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

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.

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 / 19(1)
	ARR	25L / 25R		25R / 25L(2)
TUE 0500 till WED 0459	DEP	25R		25R / 19(1)
	ARR	25L / 25R		25R / 25L(2)
WED 0500 till THU 0459	DEP	25R		25R / 19(1)
	ARR	25L / 25R		25R / 25L(2)
THU 0500 till FRI 0459	DEP	25R		25R / 19(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 / 19(1)	25L(4)
	ARR	25L / 25R	25R / 25L(2)	25L
SUN 0500 till MON 0459	DEP	25R / 19(1)	25R	19(4)
	ARR	25R / 25L(2)	25L / 25R	19

(1) RWY 25R only for traffic via ELSIK, NIK, HELEN, DENUT, KOK and CIV / RWY 19 only for traffic via LNO, SPI, SOPOK, PITES and ROUSY; aircraft with MTOW between 80 and 200 t can use RWY 25R or 19 (at pilot discretion); 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.

The following wind components shall be applied:

RWY in use		Tailwind	Tailwind max	Crosswind	Crosswind max
	01	0 kt (VAR 0-3 kt)	5 kt	15 kt	20 kt
	07R/L	0 kt (VAR 0-3 kt)	5 kt	15 kt	20 kt
PRS OFF	19	0 kt (VAR 0-3 kt)	5 kt	15 kt	20 kt
PRS ON	19	7 kt	12 kt	15 kt	20 kt
	25R/L	7 kt	12 kt	15 kt	20 kt

4.2.2 EXCEPTIONS

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

a. When the runway 19 or 25R/L is dry or wet and the crosswind component exceeds 15 kt (gusts included until 20 kt).
b. When the runway 19 or 25R/L is dry or wet and the tailwind component exceeds 7 kt (gusts included until 12 kt).
c. When the runway 19 or 25R/L is 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.
g. When works are in progress on one of the runways included in the preferential runway system.

When the wind components exceed the indicated values and prevent from using the preferential runway system, the most suitable runway into the wind (01 North, 07R/L East or 19 South) will be assigned. However, RWY 01 and/or RWY 07L/R cannot be used as runway for landing, except when no other suitable runway is available. Unless any relevant safety factor prevents it, non-preferential RWY 01 and RWY 07R/L are to be assigned for landing only when the wind components exceed the indicated values on the preferential runways 19 or 25R/L and in headwind configuration with tailwind components between 0 and maximum 3 knots (light wind).

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