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General Information

Location: BRUSSELS BEL
ICAO/ATA: EBBR / BRU
Lat/Long: N50° 54.1', E004° 29.1'
Elevation: 184 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0334 Z
Sunset: 1959 Z

Runway Information

Runway: 01
Length x Width: 9800 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 184 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 151 ft

Runway: 07R
Length x Width: 10535 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 175 ft
Lighting: Edge, Centerline
Displaced Threshold: 400 ft

Runway: 19
Length x Width: 9800 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 131 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 722 ft

Runway: 25L
Length x Width: 10535 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 165 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 07L
Length x Width: 11936 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 129 ft
Lighting: Edge, Centerline
Displaced Threshold: 847 ft

Runway: 25R
Length x Width: 11936 ft x 148 ft
Surface Type: asphalt

TDZ-Elev: 112 ft
 Lighting: Edge, ALS, Centerline, TDZ
 Displaced Threshold: 984 ft

Communication Information

ATIS: 117.550 Arrival Service
 ATIS: 114.900 Arrival Service
 ATIS: 114.600 Arrival Service
 ATIS: 112.050 Arrival Service
 ATIS: 121.750 Departure Service
 ATIS: 132.475 Arrival Service
 ATIS: 110.600 Arrival Service
 Brussels Tower: 120.775
 Brussels Tower: 127.150 Secondary
 Brussels Tower: 118.600 VHF-DF
 Brussels Ground: 118.050
 Brussels Ground: 121.700 Secondary
 Brussels Ground: 121.875
 Brussels Clearance Delivery: 121.950
 Brussels Final Approach: 129.725
 Brussels Final Approach: 127.575
 Brussels Arrival: 120.100 VHF-DF
 Brussels Arrival: 118.250 At or above 33560932 ft VHF-DF
 Brussels Departure: 126.625
 Brussels Rescue Emergency: 123.100
 Brussels Radar: 120.100 VHF-DF

1. GENERAL

1.1. ATIS

D-ATIS Arrival 110.6 112.050 114.6 114.9 117.550 132.475
 D-ATIS Departure 121.750

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. PREFERENTIAL RWY 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 ATC to be the most suitable for use by the types of ACFT expected to land or take off.

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, ATC shall take into consideration 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 the RWY-in-use not usable for reasons of safety or performance, he shall request permission to use another RWY. ATC will accept such a request, provided traffic and air safety conditions permit.

		0600 to 2259LT	2300 to 0559LT
MON 0600LT till TUE 0559LT	TKOF LDG	25R 25L/25R	25R/19* 25R/25L**
TUE 0600LT till WED 0559LT	TKOF LDG	25R 25L/25R	25R/19* 25R/25L**
WED 0600LT till THU 0559LT	TKOF LDG	25R 25L/25R	25R/19* 25R/25L**
THU 0600LT till FRI 0559LT	TKOF LDG	25R 25L/25R	25R/19* 25R/25L**
FRI 0600LT till SAT 0559LT	TKOF LDG	25R 25L/25R	25R*** 25R
		0600 to 1559LT	1600 to 2259LT
SAT 0600LT till SUN 0559LT	TKOF LDG	25R 25L/25R	25R/19* 25L/25L** 25L
SUN 0600LT till MON 0559LT	TKOF LDG	25R/19* 25R/25L**	25R 19*** 25L/25R 19

* RWY 25R only via CIV, DENUT, ELSIK, HELEN, KOK and NIK;
 RWY 19 only via LNO, PITES, ROUSY, SOPOK and SPI;
 ACFT with 80-200t MTOM can use RWY 25R or 19 (pilot discretion);
 ACFT with MTOM of more than 200t shall use RWY 25R regardless the destination.

** Arrival on RWY 25L at ATC discretion only.

*** No departures between 0100 and 0600LT.

**** No departures between 2400 and 0600LT.

Times of RWY changeover are subject to flexibility in order to ensure transition in safe conditions. ATC will operate the changeover as close as possible from the indicated time, taking into account the traffic conditions.

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10-1P1

23 OCT 15

BRUSSELS, BELGIUM
AIRPORT BRIEFING**1. GENERAL****EXCEPTIONS:**

The Preferential RWY System is not the determining factor under the following circumstances:

- when crosswind component exceeds 20 KT (gusts included);
- when tailwind component exceeds 7 KT (gusts included);
- when pilots report excessive wind at higher altitudes resulting in go-arounds;
- when RWYs are contaminated or when estimated surface friction is less than good;
- 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 arriving or departing traffic;
- when WIP on RWY included in the preferential RWY system;
- for landing, when ceiling lower than 150m (500') or VIS less than 1900m;
- for departure, when VIS less than 1900m.

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 await take-off clearance at the same time.

1.2.2.1. NOISE QUOTA SYSTEM**Movements of JET ACFT with MTOW 34t and more or with a capacity of more than 19 seats (crew-only seats excluded) are restricted:**

- Take-off or landing with QC greater than 8 is forbidden between 2300-0559LT.
- Take-off or landing with QC greater than 12 is forbidden between 0600-0659LT.
- Take-off with QC greater than 48 is forbidden between 0700-2059LT.
- Landing with QC greater than 24 is forbidden between 0700-2059LT.
- Take-off with QC greater than 24 is forbidden between 2100-2259LT.
- Landing with QC greater than 12 is forbidden between 2100-2259LT.

Exemptions may be granted for:

- Take-off with QC smaller than or equal to 26 between 2100-2259LT.
- Take-off with QC smaller than or equal to 12 between 2300-0559LT if ACFT operated at EBBR between 25 Oct 2008 and 24 Oct 2009.
- Landing with QC smaller than or equal to 12 between 2300-0559LT.

Exemptions to be requested in advance at

Fax: +32(0) 2 277 4254 or

Email: BCAA.inspect.env@mobilis.fgov.be.

Excluded are:

- Flights carrying members of the Belgian Royal Family, of the Federal 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;
- Missions in case of disasters or medical urgency;
- Military missions;
- Take-offs and landings performed in exceptional conditions such as flights on which there is an immediate danger to the health of persons as well as animals, diverted flights, etc.

In case of circumstances beyond the operator's control a non-compliant flight may be exceptionally allowed, provided that proper justification is sent to the Director General of the CAA within two working days after the flight.

For marginally compliant ACFT, an authorization of temporary use may be delivered by the Minister of Transport or his representative, if the ACFT is operated exceptionally or in non-commercial flights for modifications, repairs or maintenance.

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10-1P2

2 MAR 18

BRUSSELS, BELGIUM
AIRPORT BRIEFING**1. GENERAL****1.2.3. REVERSE THRUST**

Reverse thrust other than idle thrust shall not be used except for safety reasons. On the aprons it is prohibited at any time.

1.2.4. RUN-UP TESTS

Engine test runs are only allowed between 0700-2200LT.

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 W21. If this crossing is not available due to infrastructural reasons, compass swing located at TWY D2 may be used instead. Between 2300-0559LT engine test runs are not allowed at the holding position, except for engine test runs performed immediately before take-off as part of the take-off procedure.

1.2.5. USE OF APU/GPU/400Hz

Stands 140 thru 174, 201 thru 240, 680 thru 699 and 969 thru 973 are equipped with 400Hz and stands 140 thru 174, 201 thru 240 and 680 thru 699 are equipped with pre-conditioned air (PCA).

As soon as possible after arrival at one of these positions (MAX 5 minutes after docking), the 400Hz shall be connected and the APU shall be switched-off.

Upon departure (15 minutes before ETD) the APU may be started and 400Hz shall be disconnected. When 400Hz or PCA is not available, the GPU may be used.

When no PCA is available and an authorization from the APT Inspection has been obtained, the use of APU is allowed during periods of extreme high or low temperatures for ACFT docked for more than one hour at the ACFT parking position.

1.3. LOW VISIBILITY PROCEDURES (LVP)

The operations phase will start when RVR falls to 800m or ceiling is below 200'. Pilots will be informed via ATIS or ATC when LVP are in progress.

The ATIS message will contain the phrase "Low Visibility Procedures in progress". The RWY exits are equipped with alternating green/yellow centerline lights within the ILS sensitive areas. Landing ACFT should leave this area as soon as possible.

Departing ACFT are required to use RWY 25R CAT II/III holding points B1 (back-track not allowed), W41/W42 or A1.

Intersection take-offs are not allowed except when entering RWY 25R via B1 or A1.

After receiving taxi clearance, ACFT shall proceed only when a green centerline path is illuminated, except on TWYs N6-A1.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM**1.4.1. USE OF MODE S TRANSPONDERS**

ACFT operators should ensure that Mode S transponders are able to operate when ACFT is on ground.

Pilots shall select XPDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY, 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. When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

Whenever possible, the ACFT identification (i.e. callsign used in flight), shall be entered from the request for push-back or taxi, whichever is earlier (through the FMS or the transponder control panel). Pilots shall use the ICAO format for ACFT identification, as specified in item 7 of the flight plan (e.g. DAT123).

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10-1P3BRUSSELS, BELGIUM
AIRPORT BRIEFING**1. GENERAL**

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

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

1.5. RWY OPERATIONS**1.5.1. MINIMUM RWY OCCUPANCY TIME**

To avoid go-arounds, vacate the RWY quickly and entirely without prejudice to safety. 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.

The table below indicates the distances to exit.

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

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10-1P4BRUSSELS, BELGIUM
AIRPORT BRIEFING**1. GENERAL****1.6. TAXI PROCEDURES****1.6.1. GENERAL**

TWYs N5 MAX wingspan 171'/52m.

TWY R1 MAX wingspan 147'/45m.

TWYs N6, U and W22, Strips 0, 1, 2 and 3 MAX wingspan 118'/36m.

Strips 5 and 6 MAX wingspan 79'/24m.

Apron 51: Entry East MAX wingspan 118'/36m and entry West MAX wingspan 131'/40m.

Distance between the axis of TWYs R4 and S is 249'/76m.

Stopbars at entry points of active RWY are operating permanently. The stopbar at RWY entry point TWY Z will remain off when the RWYs 01/07R are in use. ACFT shall never cross a lit stopbar. When stopbars for all RWY entry points of one or more RWYs can not be lit, this will be announced via RTF and ATIS, as well as via NOTAM if the outage is estimated to occur for a period of at least two hours.

Pilots are reminded that, when stopbars are not lit, this does not constitute an authorization of any kind to enter a RWY, irrespective if this RWY is active or not.

When an A380 is present on TWY OUT, traffic on parallel TWY INN is limited to code D ACFT.

Do not enter TWYs W41 or W42, if an A380 is present on these TWYs.

For A380 ACFT entering TWYs W41 or W42 is prohibited when TWYs W41 or W42 occupied.

1.6.2. STANDARD TAXIROUTES**1.6.2.1. GENERAL**

Arriving ACFT shall remain on Tower frequency until instructed to contact Ground.

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.

1.6.2.2. RWY CONFIGURATION 19/25L/R

ACFT requiring full length for departure from RWY 19 and 25R will receive clearance to cross RWY 01/19 from TWR.

All departures from RWY 25R will expect to depart from INT B1.

All departures from RWY 19 will expect to depart from INT E7.

Departures originating from sector Ground North will expect to depart from INT B1.

Departures originating from sector Ground South will expect to depart from W41 or W42.

Clearance to cross RWY 01/19 on routes E4 - F4, E5 - F4 or E6 - F5 may be given by Ground.

Arriving ACFT on RWY 25L proceeding via E1 or E3 will receive clearance to cross RWY 01/19 from Tower.

1.6.2.3. RWY CONFIGURATION 01/07L/R

Departing traffic RWY 07R will receive take-off clearance from Tower.

Traffic departing from RWY 07R, lining up via P9 and departing from position H or position 1, will receive line-up clearance on Ground South.

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BRUSSELS, BELGIUM
AIRPORT BRIEFING**1. GENERAL****1.7. PARKING INFORMATION**

ACFT arriving at parking positions on remote stands or on stands without guidance system, pilots shall not enter the stand unless a marshaller is present for guidance. In the case no marshaller is present contact Ground, request marshaller guidance and await marshaller on TWY centerline.

Docking guidance system available at stands 140 thru 174, 201 thru 240, 350 thru 354 and 680 thru 699.

1.7.1. A380 OPERATIONS

Designated ACFT stand 233L, equipped with triple apron boarding bridge and four power units.

ACFT stands 951 and 954 suitable for remote handling. Push-back from stand 951 only allowed under supervision of Airside Inspection.

2. ARRIVAL**2.1. NOISE ABATEMENT PROCEDURES****2.1.1. GENERAL**

ACFT using ILS intercept GP at or above 2000' for RWYs 25L/25R, respectively 3000' and 2000' when simultaneous APCH in progress, 2000' for RWY 01 and 3000' for RWY 19. After interception do not descend below GP.

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

2.1.2. VECTORED CONTINUOUS DESCENT OPERATIONS (CDO)

When the traffic situation permits, ATC will facilitate vectored continuous descent for all RWYs. All noise abatement procedures and speed restrictions remain applicable.

2.1.3. NIGHTTIME RESTRICTIONS**SPECIAL PROCEDURES FOR ARRIVALS BETWEEN 2300-0559LT**

Traffic leaving IAF KERKY for APCH on RWYs 25L/R will not be cleared to descend below FL 70 until crossing BUB R-360, unless for vectored continuous descent operations.

2.2. CAT II/III OPERATIONS

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

2.3. OTHER INFORMATION**2.3.1. SIMULTANEOUS DEPENDENT IFR APPROACHES ON RWYs 25L AND 25R**

Simultaneous dependent IFR approaches may be performed, provided that following conditions are met:

- Radio, RADAR and ILS equipment (both, airborne and on ground) are fully serviceable.

The ATIS broadcast will include the following message:

"Simultaneous dependent IFR approaches in progress on RWYs 25R and 25L".

