Airport Information

EBBR (Brussels National)

JEPPESEN
JeppView 3.5.2.0

**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 Contorline

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' Airport Information

EBBR (Brussels National)

JEPPESEN JeppView 3.5.2.0

DBN (Brussels National)

### **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**

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN

JeppView 3.5.2.0

EBBR/BRU

**BRUSSELS NATIONAL** 

3 JEPPESEN
13 APR 07 (10-1P)

BRUSSELS, BELGIUM AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

CHANGES: None.

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).

		Da	ay	Nig	ght	
		0600 to	2259LT	2300 to 0259LT	0300 to 0559LT	
MON 0600LT	TKOF	25	5R	20	07R/07L*	
till TUE 0559LT	LDG	25R,	/25L	25L/25R	20	
TUE 0600LT	TKOF	25	5R	25R	/20	
till WED 0559LT	LDG	25R,	/25L	25R,	/25L	
WED 0600LT	TKOF	25	5R	25R	07R/07L*	
till THU 0559LT	LDG	25R,	/25L	25R/25L	20	
THU 0600LT	TKOF	25	5R	25R/20		
till FRI 0559LT	LDG	25R,	/25L	25R/25L		
FRI 0600LT	TKOF	25R		20	07R/07L*	
till SAT 0559LT	LDG	25R,	/25L	25R/25L	20	
SAT 0600LT	TKOF	25R		25L		
till SUN 0559LT	LDG	25R,	25R/25L		25R	
SUN 0600LT		0600 to 1659LT	1700 to 2259L1	r		
till MON 0559LT	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);

© JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JeppView 3.5.2.0

EBBR/BRU BRUSSELS NATIONAL 3 APR 07 (10-1P1)

BRUSSELS, BELGIUM
AIRPORT BRIEFING

# 1. GENERAL

- 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

CHANGES: Nighttime restrictions.

Tel: ++ 32(0) 2 277 43 11 / Fax: ++ 32(0) 2 277 52 59

E-mail: civilair@mobilit.fgov.be

EBBR/BRU

**XJEPPESEN** 13 APR 07 (10-1P2)

BRUSSELS, BELGIUM AIRPORT BRIEFING

1. GENERAL

#### 1.2.3. REVERSE THRUST

**BRUSSELS NATIONAL** 

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

Pilots will be informed by ATIS or RTF.

Landing ACFT should leave as soon as possible the ILS sensitive area signalled by alternated vellow 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 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

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.

© JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED. CHANGES: Run-up tests. Ground movement

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

BRUSSELS, BELGIUM AIRPORT BRIEFING

© JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED

## 10-1P3 1. GENERAL

\$ JEPPESEN

### 1.4. RWY OPERATIONS

**BRUSSELS NATIONAL** 

EBBR/BRU

CHANGES: None.

### 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 guickly 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.

13 APR 07

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

EBBR/BRU

**XJEPPESEN** 13 APR 07 (10-1P4)

BRUSSELS, BELGIUM AIRPORT BRIEFING

1. GENERAL

### 1.5. TAXI PROCEDURES

### 1.5.1. **GENERAL**

**BRUSSELS NATIONAL** 

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

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 tansferred 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

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.

© JEPPESEN SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED. CHANGES: LVP

**JEPPESEN** Licensed to max. Printed on 16 Feb 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

EBBR/BRU **BRUSSELS NATIONAL** 

1 JEPPESEN 13 APR 07 10-1P5)

BRUSSELS, BELGIUM AIRPORT BRIEFING

1. GENERAL

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

Stands 140 thru 172, 201 thru 240 and 680 thru 699 are equipped with 400Hz and preconditioned 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

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 XPNDR 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 spedified 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

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

CHANGES: None.

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

EBBR/BRU

**XJEPPESEN** (10-1P6)

BRUSSELS, BELGIUM AIRPORT BRIEFING

**BRUSSELS NATIONAL** 

8 DEC 06

### 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

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.

CHANGES: Other information. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

**JEPPESEN** Licensed to max. Printed on 16 Feb 2008 JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

EBBR/BRU 1 JEPPESEN 8 DEC 06 **BRUSSELS NATIONAL** 

BRUSSELS, BELGIUM AIRPORT BRIEFING

10-1P7 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 ARROVAL

- 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:

CHANGES: Start-up & push-back procedures.

- 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 FREQ of '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.

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

- 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 FREQ.

EBBR/BRU

**BRUSSELS NATIONAL** 

**XJEPPESEN** 

8 DEC 06

(10-1P8)

BRUSSELS, BELGIUM AIRPORT BRIEFING

### 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 Fastward 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<sub>7F</sub>), 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.

CHANGES: Start-up & push-back procedures.

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

**JEPPESEN** Licensed to max. Printed on 16 Feb 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

EBBR/BRU

**BRUSSELS NATIONAL** 

CHANGES: Printing sequence.

1 JEPPESEN 10-1P9

8 DEC 06

BRUSSELS, BELGIUM AIRPORT BRIEFING

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

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

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.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN

JeppView 3.5.2.0

BRUSSELS, BELGIUM Market Jeppesen EBBR/BRU 4 AUG 06 (10-1R) RADAR MINIMUM ALTITUDES BRUSSELS NATIONAL Alt Set: hPa Trans level: By ATC Trans alt: 4500 The indicated altitudes or levels are the lowest altitudes or levels to be Arrival (R) allocated by the radar controller inside the Radar Vectoring Area. Subse-118.25 quent descent may be given when the aircraft is established on the 30° leg. Remark: These lowest altitudes do not apply at night between 2300-0559LT. BRUNO EB(D)-03 BUN VOR DME ANTWERP ANT VOR DME NIK VOR DME 4000 BRUSSELS EBBU FIR/CT 3000 FL60 Kleine EB(TRA)-NA 2000 BUB VOR DME 2000 51-00 3000 1800 4000 Brussels Δ RODRI 4500 AFI VOR DME Δ FLO VOR DME 2200 AKOVI ▲ NIVOR 20 Liege -HUL VOR DME 3000 Chievre FL60 180° 50-30 CHIEVRES GOSLY EB(TRA)-SA GSY VOR DME 04-30

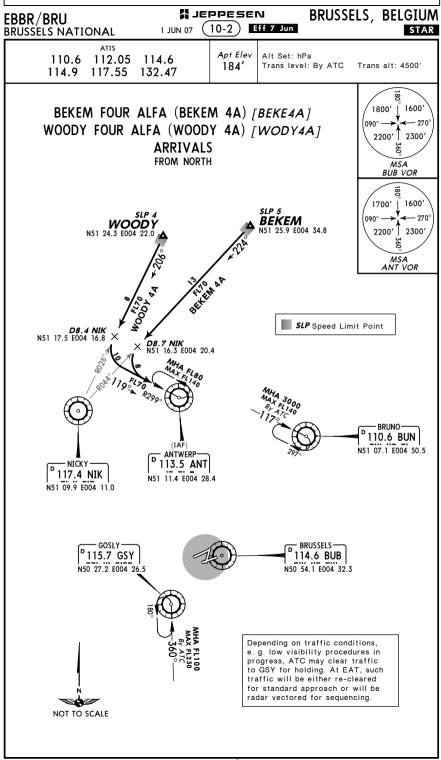
CHANGES: Sectors & altitudes.

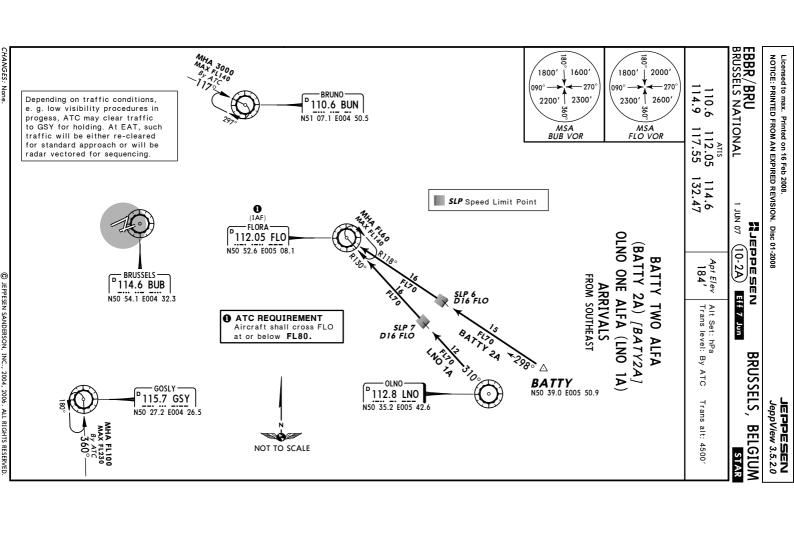
© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

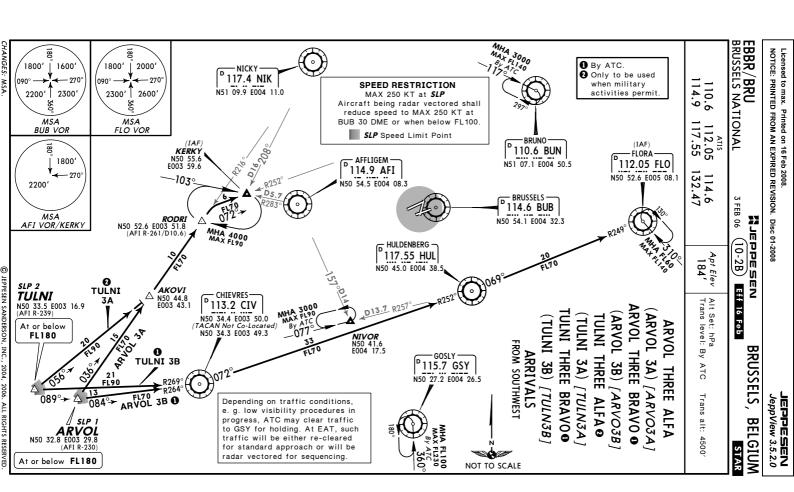
Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN JeppView 3.5.2.0







**JEPPESEN** JeppView 3.5.2.0

BRUSSELS, BELGIUM MIEPPESEN EBBR/BRU 3 FEB 06 (10-2C) Eff 16 Feb STAR BRUSSELS NATIONAL Apt Elev Alt Set: hPa 110.6 112.05 114.6 184' Trans level: By ATC Trans alt: 4500' 114.9 117.55 132.47 2300' KOKSY FOUR ALFA (KOK 4A) **←**— 360° ARRIVAL 180°-2200, 800, FROM WEST P 110.6 BUN N51 07.1 E004 50. MHA FL100 MAX FL230 By ATC P 1 14.9 AFI N50 54.5 E004 08 Depending on traffic conditions, e. g. low vire procedures in progress. ATC may clear traff expression of the procedures to the EAT, such traffic will be re-cleared for standard approach or will be vectored for sequencing. **RODRI** 52.6 E003 51.8 Aircraft being radar vectored shall reduce speed to MAX 250 KT at BUB 30 DME or when below FL100.

© JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED. CHANGES: MSA.

Licensed to max. Printed on 16 Feb 2008 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

EBBR/BRU **BRUSSELS NATIONAL** 

M JEPPESEN (10-3) 13 APR 07

BRUSSELS, BELGIUM

Trans level: By ATC Trans alt: 4500 BRUSSELS Tower **BRUSSELS** 1. After take-off remain on Tower frequency. Apt Elev Departure(R) 118.6 2. SIDs are also noise abatement procedures. Strict ad-126.62 herence within the limits of aircraft performance is man-120.77 datory, except when being radar vectored.

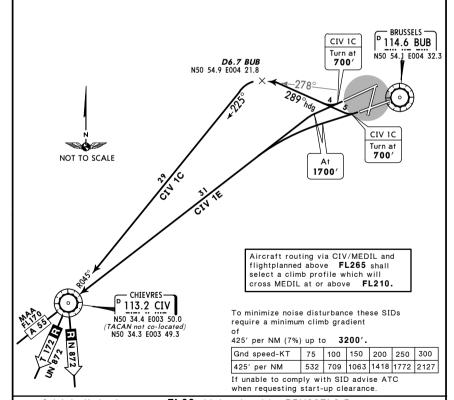
### **CHIEVRES RWYS 25L/R DEPARTURES**

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 MAX 250 KT OR CLEAN SPEED (V ZF),

WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC





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

SID	INITIAL CLIMB/ROUTING					
CIV 1C 🕕	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.					
Not available during weekends between 0600-2259LT.						

2 Only available during weekends between 0600-2259LT

© JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED.

**JEPPESEN** JeppView 3.5.2.0

1600

2200' 7 2300'

MSA

BUB VOR

EBBR/BRU BRUSSELS NATIONAL M JEPPESEN

BRUSSELS, BELGIUM

1800'

090°

13 APR 07 (10-3A)

**BRUSSELS** Tower BRUSSELS Departure(R) 118.6 126.62 120.77

184'

Trans level: By ATC Trans alt: 4500' Apt Elev 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**

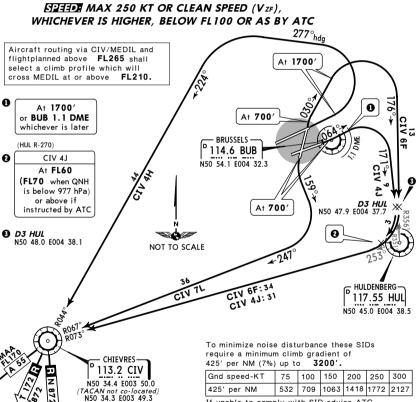
# RWYS 02, 07L/R, 20 DEPARTURES

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 NIGHTTIME SIDS RWYS 25R/L REFER TO CHART 10-3B



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

SID	RWY	INITIAL CLIMB/ROUTING			
CIV 6F	02	Climb to 700', 030° track, at 1700' turn RIGHT, intercept HUL R-356 inbound to D3 HUL, turn RIGHT, intercept CIV R-073 inbound to CIV.			
CIV 4H	07L	Climb straight ahead, at 1700' turn LEFT, 277° heading, intercept CIV R-044 inbound to CIV.			
CIV 4J	07R	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, at D3 HUL turn RIGHT, intercept CIV R-073 inbound to CIV.			
CIV 7L	20	Climb to <b>700'</b> , 159° track, turn RIGHT, intercept CIV R-067 inbound to CIV.			
Available when RWY 02 in single RWY operations					

CHANGES: Airway B 31 redesignated N 872.

© JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED

If unable to comply with SID advise ATC

when requesting start-up clearance.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

1800'

2200'

360

MSA

BUB VOR

1600

2300'

EBBR/BRU **BRUSSELS NATIONAL** 

120.77

M JEPPESEN 13 APR 07 (10-3B)

BRUSSELS, BELGIUM

BRUSSELS Tower BRUSSELS Departure(R) 118.6

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 ad-

herence within the limits of aircraft performance is mandatory, except when being radar vectored

### **CHIEVRES RWYS 25R/L DEPARTURES**

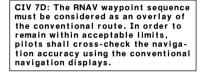
AVAILABLE BETWEEN 2300-0559LT SOUTHBOUND VIA AIRWAY A 55

SOUTHBOUND VIA AIRWAYS T 172, UN 872 (ONLY FOR TRAFFIC FLIGHTPLANNED ABOVE FL195)

COMPULSORY FOR DESTINATIONS WITHIN PARIS TMA VIA AIRWAY N 872 SOUTHBOUND

MAX 250 KT OR CLEAN SPEED (Vzf), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC

Aircraft routing via CIV/MEDIL and flightplanned above FL265 shall select a climb profile which will cross MEDIL at or above FL210.

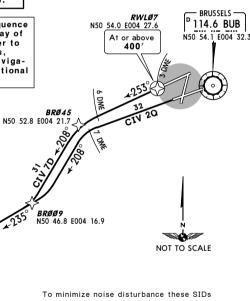


CHIEVRES -113.2 CIV

N50 34.4 E003 50.0

(TACAN not co-located)

N50 34.3 E003 49.3



require a minimum climb gradient

425' per NM (7%) up to 3200'.

			150				
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 RWY

CIV 7D 25R At BUB 3 DME (THR 07L) on 253° track, at BUB 6 DME turn LEFT, 208° track, intercept CIV R-055 inbound to CIV. RNAV: RWL07 (400'+) - BR045 - BR000 - CIV CIV 2Q Climb straight ahead, at BUB 7 DME turn LEFT, 208° track, intercept CIV R-055 inbound to CIV.

CHANGES: Airway B 31 redesignated N 872.

© JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008

**JEPPESEN** JeppView 3.5.2.0

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **¼** JEPPESEN

BRUSSELS NATIONAL **BRUSSELS** Tower BRUSSELS Departure(R) 118.6

126.62

EBBR/BRU

120.77

13 APR 07 (10-3C)

BRUSSELS, BELGIUM SID

Trans level: By ATC Trans alt: 4500 Apt Elev

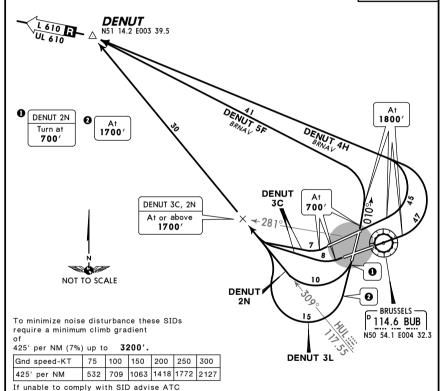
1. After take-off remain on Tower frequency.

2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.

### **DENUT**

RWYS 25L/R, 02, 07L/R, 20 DEPARTURES MAX 250 KT OR CLEAN SPEED (Vzf), 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	RWY	INITIAL CLIMB/ROUTING				
DENUT 3C [DENU3C]	25L/R	Climb to 700', turn RIGHT, intercept HUL R-309 to DENUT.				
DENUT 5F [DENU5F] BRNAV above MSA	02	Climb to 700', 010° track, at 1800' direct to DENUT.				
DENUT 4H [DENU4H] BRNAV above MSA	07L/R	Climb straight ahead, at 1800' direct to DENUT.				
DENUT 3L [DENU3L] 6	20	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-309 to DENUT.				
DENUT 2N [DENU2N] 1		Climb to 700', 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
- Available between 0600-2259LT.

when requesting start-up clearance.

3 Available between 2300-0559LT or when runway 25R is not available for landing. CHANGES: None. © JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

M JEPPESEN EBBR/BRU **BRUSSELS NATIONAL** 

BRUSSELS

BRUSSELS Tower

118.6

120.77

26 MAY 06 (10-3D) Eff 8 Jun

BRUSSELS, BELGIUM

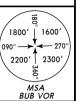
Trans level: By ATC Trans alt: 4500 1. After take-off remain on Tower frequency. Apt Elev Departure(R) 2. SIDs are also noise abatement procedures (refer to 10-4E). 126.62 Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored

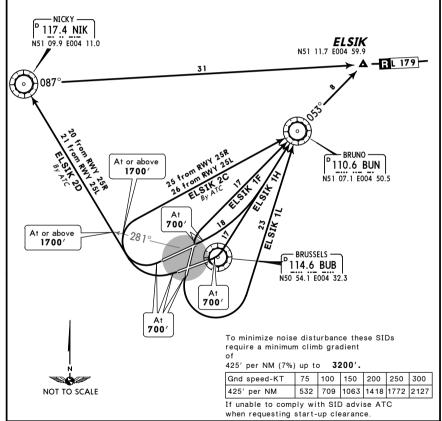
### **ELSIK**

RWYS 25L/R, 02, 07L/R, 20 DEPARTURES VIA AIRWAY L 179 EASTBOUND

TO BE USED WHEN ADEQUATE MILITARY AIRSPACES

ARE AVAILABLE FOR GAT MAX 250 KT OR CLEAN SPEED (Vzf), 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

Brideolle Control as soon as traine permits						
SID	RWY	INITIAL CLIMB/ROUTING				
ELSIK 2C [ELSI2C] BY ATC ①	25L/R	Climb to <b>700</b> ', turn RIGHT to BUN, then to ELSIK.				
ELSIK 2D [ELSI2D] BY ATC		Climb to <b>700'</b> , turn RIGHT to NIK, then to ELSIK.				
ELSIK 1F [ELSI1F]	02	Climb to 700', turn RIGHT to BUN, then to ELSIK.				
ELSIK 1H [ELSI1H]	07L/R	Climb to 700', turn LEFT to BUN, then to ELSIK.				
ELSIK 1L [ELSI1L]	20					
❶ If unable to comply advise ATC and expect SID ELSIK 2D.						

CHANGES: None.

© JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

**JEPPESEN** 

JeppView 3.5.2.0

# JEPPESEN

BRUSSELS, BELGIUM

26 MAY 06 (10-3E) Eff 8 Jun

SID

**BRUSSELS** Tower **BRUSSELS** Departure(R) 118.6 126.62 120.77

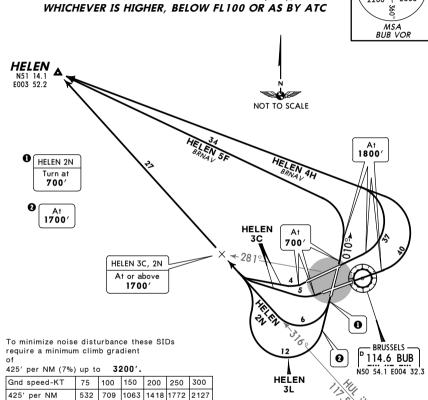
BRUSSELS NATIONAL

EBBR/BRU

Apt Elev

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

#### **HELEN** 1800' 1600 RWYS 25L/R, 02, 07L/R, 20 DEPARTURES 090° MAX 250 KT OR CLEAN SPEED (VZF), 2300′ 2200'



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] 3	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] 64	20	Climb straight ahead, at <b>1700</b> ' turn RIGHT, intercept HUL R-316 to HELEN.					
HELEN 2N [HELE2N] 66		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, EGHH & EGHI & for traffic overflying London TMA with reguested 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.

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

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

CHANGES: HELEN 4F & 3H renumb 5F & 4H & revised; ballnotes.

© JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED

Licensed to max. Printed on 16 Feb 2008

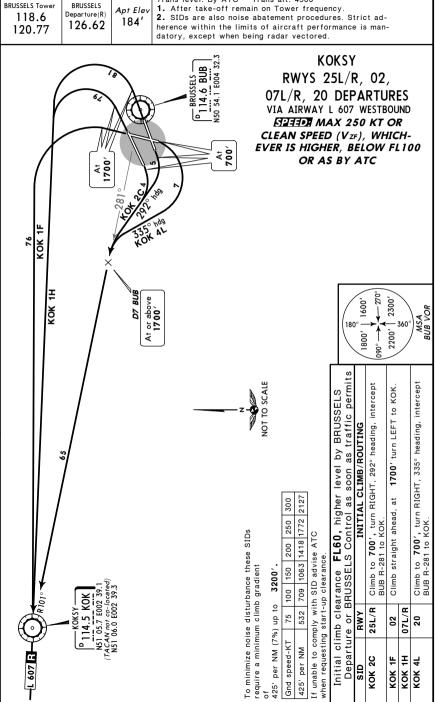
**JEPPESEN** JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

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

Trans level: By ATC Trans alt: 4500

1. After take-off remain on Tower frequency

BRUSSELS, BELGIUM



**JEPPESEN** JeppView 3.5.2.0

EBBR/BRU BRUSSELS NATIONAL

118.6

120.77

...JEPPESEN 13 APR 07 (10-3G)

BRUSSELS, BELGIUM

**BRUSSELS** Tower **BRUSSELS** Departure(R) 126.62

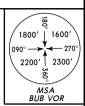
Trans level: By ATC Trans alt: 4500

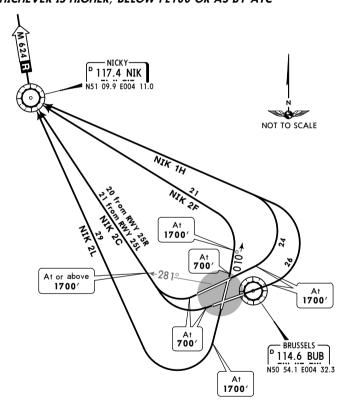
1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.

### NICKY

RWYS 25L/R, 02, 07L/R, 20 DEPARTURES VIA AÍRWAY M 624 NORTHBOUND

NOT TO BE USED BY TRAFFIC DESTINATION EHAM FOR NIGHTTIME SIDS RWYS 20, 25R REFER TO CHART 10-3H MAX 250 KT OR CLEAN SPEED (Vzf), WHICHEVER IS HIGHER. BELOW FL100 OR AS BY ATC





To minimize noise disturbance these SIDs require a minimum climb gradient 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				
NIK 2C 0	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 🛭	20	Climb straight ahead, at 1700' turn RIGHT to NIK.				
SIDs runway	25R only	y available between 0600-2259LT.				

2 Available between 0600-2259LT. CHANGES: Airway A 24 redesignated M 624.

© JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

EBBR/BRU **BRUSSELS NATIONAL** 

M. JEPPESEN 13 APR 07 (10-3H)

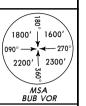
BRUSSELS, BELGIUM

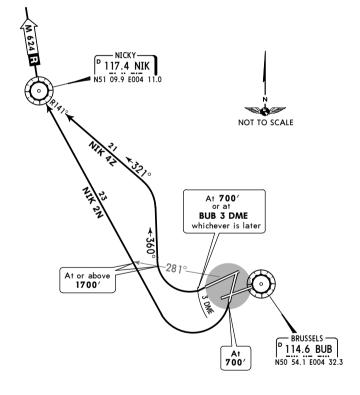
Trans level: By ATC Trans alt: 4500 **BRUSSELS** Tower **BRUSSELS** 1. After take-off remain on Tower frequency. Apt Elev Departure(R) 118.6 2. SIDs are also noise abatement procedures. Strict ad-126.62 herence within the limits of aircraft performance is man-120.77 datory, except when being radar vectored.

### **NICKY**

### RWYS 20, 25R DEPARTURES

VIA AIRWAY M 624 NORTHBOUND NOT TO BE USED BY TRAFFIC DESTINATION EHAM MAX 250 KT OR CLEAN SPEED (V ZF), WHICHEVER IS HIGHER. BELOW FL100 OR AS BY ATC





To minimize noise disturbance these SIDs require a minimum climb gradient

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								

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

SID	RWY	INITIAL CLIMB/ROUTING	
NIK 2N 🕕	20	Climb to 700', turn RIGHT to NIK.	
NIK 4Z <b>Q</b>	25R	Climb to $700^{\prime}$ or BUB 3 DME, wichever 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. Available between 2300-0559LT.

CHANGES: Airway A 24 redesignated M 624.

when requesting start-up clearance.

JEPPESEN
JeppView 3.5.2.0

EBBR/BRU BRUSSELS NATIONAL

BRUSSELS

Departure(R)

126.62

**BRUSSELS Tower** 

118.6

120.77

# JEPPESEN

BRUSSELS, BELGIUM

Apt Ele

Trans level: By ATC

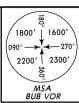
Trans level: By ATC Trans alt: 4500'

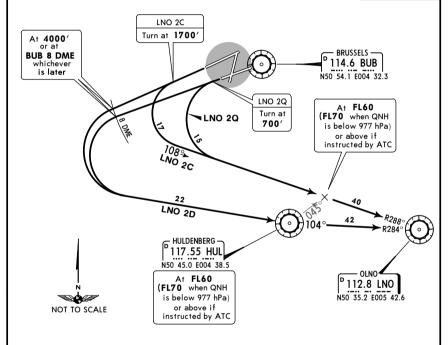
1. After take-off remain on Tower frequency.

SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.

### 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
SIZELE MAX 250 KT OR CLEAN SPEED (Vzf),
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

	Direction at the control of the cont		
SID	RWY	INITIAL CLIMB/ROUTING	
LNO 2C 10 20 63	25R	Climb straight ahead, at 1700' turn LEFT, intercept LNO R-288 inbound to LNO.	
LNO 2D	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 0 0	25L	Climb to 700', turn LEFT, intercept LNO R-288 inbound to LNO.	

