

**General Info**

Brussels, BEL  
 N 50° 54.1' E 04° 29.1' Mag Var: 1.5°W  
 Elevation: 184'

Public, Control Tower, IFR, Landing Fee, Customs  
 Fuel: Jet A-1  
 Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+1:00 uses DST

**Runway Info**

Runway 02-20 9800' x 164' asphalt  
 Runway 07L-25R 11936' x 148' asphalt  
 Runway 07R-25L 10535' x 148' asphalt

Runway 02 (15.0°M) TDZE 184'  
 Lights: Edge, ALS, Centerline, TDZ  
 Displaced Threshold Distance 151'

Runway 07L (66.0°M) TDZE 129'  
 Lights: Edge, Centerline  
 Displaced Threshold Distance 847'

Runway 07R (71.0°M) TDZE 175'  
 Lights: Edge, Centerline  
 Displaced Threshold Distance 400'

Runway 20 (195.0°M) TDZE 131'  
 Lights: Edge, ALS, Centerline  
 Displaced Threshold Distance 722'

Runway 25L (251.0°M) TDZE 165'  
 Lights: Edge, ALS, Centerline, TDZ

Runway 25R (246.0°M) TDZE 112'  
 Lights: Edge, ALS, Centerline, TDZ  
 Displaced Threshold Distance 984'

**Communications Info**

ATIS **132.475** Arrival Service  
 ATIS **121.75** Departure Service  
 ATIS **117.55**  
 ATIS **114.9** Arrival Service  
 ATIS **114.6**  
 ATIS **112.05**  
 ATIS **110.6**  
 Brussels Tower **127.15**  
 Brussels Tower **120.775**  
 Brussels Tower **118.6**  
 Brussels Tower **388.52** Military  
 Brussels Tower **257.80** Military  
 Brussels Ground Control **121.875**  
 Brussels Ground Control **121.7**  
 Brussels Ground Control **118.05**  
 Brussels Pre-Taxi Clearance **121.95**  
 Brussels Final Approach Control **129.725**  
 Brussels Final Approach Control **127.575**  
 Brussels Arrival Control **129.725**  
 Brussels Arrival Control **127.575**  
 Brussels Arrival Control **126.625**  
 Brussels Arrival Control **120.1**  
 Brussels Arrival Control **118.25**  
 Brussels Arrival Control **389.37** Military  
 Brussels Arrival Control **362.30** Military  
 Brussels Departure Control **126.625**  
 Brussels Radar **120.1**

**Notebook Info**

1. GENERAL

1.1. ATIS

ATIS Arrival 110.6 112.5 114.6 114.9 117.55 132.47  
ATIS Departure 121.75

1.2. NOISE ABATEMENT PROCEDURES

1.2.1 PREFERENTIAL RUNWAY SYSTEM

The direction in which ACFT take-off and land is determined by the surface wind (speed and direction) and the preferential RWY system. The term 'RWY-in-use' shall be used to indicate the RWY that at a particular time is considered by a unit providing aerodrome control service to be the most suitable for use by the types of ACFT expected to land or take-off at the aerodrome. Normally an ACFT will land and take-off into wind, unless safety, RWY configuration or traffic conditions determine that a different direction is preferable. However, in selecting the RWY-in-use, the unit providing aerodrome control service shall take into consideration, besides surface wind, speed and direction, other relevant factors such as the aerodrome traffic circuits, the length of the RWY, the approach and landing aids available, meteorological conditions, ACFT performance and the noise abatement. Accepting a RWY is a pilots decision. If the PIC considers that the operation involved is not feasible for safety and performance reasons on the RWY-in-use, he shall request permission to use another RWY. ATC will accede to such request, provided traffic and air safety conditions permit. Take-off from another RWY than the assigned one will be allowed after approval from the APT Authority. When the pilot requests to use another RWY, he must submit a written report (the operator is responsible for proper reporting procedures).

		Day		Night	
		0600 to 2259LT	2300 to 0259LT	0300 to 0559LT	
MON 0600LT till TUE 0559LT	TKOF	25R	20	07R/07L*	
	LDG	25R/25L	25L/25R	20	
TUE 0600LT till WED 0559LT	TKOF	25R	25R/20		
	LDG	25R/25L	25R/25L		
WED 0600LT till THU 0559LT	TKOF	25R	25R	07R/07L*	
	LDG	25R/25L	25R/25L	20	
THU 0600LT till FRI 0559LT	TKOF	25R	25R/20		
	LDG	25R/25L	25R/25L		
FRI 0600LT till SAT 0559LT	TKOF	25R	20	07R/07L*	
	LDG	25R/25L	25R/25L	20	
SAT 0600LT till SUN 0559LT	TKOF	25R	25L		
	LDG	25R/25L	25R		
SUN 0600LT till MON 0559LT		0600 to 1659LT	1700 to 2259LT		
	TKOF	20	25R	25R/20	
	LDG	25R/25L		25R/25L	

\* RWY 07L to DENUT, ELSIK, HELEN, KOK and NIK.  
RWY 07R to CIV, LNO, PITES, ROUSY, SOPOK and SPI.

The Preferential RWY System is not the determining factor under the following circumstances:  
- RWYs 25R/L, 07L/R: when RWYs are dry or wet and the cross- and/or tailwind components exceed respectively 20 KT and 7 KT (gusts included);  
- RWYs 20, 02: for landing ACFT when RWYs are dry or wet and the cross- and/or tailwind components exceed respectively 15 KT and 5 KT (gusts included);  
- RWYs 20, 02: for departing ACFT between 2300-0559LT when RWYs are dry or wet and the cross- and/or tailwind components exceed respectively 15 KT and 5 KT (gusts included);

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- RWYs 20, 02: for departing ACFT between 0600-2259LT when RWYs are dry or wet and the cross- and/or tailwind components exceed respectively 15 KT and 0 KT (gusts included);
- when RWYs are contaminated or when braking action is less than good;
- during low visibility operations;
- when alternative RWYs are successively requested by pilots for safety reasons;
- when wind shear has been reported or forecasted or when thunderstorms are expected to affect the approach or departure.

When the components exceed the values stated above, a RWY more nearly into wind will be assigned. However, RWYs 07L and 07R shall not be used for landing, except when no other suitable RWY is available. When RWY 02 is in use and in order to expedite departing traffic, departure from RWY 07R is compulsory either from line-up position 'H', line-up position 1 or line-up position 2 to be intercalated between arrivals on RWY 02.

In headwind configurations the crosswind component is not a limiting factor for take-off which are conducted on pilots' responsibility and at ATC discretion. Times of RWYs 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 taken into account traffic conditions.

1.2.2. NIGHTTIME RESTRICTIONS

Between 2300-0559LT only four ACFT will be authorized to taxi at the same time to the holding position of the RWY in use. Additionally only three ACFT will be allowed to remain at the holding position awaiting take-off clearance.

1.2.2.1. NOISE QUOTA SYSTEM DURING NIGHT (2300-0559LT) AND EARLY MORNING (0600-0659LT)

For movements with ACFT with MTOW of 8618 KGS or less or any other ACFT that has been certified according to ICAO Annex 16 with exception of chapter 2, 3 and 5 the Quota Count (QC) is 1.

Take-off and landing with QC greater than 12 is forbidden between 2300-0559LT. Take-off and landing with QC greater than 24 is forbidden between 0600-0659LT.

Excluded are:

- Take-offs and landings of ACFT carrying members of the Belgian Royal Family, of the Belgian government, of Regional and Community governments, of foreign royal families, heads of State or leaders of foreign governments, presidents and commissioners of the European Union on official mission;
- Take-offs and landings performed with regard to missions in case of disasters or for the purpose of medical assistance;
- Take-offs and landings concerning military missions;
- Take-offs and landings performed in exceptional conditions such as:
  - flights on which there is an immediate danger to the life or health of persons as well as animals or
  - flights diverted to Brussels National for meteorological reasons.

Owing to extraordinary circumstances beyond its control, an operator may be exceptionally allowed to operate a non-compliant flight on condition that it is duly justified to the Director General of the CAA within two working days following the operation.

Civil Aviation Authority  
CCN  
Rue du Progres/Vooruitgangstraat, 80/5  
B-1030 Brussels  
Belgium  
Tel: ++ 32(0) 2 277 43 11 / Fax: ++ 32(0) 2 277 52 59  
E-mail: civilair@mobilair.fgov.be

**1. GENERAL**

**1.2.3. REVERSE THRUST**

Reverse thrust or reverse pitch propeller other than idle thrust or power shall not be used between 2300-0559LT except for safety reasons.

**1.2.4. RUN-UP TESTS**

Engine test runs and idle checks in the open air and without silencers must be restricted to the very minimum and require prior permission from the APT Authority. Engine test runs can only take place on the crossing of TWY F3, Y, W1 and W2. If this crossing is not available due to infrastructural reasons, holding platform P7 may be used instead (between 0700 and 2200LT only).

**1.3. LOW VISIBILITY PROCEDURES (LVP)**

**1.3.1. GENERAL**

Low Visibility Procedure will be in force when RVR falls to 800m or ceiling is 200' or below. Pilots will be informed by ATIS or RTF. Landing ACFT should leave as soon as possible the ILS sensitive area signalled by alternated yellow and green TWY center line lights. When RVR value at TDZ is less than 400m, follow-me car is available on request.

**1.3.2. HOLDING POSITIONS**

Departing ACFT are required to use the following CAT II/III holding points:  
 RWY 25R: via B1, backtrack is not permitted  
           via P3  
           via A1  
 Intersection take-offs are not permitted except when entering RWY 25R via B1 and A1.

**1.3.3. GROUND MOVEMENT**

On receiving taxi clearance, ACFT shall only proceed when a green centerline path is illuminated. ACFT taxiing for departure for RWY 25R North of Pier A must use TWY INN-2, INN-3, INN-4 to avoid infringing the ILS sensitive area.

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**1.4. RWY OPERATIONS**

**1.4.1. MINIMUM RWY OCCUPANCY TIME**

Pilots are reminded to vacate the RWY as soon as possible to minimise the RWY occupancy time. Consider that it could be more efficient to use an exit situated farther away, than to try to vacate too quickly, miss the exit, and then taxi slowly to the next. The aim should be to achieve a normal touchdown, with progressive smooth deceleration to vacate, at safe speed, at the nominated exit point. To avoid go-arounds, vacate the RWY quickly and entirely without prejudice to safety. The RWY is vacated when the tail of the ACFT has passed the appropriate holding position marking.

The table below indicates the distances to exit.

RWY	EXIT LEFT	EXIT RIGHT	Distance to Exit
02	E3		2631' / 802m
	E4/E5		4961' / 1512m
	E6		6949' / 2118m
	B1		8625' / 2629m
07L	A5		3770' / 1149m
	A3		5679' / 1731m
		B7	4072' / 1241m
		B6	5584' / 1702m
		B5	5705' / 1739m
		B3	8241' / 2512m
		B1	9872' / 3009m
07R	C3/C4		3658' / 1115m
	C2		5144' / 1568m
	C1/C5		6850' / 2088m
20		E4	3389' / 1033m
		E3	5932' / 1808m
		E1	6086' / 1855m
		C5	6906' / 2105m
25L		C1/P5	2789' / 850m
		C2	4042' / 1232m
		C3/C4	5879' / 1792m
		C5	7047' / 2148m
		C6	7890' / 2405m
25R		A3	4167' / 1270m
		A5	6063' / 1848m
		A6	7700' / 2347m
	B6		3573' / 1089m
	B5		3957' / 1206m
	B7		5102' / 1555m
	B9		7277' / 2218m
	B8		7552' / 2302m

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BRUSSELS, BELGIUM  
AIRPORT BRIEFING

## 1. GENERAL

### 1.5. TAXI PROCEDURES

#### 1.5.1. GENERAL

TWYs A1, A3 and N6 may be used by wide-bodied military ACFT.

TWYs A1, D1, F1, N4, N6, V1, W1 and W2 can be used by wide-bodied ACFT only when the distance between the outer engine nacelles do not exceed 66'/20m, i.e. 33'/10m to each side of the TWY centerline, unless when in tow. However, all types of ACFT can use these TWY after prior request to the APT inspection and under the responsibility of the pilot in command.

TWYs INNER 3 & 4, R2, R4, S and T MAX wingspan 213'/65m.  
TWY K, N3, N5 and U MAX wingspan 118'/36m.  
Distance between the axis of TWYs R4 and S is 249'/76m.

#### 1.5.2. STANDARD AND TAXI ROUTES

##### 1.5.2.1. GENERAL

Taxi along route E5 - F4 or vice versa is not available for CAT D ACFT.  
An explicit clearance to cross or enter any RWY shall be issued by ATC. If no such clearance is received, pilot shall obtain such clearance from ATC before crossing the relevant holding position marking.

##### 1.5.2.2. RWY CONFIGURATION 25L/R

ACFT requiring full length for departure from RWY 25R shall advise Ground at the latest when requesting taxi clearance.  
Departures originating from sector Ground N will expect to depart from INT B1.  
Departures originating from sector Ground S will expect to depart from W41 or W42.  
Clearance to cross RWY 02/20 on routes E4 - F4, E5 - F4 or E6 - F5 may be given by Ground.  
Arriving ACFT on RWY 25L proceeding via E1 or E3 will receive clearance to cross RWY 02/20 from Tower.

##### 1.5.2.3. RWY CONFIGURATION 02/07

Departing traffic that requires to cross RWY 07R will be transferred to Tower for crossing clearance.  
Departing traffic from RWY 07R will receive line-up clearance on Ground S.  
Departing traffic will receive TKOF clearance from Tower.  
ACFT vacating RWY 02 via TWY E1, E3 or E4 may expect instructions to contact Ground S.  
ACFT vacating RWY 02 via TWY E5, E6, B1 or A1 may expect instructions to contact Ground N.

##### 1.5.2.4. LVP

When RVR is less than 400m, ACFT requiring full length departure shall route via E6 - F5 (due to missing centerline lighting on TWY F4 and W3).

### 1.6. PARKING INFORMATION

#### 1.6.1. GENERAL

Docking guidance system available at stands 140 thru 172, 201 thru 240 and 680 thru 699.

#### 1.6.2. PARKING PROCEDURE

When arriving on remote stands or on stands w/o docking device contact BRUSSELS Ground for marshaller assistance. Wait for marshaller on TWY line before turning into the stand.  
Use of reverse thrust on apron is prohibited at any time.

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### 1.6.3. USE OF APU/GPU/400Hz

Stands 140 thru 172, 201 thru 240 and 680 thru 699 are equipped with 400Hz and pre-conditioned air (PCA).

When arriving at one of these stands and as soon as possible (MAX 5 min after docking), the 400Hz shall be immediately connected and the APU shall be switched off.

When departing (15 min before ETD) from one of these stands, the APU is allowed to be started and the 400Hz shall be disconnected.

When one of the systems is unserviceable, the APU may be used.

When no PCA is available, the use of the APU is allowed during periods of extreme high or low temperatures for an ACFT docked for more than one hour at the stand and on the condition that a previous authorization was obtained from the APT inspection.

### 1.7. OTHER INFORMATION

#### 1.7.1. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON GROUND

ACFT operators intending to use this APT should ensure that Mode S transponders are able to operate when aircraft is on ground.

Pilots shall:

Select XPDR or the equivalent according to specified installation, AUTO mode if available, not OFF or STDBY, and assigned Mode A code:

- From the request for push-back or taxi, whichever is earlier,
- After landing, continuously until ACFT is fully parked on stand.
- Whenever the ACFT is capable of reporting ACFT identification (i.e. callsign used in flight), the ACFT's identification should also be entered from the request for push back or taxi whichever is earlier (through the FMS or the Transponder Control Panel). Air crew must use the ICAO defined format for entry of the ACFT identification, as specified in item 7 of the ATC FPL (e.g. DAT123, VEX6380,...).

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving clearance to line up. It should then be deselected after vacating the RWY.

For ACFT taxiing without flight plan, Mode A code 1000 should be selected.

For additional information, please contact:

Belgocontrol  
Rue du Progres/Vooruitgangstraat, 80 Box 2  
B-1030 Brussels  
BELGIUM  
Tel: ++32 (0) 2 206 21 97 (Ops) E-mail: hop@belgocontrol.be  
++32 (0) 2 206 22 28 (Techn) E-mail: dkm@belgocontrol.be

## 2. ARRIVAL

### 2.1. SPEED RESTRICTIONS

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

### 2.2. NOISE ABATEMENT PROCEDURES

#### 2.2.1. GENERAL

Avoid overflying the city of Brussels.  
ACFT using the ILS shall intercept the glide path at or above 2000' for RWYs 25L and 25R, respectively 3000' and 2000' when simultaneous approaches are in progress, 2000' for RWY 02 and 3000' for RWY 20, nor thereafter fly below the corresponding GS.

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

Noise abatement procedures utilizing continuous descent and reduced power/drag techniques should be used by all ACFT when operating conditions are as follows:

- ILS available;
- RWY clear and dry;
- VIS higher than 1900 m;
- Ceiling higher than 500' AAL;
- Tail-wind component, including gusts, lower than 5 KT;
- Crosswind component, including gusts, lower than 15 KT;
- No adverse weather conditions that may affect the approach (such as reported or forecasted wind shears or thunderstorms).

The PIC of a turbo-jet powered ACFT shall use, as a final flap setting, the minimum certificated landing flap setting set forth in the approved ACFT Flight Manual for the applicable conditions.

However, each PIC has the final authority and responsibility for the safe operation of his ACFT and may use a different flap setting approved for that ACFT if he determines that it is necessary in the interest of safety.

#### 2.2.2. NIGHTTIME RESTRICTIONS

##### SPECIAL NOISE ABATEMENT PROCEDURES FOR ARRIVALS AT NIGHT (2300-0559LT)

In addition to the other rules published the following procedures will be applied by air traffic controllers and PIC:  
Traffic leaving IAF KERKY for approach on RWYs 25L and 25R will not be cleared to descend below FL70 until crossing BUB R-360. On all ILS equipped RWYs the ILS LOC/glide path shall not be intercepted at less than 11 NM from THR and not below 3000'. When simultaneous dependent IFR approaches are in progress, the minimum altitude to intercept the ILS LOC/GS will be respectively 3000' for RWY 25R and 4000' for RWY 25L.

The minimum flight level available for arrivals within the Belgian airspace for General Aviation Traffic is FL 50.

### 2.3. CAT II/III OPERATIONS

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

### 2.4. OTHER INFORMATION

Some pilots reported false captures during all ILS approaches.  
Flight crews are advised to confirm the validity of ILS capture by cross checking with other sources of navigational information where available.

## 3. DEPARTURE

### 3.1. START-UP & PUSH-BACK PROCEDURES

#### 3.1.1. TARGET OFF BLOCK TIME (TOBT)

The optimization of the Turn-Round process leads to the TOBT-procedure which is complementary to the present ATFM slot concept, the CPDL concept (controller/pilot data link) and the procedure for pilots to 'report ready'.

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 the TOBT or EOBT (if no TOBT available) = sequenced off block time

#### 3.1.2. START-UP APPROVAL

- Pilots can obtain their TSAT, via 'BRUSSELS Delivery', from approximately EOBT -10 min onwards.
- Request start-up approval from 'BRUSSELS Delivery' or via Digital Data Link. Start-up shall be requested in accordance with the ATFM-slot if any (and related TSAT plus/minus 3 min) and when the ACFT is 'ready'.  
Note 1: The pilot shall only call for start-up at the time the push back, if required, becomes available.  
Note 2: Push back and /or ready for taxi shall be done immediately after reception of ATC clearance. Tower will be advised if the latter is not possible and delay is expected.
- Pilots not calling at TSAT: ATC will only issue a new TSAT after receipt of an updated EOBT.
- ACFT requiring full RWY length shall include this in their start-up request. Pilots are reminded that noise abatement procedures affecting distances of some RWY remain to be adhered to.

#### 3.1.3. DE-ICING

- For on-stand de-icing: The TOBT-procedure remains applicable but the TOBT-time value will also include the time at which the de-icing is expected to be finished. The resulting TSAT is the target time to start-up in order to go to the RWY holding position.
- For remote de-icing: The TOBT-procedure remains applicable but the TOBT-time value will also include the remote de-icing sequence number, at which the ACFT is expected to start-up in order to go to the de-icing platform.

#### 3.1.4. CLEARANCE DELIVERY SERVICE (DCL)

- Operational use:
- The DCL Service via Data Link can only be applied to ACFT using SID whose specifications include level requirements.
  - The DCL Service via Data Link does not provide clearance revision. Any clearance modification will be made by voice on the 'BRUSSELS Delivery'.
  - Pilots shall request the departure clearance via Data Link only when they will be ready for start-up in accordance with the ATFM-slot if any (and related TSAT plus/minus 3 min), and when the ACFT is 'ready'.  
Note 1: The pilot shall only call for start-up at the time the push back, if required, becomes available.  
Note 2: Push back and/or ready for taxi shall be done immediately after reception of ATC clearance. Tower will be advised if the latter is not possible and delay is expected.
  - In case of not receiving the departure clearance, the pilot will contact the controller by voice on 'BRUSSELS Delivery'.
  - After reception of the departure clearance, the pilot shall send to the ground system the acknowledge message including the whole content of the departure clearance received on board before contacting the ground controller on the appropriate 'BRUSSELS Delivery'.

**3. DEPARTURE**

- The aircrew, before take-off, shall check the consistency of the SID delivered in the DCL message with departure RWY and flight plan information. Aircrew shall revert to voice procedures in case of inconsistency.
- For the aircrew, the voice procedures shall be the back up of the data link DCL service.
- For the aircrew, the departure clearance delivered by voice shall supersede any data link DCL departure clearance message.  
**Pilots are reminded to keep a continuous listening watch on 'BRUSSELS Delivery'.**

**3.1.5. PUSH-BACK**

Push-back compulsory on nose-in stands except PPR from APT inspection.  
From even stands 142 to 172 included:  
Push-back disconnection and break-away power starting only allowed on the push-out line (marked by dotted white line).  
From stands 201 to 209 included:  
Push-back with one engine on idle (if needed) till taxilane T. Push-back disconnection and break-away power starting only allowed on taxilane T beyond stand 209 in Eastward direction.  
From stands 310 thru 328 included:  
Push-back with one engine on idle (if needed) till taxilane U. Push-back disconnection and break-away power starting only allowed on taxilane U beyond stand 316 in Eastward direction.

**3.2. SPEED RESTRICTIONS**

MAX 250 KT or clean speed ( $V_{ZF}$ ), whichever is higher, below FL 100 or as by ATC.