When receiving this information, pilots shall advise ATC of the unavailability of any equipment needed to perform the APCH.

In any case, pilots shall execute a precise interception, without overshooting the LOC axis.

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BRUSSELS, BELGIUM
AIRPORT BRIEFING**2. ARRIVAL**

Any undue track variation in relation to the LOC axis or any equipment malfunctioning shall be reported to ATC immediately, together with any decision to perform a missed APCH.

ATC will monitor the missed APCH and transmit instructions to start a new APCH.

2.3.2. SIMULTANEOUS INDEPENDENT IFR APPROACHES ON RWYs 25L AND 25R

Simultaneous independent IFR approaches may be performed, provided that following conditions are met:

- No adverse weather, which might increase ILS LOC course deviations, is reported. Such as wind shear, severe turbulence or thunderstorms.
- Radio, RADAR and ILS equipment (LOC, GS, DME and markers), both airborne and on ground, are fully serviceable.

The ATIS broadcast will include the following message:

"Simultaneous independent IFR approaches in progress - ILS 25R frequency 108.9; ILS 25L frequency 110.35".

Advise ATC of any unavailability of required equipment.

Pilots experiencing radio communication failure before RWY assignment shall execute an ILS APCH on RWY 25L.

If, for any reason, an ACFT being radar vectored does not receive LOC interception instructions, the pilot shall intercept the ILS/LOC course serving the assigned RWY by himself.

Pilots shall execute precise LOC interception without overshooting the LOC axis.

Any undue track variation in relation to the LOC axis or any equipment malfunctioning shall be reported to ATC immediately, together with any decision to perform a missed APCH.

ATC will monitor the missed APCH and transmit instructions to start a new APCH.

3. DEPARTURE**3.1. DE-ICING****3.1.1. ON STAND DE-ICING**

On stand de-icing is performed for:

- ACFT that are not allocated to be de-iced on a remote de-icing platform.

ACFT handled on apron 9:

- are being de-iced on stand in case of departures from RWY 25R, RWY 07L or RWY 19;
- for departures from RWY 07R or RWY 01 stand 304 is available for de-icing with engines shut down. In case of de-icing on stand 304, pilot requests taxi to stand 304 and no start-up clearance (movement to stand 304). Once de-icing is complete, pilot requests actual start-up (activation of flight plan) and push-back.

3.1.2. REMOTE DE-ICING

Remote de-icing can be performed on one of the following locations:

De-icing platform W, on TWY W21 and W22 (preferred location):

- offers two de-icing positions for ACFT:
 - TWY W22 up to code letter C;
 - TWY W21 up to code letter E;
 - Pilot shall confirm ICAO ACFT code to de-icing coordinator;
 - In case TWY W21 is used by ACFT greater than code letter C, TWY W22 becomes unavailable until ACFT on TWY W21 has vacated W21.
 - Simultaneous de-icing on TWY W21 and TWY W22 is possible for ACFT up to code letter C only.

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BRUSSELS, BELGIUM
AIRPORT BRIEFING**3. DEPARTURE**

- note that the two de-icing positions are not on the same level; pilots should thus line up with the de-icing stop of their assigned de-icing pad and not line up with the ACFT on the adjacent pad;
- signalisation panels support verbal communication of the VHF frequency. Verbal communication, however, holds priority over the messages on the panels;
- de-icing platform W is used for all departures from RWY 25R;
- de-icing platform W cannot be used when RWY 01 or RWY 19 are in use;
- when de-icing platform W is active, TWY F4 is restricted to code letter C ACFT.

De-icing platform M, on TWY M:

- offers one de-icing position for ACFT up to code letter C;
- de-icing platform M is used for departures:
 - from RWY 25R when de-icing platform W is not operational;
 - from RWY 19.

De-icing platform South on stands 320 and 325:

- offers one de-icing position for ACFT up to code letter C;
- ACFT enter the platform via stand 320 where they hold and proceed over the service drive to the stand 325 for de-icing (parked in the opposite direction of the stand on the de-icing stop). After being de-iced the ACFT shall leave the pad by continuing straight;
- de-icing platform South is used for all departures from RWY 07R and RWY 01. ATC will provide taxi clearance up until the entrance to the remote de-icing platform, (for de-icing on TWY W21 or TWY W22 clearance will be given up until the de-icing holding position on TWY W21) after which pilots will be requested to contact the platform coordinator on VHF frequency 129.8.

Upon completion of the de-icing, pilots will only contact the Ground frequency after having received the confirmation of the platform coordinator that the platform is clear.

3.1.3. DE-ICING AND A-CDM

EBBR has implemented the de-icing milestones in its A-CDM program, indicating start/end times and duration of de-icing. This means that for both on-stand and remote de-icing the de-icing operations are always excluded out of TOBT.

3.1.3.1. ON STAND DE-ICING

Whenever a flight has been flagged for on-stand de-icing, the TSAT will be based on the estimated end of de-icing time (EEZT) instead of TOBT.

The EEZT is a calculated element, derived from the ground handler's estimation of the start of de-icing (ECZT) + the expected duration of the de-icing job (EDIT). An update of the EEZT is provided when the de-icing job actually starts (ACZT).

3.1.3.2. REMOTE DE-ICING

Whenever a flight has been flagged for remote de-icing, the TSAT will be based on the ground handler's estimation of the start of the de-icing (ECZT) at the platform, taking into account the taxi time to the platform + a standard queuing time.

3.1.3.3. PRE DE-ICING

Flights that are flagged for pre de-icing are exempted from having to share the de-icing milestones.

3.1.3.4. CANCELLATION OF DE-ICING

De-icing can be cancelled at any time after having been flagged for either on-stand or remote de-icing. When de-icing is requested again after cancellation, the process as described above has to be initiated again.

3.1.4. A380 OPERATIONS

ACFT de-icing on stand, no remote de-icing area suitable.

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25 AUG 17

BRUSSELS, BELGIUM
AIRPORT BRIEFING**3. DEPARTURE****3.2. START-UP & PUSH-BACK PROCEDURES****3.2.1. TOBT-TSAT PROCEDURE**

Info from Airline/ Handler	TOBT	Target off-block time: confirmation of estimated ready time.
Info from ATC	TSAT	Target start-up approval time, based on TOBT or EOBT (if TOBT not available): sequenced off-block time.

Docking guidance system will display TOBT from EOBT - 20 minutes and TSAT at TOBT - 5 minutes.

If no display available, pilots can obtain TOBT via Redcap/Loadmaster and TSAT via Delivery from approx TOBT - 10 minutes onwards.

Start-up shall be requested from BRUSSELS Delivery or via Digital Data Link in accordance with the related TSAT +/- 5 minutes. Early requests without flight plan update are only allowed as of EOBT - 15minutes. The start-up request shall only be made when the ACFT is "ready" and when push-back (if required) becomes available. Pilots must check the push-back availability before requesting start-up.

If the flight is not ready at TSAT + 5 minutes, ATS will issue a new TSAT only after receipt of an updated EOBT. The IATA delay code becomes "code 61".

ACFT requiring full RWY length shall include this in their start-up request. Pilots are reminded that noise abatement procedures affecting some RWY distances remain to be adhered to.

The request for push-back and/or taxi shall be done on the Ground frequency within 5 minutes after reception of start-up clearance. TWR shall be advised if the latter is not possible and delay is expected. Otherwise, the TOBT will be deleted and must be entered again. If pilot does not call at TSAT + 5 minutes, ATC will issue a new TSAT only after receipt of an updated EOBT.

3.2.2. DATA LINK CLEARANCE DELIVERY SERVICE (DCL)

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

The service does not provide clearance revision. Any clearance modification will be made via BRUSSELS Delivery.

After reception of the departure clearance, the pilot shall send to the ground system acknowledge message including entire content of clearance before contacting Ground.

In case departure clearance is not received, the pilot shall contact Delivery. TSAT will be communicated from TOBT - 10 minutes onwards.

TSAT on docking guidance system has precedence over TSAT via Data Link.

The aircrew, before take-off, shall check the consistency of the SID delivered in the DCL message with departure RWY and flight plan information. Voice procedures shall be used in case of inconsistency.

Departure clearance delivered by voice shall always supersede any DCL clearance.

Pilots are reminded to keep a continuous listening watch on BRUSSELS Delivery.

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10-1P9

25 AUG 17

BRUSSELS, BELGIUM
AIRPORT BRIEFING**3. DEPARTURE****3.2.3. PUSH-BACK**

Push-back compulsory at nose-in stands unless prior permission has been obtained from APT inspection.

Push-back shall be executed immediately after approval has been received from BRUSSELS Ground, taking into account the traffic information and/or restrictions contained in the approval message.

ATC can give push-back instructions that overrule the standard procedures. The pilot shall notify the headset operator who shall notify the push-back driver.

The pilot shall always relay push-back instructions received from ATC to the headset operator. If (for unforeseen reasons) the push-back operator is unable to perform the push-back following the standard procedures or the special ATC instructions, he shall immediately inform the pilot who shall inform ATC. Simultaneous push-back of ACFT on adjacent stands is not allowed below RVR 400m. Power out on reverse thrust is not allowed. Power out on nose-in stand is not allowed, except when authorized by airside inspection.

3.2.3.1. STANDARD PHRASEOLOGY

For push-back according to the standard procedure, the phraseology will be: "Pushback approved [facing E (W, N, S)]".

For push-back according to special instructions from ATC, the phraseology will state the special instructions: "Push-back approved. Push on T (R, S, U, Inner, Outer), [facing E (W, N, S)]".

3.2.3.2. PUSH-BACK AT APRON 1 NORTH

Stands 144 thru 158: All ACFT shall be pushed on the push-out line (white dotted line) or INN-4, ATC will specify nose facing East or West and specify use of INN-4 or push-out line for push and pull. When pushing on push-out line, nose facing East, all pull forward no further than abeam stand 158.

3.2.3.3. PUSH-BACK AT APRON 1 SOUTH

Stands 143 and 145 L/R: all ACFT shall be pushed no further than stop point on TWY R4 (white perpendicular mark on TWY).

3.2.3.4. PUSH-BACK AT APRON 2 NORTH

Stand 204: all ACFT shall be pushed on the push-out line until stop point (white perpendicular mark on push-out line) and pulled forward until abeam stand 206 L or further on ATC discretion.

3.2.3.5. PUSH-BACK AT APRON 2 SOUTH

Stand 205 L: All ACFT shall be pushed backwards with a slight turn to the right-hand side onto the push-out line. Nose gear must be stopped on the stop position (white perpendicular mark on the push-out line).

ACFT will be pulled forward ABEAM stand 211. Full engine start only ABEAM stand 211.

Position 205 R:

- All ACFT shall be pushed on TWY T no further than stop point (white perpendicular mark on the TWY) and pulled forward abeam stand 211, full engine start only ABEAM stand 211; or
- All ACFT shall be pushed on TWY U and pulled forward ABEAM stand 316, full engine start only ABEAM stand 316.

3.2.3.6. PUSH-BACK AT APRON 3 NORTH

- Code D or E ACFT shall be pushed onto TWY T.
- Position 312: all ACFT shall be pushed on TWY, nose facing West only.

Full engine start only ABEAM stand 211 (TWY T) / stand 316 (TWY U).

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AIRPORT BRIEFING**3. DEPARTURE****3.2.3.7. PUSH-BACK AT APRON 3 SOUTH**

Stands 313 and 315: Code C ACFT with MAX wingspan of 118'/36m shall be pushed on the push-out line (white dotted line). Nose gear must be stopped on the stop position (white perpendicular mark on the push-out line).

Stands 317 thru 327: All ACFT will be pushed on INN-9 or INN-10.

3.2.3.8. PUSH-BACK AT SATELLITE (APRON 3)

Stand 351: ACFT will be pushed on the push-out line (white dotted line). Nose gear must be stopped on the stop position (white perpendicular mark on the push-out line).

Stands 352 thru 354: All ACFT will be pushed on INN. ATC will specify facing North or South.

Stand 306: All ACFT shall be pushed on TWY Z. ATC will specify facing East or West.

3.2.3.9. PUSH-BACK AT APRON 9

Stands 950 and 951: All ACFT shall be pushed on TWY N1/N2 abeam position 958, nose facing West only.

In case of A380 push-back only allowed under supervision of Airside Inspection.

Stand 952: For push-back, nose facing West, all ACFT shall be pushed on TWY N1/N2 ABEAM position 958, nose facing West only.

Stands 971 and 972: For push-back, nose facing West, all ACFT shall be pushed back on push-out line via lead-in line stand 973, nose gear no further than push-out limit line (white perpendicular mark on lead-in line) and pulled forward ABEAM stand 971. Full engine start only ABEAM 971.

Stand 973: For push-back, nose facing West, all ACFT shall be pushed on lead-in line stand 973, nose gear no further than push-out limit line (white perpendicular mark on lead-in line) and pulled forward abeam stand 971, nose facing West.

Full engine start only ABEAM stand 971.

3.3. NOISE ABATEMENT PROCEDURES**3.3.1. NOISE ABATEMENT AND CLIMB PROCEDURES**

Turbojet ACFT have to apply the following procedure:

Take-off to 1700':	<ul style="list-style-type: none"> - Take-off power; - Take-off flaps; - Climb to $V_2 + 10$ to 20 KT or as limited by body angle.
At 1700':	<ul style="list-style-type: none"> - Reduce thrust to not less than climb thrust.
From 1700' to 3200':	<ul style="list-style-type: none"> - Climb at $V_2 + 10$ to 20 KT.
At 3200':	<ul style="list-style-type: none"> - Accelerate smoothly to enroute climb speed.