- 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.
- For traffic requesting a cruising or initial FL below FL195.
- 3 Available between 0600-2259LT.4 To be used by 4-engined aircraft.
- SIDs runway 25R only available between 0600-2259LT

CHANGES: None. © JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN
JeppView 3.5.2.0

EBBR/BRU BRUSSELS NATIONAL

BRUSSELS

Departure(R)

126.62

**BRUSSELS** Tower

118.6

120.77

JEPPESEN
3 FEB 06 (10-3K) Eff 16 Feb

BRUSSELS, BELGIUM

Trans level: By ATC Trans alt: 4500'

1. After take-off remain on Tower frequency.

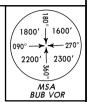
2. SIDs are also noise abatement procedures (refer to 10-4E). Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.

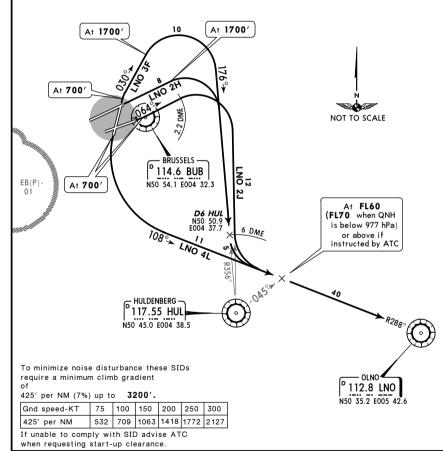
### OLNO

RWYS 02, 07L/R, 20 DEPARTURES

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

STEED MAX 250 KT OR CLEAN SPEED (VZF),
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	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.	

CHANGES: MSA.

© JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

JEPPESEN JeppView 3.5.2.0

EBBR/BRU BRUSSELS NATIONAL

**BRUSSELS Tower** 

118.6

120.77

MIEPPESEN 3 FEB 06 (10-3L) Eff 16 Feb BRUSSELS, BELGIUM

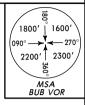
RPHISSELS Departure (R) 126.62

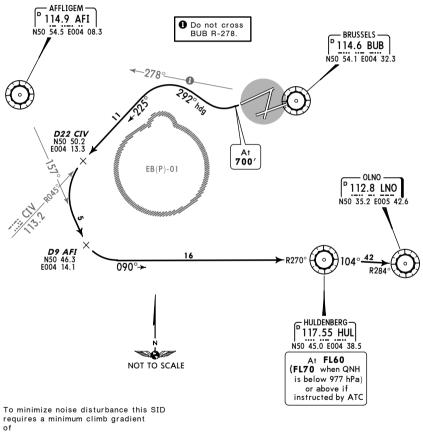
Trans level: By ATC Trans alt: 4500'

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** MITTER MAX 250 KT OR CLEAN SPEED (Vzf). WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC





425' per NM (7%) up to 3200'.

Gnd speed-KT						
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

CHANGES: MSA.

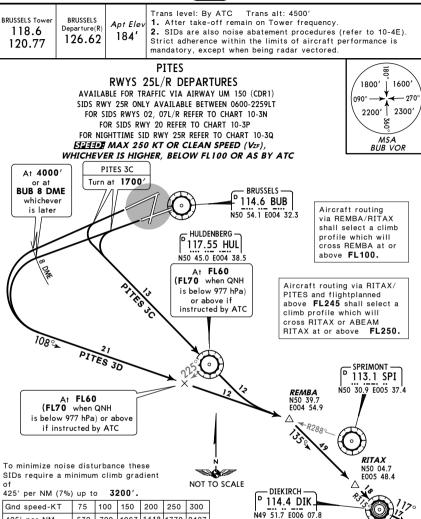
© JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

M JEPPESEN EBBR/BRU **BRUSSELS NATIONAL** 

(10-3M) Eff 13 Apr

BRUSSELS, BELGIUM



Initial climb clearance FL60, higher level by BRUSSELS Departure or BRUSSELS Control as soon as traffic permits INITIAL CLIMB/ROUTING SID

307 DIK

N49 51.7 E006 07.8

© JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

PITES 3C Climb straight ahead, at 1700' turn LEFT to HUL, intercept SPI R-288 inbound to REMBA, turn RIGHT to RITAX, then to DIK, then to PITES. [PITE3C] 000 PITES 3D 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 DIK, [PITE3D] 000 then to PITES

1 To be used by 1-, 2-, 3-engined aircraft.

If unable to comply with SID advise ATC

when requesting start-up clearance

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.
- To be used by 4-engined aircraft.

532 709 1063 1418 1772 2127

Alternative route when airway UM 150 not available: SOPOK 3D - SOPOK - ETENO. 6 Alternative route on ATC instruction: SOPOK 3D - SOPOK - RITAX - DIK - PITES.

CHANGES: SIDs renumbered & revised.

425' per NM

**JEPPESEN** JeppView 3.5.2.0

EBBR/BRU BRUSSELS NATIONAL # JEPPESEN

BRUSSELS, BELGIUM

7 APR 06 (10-3N) Eff 13 Apr

**BRUSSELS** Tower BRUSSELS Departure(R) 118.6 126.62 120.77

when requesting start-up clearance.

CHANGES: SIDs renumbered & revised.

Apt Elev 184'

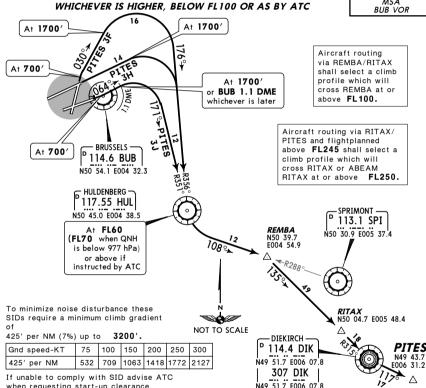
Trans level: By ATC Trans alt: 4500'

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 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 STATE MAX 250 KT OR CLEAN SPEED (Vzf),





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

BROSSEES CONTROL as soon as traine permits				
SID	RWY	INITIAL CLIMB		
PITES 3F [PITE3F] ① ②	02	Climb to <b>700'</b> , 030° track, at <b>1700'</b> turn RIGHT, intercept HUL R-356 inbound to HUL.		
PITES 3H [PITE3H] 3 0	07L	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-356 inbound to HUL.		
PITES 3J	07R	Climb to 700', 064° track, at 1700' 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.

- 1 Alternative route when airway UM 150 not available: SOPOK 3F SOPOK ETENO.
- Alternative route on ATC instruction: SOPOK 3F SOPOK RITAX DIK PITES. Alternative route when airway UM 150 not available: SOPOK 2H - SOPOK - ETENO.
- Alternative route on ATC instruction: SOPOK 2H SOPOK RITAX DIK PITES.
- Alternative route when airway UM 150 not available: SOPOK 2J SOPOK ETENO.
- 6 Alternative route on ATC instruction: SOPOK 2J SOPOK RITAX DIK PITES. © JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

EBBR/BRU **BRUSSELS NATIONAL** 

M JEPPESEN

(10-3P) Eff 13 Apr

BRUSSELS, BELGIUM

Trans level: By ATC Trans alt: 4500 BRUSSELS Tower BRUSSELS Apt Elev

Departure(R) 118.6 126.62 120.77

184'

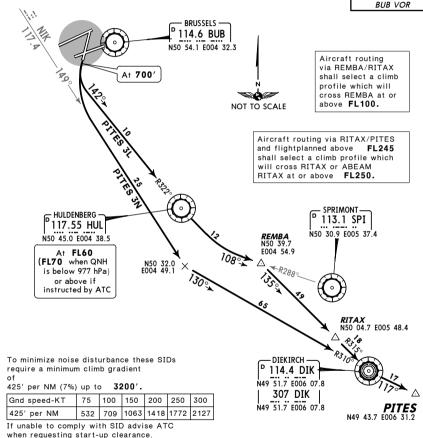
1. After take-off remain on Tower frequency. 2. SIDs are also noise abatement procedures (refer to 10-4E). Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.

### **PITES**

### **RWY 20 DEPARTURES**

FOR NIGHTTIME SID RWY 25R REFER TO CHART 10-3Q MITTER MAX 250 KT OR CLEAN SPEED (VZF). 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		
PITES 3L [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.		
PITES 3N	Climb to <b>700'</b> , turn LEFT, intercept NIK R-149, turn LEFT, intercept DIK R-310 inbound to DIK, then to PITES.		

- 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.
- Available between 2300-0559LT if airway UM 150 is available. Exceptionally not available between 2300-2400LT due to military activity in Belgium. Alternative SID: PITES 3L.

CHANGES: SID PITES 2L renumbered 3L & revised. © JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

**JEPPESEN** JeppView 3.5.2.0

EBBR/BRU

BRUSSELS

Departure (R

126.62

BRUSSELS NATIONAL

**BRUSSELS** Tower

118.6

120.77

# JEPPESEN

BRUSSELS, BELGIUM

7 APR 06 (10-3Q) Eff 13 Apr

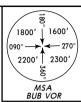
Trans level: By ATC Trans alt: 4500 Apt Elev

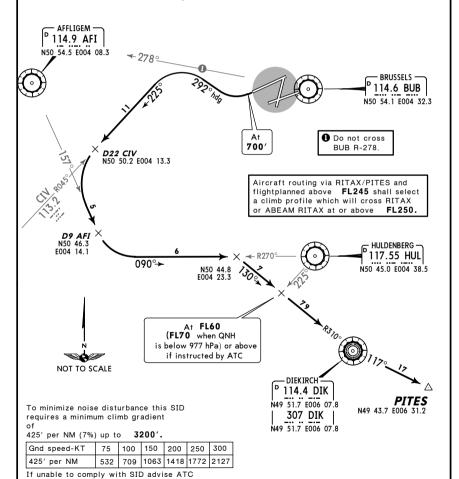
1. After take-off remain on Tower frequency 2. SIDs are also noise abatement procedures (refer to 10-4E). Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored

# PITES THREE ZULU (PITES 3Z) [PITE3Z] **RWY 25R DEPARTURE**

**AVAILABLE BETWEEN 2300-0559LT** ALTERNATIVE ROUTE ON ATC INSTRUCTION: SOPOK 4Z - SOPOK - RITAX - DIK - PITES

STATEM MAX 250 KT OR CLEAN SPEED (V ZF), WHICHEVER IS HIGHER. BELOW FL100 OR AS BY ATC





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

CHANGES: None.

© JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

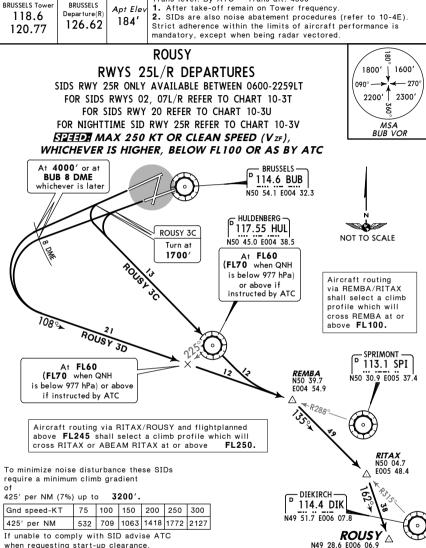
Licensed to max. Printed on 16 Feb 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

BRUSSELS, BELGIUM

M JEPPESEN EBBR/BRU 7 APR 06 (10-3S) Eff 13 Apr BRUSSELS NATIONAL

Trans level: By ATC Trans alt: 4500'

1. After take-off remain on Tower frequency.



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

	SID	INITIAL CLIMB/ROUTING
	ROUSY 3C [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.
	ROUSY 3D [ROUS3D]	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.

CHANGES: SIDs renumbered & revised.

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.

© JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

- 2 Alternative route on ATC instruction: SOPOK 3C SOPOK RITAX ROUSY
- To be used by 4-engined aircraft.
  - 4 Alternative route on ATC instruction: SOPOK 3D SOPOK RITAX ROUSY.

JEPPESEN JeppView 3.5.2.0

EBBR/BRU BRUSSELS NATIONAL ¼ JEPPESEN

BRUSSELS, BELGIUM

7 APR 06 (10-3T) Eff 13 Apr

•

BRUSSELS Tower 118.6 Departure(R) 120.77

Apt Elev 1. Afte 2. SIDS

Trans level: By ATC Trans alt: 4500'

After take-off remain on Tower frequency.
 SIDs are also noise abatement procedures (refer to 10-4E).
 Strict adherence within the limits of aircraft performance is

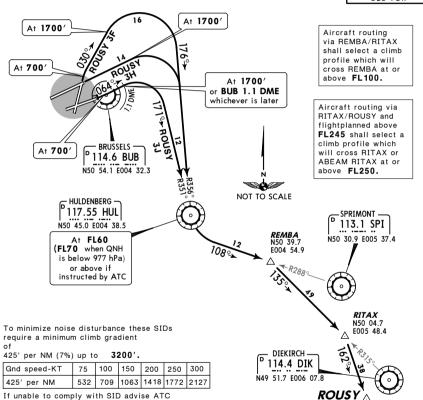
mandatory, except when being radar vectored.

### ROUSY

### RWYS 02, 07L/R DEPARTURES

FOR SIDS RWY 20 REFER TO CHART 10-3U
FOR NIGHTTIME SID RWY 25R REFER TO CHART 10-3V
SIZEDE MAX 250 KT OR CLEAN SPEED (Vzf),
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

N49 28.6 E006 06.9

		BROSSEES CONTROL as SOON as Trainic Permits	
SID	SID RWY INITIAL CLIMB/ROUTING		
ROUSY 3F [ROUS3F]	02	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.	
ROUSY 3H [ROUS3H]	07L	Climb straight ahead, at 1700' 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.	
ROUSY 3J [ROUS3J]	07R	Climb to 700', 064° track, at 1700' 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.

when requesting start-up clearance.

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

CHANGES: SIDs renumbered & revised. © JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN JeppView 3.5.2.0

EBBR/BRU
BRUSSELS NATIONAL

7 APR 06 10-3U
Eff 13 Apr

BRUSSELS, BELGIUM
SID

BRUSSELS Tower 118.6 120.77 BRUSSELS Departure(R) 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.

