

NWAY 20

- 1 TO GATTA : Turn LEFT to Gatta NDB. If unable to cross Gatta at required level, advise Brussels App.
- 2 TO SILLY : Turn RIGHT to Silly VOR/NDB.
- 3 TO MACKEL : Turn RIGHT to Dender NDB and Mackel NDB.
- 4 TO NICKY : Turn RIGHT towards Dender NDB, when passing Nicky VOR R-175 turn RIGHT proceed to Nicky VOR/NDB.
- 5 TO WOENSRECHT: Turn RIGHT towards Dender NDB, when passing Nicky VOR R-175 turn RIGHT proceed to Nicky VOR/NDB, then to Woensdrecht NDB.
- 6 TO POINT BRAVO : Turn RIGHT towards Dender NDB, when passing Nicky VOR R-175 turn RIGHT proceed to Nicky VOR/NDB, then via Antwerp NDB to Point Bravo.

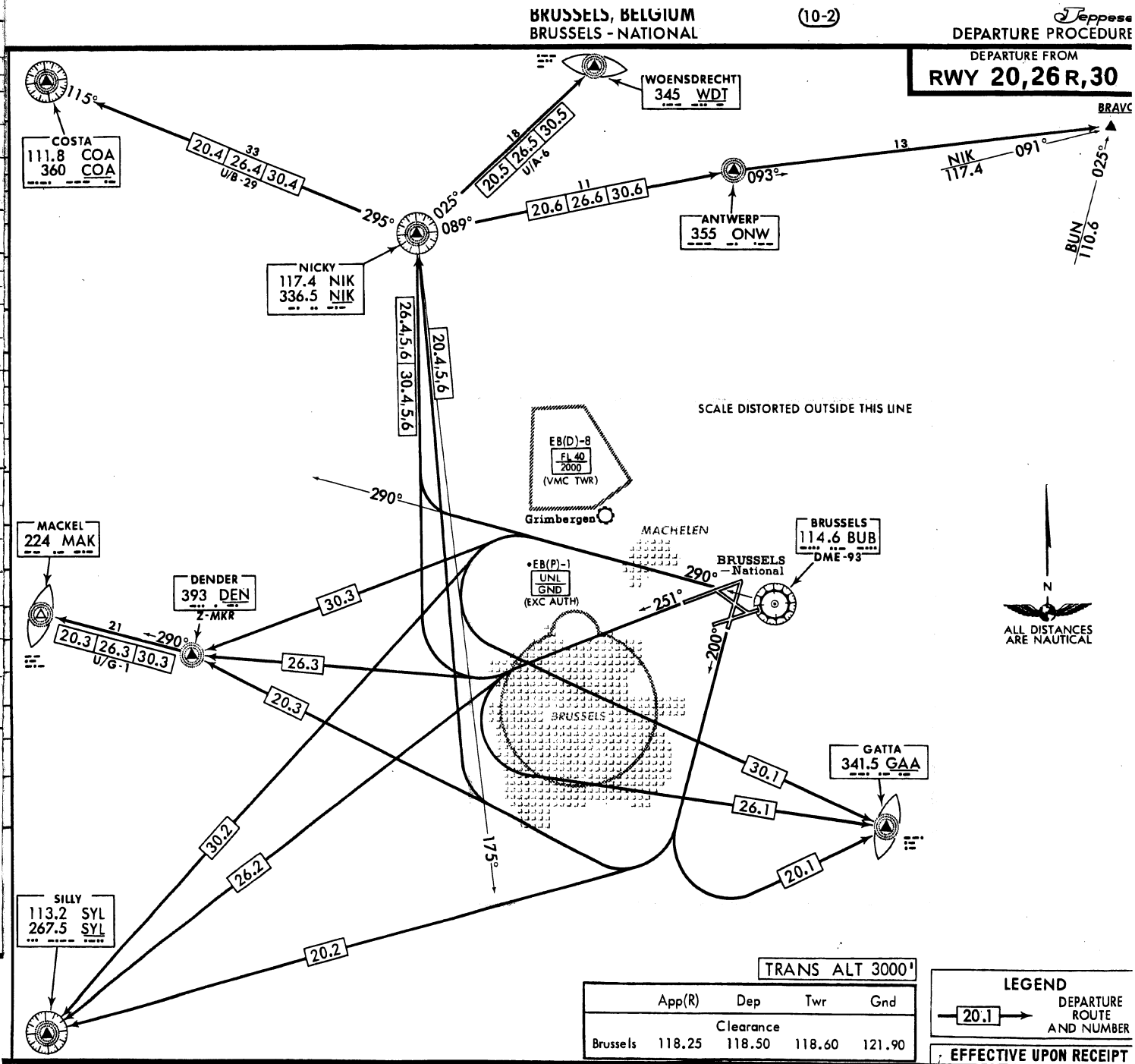
NWAY 26R

- 1 TO GATTA: Turn LEFT to Gatta NDB.
- 2 TO SILLY: Turn LEFT to Silly VOR/NDB.
- 3 TO MACKEL: Turn RIGHT to Dender NDB and Mackel NDB.
- 4 TO NICKY : Turn RIGHT towards Dender NDB, when crossing Nicky VOR R-175 turn RIGHT, proceed to Nicky VOR/NDB.
- 5 TO WOENSRECHT: Turn RIGHT towards Dender NDB, when crossing Nicky VOR R-175 turn RIGHT, proceed to Nicky VOR/NDB, then to Woensdrecht NDB.
- 6 TO POINT BRAVO : Turn RIGHT towards Dender NDB, when crossing Nicky VOR R-175 turn RIGHT, proceed to Nicky VOR/NDB, then via Antwerp NDB to Point Bravo.

NWAY 30

- 1 TO GATTA: Climb on Brussels VOR R-290. When reaching 3000 ft QNH, turn LEFT to Gatta NDB.