Prop ACFT have to apply the following procedure:

Take-off to 1700':	<ul style="list-style-type: none"> - Take-off power; - Climb at MAX gradient compatible with safety; - Speed not less than single engine climb speed, nor higher than best rate of climb speed.
At 1700':	<ul style="list-style-type: none"> - Reduce thrust power to MAX normal operating power (if this power has been used for showing compliance with noise certification requirements) or to MAX climb power.
From 1700' to 3200':	<ul style="list-style-type: none"> - Climb at MAX gradients with reduced power, maintaining constant speed.
At 3200':	<ul style="list-style-type: none"> - Accelerate smoothly to enroute climb speed.

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AIRPORT BRIEFING

3. DEPARTURE

3.3.2. SPECIAL PROCEDURES FOR DEPARTURES FROM 2300-0559LT

All departures from RWY 25R shall start their take-off at the beginning of the RWY and preferably an uninterrupted take-off from W41/W42 will be made.

When RWYs 25R or 19 are RWY-in-use for take-off, following types of ACFT (see ICAO Doc 8643) shall use RWY 25R regardless of destination:

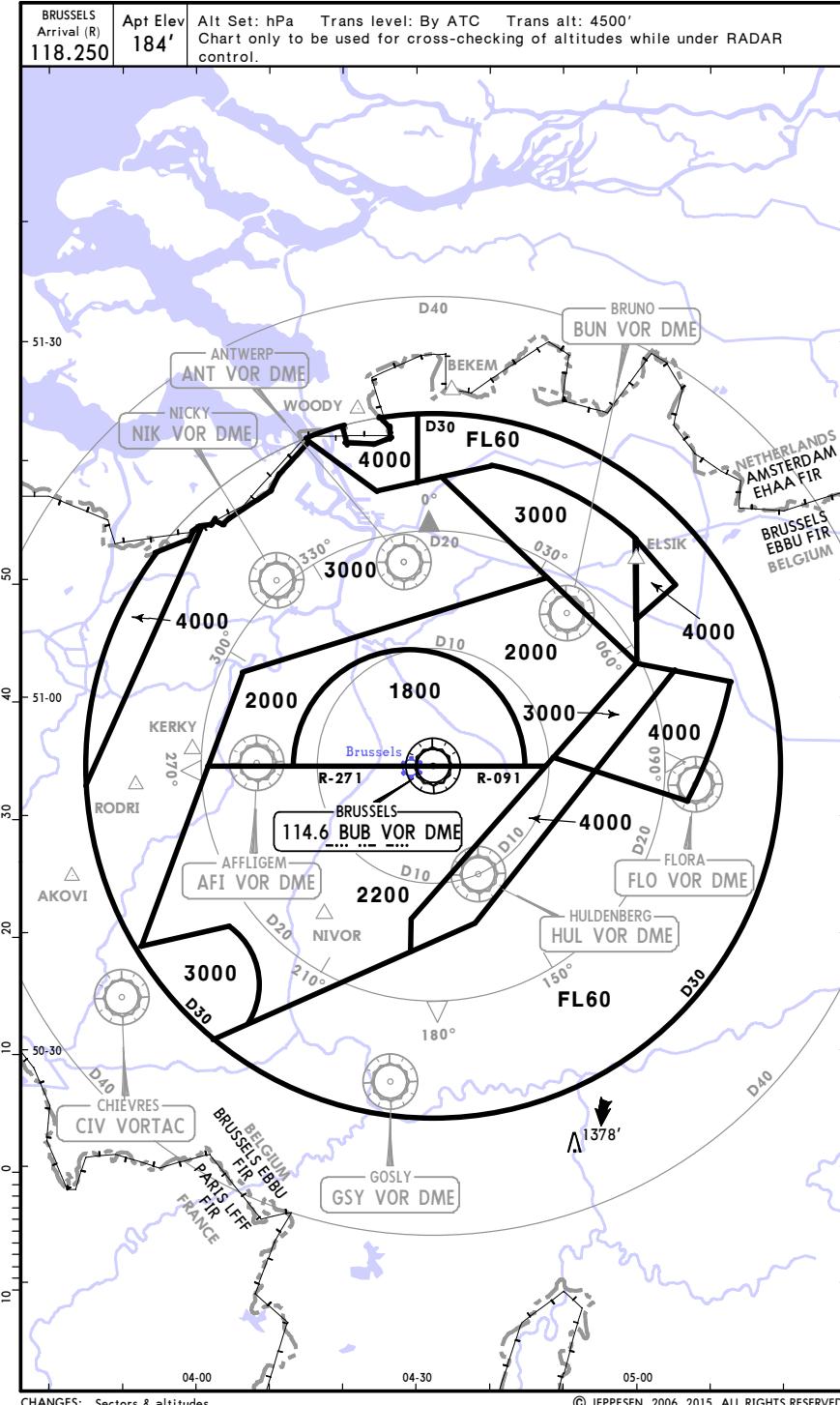
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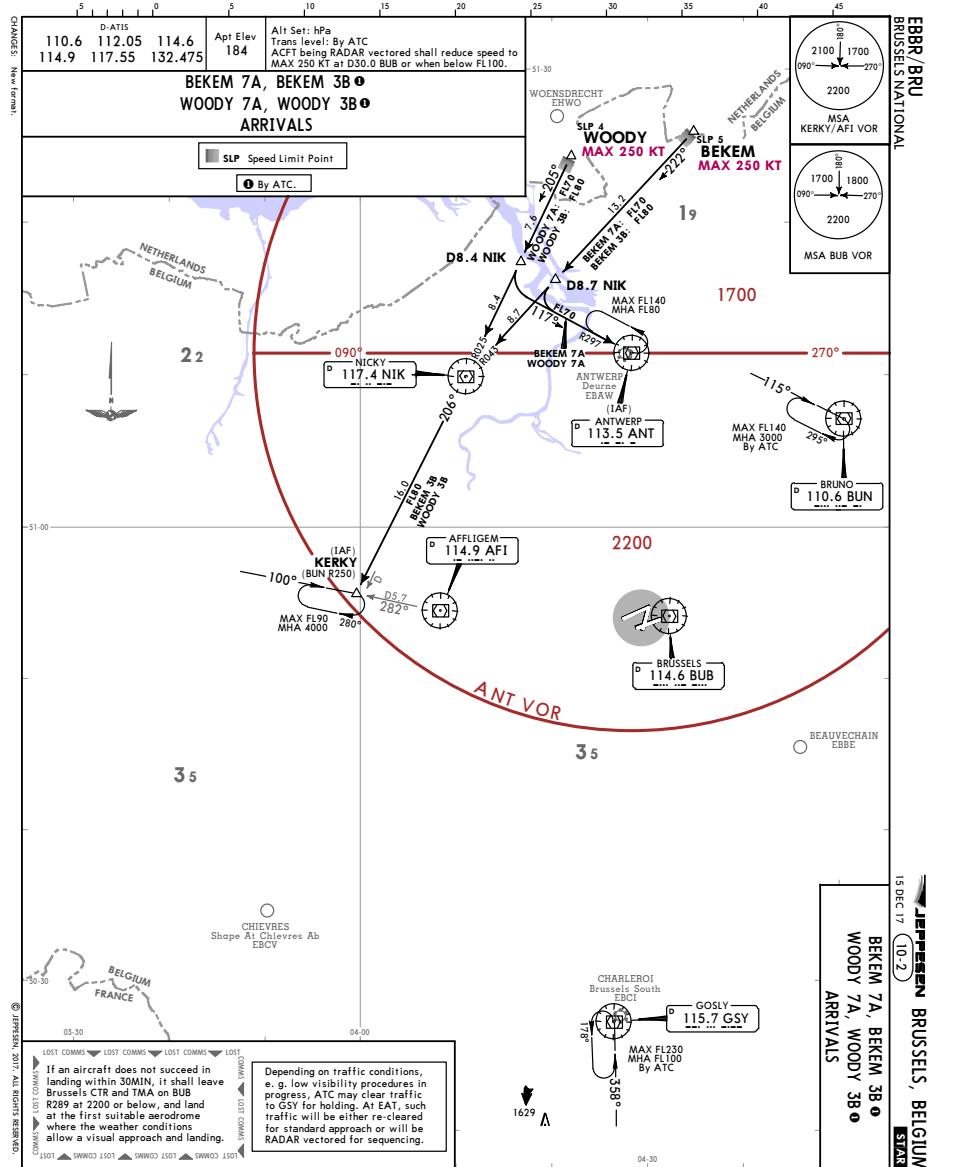
3.4. OTHER INFORMATION

ACFT requiring full RWY length shall advise Ground at the latest when requesting taxi clearance.

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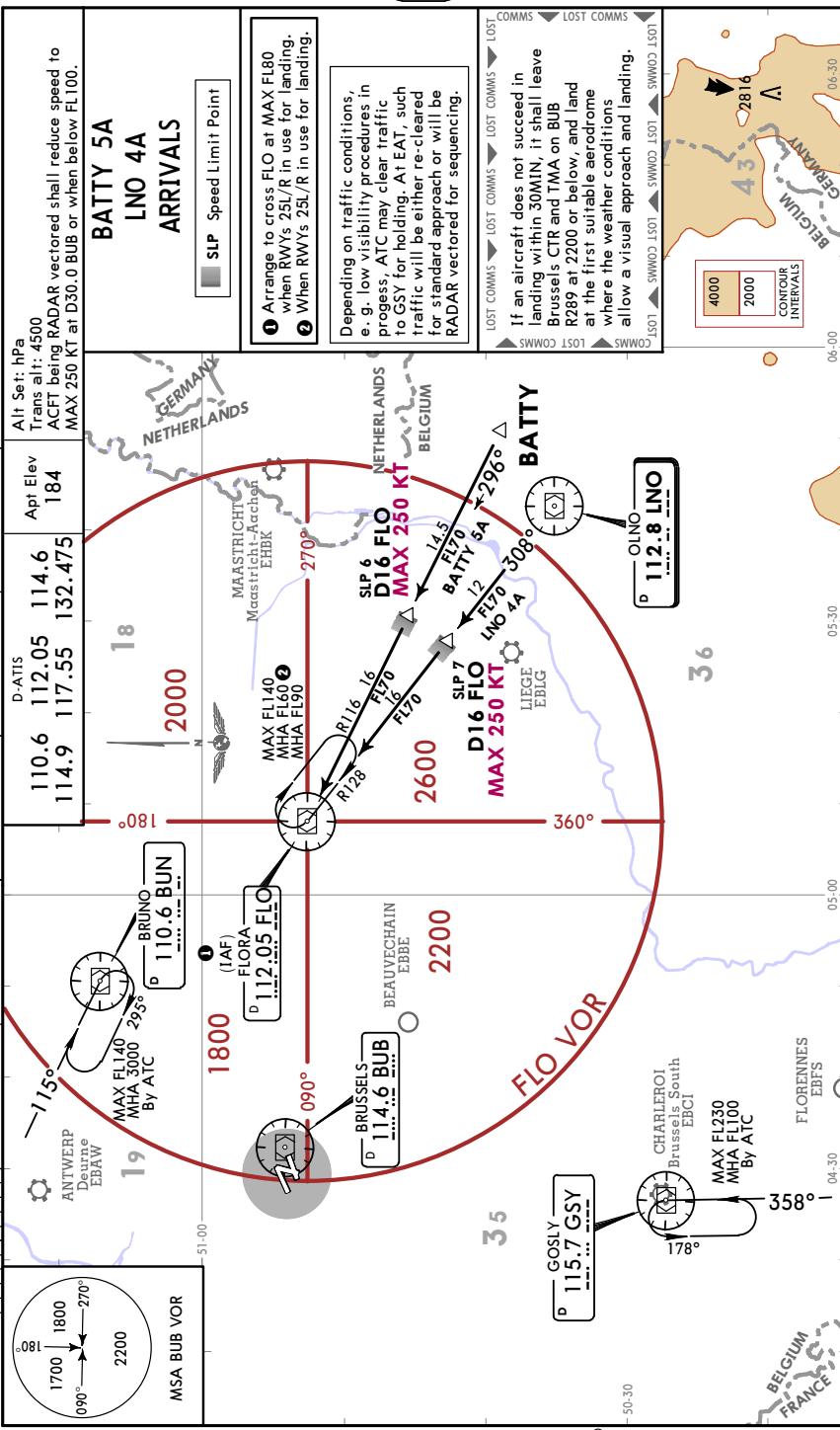


