required.

3.1.1.3 COORDINATION WITH THE CFMU/CTOT

A permanent and fully automatic data exchange with the CFMU is established. This data transfer enables highly accurate early predictions of landing and departure times. Furthermore, this allows for more accurate and efficient calculation of the CTOT due to the use of local target take-off times.

The following system-to-system messages are used:

- Flight Update Message (FUM)
- Early Departure Planning Information Message (E-DPI)
- Target Departure Planning Information Message (T-DPI)
    - T-DPI-t is based on the TOBT and related updates
    - T-DPI-s is based on TSAT and related updates
- ATC Departure Planning Information Message (A-DPI)
- Cancel DPI (C-DPI)

The first DPI (E-DPI) is based on the Estimated Off-Block Time (=STD) and confirms the validity of the Airport Slot against a flight plan. The target DPIs are triggered by TOBT/ TSAT and provide Target Take-Off Times, used to re-assess the impact on the network. The final DPI is sent at Actual Off-Block Time and freezes the ATFM slot.

The basic CFMU procedures continue to apply. The CFMU will generally take these local target take-off times into consideration and will try to adjust the CTOT accordingly, if possible.

3.1.1.4 DE-ICING

In case of on-stand de-icing, the TOBT value shall include the time at which de-icing is expected to be finished. The resulting TSAT is the target time to start-up in order to proceed to the runway 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. In order to do so properly, ATC needs extra information from the Ground Handler such as de-icing sequence and rate. De-icing must therefore be requested by the pilot as early as possible.

3.1.2 DATA LINK CLEARANCE DELIVERY SERVICE (DCL)

3.1.2.1 GENERAL

A DCL through Digital Data Link is implemented at Brussels TWR. The system, implemented through ACARS, uses the SITA, which complies with the requirements and recommendations of *EUROCAE Document ED 85*.

To use DCL via Data Link, the user should have certified on-board equipment according to the recommendations of *Document ED 85* and comply with the entire operational procedure that overcomes the risk identified by *Document ED 85*.

In order to be authorized to use Brussels DCL, operators shall apply to the national authority responsible for their own operational oversight (or to the state of registry when appropriate) to obtain technical and operational approval to receive departure clearance over ACARS. When obtained, copy of such authorization shall be sent to Belgocontrol:

Mail:
Belgocontrol
DGO
Tervuursesteenweg 303
B-1820 Steenokkerzeel

The document shall indicate the type and registration of each authorized aircraft, as well as the ICAO and IATA aircraft operating agency designator of the operator.

3.1.2.2 OPERATIONAL USE

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

The service does not provide clearance revision. Any clearance modification will be made via the Brussels Delivery voice frequency.

After reception of the departure clearance, the pilot shall send to the ground system an acknowledge message including the entire content of the clearance before contacting GND. In case a departure clearance is not received, the pilot shall contact Brussels Delivery by voice.

TSAT will be communicated from TOBT-10 MIN onwards. Syntax: *"Standby till TSAT hh:mm".*

Note: TSAT on DGS has precedence over TSAT via Data Link (TSAT can only be sent once via DCL, thus late TSAT-changes should be monitored via DGS).

The aircrew, before taking off, shall check the consistency of the SID delivered in the DCL message with the departure runway and the 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 121.950 MHz.**

3.2 DEPARTURE PROCEDURES

3.2.1 STANDARD INSTRUMENT DEPARTURES

SID have been established as shown on the EBBR SID charts (see EBBR AD 2.24) and as listed below. Pilots unable to comply shall inform ATC when requesting start-up clearance.

After take-off, aircraft shall remain on TWR frequency.

Note: ATC may deviate from these routes.

RWY 02

Designator	Route		Remarks
	Lateral	Vertical	
← **LNO 3F**	At 700 ft QNH TR 030. At 1 700 ft QNH RT to intercept R-356 HUL INBD. At 6.0 DME HUL LT to intercept R-288 LNO INBD to LNO.	Cross R-045 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	For TFC requesting a cruising or initial FL below FL 195.
SPI 3F	At 700 ft QNH TR 030. At 1 700 ft QNH RT to intercept R-356 HUL INBD. At 6.0 DME HUL LT to intercept R-288 LNO INBD, RT to intercept R-296 SPI INBD to SPI.	Cross R-045 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	NIL
SOPOK 3F	At 700 ft QNH TR 030. At 1 700 ft QNH RT to intercept R-356 HUL INBD. LT to intercept R-288 SPI INBD. When passing BULUX or climbing through FL 170, whichever is later, RT direct to SOPOK.	Cross HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	ATC climb requirements: see below (§ 3.2.2).
PITES 3F	At 700 ft QNH TR 030. At 1 700 ft QNH RT to intercept R-356 HUL INBD. LT to intercept R-288 SPI INBD. When passing REMBA, RT direct to RITAX, DIK, PITES next.	Cross HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	ATC climb requirements: see below (§ 3.2.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3F - SOPOK - RITAX - DIK - PITES). Only when UM150 between DIK and PITES is AVBL (alternative route: SOPOK 3F - SOPOK - ETENO).

ROUSY 3F	At 700 ft QNH TR 030. At 1 700 ft QNH RT to intercept R-356 HUL INBD. LT to intercept R-288 SPI INBD. When passing REMBA, RT direct to RITAX, ROUSY next.	Cross HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	ATC climb requirements: see below (§ 3.2.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3F - SOPOK - RITAX - ROUSY).
CIV 6F	At 700 ft QNH TR 030. At 1 700 ft QNH RT to intercept R-356 HUL INBD. At 3 DME HUL RT to intercept R-073 CIV INBD to CIV.		AVBL when RWY 02 in single RWY operations. ATC climb requirements: see below (§ 3.2.2). M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flightplanned above FL 195.
KOK 1F	Climb straight ahead. At 1 700 ft QNH LT direct to KOK.		L607 westbound.
DENUT 5F	At 700 ft QNH TR 010. At 1 800 ft QNH DCT to DENUT.		B-RNAV above MSA.
HELEN 5F	At 700 ft QNH TR 010. At 1 800 ft QNH DCT to HELEN.		B-RNAV above MSA.
NIK 2F	At 700 ft QNH TR 010. At 1 700 ft QNH LT direct to NIK.		M624 northbound. Not to be used by TFC DEST EHAM.
ELSIK 1 F	At 700 ft QNH RT direct to BUN, ELSIK next.		L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.

RWY 07L / R

Designator	Route		Remarks
	Lateral	Vertical	
LNO 2H	Climb straight ahead. At 1 700 ft QNH RT to intercept R-356 HUL INBD. At 6.0 DME HUL LT to intercept R-288 LNO INBD to LNO.	Cross R-045 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**AVBL for DEP RWY 07L only.** For TFC requesting a cruising or initial FL below FL 195.
LNO 2J	At 700 ft QNH TR 064, at 2.2 DME BUB, RT to HUL. At 6.0 DME HUL LT to intercept R-288 LNO INBD to LNO.	Cross R-045 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**AVBL for DEP RWY 07R only.** For TFC requesting a cruising or initial FL below FL 195.
SPI 3H	Climb straight ahead. At 1 700 ft QNH RT to intercept R-356 HUL. At 6.0 DME HUL LT to intercept R-288 LNO INBD, RT to intercept R-296 SPI INBD to SPI.	Cross R-045 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**AVBL for DEP RWY 07L only.**

	SPI 2J	At 700 ft QNH TR 064, at 2.2 DME BUB, RT to HUL. At 6.0 DME HUL LT to intercept R-288 LNO INBD to LNO. RT to intercept R-296 SPI INBD to SPI.	Cross R-045 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**AVBL for DEP RWY 07R only.**
	SOPOK 2H	Climb straight ahead. At 1 700 ft QNH RT to intercept R-356 HUL INBD. LT to intercept R-288 SPI INBD. When passing BULUX or climbing through FL 170, whichever is later, RT direct to SOPOK.	Cross HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**AVBL for DEP RWY 07L only.** ATC climb requirements: see below (§ 3.2.2).
	SOPOK 2J	At 700 ft QNH TR 064, at 1 700 ft QNH or 1.1 DME BUB whichever is later, RT to intercept R-351 HUL INBD. LT to intercept R-288 SPI INBD . When passing BULUX or climbing through FL 170, whichever is later, RT direct to SOPOK.	Cross HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**AVBL for DEP RWY 07R only.**
←	**PITES 3H**	Climb straight ahead. At 1 700 ft QNH RT to intercept R-356 HUL INBD. LT to intercept R-288 SPI INBD. When passing REMBA, RT direct to RITAX, DIK, PITES next.	Cross HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**AVBL for DEP RWY 07L only.** ATC climb requirements: see below (§ 3.2.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 2H - SOPOK - RITAX - DIK - PITES). Only when UM150 between DIK and PITES is AVBL (alternative route: SOPOK 2H - SOPOK - ETENO).
←	**PITES 3J**	At 700 ft QNH TR 064, at 1 700 ft QNH or 1.1 DME BUB whichever is later, RT to intercept R-351 HUL INBD. LT to intercept R-288 SPI INBD . When passing REMBA, RT direct to RITAX, DIK, PITES next.	Cross HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**AVBL for DEP RWY 07R only.** ATC climb requirements: see below (§ 3.2.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 2J - SOPOK - RITAX - DIK - PITES). Only when UM150 between DIK and PITES is AVBL (alternative route: SOPOK 2J - SOPOK - ETENO).
	ROUSY 3H	Climb straight ahead. At 1 700 ft QNH RT to intercept R-356 HUL INBD. LT to intercept R-288 SPI INBD. When passing REMBA, RT direct to RITAX, ROUSY next.	Cross HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**AVBL for DEP RWY 07L only.** ATC climb requirements: see below (§ 3.2.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 2H - SOPOK - RITAX - ROUSY).

ROUSY 3J	At 700 ft QNH TR 064, at 1 700 QNH or 1.1 DME BUB whichever is later, RT to intercept R-351 HUL INBD. LT to intercept R-288 SPI INBD . When passing REMBA, RT direct to RITAX, ROUSY next.	Cross HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**AVBL for DEP RWY 07R only.** ATC climb requirements: see below (§ 3.2.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 2H - SOPOK - RITAX - ROUSY).
CIV 4H	Climb straight ahead. At 1 700 ft QNH LT HDG 277 to intercept R-044 CIV INBD to CIV.		**AVBL for DEP RWY 07L only.** ATC climb requirements: see below (§ 3.2.2). M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flightplanned above FL 195.
CIV 4J	At 700 ft QNH TR 064, at 1 700 ft QNH or 1.1 DME BUB whichever is later, RT to intercept R-351 HUL INBD. At 3.0 DME HUL RT to intercept R-073 CIV INBD to CIV.	Cross R-270 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**AVBL for DEP RWY 07R only.** ATC climb requirements: see below (§ 3.2.2). M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flightplanned above FL 195.
KOK 1H	Climb straight ahead. At 1 700 ft QNH LT direct to KOK.		L607 westbound.
DENUT 4H	Climb straight ahead. At 1 800 ft QNH DCT to DENUT.		B-RNAV above MSA.
HELEN 4H	Climb straight ahead. At 1 800 ft QNH DCT to HELEN.		B-RNAV above MSA.
NIK 1H	Climb straight ahead. At 1 700 ft QNH LT direct to NIK.		M624 northbound. Not to be used by TFC DEST EHAM.
ELSIK 1H	At 700 ft QNH LT direct to BUN, ELSIK next.		L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.

RWY 20

Designator	Route		Remarks
	Lateral	Vertical	
← **LNO 4L**	At 700 ft QNH LT to intercept R-288 LNO INBD to LNO.	Cross R-045 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	For TFC requesting a cruising or initial FL below FL 195.

	SPI 3L	At 700 ft QNH LT to intercept R-288 LNO INBD, RT to intercept R-296 SPI INBD to SPI	Cross R-045 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	NIL
	SOPOK 2L	At 700 ft QNH LT to intercept R-322 HUL INBD. LT to intercept R-288 SPI INBD. When passing BULUX or climbing through FL 170, whichever is later, RT direct to SOPOK.	Cross HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	ATC climb requirements: see below (§ 3.2.2).
←	**PITES 3L**	At 700 ft QNH LT to intercept R-322 HUL INBD. LT to intercept R-288 SPI INBD. When passing REMBA, RT direct to RITAX, DIK, PITES next.	Cross HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	ATC climb requirements: see below (§ 3.2.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 2L - SOPOK - RITAX - DIK -PITES). Only when UM150 between DIK and PITES is AVBL (alternative route: SOPOK 2L - SOPOK - ETENO).
←	**PITES 3N**	At 700 ft QNH LT to intercept R-149 NIK. LT to intercept R-310 DIK INBD to DIK, PITES next.		**AVBL from 2200 to 0459.** Exceptionally CLSD from 2200 to 2300, due to MIL activities in Belgium (alternative route: PITES 3L). ATC climb requirements: see below (§ 3.2.2). Only when UM150 between DIK and PITES is AVBL (alternative route: SOPOK 2L - SOPOK - ETENO).
	ROUSY 3L	At 700 ft QNH LT to intercept R-322 HUL INBD. LT to intercept R-288 SPI INBD. When passing REMBA, RT direct to RITAX, ROUSY next.	Cross HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	ATC climb requirements: see below (§ 3.2.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 2L - SOPOK - RITAX - ROUSY).
	ROUSY 3N	At 700 ft QNH LT to intercept R-150 NIK. LT to intercept R-139 AFI to ROUSY.		**AVBL from 2200 to 0459.** Exceptionally CLSD from 2200 to 2300, due to MIL activities in Belgium (alternative route: ROUSY 3L). ATC climb requirements: see below (§ 3.2.2).
	CIV 7L	At 700 ft QNH TR 159. RT to intercept R-067 CIV INBD to CIV.		ATC climb requirements: see below (§ 3.2.2). M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flightplanned ABV FL 195.

KOK 4L	At 700 ft QNH RT HDG 335 to intercept R-281 BUB to KOK.	Cross 7.0 DME BUB at or above 1 700 ft QNH.	L607 westbound.
DENUT 3L	Climb straight ahead. At 1 700 ft QNH RT to intercept R-309 HUL to DENUT.		**AVBL from 0500 to 2159.** (U)L610 westbound. For TFC overflying London TMA with requested FL above FL 245. For TFC destination EGKK, EGHH and EGHI.
DENUT 2N	At 700 ft QNH RT to intercept R-309 HUL to DENUT.	Cross R-281 BUB at or above 1 700 ft QNH.	**AVBL from 2200 to 0459 or when RWY 25R is not AVBL for LDG.** (U)L610 westbound. For TFC overflying London TMA with requested FL above FL 245. For TFC DEST EGKK, EGHH and EGHI.
HELEN 3L	Climb straight ahead. At 1 700 ft QNH RT to intercept R-316 HUL to HELEN.		**AVBL from 0500 to 2159.** For TFC INBD London TMA except DEST EGKK, EGHH and EGHI: route connection, HELEN - COA. For TFC overflying London TMA with requested FL below FL 245: route connection: HELEN - COA. For TFC via L745 intending to leave Amsterdam FIR via RAVLO, MIMVA or GODOS: route connection HELEN - COA - TULIP. For TFC DEST EHAM: route connection HELEN - HSD.
HELEN 2N	At 700 ft QNH RT to intercept R-316 HUL to HELEN.	Cross R-281 BUB at or above 1 700 ft QNH.	**AVBL from 2200 to 0459 or when RWY 25R is not AVBL for LDG.** For TFC INBD London TMA except DEST EGKK, EGHH and EGHI: route connection HELEN - COA. For TFC overflying London TMA with requested FL below FL 245: route connection HELEN - COA. For TFC via L745 intending to leave Amsterdam FIR via RAVLO, MIMVA or GODOS: route connection HELEN - COA - TULIP. For TFC DEST EHAM: route connection HELEN - HSD.
NIK 2L	Climb straight ahead. At 1 700 ft QNH RT direct to NIK.		**AVBL from 0500 to 2159.** M624 northbound. Not to be used by TFC DEST EHAM.
NIK 2N	At 700 ft QNH RT direct to NIK.	Cross R-281 BUB at or above 1 700 ft QNH.	**AVBL from 2200 to 0459 or when RWY 25R is not AVBL for LDG.** M624 northbound.

			Not to be used by TFC DEST EHAM.
ELSIK 1L	At 700 ft QNH LT direct to BUN, ELSIK next.		L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT.

RWY 25L / R

Designator	Route		Remarks
	Lateral	Vertical	
← **LNO 2D**	Climb straight ahead. At 4 000 ft QNH or when crossing 8.0 DME BUB, whichever is later, LT to HUL. At HUL intercept R-284 LNO INBD to LNO.	Cross HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**Only AVBL 0500 from to 2159 for DEP RWY 25R and H24 for DEP RWY 25L.** For TFC requesting a cruising or initial FL below FL 195. To be used by four-engine ACFT.
SPI 2D	Climb straight ahead. At 4 000 ft QNH or when crossing 8.0 DME BUB, whichever is later, LT to intercept R-288 SPI INBD to SPI.	Cross R-225 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**Only AVBL from 0500 to 2159 for DEP RWY 25R and H24 for DEP RWY 25L.** To be used by four-engine ACFT.
SOPOK 3C	Climb straight ahead. At 1 700 ft QNH LT to HUL. After HUL intercept R-288 SPI INBD. When passing BULUX or climbing through FL 170, whichever is later, RT direct to SOPOK.	Cross HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**Only AVBL from 0500 to 2159 for DEP RWY 25R and H24 for DEP RWY 25L.** ATC climb requirements: see below (§ 3.2.2). To be used by single, two and three-engine ACFT. May be used by four-engine ACFT noise certificated according to *ICAO Annex 16* Chapter 3 / FAR Part 36 Stage 3 and whose performances permit to adhere to the SID.
SOPOK 3D	Climb straight ahead. At 4 000 ft QNH or when crossing 8.0 DME BUB whichever is later, LT to intercept R-288 SPI. When passing BULUX or climbing through FL 170, whichever is later, RT direct to SOPOK.	Cross R-225 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**Only AVBL from 0500 to 2159 for DEP RWY 25R and H24 for DEP RWY 25L.** ATC climb requirements: see below (§ 3.2.2). To be used by four-engine ACFT.
PITES 3C	Climb straight ahead. At 1 700 ft QNH LT to HUL. After HUL intercept R-288 SPI INBD. When passing REMBA, RT direct to RITAX, DIK, PITES next.	Cross HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**Only AVBL from 0500 to 2159 for DEP RWY 25R and H24 for DEP RWY 25L.** ATC climb requirements: see below (§ 3.2.2). To be used by single, two and three-engine ACFT. May be used by four-engine ACFT noise certificated according to *ICAO Annex 16* Chapter 3 / FAR Part 36 Stage 3 and whose performances permit to adhere to the SID. CDR 1 - H24.

				TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3C - SOPOK - RITAX - DIK - PITES). Only when UM150 between DIK and PITES is AVBL (alternative route: SOPOK 3C - SOPOK - ETENO).
←	**PITES 3D**	Climb straight ahead. At 4 000 ft QNH or when crossing 8.0 DME BUB, whichever is later, LT to intercept R-288 SPI. When passing REMBA, RT direct to RITAX, DIK, PITES next.	Cross R-225 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**Only AVBL from 0500 to 2159 for DEP RWY 25R and H24 for DEP RWY 25L.** ATC climb requirements: see below (§ 3.2.2). To be used by four-engine ACFT. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3D - SOPOK - RITAX - DIK -PITES). Only when UM150 between DIK and PITES is AVBL (alternative route: SOPOK 3D - SOPOK - ETENO).
	ROUSY 3C	Climb straight ahead. At 1 700 ft QNH, LT to HUL. After HUL intercept R-288 SPI INBD. When passing REMBA, RT direct to RITAX, ROUSY next.	Cross HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**Only AVBL from 0500 to 2159 for DEP RWY 25R and H24 for DEP RWY 25L.** ATC climb requirements: see below (§ 3.2.2). To be used by single, two and three-engine ACFT. May be used by four-engine ACFT noise certificated according to *ICAO Annex 16* Chapter 3 / FAR Part 36 Stage 3 and whose performances permit to adhere to the SID. CDR 1 - HR24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3C - SOPOK - RITAX - ROUSY).
	ROUSY 3D	Climb straight ahead. At 4 000 ft QNH or when crossing 8.0 DME BUB, whichever is later, LT to intercept R-288 SPI. When passing REMBA, RT direct to RITAX, ROUSY next.	Cross R-225 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**Only AVBL from 0500 to 2159 for DEP RWY 25R and H24 for DEP RWY 25L.** ATC climb requirements: see below (§ 3.2.2). To be used by four-engine ACFT. CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 3D - SOPOK - RITAX - ROUSY).
	CIV 1C	At 700 ft QNH RT HDG 289 to intercept R-278 BUB, at 6.7 DME BUB LT to intercept R-045 CIV INBD to CIV.		**Not AVBL during weekends from 0500 to 2159.** ATC climb requirements: see below (§ 3.2.2). M617 southbound, MAX FL 170.

			Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flightplanned ABV FL 195.
CIV 1E	Climb straight ahead. At 1 700 ft QNH, LT direct to CIV.		**Only AVBL during weekends from 0500 to 2159.** ATC climb requirements: see below (§ 3.2.2). M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flightplanned ABV FL 195.
KOK 2C	At 700 ft QNH RT HDG 292 to intercept R-281 BUB to KOK.	Cross 7.0 DME BUB at or above 1 700 ft QNH.	L607 westbound.
DENUT 3C	At 700 ft QNH RT to intercept R-309 HUL to DENUT.	Cross R-281 BUB at or above 1 700 ft QNH.	(U)L610 westbound. For TFC overflying London TMA with requested FL above FL 245. For TFC DEST EGKK, EGHH and EGHI.
HELEN 3C	At 700 ft QNH RT to intercept R-316 HUL to HELEN.	Cross R-281 BUB at or above 1 700 ft QNH.	For TFC INBD London TMA except DEST EGKK, EGHH and EGHI: route connection HELEN - COA. For TFC overflying London TMA with requested FL below FL 245: route connection HELEN - COA. For TFC via L745 intending to leave Amsterdam FIR via RAVLO, MIMVA or GODOS: route connection HELEN - COA - TULIP. For TFC DEST EHAM: route connection HELEN - HSD.
NIK 2C	At 700 ft QNH RT direct to NIK.	Cross R-281 BUB at or above 1 700 ft QNH. .	**Only AVBL from 0500 to 2159 for DEP RWY 25R and H24 for DEP RWY 25L.** M624 northbound. Not to be used by TFC DEST EHAM.
ELSIK 2C	At 700 ft QNH RT direct to BUN, ELSIK next.	Cross R-281 BUB at or above 1 700 ft QNH.	L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT. To be used by all TFC at ATC discretion. Pilots unable to comply with the procedure shall advise ATC and expect ELSIK 2D.
ELSIK 2D	At 700 ft QNH RT direct to NIK, ELSIK next.	Cross R-281 BUB at or above 1 700 ft QNH.	L179 eastbound. To be used when adequate MIL airspaces are AVBL for GAT. To be used at ATC discretion.

RWY 25R ONLY

Designator	Route		Remarks
	Lateral	Vertical	
LNO 2C	Climb straight ahead. At 1 700 ft QNH LT to intercept R-288 LNO INBD to LNO.	Cross R-045 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**AVBL from 0500 to 2159.** For TFC requesting a cruising or initial FL below FL 195. To be used by single, two and three-engine ACFT. May be used by four-engine ACFT noise certificated according to *ICAO Annex 16* Chapter 3 / FAR Part 36 Stage 3 and whose performances permit to adhere to the SID.
LNO 3Z	At 700 ft QNH RT HDG 292 to intercept R-045 CIV. Do not cross R-278 BUB. At 22.0 DME CIV LT to intercept R-157 AFI. At 9.0 DME AFI LT to intercept R-270 HUL INBD. At HUL intercept R-284 LNO INBD to LNO.	Cross HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**AVBL from 2200 to 0459.** For TFC requesting a cruising or initial FL below FL 195.
SPI 2C	Climb straight ahead. At 1 700 ft QNH LT to intercept R-288 LNO INBD, RT to intercept R-296 SPI INBD to SPI.	Cross R-045 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**AVBL from 0500 to 2159.** To be used by single, two and three-engine ACFT. May be used by four-engine ACFT noise certificated according to *ICAO Annex 16* Chapter 3 / FAR Part 36 Stage 3 and whose performances permit to adhere to the SID.
SPI 4Z	At 700 ft QNH RT HDG 292 to intercept R-045 CIV. Do not cross R-278 BUB. At 22.0 DME CIV LT to intercept R-157 AFI. At 9.0 DME AFI LT to intercept R-270 HUL INBD. At HUL R-291 SPI INBD to SPI.	Cross HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**AVBL from 2200 to 0459.** ATC climb requirements: see below (§ 3.2.2).
SOPOK 4Z	At 700 ft QNH RT HDG 292 to intercept R-045 CIV. Do not cross R-278 BUB. At 22.0 DME CIV LT to intercept R-157 AFI. At 9.0 DME AFI LT to intercept R-270 HUL INBD to intercept R-288 SPI INBD to BULUX, SOPOK next.	Cross R-225 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**AVBL from 2200 to 0459.** ATC climb requirements: see below (§ 3.2.2).
PITES 3Z	At 700 ft QNH RT HDG 292 to intercept R-045 CIV. Do not cross R-278 BUB. At 22.0 DME CIV LT to intercept R-157 AFI. At 9.0 DME AFI LT to intercept R-270 HUL INBD to intercept R-310 DIK INBD to DIK, PITES next.	Cross R-225 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**AVBL from 2200 to 0459.** ATC climb requirements: see below (§ 3.2.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route:

			SOPOK 4Z - SOPOK - RITAX - DIK - PITES). Only when UM150 between DIK and PITES is AVBL (alternative route: SOPOK 2L - SOPOK - ETENO).
ROUSY 3Z	At 700 ft QNH RT HDG 292 to intercept R-045 CIV. Do not cross R-278 BUB. At 22.0 DME CIV LT to intercept R-157 AFI. At 9.0 DME AFI LT to intercept R-270 HUL INBD. RT to intercept R-139 AFI to ROUSY.	Cross R-225 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	**AVBL from 2200 to 0459.** ATC climb requirements: see below (§ 3.2.2). CDR 1 - H24. TEMPO CLSD on ATC instructions due to MIL requirements (alternative route: SOPOK 4Z - SOPOK - RITAX - ROUSY).
CIV 7D	At 3.0 DME BUB (THR 07L) fly TR 253. At 6.0 DME BUB LT to TR 208 to intercept R-055 CIV INBD to CIV. **Sequence of waypoints: RWL07 [A400+; R]** - BR045 - BR009 - CIV (see note)	400 ft QNH or above at 3.0 DME BUB.	**AVBL from 2200 to 0459.** ATC climb requirements: see below (§ 3.2.2). M617 southbound, MAX FL 170. Y50 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. N872 and UN872 southbound, only for TFC flightplanned ABV FL 195. To be used by ACFT types listed in EBBR AD 2.21, § 4.5. *Note: the additional sequence of waypoints is published for database coding purposes only. The route must be considered as an overlay of the conventional route. In order to remain within acceptable limits, pilots shall cross-check the navigation accuracy using the conventional navigation displays.* *Turn anticipation is mandatory for all waypoints except for those in bold, which shall be overflown. The waypoints identified by a BR0 suffix are not displayed to ATC.*
NIK 4Z	At 700 ft QNH or 3.0 DME BUB, whichever is later, RT on TR 360. LT to intercept R-141 NIK INBD to NIK.	Cross R-281 BUB at or above 1 700 ft QNH.	**AVBL from 2200 to 0459.** Not to be used by TFC DEST EHAM.