**3.3. NOISE ABATEMENT**

**3.3.1. TURBO-JET POWERED AIRCRAFT**

Take-off to 1700'	Take-off power; Take-off flaps; Climb at $V_2 + 10$ KT to 20 KT (or as limited by body angle).
At 1700'	Reduce thrust to not less than climb thrust.
1700'-3200'	Climb at $V_2 + 10$ KT to 20 KT.
At 3200'	Accelerate smoothly to enroute climb speed with flap retraction.

**3.3.2. PROPELLER AIRCRAFT**

Take-off to 1700'	Take-off power; Climb at the maximum gradient compatible with safety; Speed not less than single engine climb speed, nor higher than best rate of climb speed.
At 1700'	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.
1700'-3200'	Climb at the maximum gradient with reduced power, maintaining constant speed.
Above 3200'	Accelerate smoothly to enroute climb speed.

**3. DEPARTURE**

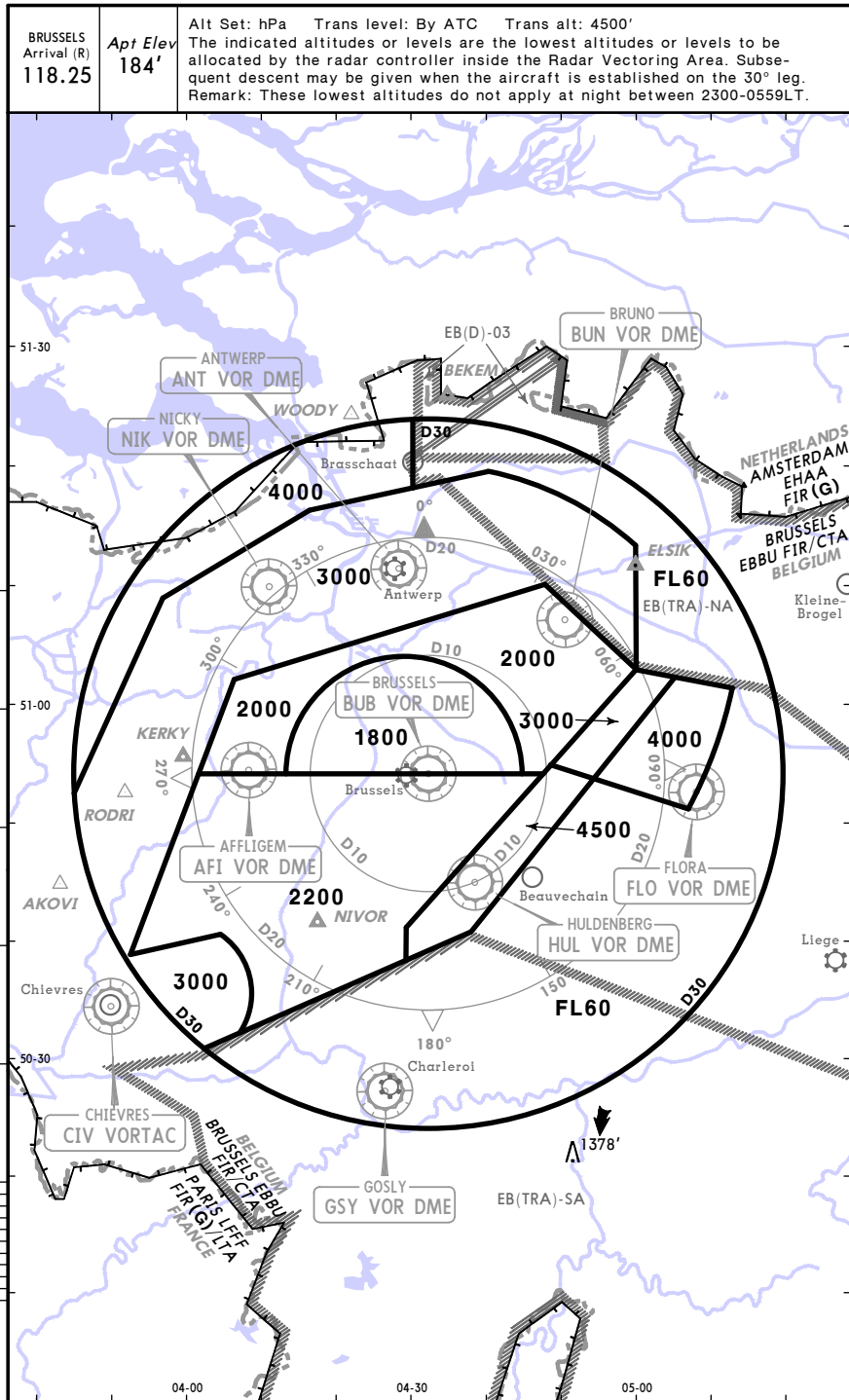
**3.3.3. SPECIAL NOISE ABATEMENT PROCEDURES FOR DEPARTURES AT NIGHT (2300-0559LT)**

Take-off from another RWY than the assigned one will only be allowed after approval from the APT authority. This approval can only be granted for safety reasons. If such approval has been obtained, this will be stated when requesting start-up and ATC clearance.  
All departures from RWY 25R shall start their take-off at the beginning of the RWY and preferably an uninterrupted take-off from P3 will be made after entering the RWY. When RWY 25R and 20 are take-off RWY in use, RWY 20 will be assigned to traffic routing via LNO, PITES, ROUSY, SOPOK or SPI. Other traffic will be assigned RWY 25R.  
When RWY 25R or 25L is take-off RWY in use, special types of ACFT only will be allocated CIV 7D or CIV 2Q if routing via CIV.  
The minimum flight level available for departures within the Belgian airspace for General Aviation Traffic is FL 50.

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JEPPESEN  
 4 AUG 06 (10-1R)

BRUSSELS, BELGIUM  
 RADAR MINIMUM ALTITUDES

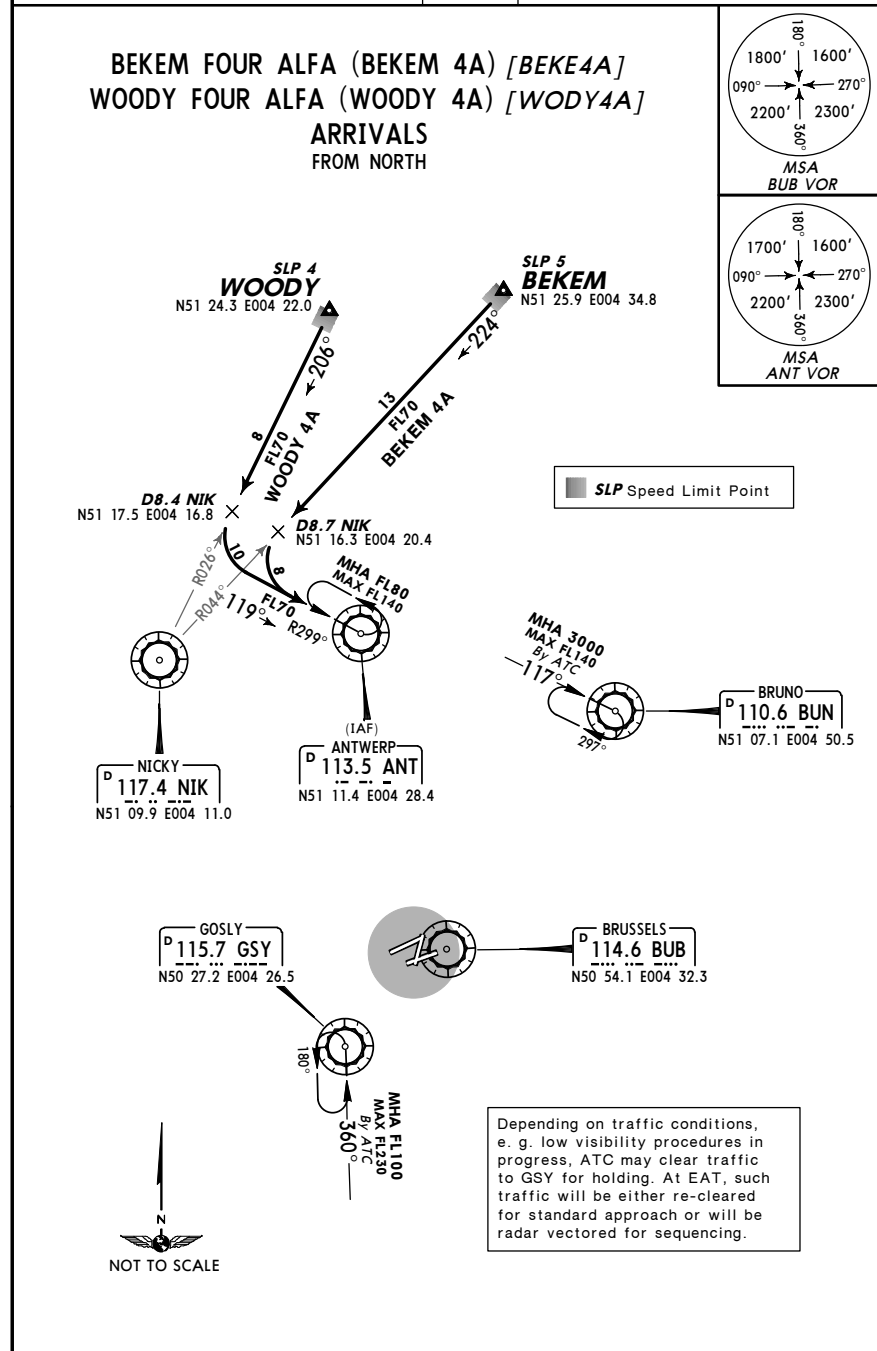


EBBR/BRU  
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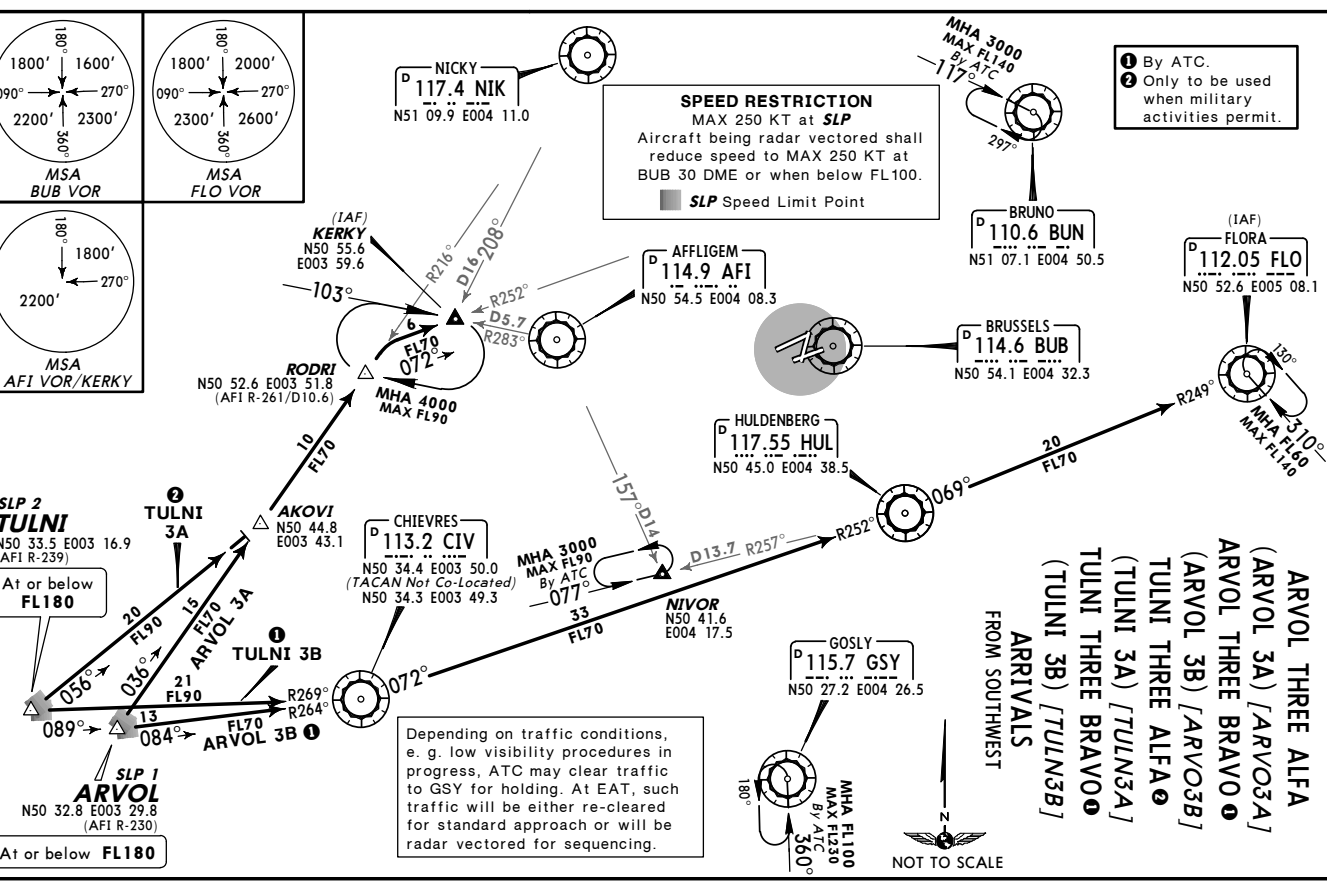
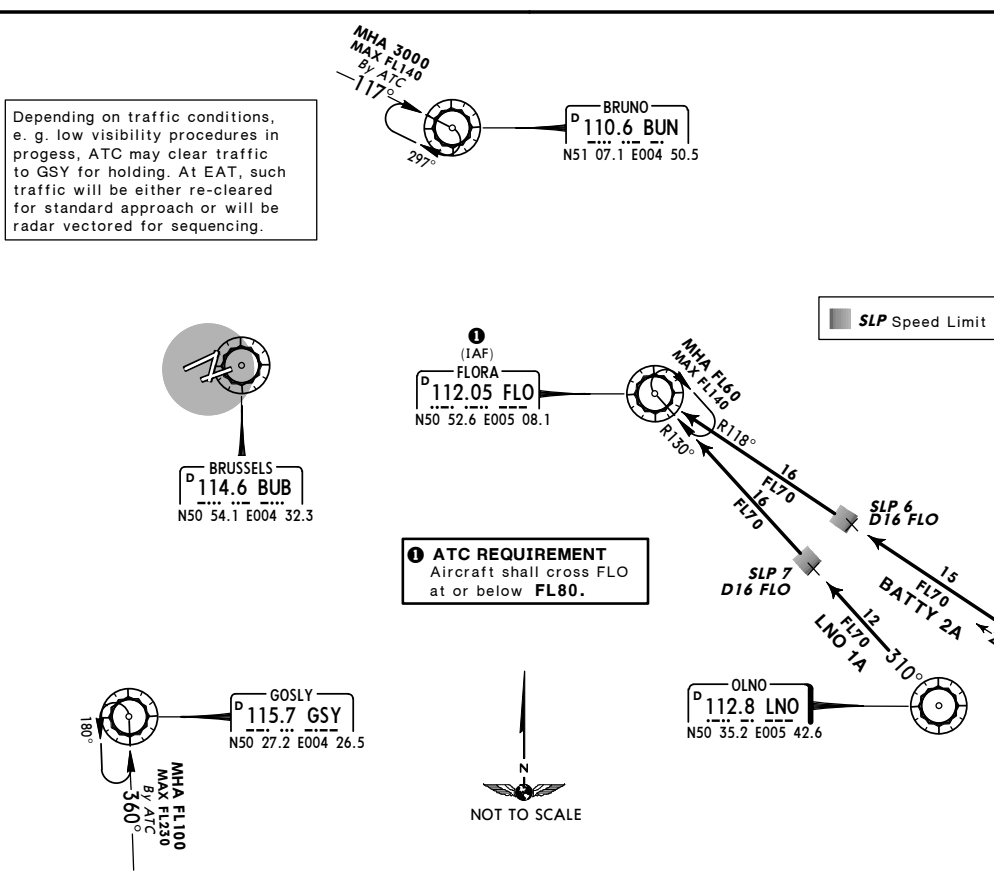
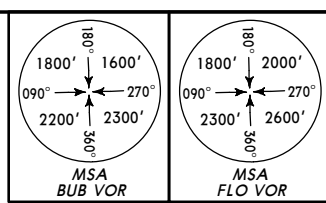
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BRUSSELS, BELGIUM  
 STAR

ATIS			Apt Elev 184'	Alt Set: hPa Trans level: By ATC Trans alt: 4500'
110.6	112.05	114.6		
114.9	117.55	132.47		



EBBR/BRU BRUSSELS NATIONAL	110.6 112.05 114.6 117.55 132.47	ATIS	110.6 112.05 114.6	114.9 117.55 132.47	184'	Alt Set: hPa Trans level: By ATC	Trans alt: 4500'	1 JUN 07	10-2A	EFF 7 JUN	BRUSSELS, BELGIUM	STAR
								JEPPesen				



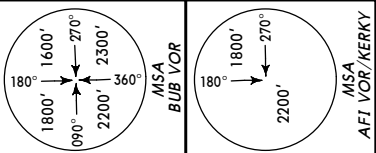
EBBR/BRU BRUSSELS NATIONAL	110.6 112.05 114.6 117.55 132.47	ATIS	110.6 112.05 114.6	114.9 117.55 132.47	184'	Alt Set: hPa Trans level: By ATC	Trans alt: 4500'	3 FEB 06	10-2B	EFF 16 FEB	BRUSSELS, BELGIUM	STAR
								JEPPesen				



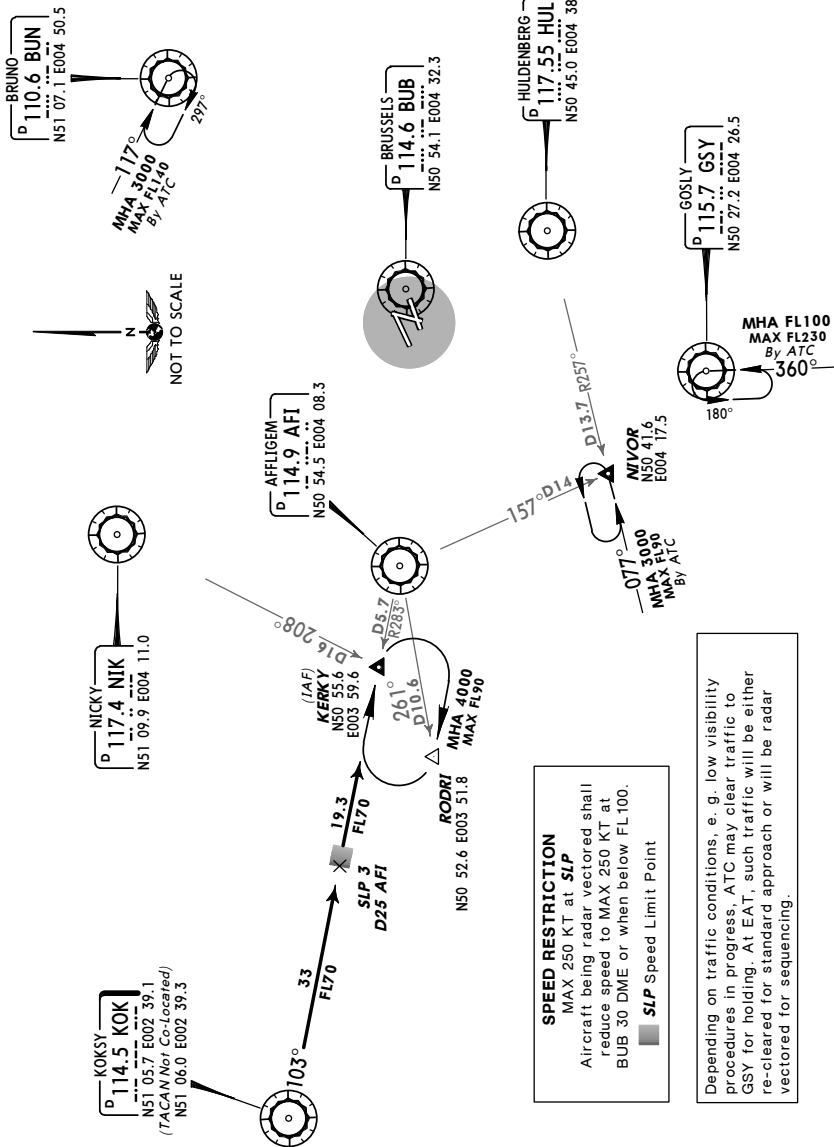
EBBR/BRU BRUSSELS NATIONAL 3 FEB 06 10-2C Eff 16 Feb STAR

ATIS  
110.6 112.05 114.6  
114.9 117.55 132.47

Apt Elev 184'  
Alt Set: hPa  
Trans level: By ATC Trans alt: 4500'



KOKSY FOUR ALFA (KOK 4A)  
ARRIVAL  
FROM WEST



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

EBBR/BRU BRUSSELS NATIONAL 13 APR 07 10-3 SID

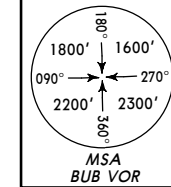
BRUSSELS Tower 118.6  
120.77

BRUSSELS Departure(R) 126.62

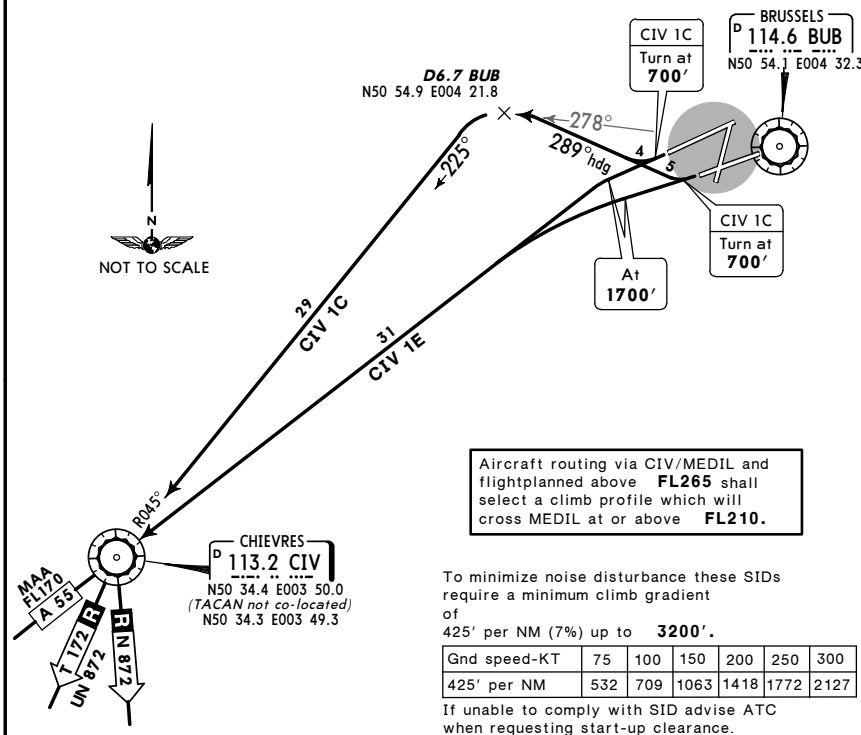
Apt Elev 184'

Trans level: By ATC Trans alt: 4500'

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



CHIEVRES  
RWYS 25L/R DEPARTURES  
SOUTHBOUND VIA AIRWAY A 55  
SOUTHBOUND VIA AIRWAYS T 172, UN 872 (ONLY FOR TRAFFIC FLIGHTPLANNED ABOVE FL195)  
COMPULSORY FOR DESTINATIONS WITHIN  
PARIS TMA VIA AIRWAY N 872 SOUTHBOUND  
FOR SIDS RWYS 02, 07L/R, 20 REFER TO CHART 10-3A  
FOR NIGHTTIME SIDS RWYS 25R/L REFER TO CHART 10-3B  
**SPEED MAX 250 KT OR CLEAN SPEED (V<sub>CL</sub>), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



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

SID	INITIAL CLIMB/ROUTING
CIV 1C ①	Climb to 700', turn RIGHT, 289° heading, intercept BUB R-278, at D6.7 BUB turn LEFT, intercept CIV R-045 inbound to CIV.
CIV 1E ②	Climb straight ahead, at 1700' turn LEFT to CIV.