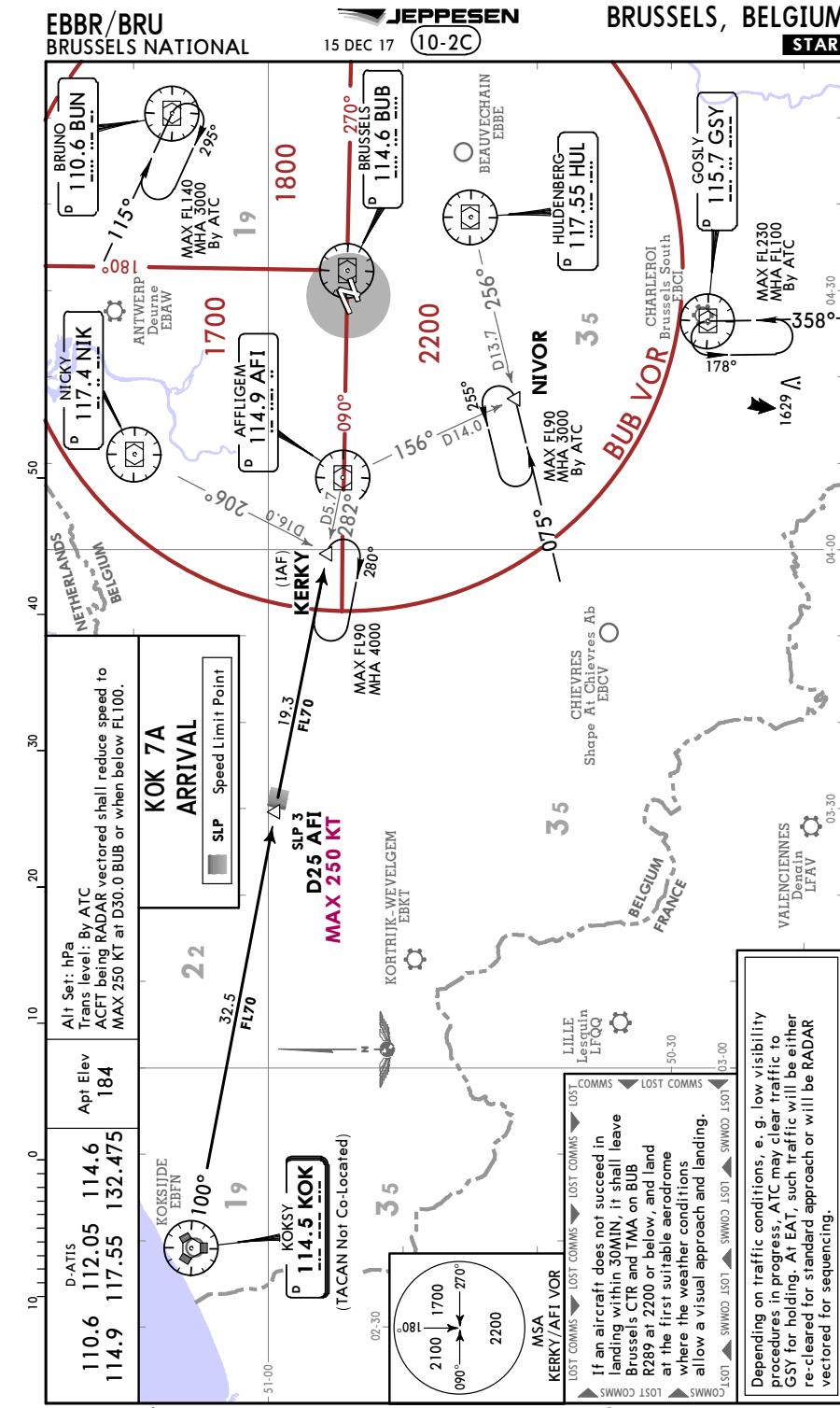
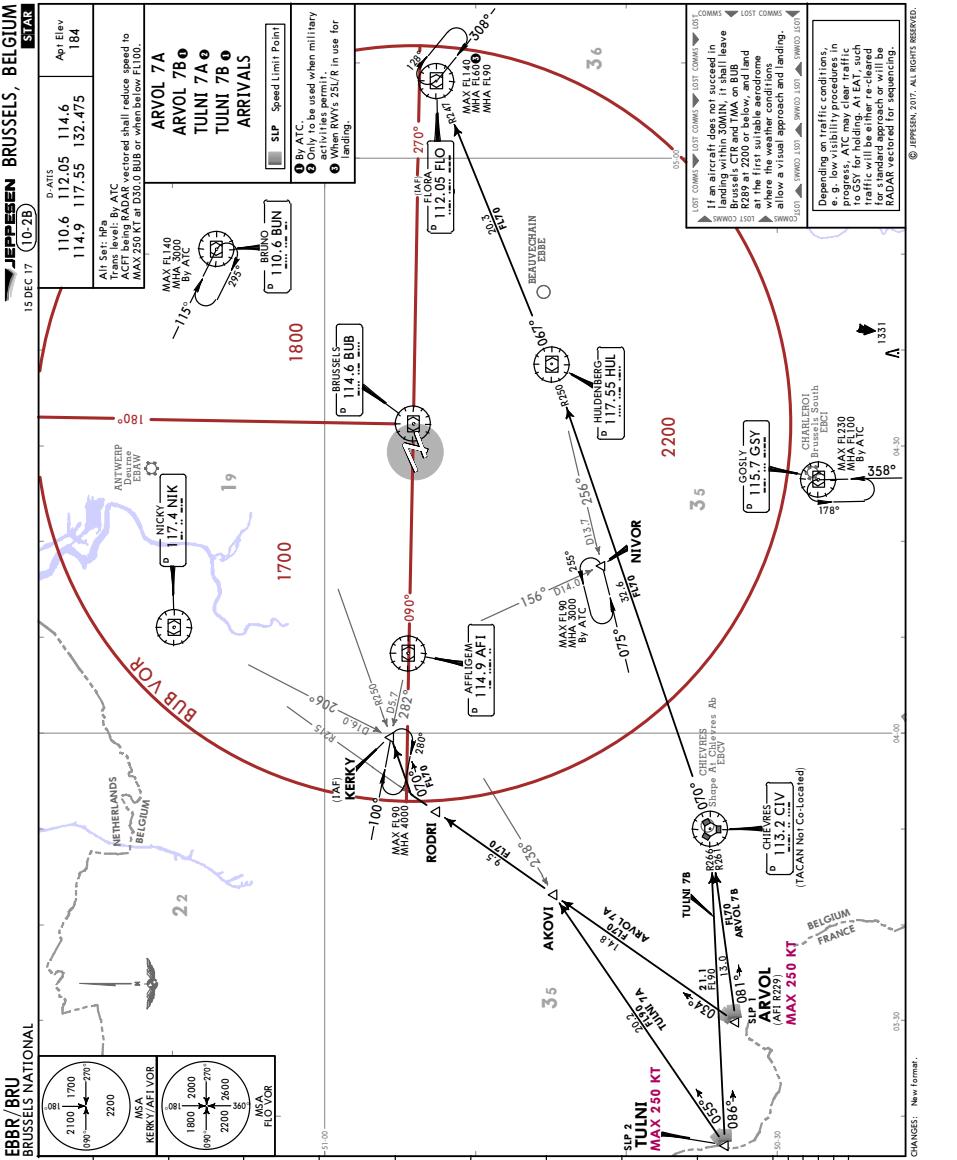
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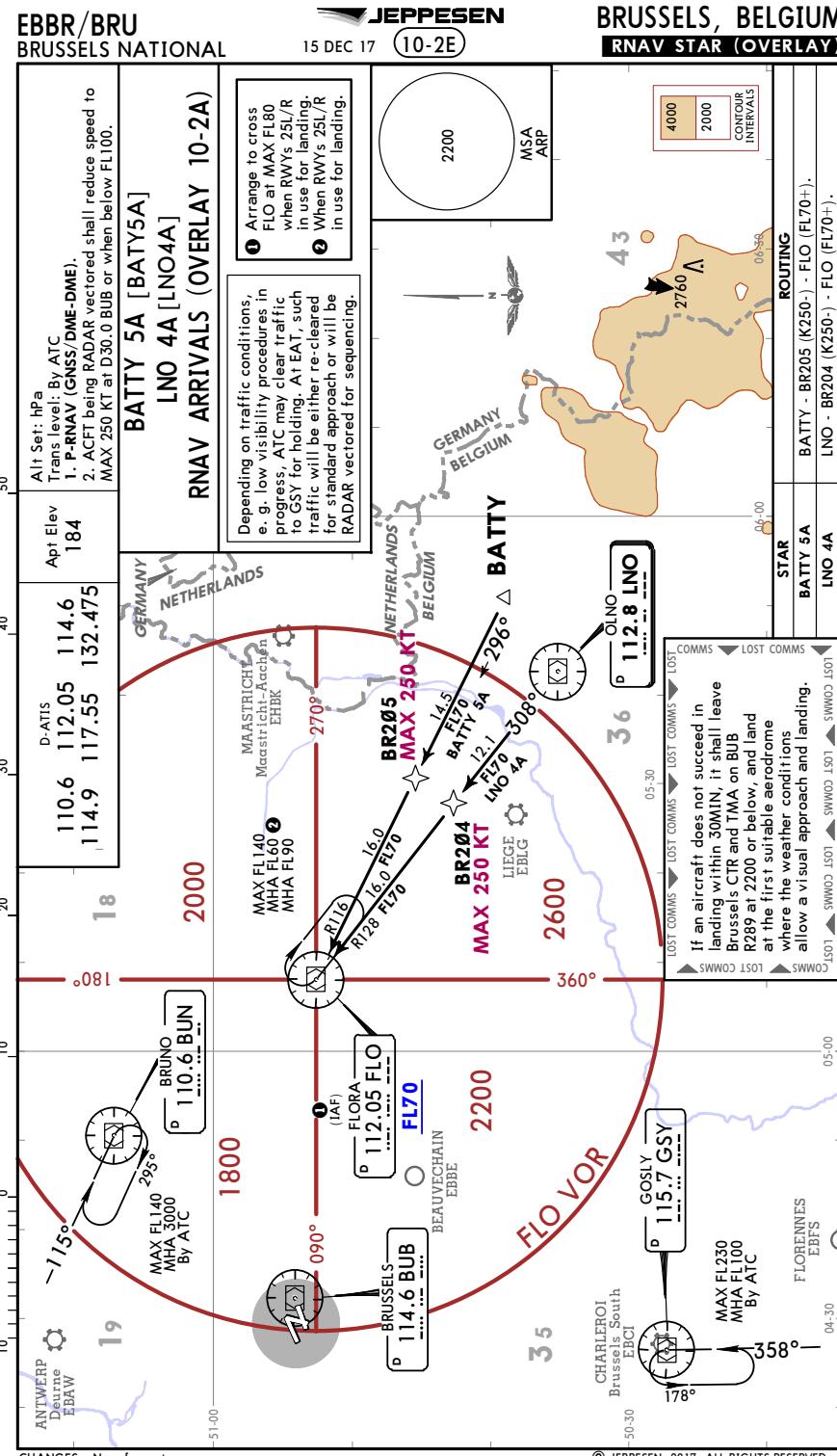
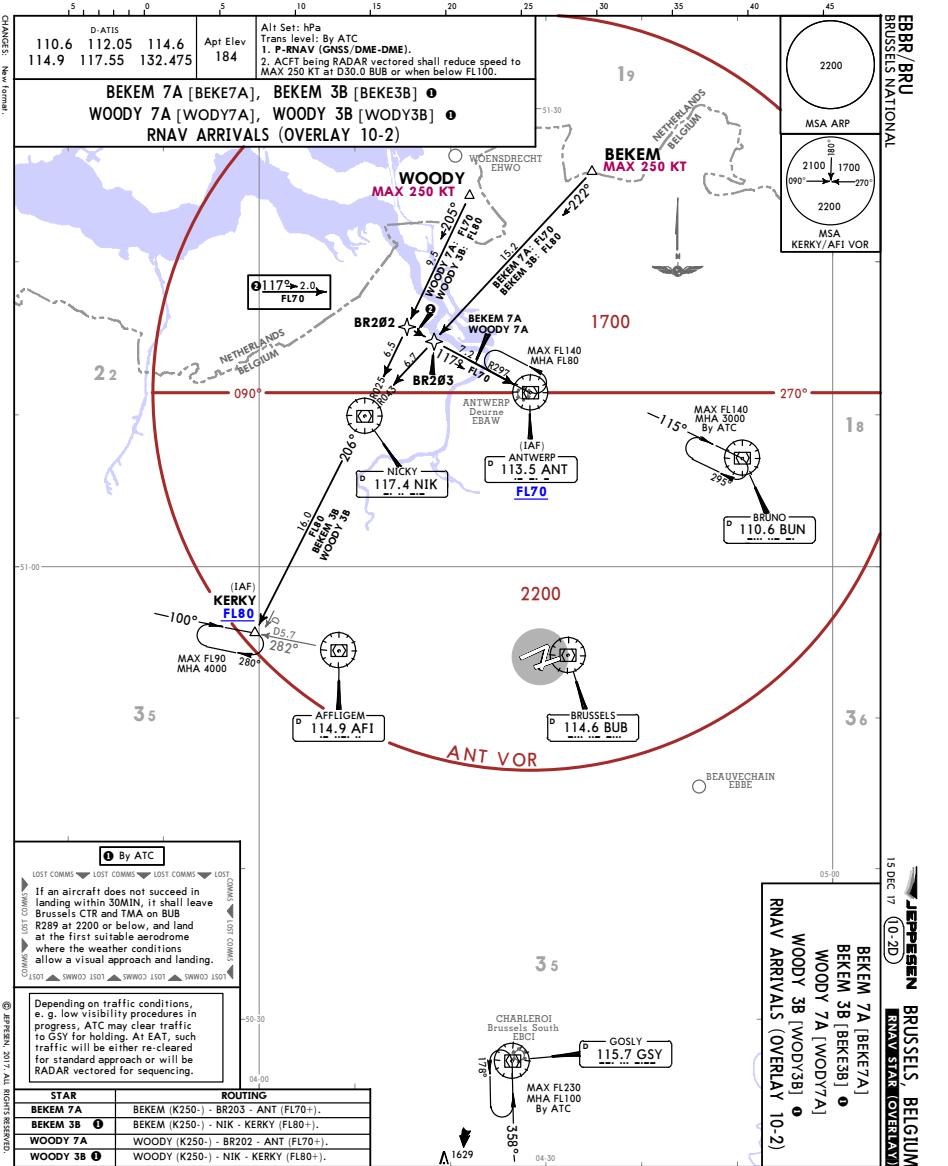
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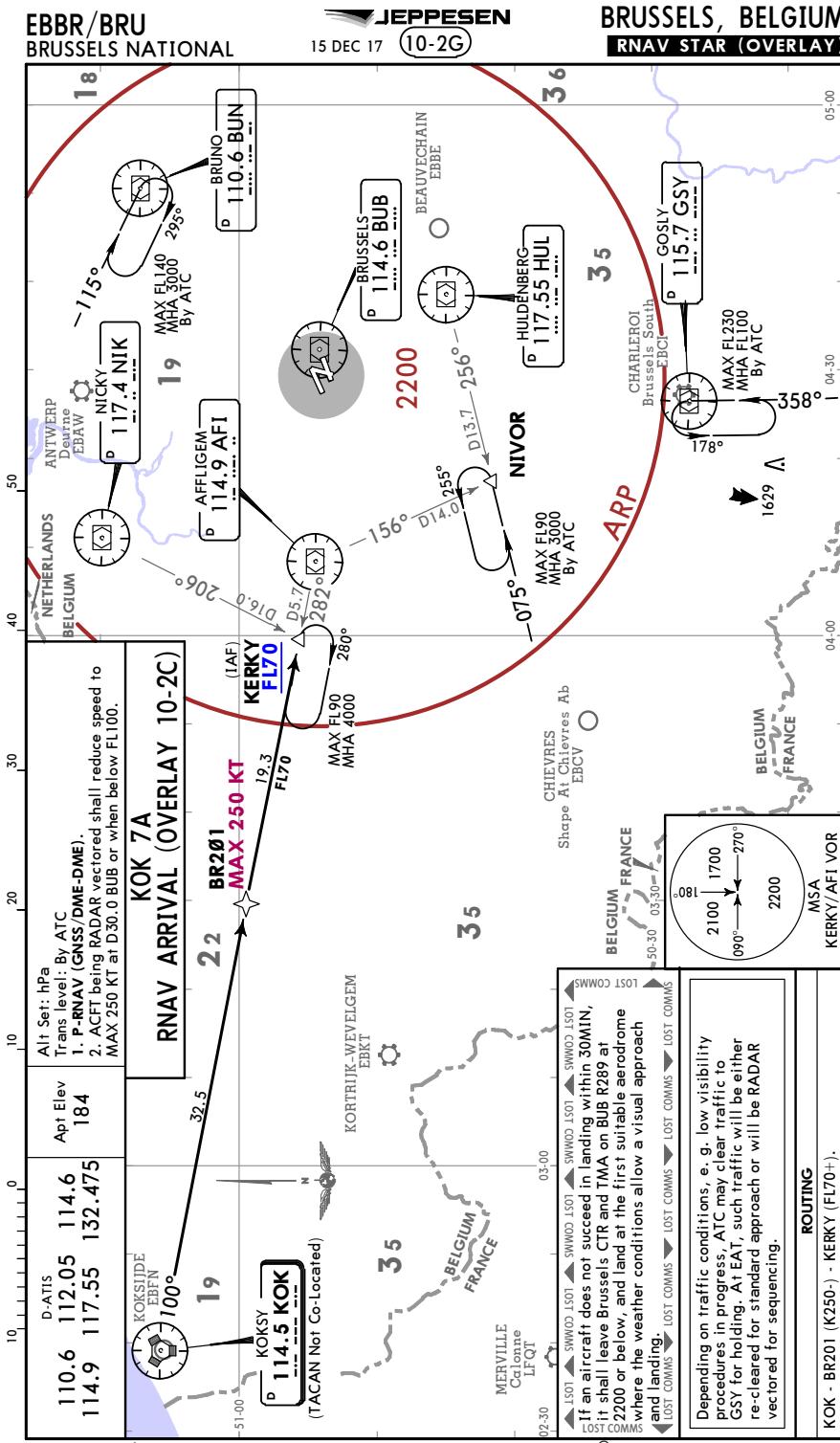
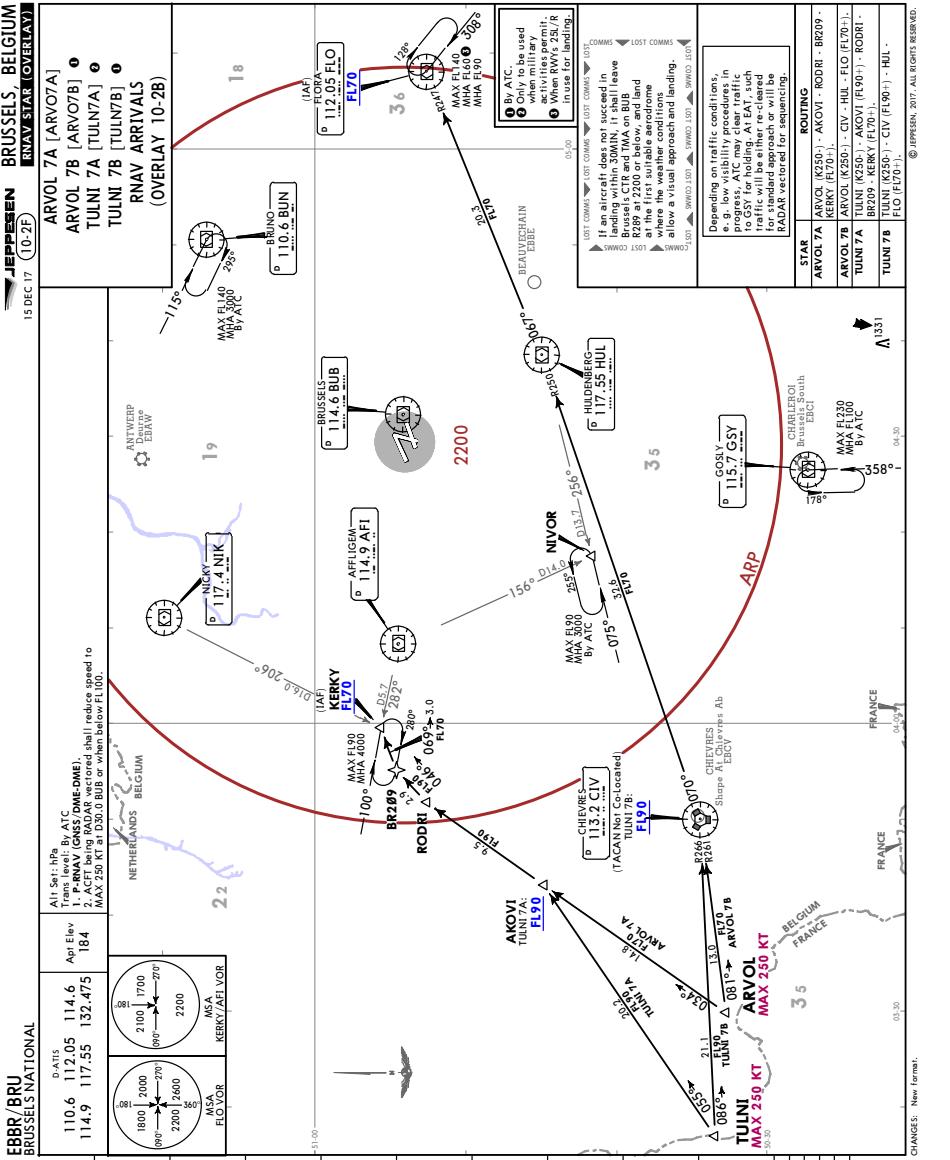