Note: Waypoint coordinates

	LAT	LONG
RWR25	505441.5N	0042957.7E
RWL07	505400.1N	0042734.3E
BR009	504645.6N	0041652.9E
BR045	505247.9N	0042143.7E

RWY 25L ONLY

Designator	Route		Remarks
	Lateral	Vertical	
LNO 2Q	At 700 ft QNH LT to intercept R-288 LNO INBD to LNO.	Cross R-045 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	For TFC requesting a cruising or initial FL below FL 195. To be used by single, two and three-engine ACFT. May be used by four-engine ACFT noise certificated according to *ICAO Annex 16* Chapter 3 / FAR Part 36 Stage 3 and whose performances permit to adhere to the SID.
SPI 2Q	At 700 ft QNH LT to intercept R-288 LNO INBD, RT to intercept R-296 SPI INBD to SPI.	Cross R-045 HUL at FL 60 (FL 70 when QNH is below 977 hPa) or above if instructed by ATC.	To be used by single, two and three-engine ACFT. May be used by four-engine ACFT noise certificated according to *ICAO Annex 16* Chapter 3 / FAR Part 36 Stage 3 and whose performances permit to adhere to the SID.
CIV 2Q	Climb straight ahead. At 7.0 DME BUB LT to TR 208 to intercept R-055 CIV INBD to CIV.		**AVBL from 2200 to 0459.** ATC climb requirements: see below (§ 3.2.2). M617 southbound, MAX FL 170. N872 southbound, MAX FL 190, compulsory for TFC DEST Paris TMA. T172 and UN872 southbound, only for TFC flightplanned above FL 195. To be used by ACFT types listed in EBBR AD 2.21, § 4.5.

3.2.2 CLIMB REQUIREMENTS

All traffic shall initially climb to FL 60, unless instructed otherwise by ATC. Brussels APP or Brussels ACC will allocate a higher level as soon as possible.

Following additional requirements apply:

- Traffic proceeding via SOPOK - ETENO - LIRSU and planned above FL 245 shall cross BULUX at FL 170 MNM and ETENO at FL 250 MNM.
- Traffic proceeding via REMBA - RITAX shall cross REMBA at FL 100 MNM.
- Traffic proceeding via RITAX - ROUSY or RITAX - PITES and planned above FL 245 shall cross RITAX or abeam at FL 250 MNM.
- Traffic proceeding via CIV - MEDIL and planned above FL 265 shall cross MEDIL at FL 210 MNM.

Aircraft unable to meet these requirements shall advise ATC when requesting start-up clearance, allowing for appropriate coordination to be made with adjacent ATS units in due time.

4 LOW VISIBILITY PROCEDURES

4.1 FACILITIES AND EQUIPMENT AVAILABLE

4.1.1 RUNWAYS

RWY 25L and 25R are equipped with ILS and are approved for CAT II and III. Following RVR minima apply:

- CAT II (RWY 25L): below 550 m to 300 m
- CAT II (RWY 25R): below 800 m to 300 m
- CAT III: below 300 m to 150 m

150 m RVR has been fixed as minimum RVR value by the Belgian CAA. Pilots requesting to land with RVR below 150 m will be advised that they are below minimum, but will not be refused landing clearance.

The runway exits are equipped with alternating green and yellow centre line lights within the ILS sensitive areas. Landing aircraft should leave this area as soon as possible.

In order to provide adequate protection of the ILS system, no vehicle or aircraft shall infringe the ILS sensitive areas when an arriving aircraft is within 2 NM from touchdown and has not completed its landing run.

Departing aircraft are required to use the following CAT II/III holding points at RWY 25R: B1 (backtrack not allowed), P3 or A1. Intersection take-offs are not allowed except when entering RWY 25R via B1 or A1.

Guided take-off is not available.

4.1.2 TAXIWAYS

Taxi is restricted to the taxiways equipped with centre line lights. Standard routes are established for departing and arriving aircraft (see chart AD 2.EBBR-MISC.03). After receiving taxi clearance, aircraft shall proceed only when a green centre line path is illuminated, except on TWY N6-A1.

Aircraft taxiing north of pier A for departure from RWY 25R shall use TWY INN-2, INN-3 and INN-4 to avoid infringing the ILS sensitive area.

When RVR at TDZ falls below 400 m, a follow-me car is available on stand-by to assist pilots during taxi upon request.

ATC may use ground surveillance information to assist in monitoring aircraft and vehicles on the manoeuvring area. Any ground surveillance derived information is however to be considered as advice only.

4.1.3 COMMUNICATIONS

Pilots will be informed by ATIS or ATC when LVP are in progress. The ATIS message will contain the phrase *"LOW VISIBILITY PROCEDURES IN PROGRESS*" and will also provide details of any unavailability of equipment relevant to LVP.

Pilots will be informed by ATC when LVP are terminated.

4.2 CRITERIA FOR INITATION AND TERMINATION OF LVP

The preparation phase will start when visibility falls below 1 500 m and/or ceiling is at or below 300 ft, and CAT II/III operations are expected. The operations phase will start when RVR falls below 800 m or ceiling is at or below 200 ft.

LVP will be terminated when RVR is greater than 800 m and ceiling is higher than 200 ft, and a continuing improvement in these conditions is expected.

4.3 OTHER INFORMATION

When LVP are in operation, arriving aircraft will be vectored to intercept the ILS at least 10 NM from touchdown. ATC will provide suitable spacing between arrivals to achieve sufficient protection of the ILS sensitive area (see § 4.1.1 above). This spacing will be in the order of 8 NM in case of CAT II operations and 10 NM during CAT III operations.

The traffic manager will determine the applicable traffic acceptance rate according to the circumstances.

CAT II and CAT III approach practice during normal operations is allowed, but pilots should be aware that due to high traffic intensity, protection of the ILS sensitive area cannot be guaranteed and fluctuations in the ILS signal may occur.

5 VFR FLIGHTS

5.1 GENERAL

Pilots flying to/from EBBR or crossing Brussels CTR or TMA shall adhere strictly to all published procedures and ATC instructions. Non-adherence can cause unacceptable supplementary workload for ATC and may result in delays for the flights concerned. In any case, IFR traffic will have priority over VFR traffic.

VFR traffic (state aircraft and helicopter flights excluded) shall not enter Brussels CTR or TMA during following periods:

- from MON to FRI: 0700-0900, 1200-1300 and 1600-1900
- on SAT: 0700-0800
- on SUN: 1600-1900.

Local VFR flights at night within the aerodrome traffic circuit are prohibited.

The published routes are compulsory. All routes are allocated at ATC discretion according to the traffic situation. Pilots unable to comply shall contact ATC immediately to request an alternative route.

To enhance the see-and-avoid concept, VFR flights operating in Brussels CTR or TMA are advised to switch on their navigation, landing and anti-collision lights, and they shall keep a sharp look-out for other aircraft.

In order to improve radar detection, pilots flying transponder equipped aircraft shall set code 7000 in mode A/C. Unless another code has been previously allocated, Brussels TWR will allocate a code from series 6301-6313.

5.2 VISUAL REPORTING POINTS

VFR traffic shall only use following reporting points:

Abbreviation	Name	Associated landmark	Position
AM	Abeam Mechelen	see AD 2.EBBR-VAC.01	510117N 0043023E
AT	Atomium	monument	505342N 0042029E
BE	Bertem	radar station	505226N 0043659E
CA	Brucargo	cargo terminal	505420N 0042726E
GB	Groot-Bijgaarden	motorway intersection R0-E40	505231N 0041626E
HO	Haasrode	intersection motorway E40 and road N25	505041N 0044302E
KH	Kampenhout-Sas	intersection canal Leuven-Dijle and road N21	505720N 0043537E
LO	Waterloo	monument	504042N 0042417E
ME	Mechelen	water tower	510039N 0042749E
NO	Nossegem	intersection motorway E40 and road N227	505210N 0043038E
PU	Peutie	pylon	505555N 0042748E
SH	South Herent	west of KBC building	505331N 0044027E
TE	Ternat	castle	505216N 0041014E
WA	Wavre	radio and television mast	504426N 0043512E
ZB	Forêt de Soignes/Zoniënbos	motorway intersection R0-E411	504803N 0042754E

5.3 INBOUND TRAFFIC

5.3.1 COMMUNICATIONS

Pilots intending to enter Brussels CTR shall contact Brussels TWR on FREQ 120.775 MHz (entry via AT, GB or ME) or 118.600 MHz (entry via HO, LO or WA).

Pilots entering Brussels TMA shall contact Brussels Departure (entry between 2 000 ft AMSL and FL 60) or Brussels ACC (entry above FL 60).

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

5.3.2 ROUTES

RWY 20 AND 25L/R IN USE

Arrivals from the north	Join Brussels CTR via ME and proceed to PU. Traffic shall remain RIGHT of motorway E19 and enter the aerodrome traffic circuit according to ATC instructions.
Arrivals from the south	Join Brussels CTR via WA or LO and proceed to ZB, NO next. Traffic shall remain RIGHT of motorways E411/R0, and enter the aerodrome traffic circuit according to ATC instructions.

RWY 02 AND 07L/R IN USE

Arrivals from the west	Join Brussels CTR via TE and proceed to GB, AT and CA next. Traffic shall remain RIGHT of motorway E40 and enter the aerodrome traffic circuit according to ATC instructions.
Arrivals from the east	Join Brussels CTR via HO and proceed to BE, NO next. Traffic shall remain RIGHT of motorway E40, and enter the aerodrome traffic circuit according to ATC instructions.

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

Crossing traffic with destination EBGB will not be allowed to route directly to EBGB, but will be instructed to vacate Brussels CTR via the relevant outbound routes indicated below.

Aircraft crossing Brussels CTR east of EBBR may be instructed by ATC to hold over reporting point SH (northbound traffic) or KH (southbound traffic), awaiting clearance to cross the final approach path of RWY 25L/R.

5.4 OUTBOUND TRAFFIC

5.4.1 COMMUNICATIONS

Pilots departing from EBBR shall request start-up clearance from Brussels Delivery. The clearance will be issued depending on traffic density.

Together with start-up clearance, pilots will receive instructions regarding the transponder setting, the outbound routes to be expected and the ATS unit(s) to be contacted with the associated frequency.

Departing traffic with destination EBGB will not be allowed to route directly to EBGB, but will be instructed to vacate Brussels CTR via the relevant outbound routes indicated above.

5.4.2 ROUTES

RWY 20 AND 25L/R IN USE

Departures to the north	After take-off, right turn to PU and proceed via AM. Traffic shall remain RIGHT of motorway E19 and leave Brussels CTR according to ATC instructions.
Departures to the south	After take-off, left turn to NO and proceed via ZB to LO or WA. Traffic shall remain RIGHT of motorways R0/E411 and leave Brussels CTR according to ATC instructions.

RWY 02 AND 07L/R IN USE

Departures to the west	After take-off, left turn to CA and proceed via AT, GB and TE. Traffic shall remain RIGHT of motorway E40 and leave Brussels CTR according to ATC instructions.
Departures to the east	After take-off, right turn to NO or abeam and proceed via BE and HO. Traffic shall remain RIGHT of motorway E40 and leave Brussels CTR according to ATC instructions.

6 RADIO COMMUNICATION FAILURE

If an aircraft does not succeed in landing within the 30 MIN normally allowed for approach and landing, it shall leave Brussels CTR and TMA on R-290 BUB at 2 200 ft QNH or below, and land at the first suitable aerodrome where the weather conditions allow a visual approach and landing.

See also ENR 1.1, § 3.3.5.3.

EBBR AD 2.23 ADDITIONAL INFORMATION

1 ATIS

ATIS messages serving inbound and outbound traffic are broadcasted H24 (see EBBR AD 2.18).

The messages contain following elements in the order as listed:

Item	ATIS	Start of expression
Aerodrome name	BRUNAT	Brussels ...
Alphabetical designator	INFO (A till Z)	Information ... (alfa - zulu)
Time of observation	HHMM	...
Type of approach to be expected	TYP APCH	Expecting vectoring ...
Runway in use for landing	LDG RWY	Landing runway …
Runway in use for take-off	TKOF RWY	Take-off runway…

Braking action	BA (TDZ) MID END	Braking action touchdown ... Mid-point ... Stop-end ...
Operational status	OPS STS	Operational status ...
Surface wind, direction and speed (including significant variations)	WIND	Wind ...
Visibility	VIS	Visibility ...
RVR	RVR (RWY) TDZ / m MID / m END / m	Runway visual range on runway ... ... touchdown ... / ... metres ... ... mid-point ... / ... metres ... ... stop-end ... / ... metres ...
Present weather	WX	Present weather ...
Cloud base	BASE	Cloud base ...
Air temperature	T	Temperature ...
Dew point temperature	DP	Dew point ...
Altimeter setting	QNH	QNH ...
Transition level	TL	Transition level ...
Recent weather	RE	Recent weather ...
Wind shear	WS	Windshear ...
Landing forecast TREND	TREND	Trend ...

When rapidly changing weather conditions make it inadvisable to include a weather report in the ATIS broadcast, the weather data are omitted and replaced by the phrase *"MET REPORT OMITTED DUE TO RAPID CHANGES"*. The omitted data can be requested from ATC.

Pilots are requested to listen to the ATIS broadcast prior to the first contact with ATS. When establishing communication with the relevant ATS unit, the pilot shall acknowledge receipt of ATIS message with the phrase *"INFORMATION ... (alphabetical designator) RECEIVED"*. ATS will confirm the validity of the received alphabetical designator. If the designator has changed meanwhile, only the actually valid designator will be given.

2 LIGHTNING PROCEDURE

Lightning procedure in progress will be announced by ATIS.

When lightning procedure is activated, some handling activities may be temporarily suspended.

EBBR AD 2.24 CHARTS RELATED TO EBBR

1.	Aerodrome Chart - ICAO	AD2 EBBR ADC.01 AD2 EBBR ADC.02
2.	Aerodrome Ground Movement Chart - ICAO	AD2 EBBR GMC.01
← 3.	Appendix to Aerodrome Ground Movement Chart - ICAO	AD2 EBBR GMC.02a AD2 EBBR GMC.02b AD2 EBBR GMC.02c
4.	Aircraft Parking Docking Chart - ICAO	AD2 EBBR APDC.01 AD2 EBBR APDC.02
5.	Instrumental Meteorological Installations	AD2 EBBR MISC.02
6.	Aerodrome Ground Movement Responsibilities	AD2 EBBR MISC.05
7.	Aerodrome Obstacle Chart - ICAO (Type A - Operating limitations)	
7.1.	RWY 02/20	AD2 EBBR AOC.01
7.2.	RWY 07L/25R	AD2 EBBR AOC.02
7.3.	RWY 07R/25L	AD2 EBBR AOC.03
8.	Aerodrome Obstacle Chart (Type B)	AD2 EBBR AOC.04
9.	Precision Approach Terrain Chart - ICAO	
9.1.	RWY 25L	AD2 EBBR PATC.01
9.2.	RWY 25R	AD2 EBBR PATC.02
10.	Low Visibility Procedures Chart	AD2 EBBR MISC.03

11.	ATC Surveillance Minimum Altitude Chart - ICAO	AD2 EBBR ATCSMAC.01
12.	Standard Arrival Chart - Instrument - ICAO	AD2 EBBR STAR.01
13.	Standard Departure Chart - Instrument - ICAO	
13.1	RWY 02	AD2 EBBR SID.01
13.2	RWY 07L	AD2 EBBR SID.02
13.3	RWY 07R	AD2 EBBR SID.03
13.4	RWY 20	AD2 EBBR SID.04
13.5	RWY 25L	AD2 EBBR SID.05
13.6	RWY 25R (0500 - 2159)	AD2 EBBR SID.06
13.7	RWY 25R (2200 - 0459)	AD 2 EBBR SID.07
14.	Instrument Approach Chart - ICAO	
14.1.	ILS or LLZ RWY 25R (IAF FLO)	AD2 EBBR IAC.01
14.2.	ILS or LLZ RWY 25R (IAF ANT/KERKY)	AD2 EBBR IAC.02
14.3.	ILS or LLZ RWY 25L (IAF FLO)	AD2 EBBR IAC.03
14.4.	ILS or LLZ RWY 25L (IAF KERKY/ANT)	AD2 EBBR IAC.04
14.5.	VOR RWY 25L (IAF KERKY/ANT)	AD2 EBBR IAC.05
14.6.	VOR RWY 25L (IAF FLO)	AD2 EBBR IAC.06
14.7.	ILS or LLZ RWY 02	AD2 EBBR IAC.07
14.8.	VOR RWY 07R	AD2 EBBR IAC.08
14.9.	ILS or LLZ RWY 20	AD2 EBBR IAC.09
14.10.	VOR RWY 07L	AD2 EBBR IAC.10
15.	Visual Approach Chart - ICAO	AD2 EBBR VAC.01
16.	"Area Requiring Special Attention" Chart	AD2 EBBR MISC.06

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AERODROME CHART–ICAO

ARP: 505405N 0042904E

ELEV: 184 ft

GND	TWR		ATIS DEP	CLR
121.875	118.050	118.600 120.775	121.750	121.950

BRUSSELS/Brussels–National

RWY	DIRECTION	THR	BEARING STRENGTH
02	015°	505314.39N 0042929.68E	67/F/A/W/T
20	195°	505439.64N 0043004.46E	67/F/A/W/T
07L	066°	505400.12N 0042734.43E	80/F/A/W/T
25R	246°	505441.55N 0042957.79E	80/F/A/W/T
07R	071°	505321.89N 0042855.40E	62/F/A/W/T
25L	251°	505356.19N 0043123.88E	62/F/A/W/T

For details on aprons, see EBBR AD 2.8

ACL	
APRONS	*ELEV*
1N	*126*
1S	*128*
2N	*135*
2S	*138*
3	*141*
4	*148*
9	*118*
10/11	*112*
12/13	*102*
20	*138*
40	*151*
50	*135*
51	*130*
52/53/55	*131*
54	*129*
57	*121*
56/58	*125*
60	*127*
MIL	*103*

ELEVATIONS ARE IN FEET
AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

VAR 1° W 2005

Geoid undulation 141 ft

MODIFICATION: PCN values RWY 02/20.

Barrette at 570 m omitted due to railway

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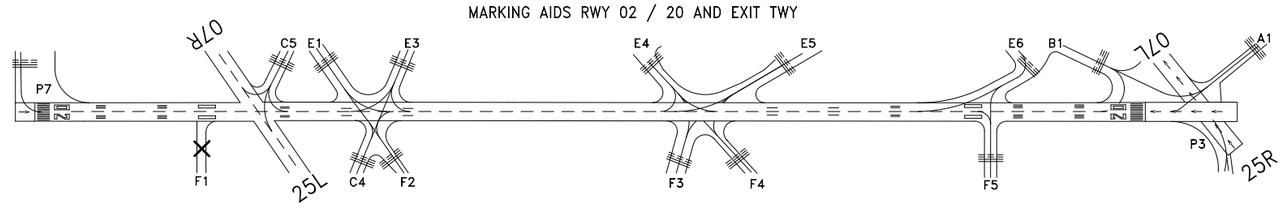
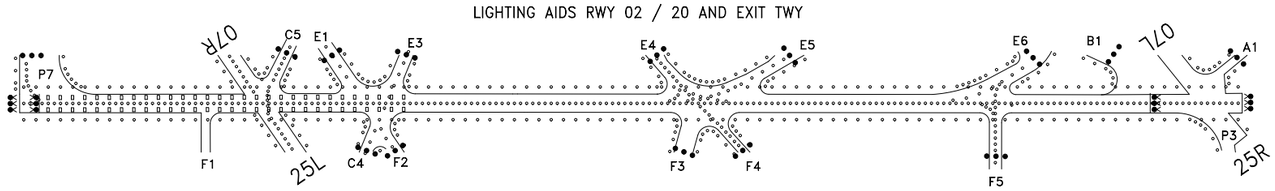
AERODROME CHART–ICAO
APPENDIX1: RUNWAY MARKING AND LIGHT AIDS

BRUSSELS/Brussels–National

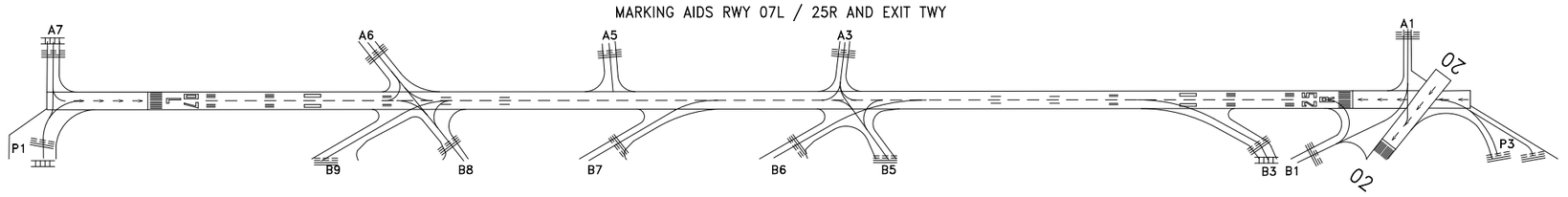
MARKING AIDS RWY 02 / 20 AND EXIT TWY



LIGHTING AIDS RWY 02 / 20 AND EXIT TWY



MARKING AIDS RWY 07L / 25R AND EXIT TWY



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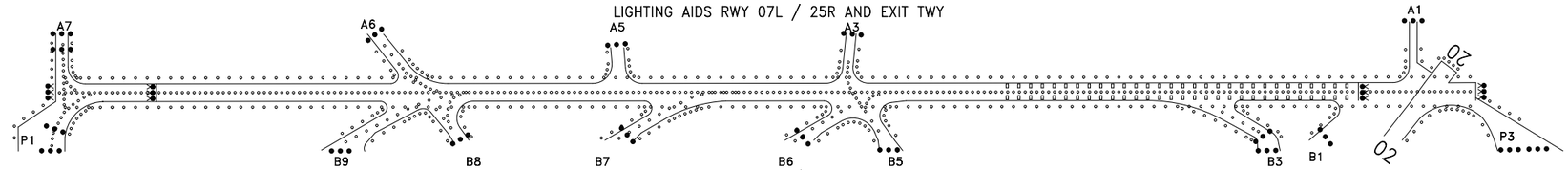
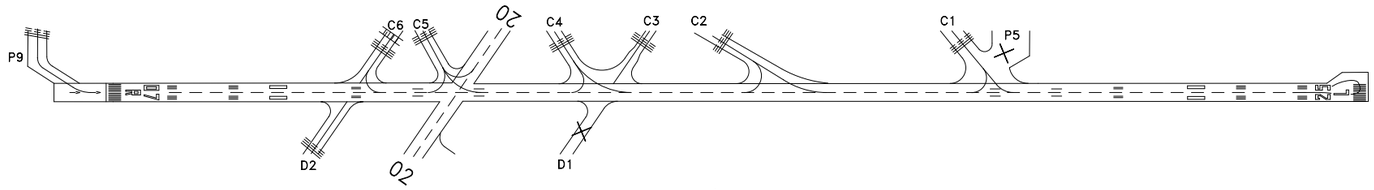
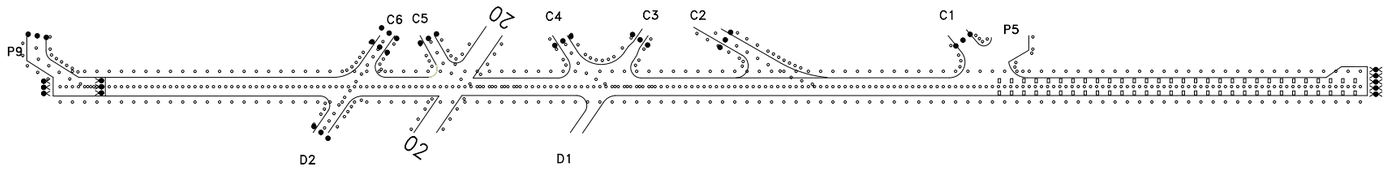


MARKING AIDS RWY 07R / 25L AND EXIT TWY



LIGHTING AIDS RWY 07R / 25L AND EXIT TWY



LEGEND	
≡≡≡	RWY-HOLDING PSN (Pattern A)
⫴⫴⫴	RWY-HOLDING PSN (Pattern B)
●●●	STOP BAR
>●<	RWY END and THR
●<	RWY END
>●	THR DISPLACED

MODIFICATION: General revision.

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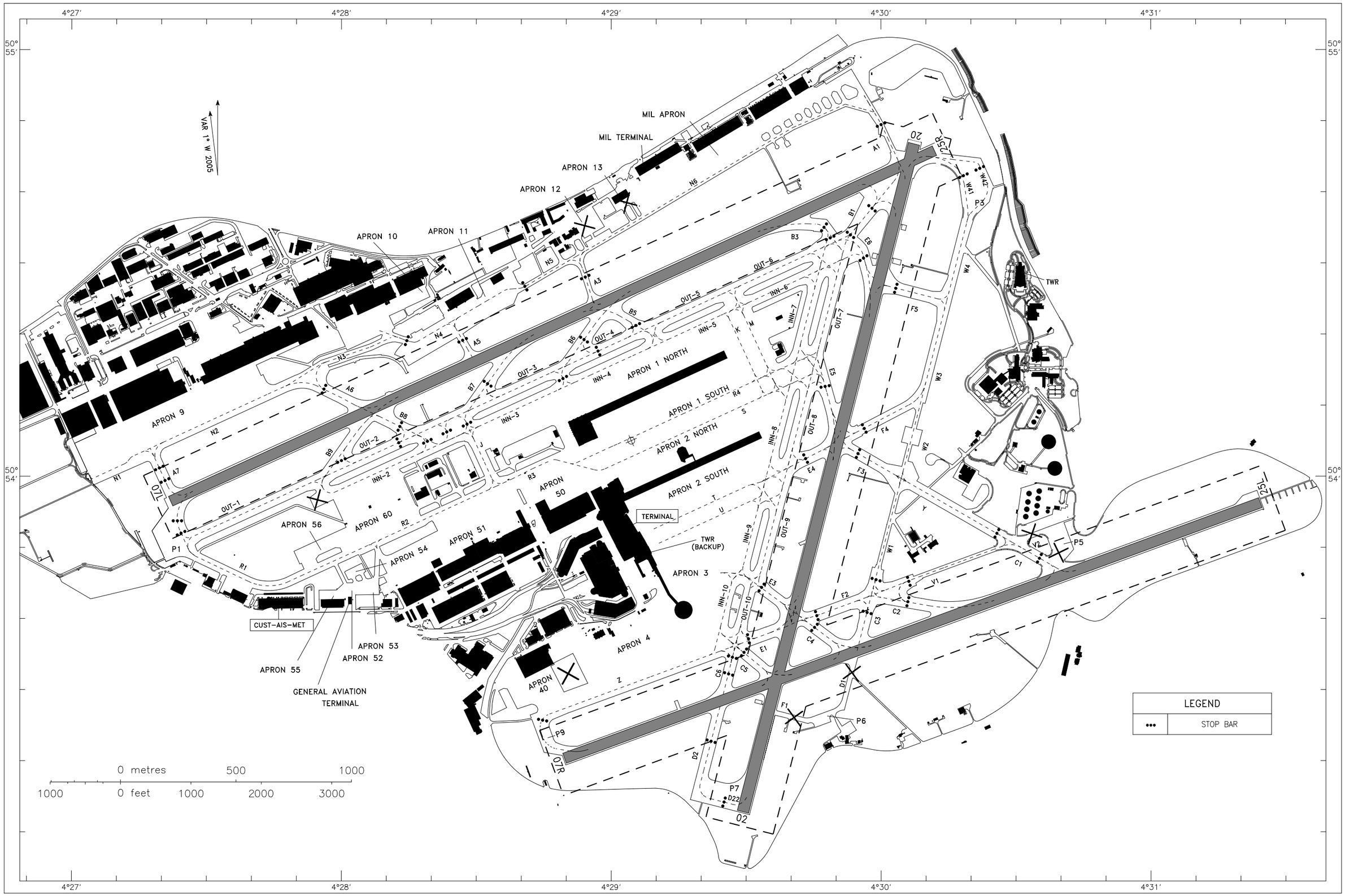
AERODROME GROUND MOVEMENT CHART–ICAO

GND		TWR		ATIS DEP
121.875	118.050	118.600	120.775	121.750

BRUSSELS/Brussels–National



MODIFICATION: Stop bar light on W42 removed.