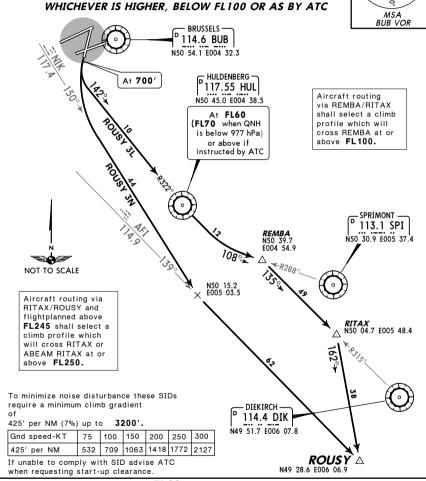
# ROUSY RWY 20 DEPARTURES

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

SINGLED MAX 250 KT OR CLEAN SPEED (Vzf),

WHICHEVER IS HIGHER RELOW EL 100 OR AS RV





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

SID	INITIAL CLIMB/ROUTING	
ROUSY 3L [ROUS3L]	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.	
ROUSY 3N [ROUS3N] 2	Climb to <b>700'</b> , turn LEFT, intercept NIK R-150, turn LEFT, intercept AFI R-139 to ROUSY.	

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

  CHANGES: SID ROUSY 2L renumbered 3L & revised.

  © JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

**JEPPESEN** 

JeppView 3.5.2.0

EBBR/BRU BRUSSELS NATIONAL

# JEPPESEN 7 APR 06 (10-3V) Eff 13 Apr BRUSSELS, BELGIUM

BRUSSELS Towe 118.6 120.77

BRUSSELS Departure(R) 126.62

Apt Elev

Trans level: By ATC Trans alt: 4500

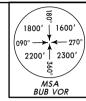
1. After take-off remain on Tower frequency.

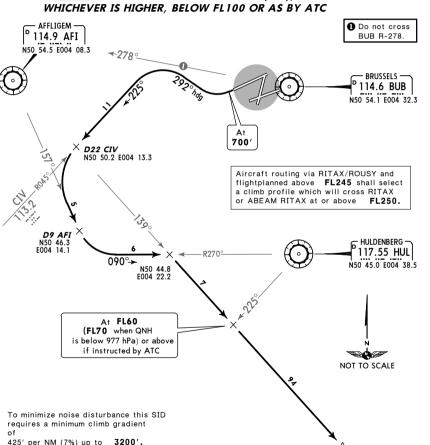
2. SIDs are also noise abatement procedures (refer to 10-4E). Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored

# ROUSY THREE ZULU (ROUSY 3Z) [ROUS3Z] **RWY 25R DEPARTURE**

AVAILABLE BETWEEN 2300-0559LT ALTERNATIVE ROUTE ON ATC INSTRUCTION: SOPOK 4Z - SOPOK - RITAX - ROUSY

SIETOR MAX 250 KT OR CLEAN SPEED (V ZF),





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

CHANGES: None.

425' per NM

Gnd speed-KT 75 100 150 200 250 300

If unable to comply with SID advise ATC

when requesting start-up clearance

532 709 1063 1418 1772 2127

© JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

**ROUSY** 

N49 28.6 E006 06.9 (114.4 DIK R-182/D23)

(109.4 MMD R-084/39 NM)

Licensed to max. Printed on 16 Feb 2008 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

BRUSSELS

Departure(R)

126.62

BRUSSELS Tower

118.6

120.77

**JEPPESEN** JeppView 3.5.2.0

BRUSSELS, BELGIUM

M JEPPESEN EBBR/BRU (10-3W) Eff 16 Feb **BRUSSELS NATIONAL** 

Trans level: By ATC Trans alt: 4500

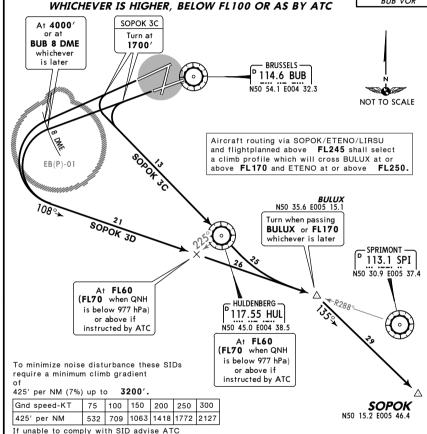
1. After take-off remain on Tower frequency. Apt Elev

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 MAX 250 KT OR CLEAN SPEED (V ZF),

1800' 1600 2200' | 2300' 360 MSA BUB VOR



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

SID	INITIAL CLIMB/ROUTING
SOPOK 3C [SOPO3C]	Climb straight ahead, at when passing BULUX or FL170, whichever is later, turn RIGHT to SOPOK.
SOPOK 3D [SOPO3D]	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.

when requesting start-up clearance.

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.

© JEPPESEN SANDERSON, INC., 2002, 2006, ALL RIGHTS RESERVED.

**JEPPESEN** JeppView 3.5.2.0

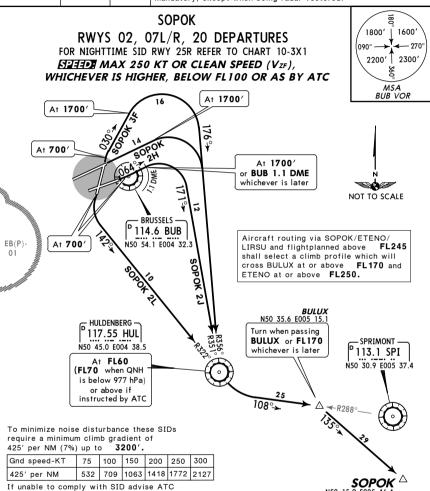
BRUSSELS, BELGIUM M JEPPESEN EBBR/BRU (10-3X) Eff 16 Feb BRUSSELS NATIONAL

BRUSSELS Tower 118.6 120.77

BRUSSELS Apt Elev Departure(R) 126.62

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



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

SID	RWY	INITIAL CLIMB/ROUTING
SOPOK 3F [SOPO3F]	02	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.
SOPOK 2H [SOPO2H]	07L	Climb straight ahead, at 1700' turn RIGHT, intercept HUL R-356 inbound to HUL, turn LEFT, intercept SPI R-288 inbound, when passing BULUX or FL170, whichever is later, turn RIGHT to SOPOK.
SOPOK 2J [SOPO2J]	07R	Climb to 700', 064° track, at 1700' 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 FL170, whichever is later, turn RIGHT to SOPOK.
SOPOK 2L [SOPO2L]	20	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.

CHANGES: MSA.

when requesting start-up clearance

© JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008 **JEPPESEN** JeppView 3.5.2.0

M JEPPESEN EBBR/BRU **BRUSSÉLS NATIONAL** 

3 FEB 06 (10-3X1) Eff 16 Feb

BRUSSELS, BELGIUM

BRUSSELS Tower BRUSSELS Apt Elev Departure(R) 118.6 184' 126.62 120.77

Trans level: By ATC Trans alt: 4500 1. After take-off remain on Tower frequency.

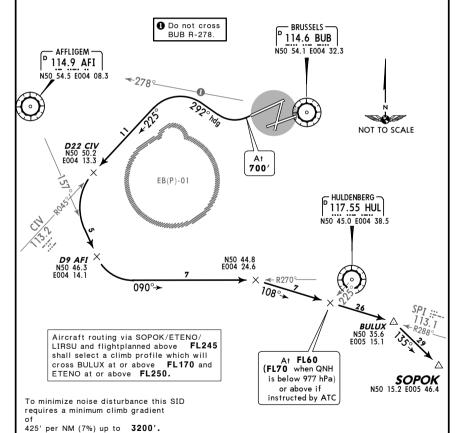
2. SIDs are also noise abatement procedures (refer to 10-4E). Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored

### SOPOK FOUR ZULU (SOPOK 4Z) [SOPO4Z] RWY 25R DEPARTURE

**AVAILABLE BETWEEN 2300-0559LT** 

MAX 250 KT OR CLEAN SPEED (V ZF), WHICHEVER IS HIGHER. BELOW FL100 OR AS BY ATC





Initial climb clearance FL60, higher level by BRUSSELS Departure or BRUSSELS Control as soon as 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 SPI R-288 inbound to BULUX, then to SOPOK

75 | 100 | 150 | 200 | 250 | 300 532 709 1063 1418 1772 2127

Gnd speed-KT

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

425' per NM

**JEPPESEN** JeppView 3.5.2.0

EBBR/BRU BRUSSELS NATIONAL

118.6

120.77

# JEPPESEN 3 FEB 06 (10-3X2) Eff 16 Feb

BRUSSELS, BELGIUM

BRUSSELS **BRUSSELS** Tower Departure(R) 126.62

Apt Elev

Trans level: By ATC Trans alt: 4500 1. After take-off remain on Tower frequency.

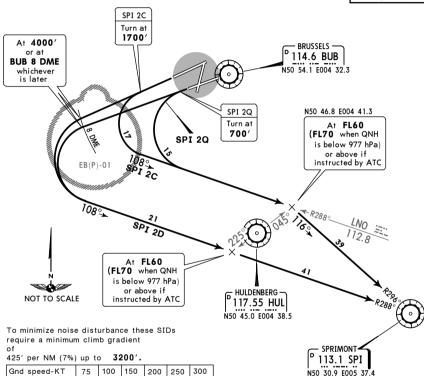
2. SIDs are also noise abatement procedures (refer to 10-4E). Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored

### **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 MAX 250 KT OR CLEAN SPEED (Vzf), WHICHEVER IS HIGHER. BELOW FL100 OR AS BY ATC





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

532 709 1063 1418 1772 2127

425' per NM

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

SID	RWY	INITIAL CLIMB/ROUTING		
SPI 2C <b>0 0</b>	25R	Climb straight ahead, at 1700' turn LEFT, intercept LNO R-288 inbound, turn RIGHT, intercept SPI R-296 inbound to SPI.		
SPI 2D	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	25L	Climb to <b>700'</b> , 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.
- Available between 0600-2259LT.
- 3 To be used by 4-engined aircraft. 4 SIDs runway 25R only available between 0600-2259LT

CHANGES: MSA. © JEPPESEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

BRUSSELS

Departure(R)

126.62

**BRUSSELS** Tower

118.6

120.77

**JEPPESEN** JeppView 3.5.2.0

¼ JEPPESEN EBBR/BRU **BRUSSELS NATIONAL** 

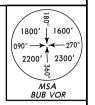
3 FEB 06 (10-3X3) Eff 16 Feb

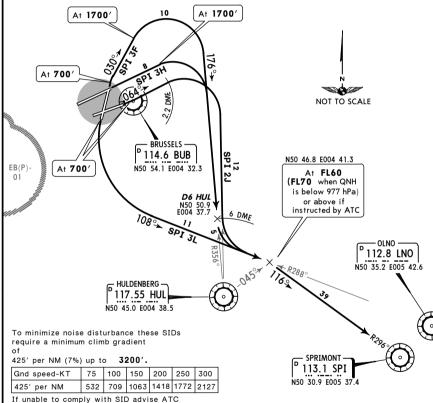
BRUSSELS, BELGIUM

Trans level: By ATC Trans alt: 4500' 1. After take-off remain on Tower frequency. Apt Elev 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 MAX 250 KT OR CLEAN SPEED (VZF). 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

		Bh033EL3 Control as soon as traffic permits
SID	RWY	INITIAL CLIMB/ROUTING
SPI 3F	02	Climb to <b>700'</b> , 030° track, at <b>1700'</b> 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 in- bound to D6 HUL, turn LEFT, intercept LNO R-288 inbound, turn RIGHT, intercept SPI R-296 inbound to SPI.
SPI 2J	07R	Climb to <b>700'</b> , 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.

when requesting start-up clearance.

JEPPESEN

c 01-2008 JeppView 3.5.2.0

EBBR/BRU BRUSSELS NATIONAL

BRUSSELS

Departure(R)

126.62

**BRUSSELS** Towe

118.6

120.77

JEPPESEN
3 FEB 06 (10-3X4) Eff 16 Feb

BRUSSELS, BELGIUM

Tran

Apt Elev

Trans level: By ATC Trans alt: 4500

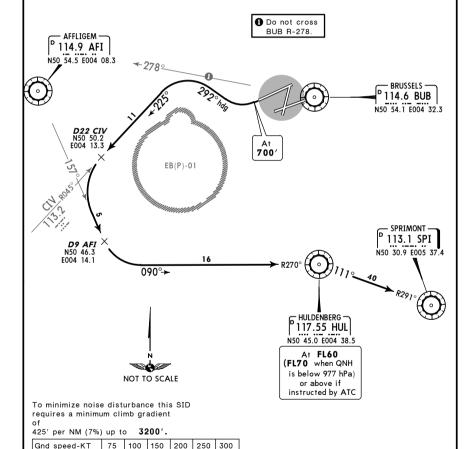
After take-off remain on Tower frequency.
 SIDs are also noise abatement procedures (refer to 10-4E).
 Strict adherence within the limits of aircraft performance is mandatory, except when being radar vectored.

# SPRIMONT FOUR ZULU (SPI 4Z) RWY 25R DEPARTURE

AVAILABLE BETWEEN 2300-0559LT

STEEDE MAX 250 KT OR CLEAN SPEED (Vzf),
WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC





when requesting start-up clearance.

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

532 709 1063 1418 1772 2127

If unable to comply with SID advise ATC

### 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.

CHANGES: MSA.

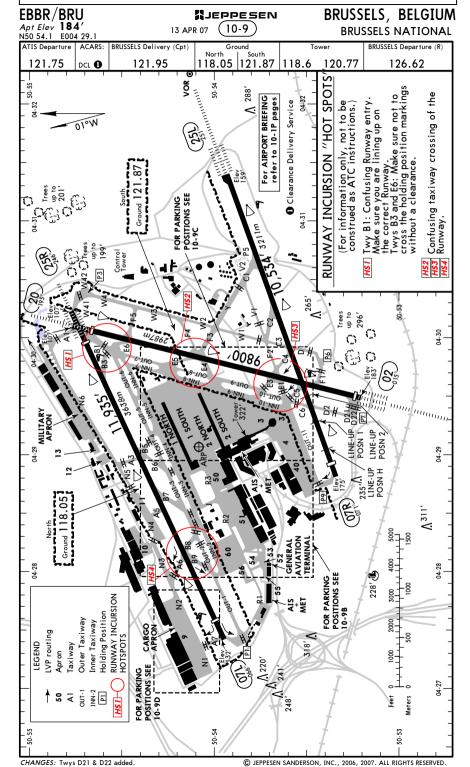
425' per NM

© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

**JEPPESEN** JeppView 3.5.2.0



EBBR/BRU

CHANGES: None.