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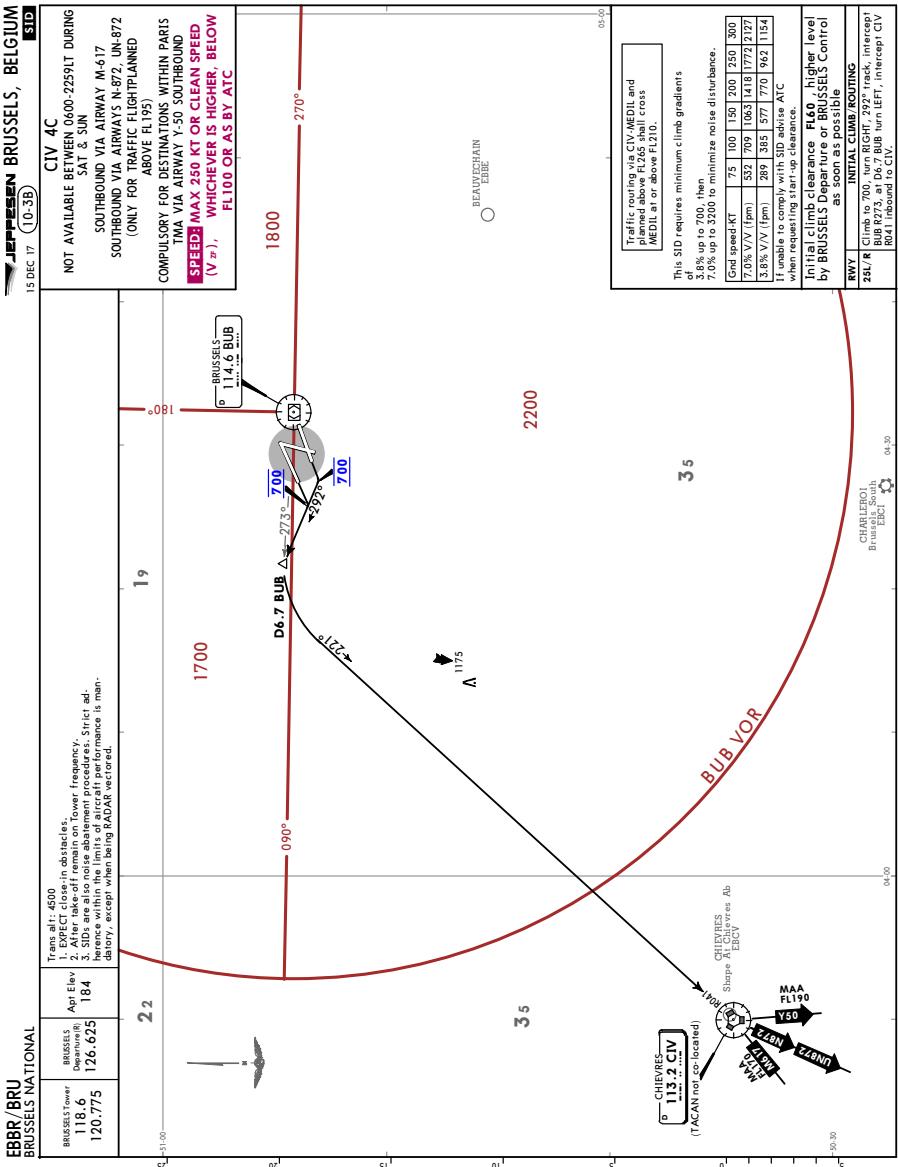
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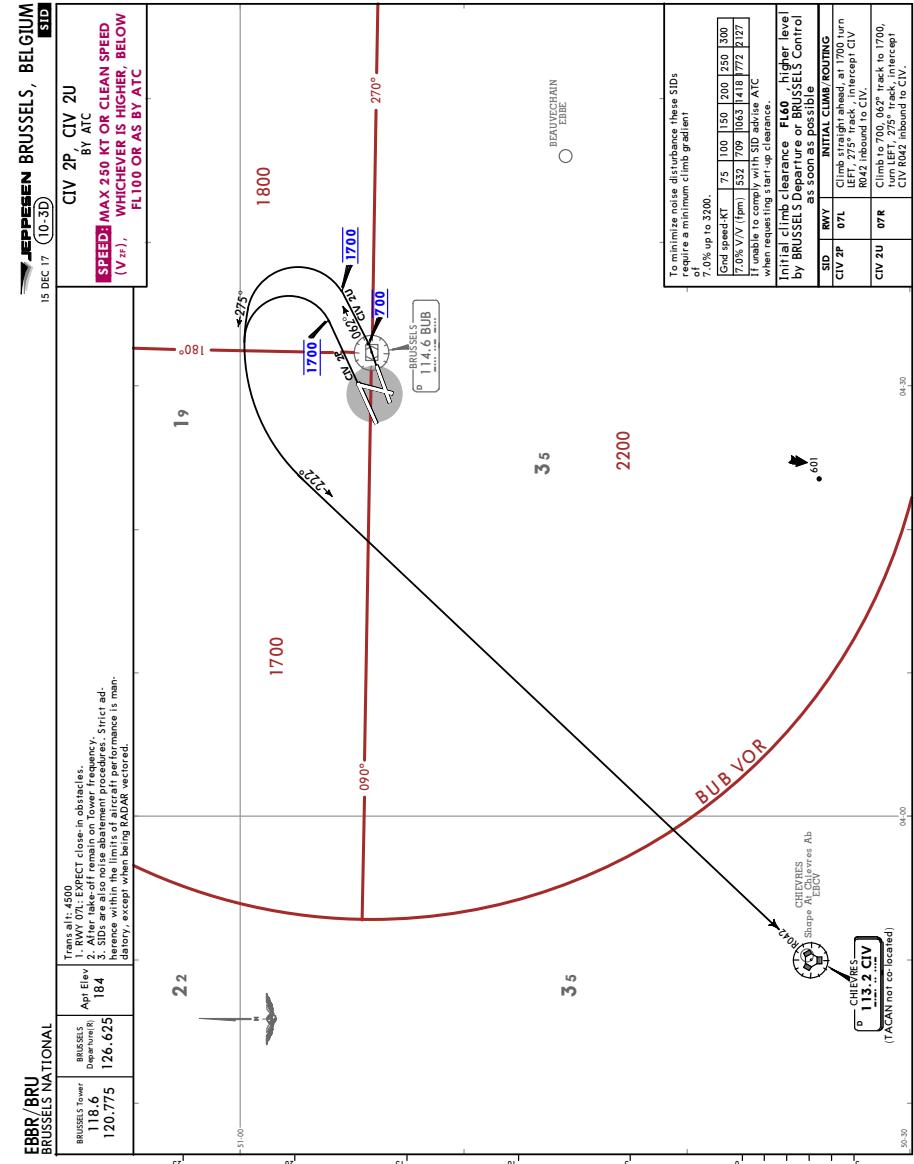
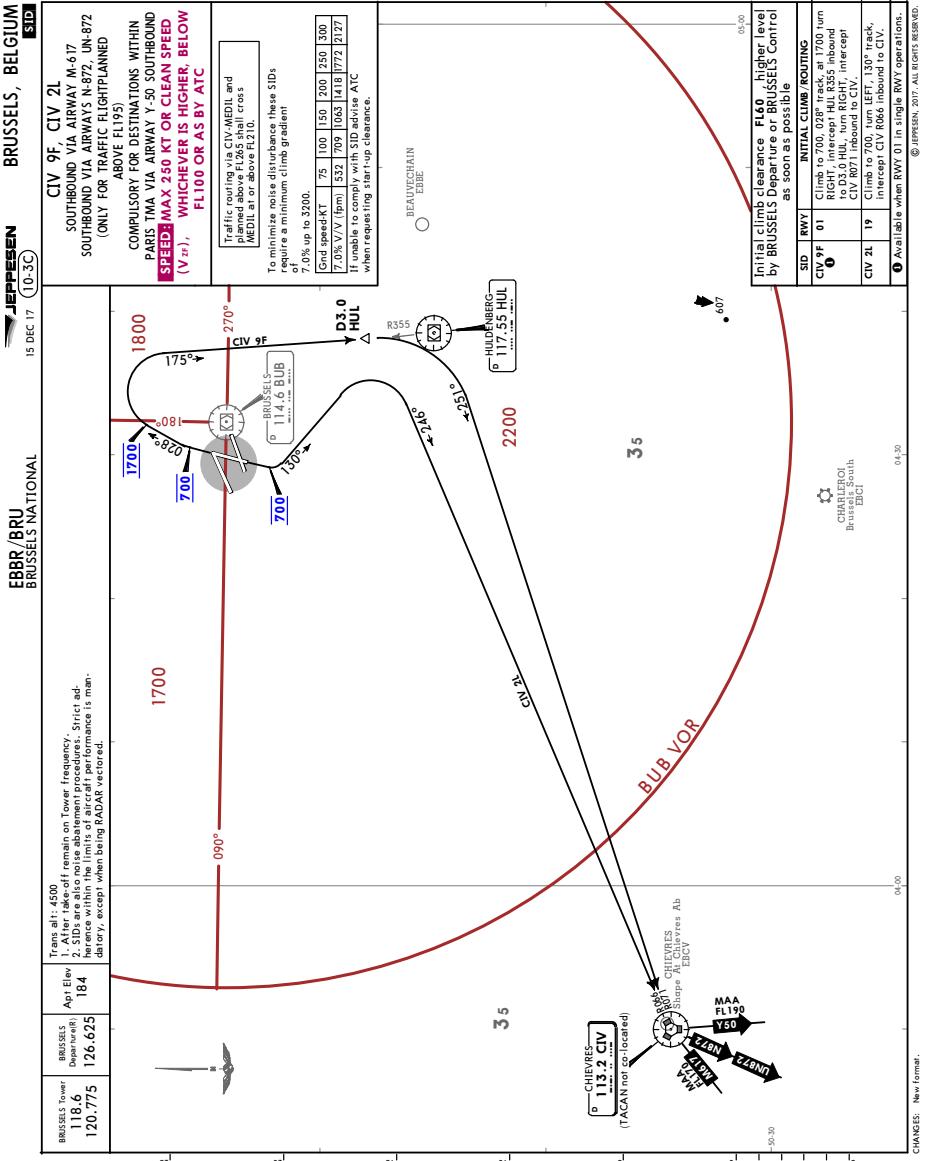
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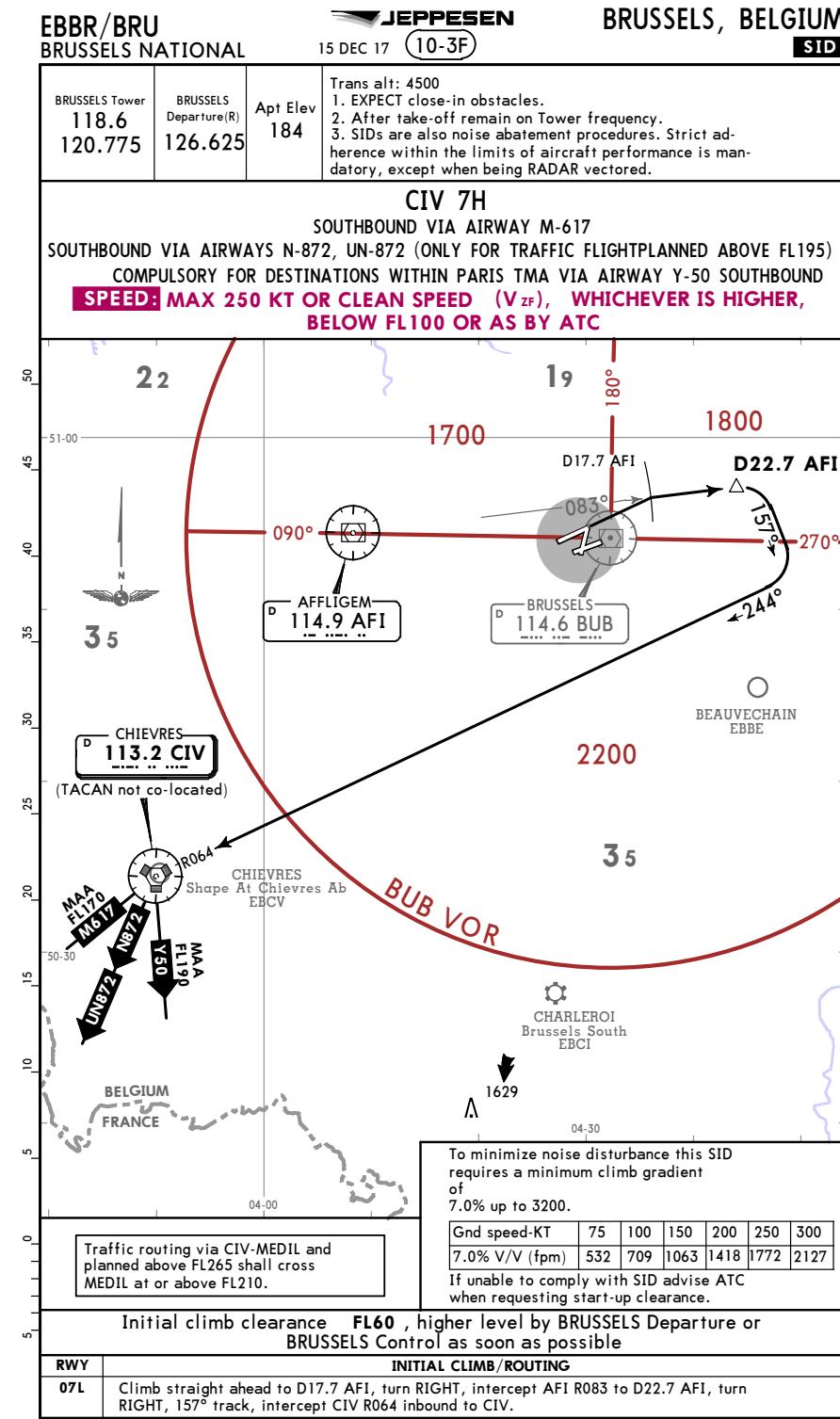
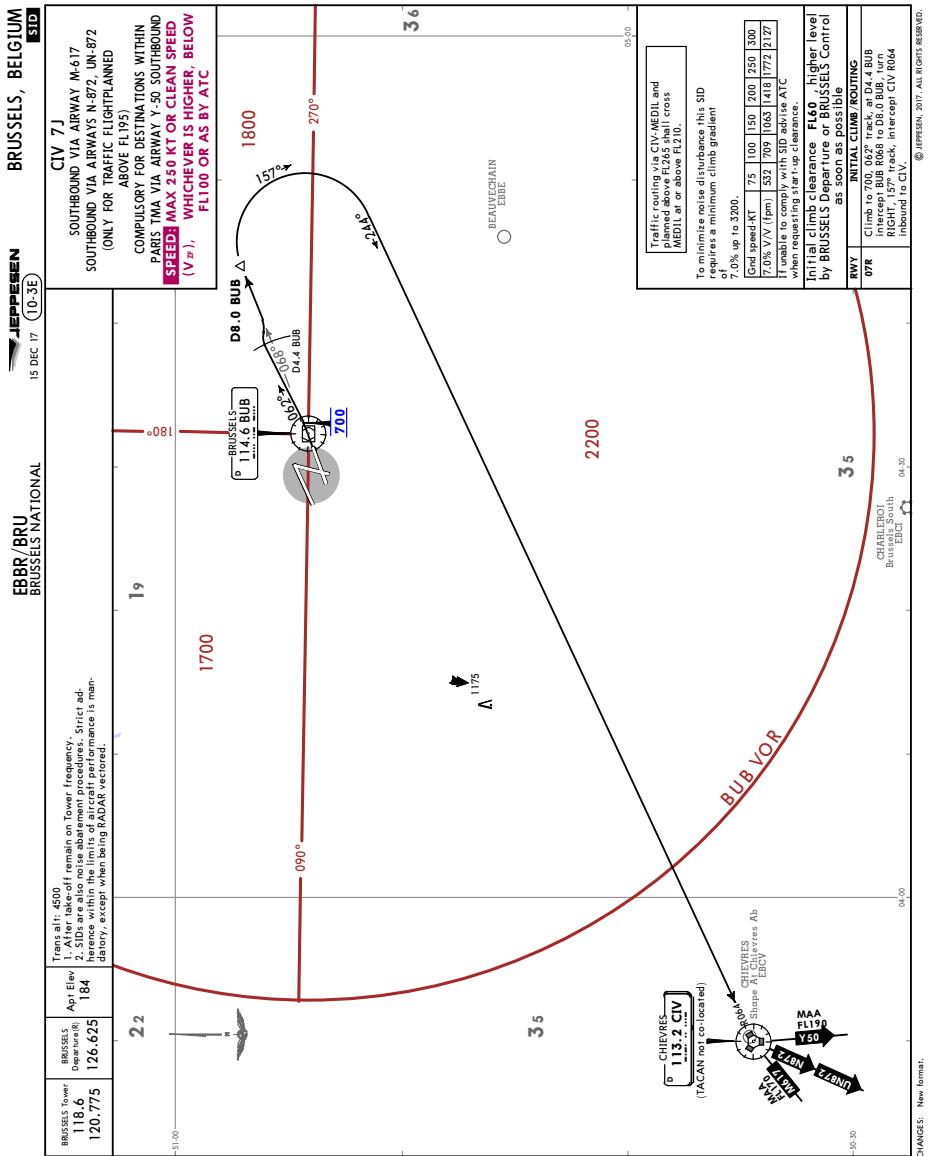
RUSSELS, BELGIUM
RNAV SID