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APPENDIX TO AERODROME GROUND MOVEMENT CHART - ICAO

TAXIWAYS

DESIG-NATOR	WIDTH (m)	BEARING STRENGTH	EDGE LIGHTS	EDGE LIGHTS ON THE CURVES ONLY	CENTRE LINE LIGHTS	REMARKS
1	2	3	4	5	6	7
A1	20	PCN 35/F/A/W/U	●	-	-	
A3	25	PCN 56/F/A/W/U	●	-	-	
A5	30	PCN 56/F/A/W/U	●	-	-	
A6	30	PCN 120/R/A/W/T	●	-	●	
A7	30	PCN 120/R/A/W/T	●	-	●	
B1	35	PCN 120/F/A/W/T	●	-	●	
B3	30	PCN 56/F/A/W/U	●	-	●	
B5	30	PCN 56/F/A/W/U	-	●	●	
B6	30	PCN 92/F/A/W/T	-	●	●	Rapid exit TWY
B7	30	PCN 93/F/A/W/T	-	●	●	Rapid exit TWY
B8	30	PCN 120/F/A/W/T	-	●	●	
B9	30	PCN 83/F/A/W/T	-	●	●	Rapid exit TWY
C1	44	PCN 56/F/A/W/U	●	-	-	
C2	30	PCN 120/F/A/W/T	●	-	● (*)	Rapid exit TWY (*) Unidirectional
C3	30	PCN 56/F/A/W/U	●	-	-	
C4	30	PCN 56/F/A/W/U	●	-	● (*)	(*) Unidirectional
C5	30	PCN 56/F/A/W/U	●	-	● (*)	(*) Unidirectional
C6	30	PCN 120/F/A/W/T	●	-	●	
D1	-	-	-	-	-	TWY not AVBL
D2	30	PCN 120/F/A/W/T	●	-	●	
E1	30	PCN 56/F/A/W/U	●	-	●	
E3	30	PCN 56/F/A/W/U	●	-	●	
E4	30	PCN 66/F/A/W/T	-	●	●	
E5	30	PCN 75/F/A/W/T	-	●	●	Rapid exit TWY
E6	35	PCN 120/F/A/W/T	●	-	●	
F1	-	-	-	-	-	TWY not AVBL
F2	30	PCN 56/F/A/W/U	●	-	●	
F3	44	PCN 56/F/A/W/U	●	-	-	
F4	25	PCN 70/F/A/W/T	●	-	●	
F5	30	PCN 120/F/A/W/T	●	-	●	

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DESIG-NATOR	WIDTH (m)	BEARING STRENGTH	EDGE LIGHTS	EDGE LIGHTS ON THE CURVES ONLY	CENTRE LINE LIGHTS	REMARKS
1	2	3	4	5	6	7
INN-2	30	PCN 56/F/A/W/U	-	●	●	
INN-3	30	PCN 97/F/A/W/T	-	● (*)	●	(*) On one side
INN-4	30	PCN 85/F/A/W/T	-	● (*)	●	(*) On one side
INN-5	30	PCN 69/F/A/W/T	-	● (*)	●	(*) On one side
INN-6	30	PCN 69/F/A/W/T	-	●	●	
INN-7	30	PCN 100/F/A/W/T	-	●	●	
INN-8	30	PCN 104/F/A/W/T	-	● (*)	●	(*) On one side
INN-9	30	PCN 120/R/A/W/T	-	● (*)	●	(*) On one side
INN-10	30	PCN 120/R/A/W/T	● (*)	-	●	(*) On one side
J	30	PCN 56/F/A/W/U	-	● (*)	●	(*) On one side
K	Apron TWY	PCN 56/R/A/W/U	-	-	●	Wingspan 36 m MAX
M	Apron TWY	PCN 56/R/A/W/U	-	● (*)	●	(*) On one side
N2	30	PCN 117/R/B/W/T	● (*)	-	●	(*) On one side
N3	20	PCN 35/F/A/W/U	● (*)	-	-	Wingspan 36 m MAX (*) Only reflectors
N4	20	PCN 35/F/A/W/U	● (*)	-	-	(*) Only reflectors
N5	20	PCN 35/F/A/W/U	● (*)	-	-	Wingspan 52 m MAX (*) Only reflectors
N6	20	PCN 35/F/A/W/U	● (*)	-	-	Wingspan 36 m MAX (see note below) (*) Partly on one side
OUT-1	30	PCN 65/F/A/W/T	-	●	●	
OUT-2	30	PCN 79/F/A/W/T	-	●	●	
OUT-3	30	PCN 120/F/A/W/T	-	●	●	
OUT-4	30	PCN 63/F/A/W/T	-	●	●	
OUT-5	30	PCN 120/F/A/W/T	-	●	●	
OUT-6	30	PCN 120/F/A/W/T	-	●	●	
OUT-7	30	PCN 120/F/A/W/T	-	●	●	
OUT-8	30	PCN 69/F/A/W/T	-	●	●	
OUT-9	30	PCN 120/F/A/W/T	-	●	●	
OUT-10	30	PCN 120/F/A/W/T	●	-	●	
R1	20	PCN 54/R/C/W/T	●	-	-	Wingspan 45 m MAX
R2	20	PCN 56/R/A/W/U	● (*)	-	●	(*) On one side (*) Partly reflectors
R3	20	PCN 56/R/A/W/U	-	● (*)	●	(*) On one side
R4	Apron TWY	PCN 77/R/A/W/T	-	-	●	TWY strip 40 m North ACFT code E: DEST Apron 1 South or Apron 2 North only

Note: Aircraft with wingspan exceeding 36 m are allowed to use TWY N6 when taxiing to and from the military apron on their own responsibility.

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DESIG-NATOR	WIDTH (m)	BEARING STRENGTH	EDGE LIGHTS	EDGE LIGHTS ON THE CURVES ONLY	CENTRE LINE LIGHTS	REMARKS
1	2	3	4	5	6	7
S	Apron TWY	PCN 77/R/A/W/T	-	-	●	TWY strip 40 m South ACFT code E: DEST Apron 1 South or Apron 2 North only
V1	20	PCN 56/F/A/W/U	●	-	-	
V2	-	-	-	-	-	TWY not AVBL
W1	20	PCN 56/R/A/W/U	●	-	● (*)	(*) Partly
W2	20	PCN 56/R/A/W/U	●	-	-	
W3	25	PCN 67/F/A/W/T	●	-	●	
W4	25	PCN 67/F/A/W/T	●	-	●	
Y	44	PCN 56/F/A/W/U	●	-	-	
Z	30	PCN 120/F/A/W/T	● (*)	-	●	(*) Only reflectors

Note: The distance between the axis of taxiways R4 and S is 76 m.

AIRCRAFT STAND TAXILANES

DESIGNA-TOR	BEARING STRENGTH	EDGE LIGHTS	EDGE LIGHTS ON THE CURVES ONLY	CENTRE LINE LIGHTS	REMARKS
1	2	3	4	5	6
Strip 0	PCN 68/R/C/W/T	-	-	●	Wingspan 36 m MAX
Strip 1	PCN 56/R/A/W/U	-	-	-	Wingspan 36 m MAX
Strip 2	PCN 56/R/A/W/U	-	-	-	Wingspan 36 m MAX
Strip 3	PCN 56/R/A/W/U	-	-	-	Wingspan 36 m MAX
Strip 4	PCN 56/R/A/W/U	-	-	-	
N1	PCN 56/R/A/W/U	● (*)	-	●	(*) On one side
T	PCN 56/R/A/W/U	-	-	●	
U	PCN 56/R/A/W/U	-	-	-	Wingspan 36 m MAX

HOLDING PLATFORMS

DESIGNA-TOR	BEARING STRENGTH	EDGE LIGHTS	EDGE LIGHTS ON THE CURVES ONLY	CENTRE LINE LIGHTS	REMARKS
1	2	3	4	5	6
P1	PCN 120/F/A/W/T	●	-	●	
P3	PCN 77/F/A/W/T	●	-	●	Contains taxilanes W41 and W42
P5	-	-	-	-	Platform not AVBL
P6	-	-	-	-	Platform not AVBL
P7	PCN 120/F/A/W/T	●	-	●	Contains taxilane D22
P9	PCN 120/F/A/W/T	-	-	●	

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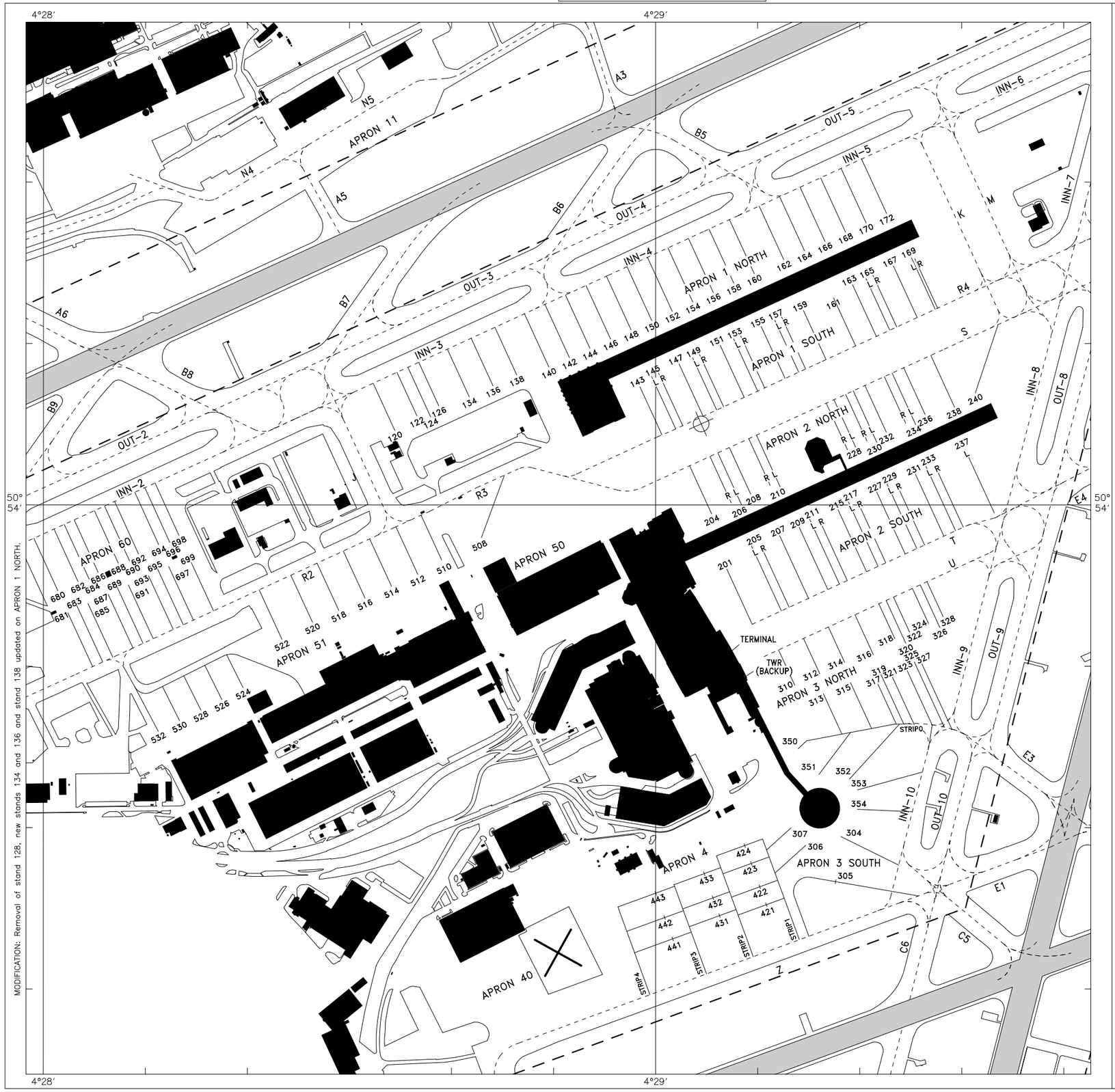
AIRCRAFT PARKING/DOCKING CHART–ICAO

GND		CLR
121.875	118.050	121.950

BRUSSELS/Brussels–National



VAR 1° W 2005

APRON	STANDS	INS COORDINATES	
1N	120	505404.61N	0042834.44E
	122	505405.51N	0042836.61E
	124	505405.44N	0042837.96E
	126	505406.13N	0042838.75E
	134	505406.70N	0042841.73E
	136	505407.38N	0042844.06E
	138	505408.05N	0042846.39E
	140	505408.54N	0042849.54E
	142	505409.12N	0042851.55E
	144	505409.70N	0042853.56E
	146	505410.28N	0042855.58E
	148	505410.85N	0042857.59E
	150	505411.42N	0042859.62E
	152	505411.99N	0042901.63E
	154	505412.57N	0042903.64E
	156	505413.16N	0042905.65E
	158	505413.74N	0042907.66E
	160	505414.32N	0042909.67E
	162	505415.19N	0042912.56E
	164	505415.72N	0042914.61E
	166	505416.32N	0042916.60E
	168	505416.87N	0042918.63E
	170	505417.48N	0042920.62E
	172	505418.03N	0042922.66E
1S	143	505407.32N	0042858.46E
	145L	505407.96N	0042859.60E
	145R	505408.16N	0042900.29E
	147	505408.74N	0042902.29E
	149L	505409.12N	0042903.62E
	149R	505409.32N	0042904.30E
	151	505409.90N	0042906.32E
	153L	505410.29N	0042907.64E
	153R	505410.48N	0042908.33E
	155	505411.06N	0042910.34E
	157L	505411.45N	0042911.67E
	157R	505411.64N	0042912.35E
	159	505412.05N	0042914.48E
	161	505412.83N	0042917.43E
	163	505413.65N	0042919.29E
	165L	505414.03N	0042920.61E
	165R	505414.23N	0042921.29E
	167	505414.81N	0042923.30E
	169L	505415.32N	0042925.07E
	169R	505415.27N	0042925.39E
2N	204	505359.44N	0042905.49E
	206L	505400.02N	0042908.41E
	206R	505400.12N	0042907.41E
	208	505400.67N	0042909.31E
	210L	505401.12N	0042912.20E
	210R	505401.21N	0042911.22E
	228L	505403.58N	0042919.60E
	228R	505403.42N	0042918.80E
	230L	505403.86N	0042921.69E
	230R	505403.96N	0042920.71E
	232	505404.50N	0042922.61E
	234L	505404.97N	0042925.49E
	234R	505405.05N	0042924.51E
	236	505405.60N	0042926.41E
	238	505406.06N	0042929.29E
	240	505406.94N	0042931.33E
2S	201	505356.03N	0042906.97E
	205L	505357.45N	0042909.40E
	205R	505357.51N	0042910.28E
	207	505358.10N	0042912.15E
	209	505358.61N	0042914.07E
	211L	505359.10N	0042915.10E
	211R	505359.16N	0042915.98E
	215	505359.71N	0042917.87E
	217L	505400.19N	0042918.89E
	217R	505400.25N	0042919.76E
	227	505400.80N	0042921.66E
	229L	505401.30N	0042922.68E
	229R	505401.35N	0042923.57E
	231	505401.90N	0042925.46E
	233L	505402.39N	0042926.49E
	233R	505402.45N	0042927.36E
	237L	505403.43N	0042930.33E

APRON	STANDS	INS COORDINATES	
3	350	505344.89N	0042913.96E
	351	505343.30N	0042916.01E
	352	505343.01N	0042919.00E
	353	505342.34N	0042919.78E
	354	505341.14N	0042919.77E
	304	505339.45N	0042918.15E
	305	505336.66N	0042917.64E
	306	505338.91N	0042914.71E
	307	505339.99N	0042913.27E
	310	505348.83N	0042913.63E
	312	505349.54N	0042916.08E
	313	505348.31N	0042916.43E
	314	505350.24N	0042918.52E
	315	505348.99N	0042919.09E
	316	505350.72N	0042921.33E
	317	505348.90N	0042921.78E
	318	505351.70N	0042923.45E
	319	505349.48N	0042922.08E
	320	505351.43N	0042924.51E
	321	505349.32N	0042923.21E
	322	505352.11N	0042924.89E
	323	505349.73N	0042924.65E
	324	505352.65N	0042926.74E
	325	505350.27N	0042925.35E
	326	505352.39N	0042927.86E
	327	505350.15N	0042926.09E
	328	505353.06N	0042928.18E
4	421	505335.23N	0042910.85E
	422	505336.34N	0042910.21E
	423	505337.78N	0042909.37E
	424	505338.89N	0042908.73E
	431	505334.55N	0042906.26E
	432	505335.66N	0042905.62E
	433	505337.14N	0042904.77E
	441	505333.11N	0042901.66E
	442	505334.43N	0042900.89E
	443	505335.95N	0042900.01E
50	508	505357.97N	0042842.92E
51	510	505356.59N	0042839.03E
	512	505355.69N	0042836.70E
	514	505354.95N	0042834.12E
	516	505354.21N	0042831.53E
	518	505353.46N	0042828.95E
	520	505352.72N	0042826.38E
	522	505351.67N	0042823.38E
	524	505348.67N	0042819.57E
	526	505347.93N	0042817.50E
	528	505347.28N	0042815.44E
	530	505346.62N	0042813.35E
	532	505345.96N	0042811.27E
60	680	505354.68N	0042801.41E
	681	505353.32N	0042802.39E
	682	505355.25N	0042803.39E
	683	505353.76N	0042803.27E
	684	505355.39N	0042804.49E
	685	505353.89N	0042804.37E
	686	505355.82N	0042805.36E
	687	505354.46N	0042806.35E
	688	505356.39N	0042807.34E
	689	505354.90N	0042807.23E
	690	505356.53N	0042808.44E
	691	505355.04N	0042808.33E
	692	505356.96N	0042809.32E
	693	505355.61N	0042810.30E
	694	505357.53N	0042811.30E
	695	505356.04N	0042811.18E
	696	505357.67N	0042812.39E
	697	505356.18N	0042812.28E
	698	505358.11N	0042813.28E
	699	505356.43N	0042814.49E

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AIRCRAFT PARKING / DOCKING CHART – ICAO

GND	CLR
121.875 118.050	121.950

BRUSSELS/Brussels–National

VAR 1° W 2005

APRON	STANDS	INS COORDINATES	
9	901	505414.43N	0042740.07E
	902	505413.25N	0042736.00E
	903	505412.07N	0042731.92E
	904	505411.00N	0042727.22E
	905	505409.82N	0042723.15E
	906	505408.64N	0042719.08E
	907	505407.46N	0042715.01E
	908	505405.10N	0042707.66E
	909	505403.88N	0042703.42E

MODIFICATION: New layout and stands 908 and 909 updated.

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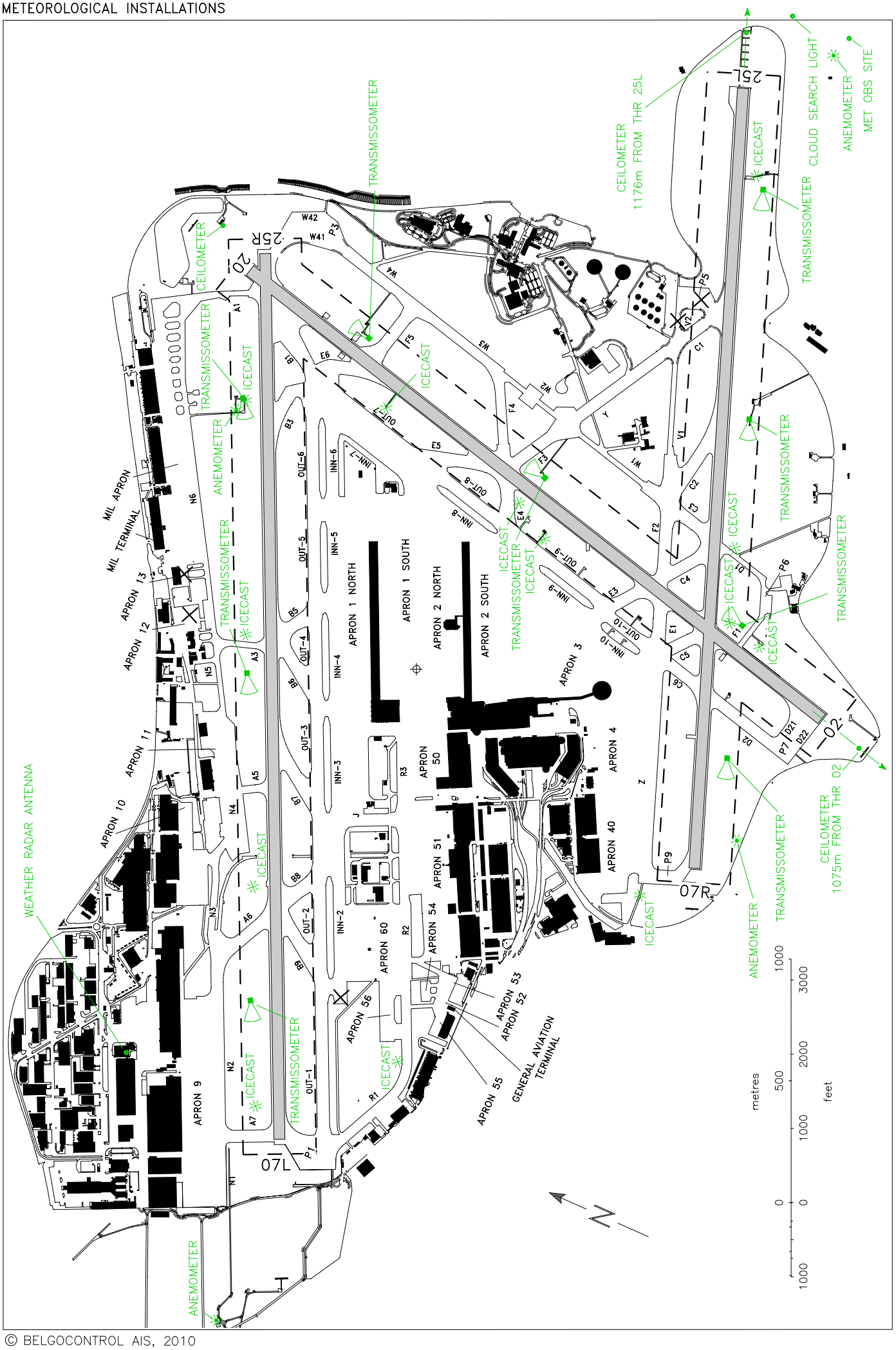
BRUSSELS/Brussels–National

METEOROLOGICAL INSTALLATIONS



MODIFICATION: TWY OUT-11 changes to TWY Z.

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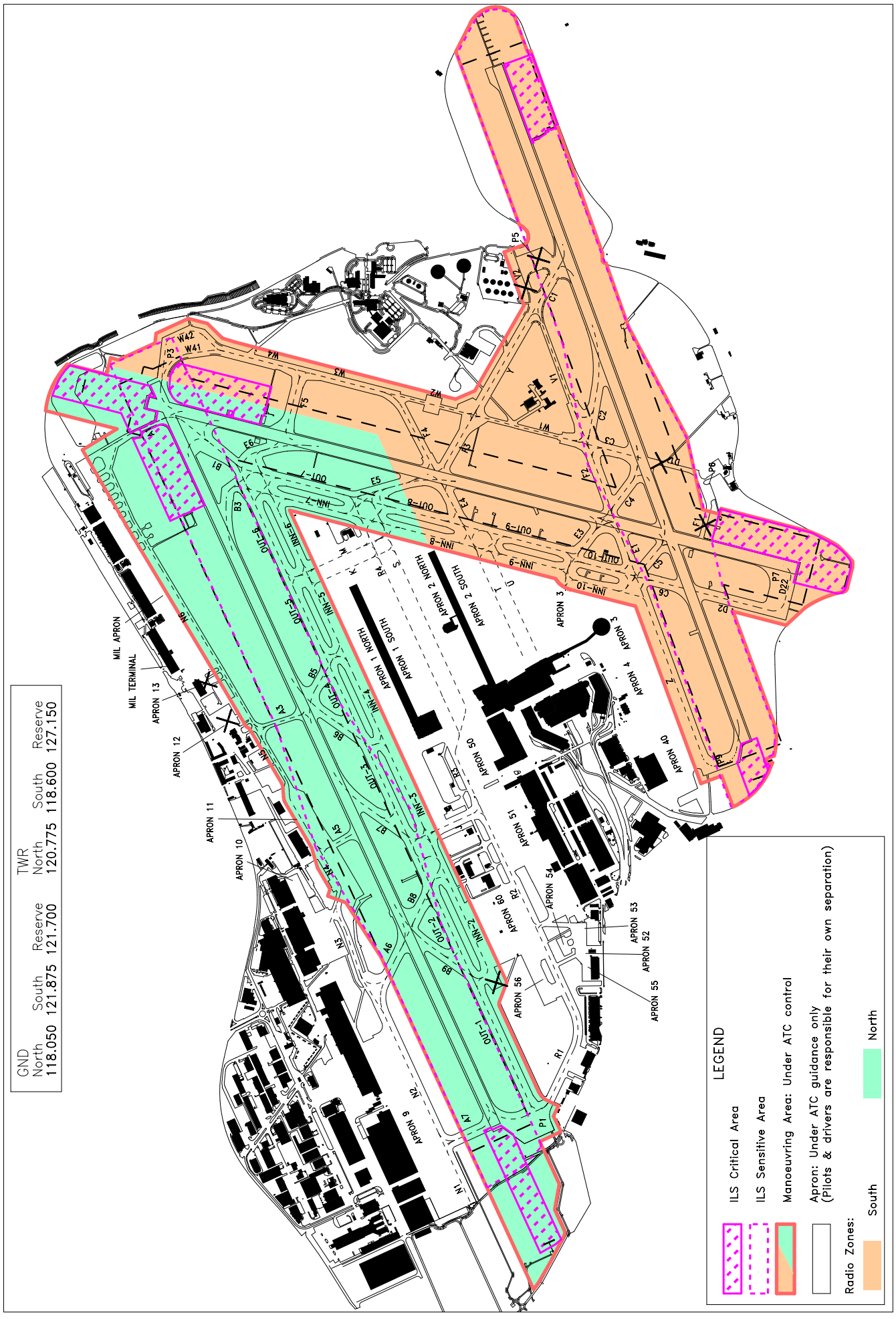
AERODROME GROUND MOVEMENT CHART–ICAO
APPENDIX 2: GROUND MOVEMENT RESPONSABILITIES

BRUSSELS/Brussels–National



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AERODROME OBSTACLE CHART

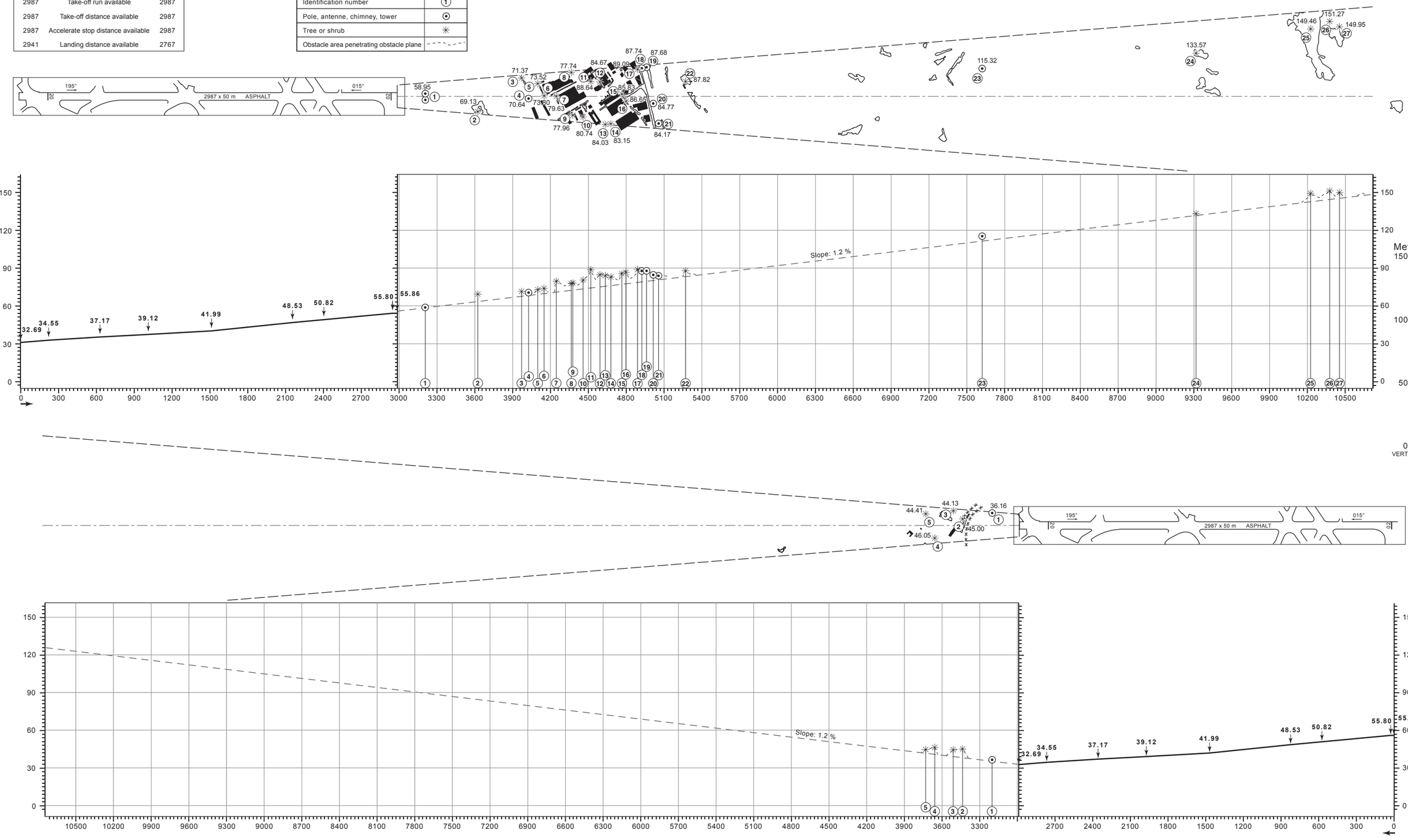
TYPE A [OPERATING LIMITATIONS]