## I JEPPESEN

BRUSSELS, BELGIUM

DDK	/ DKU		)	1004			ELS, DEI	
			13 APR 07	(10-9A	)	BRUS	SSELS NA	LION
			ADDITIONAL R	UNWAY IN	FORMATION	CARLELENGTH		
					LANDING	SABLE LENGTHS BEYOND ——	•	
RWY					Threshold	Glide Slope	TAKE-OFF	WIDT
)2			DZ PAPI-L (3.0°		9649' 2941m	8541' 2603m	0	164
20		n) HIALS PAP	I-L (3.0°)	RVR	9078' 2767m	8141′ <i>2481m</i>		50n
HST-E		(A 1) A D) E						
RWY	-OFF RUN AV 02:	AILABLE		RWY 2	20:			
	rwy head		9800' (2987m)	From	wy head		(2987m)	
	twy C5 int		7628' (2325m)		twy B1 int		(2675m)	
	twy E1 int twy E3 int		6808' (2075m) 6654' (2028m)		twy E6 int twy E4/E5 int		(2164m) (1558m)	
	twy E4 int		4111' (1253m)		1Wy L4/L3 IIII	3112	(1330111)	
			lable on pilot's a			cm or more,		
рио	is unable to a	ccepi snooid	advise ATC duly	in advance	••			
7L		m) PAPI-L (3.			11,089′ <i>3380m</i>		0	148
		n) HIALS-II 1	TDZ PAPI-R (3.0	°) <b>©</b> RVR	10,951′ <i>3338m</i>	10,033′ <i>3058m</i>	<u> </u>	45n
	36, B7, B9							
	-OFF RUN AV	AILABLE						
RWY		1.1	1 035' (3630m)	RWY 2	!5R:	11 075	(7470)	
From	rwy head twy A6 int		1,935' (3638m) 8684' (2647m)	From I	wy head twy B1 int	10 719	oʻ (3638m) Oʻ (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 twy A5 int	6453	(1967m)	
	4 D7 !4				TWV AD INT	4616	o' (1407m)	
	twy B7 int		6086' (1855m)		,			
	twy B7 int twy A3 int twy B5 int		5151' (1570m)		,			
	twy A3 int twy B5 int twy B6 int		5151' (1570m) 4941' (1506m) 4557' (1389m)		·			
pilot	twy A3 int twy B5 int twy B6 int section take- s unable to ac	off run avail ccept should	5151' (1570m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly	cceptance i in advance	f VIS is 2k	m or more,		1 14
pilot:	twy A3 int twy B5 int twy B6 int section take- s unable to ad HIRL CL (15)	off run avail ccept should a m) PAPI-L (a	5151' (1570m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly	cceptance in advance	f VIS is 2k		6	
pilot: 17R 25L	twy A3 int twy B5 int twy B6 int section take- s unable to ad HIRL CL (15n HIRL CL (15n	off run avail ccept should a m) PAPI-L (a	5151' (1570m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly	cceptance in advance	f VIS is 2k		6	
pilot: 97R 25L HST-0	twy A3 int twy B5 int twy B6 int section take- s unable to ad HIRL CL (15n HIRL CL (15n	off run avail ccept should a m) PAPI-L (and m) HIALS-II	5151' (1570m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly	cceptance in advance	f VIS is 2k		6	
pilot: 25L HST-G TAKE RWY	twy A3 int twy B5 int twy B6 int section take- s unable to ac HIRL CL (15s HIRL CL (15s C2	off run avail ccept should a m) PAPI-L (an m) HIALS-II	5151' (1570m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0	cceptance in advance  RVR  P) • RVR	f VIS is 2k 10,135′ <i>3089m</i>	9393′ 2863m		
pilot: 25L HST-G TAKE RWY	twy A3 int twy B5 int twy B6 int section take- s unable to ad HIRL CL (15) HIRL CL (15) C2 -OFF RUN AV 07R: Line-up PSN	off run avail. ccept should i m) PAPI-L (ai m) HIALS-II  (AILABLE	5151' (1570m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0°) 9485' (2891m)	cceptance in advance  RVR  P°)	f VIS is 2k	9393' <i>2863m</i>	' (3211m)	
pilot: 7R 25L HST-0 TAKE RWY	twy A3 int twy B5 int twy B6 int section takes unable to ac HIRL CL (15) HIRL CL (15) C2 -OFF RUN AV 07R: Line-up PSN Line-up PSN	off run avail. ccept should a m) PAPI-L (ai m) HIALS-II  (AILABLE H	5151' (1570m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0°) 9485' (2891m) 8609' (2624m)	cceptance in advance  RVR  PVR  RVR  RWY 2  From 1	f VIS is 2k	9393' 2863m 10,534 7251	(' (3211m) ' (2210m)	
pilot: 7R 25L HST-0 TAKE RWY	twy A3 int twy B5 int twy B6 int section take- s unable to ad HIRL CL (15) HIRL CL (15) C2 -OFF RUN AV 07R: Line-up PSN	off run avail. ccept should: m) PAPI-L (ai m) HIALS-II 'AILABLE H 1	5151' (1570m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0°) 9485' (2891m) 8609' (2624m) 7890' (2405m) 7680' (2341m)	cceptance in advance  RVR  P)	f VIS is 2k	9393' 2863m 10,534 7251 5545	' (3211m)	
7R 25L HST-0 TAKE RWY	twy A3 int twy B5 int twy B6 int section takes unable to ac HIRL CL (15) HIRL CL (15) 2-OFF RUN AV 07R: Line-up PSN twy C6 int Line-up PSN twy C5 int Viny C5 int	off run avail.ccept should: m) PAPI-L (ai m) HIALS-II  'AILABLE H 1	5151' (1570m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0°) 9485' (2891m) 8609' (2624m) 7890' (2405m) 7680' (2341m) 7047' (2148m)	cceptance in advance  RVR  P)	f VIS is 2k  10,135' 3089m  15L:  wy head twy C1 int twy C2 int	9393' 2863m 10,534 7251 5545	' (3211m) ' (2210m) ' (1690m)	
pilot: 7R 25L HST-0 TAKE RWY	twy A3 int twy B5 int twy B6 int section takes unable to ac HIRL CL (15/ HIRL CL (15/ C2 -OFF RUN AV 07R: Line-up PSN twy C6 int Line-up PSN twy C5 int twy C4 int	off run avail. ccept should i m) PAPI-L (ai m) HIALS-II 'AILABLE H 1	5151' (1570m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0°) 702 PAPI-L (3.0°) 703 (2624m) 7680' (2405m) 7680' (2341m) 7680' (2148m) 5879' (1792m)	cceptance in advance  RVR  P)	f VIS is 2k  10,135' 3089m  15L:  wy head twy C1 int twy C2 int	9393' 2863m 10,534 7251 5545	' (3211m) ' (2210m) ' (1690m)	
pilot: 17R 25L HST-C TAKE RWY From	twy A3 int twy B5 int twy B6 int section take- s unable to ad HIRL CL (15/ HIRL CL (15/ C2 -OFF RUN AV 07R: Line-up PSN tine-up PSN twy C6 int Line-up PSN twy C6 int twy C4 int twy C3 int	off run avail. ccept should : m) PAPI-L (ai m) HIALS-II 'AILABLE H 1	5151' (1570m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0°) 7007' (2624m) 7890' (2405m) 7680' (2341m) 7680' (2148m) 5879' (1792m) 5820' (1774m)	RVR  RVR  RVR  RVR	f VIS is 2k  10,135' 3089m  15L:  wy head twy C1 int twy C2 int twy C3/C4 int	9393' 2863m 10,534 7251 5545 4058	' (3211m) ' (2210m) ' (1690m)	
7R 25L HST-G TAKE RWY From	twy A3 int twy B5 int twy B6 int section take- s unable to ac HIRL CL (15/ HIRL CL (15/ C2 - OFF RUN AV 07R: Line-up PSN tine-up PSN twy C6 int Line-up PSN twy C5 int twy C3 int twy C3 int section take-	off run avail. ccept should i m) PAPI-L (ai m) HIALS-II  (AILABLE H 1 2	5151' (1570m) 4941' (1506m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0') 7820' (2405m) 7890' (2405m) 7680' (2341m) 7047' (2148m) 5879' (1792m) 5820' (1774m) able on pilot's a	RVR RVR RVR RVR RVR RVR	f VIS is 2k  10,135' 3089m  15L: wy head twy C1 int twy C2 int twy C3/C4 int  f VIS is 2k	9393' 2863m 10,534 7251 5545	' (3211m) ' (2210m) ' (1690m)	
77R 25L HST-G TAKE RWY From	twy A3 int twy B5 int twy B6 int section take- s unable to ac HIRL CL (15/ HIRL CL (15/ C2 - OFF RUN AV 07R: Line-up PSN tine-up PSN twy C6 int Line-up PSN twy C5 int twy C3 int twy C3 int section take-	off run avail. ccept should i m) PAPI-L (ai m) HIALS-II  (AILABLE H 1 2	5151' (1570m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0°) 7007' (2624m) 7890' (2405m) 7680' (2341m) 7680' (2148m) 5879' (1792m) 5820' (1774m)	RVR RVR RVR RVR RVR RVR	f VIS is 2k  10,135' 3089m  15L: wy head twy C1 int twy C2 int twy C3/C4 int  f VIS is 2k	9393' 2863m 10,534 7251 5545 4058	' (3211m) ' (2210m) ' (1690m)	
pilot:  25L  HST-G  TAKE RWY From	twy A3 int twy B5 int twy B6 int section take- s unable to ac HIRL CL (15/ HIRL CL (15/ C2 - OFF RUN AV 07R: Line-up PSN tine-up PSN twy C6 int Line-up PSN twy C5 int twy C3 int twy C3 int section take-	off run avail. ccept should i m) PAPI-L (ai m) HIALS-II  (AILABLE H 1 2	5151' (1570m) 4941' (1506m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0') 7820' (2405m) 7890' (2405m) 7680' (2341m) 7047' (2148m) 5879' (1792m) 5820' (1774m) able on pilot's a	RVR RVR RVR RVR RVR RVR	f VIS is 2k  10,135' 3089m  15L: wy head twy C1 int twy C2 int twy C3/C4 int  f VIS is 2k	9393' 2863m 10,534 7251 5545 4058	' (3211m) ' (2210m) ' (1690m)	
77R 25L HST-G TAKE RWY From	twy A3 int twy B5 int twy B6 int section take- s unable to ac HIRL CL (15/ HIRL CL (15/ C2 - OFF RUN AV 07R: Line-up PSN tine-up PSN twy C6 int Line-up PSN twy C5 int twy C3 int twy C3 int section take-	off run avail. ccept should i m) PAPI-L (ai m) HIALS-II  (AILABLE H 1 2	5151' (1570m) 4941' (1506m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0') 7820' (2405m) 7890' (2405m) 7680' (2341m) 7047' (2148m) 5879' (1792m) 5820' (1774m) able on pilot's a	RVR RVR RVR RVR RVR RVR	f VIS is 2k  10,135' 3089m  15L: wy head twy C1 int twy C2 int twy C3/C4 int  f VIS is 2k	9393' 2863m 10,534 7251 5545 4058	' (3211m) ' (2210m) ' (1690m)	
77R 25L HST-G TAKE RWY From	twy A3 int twy B5 int twy B6 int section take- s unable to ac HIRL CL (15/ HIRL CL (15/ C2 - OFF RUN AV 07R: Line-up PSN tine-up PSN twy C6 int Line-up PSN twy C5 int twy C3 int twy C3 int section take-	off run avail. ccept should i m) PAPI-L (ai m) HIALS-II  (AILABLE H 1 2	5151' (1570m) 4941' (1506m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0') 7820' (2405m) 7890' (2405m) 7680' (2341m) 7047' (2148m) 5879' (1792m) 5820' (1774m) able on pilot's a	RVR RVR RVR RVR RVR RVR	f VIS is 2k  10,135' 3089m  15L: wy head twy C1 int twy C2 int twy C3/C4 int  f VIS is 2k	9393' 2863m 10,534 7251 5545 4058	' (3211m) ' (2210m) ' (1690m)	
pilot:  25L  HST-G  TAKE RWY From	twy A3 int twy B5 int twy B6 int section take- s unable to ac HIRL CL (15/ HIRL CL (15/ C2 - OFF RUN AV 07R: Line-up PSN tine-up PSN twy C6 int Line-up PSN twy C5 int twy C3 int twy C3 int section take-	off run avail. ccept should i m) PAPI-L (ai m) HIALS-II  (AILABLE H 1 2	5151' (1570m) 4941' (1506m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0') 7820' (2405m) 7890' (2405m) 7680' (2341m) 7047' (2148m) 5879' (1792m) 5820' (1774m) able on pilot's a	RVR RVR RVR RVR RVR RVR	f VIS is 2k  10,135' 3089m  15L: wy head twy C1 int twy C2 int twy C3/C4 int  f VIS is 2k	9393' 2863m 10,534 7251 5545 4058	' (3211m) ' (2210m) ' (1690m)	
77R 25L HST-G TAKE RWY From	twy A3 int twy B5 int twy B6 int section take- s unable to ac HIRL CL (15/ HIRL CL (15/ C2 - OFF RUN AV 07R: Line-up PSN tine-up PSN twy C6 int Line-up PSN twy C5 int twy C3 int twy C3 int section take-	off run avail. ccept should i m) PAPI-L (ai m) HIALS-II  (AILABLE H 1 2	5151' (1570m) 4941' (1506m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0') 7820' (2405m) 7890' (2405m) 7680' (2341m) 7047' (2148m) 5879' (1792m) 5820' (1774m) able on pilot's a	RVR RVR RVR RVR RVR RVR	f VIS is 2k  10,135' 3089m  15L: wy head twy C1 int twy C2 int twy C3/C4 int  f VIS is 2k	9393' 2863m 10,534 7251 5545 4058	' (3211m) ' (2210m) ' (1690m)	
pilot: 77R 25U HST-G TAKE RWY From	twy A3 int twy B5 int twy B6 int section takes unable to ac HIRL CL (15) HIRL CL (15) 2-OFF RUN AV 07R: Line-up PSN twy C6 int Line-up PSN twy C6 int twy C3 int twy C3 int twy C3 int twy C3 int twy C3 int twy C3 int twy C3 int twy C3 int	off run avail. ccept should i m) PAPI-L (ai m) HIALS-II  (AILABLE H 1 2	5151' (1570m) 4941' (1506m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0') 7820' (2405m) 7890' (2405m) 7680' (2341m) 7047' (2148m) 5879' (1792m) 5820' (1774m) able on pilot's a	RVR RVY 2 From 1	f VIS is 2k	9393' 2863m 10,534 7251 5545 4058	' (3211m) ' (2210m) ' (1690m)	
Pilots  7R 25L HST-G TAKE RWY From  Inter pilots	twy A3 int twy B5 int twy B6 int section takes unable to ac HIRL CL (15) HIRL CL (15) 2-OFF RUN AV 07R: Line-up PSN twy C6 int Line-up PSN twy C6 int twy C3 int twy C3 int twy C3 int twy C3 int twy C3 int twy C3 int twy C3 int twy C3 int	off run avail. ccept should i m) PAPI-L (ai m) HIALS-II  (AILABLE H 1 2	5151' (1570m) 4941' (1506m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0') 7820' (2405m) 7890' (2405m) 7680' (2341m) 7047' (2148m) 5879' (1792m) 5820' (1774m) able on pilot's a	RVR Promi	f VIS is 2k  10,135′ 3089m  15L: wy head twy C1 int twy C2 int twy C3/C4 int  f VIS is 2k	9393' 2863m 10,534 7251 5545 4058	' (3211m) ' (2210m) ' (1690m)	
pilots  25L  3 HST-G  TAKE RWY From  Inter pilots	twy A3 int twy B5 int twy B6 int section takes unable to ac HIRL CL (15) HIRL CL (15) 2-OFF RUN AV 07R: Line-up PSN twy C6 int Line-up PSN twy C6 int twy C3 int twy C3 int twy C3 int twy C3 int twy C3 int twy C3 int twy C3 int twy C3 int	off run avail.ccept should : m) PAPI-L (ar m) HIALS-II  'AILABLE H 1 2 off run avail.ccept should :	5151' (1570m) 4941' (1506m) 4941' (1506m) 4557' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0') 7820' (2405m) 7890' (2405m) 7680' (2341m) 7047' (2148m) 5879' (1792m) 5820' (1774m) able on pilot's a	RVR RVR  RVR  RVY 2  From 1  Cocceptance in advance  TAKE-OF	f VIS is 2k  10,135′ 3089m  15L: wy head twy C1 int twy C2 int twy C3/C4 int  f VIS is 2k	9393' 2863m 10,534 7251 5545 4058	' (3211m) ' (2210m) ' (1690m)	
pilot: 25L 3 HST-C 5 TAKE RWY From	twy A3 int twy B5 int twy B6 int section takes unable to ac  HIRL CL (15) HIRL CL (15) C-OFF RUN AV 07R: Line-up PSN twy C6 int Line-up PSN twy C6 int twy C4 int twy C3 int section takes unable to ac	off run avail.ccept should : m) PAPI-L (ar m) HIALS-II  'AILABLE H 1 2 off run avail.ccept should :	5151' (1570m) 4941' (1506m) 4957' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0') 7890' (2405m) 7890' (2405m) 7680' (2341m) 7047' (2148m) 5879' (1772m) able on pilot's a advise ATC duly	RVR RVR  RVR  RVY 2  From 1  Cocceptance in advance  TAKE-OF	f VIS is 2k  10,135′ 3089m  15L: wy head twy C1 int twy C2 int twy C3/C4 int  f VIS is 2k	9393' 2863m 10,534 7251 5545 4058	' (3211m) ' (2210m) ' (1690m)	
pilot: 25L 3 HST-C 1 TAKE RWY From	twy A3 int twy B5 int twy B6 int section takes unable to ac  HIRL CL (15) HIRL CL (15) C2 -OFF RUN AV 07R: Line-up PSN twy C6 int Line-up PSN twy C5 int twy C4 int twy C3 int section takes unable to ac	off run avail.ccept should : m) PAPI-L (ar m) HIALS-II  'AILABLE H 1 2 off run avail.ccept should :	5151' (1570m) 4941' (1506m) 4957' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0') 7890' (2405m) 7890' (2405m) 7680' (2341m) 7047' (2148m) 5879' (1772m) able on pilot's a advise ATC duly	RVR RVR RWY 2 From 1  Cocceptance in advance  TAKE-OF All Rwy e	f VIS is 2k	9393' 2863m 10,534 7251 5545 4058 m or more,	' (3211m) ' (2210m) ' (1690m) ' (1237m)	45n
pilot: 25L 3 HST-C 3 TAKE RWY From  Inter pilot:	twy A3 int twy B5 int twy B6 int section take- s unable to ac  HIRL CL (15i HIRL CL (15i HIRL CL) Top FSN Line-up PSN Line-up PSN twy C6 int Line-up PSN twy C6 int Line-up PSN twy C3 int section take- s unable to ac  Approved Deperators HIRL, CL	off run avail.ccept should: m) PAPI-L (aim) HIALS-II  (AILABLE H 1 2 off run avail.ccept should:	5151' (1570m) 4941' (1506m) 4941' (1506m) 4957' (1389m) able on pilot's a advise ATC duly  ngle 3.0°) TDZ PAPI-L (3.0  9485' (2891m) 8609' (2624m) 7890' (2405m) 7680' (2341m) 7680' (2148m) 5879' (1792m) 5820' (1774m) able on pilot's a advise ATC duly	RVR RVR RVY Z From I  Coceptance in advance  TAKE-OF All Rwy e	f VIS is 2k  10,135′ 3089m  15L:  wy head twy C1 int twy C2 int twy C3/C4 int  f VIS is 2k  F II  /*S  CLM (DAY only)	9393' 2863m 10,534 7251 5545 4058 m or more,	' (3211m) ' (2210m) ' (1690m) ' (1237m)	457
pilot: 25U 3 HST-C 3 TAKE RWY From  Interpilot:	twy A3 int twy B5 int twy B6 int section takes unable to ac  HIRL CL (15) HIRL CL (15) C2 -OFF RUN AV 07R: Line-up PSN twy C6 int Line-up PSN twy C5 int twy C4 int twy C3 int section takes unable to ac	off run avail.ccept should : m) PAPI-L (ar m) HIALS-II  'AILABLE H 1 2 off run avail.ccept should :	5151' (1570m) 4941' (1506m) 4941' (1506m) 4957' (1389m) able on pilot's a advise ATC duly  ngle 3.0°) TDZ PAPI-L (3.0  9485' (2891m) 8609' (2624m) 7890' (2405m) 7680' (2341m) 7680' (2148m) 5879' (1792m) 5820' (1774m) able on pilot's a advise ATC duly	RVR RVR RVY Z From I  Coceptance in advance  TAKE-OF All Rwy e	f VIS is 2k	9393' 2863m 10,534 7251 5545 4058 m or more,	' (3211m) ' (2210m) ' (1690m) ' (1237m)	45n
pilot: 25U 3 HST-C 3 TAKE RWY From  Interpilot:	twy A3 int twy B5 int twy B6 int section takes unable to ac  HIRL CL (15) HIRL CL (15) C-OFF RUN AV 07R: Line-up PSN twy C6 int Line-up PSN twy C5 int twy C4 int twy C3 int section takes s unable to ac  Approved operators HIRL, CL ult. RVR req	off run avail. ccept should: m) PAPI-L (ai m) HIALS-II  AILABLE H 1 2 off run avail. ccept should:	5151' (1570m) 4941' (1506m) 4957' (1389m) able on pilot's a advise ATC duly ngle 3.0°) TDZ PAPI-L (3.0') TDZ PAPI-L (3.0') 7890' (2405m) 7890' (2405m) 7890' (2418m) 5879' (1792m) 5820' (1774m) able on pilot's a advise ATC duly	RVR (RVY 2)  RVR (RVY 2)  RVY 2  From 1  Coceptance in advance  TAKE-OF  All RW:  e	f VIS is 2k  10,135′ 3089m  10,135′ 308° 308° 308° 308° 308° 308° 308° 308°	9393' 2863m 10,534 7251 5545 4058 m or more,	(3211m)   (2210m)   (210m)   (1690m)   (1237m)   (DAY	only)
pilot: 25L 3 HST-C 3 TAKE RWY From	twy A3 int twy B5 int twy B6 int section take- s unable to ac  HIRL CL (15i HIRL CL (15i HIRL CL) Top FSN Line-up PSN Line-up PSN twy C6 int Line-up PSN twy C6 int Line-up PSN twy C3 int section take- s unable to ac  Approved Deperators HIRL, CL	off run avail.ccept should: m) PAPI-L (aim) HIALS-II  (AILABLE H 1 2 off run avail.ccept should:	5151' (1570m) 4941' (1506m) 4941' (1506m) 4957' (1389m) able on pilot's a advise ATC duly  ngle 3.0°) TDZ PAPI-L (3.0  9485' (2891m) 8609' (2624m) 7890' (2405m) 7680' (2341m) 7680' (2148m) 5879' (1792m) 5820' (1774m) able on pilot's a advise ATC duly	RVR PV 2  TAKE-OF All Rwy e	f VIS is 2k  10,135′ 3089m  15L:  wy head twy C1 int twy C2 int twy C3/C4 int  f VIS is 2k  F II  /*S  CLM (DAY only)	9393' 2863m 10,534 7251 5545 4058 m or more,	(3211m)   (2210m)   (210m)   (1690m)   (1237m)   (DAY	45n