SID DESIGNATION	REFER TO CHART
ROUSY 6H, 6J	10-3Q3
ROUSY 6F	10-3Q4
ROUSY 4D	10-3Q5
ROUSY 7C	10-3Q6
ROUSY 7L	10-3Q7
ROUSY 1W	10-3Q8
ROUSY 1Y	10-3Q9
ROUSY 5Z	10-3S
SOPOK 4D	10-3T
SOPOK 8C	10-3T1
SOPOK 6F, 6L	10-3T2
SOPOK 5H, 5J	10-3T3
SOPOK 1W	10-3T4
SOPOK 1Y	10-3T5
SOPOK 6Z	10-3T6
SPI 5C, 5Q	10-3T7
SPI 3D	10-3U
SPI 6F, 5L	10-3V
SPI 6H, 5J	10-3V1
SPI 1W	10-3V2
SPI 1Y	10-3V3
SPI 6Z	10-3V4

RNAV SID DESIGNATION	REFER TO CHART
CIV 2D	10-3V5
CIV 2L	10-3V6
DENUT 7L, 6N	10-3V7
ELSIK 2L	10-3V8
HELEN 5L, 5N	10-3W
KOK 7L	10-3X
LNO 6L	10-3X1
NIK 3L	10-3X2
NIK 4N	10-3X3
PITES 7L	10-3X4
ROUSY 7L	10-3X5
SOPOK 6L	10-3X6
SPI 5L	10-3X7