BRUSSELS / Brussels-National

RWY 02 / 20

DECLARED DISTANCES		
RWY 02		RWY 20
2987	Take-off run available	2987
2987	Take-off distance available	2987
2987	Accelerate stop distance available	2987
2941	Landing distance available	2767

LEGEND	
Building or large structure	
Fence	×××××××
Identification number	①
Pole, antenne, chimney, tower	⊙
Tree or shrub	✳
Obstacle area penetrating obstacle plane	- - - -



BEARINGS ARE MAGNETIC
MAGNETIC VARIATION 01°W (2008)
DIMENSIONS AND HEIGHTS IN METRES

ORDER OF ACCURACY
HORIZONTAL 0.4 m
VERTICAL 0.2 m

Surveying agency: CICADE S.A. (date of survey: 24 JUN 2009)

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AERODROME OBSTACLE CHART

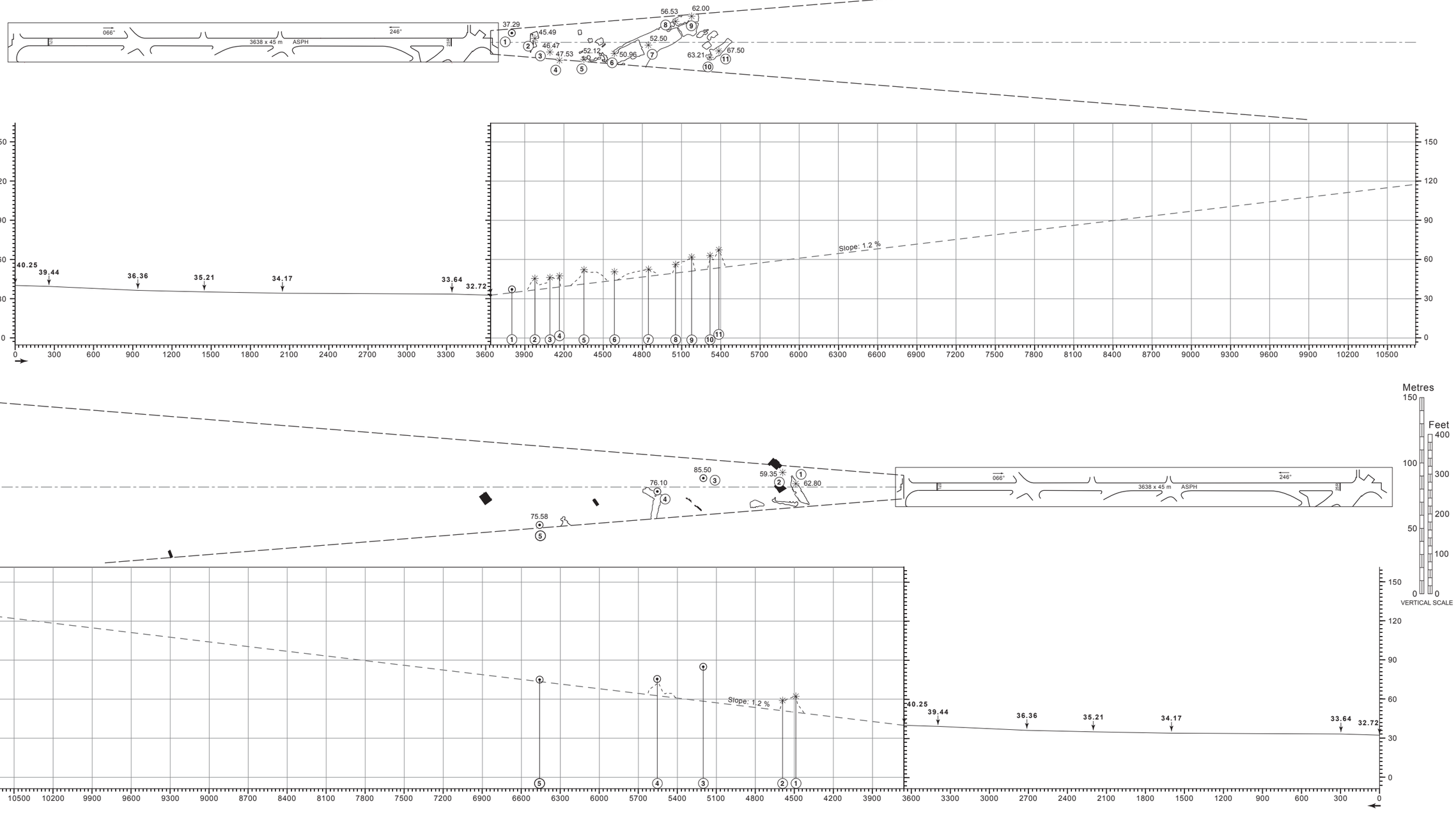
TYPE A [OPERATING LIMITATIONS]

BRUSSELS / Brussels-National

RWY 07L / 25R

DECLARED DISTANCES		
RWY 07L		RWY 25R
3638	Take-off run available	3638
3638	Take-off distance available	3638
3638	Accelerate stop distance available	3638
3380	Landing distance available	3338

LEGEND	
Building or large structure	■
Fence	*******
Identification number	①
Pole, antenne, chimney, tower	⊙
Tree or shrub	✳
Obstacle area penetrating obstacle plane	- - - -



BEARINGS ARE MAGNETIC
MAGNETIC VARIATION 01°W (2008)
DIMENSIONS AND HEIGHTS IN METRES

ORDER OF ACCURACY
HORIZONTAL 0.4 m
VERTICAL 0.2 m

Surveying agency: CICADE S.A. (date of survey: 24 JUN 2009)

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AERODROME OBSTACLE CHART

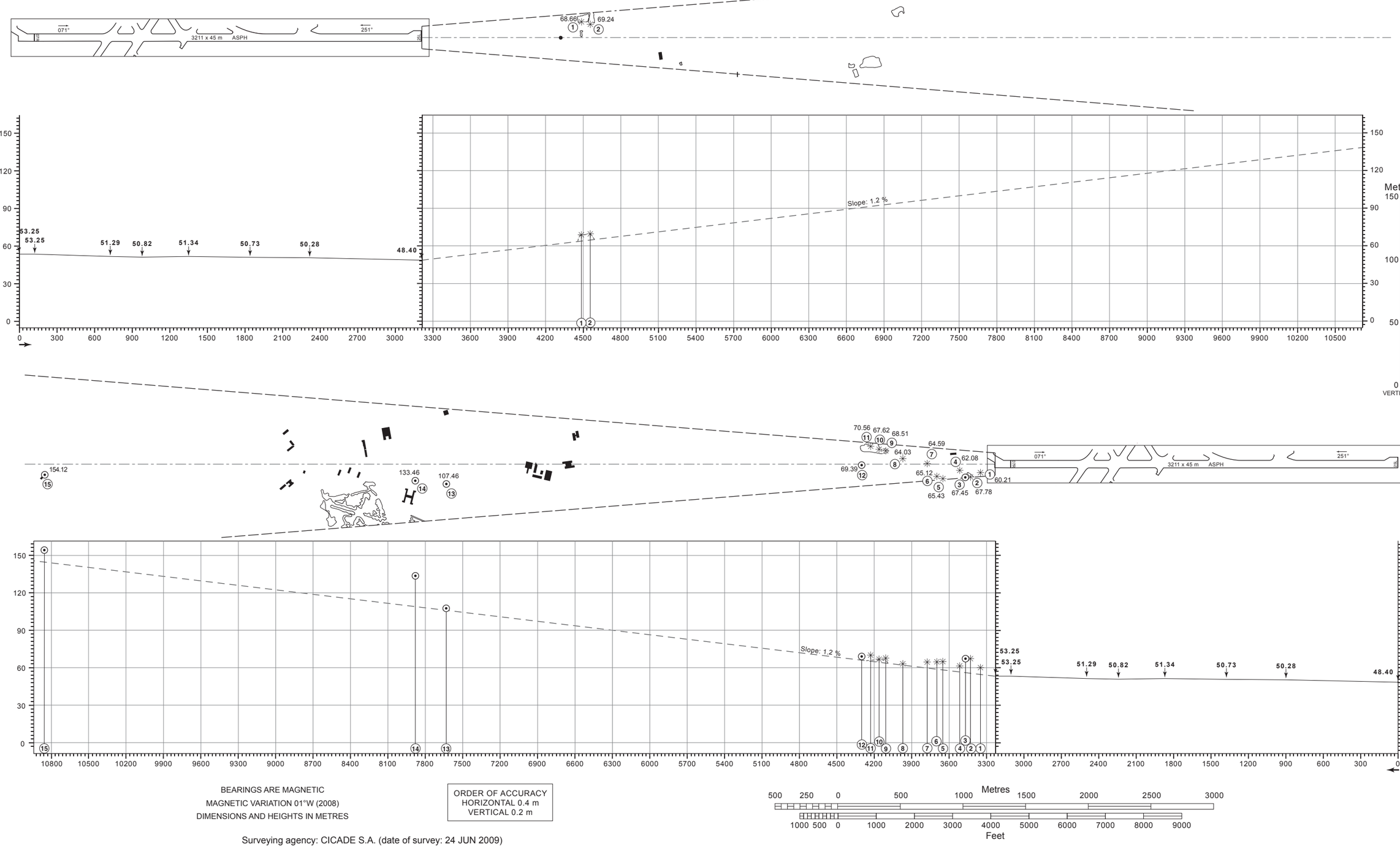
TYPE A [OPERATING LIMITATIONS]

BRUSSELS / Brussels-National

RWY 07R / 25L

DECLARED DISTANCES		
RWY 07R		RWY 25L
3211	Take-off run available	3211
3211	Take-off distance available	3211
3211	Accelerate stop distance available	3211
3085	Landing distance available	3211

LEGEND	
Building or large structure	
Fence	
Identification number	①
Pole, antenne, chimney, tower	⊙
Tree or shrub	✳
Obstacle area penetrating obstacle plane	



BEARINGS ARE MAGNETIC
MAGNETIC VARIATION 01°W (2008)
DIMENSIONS AND HEIGHTS IN METRES

ORDER OF ACCURACY
HORIZONTAL 0.4 m
VERTICAL 0.2 m

Surveying agency: CICADE S.A. (date of survey: 24 JUN 2009)

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DIMENSIONS IN METRES
ELEVATION IN FEET

AERODROME OBSTACLE CHART

TYPE B

BRUSSELS / Brussels-National

AD ELEV	184
THR ELEV RWY 02	183
THR ELEV RWY 20	113
THR ELEV RWY 25R	110
THR ELEV RWY 07L	129
THR ELEV RWY 25L	159
THR ELEV RWY 07R	175

VAR 01° W (2008)
ANNUAL CHANGE 7'
BEARINGS ARE MAGNETIC

LEGEND	
Aerodrome reference point 505405N 0042904E	⊕
Building or large structure	
Railroad	
Elevation in feet	621
Pole, antenne, chimney, tower	⊙
Tree or shrub	✳
Populated area	
Industrial area	
Wooded area	
Water area	

AMENDMENT RECORD		
N°	DATE	ENTERED BY

ELEV 687
10 017 m / 238°

ELEV 643
11 068 m / 231°

ELEV 653
11 910 m / 223°

ELEV 690
12 266 m / 220°

ORDER OF ACCURACY
HORIZONTAL 0.4 m
VERTICAL 1 ft

Metres
500 0 500 1000 1500 2000

Surveying agency: CICADE S.A. (date of survey: 24 JUN 2009)

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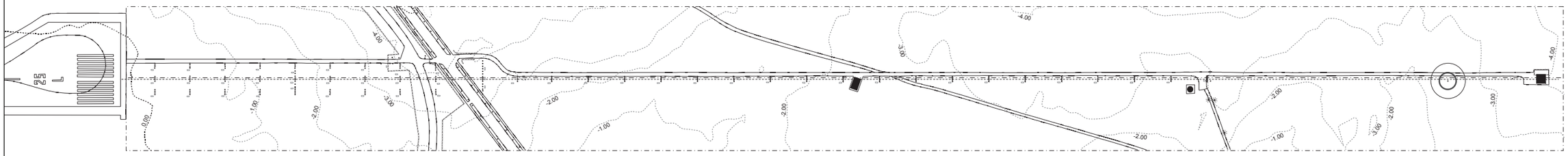
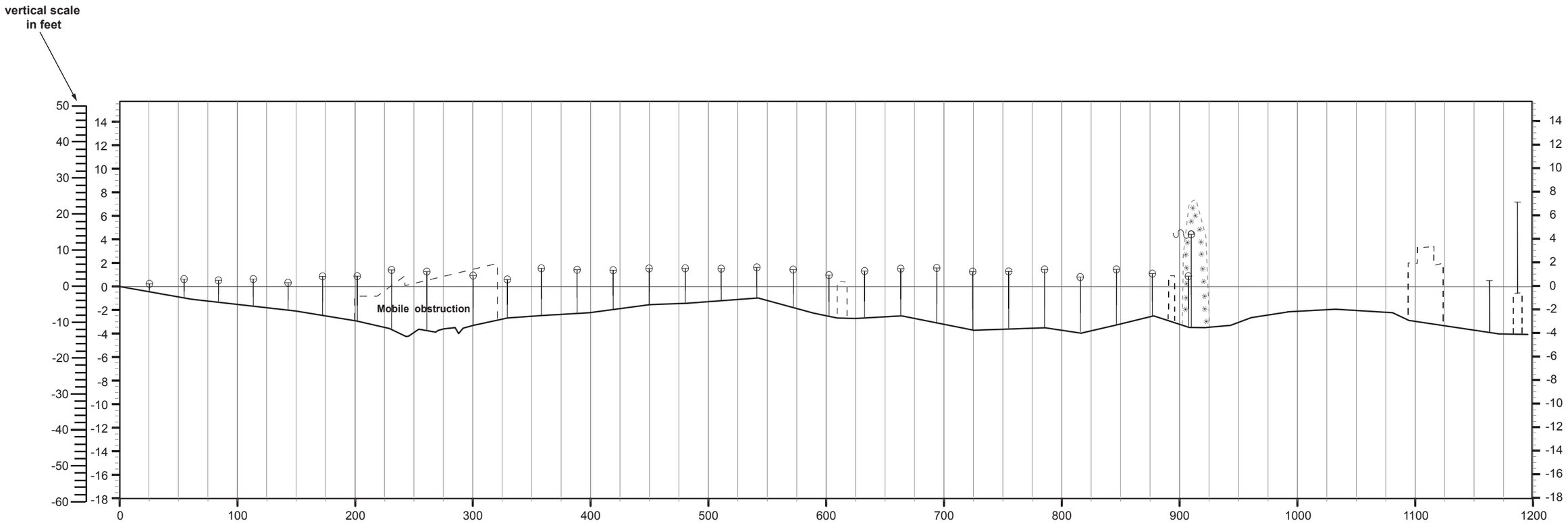
DIMENSIONS IN METRES
HEIGHTS IN METRES

PRECISION APPROACH TERRAIN CHART - ICAO

BRUSSELS / Brussels-National
RWY 25L





LEGEND	
Building or large structure	
Fence	
Railroad	
Contour	
Centre line profile	
Approach lights	
Pole or antenna	
Tree or shrub	

HORIZONTAL SCALE 1:3500
VERTICAL SCALE 1:350

CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

Surveying agency: CICADE S.A. (date of survey: 24 JUN 2009)

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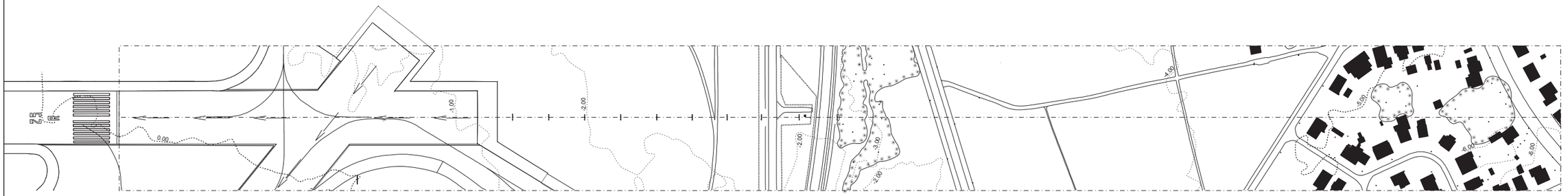
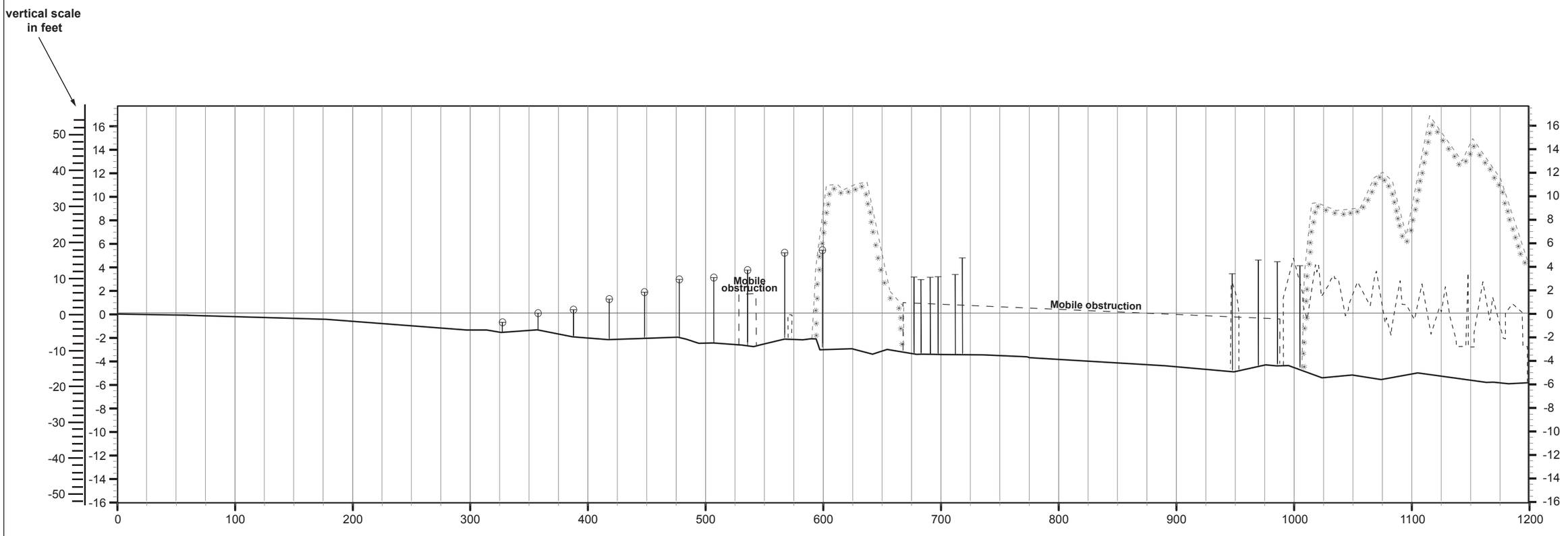
DIMENSIONS IN METRES
HEIGHTS IN METRES

PRECISION APPROACH TERRAIN CHART - ICAO

BRUSSELS / Brussels-National
RWY 25R





LEGEND	
Building or large structure	
Fence	
Railroad	
Contour	
Centre line profile	
Approach lights	
Pole or antenna	
Tree or shrub	

HORIZONTAL SCALE 1:3500
VERTICAL SCALE 1:350

CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

Surveying agency: CICADE S.A. (date of survey: 24 JUN 2009)

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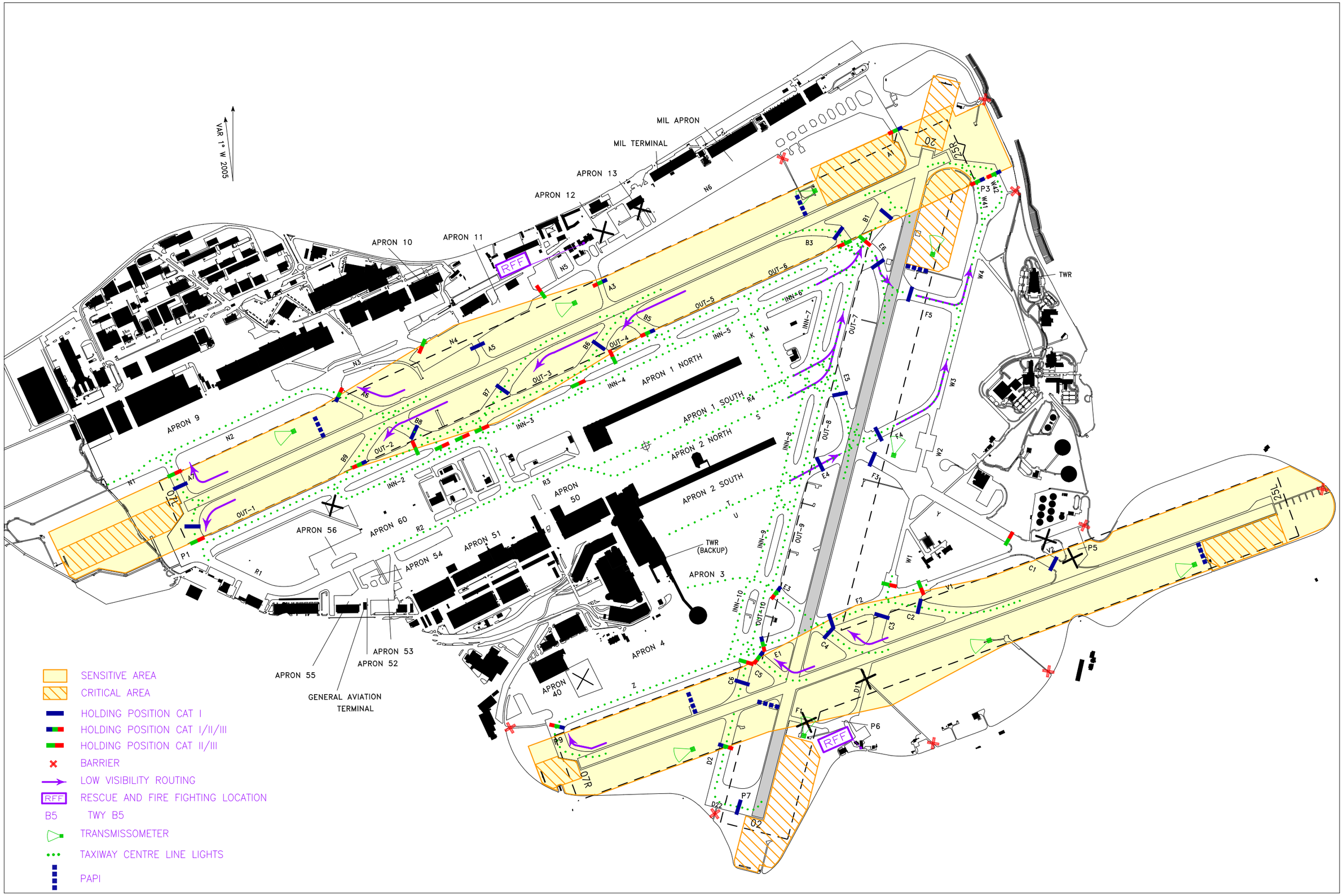
APPENDIX 3: AERODROME GROUND MOVEMENT CHART–ICAO
LOW VISIBILITY PROCEDURES

BRUSSELS/Brussels–National



MODIFICATION: Holding positions on W42 updated.

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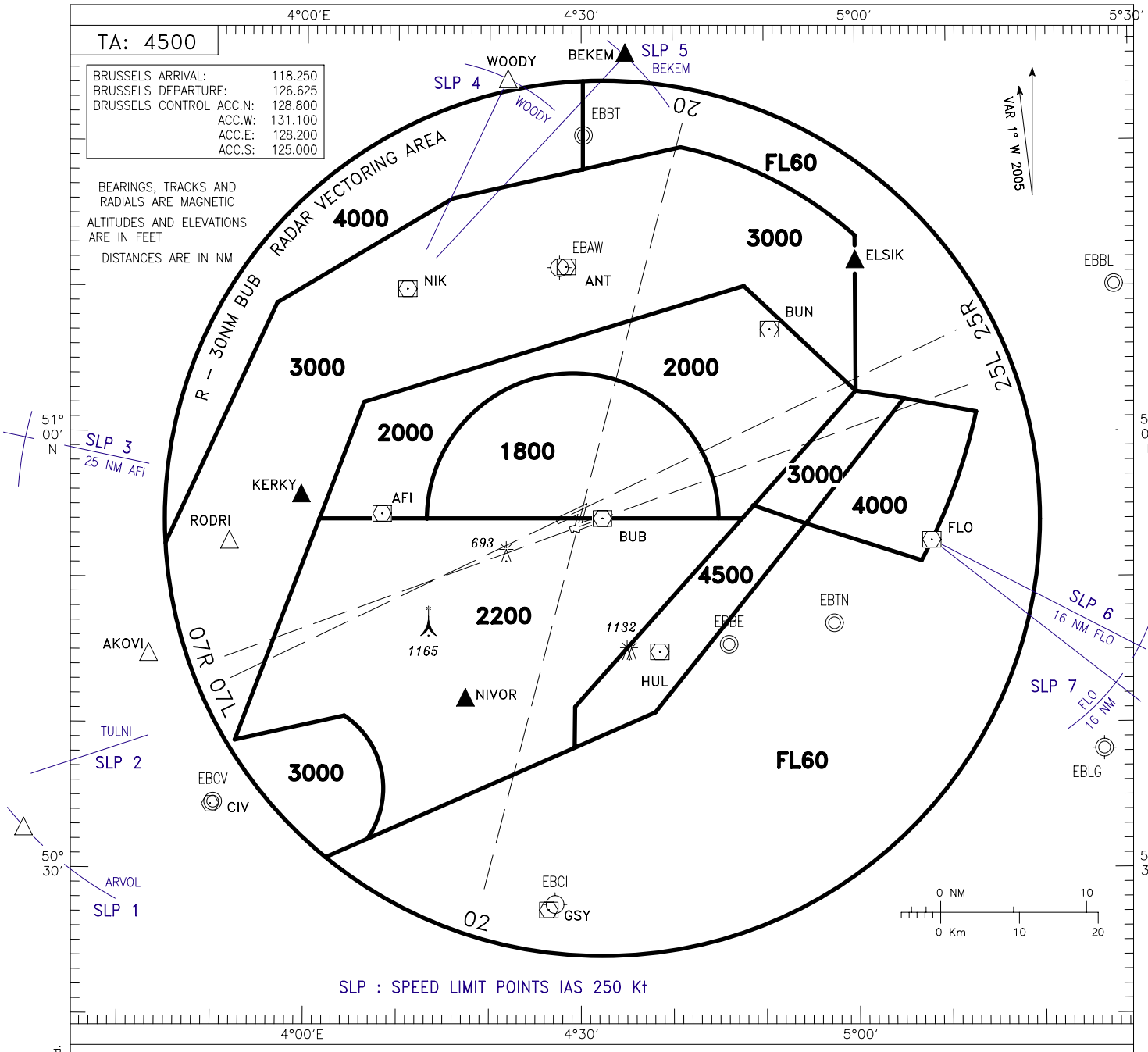
ATC SURVEILLANCE MINIMUM
ALTITUDE CHART – ICAO

AD ELEV 184 ft

BRUSSELS/Brussels–National
BELGIUM



MODIFICATION: Name of chart adapted.