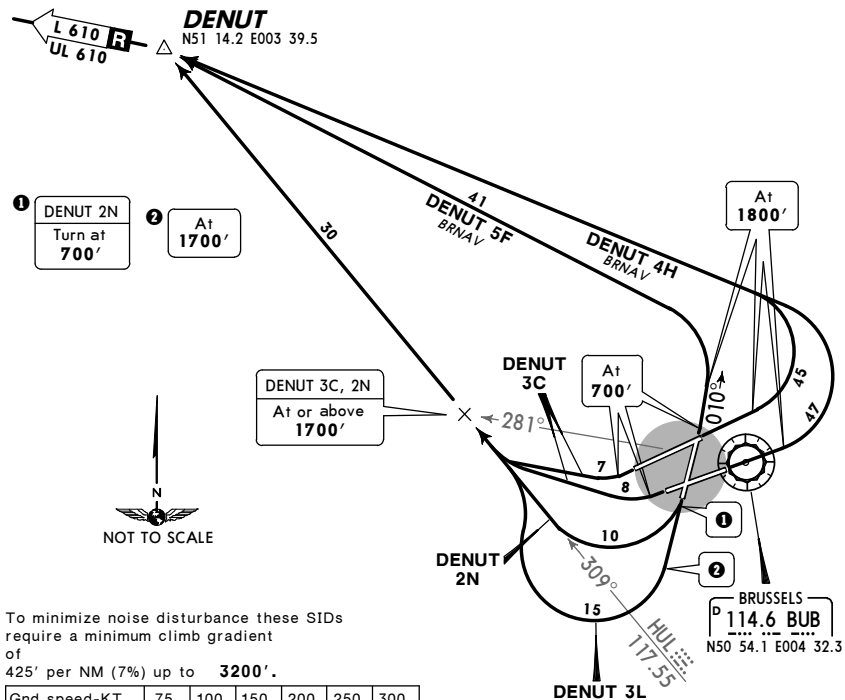
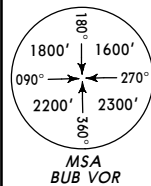
① Not available during weekends between 0600-2259LT.  
② Only available during weekends between 0600-2259LT.



**EBBR/BRU** **JEPPESEN** **BRUSSELS, BELGIUM**  
 BRUSSELS NATIONAL 13 APR 07 **(10-3C)** **SID**

BRUSSELS Tower <b>118.6</b> <b>120.77</b>	BRUSSELS Departure(R) <b>126.62</b>	<i>Apt Elev</i> <b>184'</b>	Trans level: By ATC Trans alt: 4500' 1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.
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**DENUT**  
 RWYS 25L/R, 02, 07L/R, 20 DEPARTURES  
**SPEEDS MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),  
 WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance these SIDs require a minimum climb gradient of 425' per NM (7%) up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

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

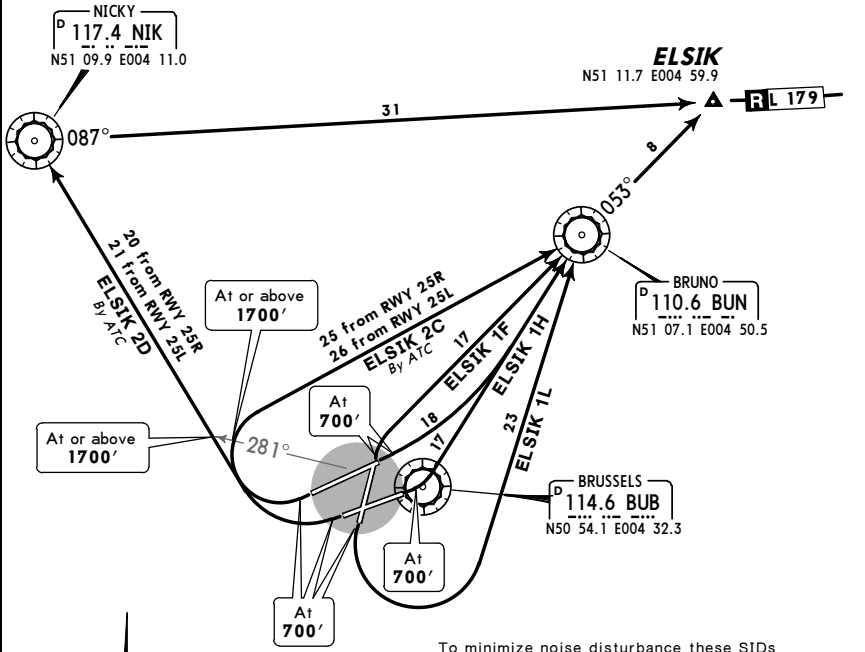
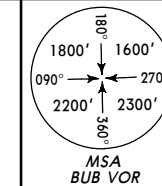
SID	RWY	INITIAL CLIMB/ROUTING
<b>DENUT 3C [DENU3C]</b> ③	<b>25L/R</b>	Climb to <b>700'</b> , turn RIGHT, intercept HUL R-309 to DENUT.
<b>DENUT 5F [DENU5F]</b> BRNAV above MSA	<b>02</b>	Climb to <b>700'</b> , 010° track, at <b>1800'</b> direct to DENUT.
<b>DENUT 4H [DENU4H]</b> BRNAV above MSA	<b>07L/R</b>	Climb straight ahead, at <b>1800'</b> direct to DENUT.
<b>DENUT 3L [DENU3L]</b> ③ ④	<b>20</b>	Climb straight ahead, at <b>1700'</b> turn RIGHT, intercept HUL R-309 to DENUT.
<b>DENUT 2N [DENU2N]</b> ③ ⑤		Climb to <b>700'</b> , turn RIGHT, intercept HUL R-309 to DENUT.

③ Via Airways (U)L 610 westbound. For traffic destinations EGKK, EGHH & EGHI. For traffic overflying London TMA with requested FL above FL245.  
 ④ Available between 0600-2259LT.  
 ⑤ Available between 2300-0559LT or when runway 25R is not available for landing.

**EBBR/BRU** **JEPPESEN** **BRUSSELS, BELGIUM**  
 BRUSSELS NATIONAL 26 MAY 06 **(10-3D)** **Eff 8 Jun** **SID**

BRUSSELS Tower <b>118.6</b> <b>120.77</b>	BRUSSELS Departure(R) <b>126.62</b>	<i>Apt Elev</i> <b>184'</b>	Trans level: By ATC Trans alt: 4500' 1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures (refer to 10-4E). Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.
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**ELSIK**  
 RWYS 25L/R, 02, 07L/R, 20 DEPARTURES  
 VIA AIRWAY L 179 EASTBOUND  
 TO BE USED WHEN ADEQUATE MILITARY AIRSPACES  
 ARE AVAILABLE FOR GAT  
**SPEEDS MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),  
 WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance these SIDs require a minimum climb gradient of 425' per NM (7%) up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

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

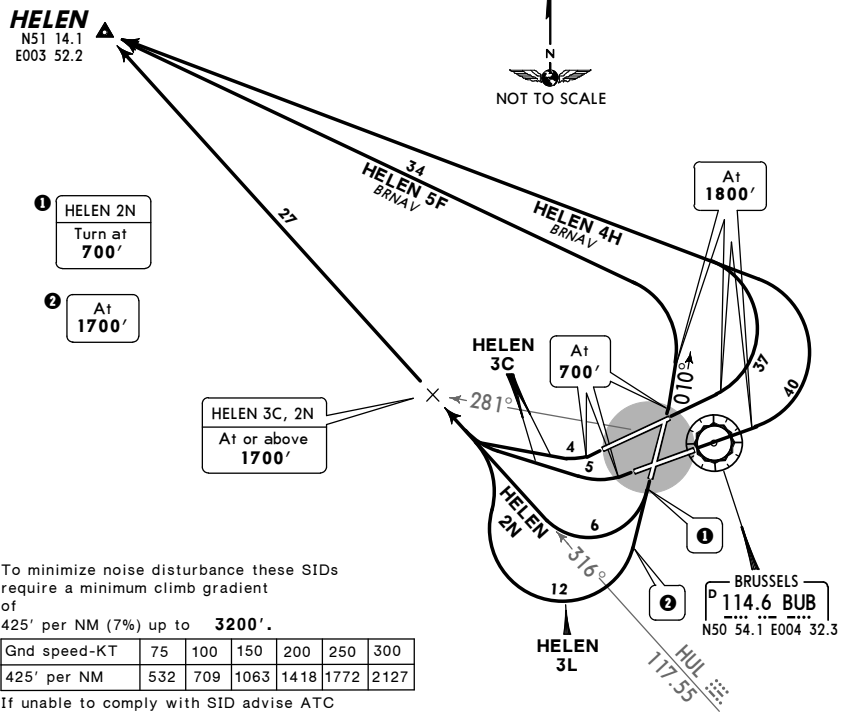
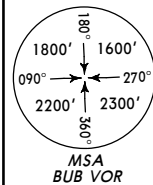
SID	RWY	INITIAL CLIMB/ROUTING
<b>ELSIK 2C [ELSI2C]</b> BY ATC ①	<b>25L/R</b>	Climb to <b>700'</b> , turn RIGHT to BUN, then to ELSIK.
<b>ELSIK 2D [ELSI2D]</b> BY ATC		Climb to <b>700'</b> , turn RIGHT to NIK, then to ELSIK.
<b>ELSIK 1F [ELSI1F]</b>	<b>02</b>	Climb to <b>700'</b> , turn RIGHT to BUN, then to ELSIK.
<b>ELSIK 1H [ELSI1H]</b>	<b>07L/R</b>	Climb to <b>700'</b> , turn LEFT to BUN, then to ELSIK.
<b>ELSIK 1L [ELSI1L]</b>	<b>20</b>	

① If unable to comply advise ATC and expect SID ELSIK 2D.

EBBR/BRU BRUSSELS NATIONAL 26 MAY 06 (10-3E) Eff 8 Jun SID

BRUSSELS Tower 118.6 120.77	BRUSSELS Departure(R) 126.62	Apt Elev 184'	Trans level: By ATC Trans alt: 4500' 1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures (refer to 10-4E). Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.
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**HELEN**  
RWYS 25L/R, 02, 07L/R, 20 DEPARTURES  
**SPEEDS MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),  
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance these SIDs require a minimum climb gradient of 425' per NM (7%) up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

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

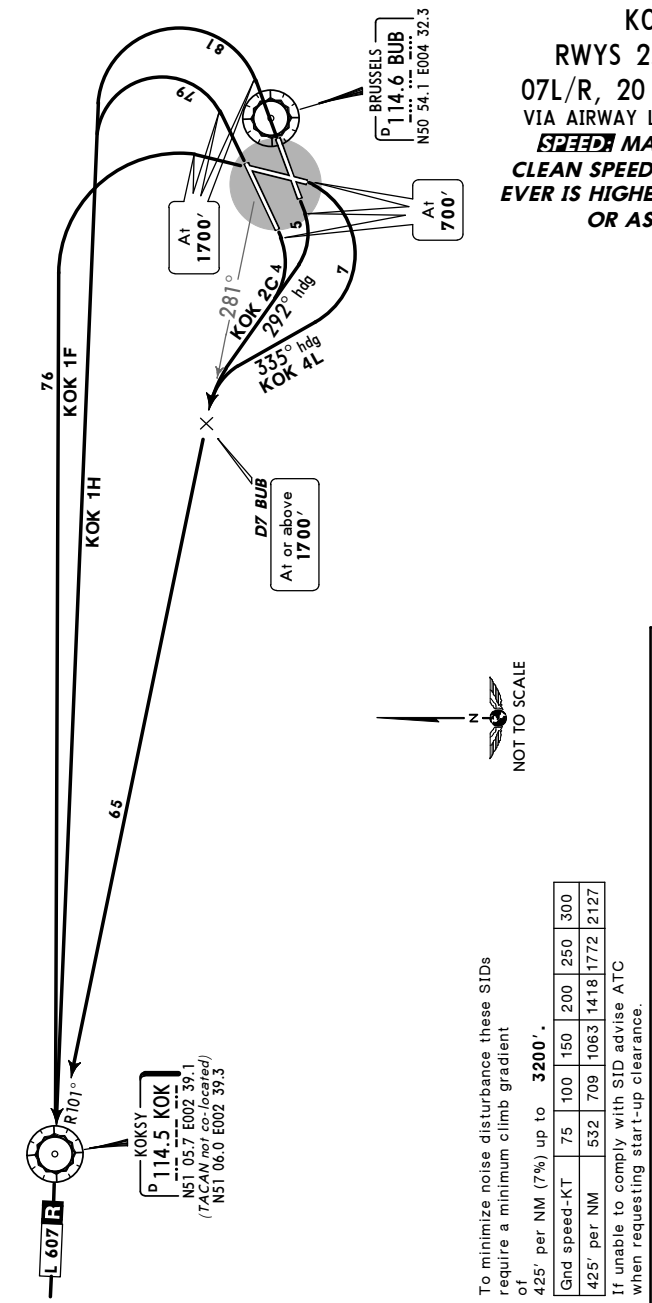
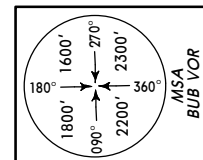
SID	RWY	INITIAL CLIMB/ROUTING
HELEN 3C [HELE3C] ⑥	25L/R	Climb to 700', turn RIGHT, intercept HUL R-316 to HELEN.
HELEN 5F [HELE5F] BRNAV above MSA	02	Climb to 700', 010° track, at 1800' direct to HELEN.
HELEN 4H [HELE4H] BRNAV above MSA	07L/R	Climb straight ahead, at 1800' direct to HELEN.
HELEN 3L [HELE3L] ③④	20	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-316 to HELEN.
HELEN 2N [HELE2N] ③⑥		Climb to 700', turn RIGHT, intercept HUL R-316 to HELEN.

- ③ For traffic with destination EHAM: route HELEN - HSD. For traffic inbound London TMA except destinations EGKK, EGHM & EGHI & for traffic overflying London TMA with requested FL below FL245: route HELEN - COA. For traffic via Airway L745 intending to leave Amsterdam FIR via RAVLO, MIMVA or GODOS: route HELEN - COA - TULIP.
- ④ Available between 0600-2259LT.
- ⑤ Available between 2300-0559LT or when runway 25R is not available for landing.

EBBR/BRU BRUSSELS NATIONAL 13 APR 07 (10-3F) SID

BRUSSELS Tower 118.6 120.77	BRUSSELS Departure(R) 126.62	Apt Elev 184'	Trans level: By ATC Trans alt: 4500' 1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.
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**KOKSY**  
RWYS 25L/R, 02, 07L/R, 20 DEPARTURES  
VIA AIRWAY L 607 WESTBOUND  
**SPEEDS MAX 250 KT OR  
CLEAN SPEED (V<sub>ZF</sub>), WHICH-  
EVER IS HIGHER, BELOW FL100  
OR AS BY ATC**



To minimize noise disturbance these SIDs require a minimum climb gradient of 425' per NM (7%) up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

Initial climb clearance <b>FL60</b> , higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits	
SID	RWY INITIAL CLIMB/ROUTING
KOK 2C	25L/R Climb to 700', turn RIGHT, 292° heading, intercept BUB R-281 to KOK.
KOK 1F	02 Climb straight ahead, at 1700' turn LEFT to KOK.
KOK 1H	07L/R Climb to 700', turn RIGHT, 335° heading, intercept BUB R-281 to KOK.
KOK 4L	20

EBBR/BRU  
 BRUSSELS NATIONAL

JEPPESEN  
 13 APR 07 (10-3G)

BRUSSELS, BELGIUM  
 SID

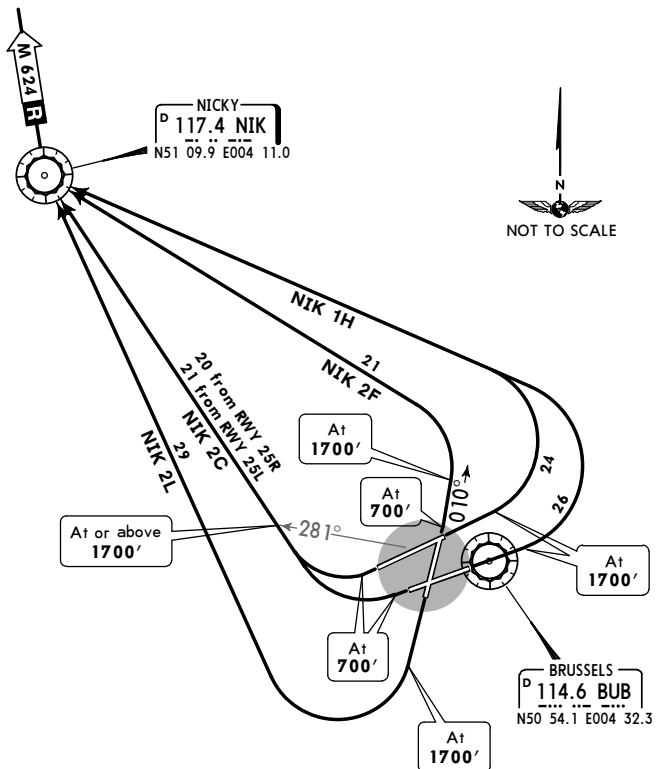
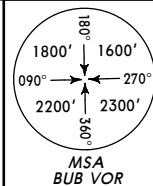
BRUSSELS Tower  
 118.6  
 120.77

BRUSSELS  
 Departure(R)  
 126.62

Apt Elev  
 184'

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

**NICKY**  
 RWYS 25L/R, 02, 07L/R, 20 DEPARTURES  
 VIA AIRWAY M 624 NORTHBOUND  
 NOT TO BE USED BY TRAFFIC DESTINATION EHAM  
 FOR NIGHTTIME SIDS RWYS 20, 25R REFER TO CHART 10-3H  
**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),  
 WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

To minimize noise disturbance these SIDs require a minimum climb gradient of 425' per NM (7%) up to 3200'.

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

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

SID	RWY	INITIAL CLIMB/ROUTING
NIK 2C ①	25L/R	Climb to 700', turn RIGHT to NIK.
NIK 2F	02	Climb to 700', 010° track, at 1700' turn LEFT to NIK.
NIK 1H	07L/R	Climb straight ahead, at 1700' turn LEFT to NIK.
NIK 2L ②	20	Climb straight ahead, at 1700' turn RIGHT to NIK.

① SIDs runway 25R only available between 0600-2259LT.  
 ② Available between 0600-2259LT.

EBBR/BRU  
 BRUSSELS NATIONAL

JEPPESEN  
 13 APR 07 (10-3H)

BRUSSELS, BELGIUM  
 SID

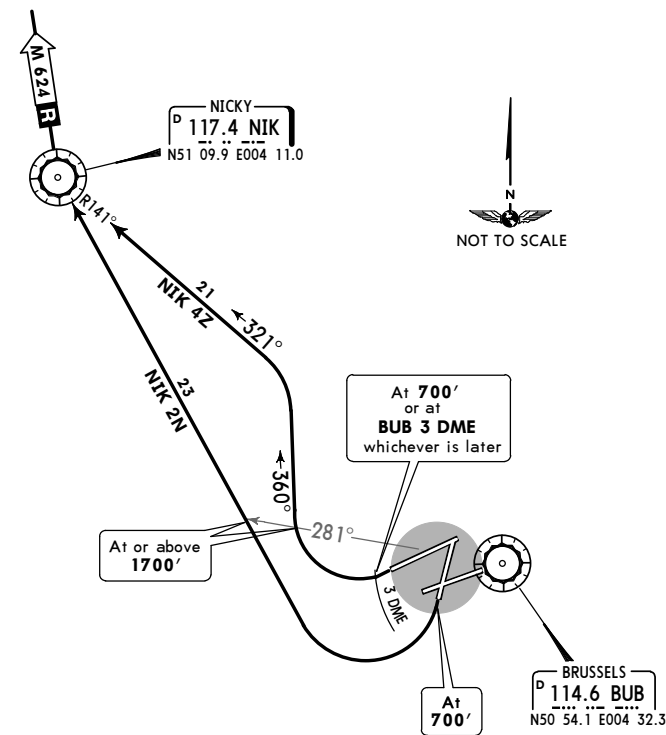
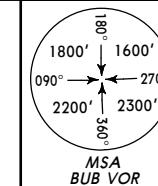
BRUSSELS Tower  
 118.6  
 120.77

BRUSSELS  
 Departure(R)  
 126.62

Apt Elev  
 184'

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

**NICKY**  
 RWYS 20, 25R DEPARTURES  
 VIA AIRWAY M 624 NORTHBOUND  
 NOT TO BE USED BY TRAFFIC DESTINATION EHAM  
**~~SPEED~~ MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),  
 WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

To minimize noise disturbance these SIDs require a minimum climb gradient of 425' per NM (7%) up to 3200'.