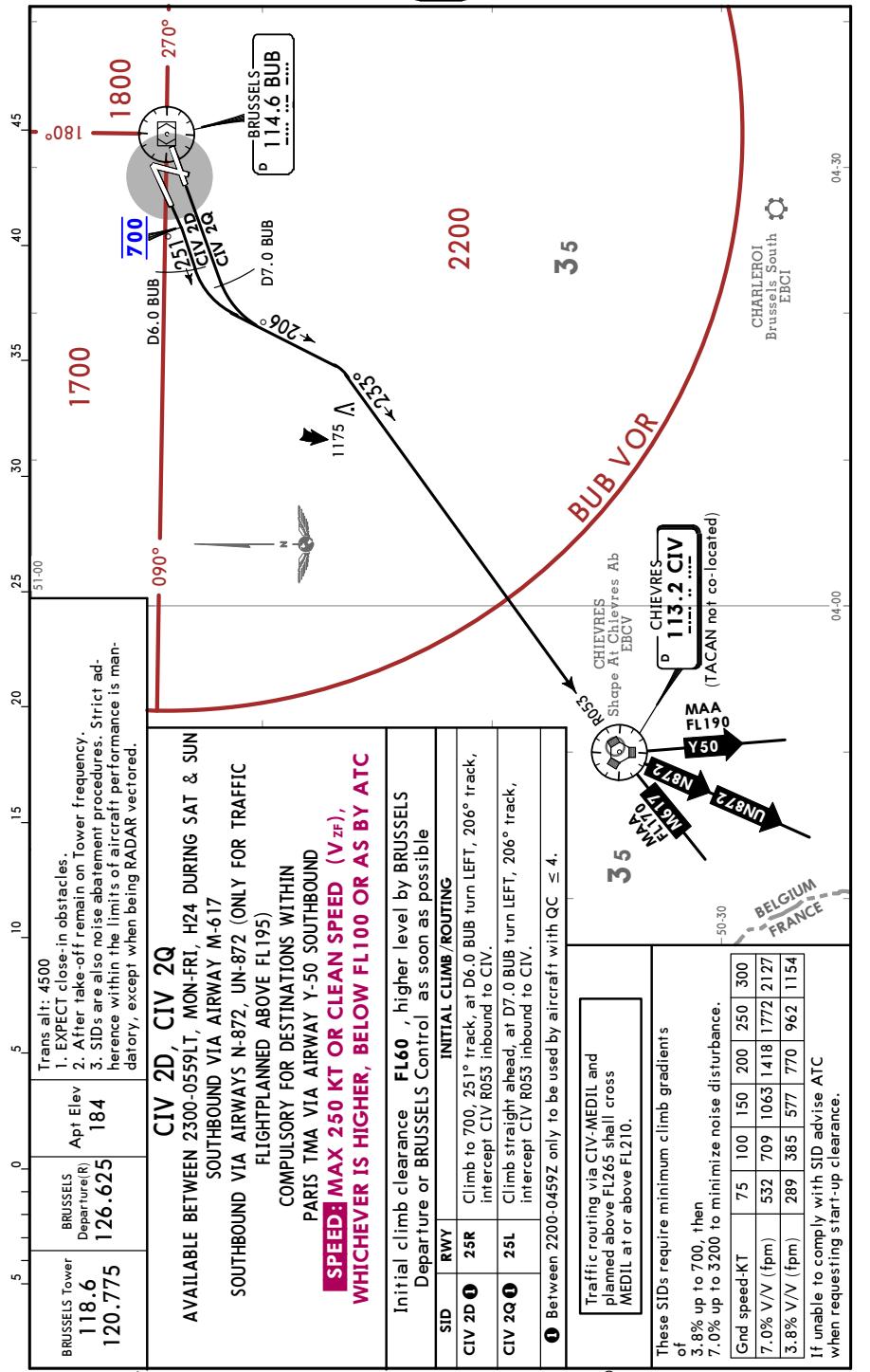




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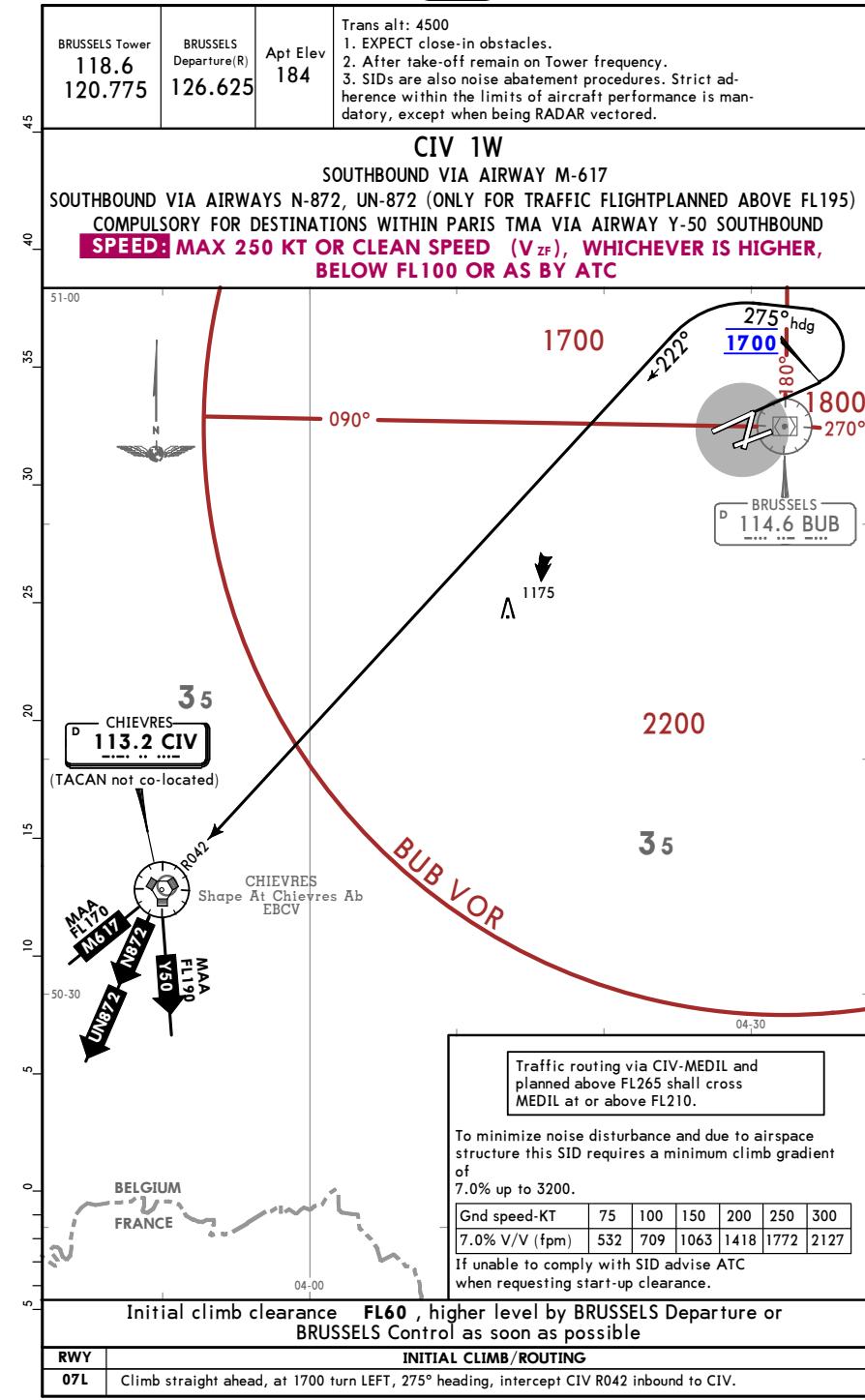
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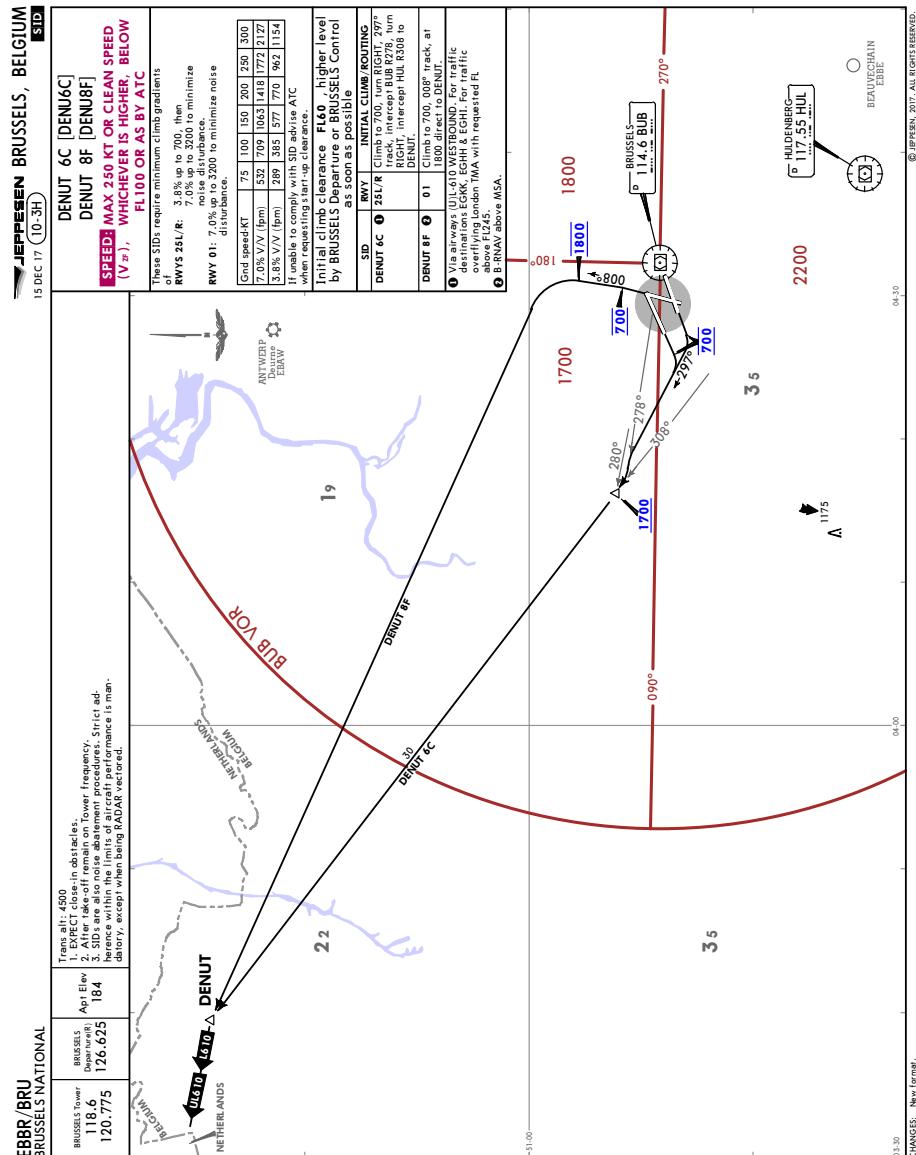
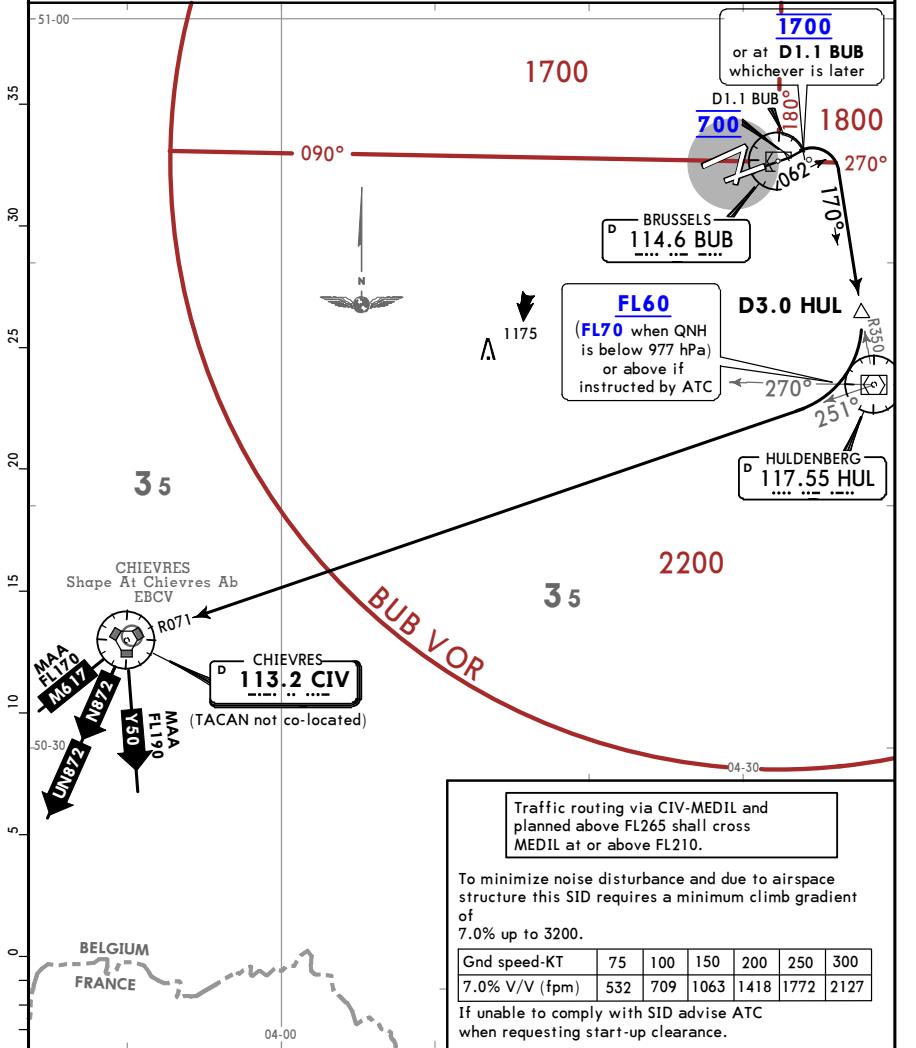
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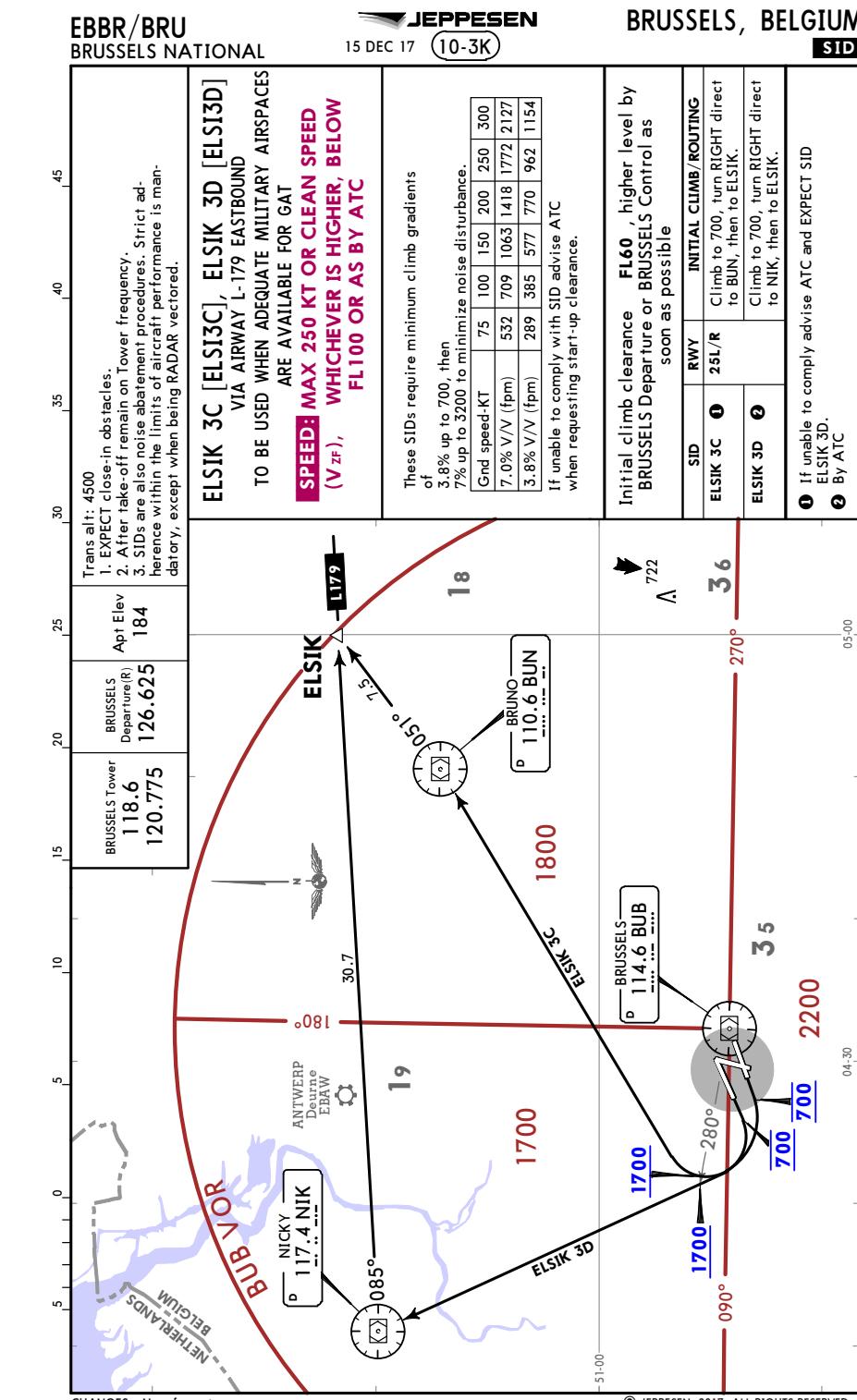
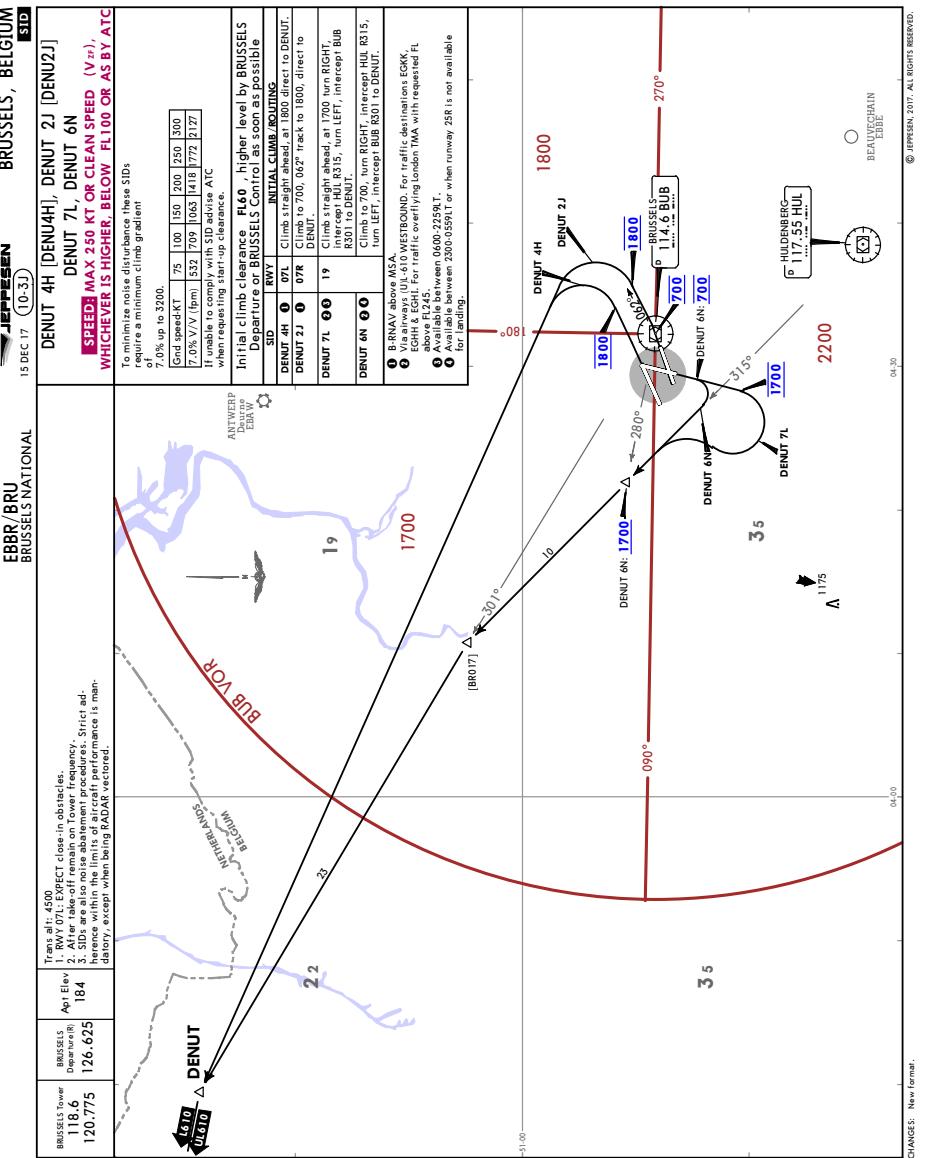