Lowest radar vectoring altitudes/levels

The indicated altitudes or levels are the lowest altitudes or levels to be allocated by the radar controller inside the Radar Vectoring Area. Subsequent descent may be given when the aircraft is established on the 30° leg.

Remark : These lowest altitudes do not apply at night between 2200 and 0459 see EBBR AD 2.21, §2.

Communication failure

Ref ENR 1.1, §3.3.5.3 and EBBR AD 2.22, §4.2.
If a pilot under radar control is being vectored away - without limitation as to time or geographical reference - from the route last confirmed by him and is experiencing radiocommunication failure , he shall set the SSR radiofailure code and return on the shortest way to the route according to the current flightplan.

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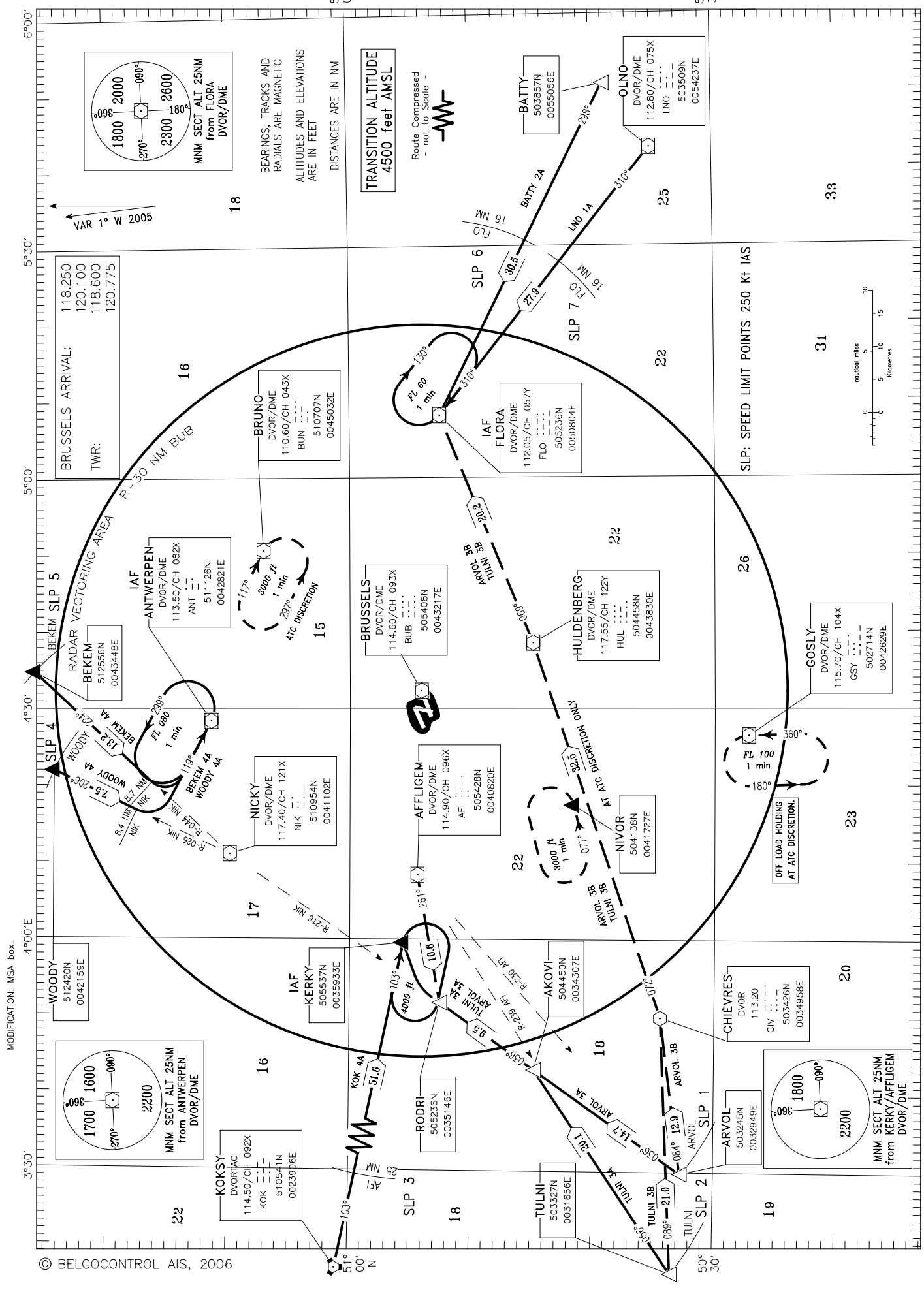
STANDARD ARRIVAL CHART – INSTRUMENT (STAR) – ICAO

ARVOL 3A-3B BEKEM 4A
BATTY 2A KOK 4A LNO 1A
TULNI 3A-3B WOODY 4A

BRUSSELS/Brussels–National
BELGIUM



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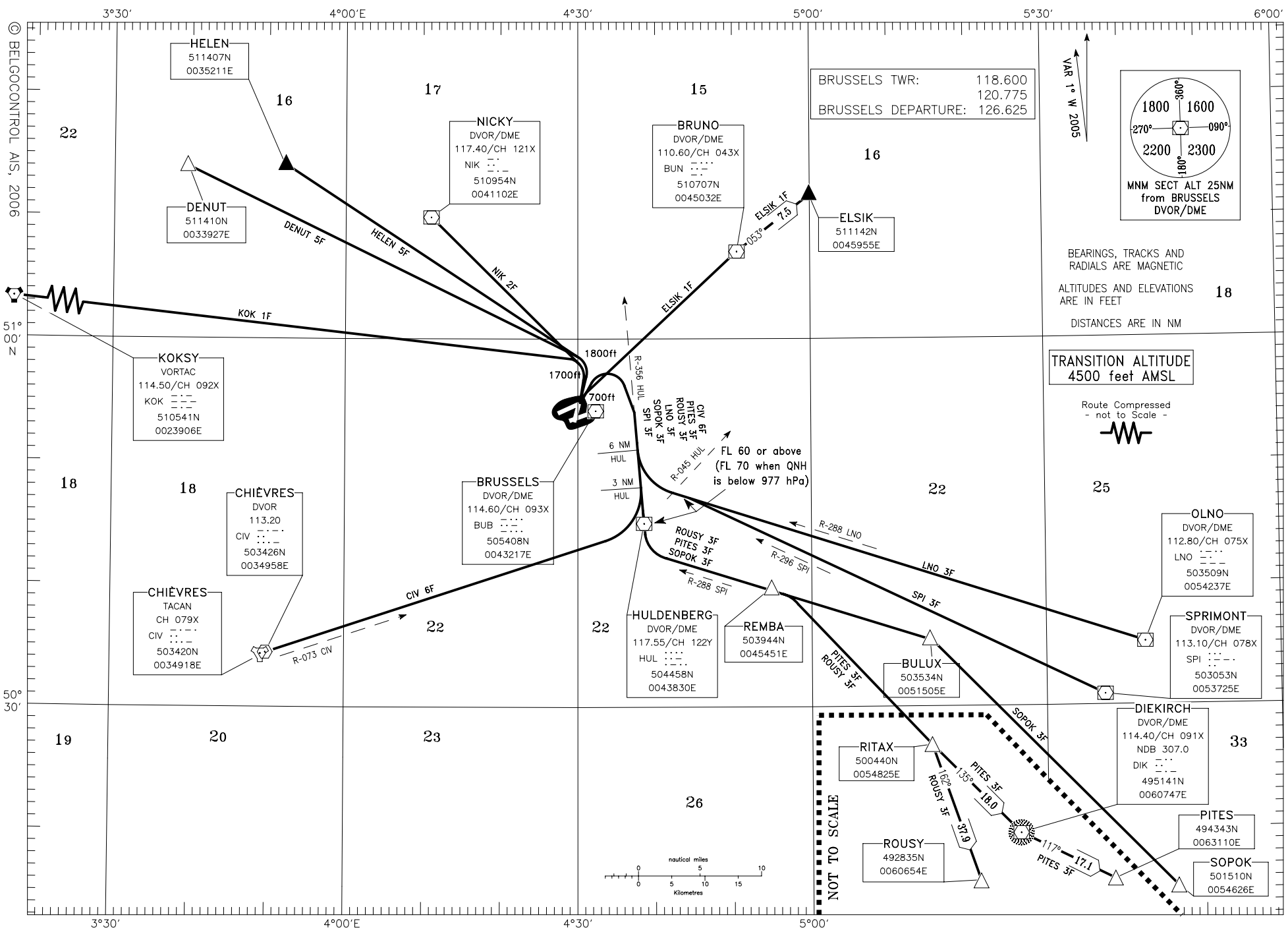
STANDARD DEPARTURE CHART – INSTRUMENT (SID) – ICAO

BRUSSELS/Brussels–National

RWY 02

LNO 3F SPI 3F SOPOK 3F PITES 3F
ROUSY 3F CIV 6F KOK 1F DENUT 5F
HELEN 5F NIK 2F ELSIK 1F

MODIFICATION: update of CIV 5F to CIV 6F.



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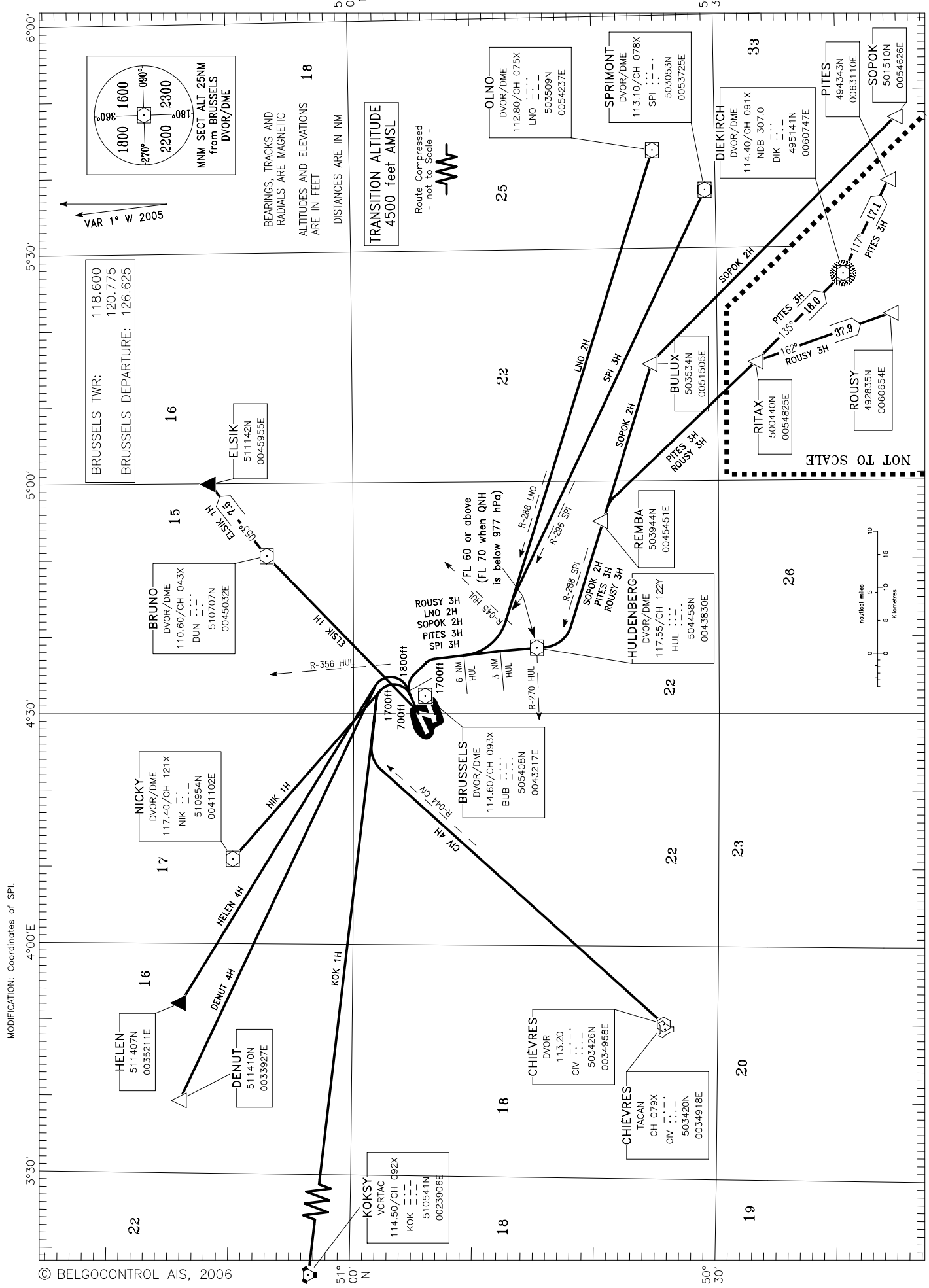
STANDARD DEPARTURE CHART – INSTRUMENT (SID) – ICAO

LNO 2H SPI 3H SOPOK 2H PITES 3H
ROUSY 3H CIV 4H KOK 1H
DENUT 4H HELEN 4H NIK 1H ELSIK 1H

BRUSSELS/Brussels–National
RWY 07L



MODIFICATION: Coordinates of SPI.

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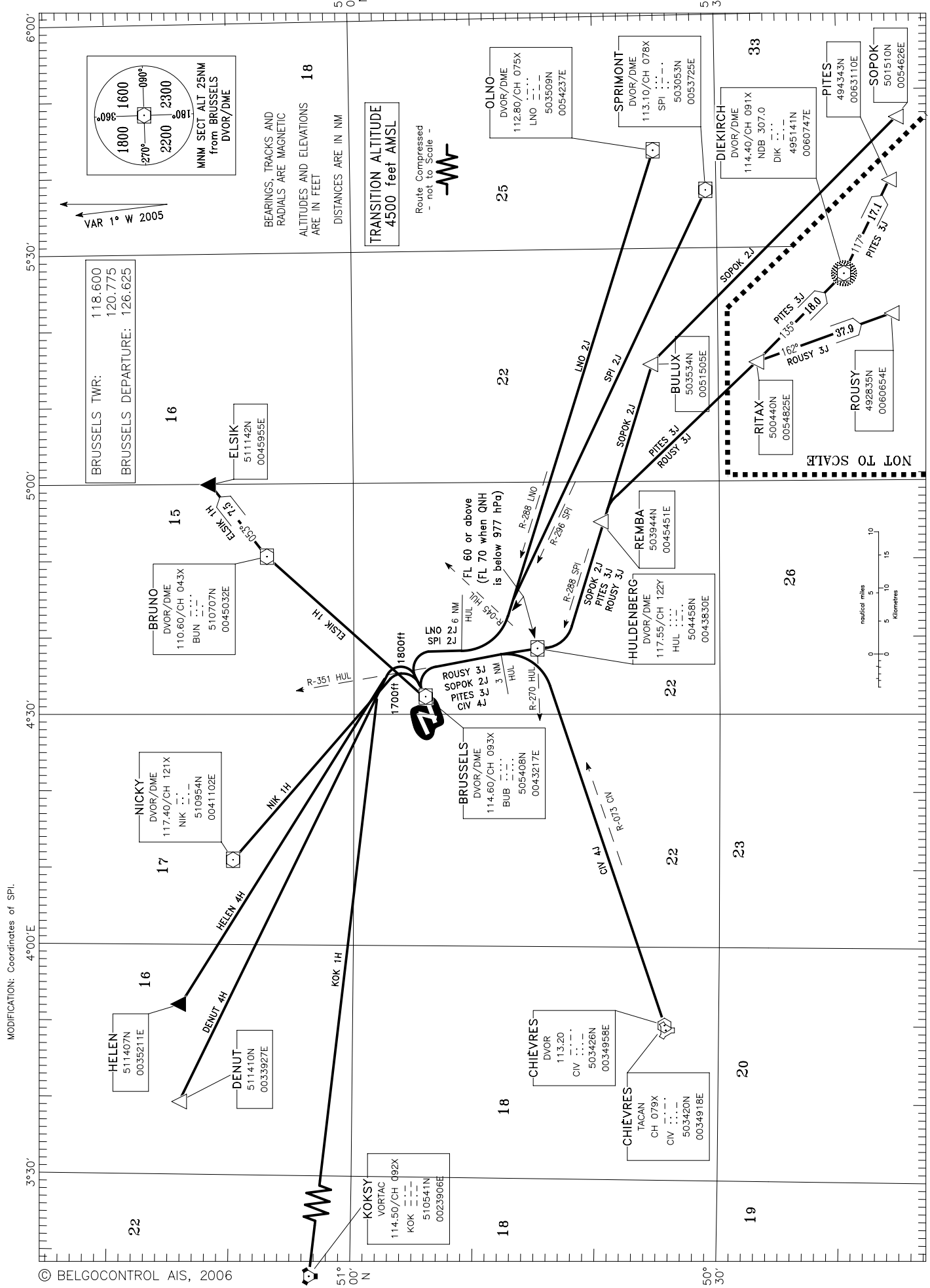
STANDARD DEPARTURE CHART – INSTRUMENT (SID) – ICAO

LNO 2J SPI 2J SOPOK 2J PITES 3J
ROUSY 3J CIV 4J KOK 2H
DENUT 4H HELEN 4H NIK 1H ELSIK 1H

BRUSSELS/Brussels–National

RWY 07R



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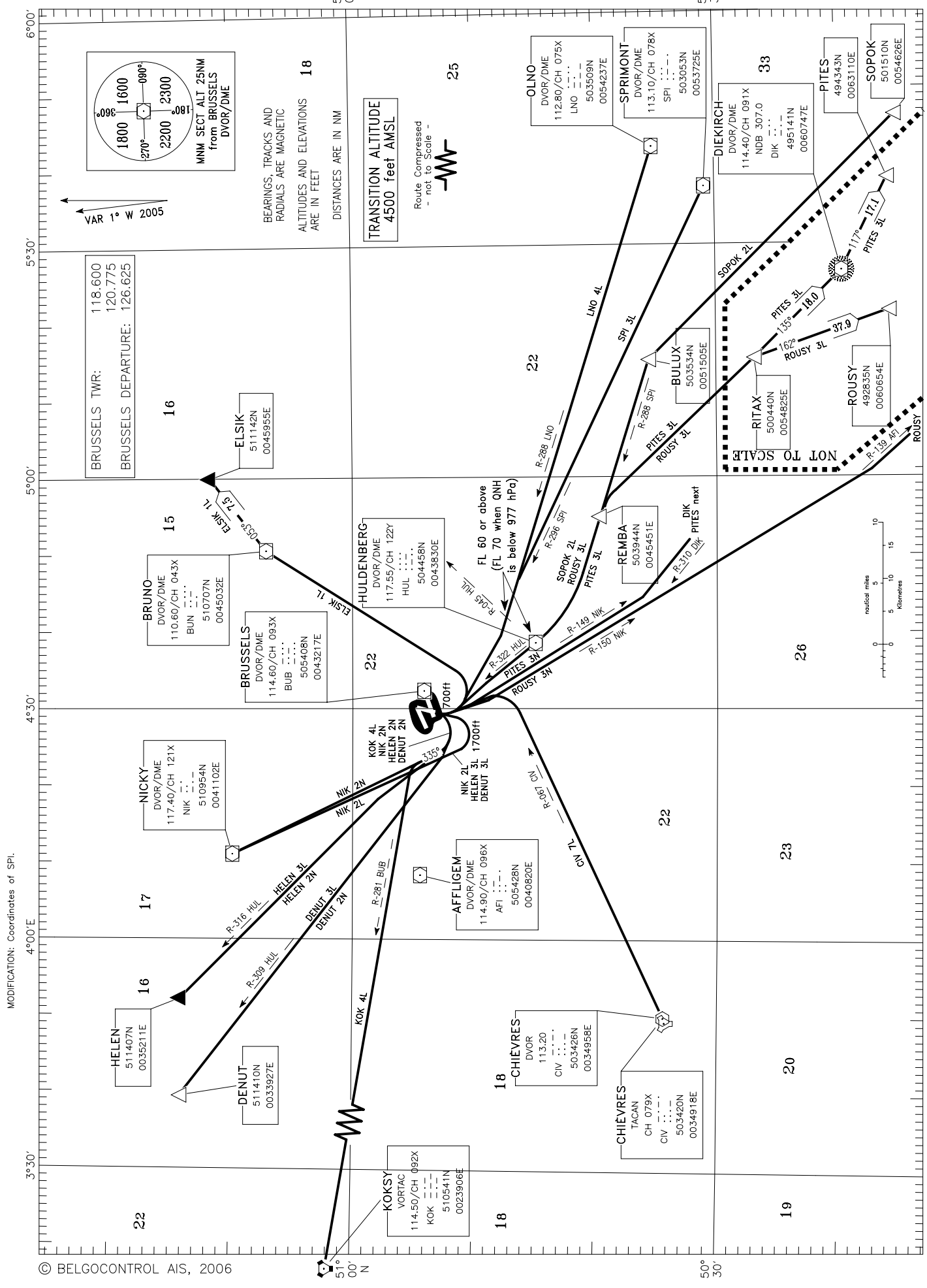
STANDARD DEPARTURE CHART – INSTRUMENT (SID) – ICAO

LNO 4L SPI 3L SOPOK 2L PITES 3L-3N
ROUSY 3L-3N CIV 7L KOK 4L DENUT 3L-2N
HELEN 3L-2N NIK 2L-2N ELSIK 1L

BRUSSELS/Brussels–National

RWY 20



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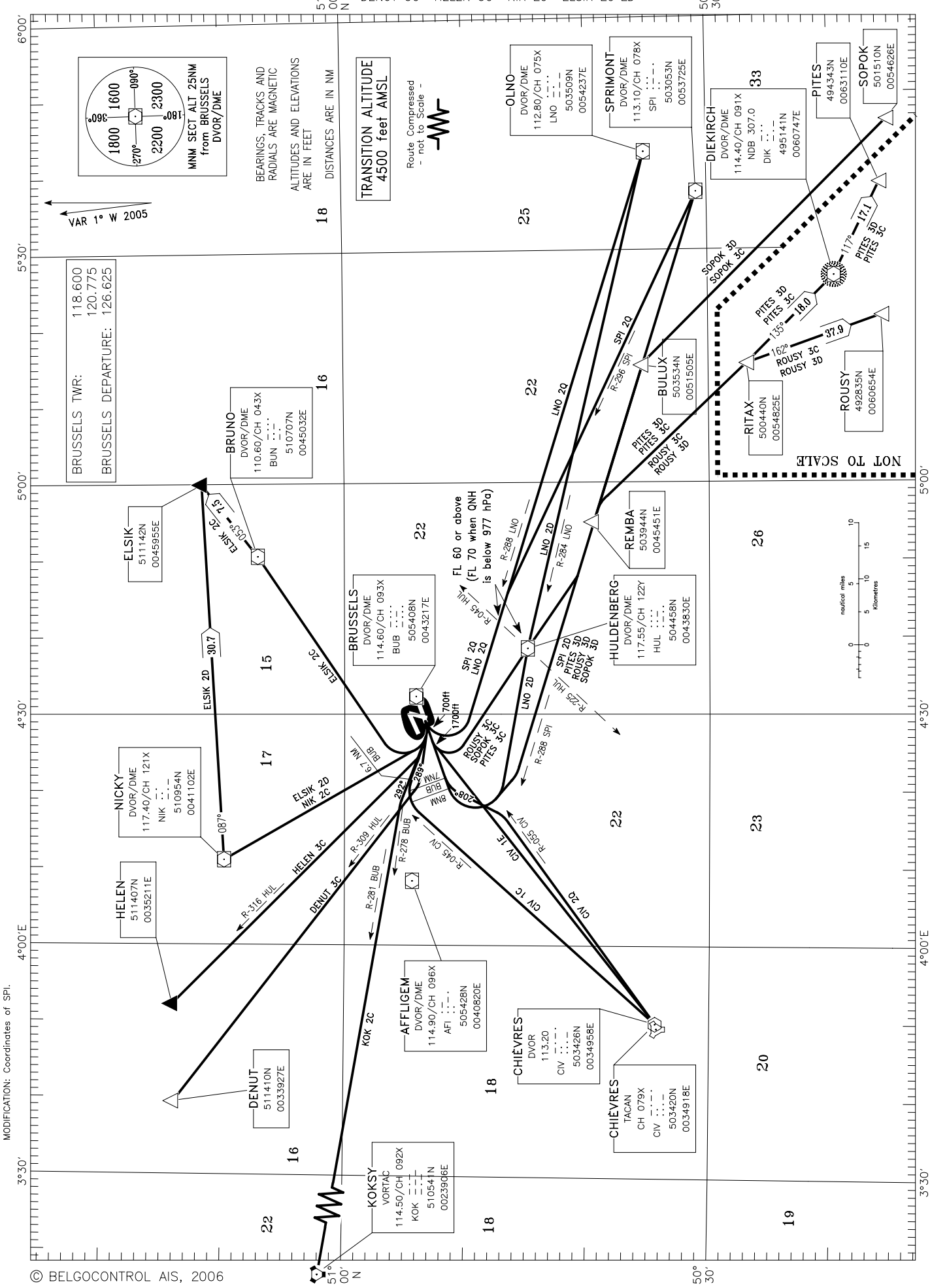
STANDARD DEPARTURE CHART – INSTRUMENT (SID) – ICAO

LNO 2D-2Q SPI 2D-2Q SOPOK 3C-3D PITES 3C-3D ROUSY 3C-3D CIV 1C-1E-2Q KOK 2C DENUT 3C HELEN 3C NIK 2C ELSIK 2C-2D

BRUSSELS/Brussels–National

RWY 25L



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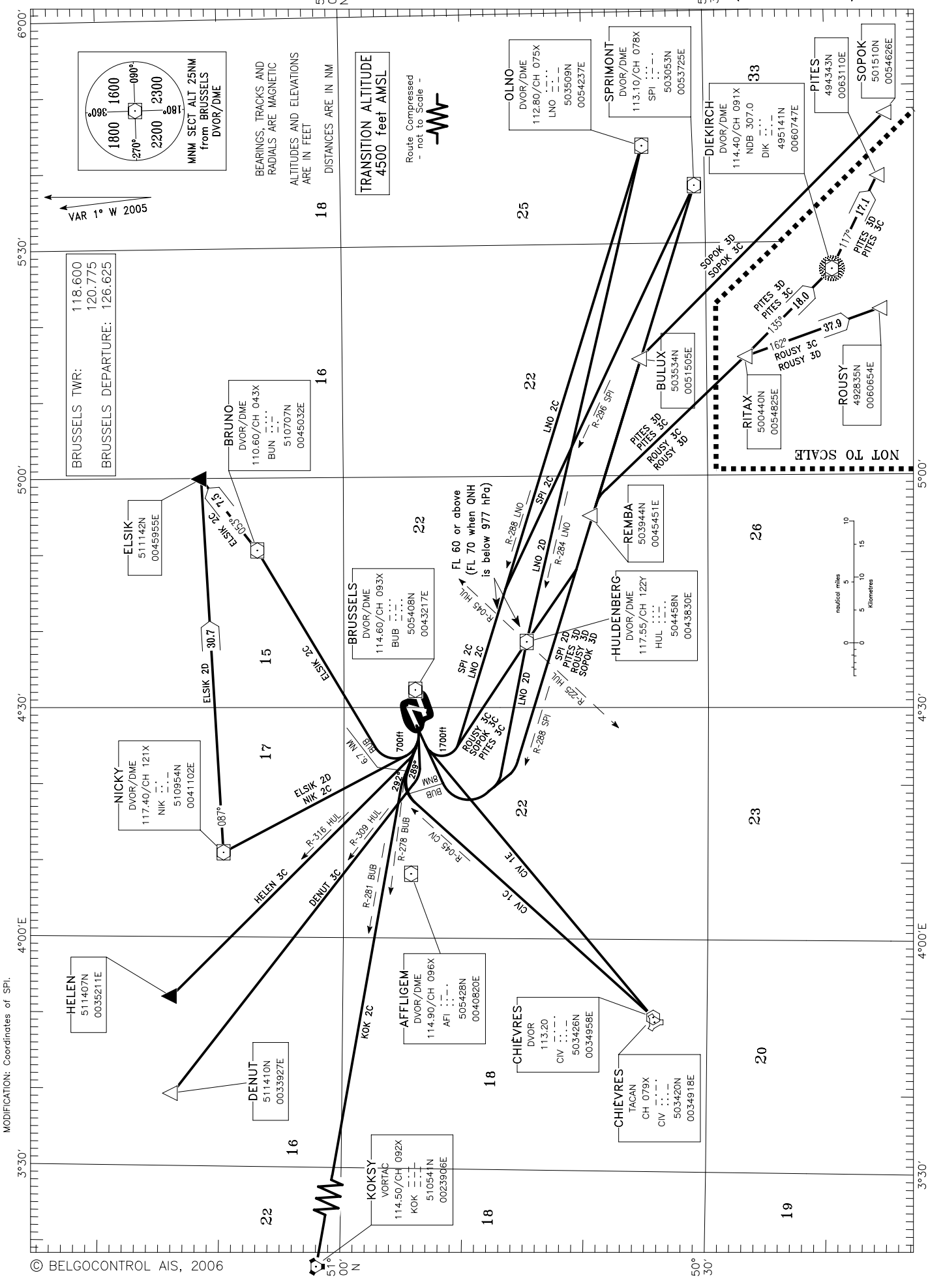
STANDARD DEPARTURE CHART – INSTRUMENT (SID) – ICAO

LNO 2C-2D SPI 2C-2D SOPOK 3C-3D
PITES 3C-3D ROUSY 3C-3D CIV 1C-1E KOK 2C
DENUT 3C HELEN 3C NIK 2C ELSIK 2C-2D

BRUSSELS/Brussels-National
RWY 25R
(0500 – 2159)



MODIFICATION: Coordinates of SPI.