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

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

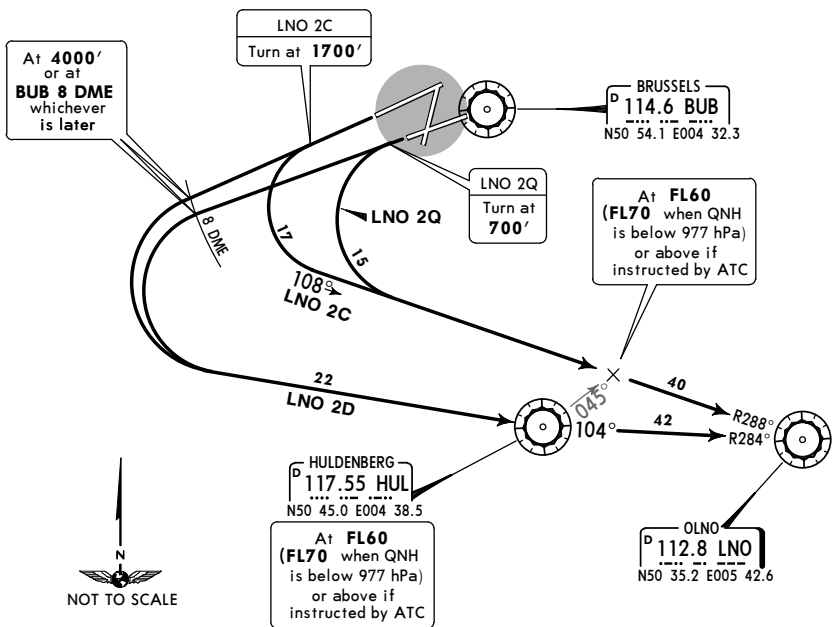
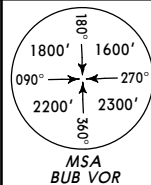
SID	RWY	INITIAL CLIMB/ROUTING
NIK 2N ①	20	Climb to 700', turn RIGHT to NIK.
NIK 4Z ②	25R	Climb to 700' or BUB 3 DME, whichever is later, turn RIGHT, 360° track, turn LEFT, intercept NIK R-141 inbound to NIK.

① Available between 2300-0559LT or when runway 25R is not available for landing.  
 ② Available between 2300-0559LT.

**EBBR/BRU** **JEPPESEN** **BRUSSELS, BELGIUM**  
 BRUSSELS NATIONAL 13 APR 07 **(10-3J)** **SID**

BRUSSELS Tower <b>118.6</b> <b>120.77</b>	BRUSSELS Departure(R) <b>126.62</b>	<i>Apt Elev</i> <b>184'</b>	Trans level: By ATC Trans alt: 4500' 1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.
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**OLNO**  
**RWYS 25R/L DEPARTURES**  
 FOR SIDS RWYS 02, 07L/R, 20 REFER TO CHART 10-3K  
 FOR NIGHTTIME SID RWY 25R REFER TO CHART 10-3L  
**~~SPEEDS~~ MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),**  
**WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

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

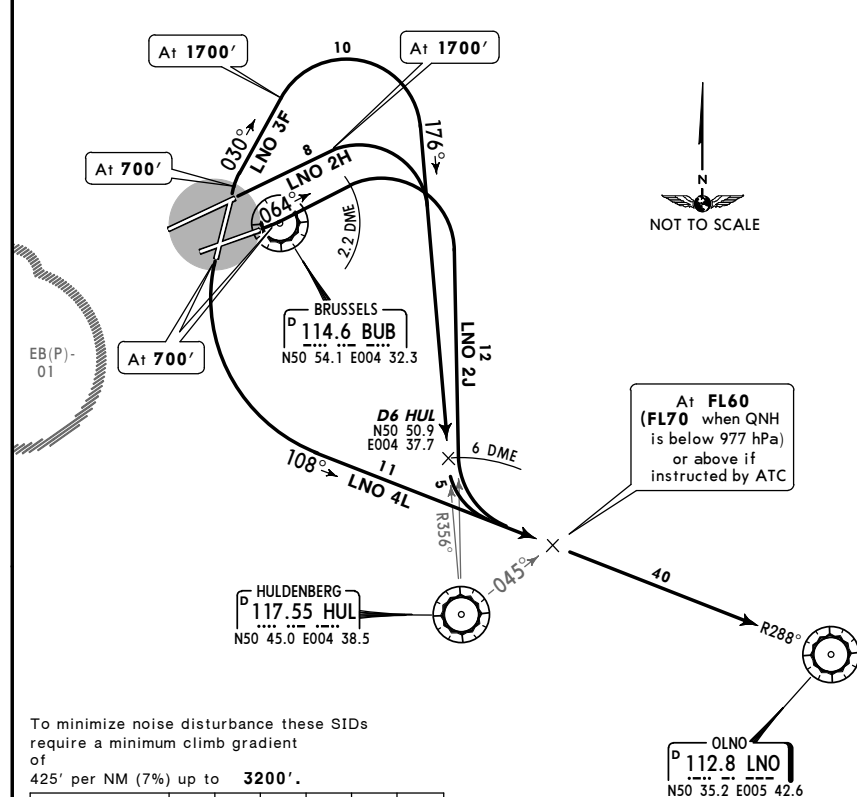
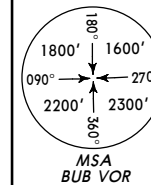
SID	RWY	INITIAL CLIMB/ROUTING
LNO 2C ① ② ③	25R	Climb straight ahead, at 1700' turn LEFT, intercept LNO R-288 inbound to LNO.
LNO 2D ④ ⑤	25L/R	Climb straight ahead, at 4000' or at BUB 8 DME, whichever is later, turn LEFT to HUL, intercept LNO R-284 inbound to LNO.
LNO 2Q ① ②	25L	Climb to 700', turn LEFT, intercept LNO R-288 inbound to LNO.

- ① To be used by 1-, 2-, 3-engined aircraft.
- ② May be used by 4-engined aircraft noise certificated according to ICAO Annex 16, Chapter 3/ FAR Part 36 Stage 3 and whose performances permit to adhere to the SID.
- ③ For traffic requesting a cruising or initial FL below FL195.
- ④ Available between 0600-2259LT.
- ⑤ To be used by 4-engined aircraft.
- ⑥ SIDs runway 25R only available between 0600-2259LT.

**EBBR/BRU** **JEPPESEN** **BRUSSELS, BELGIUM**  
 BRUSSELS NATIONAL 3 FEB 06 **(10-3K)** **Eff 16 Feb** **SID**

BRUSSELS Tower <b>118.6</b> <b>120.77</b>	BRUSSELS Departure(R) <b>126.62</b>	<i>Apt Elev</i> <b>184'</b>	Trans level: By ATC Trans alt: 4500' 1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures (refer to 10-4E). Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.
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**OLNO**  
**RWYS 02, 07L/R, 20 DEPARTURES**  
 FOR NIGHTTIME SID RWY 25R REFER TO CHART 10-3L  
**~~SPEEDS~~ MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),**  
**WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

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

SID	RWY	INITIAL CLIMB/ROUTING
LNO 3F	02	Climb to 700', 030° track, at 1700' turn RIGHT, intercept HUL R-356 inbound to D6 HUL, turn LEFT, intercept LNO R-288 inbound to LNO.
LNO 2H	07L	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-356 inbound to D6 HUL, turn LEFT, intercept LNO R-288 inbound to LNO.
LNO 2J	07R	Climb to 700', 064° track to BUB 2.2 DME, turn RIGHT towards HUL, at HUL 6 DME turn LEFT, intercept LNO R-288 inbound to LNO.
LNO 4L	20	Climb to 700', turn LEFT, intercept LNO R-288 inbound to LNO.

EBBR/BRU  
 BRUSSELS NATIONAL

JEPPESEN  
 3 FEB 06 10-3L Eff 16 Feb

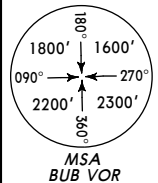
BRUSSELS, BELGIUM  
 SID

BRUSSELS Tower  
 118.6  
 120.77

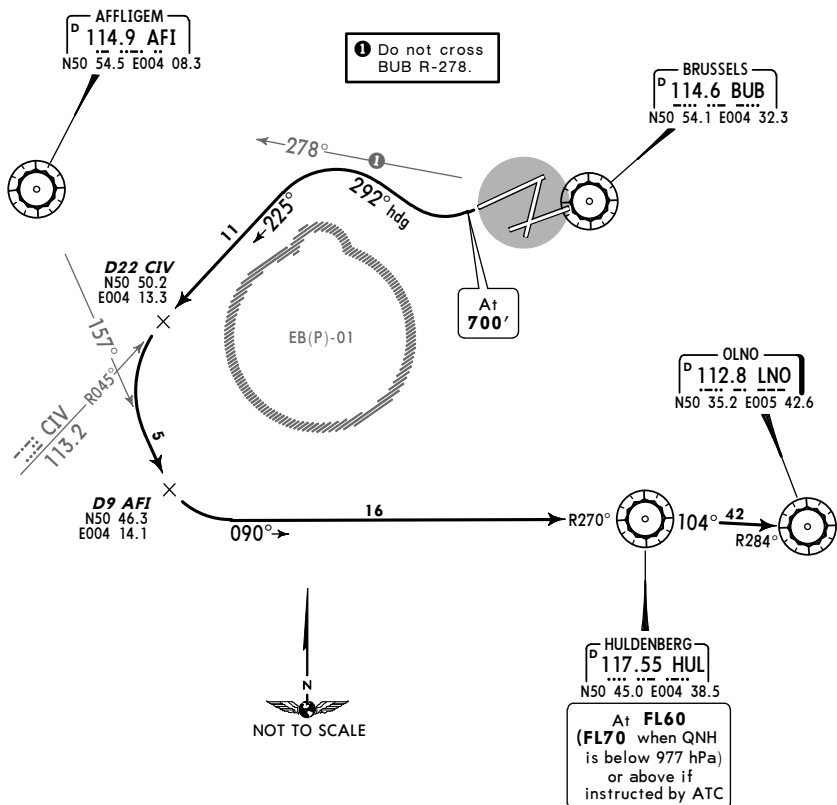
BRUSSELS  
 Departure(R)  
 126.62

Apt Elev  
 184'

Trans level: By ATC Trans alt: 4500'  
 1. After take-off remain on Tower frequency.  
 2. SIDs are also noise abatement procedures (refer to 10-4E).  
 Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.



**OLNO THREE ZULU (LNO 3Z)**  
**RWY 25R DEPARTURE**  
 AVAILABLE BETWEEN 2300-0559LT  
**SPEEDS MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),**  
**WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance this SID requires a minimum climb gradient of 425' per NM (7%) up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

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

**INITIAL CLIMB/ROUTING**

Climb to **700'**, turn RIGHT, 292° heading, intercept CIV R-045 inbound, at D22 CIV turn LEFT, intercept AFI R-157, at D9 AFI turn LEFT, intercept HUL R-270 inbound to HUL, intercept LNO R-284 inbound to LNO.

EBBR/BRU  
 BRUSSELS NATIONAL

JEPPESEN  
 7 APR 06 10-3M Eff 13 Apr

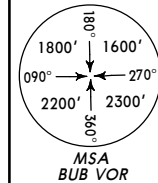
BRUSSELS, BELGIUM  
 SID

BRUSSELS Tower  
 118.6  
 120.77

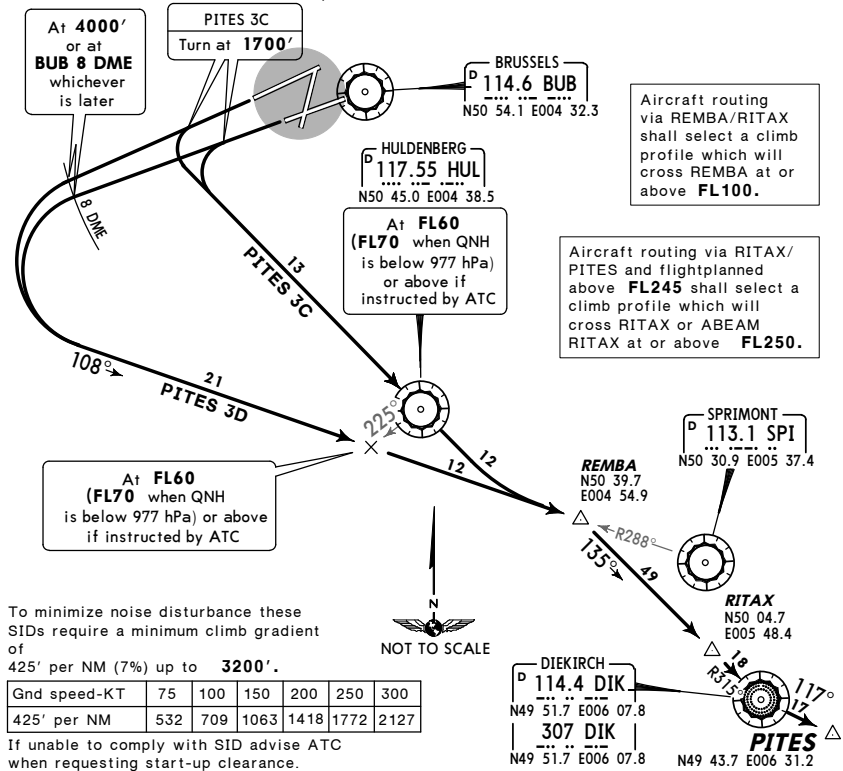
BRUSSELS  
 Departure(R)  
 126.62

Apt Elev  
 184'

Trans level: By ATC Trans alt: 4500'  
 1. After take-off remain on Tower frequency.  
 2. SIDs are also noise abatement procedures (refer to 10-4E).  
 Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.



**PITES**  
**RWYS 25L/R DEPARTURES**  
 AVAILABLE FOR TRAFFIC VIA AIRWAY UM 150 (CDR1)  
 SIDS RWY 25R ONLY AVAILABLE BETWEEN 0600-2259LT  
 FOR SIDS RWYS 02, 07L/R REFER TO CHART 10-3N  
 FOR SIDS RWY 20 REFER TO CHART 10-3P  
 FOR NIGHTTIME SID RWY 25R REFER TO CHART 10-3Q  
**SPEEDS MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),**  
**WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance these SIDs require a minimum climb gradient of 425' per NM (7%) up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

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

SID	INITIAL CLIMB/ROUTING
<b>PITES 3C</b> [PITE3C] 1 2 3	Climb straight ahead, at <b>1700'</b> turn LEFT to HUL, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to DIK, then to PITES.
<b>PITES 3D</b> [PITE3D] 4 5 6	Climb straight ahead, at <b>4000'</b> or at BUB 8 DME, whichever is later, turn LEFT, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to DIK, then to PITES.

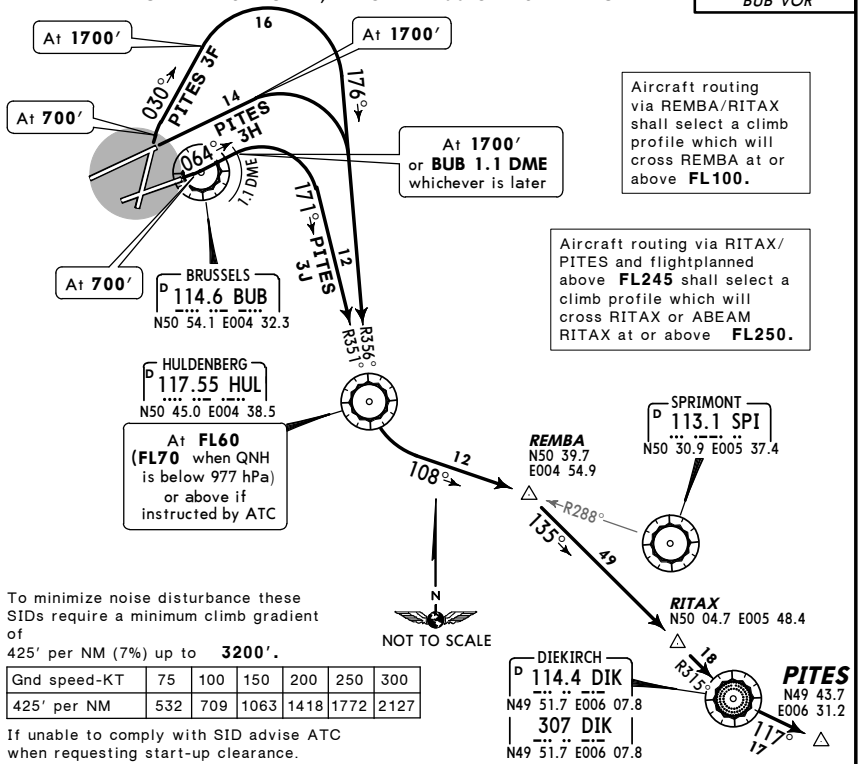
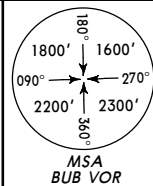
- 1 To be used by 1-, 2-, 3-engined aircraft. May be used by 4-engined aircraft noise certificated according to ICAO Annex 16, Chapter 3/ FAR Part 36 Stage 3 and whose performances permit to adhere to the SID.
- 2 Alternative route when airway **UM 150** not available: SOPOK 3C - SOPOK - ETENO.
- 3 Alternative route on ATC instruction: SOPOK 3C - SOPOK - RITAX - DIK - PITES.
- 4 To be used by 4-engined aircraft.
- 5 Alternative route when airway **UM 150** not available: SOPOK 3D - SOPOK - ETENO.
- 6 Alternative route on ATC instruction: SOPOK 3D - SOPOK - RITAX - DIK - PITES.

**EBBR/BRU** **JEPPESEN** **BRUSSELS, BELGIUM**  
**BRUSSELS NATIONAL** 7 APR 06 **(10-3N)** Eff 13 Apr **SID**

BRUSSELS Tower <b>118.6</b> <b>120.77</b>	BRUSSELS Departure(R) <b>126.62</b>	Apt Elev <b>184'</b>	Trans level: By ATC Trans alt: 4500' 1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures (refer to 10-4E). Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.
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**PITES**

**RWYS 02, 07L/R DEPARTURES**  
AVAILABLE FOR TRAFFIC VIA AIRWAY UM 150 (CDR1)  
FOR SIDS RWY 20 REFER TO CHART 10-3P  
FOR NIGHTTIME SID RWY 25R REFER TO CHART 10-3Q  
**SPEEDS MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),**  
**WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Aircraft routing via REMBA/RITAX shall select a climb profile which will cross REMBA at or above **FL100**.

Aircraft routing via RITAX/PITES and flightplanned above **FL245** shall select a climb profile which will cross RITAX or ABEAM RITAX at or above **FL250**.

To minimize noise disturbance these SIDs require a minimum climb gradient of 425' per NM (7%) up to **3200'**.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

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

SID	RWY	INITIAL CLIMB
<b>PITES 3F</b> [PITE3F] ① ②	<b>02</b>	Climb to <b>700'</b> , 030° track, at <b>1700'</b> turn RIGHT, intercept HUL R-356 inbound to HUL.
<b>PITES 3H</b> [PITE3H] ③ ④	<b>07L</b>	Climb straight ahead, at <b>1700'</b> turn RIGHT, intercept HUL R-356 inbound to HUL.
<b>PITES 3J</b> [PITE3J] ⑤ ⑥	<b>07R</b>	Climb to <b>700'</b> , 064° track, at <b>1700'</b> or BUB 1.1 DME, whichever is later, turn RIGHT, intercept HUL R-351 inbound to HUL.

**ROUTING**

At HUL turn LEFT, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to DIK, then to PITES.

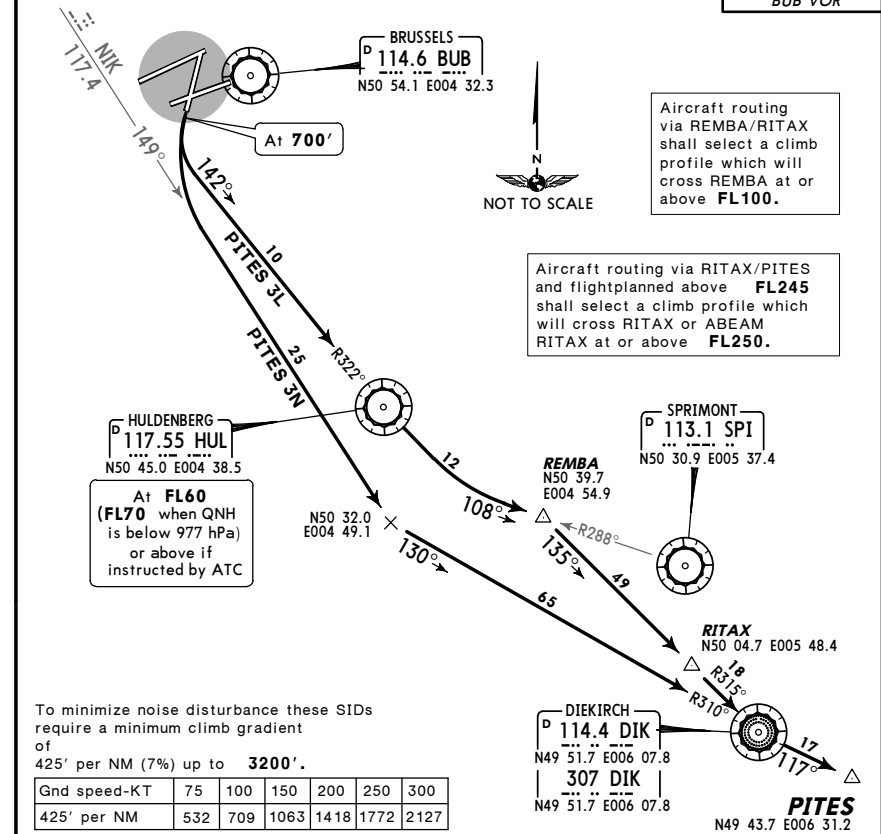
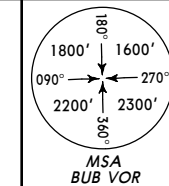
- ① Alternative route when airway **UM 150** not available: SOPOK 3F - SOPOK - ETENO.
- ② Alternative route on ATC instruction: SOPOK 3F - SOPOK - RITAX - DIK - PITES.
- ③ Alternative route when airway **UM 150** not available: SOPOK 2H - SOPOK - ETENO.
- ④ Alternative route on ATC instruction: SOPOK 2H - SOPOK - RITAX - DIK - PITES.
- ⑤ Alternative route when airway **UM 150** not available: SOPOK 2J - SOPOK - ETENO.
- ⑥ Alternative route on ATC instruction: SOPOK 2J - SOPOK - RITAX - DIK - PITES.

**EBBR/BRU** **JEPPESEN** **BRUSSELS, BELGIUM**  
**BRUSSELS NATIONAL** 7 APR 06 **(10-3P)** Eff 13 Apr **SID**

BRUSSELS Tower <b>118.6</b> <b>120.77</b>	BRUSSELS Departure(R) <b>126.62</b>	Apt Elev <b>184'</b>	Trans level: By ATC Trans alt: 4500' 1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures (refer to 10-4E). Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.
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**PITES**

**RWY 20 DEPARTURES**  
FOR NIGHTTIME SID RWY 25R REFER TO CHART 10-3Q  
**SPEEDS MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),**  
**WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



Aircraft routing via REMBA/RITAX shall select a climb profile which will cross REMBA at or above **FL100**.