© JEPPESEN SANDERSON, INC., 1999, 2007. ALL RIGHTS RESERVED.

**JEPPESEN** Licensed to max. Printed on 16 Feb 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

EBBR/BRU BRUSSELS, BELGIUM ↓ JEPPESEN (10-9B)BRUSSELS NATIONAL 14 JUL 06 04-28.2 04-28.7 04-28.4 04-28.6 10 RWY OTL 25R North Ground 118.05 122124 688 692 686 692 697 699 688 689 684 689 69 693 697 699 683 685 687 699 683 685 687 699 506 504 502 50 51 520 522 56 530 <sup>528</sup> <sup>526</sup> <sup>524</sup> 53 55 52 LEGEND 120 Parking stand **B8** Taxiway 50-53.6 40 Apron -→ LVP routing 40 - 50-53.5 Ground 121.87

CHANGES: Notes transferred to 10-1P pages. Holding positions.

04-28.6

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

04-28.8

EBBR/BRU BRUSSELS, BELGIUM M JEPPESEN (10-9C) 14 JUL 06 BRUSSELS NATIONAL 25R 04-29 04-29.2 OUTER-5 04-29.3 04-29.1 North Ground 118.05 Control Tower 170 1 SOUTH -50-53.9 TERMINAL AIS + MET RWY 02/20 Ground 121.87 50-53.8 LEGEND 201 Parking stand E3 Taxiway 303R 3 Apron -→ LVP routing 50-53.7 304R 305 50-53.6 50-53.5 D2 RWY 07R 25L 04-29 04-28.9

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

CHANGES: Notes transferred to 10-1P pages. Holding positions.

JEPPESEN Licensed to max. Printed on 16 Feb 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

M JEPPESEN

BRUSSELS, BELGIUM

EBBR/BRU 14 JUL 06 (10-9D) **BRUSSELS NATIONAL** 04-27.1 04-27.2 04-27.3 04-27.4 04-27.5 04-27 902 50-54.2 - 50-54.2 LEGEND 901 Parking stand 50-54.1 -50-54.1 N1 Taxiway 9 Apron → LVP routing Ground 118.05 **-** 50-54 04-27 04-27.1 04-27.2

	INS C	COORDINATES	
STAND No.	COORDINATES	STAND No.	COORDINATES
120 thru 126	N50 54.1 E004 28.6	307	N50 53.6 E004 29.2
128 thru 134	N50 54.1 E004 28.7	308	N50 53.7 E004 29.2
136 thru 140	N50 54.1 E004 28.8	310, 311	N50 53.8 E004 29.2
142	N50 54.2 E004 28.9	312 thru 315	N50 53.8 E004 29.3
143	N50 54.1 E004 29.0	316, 317	N50 53.8 E004 29.4
144	N50 54.2 E004 28.9	318	N50 53.9 E004 29.4
145L/R	N50 54.1 E004 29.0	319	N50 53.8 E004 29.4
146	N50 54.2 E004 28.9	320	N50 53.9 E004 29.4
147	N50 54.1 E004 29.0	321	N50 53.8 E004 29.4
148	N50 54.2 E004 29.0	322	N50 53.9 E004 29.4
149L/R	N50 54.2 E004 29.1	323	N50 53.8 E004 29.4
150	N50 54.2 E004 29.0	324	N50 53.9 E004 29.4
151	N50 54.2 E004 29.1	325	N50 53.8 E004 29.4
152	N50 54.2 E004 29.0	326	N50 53.9 E004 29.5
153L/R, 154	N50 54.2 E004 29.1	327	N50 53.8 E004 29.4
155	N50 54.2 E004 29.2	328	N50 53.9 E004 29.5
156	N50 54.2 E004 29.1	421 thru 423	N50 53.6 E004 29.2
157L/R	N50 54.2 E004 29.2	424 thru 432	N50 53.6 E004 29.1
158	N50 54.2 E004 29.1	433	N50 53.6 E004 29.0
159, 160	N50 54.2 E004 29.2	441	N50 53.6 E004 29.1
161	N50 54.2 E004 29.3	442	N50 53.5 E004 29.0
162	N50 54.3 E004 29.2	443, 444	N50 53.6 E004 29.0
163	N50 54.2 E004 29.3	502	N50 54.0 E004 28.9
164	N50 54.3 E004 29.2	504, 506	N50 54.0 E004 28.8
165L	N50 54.2 E004 29.3	508	N50 54.0 E004 28.7
165R	N50 54.2 E004 29.4	510	N50 53.9 E004 28.7
166	N50 54.3 E004 29.3	512, 514	N50 53.9 E004 28.6
167	N50 54.2 E004 29.4	516, 518	N50 53.9 E004 28.5
168	N50 54.3 E004 29.3	520, 522	N50 53.9 E004 28.4
169L/R	N50 54.3 E004 29.4	524 thru 528	N50 53.8 E004 28.3
170	N50 54.3 E004 29.3	530, 532	N50 53.8 E004 28.2
172	N50 54.3 E004 29.4	680, 681	N50 53.9 E004 28.0
201	N50 53.9 E004 29.1	682 thru 691	N50 53.9 E004 28.1
204	N50 54.0 E004 29.1	692, 693	N50 53.9 E004 28.2
205L/R	N50 54.0 E004 29.2	694	N50 54.0 E004 28.2
206L/R	N50 54.0 E004 29.1	695	N50 53.9 E004 28.2
207 thru 210L/R	N50 54.0 E004 29.2	696	N50 54.0 E004 28.2
211L/R thru 217L/R	N50 54.0 E004 29.3	697	N50 53.9 E004 28.2
227	N50 54.0 E004 29.4	698	N50 54.0 E004 28.2
228L/R	N50 54.1 E004 29.3	699	N50 53.9 E004 28.2
229L/R	N50 54.0 E004 29.4	901	N50 54.2 E004 27.7
230L	N50 54.1 E004 29.4	902	N50 54.2 E004 27.6
230R	N50 54.1 E004 29.3	903	N50 54.2 E004 27.5
231	N50 54.0 E004 29.4	904, 905	N50 54.2 E004 27.4
232	N50 54.1 E004 29.4	906	N50 54.1 E004 27.3
233L 233R 234L/R, 236 237L, 238, 240 303L thru 306	N50 54.0 E004 29.4 N50 54.0 E004 29.5 N50 54.1 E004 29.4 N50 54.1 E004 29.5 N50 53.7 E004 29.3	907 908, 909	

CHANGES: Chart reindexed.