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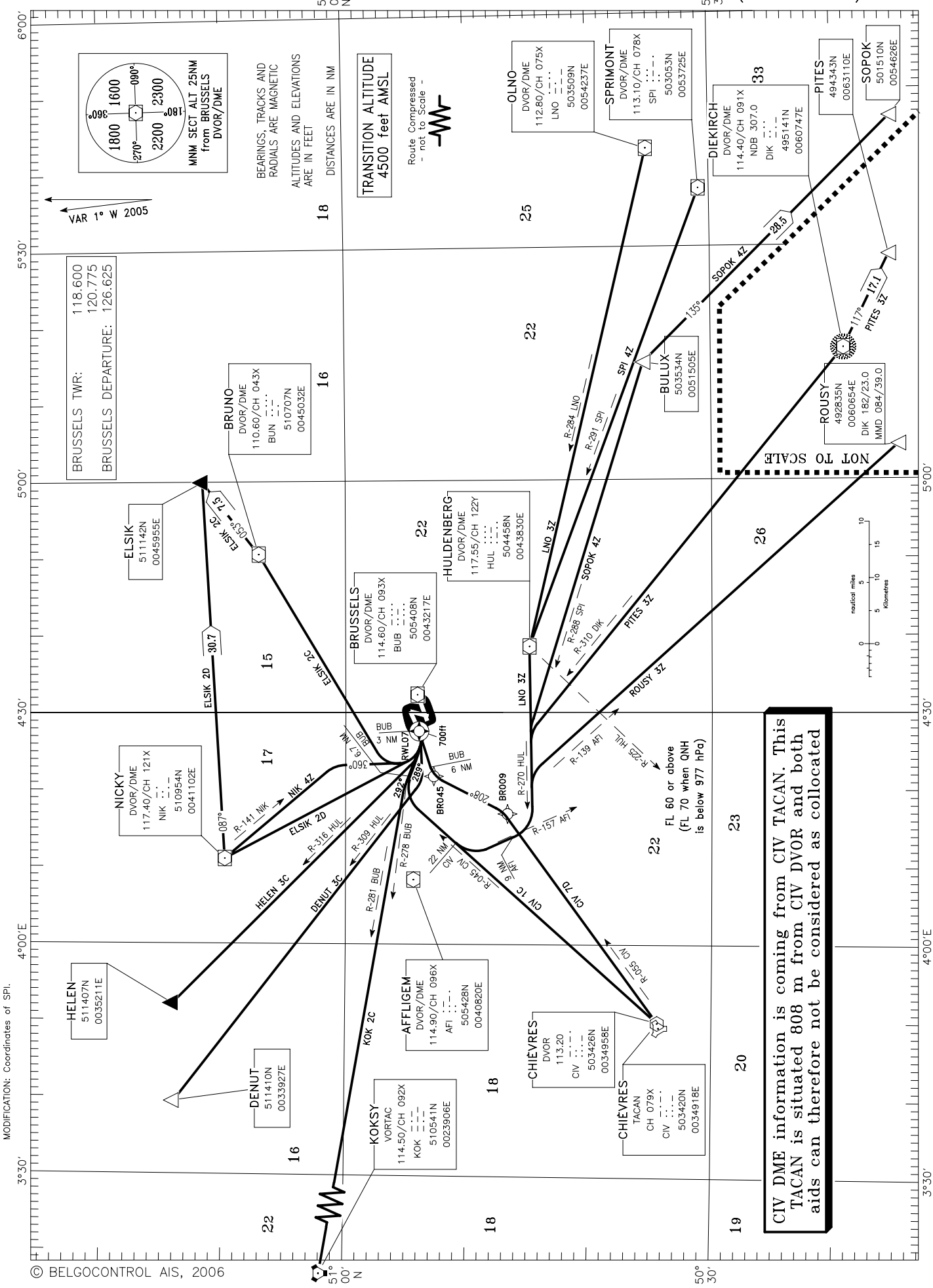
STANDARD DEPARTURE CHART – INSTRUMENT (SID) – ICAO

LNO 3Z SPI 4Z SOPOK 4Z PITES 3Z
ROUSY 3Z CIV 1C-7D KOK 2C DENUT 3C
HELEN 3C NIK 4Z ELSIK 2C-2D

BRUSSELS/Brussels–National RWY 25R (2200 – 0459)



MODIFICATION: Coordinates of SPI.

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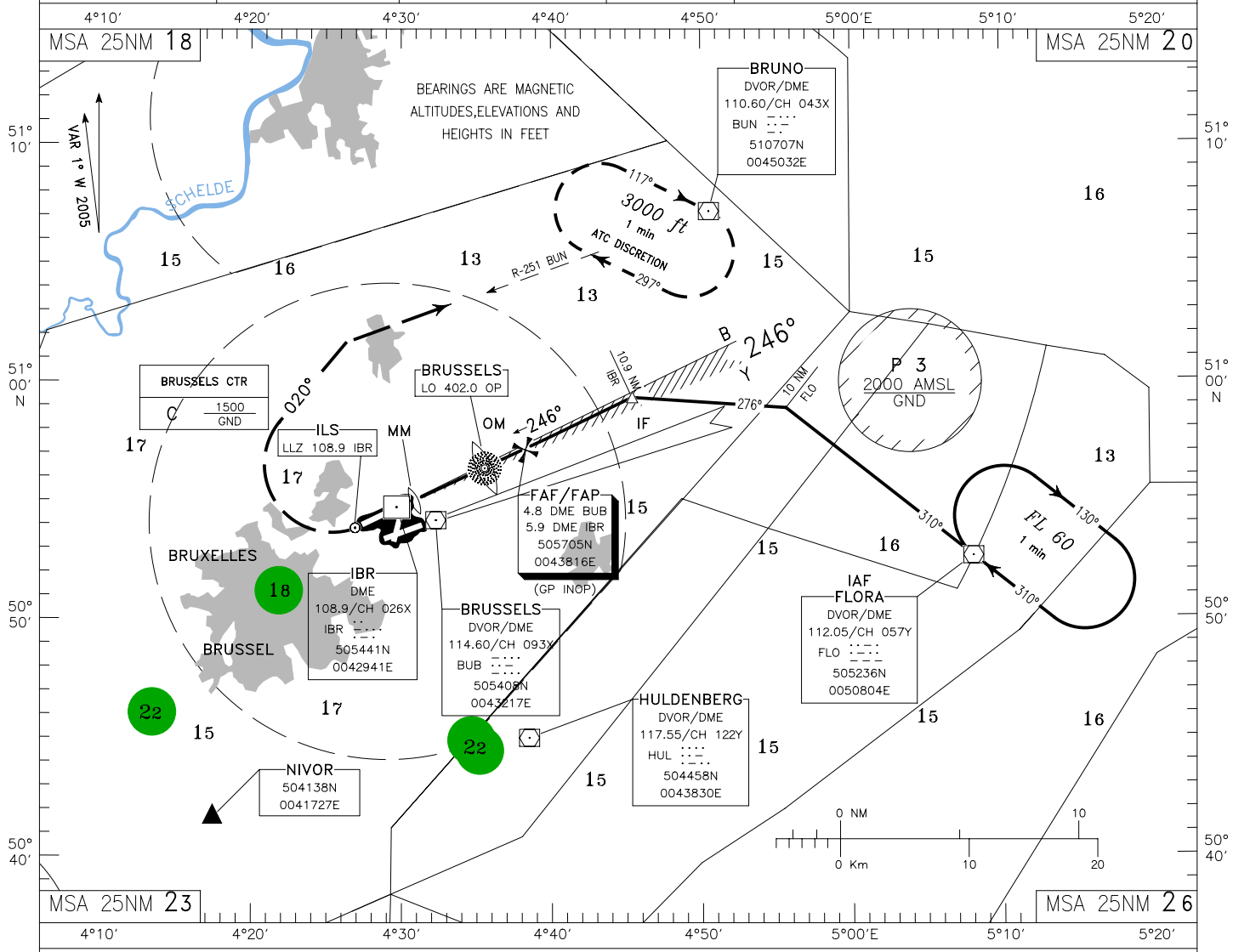
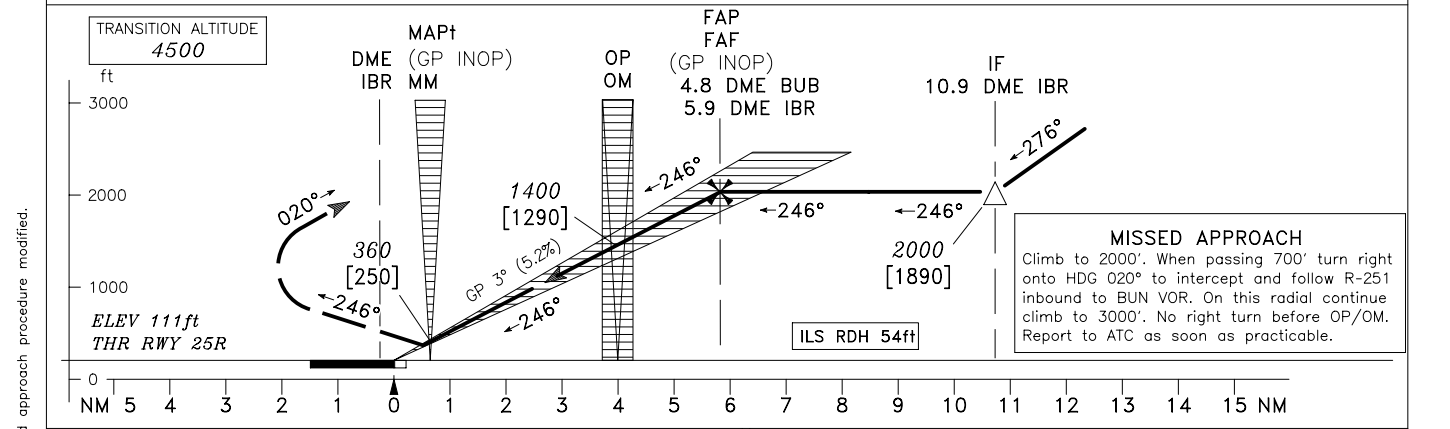
INSTRUMENT
APPROACH
CHART–ICAO

AD ELEV 184
OCH RELATED TO
THR 25R *ELEV 111*

BRUSSELS/Brussels–National
BELGIUM
ILS or LLZ RWY 25R
IAF FLO

BRUSSELS Radar	BRUSSELS Tower	BRUSSELS Arrival	Emerg.	ATIS
120.100	118.600 120.775	118.250 120.100	121.500 243.000	114.900(AFI) 112.050(FLO) 132.475 110.600(BUN) 114.600(BUB)





MODIFICATION: missed approach procedure modified.

OCA (OCH)					
CAT of ACFT		A	B	C	D
Straight-in	ILS CAT I	311 (200)	311 (200)	311 (200)	311 (200)
	ILS CAT II	160 (49)	170 (59)	183 (72)	196 (85)
	LLZ	540 (430)	540 (430)	540 (430)	540 (430)

FAF to MAPt-5.14NM							
Speed(GS)	Kt	70	90	120	150	180	
Rate of descent	ft/min	375	480	640	800	960	
DME IBR		1.0	2.0	3.0	4.0	5.0	5.9
Altitude (Height)		430 (320)	750 (640)	1070 (960)	1380 (1270)	1700 (1590)	2000 (1890)

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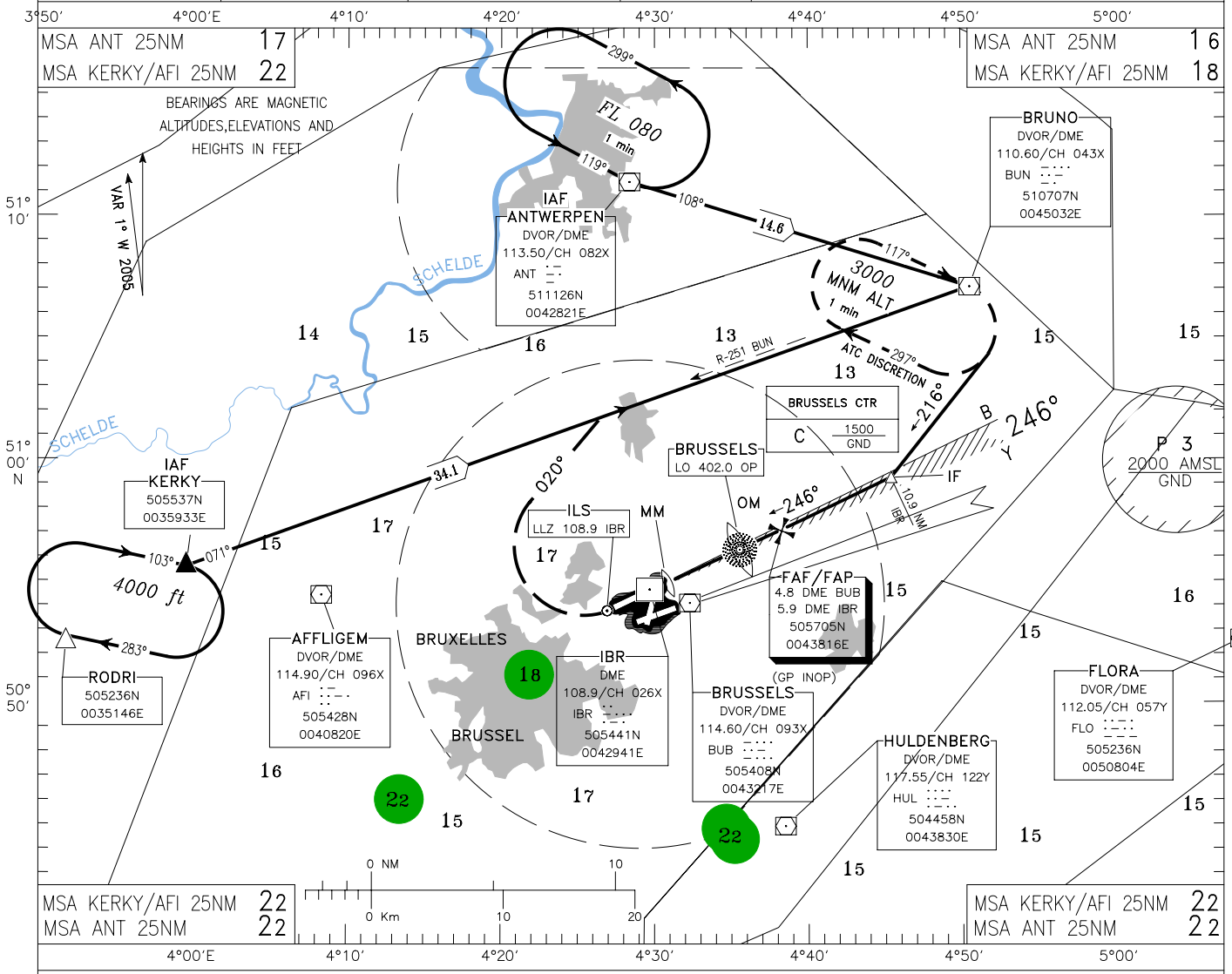
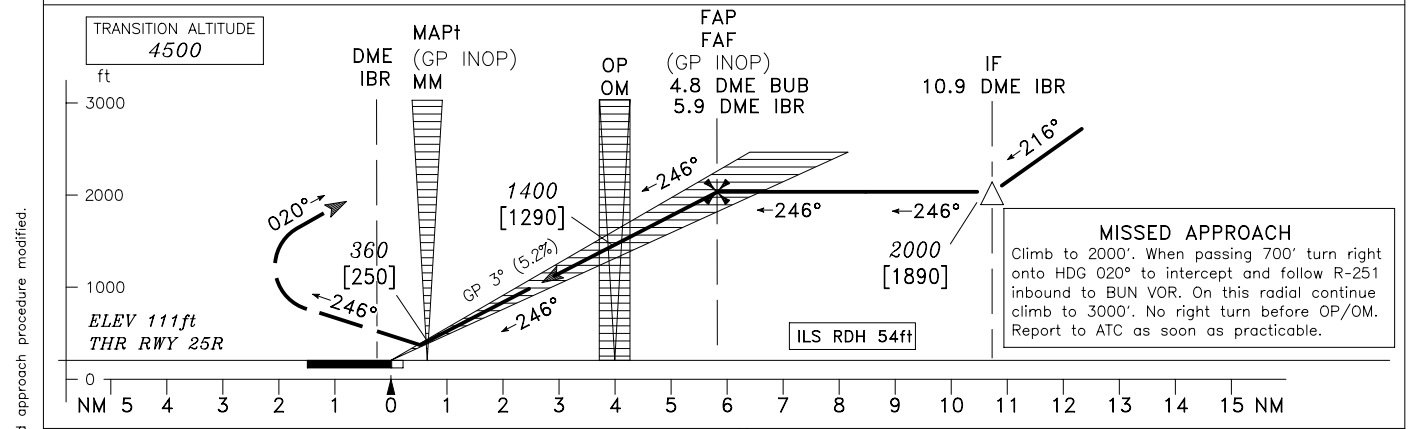
INSTRUMENT
APPROACH
CHART–ICAO

AD ELEV 184
OCH RELATED TO
THR 25R *ELEV 111*

BRUSSELS/Brussels–National
BELGIUM
ILS or LLZ RWY 25R
IAF ANT/KERKY

BRUSSELS Radar	BRUSSELS Tower	BRUSSELS Arrival	Emerg.	ATIS
120.100	118.600 120.775	118.250 120.100	121.500 243.000	114.900(AFI) 112.050(FLO) 132.475 110.600(BUN) 114.600(BUB)





MODIFICATION: missed approach procedure modified.

OCA (OCH)					
CAT of ACFT		A	B	C	D
Straight-in	ILS CAT I	311 (200)	311 (200)	311 (200)	311 (200)
	ILS CAT II	160 (49)	170 (59)	183 (72)	196 (85)
	LLZ	540 (430)	540 (430)	540 (430)	540 (430)

FAF to MAPt-5.14NM							
Speed(GS)	Kt	70	90	120	150	180	
Rate of descent	ft/min	375	480	640	800	960	
DME IBR		1.0	2.0	3.0	4.0	5.0	5.9
Altitude (Height)		430 (320)	750 (640)	1070 (960)	1380 (1270)	1700 (1590)	2000 (1890)

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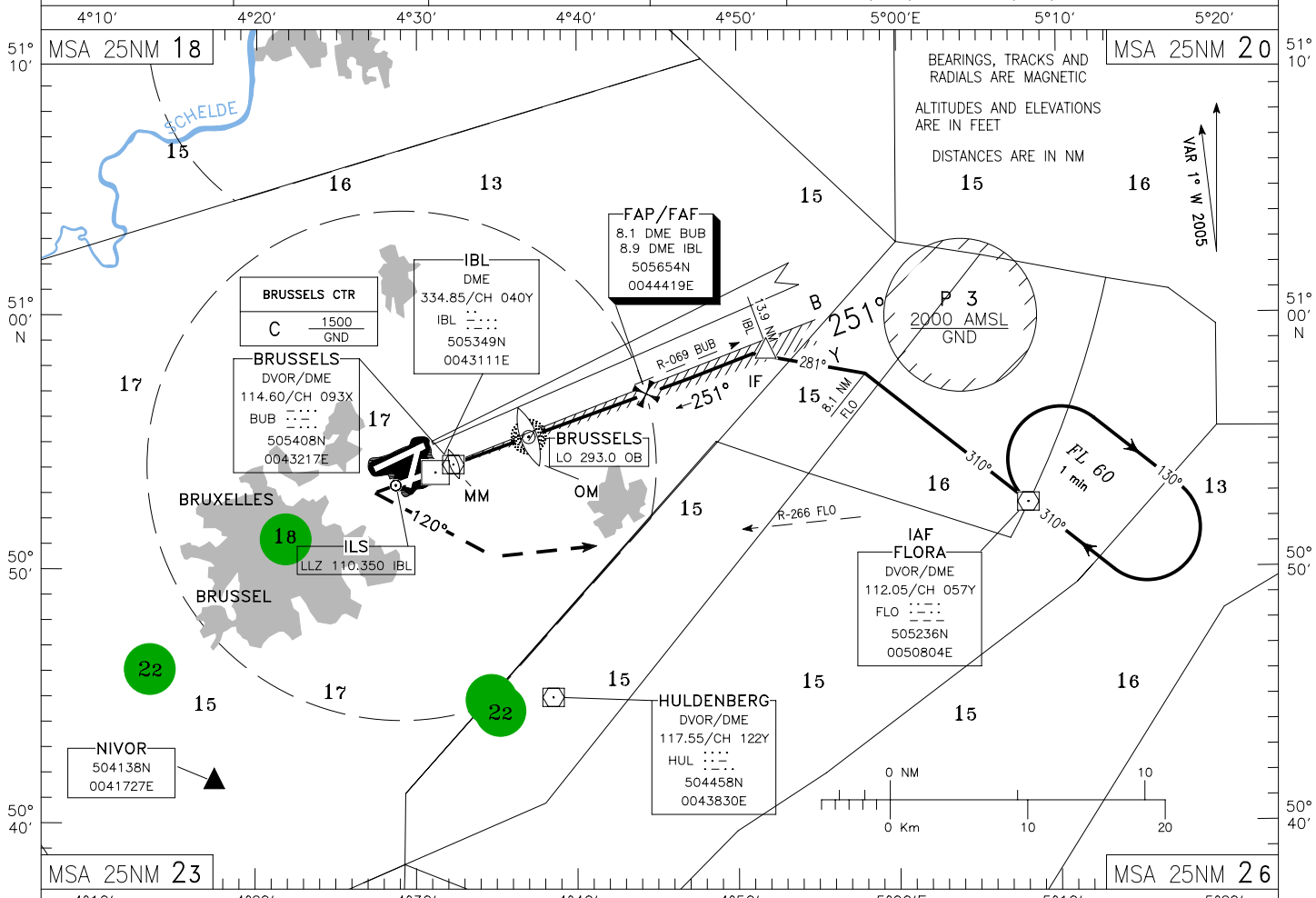
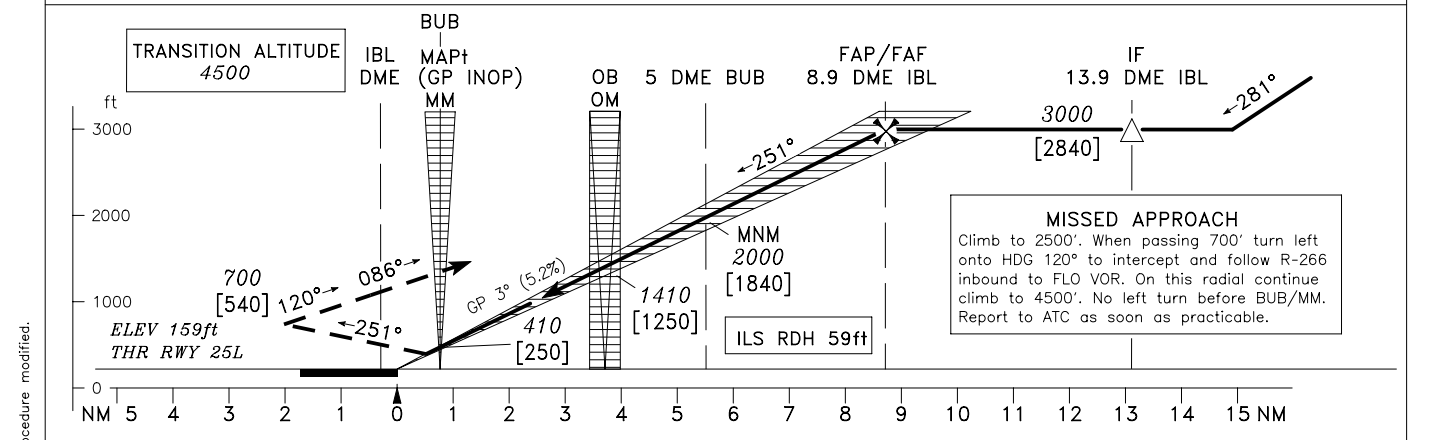
INSTRUMENT APPROACH CHART–ICAO

AD ELEV 184
OCH RELATED TO
THR 25L *ELEV 159*

BRUSSELS/Brussels–National
BELGIUM
ILS or LLZ RWY 25L
IAF FLO

BRUSSELS Radar	BRUSSELS Tower	BRUSSELS Arrival	Emerg.	ATIS
120.100	118.600 120.775	118.250 120.100	121.500 243.000	114.900(AFI) 112.050(FLO) 132.475 110.600(BUN) 114.600(BUB)





MODIFICATION: missed approach procedure modified.