Aircraft routing via RITAX/PITES and flightplanned above **FL245** shall select a climb profile which will cross RITAX or ABEAM RITAX at or above **FL250**.

To minimize noise disturbance these SIDs require a minimum climb gradient of 425' per NM (7%) up to **3200'**.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

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

SID	INITIAL CLIMB/ROUTING
<b>PITES 3L</b> [PITE3L] ① ②	Climb to <b>700'</b> , turn LEFT, intercept HUL R-322 inbound to HUL, turn LEFT, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to DIK, then to PITES.
<b>PITES 3N</b> [PITE3N] ③	Climb to <b>700'</b> , turn LEFT, intercept NIK R-149, turn LEFT, intercept DIK R-310 inbound to DIK, then to PITES.

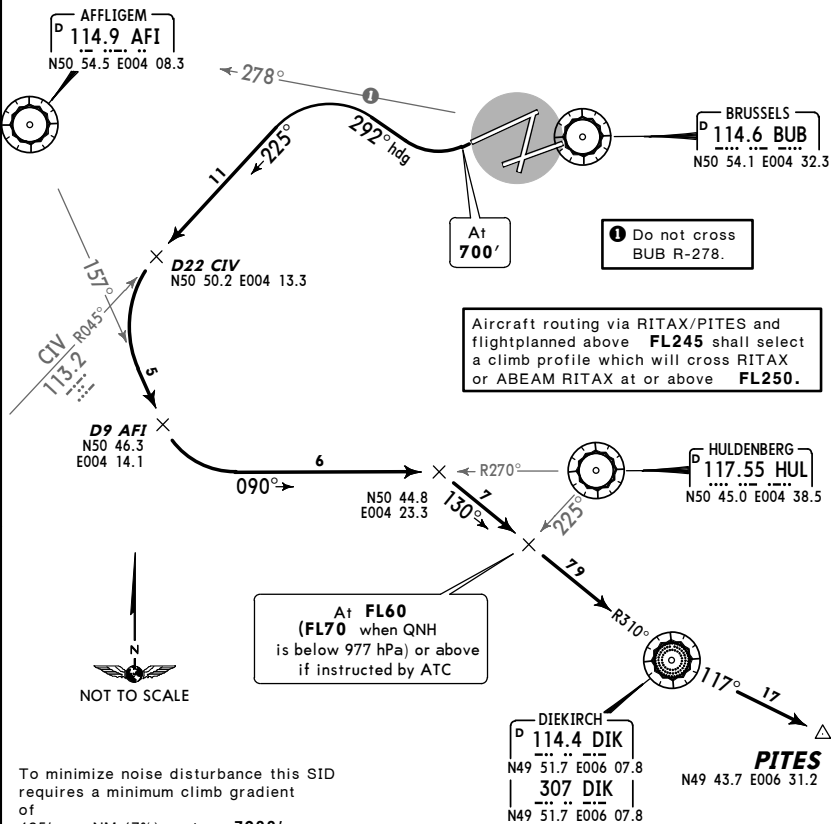
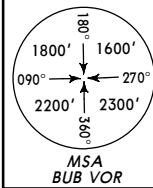
- ① Available for traffic via airway **UM 150** (CDR1).  
Alternative route when airway **UM 150** not available: SOPOK 2L - SOPOK - ETENO.
- ② Alternative route on ATC instruction: SOPOK 2L - SOPOK - RITAX - DIK - PITES.
- ③ Available between 2300-2400LT if airway **UM 150** is available. Exceptionally not available between 2300-2400LT due to military activity in Belgium. Alternative SID: PITES 3L.



**EBBR/BRU** **JEPPESEN** **BRUSSELS, BELGIUM**  
 BRUSSELS NATIONAL 7 APR 06 **10-3Q** Eff 13 Apr **SID**

BRUSSELS Tower 118.6 120.77  
 BRUSSELS Departure(R) 126.62  
 Apt Elev 184'  
 Trans level: By ATC Trans alt: 4500'  
 1. After take-off remain on Tower frequency.  
 2. SIDs are also noise abatement procedures (refer to 10-4E).  
 Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.

**PITES THREE ZULU (PITES 3Z) [PITE3Z]**  
**RWY 25R DEPARTURE**  
 AVAILABLE BETWEEN 2300-0559LT  
 ALTERNATIVE ROUTE ON ATC INSTRUCTION:  
 SOPOK 4Z - SOPOK - RITAX - DIK - PITES  
**~~SPEEDS~~ MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),**  
**WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance this SID requires a minimum climb gradient of 425' per NM (7%) up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

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

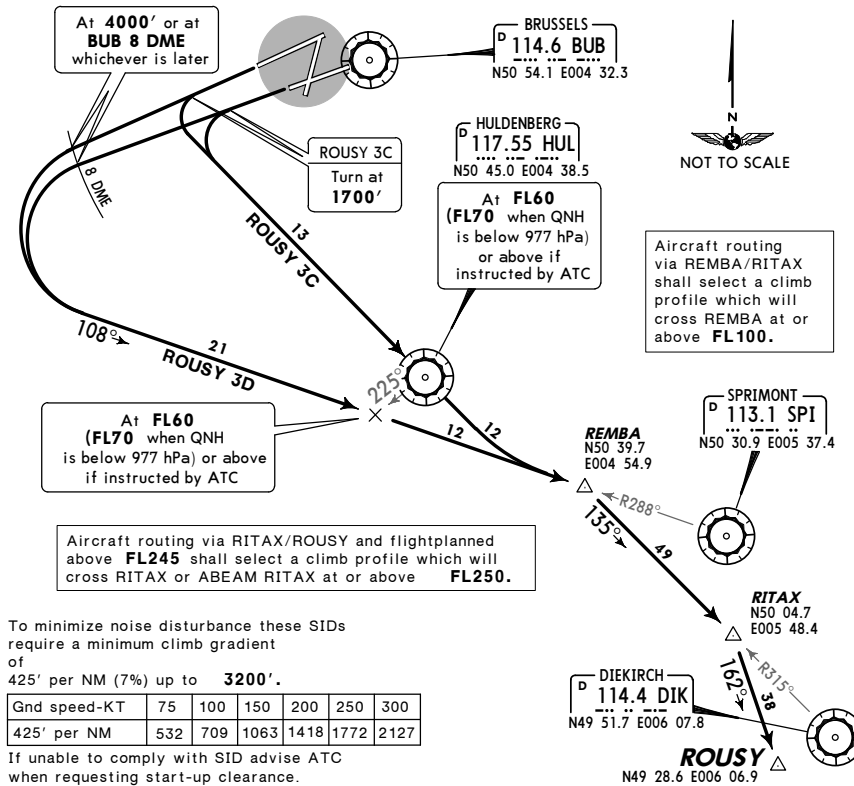
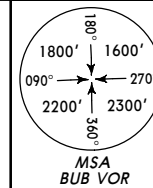
**INITIAL CLIMB/ROUTING**

Climb to 700', turn RIGHT, 292° heading, intercept CIV R-045 inbound, at D22 CIV turn LEFT, intercept AFI R-157, at D9 AFI turn LEFT, intercept HUL R-270 inbound, intercept DIK R-310 inbound to DIK, then to PITES.

**EBBR/BRU** **JEPPESEN** **BRUSSELS, BELGIUM**  
 BRUSSELS NATIONAL 7 APR 06 **10-3S** Eff 13 Apr **SID**

BRUSSELS Tower 118.6 120.77  
 BRUSSELS Departure(R) 126.62  
 Apt Elev 184'  
 Trans level: By ATC Trans alt: 4500'  
 1. After take-off remain on Tower frequency.  
 2. SIDs are also noise abatement procedures (refer to 10-4E).  
 Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.

**ROUSY**  
**RWYS 25L/R DEPARTURES**  
 SIDS RWY 25R ONLY AVAILABLE BETWEEN 0600-2259LT  
 FOR SIDS RWYS 02, 07L/R REFER TO CHART 10-3T  
 FOR SIDS RWY 20 REFER TO CHART 10-3U  
 FOR NIGHTTIME SID RWY 25R REFER TO CHART 10-3V  
**~~SPEEDS~~ MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),**  
**WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance these SIDs require a minimum climb gradient of 425' per NM (7%) up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

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

**INITIAL CLIMB/ROUTING**

SID	INITIAL CLIMB/ROUTING
<b>ROUSY 3C</b> [ROUS3C] ① ②	Climb straight ahead, at 1700' turn LEFT to HUL, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to ROUSY.
<b>ROUSY 3D</b> [ROUS3D] ③ ④	Climb straight ahead, at 4000' or at BUB 8 DME, whichever is later, turn LEFT, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to ROUSY.

- ① To be used by 1-, 2-, 3-engined aircraft.
- ② May be used by 4-engined aircraft noise certificated according to ICAO Annex 16, Chapter 3/ FAR Part 36 Stage 3 and whose performances permit to adhere to the SID.
- ③ Alternative route on ATC instruction: SOPOK 3C - SOPOK - RITAX - ROUSY.
- ④ To be used by 4-engined aircraft.
- ⑤ Alternative route on ATC instruction: SOPOK 3D - SOPOK - RITAX - ROUSY.

**EBBR/BRU** **BRUSSELS, BELGIUM**  
**BRUSSELS NATIONAL** 7 APR 06 **(10-3T)** Eff 13 Apr **SID**

BRUSSELS Tower <b>118.6</b> <b>120.77</b>	BRUSSELS Departure(R) <b>126.62</b>	Apt Elev <b>184'</b>	Trans level: By ATC Trans alt: 4500' 1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures (refer to 10-4E). Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.
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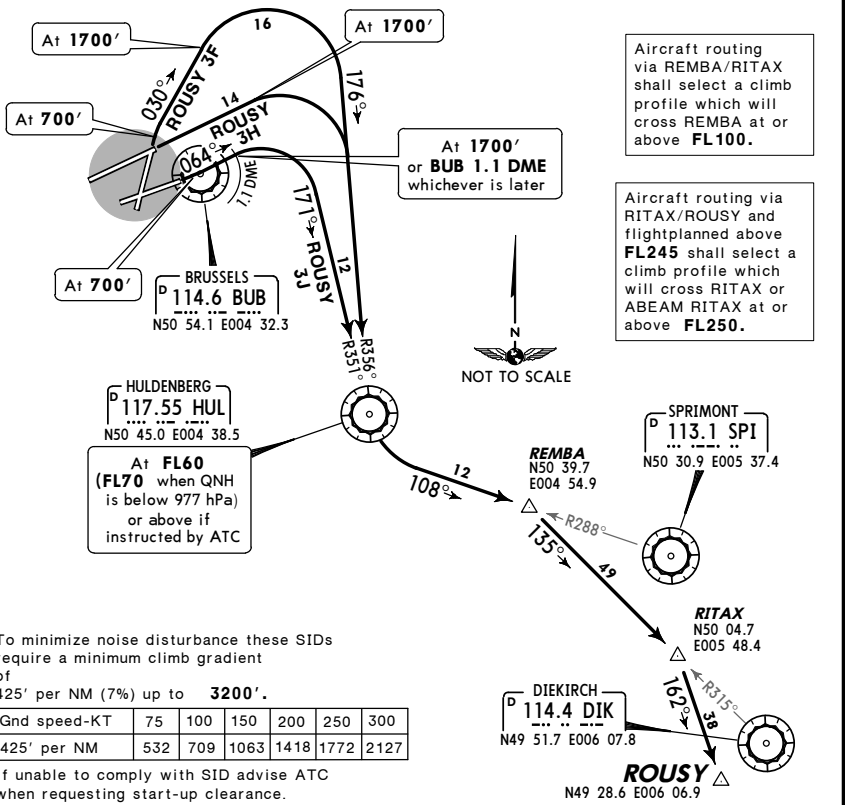
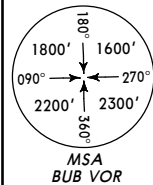
**ROUSY**

**RWYS 02, 07L/R DEPARTURES**

FOR SIDS RWY 20 REFER TO CHART 10-3U

FOR NIGHTTIME SID RWY 25R REFER TO CHART 10-3V

**SPEED MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),  
 WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance these SIDs require a minimum climb gradient of 425' per NM (7%) up to **3200'**.

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

SID	RWY	INITIAL CLIMB/ROUTING
<b>ROUSY 3F</b> [ROUS3F] ①	<b>02</b>	Climb to <b>700'</b> , 030° track, at <b>1700'</b> turn RIGHT, intercept HUL R-356 inbound to HUL, turn LEFT, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to ROUSY.
<b>ROUSY 3H</b> [ROUS3H] ②	<b>07L</b>	Climb straight ahead, at <b>1700'</b> turn RIGHT, intercept HUL R-356 inbound to HUL, turn LEFT, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to ROUSY.
<b>ROUSY 3J</b> [ROUS3J] ③	<b>07R</b>	Climb to <b>700'</b> , 064° track, at <b>1700'</b> or BUB 1.1 DME, whichever is later, turn RIGHT, intercept HUL R-351 inbound to HUL, turn LEFT, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to ROUSY.

① Alternative route on ATC instruction: SOPOK 3F - SOPOK - RITAX - ROUSY.  
 ② Alternative route on ATC instruction: SOPOK 2H - SOPOK - RITAX - ROUSY.  
 ③ Alternative route on ATC instruction: SOPOK 2J - SOPOK - RITAX - ROUSY.

**EBBR/BRU** **BRUSSELS, BELGIUM**  
**BRUSSELS NATIONAL** 7 APR 06 **(10-3U)** Eff 13 Apr **SID**

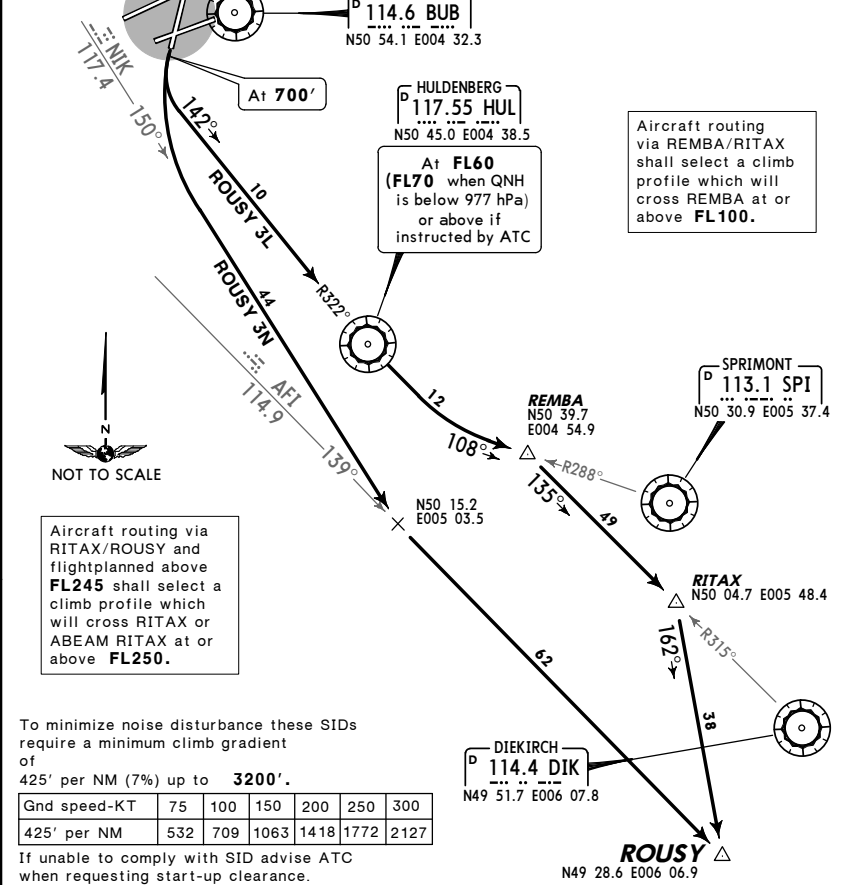
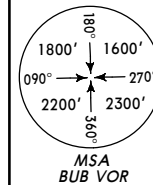
BRUSSELS Tower <b>118.6</b> <b>120.77</b>	BRUSSELS Departure(R) <b>126.62</b>	Apt Elev <b>184'</b>	Trans level: By ATC Trans alt: 4500' 1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures (refer to 10-4E). Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.
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**ROUSY**

**RWY 20 DEPARTURES**

FOR NIGHTTIME SID RWY 25R REFER TO CHART 10-3V

**SPEED MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),  
 WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance these SIDs require a minimum climb gradient of 425' per NM (7%) up to **3200'**.

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

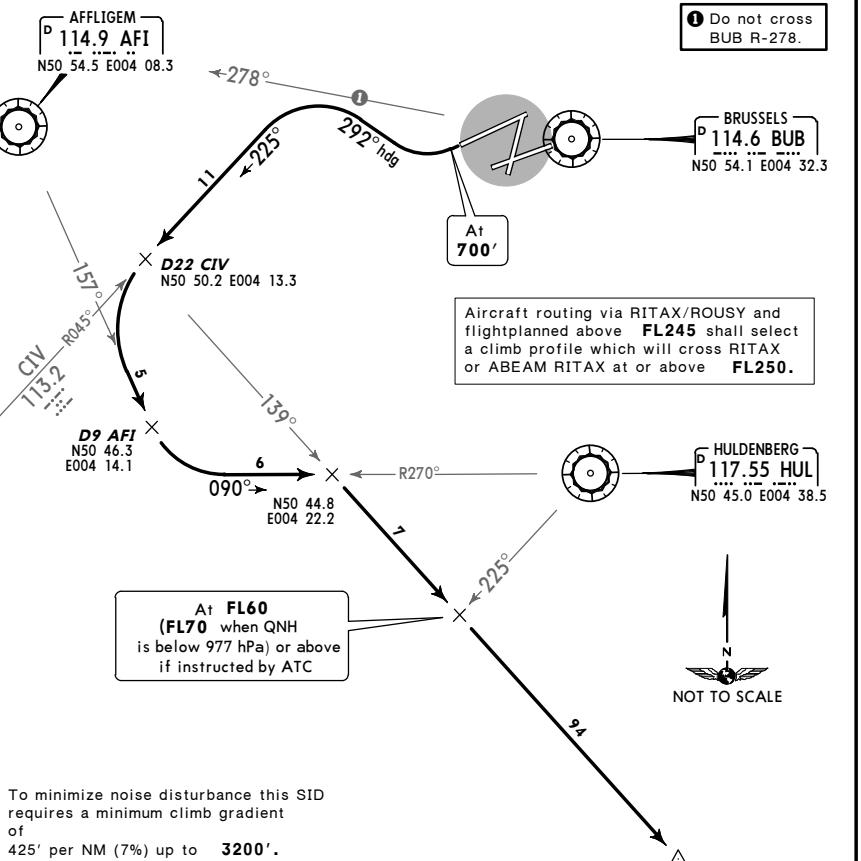
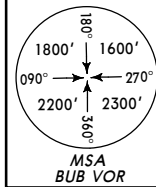
SID	INITIAL CLIMB/ROUTING
<b>ROUSY 3L</b> [ROUS3L] ①	Climb to <b>700'</b> , turn LEFT, intercept HUL R-322 inbound to HUL, turn LEFT, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to ROUSY.
<b>ROUSY 3N</b> [ROUS3N] ②	Climb to <b>700'</b> , turn LEFT, intercept NIK R-150, turn LEFT, intercept AFI R-139 to ROUSY.

① Alternative route on ATC instruction: SOPOK 2L - SOPOK - RITAX - ROUSY.  
 ② Available between 2300-0559LT. Exceptionally not available between 2300-2400LT due to military activity in Belgium. Alternative SID: ROUSY 3L.

**EBBR/BRU** **JEPPESEN** **BRUSSELS, BELGIUM**  
**BRUSSELS NATIONAL** 7 APR 06 **(10-3V)** Eff 13 Apr **SID**

BRUSSELS Tower 118.6 120.77  
 BRUSSELS Departure(R) 126.62  
 Apt Elev 184'  
 Trans level: By ATC Trans alt: 4500'  
 1. After take-off remain on Tower frequency.  
 2. SIDs are also noise abatement procedures (refer to 10-4E).  
 Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.

**ROUSY THREE ZULU (ROUSY 3Z) [ROUS3Z]**  
**RWY 25R DEPARTURE**  
 AVAILABLE BETWEEN 2300-0559LT  
 ALTERNATIVE ROUTE ON ATC INSTRUCTION:  
 SOPOK 4Z - SOPOK - RITAX - ROUSY  
**SPEEDS MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),**  
**WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance this SID requires a minimum climb gradient of 425' per NM (7%) up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

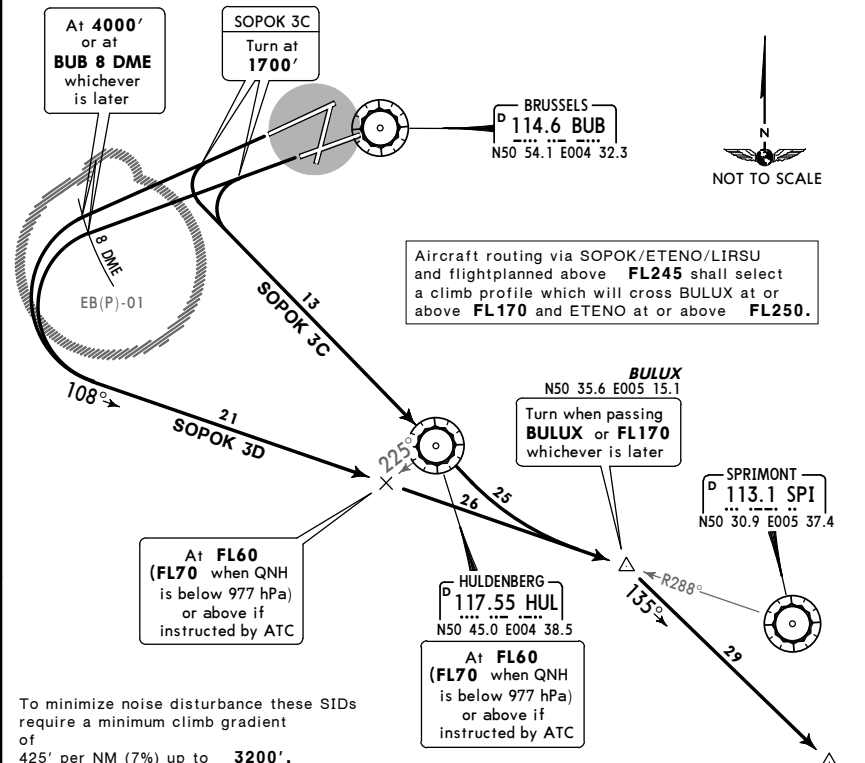
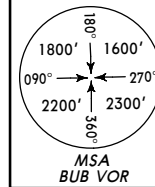
**INITIAL CLIMB/ROUTING**

Climb to **700'**, turn RIGHT, 292° heading, intercept CIV R-045 inbound, at D22 CIV turn LEFT, intercept AFI R-157, at D9 AFI turn LEFT, intercept HUL R-270 inbound, turn RIGHT, intercept AFI R-139 to ROUSY.