- 2 TO SILLY: Climb on Brussels VOR R-290. When reaching 3000 ft QNH, turn LEFT to Silly VOR/NDB.
- 3 TO MACKEL: Climb on Brussels VOR R-290. When reaching 3000 ft QNH, turn LEFT to Dender NDB and Mackel NDB.
- 4 TO NICKY: Climb on Brussels VOR R-290, when crossing Nicky VOR R-175 turn RIGHT to Nicky VOR/NDB.
- 5 TO WOENSRECHT: Climb on Brussels VOR R-290, when crossing Nicky VOR R-175 turn RIGHT to Nicky VOR/NDB. Then to Woensdrecht NDB.
- 6 TO POINT BRAVO: Climb on Brussels VOR R-290, when crossing Nicky VOR R-175 turn RIGHT to Nicky VOR/NDB. Then via Antwerp NDB to Point Bravo.

Avoid overflying Brussels/Grimbergen airport, if not possible do not cross below 1700 ft QNH.



RUNWAY 02

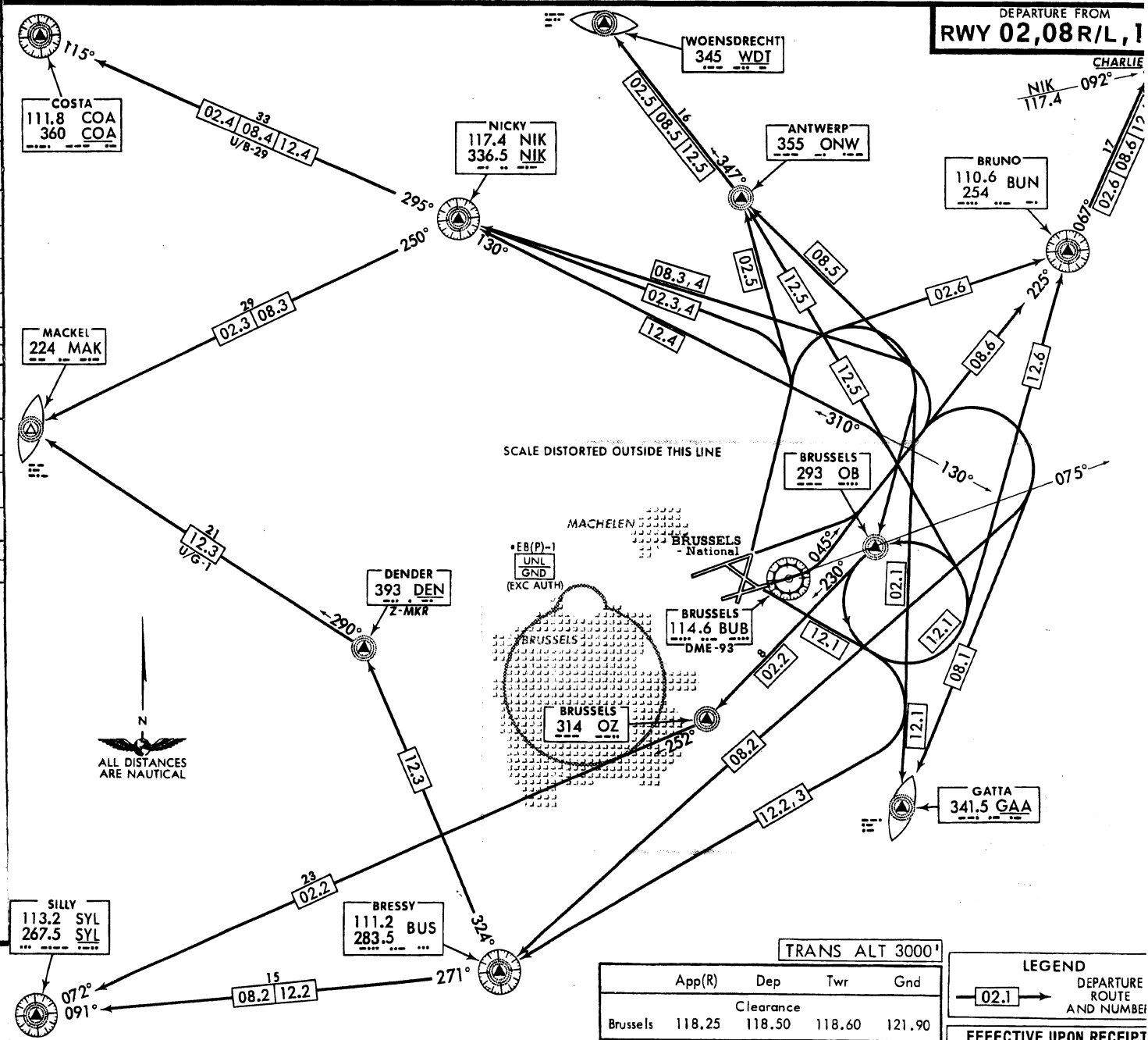
- 02.1 TO GATTA: Turn RIGHT to Gatta NDB. Cross Brussels VOR R-075 at transition level.
- 02.2 TO SILLY: Turn RIGHT to Brussels NDB OB. Cross at transition level. Then via Brussels NDB OZ to Silly VOR/NDB.
- 02.3 TO MACKEL: When passing Nicky VOR R-130 turn LEFT proceed to Nicky VOR/NDB, then to Mackel NDB.
- 02.4 TO NICKY: When passing Nicky VOR R-130 turn LEFT proceed to Nicky VOR/NDB.
- 02.5 TO WOENSRECHT: Turn LEFT to Antwerp NDB and Woensrecht NDB.
- 02.6 TO POINT CHARLIE: Turn RIGHT to Bruno VOR/NDB and Point Charlie.