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN

JeppView 3.5.2.0

EBBR/BRU

3 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 succesful

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  $\pm$  4 g8 down 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

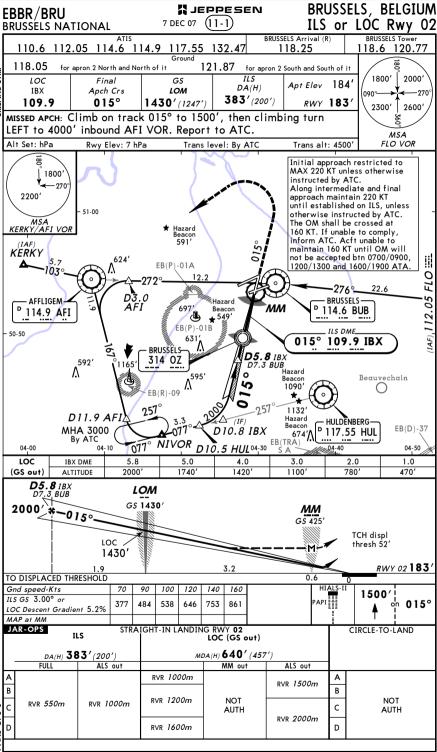
Two messages at the same time are always shown in an alternate way.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

CHANGES: None.

JEPPESEN JeppView 3.5.2.0



CHANGES: Procedure

JEPPESEN JeppView 3.5.2.0

BRUSSELS BELGIUM I JEPPESEN EBBR/BRU 7 DEC 07 (11-2) ILS or LOC Rwy 20 BRUSSELS NATIONAL BRUSSELS Arrival (R) BRUSSELS Tower 110.6 112.05 114.6 114.9 117.55 132.47 118.25 118.6 120.77 118.05 for apron 2 North and North of it 121.87 for apron 2 South and South of it 2000 ILS 1800' LOC Final GS Apt Elev 184 DA(H) IBM Apch Crs D9.1 IBM Refer to 195° 3000'(2887') 111,15 RWY 113 Minimums 2300' 2600 MISSED APCH: Climb STRAIGHT AHEAD. Turn RIGHT to intercept R-286 HUL to RODRI climbing to 4000'. Report to ATC. MSA Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC
GS coverage area restricted to 6° on the left-hand side of the antenna Trans alt: 4500 FLO VOR (IAF) 113.5 ANT 1800' ′1700′ l ̃1600' D17.0 D12.1 <-- 270° NICKY NIK IBM(H) 117.4 NIK 2200' 22001 0 3.0 195° 3000 (R-105 MSA ANT VOI 195° 111.15 IBM NIK) D9.1 IBMInitial approach restricted to MAX 220 KT 40 D10.0 unless otherwise instructed by ATC. BUB Along intermediate and final approach maintain 220 KT until established on ILS, 51-00 unless otherwise instructed by ATC. D4.0 IBM shall be crossed at 160 KT. If unable to comply, inform ATC. D15.0 Reacon 1030 591 KÈRKY ANT D1.4 - BRUSSELS — 4000 114.6 BUB AFFLIGEM-Beacon 697 D 114.9 AFI 283 EB(P)-01B 50-50 RODRI HULDENBERG-<sup>□</sup> 117.55 HUL ĬВМ DME REQUIRED. 592' EB(R)-09 286 Hazard 595′∧ 04-20 ∧ 1090' 04-10 04-30 -04-40 04-00 LOC IBM DME 2.0 4.0 5.0 6.0 8.0 3.0 (GS out) ALTITUDE 1060 1380 1700 2020 2340 2670' **D9.1** IBM -195°-#\3000' **D1.4** IBM TCH displ thresh 54 RWY 20 113' 7.7 Gnd speed-Kts 70 90 100 120 140 160 Refer to ILS GS 3.00° or 538 377 484 646 753 PAPI Missed Apch LOC Descent Gradient 5.2% above MAP at D1.4 IBM STRAIGHT-IN LANDING RWY 20 LOC (GS out) CIRCLE-TO-LAND ILS DA(H) A: 313'(200') C: 324'(211 MDA(H) 530' (417') B: 316'(203') D: 335'(222' FULL ALS out ALS out RVR 1200m RVR 1500m RVR 1300m NOT RVR 800m RVR 1000m RVR 1400m RVR 1800m AUTH RVR 1600m RVR 2000m

© JEPPESEN SANDERSON, INC., 2000, 2007, ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN JeppView 3.5.2.0

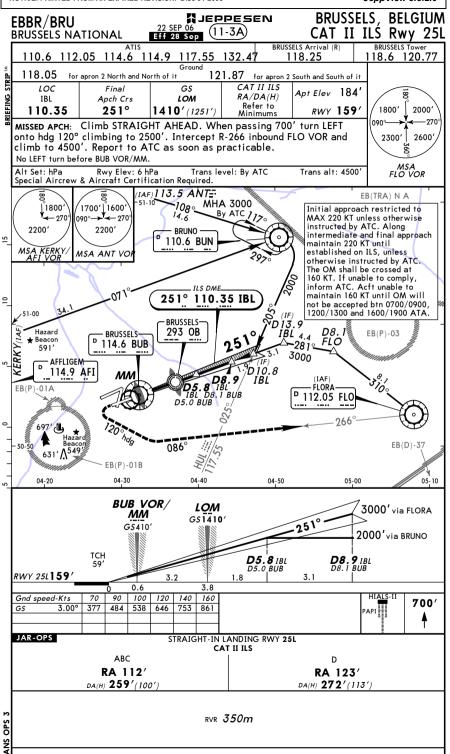
© JEPPESEN SANDERSON, INC., 2000, 2006, ALL RIGHTS RESERVED

BRUSSELS BELGIUM # JEPPESEN EBBR/BRU 22 SEP 06 (11-3) Eff 28 Sep ILS or LOC Rwy 25L **BRUSSELS NATIONAL** BRUSSELS Arrival (R) 110.6 112.05 114.6 114.9 117.55 132.4 118.6 120.77 118.05 for apron 2 North and North of it 121.87 for apron 2 South and South of it LOC Final GS ILS Apt Elev 184' IBL Apch Crs LOM DA(H) 1800' 2000 110.35 251° 1410′ (1251′) 359' (200') RWY 159 MISSED APCH: Climb STRAIGHT AHEAD. When passing 700' turn LEFT 2300' 2600 onto hdg 120° climbing to 2500'. Intercept R-266 inbound FLO VOR and climb to 4500'. Report to ATC as soon as practicable. MSA No LEFT turn before BUB VOR/MM FLO VOR Alt Set: hPa Rwv Elev: 6 hPa Trans level: By ATC Trans alt: 4500' IAF) 113.5 ANT= EB(TRA) N A 708° WHA 3000 ľ1800*′* /1700′ l 1600′ Initial approach restricted to MAX 220 KT unless otherwise V ← 270° 090° → V ← 270 instructed by ATC. Along 2200' BRUNO intermediate and final approach 110.6 BUN maintain 220 KT until MSA KERKY/ AFI VOR MSA ANT VO established on ILS, unless otherwise instructed by ATC. The OM shall be crossed at 160 KT. If unable to comply, inform ATC. Acft unable to ILS DME maintain 160 KT until OM will 251° 110.35 IBL not be accepted btn 0700/0900, 1200/1300 and 1600/1900 ATA. **51-00** ) D 13.9 BRUSSELS-293 OB Hazard İBL D 114.6 BUB EB(P)-03 ★ Beacon FLO 591 - AFFLIGEM-114.9 AFI EB(P)-01A  $[\circ]$ (B) ★ Hazard (IAF) -FLORA-D 112.05 FLO EB(D)-37 086° 631′<u>/</u>\<sup>549</sup> 04-20 04-40 05-00 05-10 LOC 3.0 5.0 8.9 IBL DME 2.0 4.0 6.0 7.0 8.0 (GS out) ALTITUDE 800' 1120' 1440' 1750' 2390' 2700' 3000' BUB VOR/ via FLORA **D5.8** IBL LOM ММ \* 3000 GS 1410' GS410 via BRUNO 2000 **D8.9** IBL D8.1 BUB TCH 59' 1410 RWY 25L 159' 3.1 Gnd speed-Kts 70 90 100 120 140 160 700 ILS GS 3.00° or 484 538 377 646 753 861 LOC Descent Gradient 5.2% MAP at MM/BUB VOR JAR-OPS STRAIGHT-IN LANDING RWY 25L CIRCLE-TO-LAND LOC (GS out) DA(H) 359' (200') MDA(H) 560' (401') FULL ALS out ALS out RVR 900m RVR 1500m NOT RVR 1000m RVR 550m RVR 1000m RVR 1800m **AUTH** RVR 1400m RVR 2000m

CHANGES: LOC frequency. Procedure.

CHANGES: LOC frequency. Procedure.

JEPPESEN JeppView 3.5.2.0



© JEPPESEN SANDERSON, INC., 2000, 2006, ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008.

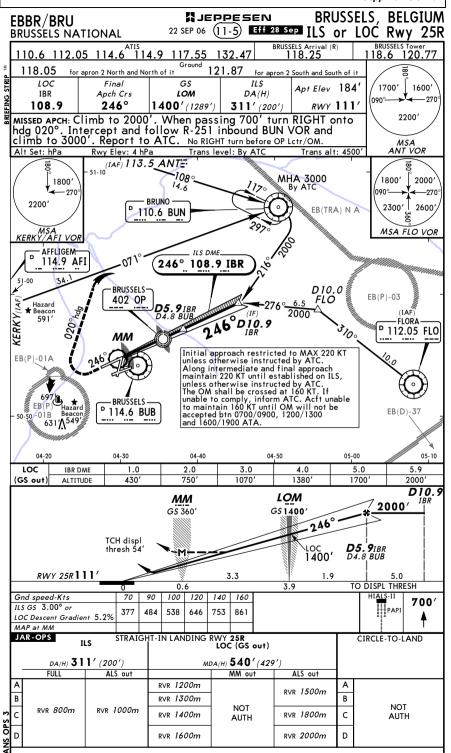
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN JeppView 3.5.2.0

BRUSSELS. BELGIUM MJEPPESEN EBBR/BRU 11-4 SIMULTANEOUS ILS or LOC Rwy 25L **BRUSSELS NATIONAL** Eff 28 Sep BRUSSELS Tower BRUSSELS Arrival (R) 118.25 110.6 112.05 114.6 114.9 117.55 132.47 118.6 120.77 121.87 for apron 2 South and South of it 118.05 for apron 2 North and North of it LOC Apt Elev 184' 1800' 2000' DA(H) IBL Apch Crs LOM 110.35 251° 359' (200') 1410′ (1251′) RWY 159 MISSED APCH: Climb STRAIGHT AHEAD. When passing 700' turn LEFT onto hdg 120° climbing to 2500'. Intercept R-266 inbound FLO VOR and 2300' 2600' climb to 4500'. Report to ATC as soon as practicable. MSA FLO VOR No LEFT turn before BUB VOR/MM Rwv Elev: 6 hPa Alt Set: hPa Trans level: By ATC Trans alt: 4500' Simultaneous ILS approach authorized with rwy 25R. DURING SIMULTANEOUS APPROACH Initial approach restricted to MAX 220 KT unless otherwise instructed by ATC. Along intermediate and final approach maintain 220 KT until established on ILS, PILOTS MUST EXECUTE PRECISE LOC INTERCEPTION (DO NOT OVERSHOOT R-069 BUB VOR). EB(TRA) N A unless otherwise instructed by ATC. The OM shall be crossed at 160 KT. If unable to comply, inform ATC.
Acft unable to maintain 160 KT until OM will not be accepted btn 0700/0900, 1200/1300 and 1600/1900 ATA EB(P)-03 51-00 293 OB - BRUSSELS-Hazard 114.6 BUB 591 TBL 9 IBL D8.1 BUB EB(P)-01A ILS DME. 251° 110.35 IBL Hazard Beacon 549 **(1)** - FLORA EB(P)-01B 112.05 FLO 50-50 086 631' Hazard 595 Reacon Beauvechain 1090' Hazard 1132 EB(D)-37 674' 04-20 04-30 04-40 04-50 05-00 05-10 D8.9 IBL D8.1 BUB LOM BUB VOR/ 3000 GS 1410 MM GS 410' TCH 59' RWY 25L 159' 70 90 100 120 140 160 Gnd speed-Kts 700 3.00° 377 484 538 646 753 861 JAR-OPS CEILING REQUIRED CIRCLE-TO-LAND STRAIGHT-IN LANDING RWY 25L LOC (GS out) DA(H) 359' (200') NOT NOT APPLICABLE 600' - 2000m AUTH

CHANGES: FAF designation.