**EBBR/BRU** **JEPPESEN** **BRUSSELS, BELGIUM**  
**BRUSSELS NATIONAL** 3 FEB 06 **(10-3V)** Eff 16 Feb **SID**

BRUSSELS Tower 118.6 120.77  
 BRUSSELS Departure(R) 126.62  
 Apt Elev 184'  
 Trans level: By ATC Trans alt: 4500'  
 1. After take-off remain on Tower frequency.  
 2. SIDs are also noise abatement procedures (refer to 10-4E).  
 Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.

**SOPOK**  
**RWYS 25L/R DEPARTURES**  
 SIDS RWY 25R ONLY AVAILABLE BETWEEN 0600-2259LT  
 FOR SIDS RWYS 02, 07L/R, 20 REFER TO CHART 10-3X  
 FOR NIGHTTIME SID RWY 25R REFER TO CHART 10-3X1  
**SPEEDS MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),**  
**WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance these SIDs require a minimum climb gradient of 425' per NM (7%) up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

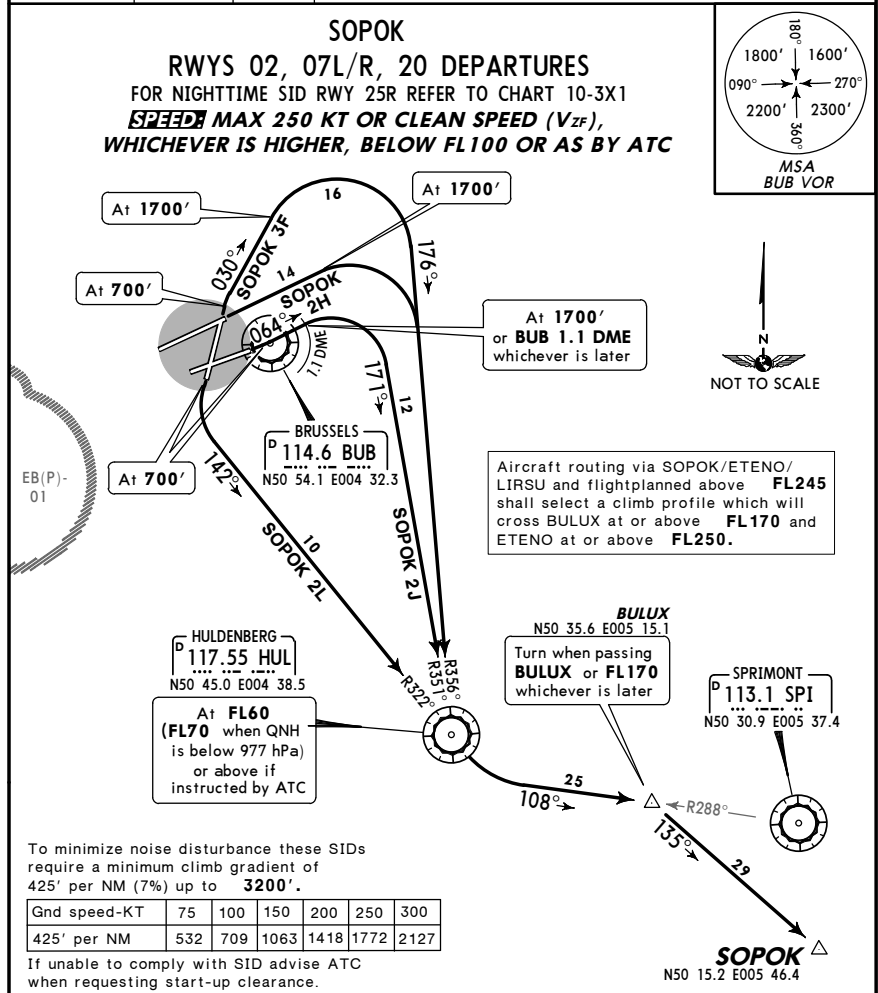
**INITIAL CLIMB/ROUTING**

<b>SOPOK 3C</b> [SOPO3C] ①	Climb straight ahead, at 1700' turn LEFT to HUL, intercept SPI R-288 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT to SOPOK.
<b>SOPOK 3D</b> [SOPO3D] ②	Climb straight ahead, at 4000' or at BUB 8 DME, whichever is later, turn LEFT, intercept SPI R-288 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT to SOPOK.

① To be used by 1-, 2-, 3-engined aircraft.  
 May be used by 4-engined aircraft noise certificated according to ICAO Annex 16, Chapter 3/ FAR Part 36 Stage 3 and whose performances permit to adhere to the SID.  
 ② To be used by 4-engined aircraft.

**EBBR/BRU** **JEPPESEN** **BRUSSELS, BELGIUM**  
 BRUSSELS NATIONAL 3 FEB 06 (10-3X) Eff 16 Feb SID

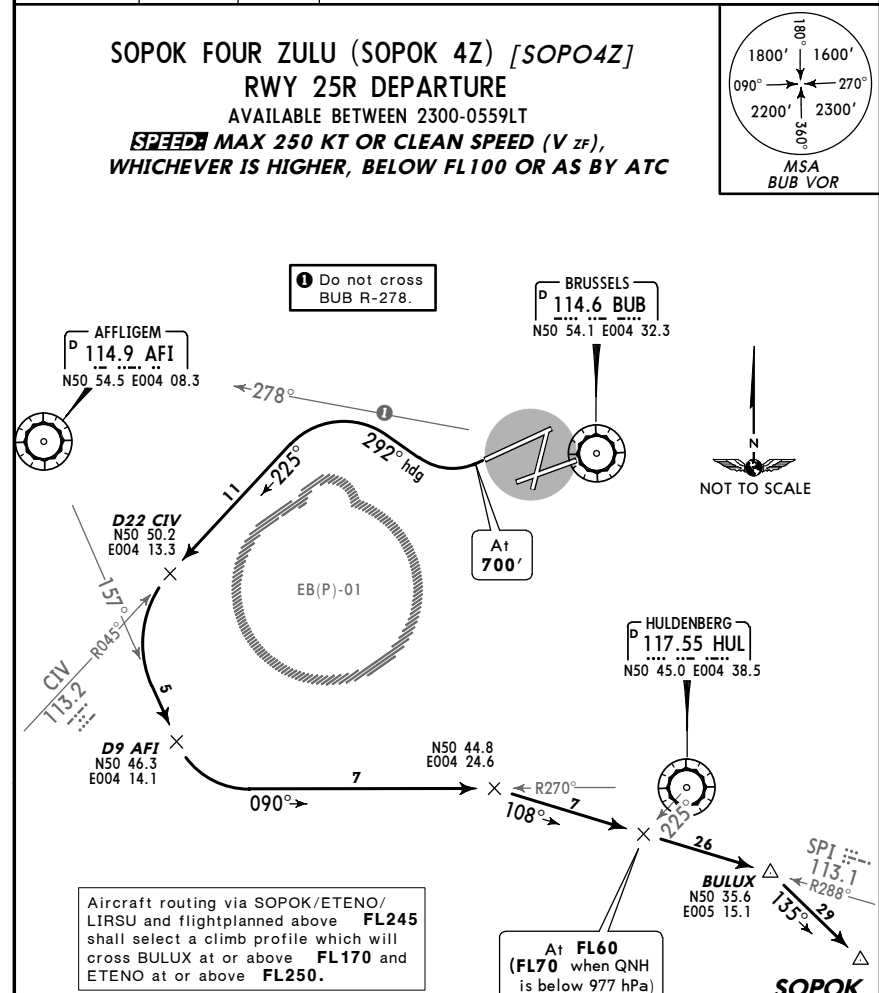
BRUSSELS Tower <b>118.6</b> <b>120.77</b>	BRUSSELS Departure(R) <b>126.62</b>	Apt Elev <b>184'</b>	Trans level: By ATC Trans alt: 4500' 1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures (refer to 10-4E). Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.
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SID	RWY	INITIAL CLIMB/ROUTING
<b>SOPOK 3F</b> [SOPO3F]	<b>02</b>	Climb to <b>700'</b> , 030° track, at <b>1700'</b> turn RIGHT, intercept HUL R-356 inbound to HUL, turn LEFT, intercept SPI R-288 inbound, when passing BULUX or <b>FL170</b> , whichever is later, turn RIGHT to SOPOK.
<b>SOPOK 2H</b> [SOPO2H]	<b>07L</b>	Climb straight ahead, at <b>1700'</b> turn RIGHT, intercept HUL R-356 inbound to HUL, turn LEFT, intercept SPI R-288 inbound, when passing BULUX or <b>FL170</b> , whichever is later, turn RIGHT to SOPOK.
<b>SOPOK 2J</b> [SOPO2J]	<b>07R</b>	Climb to <b>700'</b> , 064° track, at <b>1700'</b> or BUB 1.1 DME, whichever is later, turn RIGHT, intercept HUL R-351 inbound to HUL, turn LEFT, intercept SPI R-288 inbound, when passing BULUX or <b>FL170</b> , whichever is later, turn RIGHT to SOPOK.
<b>SOPOK 2L</b> [SOPO2L]	<b>20</b>	Climb to <b>700'</b> , turn LEFT, intercept HUL R-322 inbound to HUL, turn LEFT, intercept SPI R-288 inbound, when passing BULUX or <b>FL170</b> , whichever is later, turn RIGHT to SOPOK.

**EBBR/BRU** **JEPPESEN** **BRUSSELS, BELGIUM**  
 BRUSSELS NATIONAL 3 FEB 06 (10-3X1) Eff 16 Feb SID

BRUSSELS Tower <b>118.6</b> <b>120.77</b>	BRUSSELS Departure(R) <b>126.62</b>	Apt Elev <b>184'</b>	Trans level: By ATC Trans alt: 4500' 1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures (refer to 10-4E). Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.
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SID	RWY	INITIAL CLIMB/ROUTING
<b>SOPOK 4Z</b> [SOPO4Z]	<b>25R</b>	Climb to <b>700'</b> , turn RIGHT, 292° heading, intercept CIV R-045 inbound, at D22 CIV turn LEFT, intercept AFI R-157, at D9 AFI turn LEFT, intercept HUL R-270 inbound, intercept SPI R-288 inbound to BULUX, then to SOPOK.

EBBR/BRU  
 BRUSSELS NATIONAL

JEPPESEN BRUSSELS, BELGIUM  
 3 FEB 06 (10-3X2) Eff 16 Feb SID

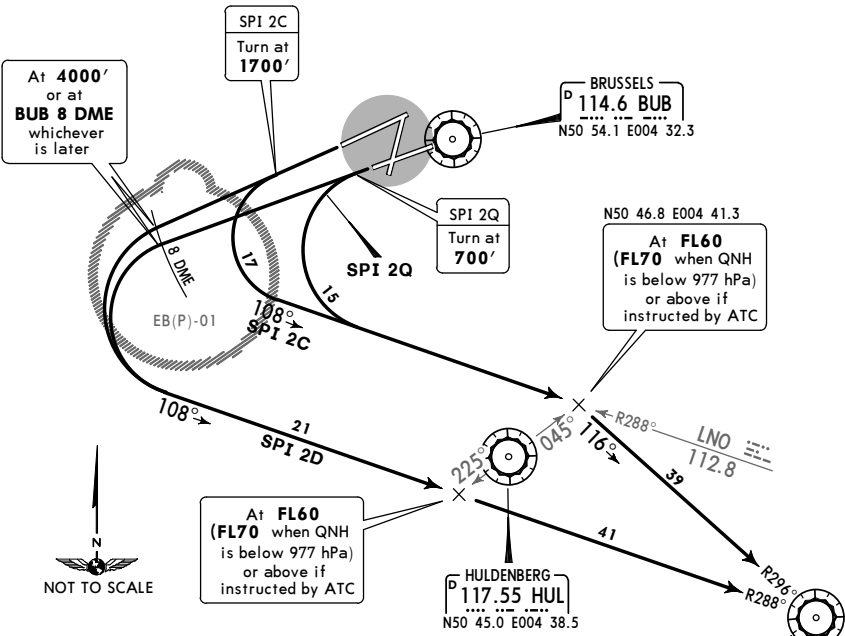
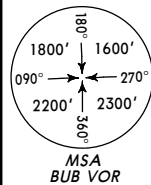
BRUSSELS Tower  
 118.6  
 120.77

BRUSSELS  
 Departure(R)  
 126.62

Apt Elev  
 184'

Trans level: By ATC Trans alt: 4500'  
 1. After take-off remain on Tower frequency.  
 2. SIDs are also noise abatement procedures (refer to 10-4E).  
 Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.

**SPRIMONT**  
**RWYS 25R/L DEPARTURES**  
 FOR SIDS RWYS 02, 07L/R, 20 REFER TO CHART 10-3X3  
 FOR NIGHTTIME SID RWY 25R REFER TO CHART 10-3X4  
**SPEEDS MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),**  
**WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance these SIDs require a minimum climb gradient of 425' per NM (7%) up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

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

SID	RWY	INITIAL CLIMB/ROUTING
SPI 2C ① ②	25R	Climb straight ahead, at 1700' turn LEFT, intercept LNO R-288 inbound, turn RIGHT, intercept SPI R-296 inbound to SPI.
SPI 2D ③ ④	25L/R	Climb straight ahead, at 4000' or at BUB 8 DME, whichever is later, turn LEFT, intercept SPI R-288 inbound to SPI.
SPI 2Q ①	25L	Climb to 700', turn LEFT, intercept LNO R-288 inbound, turn RIGHT, intercept SPI R-296 inbound to SPI.

- ① To be used by 1-, 2-, 3-engined aircraft.  
May be used by 4-engined aircraft noise certificated according to ICAO Annex 16, Chapter 3/ FAR Part 36 Stage 3 and whose performances permit to adhere to the SID.
- ② Available between 0600-2259LT.
- ③ To be used by 4-engined aircraft.
- ④ SIDs runway 25R only available between 0600-2259LT.

EBBR/BRU  
 BRUSSELS NATIONAL

JEPPESEN BRUSSELS, BELGIUM  
 3 FEB 06 (10-3X3) Eff 16 Feb SID

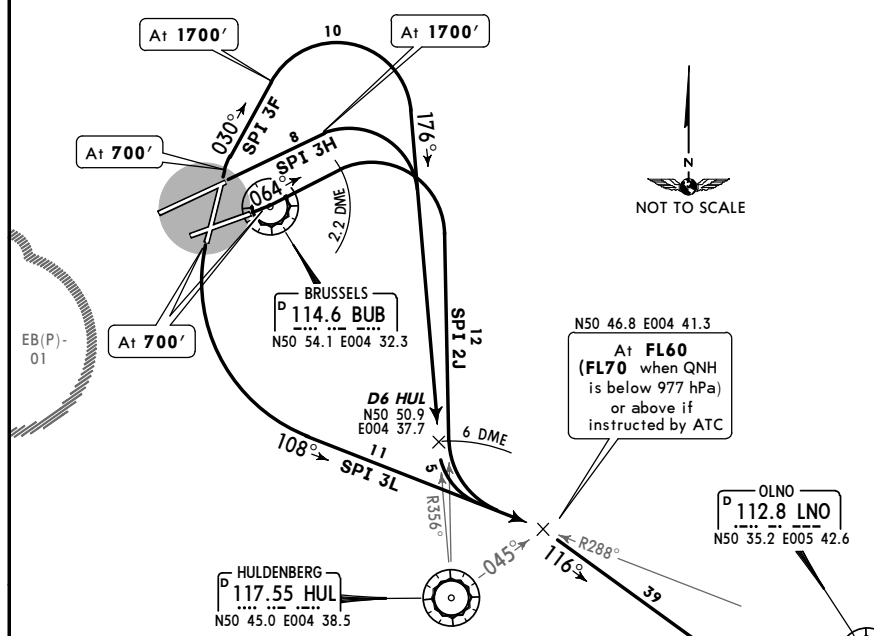
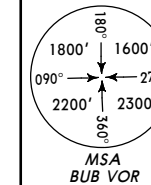
BRUSSELS Tower  
 118.6  
 120.77

BRUSSELS  
 Departure(R)  
 126.62

Apt Elev  
 184'

Trans level: By ATC Trans alt: 4500'  
 1. After take-off remain on Tower frequency.  
 2. SIDs are also noise abatement procedures (refer to 10-4E).  
 Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.

**SPRIMONT**  
**RWYS 02, 07L/R, 20 DEPARTURES**  
 FOR NIGHTTIME SID RWY 25R REFER TO CHART 10-3X4  
**SPEEDS MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),**  
**WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance these SIDs require a minimum climb gradient of 425' per NM (7%) up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

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

SID	RWY	INITIAL CLIMB/ROUTING
SPI 3F	02	Climb to 700', 030° track, at 1700' turn RIGHT, intercept HUL R-356 inbound to D6 HUL, turn LEFT, intercept LNO R-288 inbound, turn RIGHT, intercept SPI R-296 inbound to SPI.
SPI 3H	07L	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-356 inbound to D6 HUL, turn LEFT, intercept LNO R-288 inbound, turn RIGHT, intercept SPI R-296 inbound to SPI.
SPI 2J	07R	Climb to 700', 064° track to BUB 2.2 DME, turn RIGHT towards HUL, at HUL 6 DME turn LEFT, intercept LNO R-288 inbound, turn RIGHT, intercept SPI R-296 inbound to SPI.
SPI 3L	20	Climb to 700', turn LEFT, intercept LNO R-288 inbound, turn RIGHT, intercept SPI R-296 inbound to SPI.

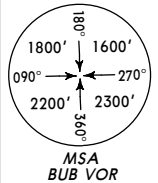
- ① To be used by 1-, 2-, 3-engined aircraft.  
May be used by 4-engined aircraft noise certificated according to ICAO Annex 16, Chapter 3/ FAR Part 36 Stage 3 and whose performances permit to adhere to the SID.
- ② Available between 0600-2259LT.
- ③ To be used by 4-engined aircraft.
- ④ SIDs runway 25R only available between 0600-2259LT.

**EBBR/BRU**  
 BRUSSELS NATIONAL

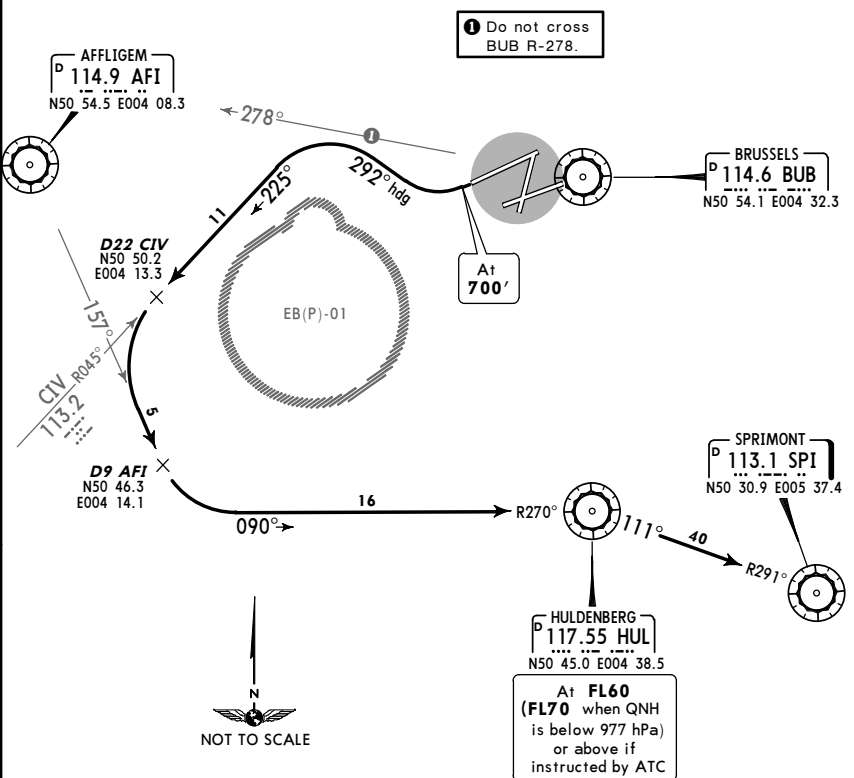
**JEPPESEN** BRUSSELS, BELGIUM  
 3 FEB 06 (10-3X4) Eff 16 Feb **SID**

BRUSSELS Tower 118.6 120.77	BRUSSELS Departure(R) 126.62	Apt Elev 184'
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Trans level: By ATC Trans alt: 4500'  
 1. After take-off remain on Tower frequency.  
 2. SIDs are also noise abatement procedures (refer to 10-4E).  
 Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.