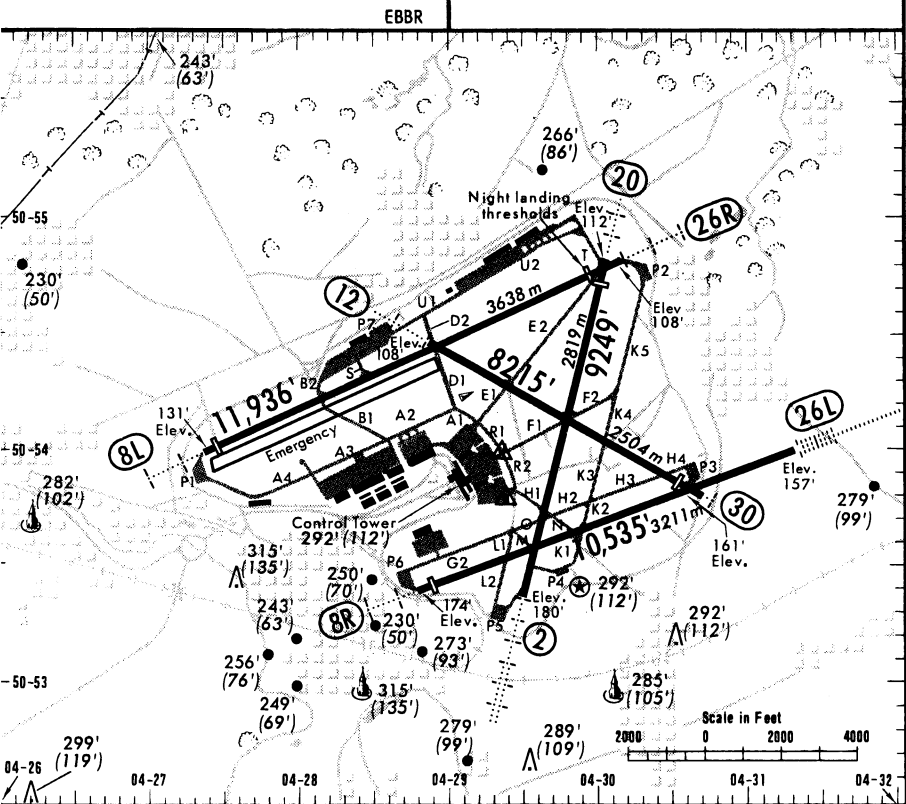
RUNWAY 08 R/L

- 08.1 TO GATTA: Climb on Bruno VOR R-225, when reaching 3000 ft QNH turn RIGHT to Gatta NDB.
- 08.2 TO SILLY: Climb on Bruno VOR R-225, when reaching 3000 ft QNH turn RIGHT to Bressy VOR/NDB and Silly VOR/NDB.
- 08.3 TO MACKEL: Turn LEFT towards Bruno VOR, when crossing Nicky VOR R-130 turn LEFT proceed to Nicky VOR/NDB. Then turn LEFT to Mackel NDB.
- 08.4 TO NICKY: Turn LEFT towards Bruno VOR, when crossing Nicky VOR R-130 turn LEFT proceed to Nicky VOR/NDB.
- 08.5 TO WOENSRECHT: Turn LEFT to Antwerp NDB and Woensrecht NDB.
- 08.6 TO POINT CHARLIE: Turn LEFT to Bruno VOR/NDB and Point Charlie.