JEPPESEN JeppView 3.5.2.0

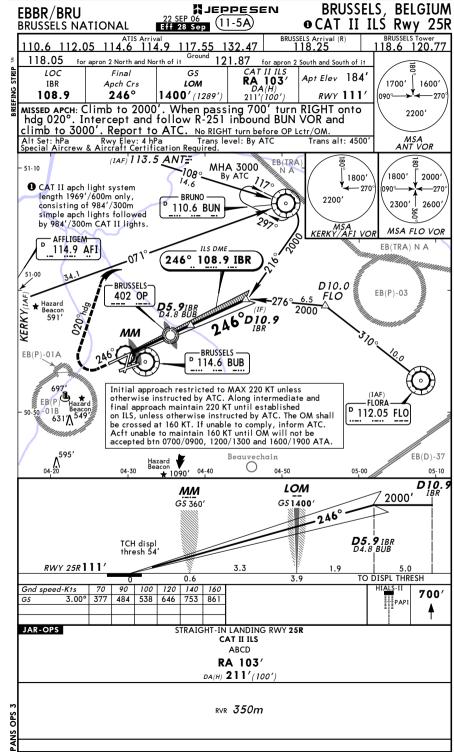


© JEPPESEN SANDERSON, INC., 2000, 2006, ALL RIGHTS RESERVED

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

**JEPPESEN** JeppView 3.5.2.0



Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN

JeppView 3.5.2.0

BRUSSELS. BELGIUM MJEPPESEN EBBR/BRU 25 MAY 07 11-6 SIMULTANEOUS ILS OF LOC RWY 25R BRUSSELS NATIONAL 110.6 112.05 114.6 114.9 117.55 132.47 BRUSSELS Arrival (R) BRUSSELS Tower 118.6 120.77 for apron 2 North and North of it Ground 121.87 for apron 2 South and South of it IOC Final GS Apt Elev 184 1800' 2000 DA(H) IBR LOM Anch Crs 108.9 246° 1400′(1289′) 311'(200') 2300' 2600 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. MSA FLO VOR Alt Set: hPa Trans level: By ATC Rwy Elev: 4 hPa Trans alt: 4500 (IAF) 113.5 ANT= EB(TRA MHA 3000 51-10 1800 1700' 1600' BRUNO 2200' 2200' 110.6 BUN MSA KERKY/AFI VOR MSA ANT VOR - AFFLIGEM EB(TRA) N A ILS DME. 114.9 AFI 246° 108.9 IBR D10.0 -BRUSSELS-EB(P)-03 402 OP FLO ★ Hazard Beacon 246°D10.9 2000 591 -BRUSSELS -EB(P)-01A -FLORA □ 114.6 BUB <sup>D</sup> 112.05 FLO DURING SIMULTANEOUS APPROACH PILOTS MUST EXECUTE PRECISE LOC INTERCEPTION. 697' EB(P) ... ★ Simultaneous ILS approach authorized with rwy 25L Initial approach restricted to MAX 220 KT unless otherwise instructed by ATC. Along intermediate and final approach maintain 220 KT until established on ILS, unless otherwise instructed 631/ by ATC. The OM shall be crossed at 160 KT. If unable to comply, inform ATC. Acft unable to maintain 160 KT until OM will not be accepted btn 0700/0900, 1200/1300 and 1600/1900 ATA. 595' Hazard Beacon 04,30 1090' 1132' 04,40 Beauvechain 04,50 EB(D)-37 04-20 D10.9 LOM 2000 GS 1400 мм GS 360 **D5.9** IBR D4.8 BUB TCH displ thresh 54 RWY 25R 111' 1.9 5.0 0.6 3.9 TO DISPL THRESH 70 90 100 120 140 160 Gnd speed-Kts 700 3.00° 377 484 538 646 753 861 PAP STRAIGHT-IN LANDING RWY 25R CEILING REQUIRED CIRCLE-TO-LAND JAR-OPS LOC (GS out) DA(H) 311' (200') ALS out NOT NOT APPLICABLE 600' - 2000m AUTH

© JEPPESEN SANDERSON, INC., 2000, 2006. ALL RIGHTS RESERVED.

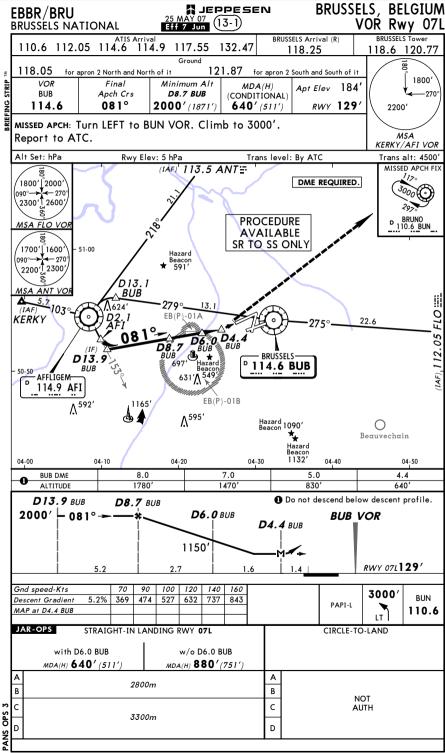
CHANGES: None.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

JEPPESEN JeppView 3.5.2.0

© JEPPESEN SANDERSON, INC., 2007, ALL RIGHTS RESERVED.



CHANGES: Chart reindexed.

JEPPESEN JeppView 3.5.2.0

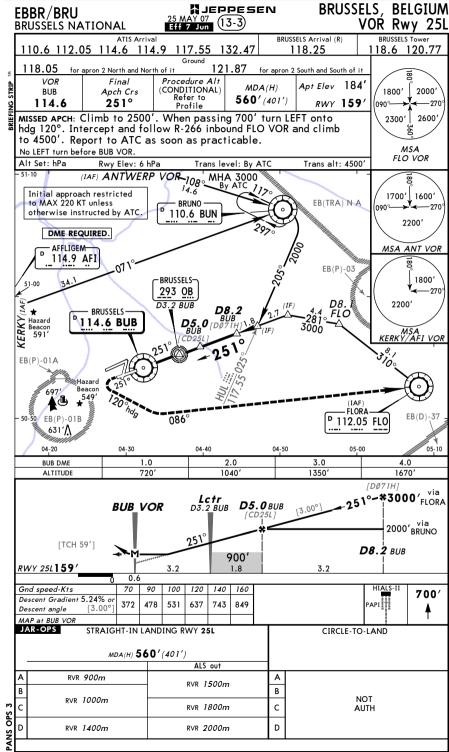
BRUSSELS. BELGIUM M JEPPESEN EBBR/BRU 25 MAY 07 Eff 7 Jun (13-2) VOR Rwy 07R BRUSSELS NATIONAL BRUSSELS Tower 110.6 112.05 114.6 114.9 117.55 132.47 BRUSSELS Arrival (R) 118.6 120.77 118.25 for apron 2 North and North of it 121.87 for apron 2 South and South of it 1800' MDA(H) Apt Elev 184 Apch Crs D7.9 BUB RUR (CONDITIONAL) 071° 114.6 2000' (1825') 560' (385') RWY 175' 2200' MISSED APCH: Climb on 071° to 2000', then climbing turn LEFT to 3000' inbound BUN VOR. (MAX 185 KT. Do not cross R-180 BUN MSA VOR.) Report to ATC. KERKY/AFI VOR Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4500 (IAF) 113.5 ANT := BRUNO 3000 ′1800′ |<sup>°</sup>2000′ <sup>D</sup> 110.6 BUN 117.4 NIK 23001 26001 NOT TO SCALE DME REQUIRED. MSA FLO VOE 114.9 AFI 090°→▼← 270 BRUSSELS-D 114.6 BUB 2200 D18.0 ■ ANT MSA ANT VO D33.5 FLO, EB(P)-01A KERKY **D2.5** BUB Initial approach restricted D18.0 **D4.5** BUB to MAX 220 KT unless otherwise instructed by ATC. 50-50 - HULDENBERG-<sup>□</sup> 117.55 HUL D13.0 Beauvechain BUB  $\bigcirc$ 1132 04-00 04-10 04-30 04-50 BUB DME 7.0 6.0 4.0 3.0 ALTITUDE 1680' 1360 940' 620 D13.0 BUB **D7.9** BUB 2000' - 071° → **D4.5** BUB BUB VOR D2.5 BUB 1100' RWY 07R 175' 3.4 70 90 100 120 140 160 Gnd speed-Kts 2000' 5.2% 369 474 527 632 737 843 Descent Gradient 071° PAPI-L MAP at D2.5 BUB JAR-OPS STRAIGHT-IN LANDING RWY 07R CIRCLE-TO-LAND with D4.5 BUB w/o D4.5 BUB MDA(H) **560'** (385') MDA(H) 1100' (925') RVR 1500m RVR 1500m NOT RVR 1800m AUTH RVR 2000m RVR 2000m

© JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.

Licensed to max. Printed on 16 Feb 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

**JEPPESEN** JeppView 3.5.2.0



**JEPPESEN** JeppView 3.5.2.0

BRUSSELS, BELGIUM MJEPPESEN EBBR/BRU 23 NOV 07 (18-1) SRA All Rwys **BRUSSELS NATIONAL** BRUSSELS Tower BRUSSELS Arrival (R) ATIS Arrival 110.6 112.05 114.6 114.9 117.55 132.47 118.6 120.77 118.25 118.05 for apron 2 North and North of it 121.87 for apron 2 South and South of it 1800' 1600' Minimum Alt Final MDA(H) Apt Elev 184 -270 RADAR Apch Crs Refer to chart No FAF 2300 18-1A 2200' By ATC RWY - See below Missed Approach - See below MSA BUB VOR Apt Elev: 7 hPa Trans level: By ATC Alt Set: hPa Trans alt: 4500' ILS DME RWY 25R Hazard Beacon \$591' 1800' | 2000' 246° 108.9 IBR \_ ILS DME RWY 20 \_ - BRUSSELS-195° 111.15 IBM 090°<del>-></del>\*-- 270° 2300′ 2600′/ 402 OP - BRUNO D110.6 BUN Initial approach restricted to MAX 220 KT unless MSA FLO VOI -FLORAotherwise instructed by ATC. 112.05 FLO 50-55 \_ILS DME RWY 25L 251° 110.35 IBL - AFFLIGEM-<sup>□</sup> 114.9 AFI MM<sup>™</sup> EB(P)-01B Hazard -BRUŠSELS-293 OB 697' BRUSSELS-7' Beacon 549' <sup>D</sup> 114.6 BUB ILS DME RWY 02\_ HULDENBERG-015° 109.9 IBX 50-50 117.55 HUL BRUSSELS-314 OZ 04-20 04-40 RWY RADAR FIX 2.0 3.0 4.0 5.0 6.0 02 ALTITUDE 1200 1500 1800' 2000 RWY RADAR FIX 3.0 4.0 6.0 5.0 07L ALTITUDE 1100 1500' 1800' 2000' RWY RADAR FIX 3.0 4.0 5.0 6.0 07R ALTITUDE 1200 1500 1800' 2000' RADAR FIX 2.0 RWY 3.0 4.0 5.0 6.0 20 ALTITUDE 800 1100 1400 1800 2000 RWY RADAR FIX 2.0 3.0 4.0 5.0 6.0 1200 25L ALTITUDE 800' 1500 1800' 2000' RWY RADAR FIX 2.0 3.0 4.0 5.0 6.0 25R 1100 ALTITUDE 800' 1400 1800' 2000 RWY 02 07L 07R 20 25R 25L ELEV 183' 129' 175 110' 113' 159' MISSED APPROACH: Runway 02: Climb on track 015° to 1500', then climbing turn LEFT to 4000' inbound AFI VOR. Report to ATC. Runway 07L: Turn LEFT to BUN VOR. Climb to 3000. Report to ATC.

Runway 07R: Climb on 071° to 2000', then climbing turn LEFT to 3000' inbound BUN VOR. (MAX 185 KT. Do not cross R-180 BUN VOR). Report to ATC.

Runway 20: Climb STRAIGHT AHEAD. Turn RIGHT to intercept R-286 HUL to RODRI

climbing to 4000'. Report to ATC. Runway 25L: Climb to 2500'. When passing 700' turn LEFT onto hdg 120°. Intercept and follow R-266 inbound FLO VOR and climb to 4500'. Report to ATC as soon as

Runway 25R: 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.

		,									
	Gnd speed-Kts	70	90	100	120	140	160		Liahtina-	,	
S	Descent Gradient 5.2%	369	474	527	632	737	843		Refer to	Refer to	
ĕ	Rwy 02, 20, 25L/R: MAP 2 NM from	m touci	hdown						Airport	Missed Apch above	
S	Rwy 07L/R: MAP 3 NM from touch	down							Chart	above	
Ž	FOR LANDING MINIMUMS REFER TO 18-1A										
~	1 0	/N L/	ישויר.	1110	\A/TIA	TIVIO	1413 II	LI LIK IO IO-IA			

CHANGES: Missed approach.

practicable. No LEFT turn before BUB VOR/MM.

© JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.

**JEPPESEN** Licensed to max. Printed on 16 Feb 2008 JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 01-2008

FBBR/BRU

MJEPPESEN.

BRUSSELS, BELGIUM

		07 (18-	<u> 1</u> A)	BRUS	SELS	ANOITAN
	LAI	NDING	MINIMUMS			
R-OPS	S	TRAIGHT-	IN LANDING			
	SRA 02			SRA 07L		
Λ	MDA(H) <b>880'</b> (697')		MDA	(H) 1030'(	901',	)
	ALS ou	t				
	7/00			5500		
	VIS <b>3600m</b>			VIS <b>5500m</b>		
R-OPS	S	TRAIGHT-	IN LANDING			
	SRA 07R	1	27 (1.12 1.10	SRA 20		
М	DA(H) 1030'(855')		MD	A(H) 800'(6		
						ALS out
				<b>7</b> /00		
	VIS <i>5500m</i>			VIS <b>3600m</b>		
R-OPS	STRAIGHT-	-IN LANDI	NG		CIR	CLE-TO-LAND
	SRA 25L		SRA 25R			
MDA(H)	800'(641')		MDA(H) 800'(690'			
	ALS out			LS out	_	
					Α	
\	/IS 3600m		VIS 3600m		В	NOT
·					С	AUTH
					D	