**SPRIMONT FOUR ZULU (SPI 4Z)**  
**RWY 25R DEPARTURE**  
 AVAILABLE BETWEEN 2300-0559LT  
**BEFORE MAX 250 KT OR CLEAN SPEED (V<sub>ZF</sub>),**  
**WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC**



To minimize noise disturbance this SID requires a minimum climb gradient of 425' per NM (7%) up to 3200'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

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

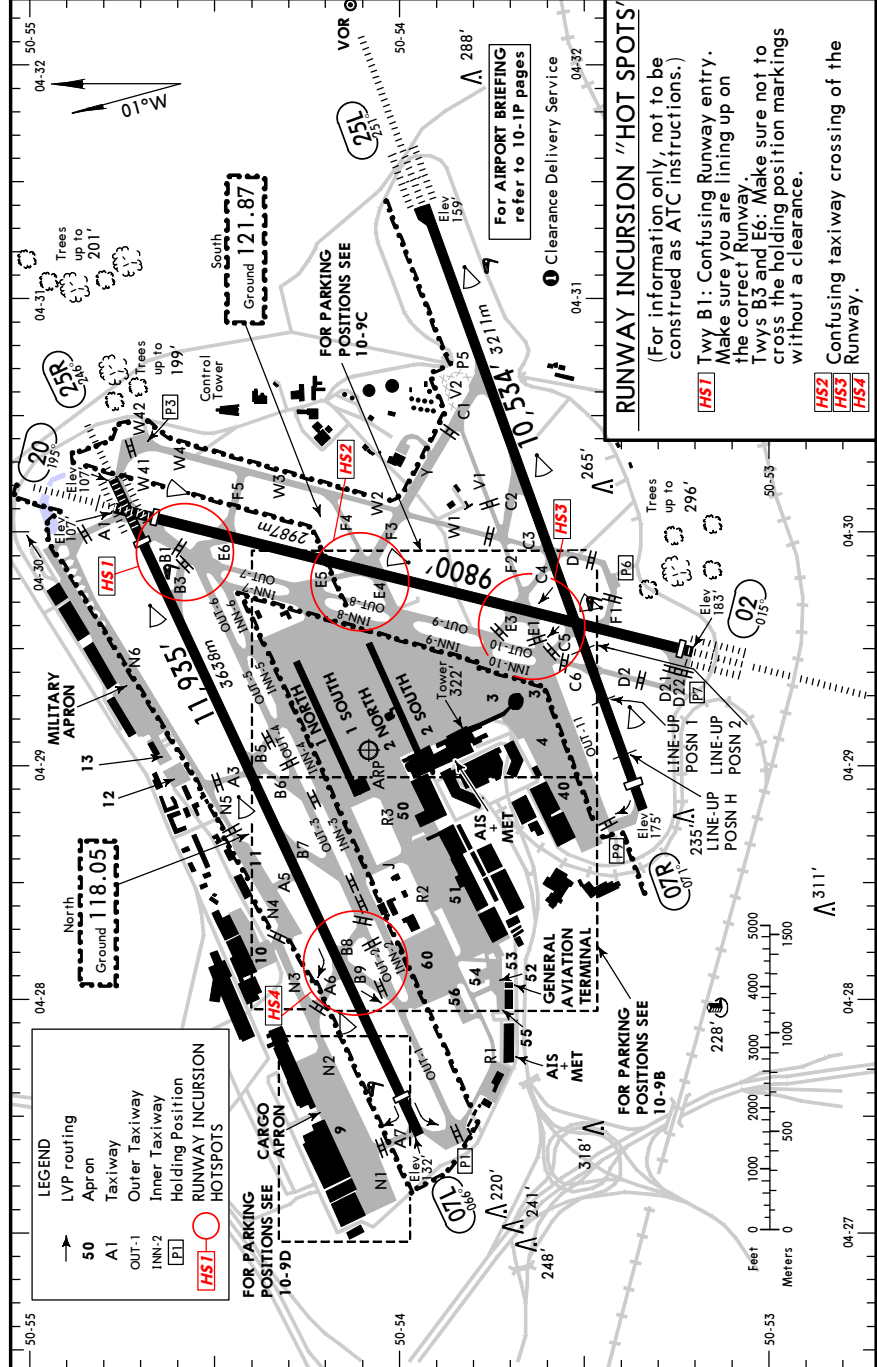
**INITIAL CLIMB/ROUTING**

Climb to **700'**, turn **RIGHT**, 292° heading, intercept CIV R-045 inbound, at D22 CIV turn **LEFT**, intercept AFI R-157, at D9 AFI turn **LEFT**, intercept HUL R-270 inbound to HUL, intercept SPI R-291 inbound to SPI.

**EBBR/BRU**  
 Apt Elev 184'  
 N50 54.1 E004 29.1

**JEPPESEN** BRUSSELS, BELGIUM  
 13 APR 07 (10-9) BRUSSELS NATIONAL

ATIS Departure 121.75	ACARS: DCL	BRUSSELS Delivery (Cpt) 121.95	Ground North 118.05 South 121.87	Tower 118.6	BRUSSELS Departure (R) 120.77	126.62
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EBBR/BRU

JEPPESEN  
 13 APR 07 (10-9A)

BRUSSELS, BELGIUM  
 BRUSSELS NATIONAL

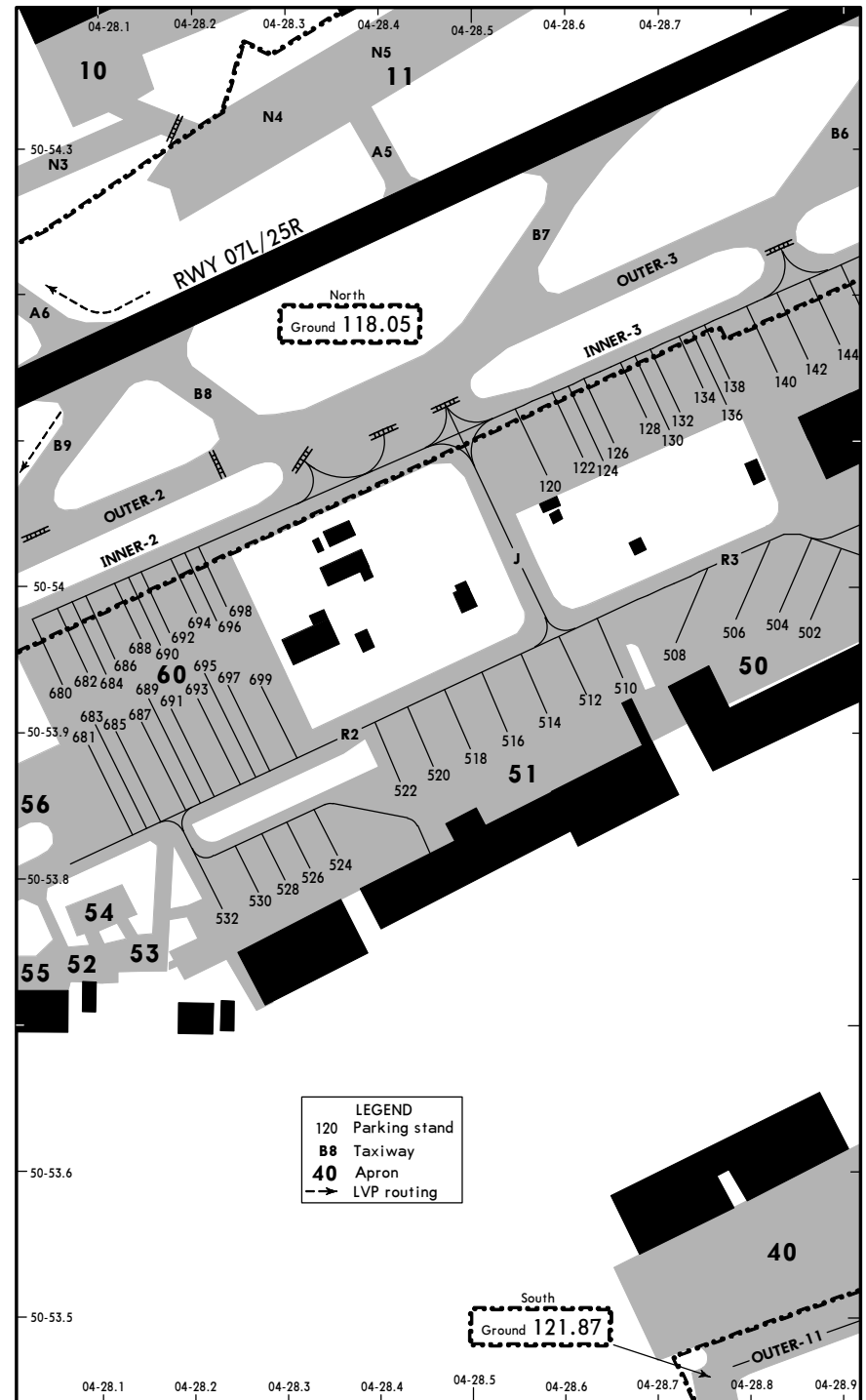
RWY	ADDITIONAL RUNWAY INFORMATION		USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING BEYOND			
			Threshold	Glide Slope		
02	HIRL CL (15m) HIALS-II TDZ PAPI-L (3.0°) ① RVR	9649' 2941m	8541' 2603m		②	164' 50m
20	HIRL CL (15m) HIALS PAPI-L (3.0°) RVR	9078' 2767m	8141' 2481m			
① HST-E5 ② TAKE-OFF RUN AVAILABLE RWY 02: From rwy head 9800' (2987m) From rwy head 9800' (2987m) twy C5 int 7628' (2325m) twy B1 int 8776' (2675m) twy E1 int 6808' (2075m) twy E6 int 7100' (2164m) twy E3 int 6654' (2028m) twy E4/E5 int 5112' (1558m) twy E4 int 4111' (1253m) Intersection take-off run available on pilot's acceptance if <b>VIS is 2km or more</b> , pilots unable to accept should advise ATC duly in advance.						
07L	HIRL CL (15m) PAPI-L (3.0°) RVR	11,089' 3380m			④	148' 45m
25R	HIRL CL (15m) HIALS-II TDZ PAPI-R (3.0°) ⑤ RVR	10,951' 3338m	10,033' 3058m			
③ HST-B6, B7, B9 ④ TAKE-OFF RUN AVAILABLE RWY 07L: From rwy head 11,935' (3638m) From rwy head 11,935' (3638m) twy A6 int 8684' (2647m) twy B1 int 10,719' (3267m) twy B8 int 8537' (2602m) twy B3 int 9088' (2770m) twy B9 int 8261' (2518m) twy B5 int 6552' (1997m) twy A5 int 7047' (2148m) twy A3 int 6453' (1967m) twy B7 int 6086' (1855m) twy A5 int 4616' (1407m) twy A3 int 5151' (1570m) twy B5 int 4941' (1506m) twy B6 int 4557' (1389m) Intersection take-off run available on pilot's acceptance if <b>VIS is 2km or more</b> , pilots unable to accept should advise ATC duly in advance.						
07R	HIRL CL (15m) PAPI-L (angle 3.0°) RVR	10,135' 3089m			⑥	148' 45m
25L	HIRL CL (15m) HIALS-II TDZ PAPI-L (3.0°) ⑤ RVR	9393' 2863m				
⑤ HST-C2 ⑥ TAKE-OFF RUN AVAILABLE RWY 07R: From Line-up PSN H 9485' (2891m) From rwy head 10,534' (3211m) Line-up PSN 1 8609' (2624m) twy C1 int 7251' (2210m) twy C6 int 7890' (2405m) twy C2 int 5545' (1690m) Line-up PSN 2 7680' (2341m) twy C3/C4 int 4058' (1237m) twy C5 int 7047' (2148m) twy C4 int 5879' (1792m) twy C3 int 5820' (1774m) Intersection take-off run available on pilot's acceptance if <b>VIS is 2km or more</b> , pilots unable to accept should advise ATC duly in advance.						

JAR-OPS		TAKE-OFF ①				
All Rwys						
LVP must be in Force						
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
A	150m	150m	200m	250m	400m	500m
B						
C						
D						
① Operators applying U.S. Ops Specs: CL required below 300m.						

EBBR/BRU

JEPPESEN  
 14 JUL 06 (10-9B)

BRUSSELS, BELGIUM  
 BRUSSELS NATIONAL







EBBR/BRU

**JEPPesen**  
 14 JUL 06 (10-9E)

**BRUSSELS, BELGIUM**  
 BRUSSELS NATIONAL

**DOCKING GUIDANCE SYSTEM**

**Note**

When a pilot receives either a wrong type of aircraft, a wrong flight number, an ERR-message, an ESTOP emergency stop or the display becomes unreadable, he must stop immediately his aircraft and call for assistance of a marshaller via the Ground Frequencies.

**OPERATIONAL AND INFORMATION MESSAGES**

**Aircraft parking positions 140 till 172 and 680 till 699**

- Flight number/Aircraft type:** The gate is ready for docking
- flashing** Aircraft not detected as long as flashing occurs
- Aircraft type steadily:** Aircraft has been detected, AC symbol on the display and system guides the pilot.
- Distance:** Distance to stop position (in meters), approach slowly to the stop position
- Arrow:** < Correction left required  
> Correction right required
- STOP:** Stop now, the docking position is reached
- OK:** Docking successful
- STOP TOO FAR:** The pilot went past the stop position
- ESTOP:** The emergency stop has been activated. **Stop aircraft immediately**, wait for marshaller instructions to resume docking procedure.
- BRIN/STOP:** The bridge is not in a good position (not applicable for positions 680 till 699). **Stop the aircraft**, wait for marshaller instructions.

**Note**

Pilot must stop and contact Ground Control and wait for marshaller guidance:  
 - if the pilot does not get a steady aircraft type read out on the top of display and an indication on guidance by system until the aircraft nose reached the passengers boarding bridge;  
 - if the pilot believes system is transmitting erroneous docking data.

**Aircraft parking positions 201 till 240**

- TEST/STOP:** The system starts and runs a test
- WAIT/STOP:** The system waits for the order to start
- BRIN/STOP:** The bridge is not in a good position
- STBY/STOP:** The emergency stop has been activated
- TOO followed by FAR:** The pilot went 5'/1.5m past the stop position
- SLOW:** The aircraft was driving at more than 3m/s at 72'/22m from the stop position
- Flight number:** Displayed until the aircraft is at +/- 98'/30m from the stop position
- Aircraft type:** Remains fixed as from 69'/21m from the stop position onwards
- STOP followed by OK:** Aircraft stopped on the right position

**Note**

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

EBBR/BRU  
 BRUSSELS NATIONAL

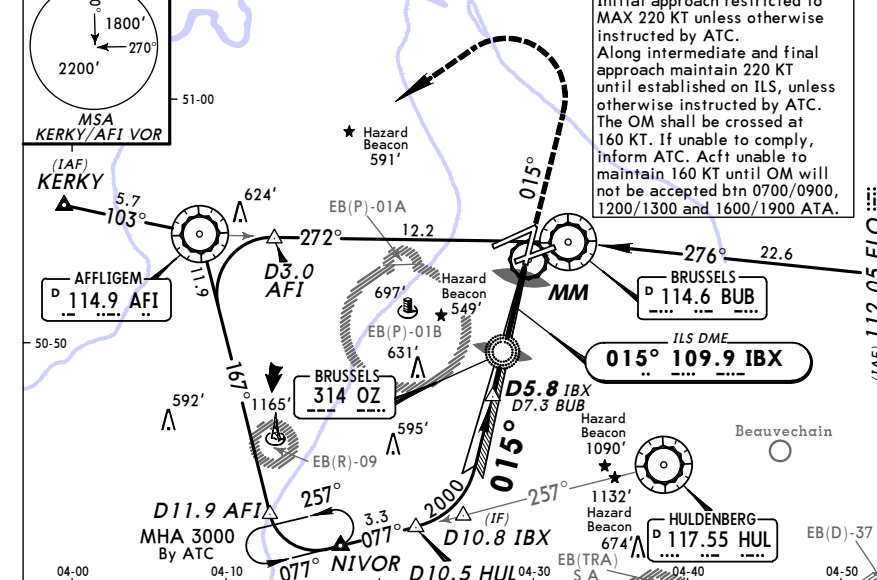
**JEPPesen**  
 7 DEC 07 (11-1)

**BRUSSELS, BELGIUM**  
 ILS or LOC Rwy 02

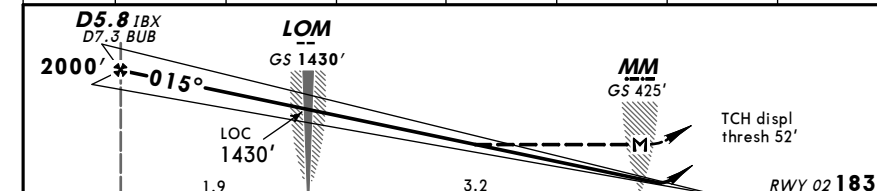
ATIS 110.6 112.05 114.6 114.9 117.55 132.47				BRUSSELS Arrival (R) 118.25	BRUSSELS Tower 118.6 120.77
118.05 for apron 2 North and North of it		121.87 for apron 2 South and South of it			
LOC IBX <b>109.9</b>	Final Apch Crs <b>015°</b>	GS LOM <b>1430' (1247')</b>	ILS DA(H) <b>383' (200')</b>	Apt Elev <b>184'</b>	Rwy <b>183'</b>

MISSED APCH: Climb on track 015° to 1500', then climbing turn LEFT to 4000' inbound AFI VOR. Report to ATC.

Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 4500'



LOC (GS out)	IBX DME	5.8	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2000'	1740'	1420'	1100'	780'	470'



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	1500'	015°
ILS GS 3.00° or								PAPI		
LOC Descent Gradient 5.2%	377	484	538	646	753	861				

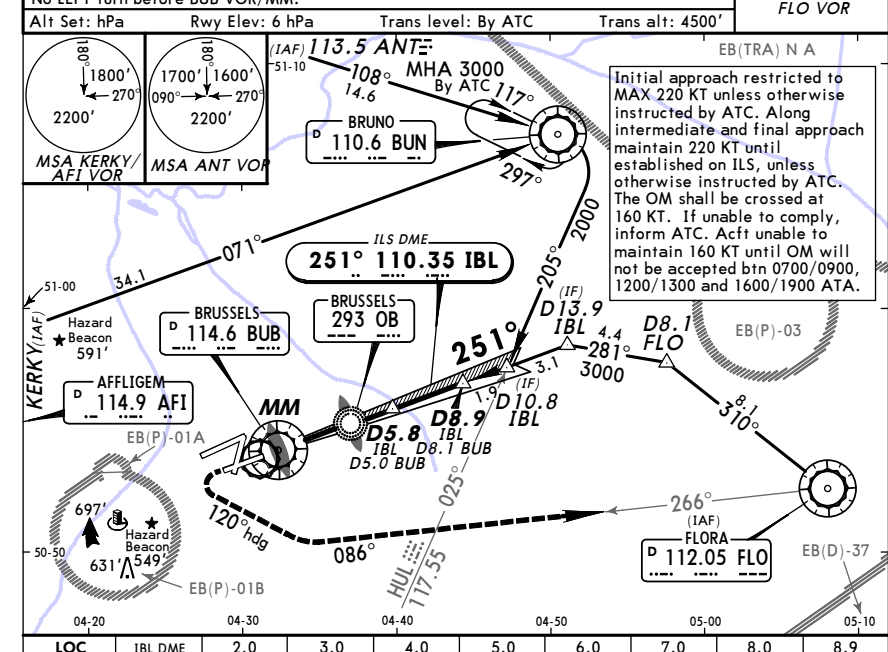
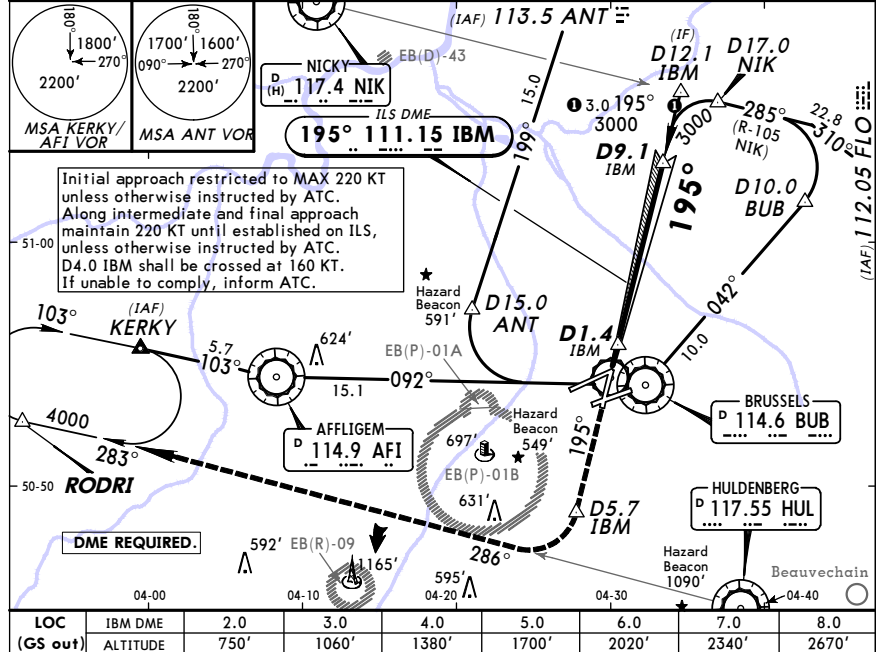
JAR-OPS		STRAIGHT-IN LANDING RWY 02			CIRCLE-TO-LAND	
ILS		LOC (GS out)				
DA(H) <b>383' (200')</b>		MDA(H) <b>640' (457')</b>				
FULL		ALS out			ALS out	
A		RVR 1000m		MM out	RVR 1500m	A
B		RVR 1000m			RVR 2000m	B
C	RVR 550m	RVR 1000m	RVR 1200m	NOT AUTH		C
D		RVR 1600m				D

**EBBR/BRU**  
**BRUSSELS NATIONAL**  
 7 DEC 07 (11-2) **JEPPESEN**  
**BRUSSELS, BELGIUM**  
**ILS or LOC Rwy 20**

**EBBR/BRU**  
**BRUSSELS NATIONAL**  
 22 SEP 06 (11-3) **JEPPESEN**  
**BRUSSELS, BELGIUM**  
**ILS or LOC Rwy 25L**

ATIS 110.6 112.05 114.6 114.9 117.55 132.47				BRUSSELS Arrival (R) 118.25	BRUSSELS Tower 118.6 120.77
Ground 118.05 for apron 2 North and North of it 121.87 for apron 2 South and South of it					
LOC IBM	Final Apch Crs	GS	ILS DA(H)	Apt Elev	184'
111.15	195°	3000' (2887')	D9.1 IBM	Refer to Minimums	RWY 113'

ATIS 110.6 112.05 114.6 114.9 117.55 132.47				BRUSSELS Arrival (R) 118.25	BRUSSELS Tower 118.6 120.77
Ground 118.05 for apron 2 North and North of it 121.87 for apron 2 South and South of it					
LOC IBL	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev	184'
110.35	251°	1410' (1251')	D9.1 IBM	Refer to Minimums	RWY 159'



LOC (GS out)	IBM DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	750'	1060'	1380'	1700'	2020'	2340'	2670'

LOC (GS out)	IBL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.9
	ALTITUDE	800'	1120'	1440'	1750'	2070'	2390'	2700'	3000'

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861

<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND			
ILS DA(H) A: 313' (200') C: 324' (211')		LOC (GS out) MDA(H) 530' (417')					
FULL B: 316' (203') D: 335' (222')		ALS out					
A		RVR 1200m		A			
B		RVR 1300m		B			
C	RVR 800m	RVR 1400m	RVR 1800m	C			NOT AUTH
D	RVR 1000m	RVR 1600m	RVR 2000m	D			

<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 25L				CIRCLE-TO-LAND			
ILS DA(H) 359' (200')		LOC (GS out) MDA(H) 560' (401')					
FULL		ALS out					
A		RVR 900m		A			
B		RVR 1000m	RVR 1500m	B			
C	RVR 550m	RVR 1000m	RVR 1800m	C			NOT AUTH
D	RVR 1000m	RVR 1400m	RVR 2000m	D			