RUNWAY 12

- 12.1 TO GATTA: Turn RIGHT to Gatta NDB. If unable to cross Gatta at required level, advise Brussels App.
- 12.2 TO SILLY: Turn RIGHT to Bressy VOR/NDB and Silly VOR/NDB.
- 12.3 TO MACKEL: Turn RIGHT to Bressy VOR/NDB, then via Dender NDB to Mackel NDB.
- 12.4 TO NICKY: Turn LEFT towards Antwerp NDB, then turn LEFT intercept and follow Nicky VOR R-130 to Nicky VOR/NDB.
- 12.5 TO WOENSRECHT: Turn LEFT to Antwerp NDB and Woensrecht NDB.
- 12.6 TO POINT CHARLIE: Turn LEFT to Bruno VOR/NDB and Point Charlie.





ADDITIONAL RUNWAY INFORMATION						
RWY	LIGHTING				USABLE LENGTHS	
					LANDING BEYOND Threshold	TAKE-OFF
2	HIRL CL (White)	HALS	TDZ	VASI	RVR	164' 50 m
20	HIRL CL (White)	ALS	VASI		RVR	
BR	HIRL CL (White)	ALS	VASI		RVR	148' 45 m
26L	HIRL CL (White)	HALS	TDZ	SFL VASI	RVR	
BL	HIRL	ALS			RVR	148' 45 m
26R	HIRL	ALS	VASI		RVR	
12	HIRL	ALS	VASI		RVR	148' 45 m
30						

① NIGHT & IFR: 8524' 2598 m.
② NIGHT & IFR: 11,125' 3391 m.

MINIMA PROP & JET	TAKE-OFF		ALTERNATE LANDING	
	NON-SCHED		ILS or PAR Approach	Other Approach
2 Eng to 65 Kt				
2 Eng over 65 Kt				
1 & 4 Eng				

NOISE ABATEMENT PROCEDURES

ARRIVALS

Avoid flying over the city of Brussels.

When using ILS, intercept glide path not below 1500 ft QNH for runway 26L or 1800 ft QNH for runway 02, nor thereafter fly below it.

When making SRE approach without using ILS, do not descend below 1800 ft QNH before reaching distance 6 NM from touchdown point for landing on runway 26L or 5 NM from touchdown point when landing on any other runway. Thereafter do not fly below a descent path corresponding to a glide path of 2°30' for runway 26L or 3° for all other runways.

When making visual approach without assistance from ILS or Radar, do not descend below 1800 ft QNH before intercepting the approach slope of the VASIS, nor thereafter fly below it.

DEPARTURES RUNWAY 26R AND 20 ONLY

The following minimum noise procedures apply:

- a) PROPELLER AIRCRAFT
After take-off climb to 2000 ft QNH with maximum climb gradient compatible with safety. Upon reaching this altitude reduce to normal climb power maintaining an airspeed resulting in a maximum climb gradient (at least 500 FPM at maximum take-off weight). Maintain this power setting until reaching 3000 ft QNH.
- b) JET AIRCRAFT
Effect initial climb as follows: Maintain runway heading until reaching 3000 ft QNH. Climb to 2000 ft QNH with maximum climb gradient compatible with safety. Upon reaching this altitude reduce to normal climb thrust maintaining an airspeed resulting in a maximum climb gradient (at least 500 FPM at maximum take-off weight). Maintain this thrust setting until reaching 3000 ft QNH.

PREFERENTIAL RUNWAYS

Take-off on runway 26R and land on runway 26L provided they are dry and the cross- and/or tailwind components do not exceed 15 KT and 6 KT respectively.

When these runway are wet, covered with snow, slush etc. or cross- and/or tailwind components are 10 KT and 6 KT respectively:

From 2200 to 0530 GMT take-off will be from runway 02. Cross- and/or tailwind components as above apply.

When cross- and/or tailwind components exceed the values stated above another runway will be assigned, however runway 08 will not be assigned for landing, nor runway 26L for take-off. If runway assigned is not considered suitable for the operation involved, ATC will, on pilot's request, assign another runway if traffic conditions permit.