OCA (OCH)

CAT of ACFT		A	B	C	D
Straight-in	ILS CAT I	359 (200)	359 (200)	359 (200)	359 (200)
	ILS CAT II	229 (70)	246 (87)	258 (99)	272 (113)
	LLZ	560 (400)	560 (400)	560 (400)	560 (400)

FAF to MAPt-8.10NM

Speed(GS)	Kt	70	90	120	150	180
Rate of descent	ft/min	375	480	640	800	960

DME IBL	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.9
DIST.THR									
ALTITUDE (Height)	480 (320)	800 (640)	1120 (960)	1440 (1280)	1750 (1600)	2070 (1910)	2390 (2230)	2700 (2550)	3000 (2840)

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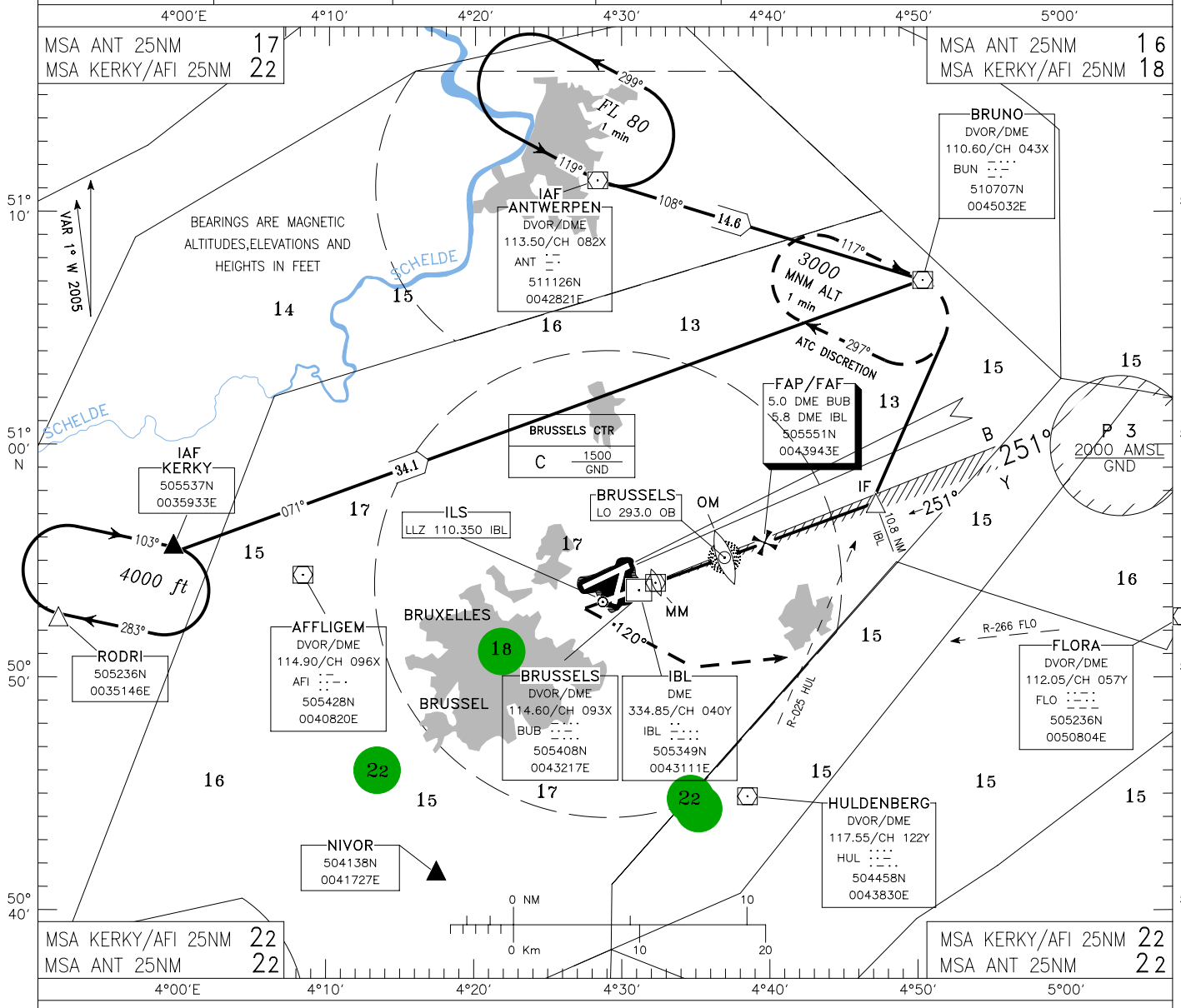
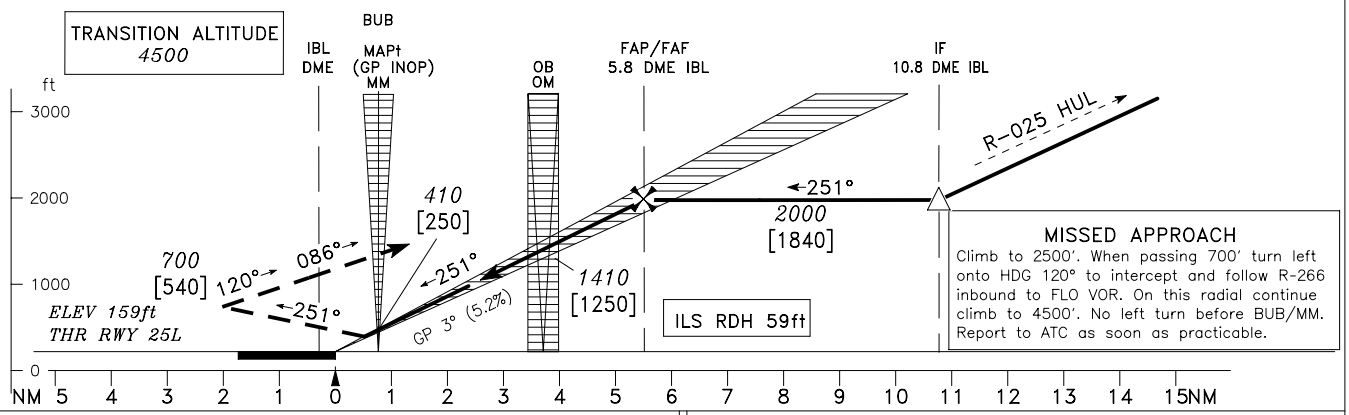
INSTRUMENT APPROACH CHART–ICAO

AD ELEV 184
OCH RELATED TO THR 25L *ELEV 159*

BRUSSELS/Brussels–National
BELGIUM
ILS or LLZ RWY 25L
IAF KERKY / ANT

BRUSSELS Radar	BRUSSELS Tower	BRUSSELS Arrival	Emerg.	ATIS
120.100	118.600 120.775	118.250 120.100	121.500 243.000	114.900(AFI) 112.050(FLO) 132.475 110.600(BUN) 114.600(BUB)





MODIFICATION: missed approach procedure modified.

OCA (OCH)

CAT of ACFT		A	B	C	D
Straight-in	ILS CAT I	359 (200)	359 (200)	359 (200)	359 (200)
	ILS CAT II	229 (70)	246 (87)	258 (99)	272 (113)
	LLZ	560 (400)	560 (400)	560 (400)	560 (400)

FAF to MAPt-5.00NM

Speed(GS)	Kt	70	90	120	150	180
Rate of descent	ft/min	375	480	640	800	960

DME IBL	1.0	2.0	3.0	4.0	5.0	5.8
DIST.THR						
ALTITUDE (Height)	480 (320)	800 (640)	1120 (960)	1440 (1280)	1750 (1600)	2000 (1840)

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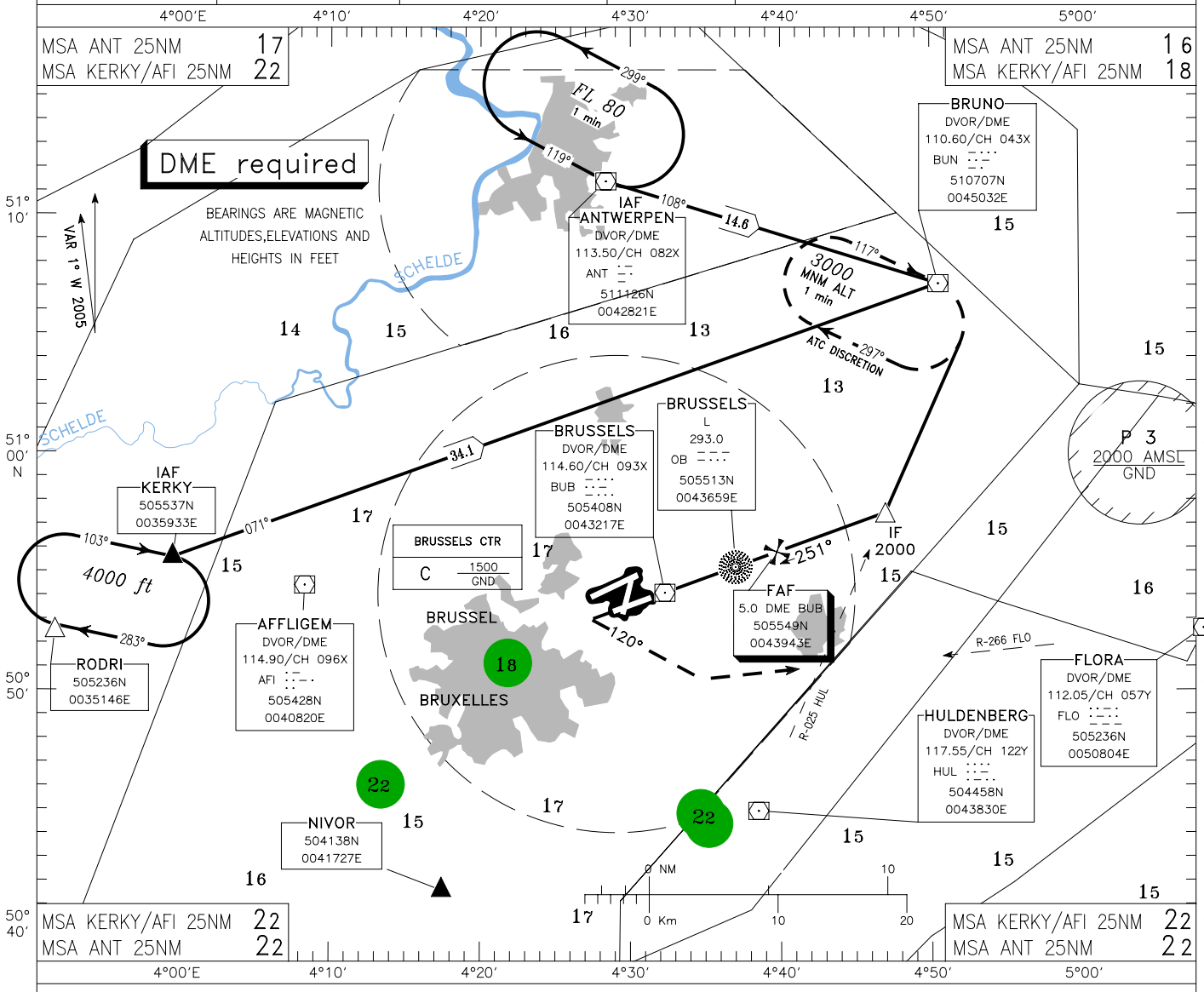
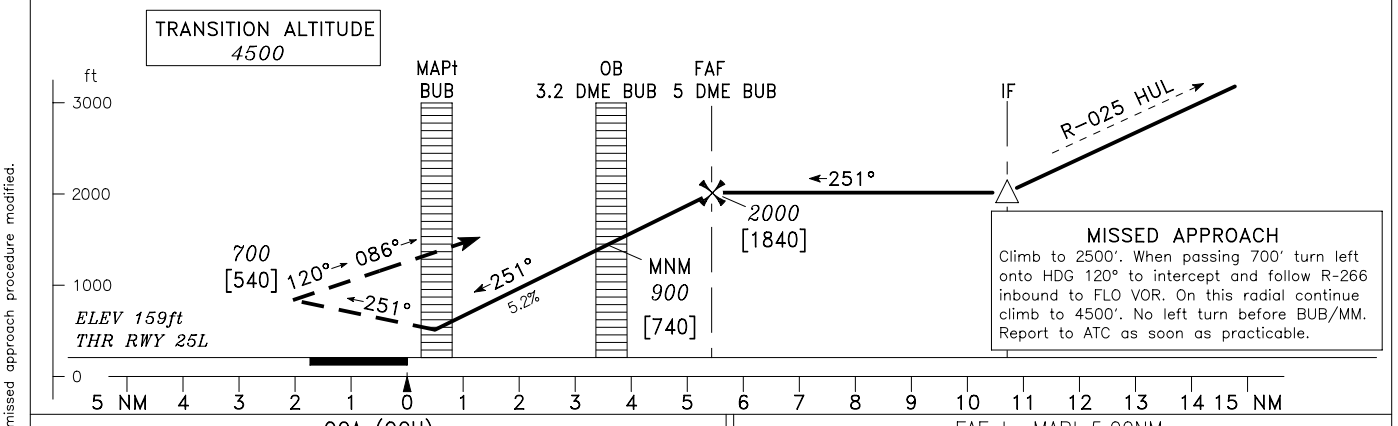
INSTRUMENT
APPROACH
CHART–ICAO

AD ELEV 184
OCH RELATED TO
THR 25L *ELEV 159*

BRUSSELS/Brussels–National
BELGIUM
VOR RWY 25L
IAF KERKY / ANT

BRUSSELS Radar	BRUSSELS Tower	BRUSSELS Arrival	Emerg.	ATIS		
120.100	118.600 120.775	118.250 120.100	121.500 243.000	114.900(AFI) 110.600(BUN)	112.050(FLO) 114.600(BUB)	132.475





MODIFICATION: missed approach procedure modified.

OCA (OCH)				
CAT of ACFT	A	B	C	D
Straight-in	560 (400)	560 (400)	560 (400)	560 (400)

FAF to MAPt-5.00NM							
Speed(GS)	Kt	70	90	120	150	180	
Rate of descent	ft/min	375	480	640	800	960	

PROCEDURE ALTITUDES (HEIGHTS)						
DME BUB	5	4	3	2	1	0
DIST.THR	5.6	4.6	3.6	2.6	1.6	0.6
ALTITUDE (HEIGHT)	2000 (1840)	1670 (1520)	1350 (1200)	1040 (880)	720 (560)	560 (400)

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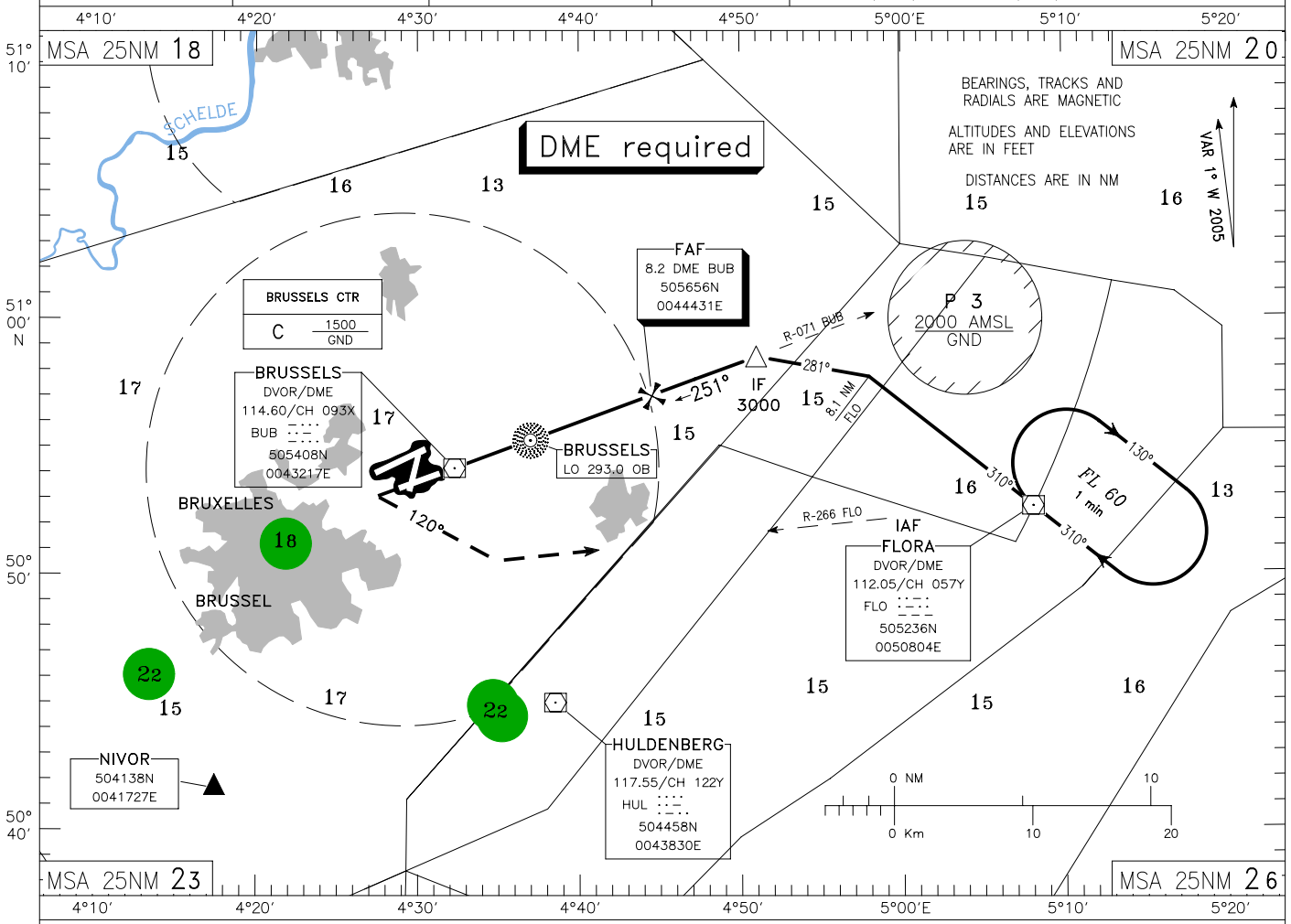
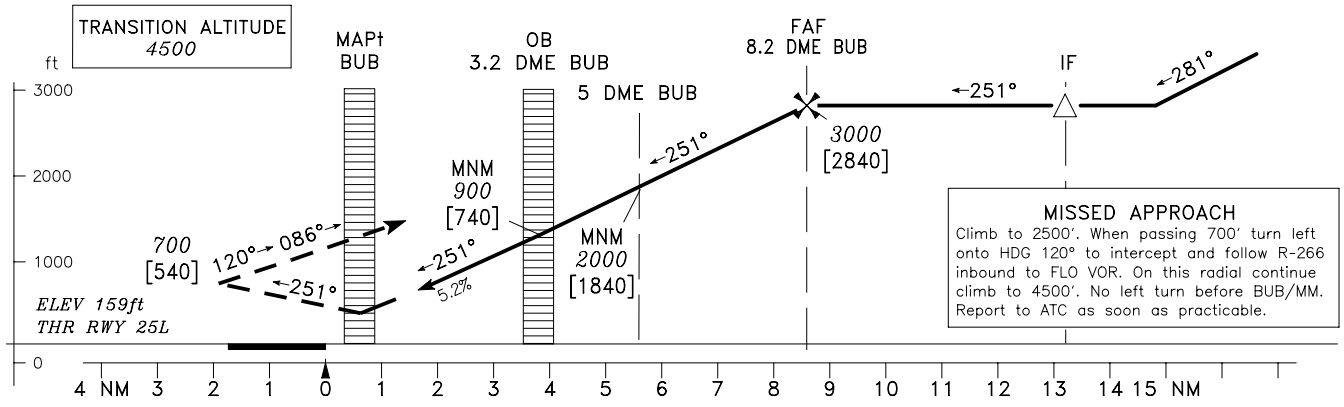
INSTRUMENT APPROACH CHART–ICAO

AD ELEV 184
OCH RELATED TO
THR 25L *ELEV 159*

BRUSSELS/Brussels–National
BELGIUM
VOR RWY 25L
IAF FLO

BRUSSELS Radar	BRUSSELS Tower	BRUSSELS Arrival	Emerg.	ATIS
120.100	118.600 120.775	118.250 120.100	121.500 243.000	114.900(AFI) 112.050(FLO) 132.475 110.600(BUN) 114.600(BUB)





MODIFICATION: missed approach procedure modified.

OCA (OCH)				
CAT of ACFT	A	B	C	D
Straight-in	560 (400)	560 (400)	560 (400)	560 (400)

FAF to MAPt-8.20NM							
Speed(GS)	Kt	70	90	120	150	180	
Rate of descent	ft/min	375	480	640	800	960	

PROCEDURE ALTITUDES (HEIGHTS)								
DME BUB	5	4	3	2	1	0		
DIST.THR	5.6	4.6	3.6	2.6	1.6	0.6		
ALTITUDE (HEIGHT)	2000 (1840)	1670 (1520)	1350 (1200)	1040 (880)	720 (560)	560 (400)		

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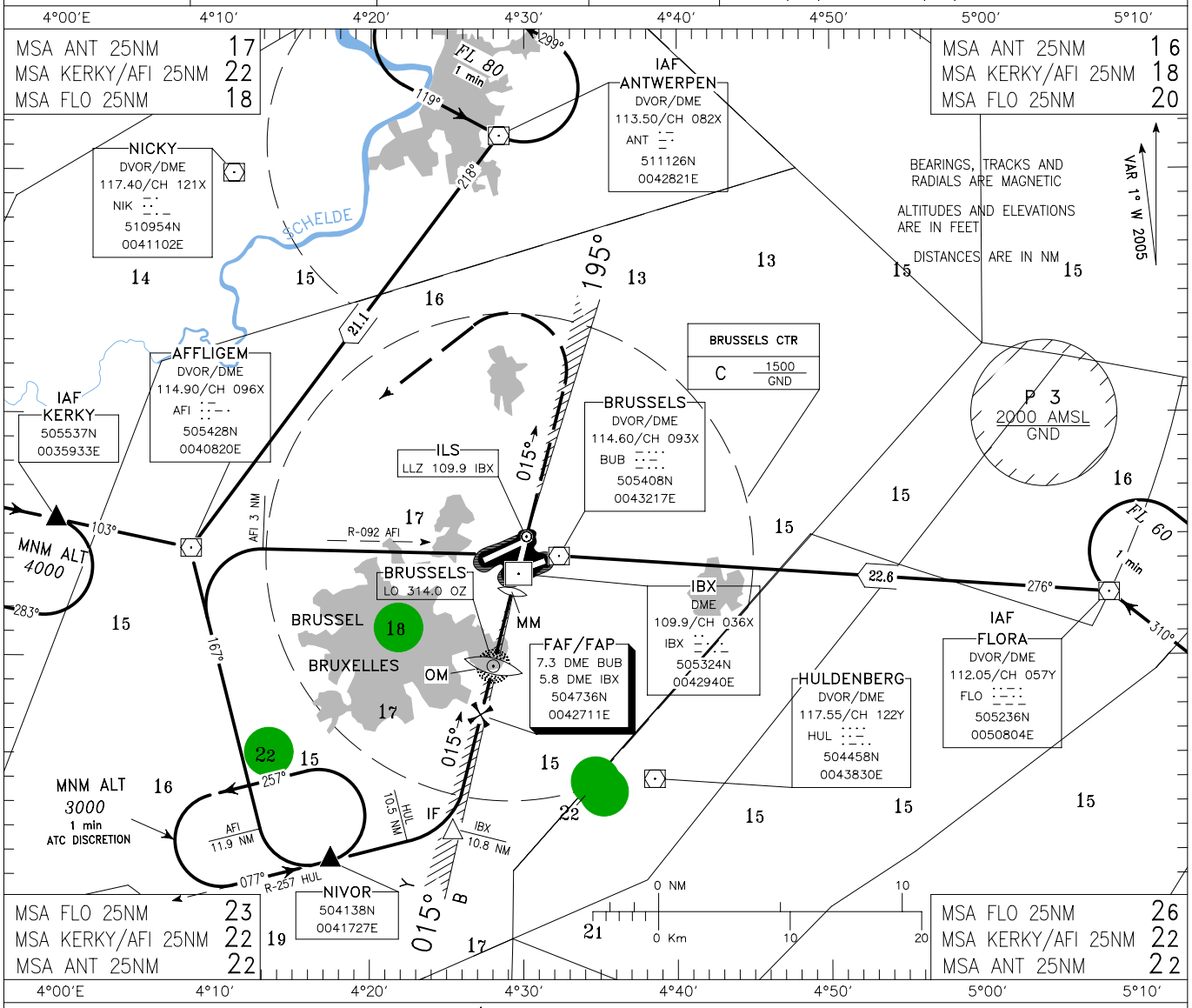
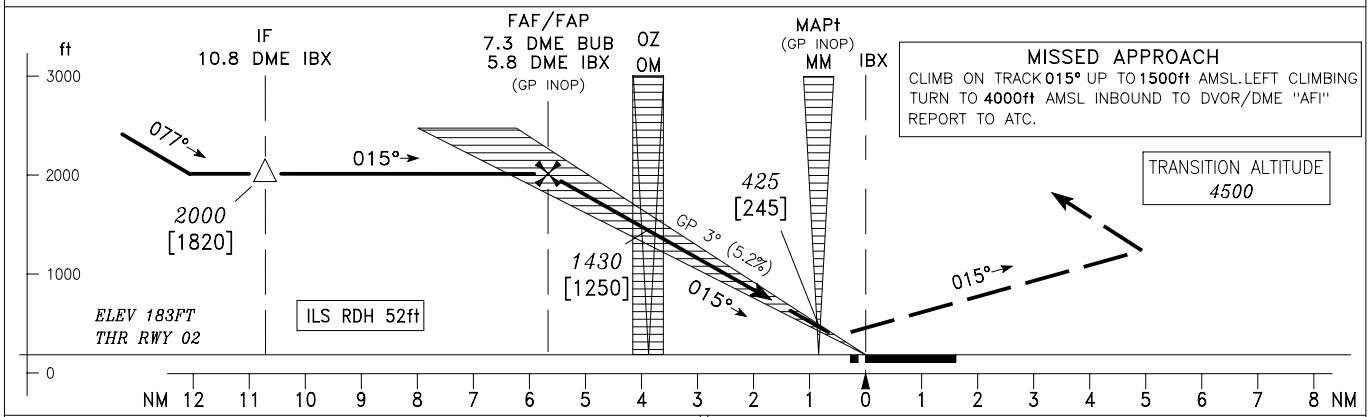
INSTRUMENT APPROACH CHART–ICAO

AD ELEV 184
OCH RELATED TO
THR 02 *ELEV 183*

BRUSSELS/Brussels–National
BELGIUM
ILS or LLZ RWY 02

BRUSSELS Radar	BRUSSELS Tower	BRUSSELS Arrival	Emerg.	ATIS		
120.100	118.600 120.775	118.250 120.100	121.500 243.000	114.900(AFI) 110.600(BUN)	112.050(FLO) 114.600(BUB)	132.475





MODIFICATION: FAF/FAP label modified.