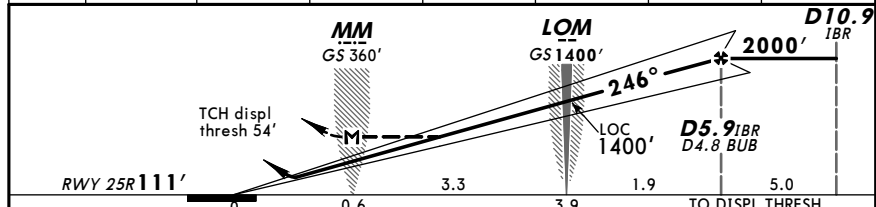
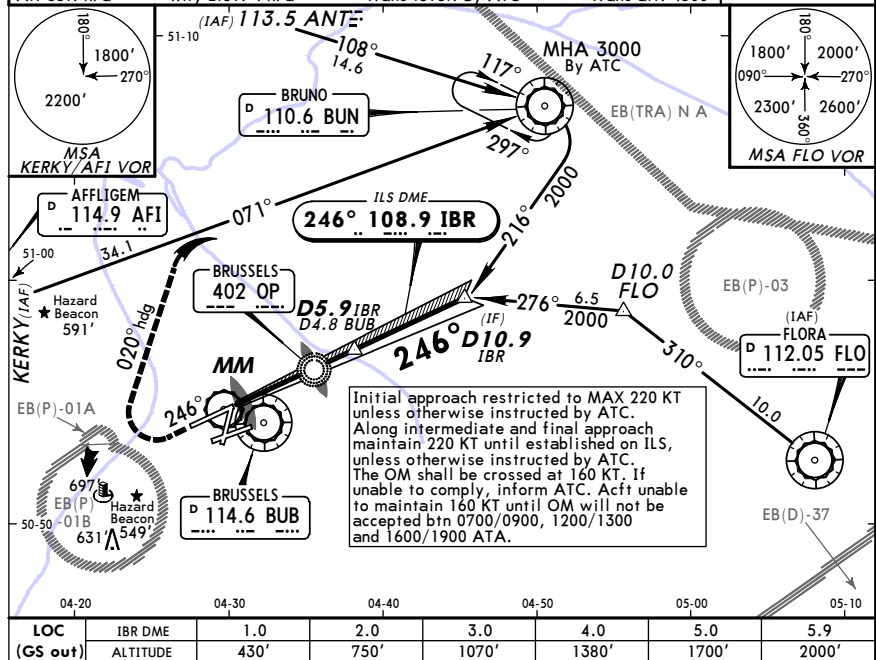


**EBBR/BRU**  
**BRUSSELS NATIONAL**  
 22 SEP 06 (11-5) Eff 28 Sep ILS or LOC Rwy 25R

110.6	112.05	114.6	114.9	117.55	132.47	BRUSSELS Arrival (R)	118.25	BRUSSELS Tower	118.6	120.77
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118.05	Ground				121.87	for apron 2 South and South of it				
LOC	Final	GS	ILS	Apt Elev		184'				
IBR	Apch Crs	LOM	DA(H)	RWY		111'				
108.9	246°	1400' (1289')	311' (200')	RWY		111'				

MISSED APCH: Climb to 2000'. When passing 700' turn RIGHT onto hdg 020°. Intercept and follow R-251 inbound BUN VOR and climb to 3000'. Report to ATC. No RIGHT turn before OP Lctr/OM.  
 Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 4500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	700'
ILS GS 3.00° or	377	484	538	646	753	861	PAPI	↑
LOC Descent Gradient 5.2%								

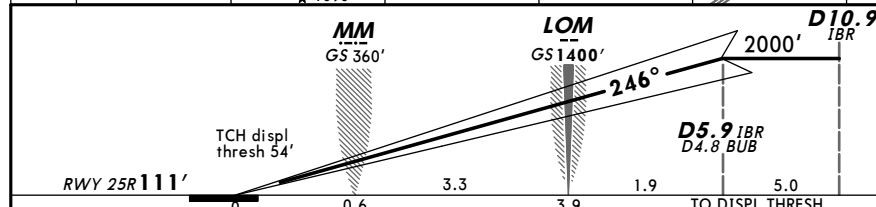
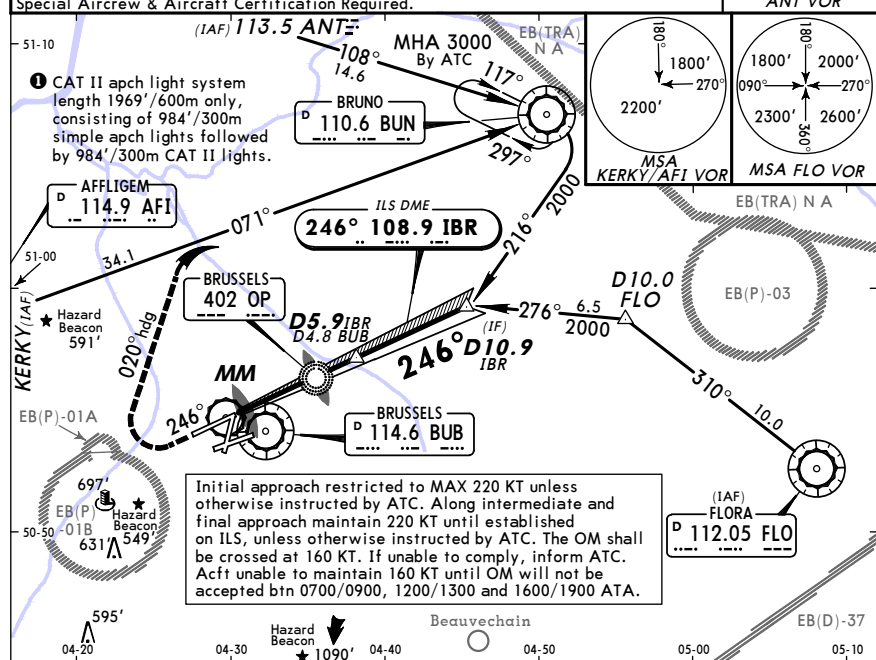
JAR-OPS		STRAIGHT-IN LANDING RWY 25R				CIRCLE-TO-LAND	
ILS		LOC (GS out)					
DA(H) 311' (200')		MDA(H) 540' (429')					
FULL		ALS out		MM out		ALS out	
A		RVR 1200m		NOT AUTH	RVR 1500m		A
B		RVR 1300m			RVR 1800m		B
C	RVR 800m	RVR 1000m			RVR 2000m		C
D		RVR 1600m					D

**EBBR/BRU**  
**BRUSSELS NATIONAL**  
 22 SEP 06 (11-5A) Eff 28 Sep CAT II ILS Rwy 25R

110.6	112.05	114.6	114.9	117.55	132.47	BRUSSELS Arrival (R)	118.25	BRUSSELS Tower	118.6	120.77
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118.05	Ground				121.87	for apron 2 South and South of it				
LOC	Final	GS	CAT II ILS	Apt Elev		184'				
IBR	Apch Crs	LOM	RA 103'	RWY		111'				
108.9	246°	1400' (1289')	211' (100')	RWY		111'				

MISSED APCH: Climb to 2000'. When passing 700' turn RIGHT onto hdg 020°. Intercept and follow R-251 inbound BUN VOR and climb to 3000'. Report to ATC. No RIGHT turn before OP Lctr/OM.  
 Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 4500'  
 Special Aircrew & Aircraft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	700'
GS	3.00°	377	484	538	646	753	PAPI	↑

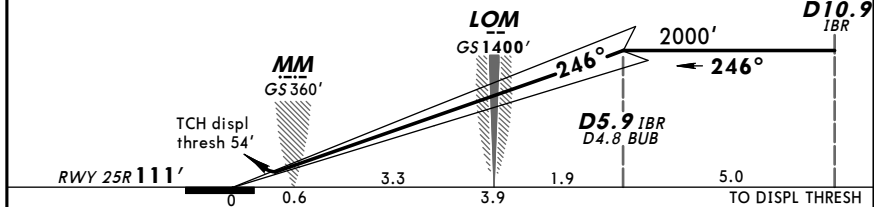
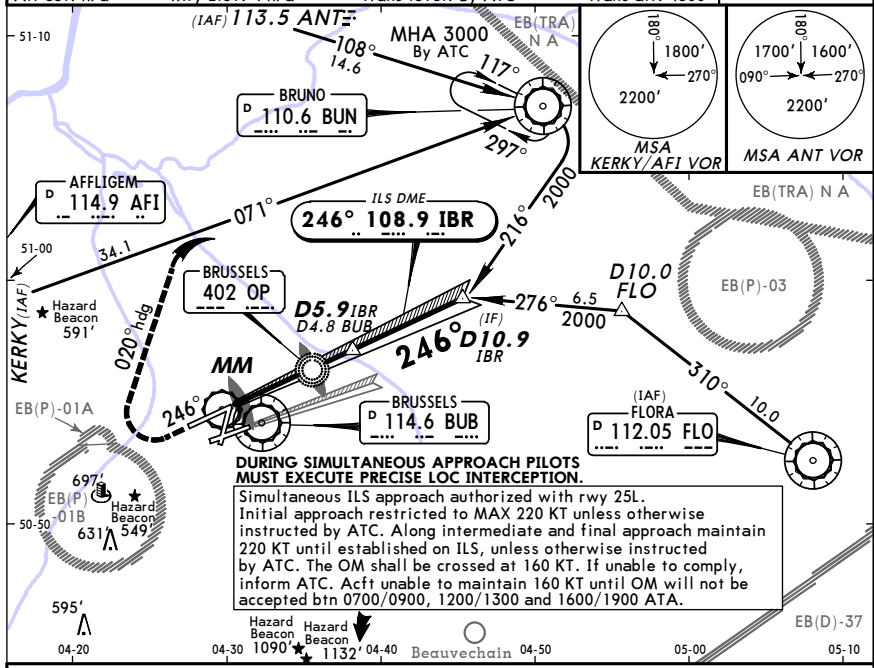
JAR-OPS		STRAIGHT-IN LANDING RWY 25R				CIRCLE-TO-LAND	
CAT II ILS		LOC (GS out)					
ABCD		MDA(H) 540' (429')					
RA 103'		DA(H) 211' (100')					
RVR 350m							

**EBBR/BRU**  
**BRUSSELS NATIONAL**  
 25 MAY 07 Eff 7 Jun (11-6) **JEPPESEN** **BRUSSELS, BELGIUM**  
 SIMULTANEOUS ILS or LOC Rwy 25R  
 DEPENDENT APCH

110.6	112.05	114.6	114.9	117.55	132.47	BRUSSELS Arrival (R)	118.25	BRUSSELS Tower	118.6	120.77
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118.05 for apron 2 North and North of it		Ground		121.87 for apron 2 South and South of it	
LOC	Final	GS	ILS	Apt Elev	184'
IBR	Apch Crs	LOM	DA(H)		
108.9	246°	1400' (1289')	311' (200')	RWY 111'	

**MISSED APCH:** Climb to 2000'. When passing 700' turn RIGHT onto hdg 020°. Intercept and follow R-251 inbound BUN VOR and climb to 3000'. Report to ATC as soon as practicable. No RIGHT turn before OP Lctr/OM.  
 Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 4500'



Gnd speed-Kts	70	90	100	120	140	160			
GS	377	484	538	646	753	861			

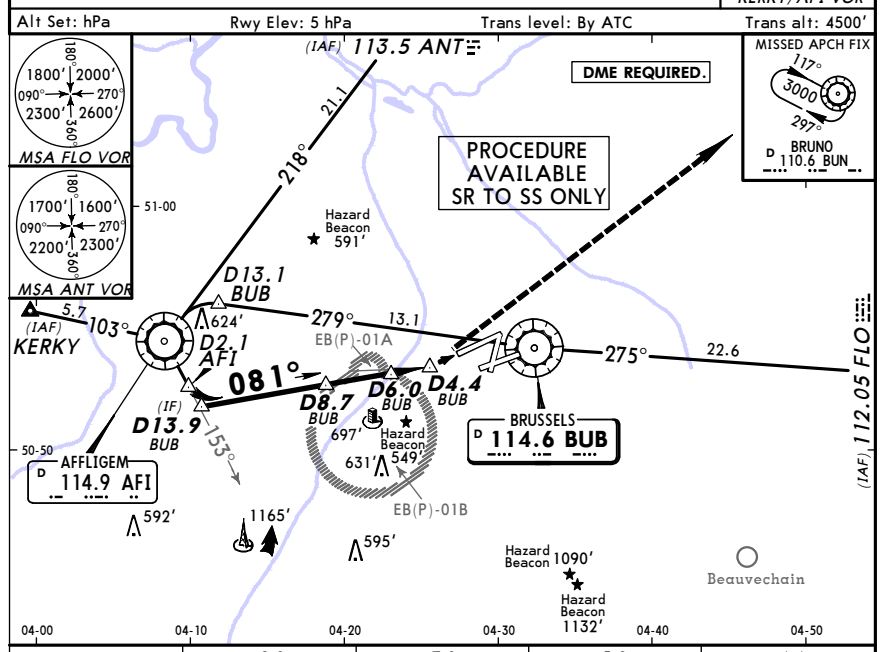
<b>JAR-OPS</b> ILS STRAIGHT-IN LANDING RWY 25R		<b>CEILING REQUIRED</b> CIRCLE-TO-LAND	
LOC (GS out)		LOC (GS out)	
DA(H) 311' (200')		DA(H) 311' (200')	
FULL ALS out		FULL ALS out	
A		A	
B		B	
C	600' - 2000m	C	NOT AUTH
D		D	

**EBBR/BRU**  
**BRUSSELS NATIONAL**  
 25 MAY 07 Eff 7 Jun (13-1) **JEPPESEN** **BRUSSELS, BELGIUM**  
 VOR Rwy 07L

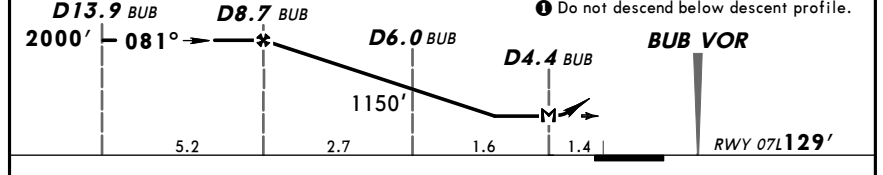
110.6	112.05	114.6	114.9	117.55	132.47	BRUSSELS Arrival (R)	118.25	BRUSSELS Tower	118.6	120.77
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118.05 for apron 2 North and North of it		Ground		121.87 for apron 2 South and South of it	
VOR	Final	Minimum Alt	MDA(H)	Apt Elev	184'
BUB	Apch Crs	D8.7 BUB	(CONDITIONAL)		
114.6	081°	2000' (1871')	640' (511')	RWY 129'	

**MISSED APCH:** Turn LEFT to BUN VOR. Climb to 3000'. Report to ATC.  
 Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 4500'



BUB DME	8.0	7.0	5.0	4.4
ALTITUDE	1780'	1470'	830'	640'



Gnd speed-Kts	70	90	100	120	140	160			
Descent Gradient	5.2%	369	474	527	632	737	843		

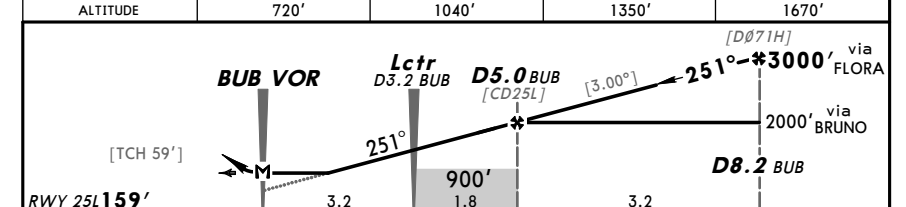
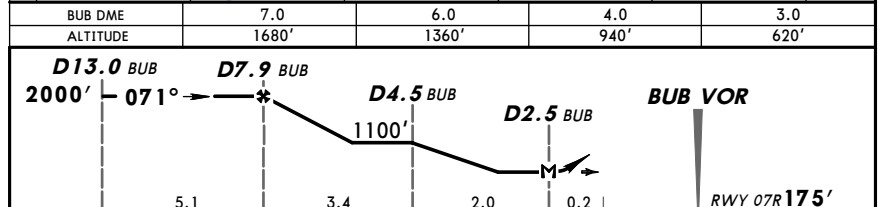
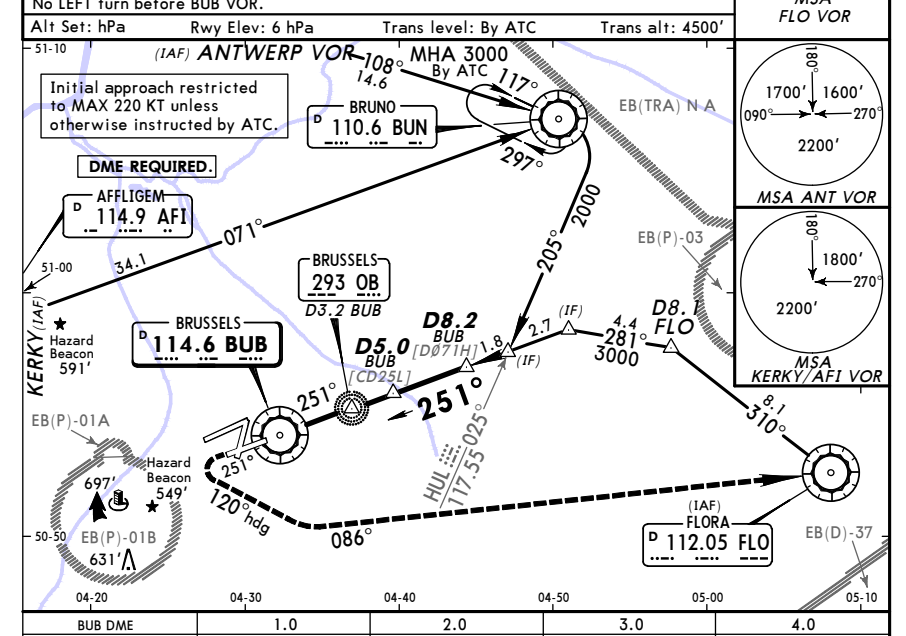
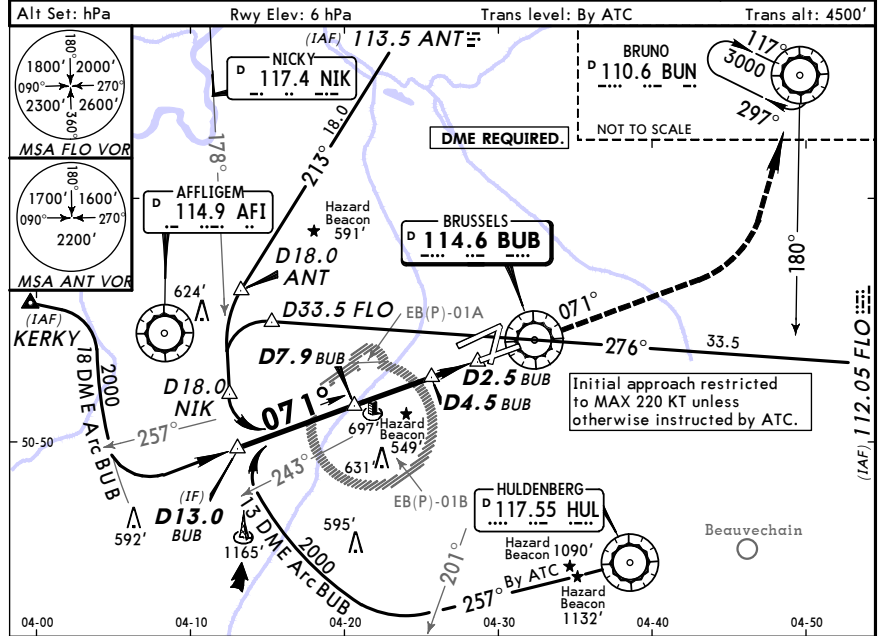
<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 07L		<b>CIRCLE-TO-LAND</b>	
with D6.0 BUB		w/o D6.0 BUB	
MDA(H) 640' (511')		MDA(H) 880' (751')	
A		A	
B	2800m	B	
C		C	
D	3300m	D	

**EBBR/BRU**  
**BRUSSELS NATIONAL**  
 25 MAY 07  
 Eff 7 Jun (13-2)  
**BRUSSELS, BELGIUM**  
**VOR Rwy 07R**

**EBBR/BRU**  
**BRUSSELS NATIONAL**  
 25 MAY 07  
 Eff 7 Jun (13-3)  
**BRUSSELS, BELGIUM**  
**VOR Rwy 25L**

ATIS Arrival				BRUSSELS Arrival (R)		BRUSSELS Tower	
110.6	112.05	114.6	114.9	117.55	132.47	118.25	118.6 120.77
Ground							
118.05 for apron 2 North and North of it				121.87 for apron 2 South and South of it			
VOR	Final	Minimum Alt	MDA(H)	Apt Elev	184'		
BUB	Apch Crs	<b>D7.9 BUB</b>	(CONDITIONAL)	184'			
<b>114.6</b>	<b>071°</b>	<b>2000'</b> (1825')	<b>560'</b> (385')	RWY	<b>175'</b>		

ATIS Arrival				BRUSSELS Arrival (R)		BRUSSELS Tower	
110.6	112.05	114.6	114.9	117.55	132.47	118.25	118.6 120.77
Ground							
118.05 for apron 2 North and North of it				121.87 for apron 2 South and South of it			
VOR	Final	Procedure Alt	MDA(H)	Apt Elev	184'		
BUB	Apch Crs	(CONDITIONAL)	560' (401')	184'			
<b>114.6</b>	<b>251°</b>	Refer to Profile	<b>560'</b> (401')	RWY	<b>159'</b>		



Gnd speed-Kts	70	90	100	120	140	160	
Descent Gradient	5.2%	369	474	527	632	737	843
MAP at D2.5 BUB							

Gnd speed-Kts	70	90	100	120	140	160	
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849	
MAP at BUB VOR							

JAR-OPS STRAIGHT-IN LANDING RWY 07R		CIRCLE-TO-LAND	
with D4.5 BUB	w/o D4.5 BUB		
MDA(H) <b>560'</b> (385')	MDA(H) <b>1100'</b> (925')		
A	RVR 1500m	A	NOT AUTH
B	RVR 1500m	B	
C	RVR 1800m	C	
D	RVR 2000m	D	

JAR-OPS STRAIGHT-IN LANDING RWY 25L		CIRCLE-TO-LAND	
MDA(H) <b>560'</b> (401')			
ALS out			
A	RVR 900m	A	NOT AUTH
B	RVR 1000m	B	
C	RVR 1400m	C	
D	RVR 1500m	D	