OCA (OCH)					
CAT of ACFT		A	B	C	D
Straight-in	ILS CAT I	383 (200)	383 (200)	383 (200)	383 (200)
	ILS CAT II				
	LLZ	640 (460)	640 (460)	640 (460)	640 (460)

FAF to MAPt-5.24NM							
Speed(GS)	Kt	70	90	120	150	180	
Rate of descent	ft/min	375	480	640	800	960	
DME IBX		1.0	2.0	3.0	4.0	5.0	5.8
Altitude		470	780	1100	1420	1740	2000
(Height)		(280)	(600)	(920)	(1230)	(1550)	(1820)

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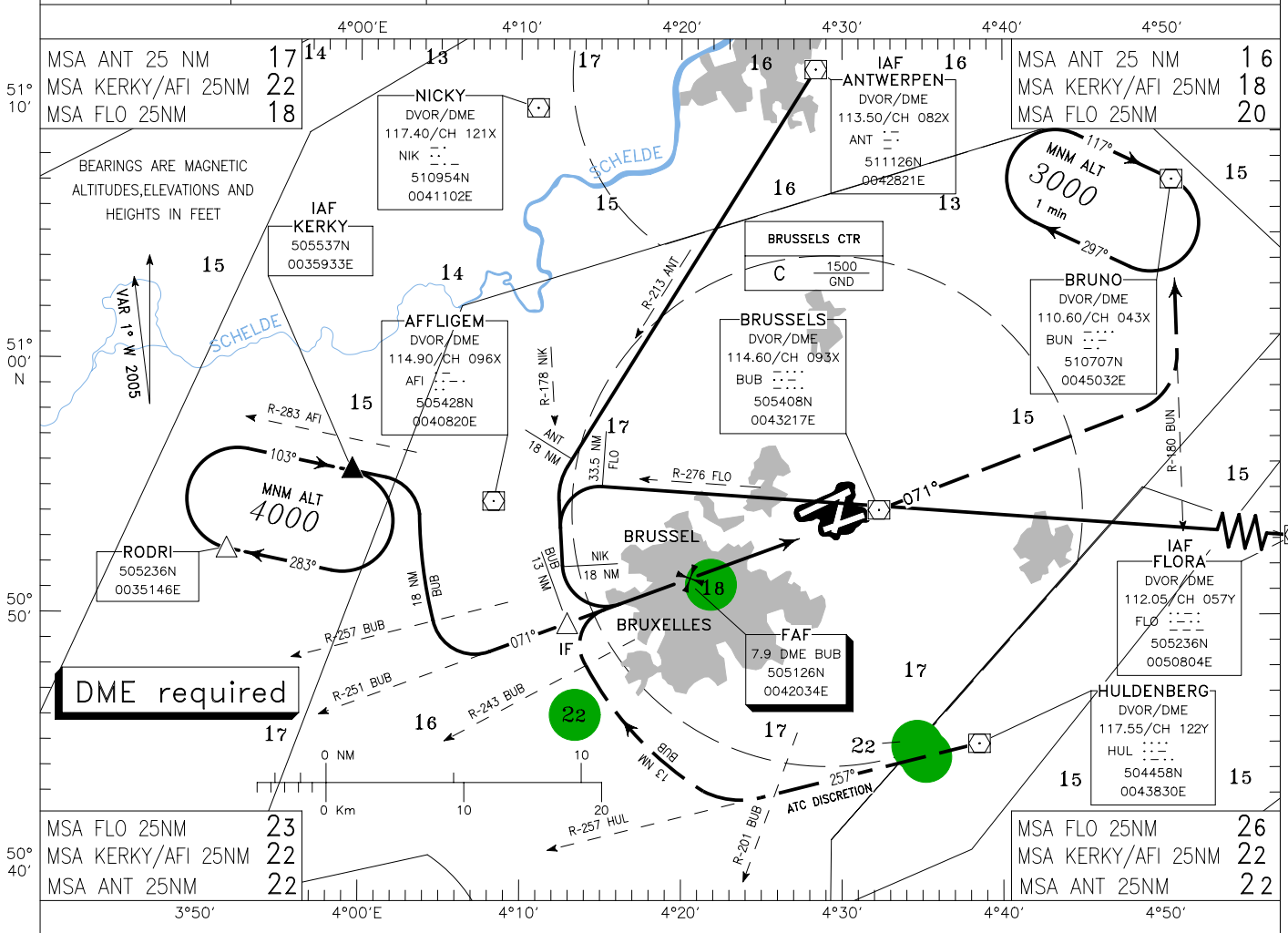
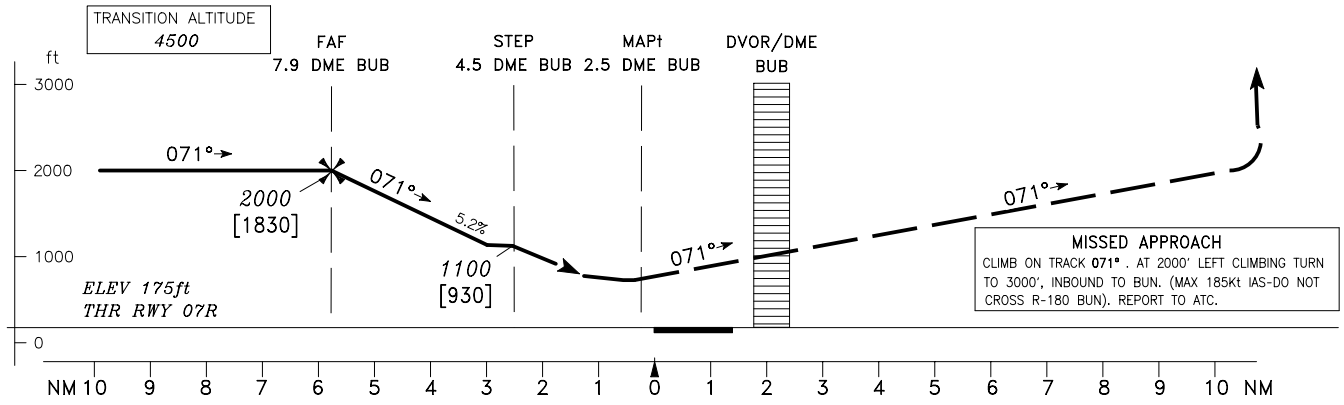
INSTRUMENT APPROACH CHART–ICAO

AD ELEV 184
OCH RELATED TO
THR 07R *ELEV 175*

BRUSSELS/Brussels–National
BELGIUM
VOR RWY 07R

BRUSSELS Radar	BRUSSELS Tower	BRUSSELS Arrival	Emerg.	ATIS
120.100	118.600 120.775	118.250 120.100	121.500 243.000	114.900(AFI) 112.050(FLO) 132.475 110.600(BUN) 114.600(BUB)





MODIFICATION: OCA/OCH and FAF modified.

OCA (OCH)				
CAT of ACFT	A	B	C	D
Straight-in	560 (390)	560 (390)	560 (390)	560 (390)
WITHOUT STEP	1100 (920)	1100 (920)	1100 (920)	1100 (920)

FAF to MAPt-5.40NM							
Speed(GS)	Kt	70	90	120	150	180	
Rate of descent	ft/min	375	480	640	800	960	

PROCEDURE ALTITUDES (HEIGHTS)								
DME BUB	7.9	7	6	5	4.5	4	3	2.5
DIST.THR	5.6	4.7	3.7	2.7	2.2	1.7	0.7	0.2
ALTITUDE (HEIGHT)	2000 (1830)	1680 (1510)	1360 (1190)	1100 (920)	1100 (920)	940 (770)	620 (450)	560 (390)

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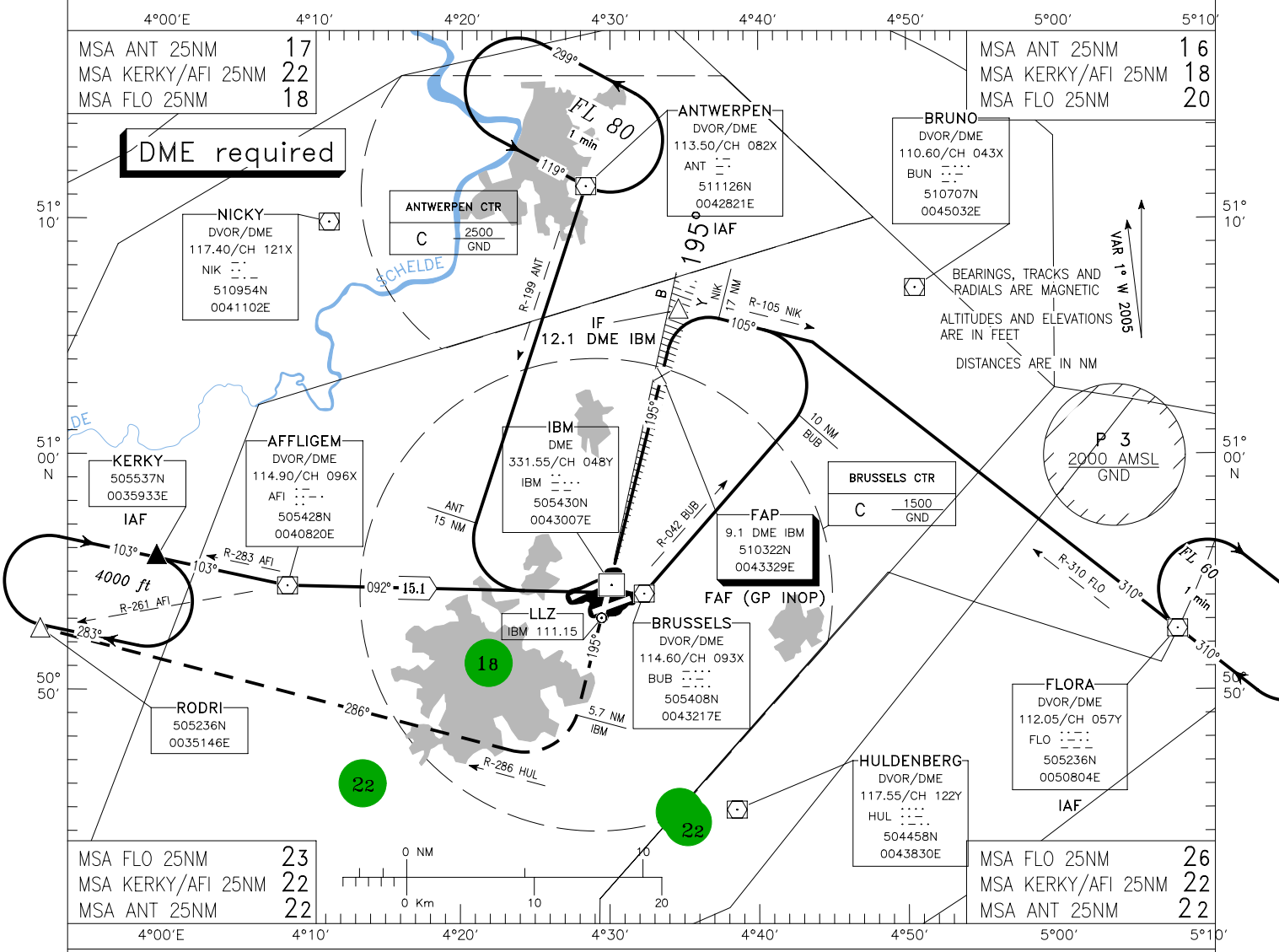
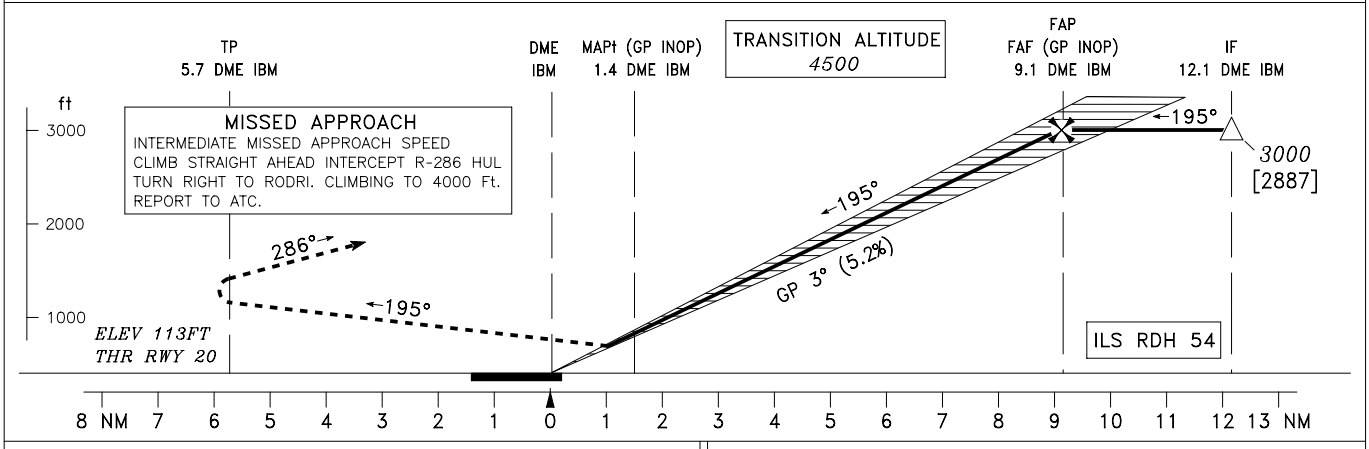
INSTRUMENT APPROACH CHART–ICAO

AD ELEV 184
OCH RELATED TO
THR 20 *ELEV 113*

BRUSSELS/Brussels–National
BELGIUM
ILS or LLZ RWY 20

BRUSSELS Radar	BRUSSELS Tower	BRUSSELS Arrival	Emerg.	ATIS
120.100	118.600 120.775	118.250 120.100	121.500 243.000	114.900(AFI) 112.050(FLO) 132.475 110.600(BUN) 114.600(BUB)





MODIFICATION: Altitudes in profile view removed.

OCA (OCH)

CAT of ACFT		A	B	C	D
Straight-in	ILS CAT I	313 (200)	316 (203)	324 (211)	335 (222)
	LLZ	530 (420)	530 (420)	530 (420)	530 (420)

FAF to MAPt-7.7NM

Speed(GS)	Kt	70	90	120	150	180	
Rate of descent	ft/min	375	480	640	800	960	
DME IBM	8	7	6	5	4	3	2
DIST.THR							
ALTITUDE	2665	2335	2015	1700	1380	1060	745

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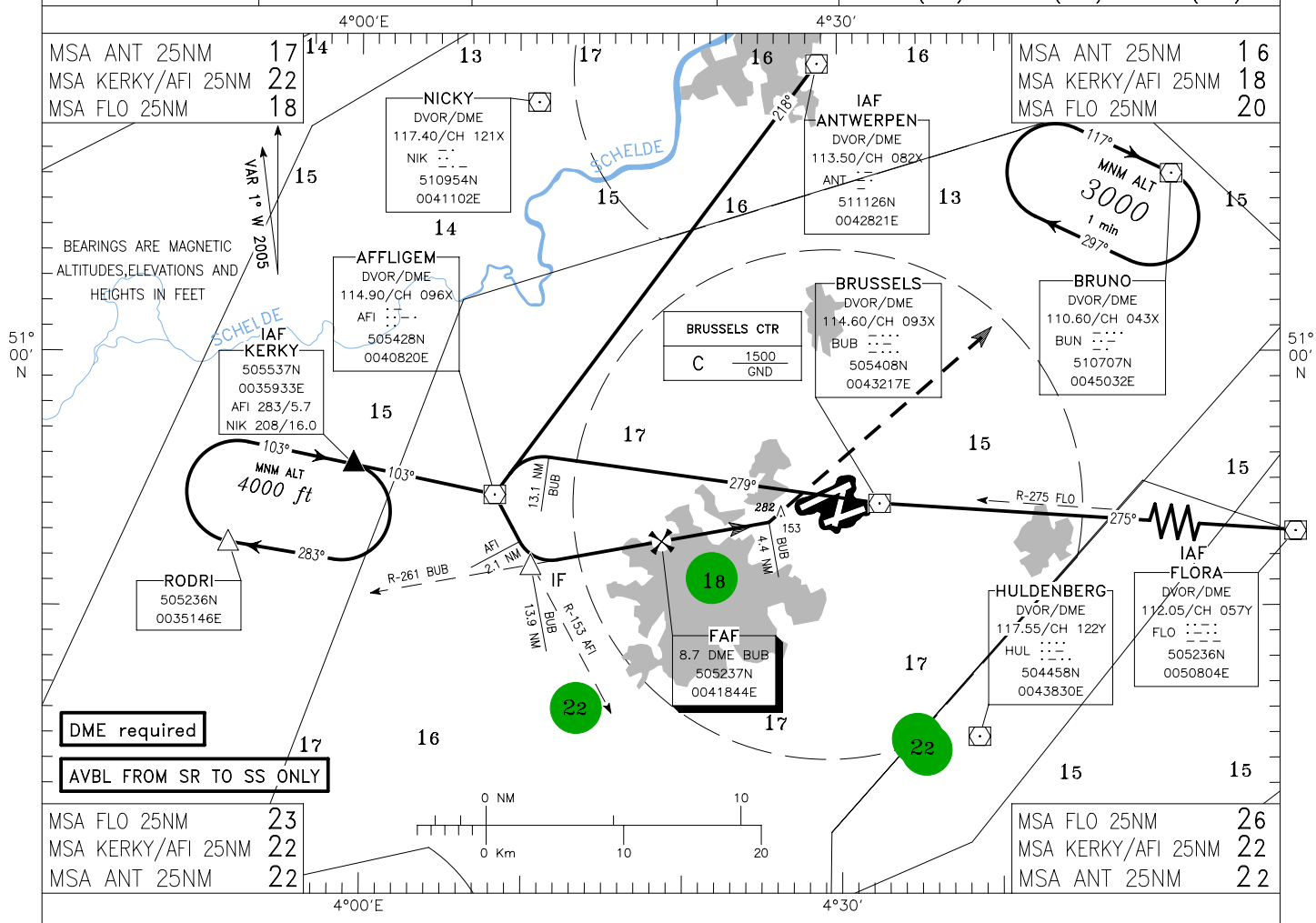
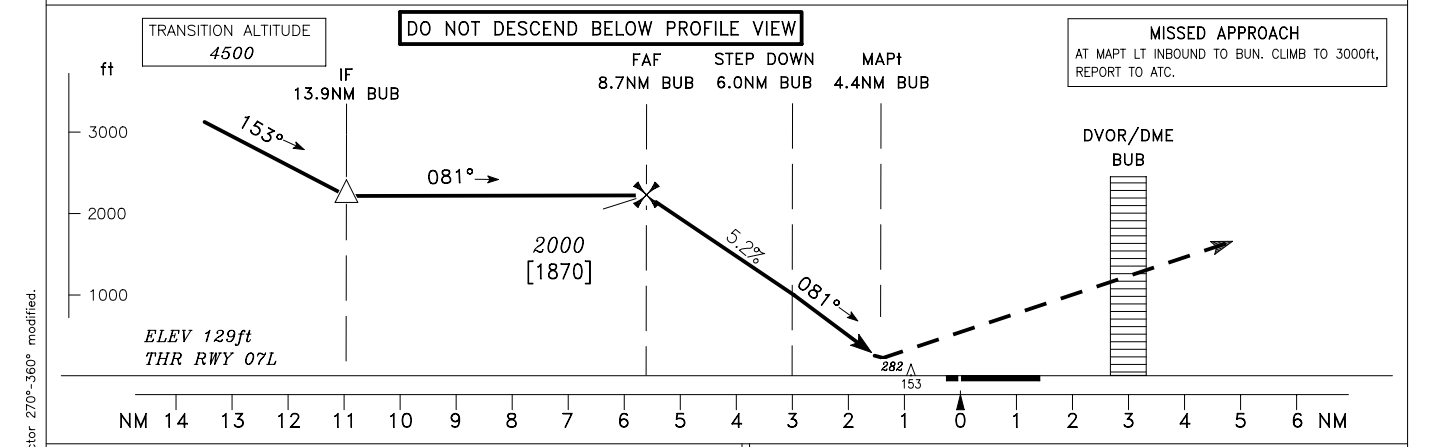
INSTRUMENT APPROACH CHART–ICAO

AD ELEV 184
OCH RELATED TO
THR 07L *ELEV 129*

BRUSSELS NATIONAL
BELGIUM
VOR RWY 07L

BRUSSELS Radar	BRUSSELS Tower	BRUSSELS Arrival	Emerg.	ATIS
120.100	118.600 120.775	118.250 120.100	121.500 243.000	132.475 112.050(FLO) 114.600(BUB) 110.600(BUN)





MODIFICATION: MSA ANT sector 270°-360° modified.

OCA (OCH)				
CAT of ACFT	A	B	C	D
Straight-in with	640 (510)	640 (510)	640 (510)	640 (510)
WITHOUT STEP DOWN FIX	880 (750)	880 (750)	880 (750)	880 (750)

FAF to MAPt - 4.3NM							
Speed(GS)	Kt	70	90	120	150	180	
Rate of descent	ft/min	375	480	640	800	960	

PROCEDURE ALTITUDES (HEIGHTS)						
DME BUB	8.7	8	7	6	5	4.4
DIST.THR	5.8	5.1	4.1	3.1	2.1	1.5
ALTITUDE	2000 (1870)	1780 (1650)	1470 (1340)	1150 (1020)	830 (700)	640 (510)

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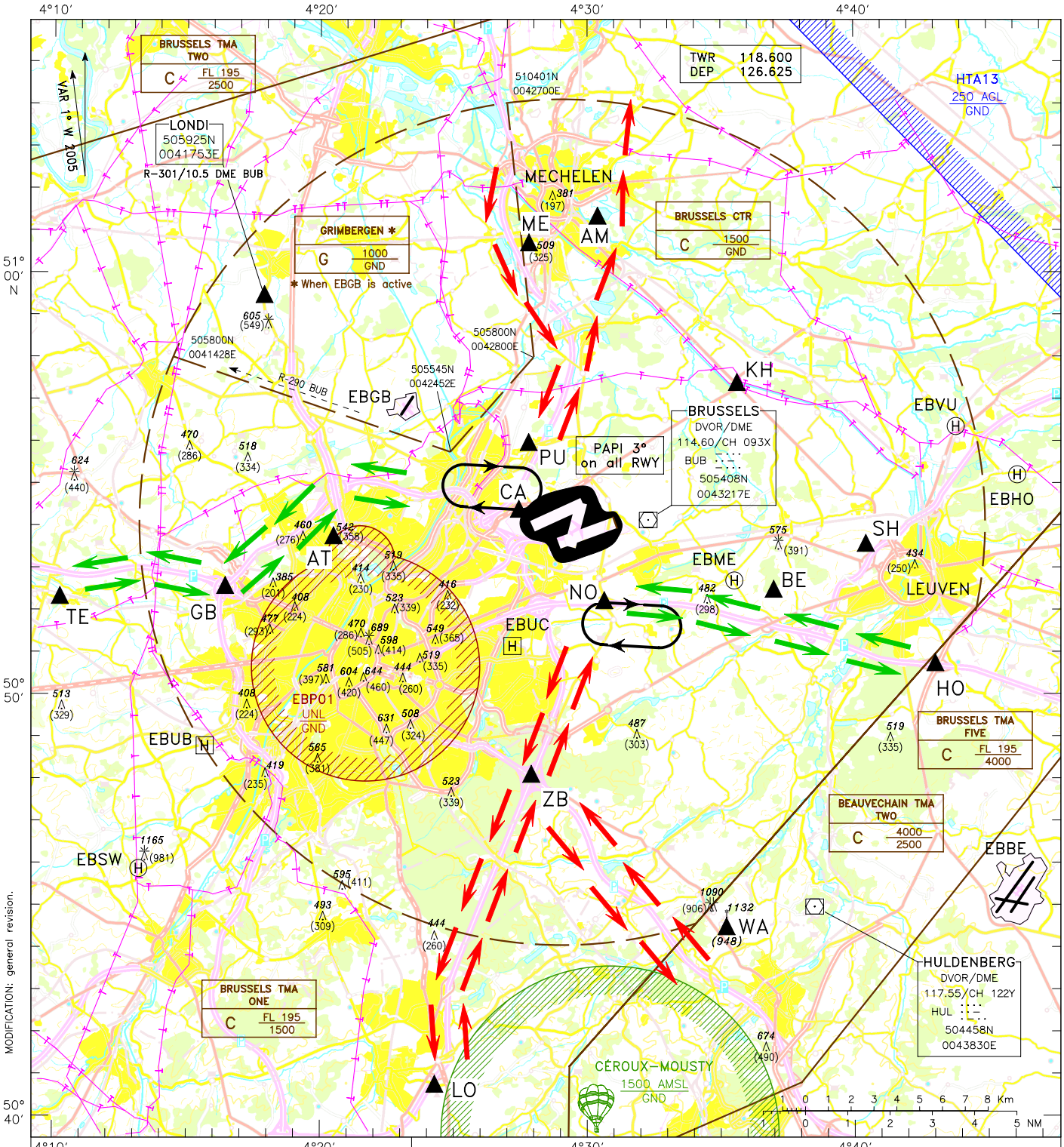
VISUAL APPROACH CHART – ICAO

AD ELEV: 184Ft

BRUSSELS/Brussels–National (EBBR)



HEIGHTS IN FEET ABOVE AD ELEVATION (232)
ELEVATIONS IN FEET ABOVE MSL *416*

Airspace data provided up to 4500 AMSL

RWYs 02–07L/R in use

RWYs 20–25L/R in use

	Reporting Points (landmarks).			Positions	
1.	TE	TERNAT (castle)		505216N	0041014E
2.	GB	GROOT-BIJGAARDEN (motorway intersection R0-E40)		505231N	0041626E
3.	AT	ATOMIUM (monument)		505342N	0042029E
4.	CA	BRUCARGO (cargo terminal)		505420N	0042726E
5.	PU	PEUTIE (pylon)		505555N	0042748E
6.	ME	MECHELEN (water tower)		510039N	0042749E
7.	AM	ABEAM MECHELEN		510117N	0043023E
8.	NO	NOSSEGEM (motorway intersection E40-N227)		505210N	0043038E
9.	BE	BERTEM (radar station)		505226N	0043659E
10.	HO	HAASRODE (motorway intersection E40/N25)		505041N	0044302E
11.	ZB	FORET DE SOIGNES/ZONIENBOS (motorway intersection E411/R0)		504803N	0042754E
12.	WA	WAVRE (radio and television mast)		504426N	0043512E
13.	LO	WATERLOO (monument)		504042N	0042417E
14.	KH	KAMPENHOUT-SAS (intersection canal Leuven-Dijle and road N21)		505720N	0043537E
15.	SH	SOUTH HERENT (West of KBC building)		505331N	0044027E

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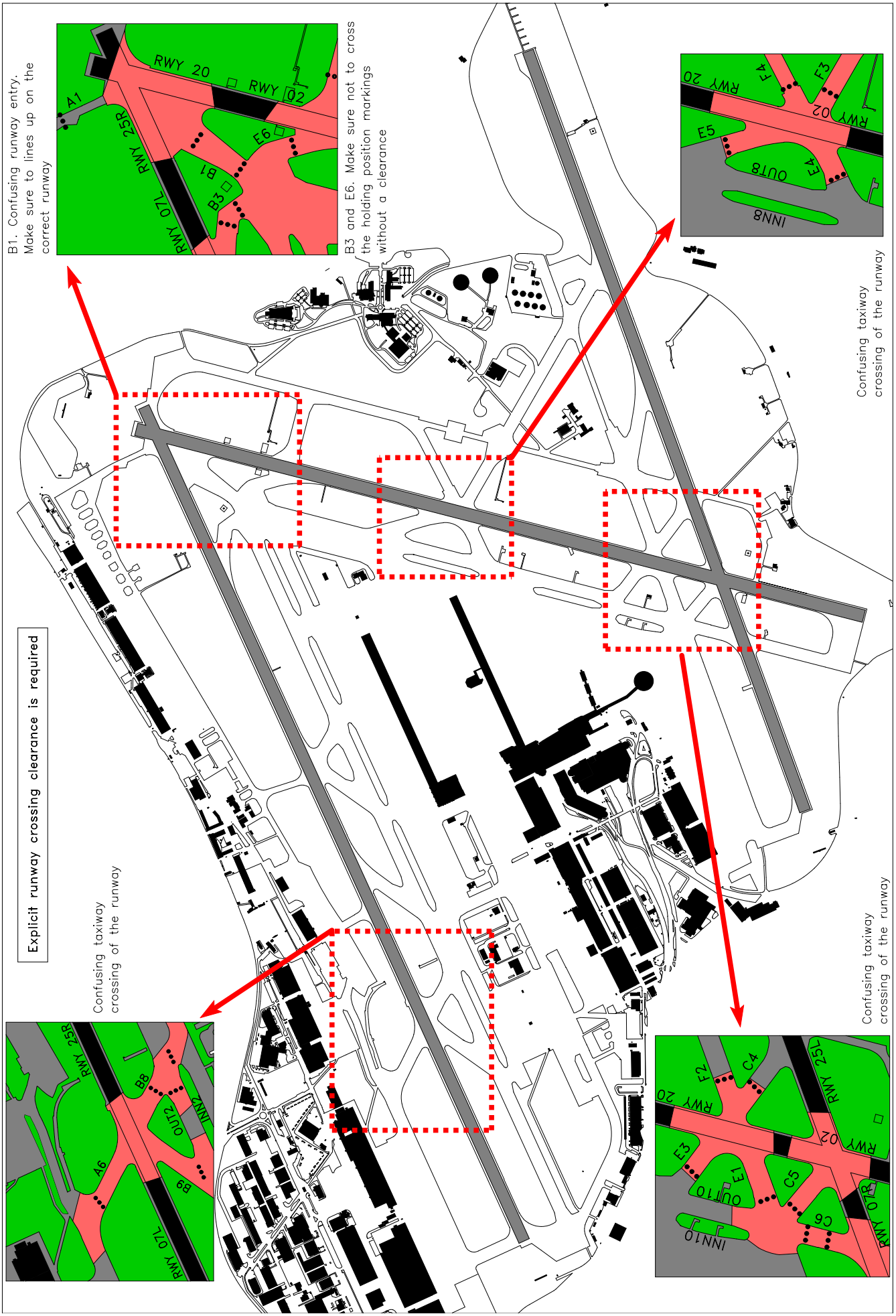
AERODROME GROUND MOVEMENT CHART–ICAO
APPENDIX 4: HOT SPOTS

BRUSSELS–National



MODIFICATION: General revision of stop bar lights.

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