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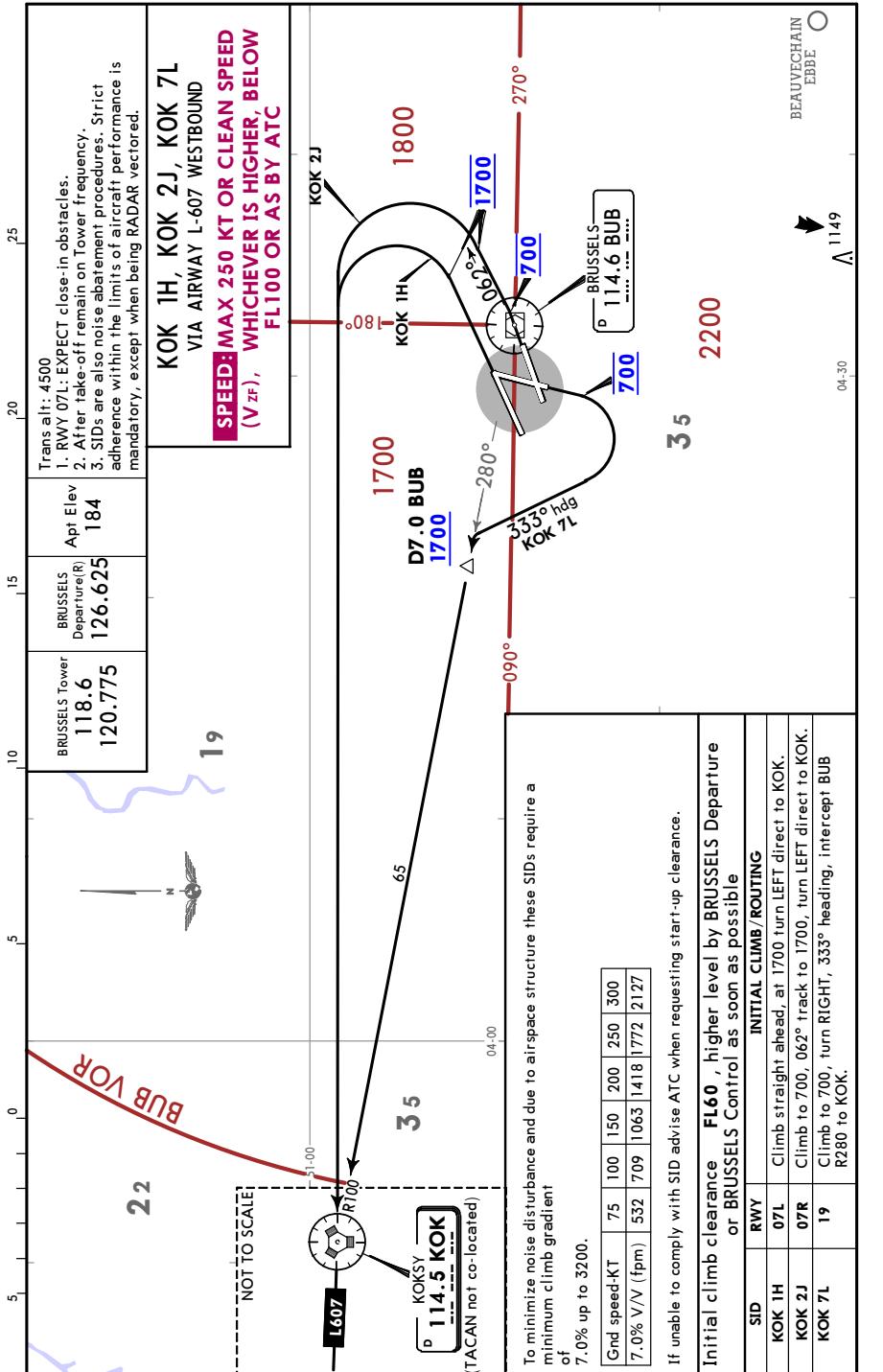
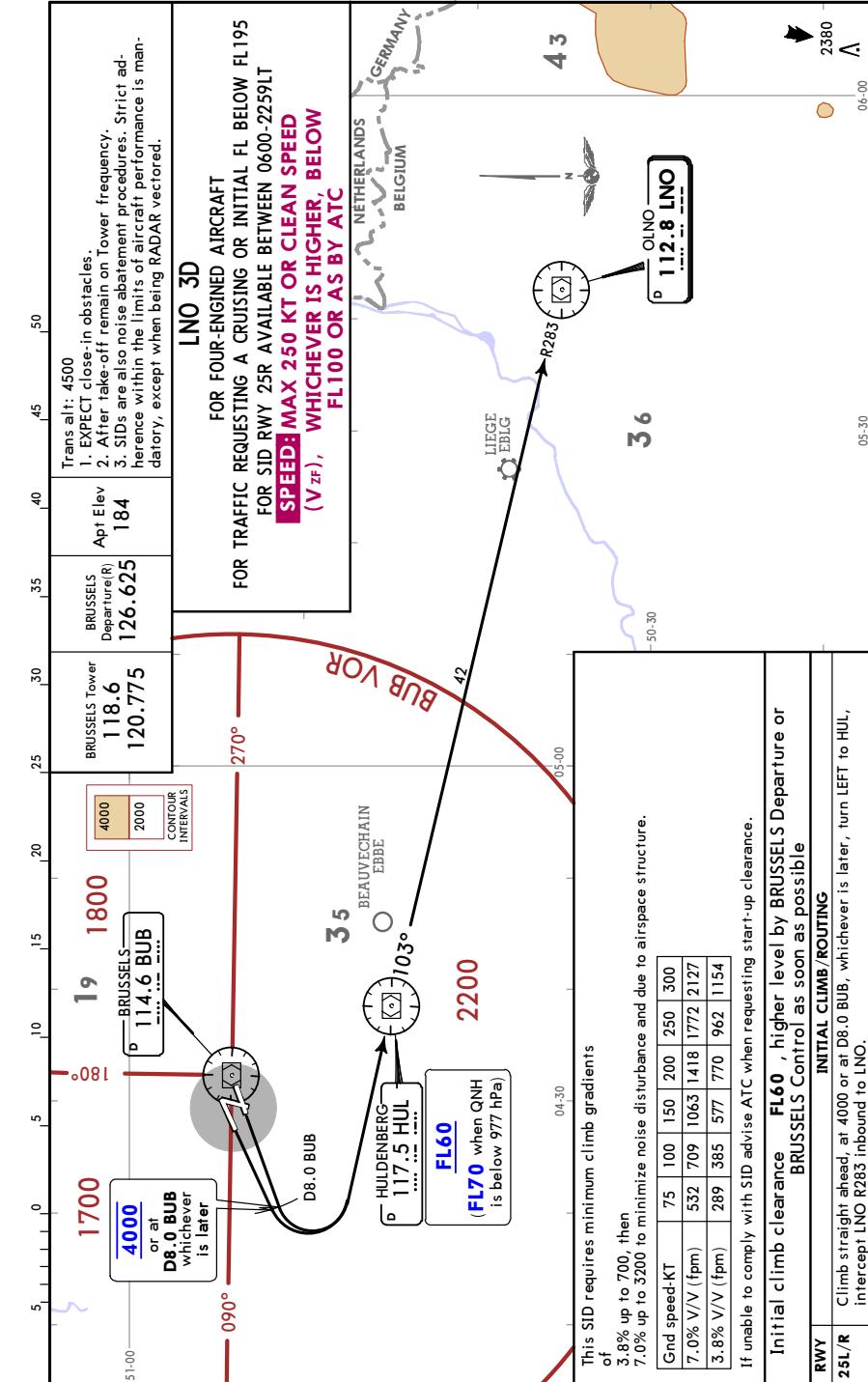
SID

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SOUTHBOUND VIA AIRWAY M-617
SOUTHBOUND VIA AIRWAYS N-872, UN-872 (ONLY FOR TRAFFIC FLIGHTPLANNED ABOVE FL195)
COMPULSORY FOR DESTINATIONS WITHIN PARIS TMA VIA AIRWAY Y-50 SOUTHBOUND
SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC





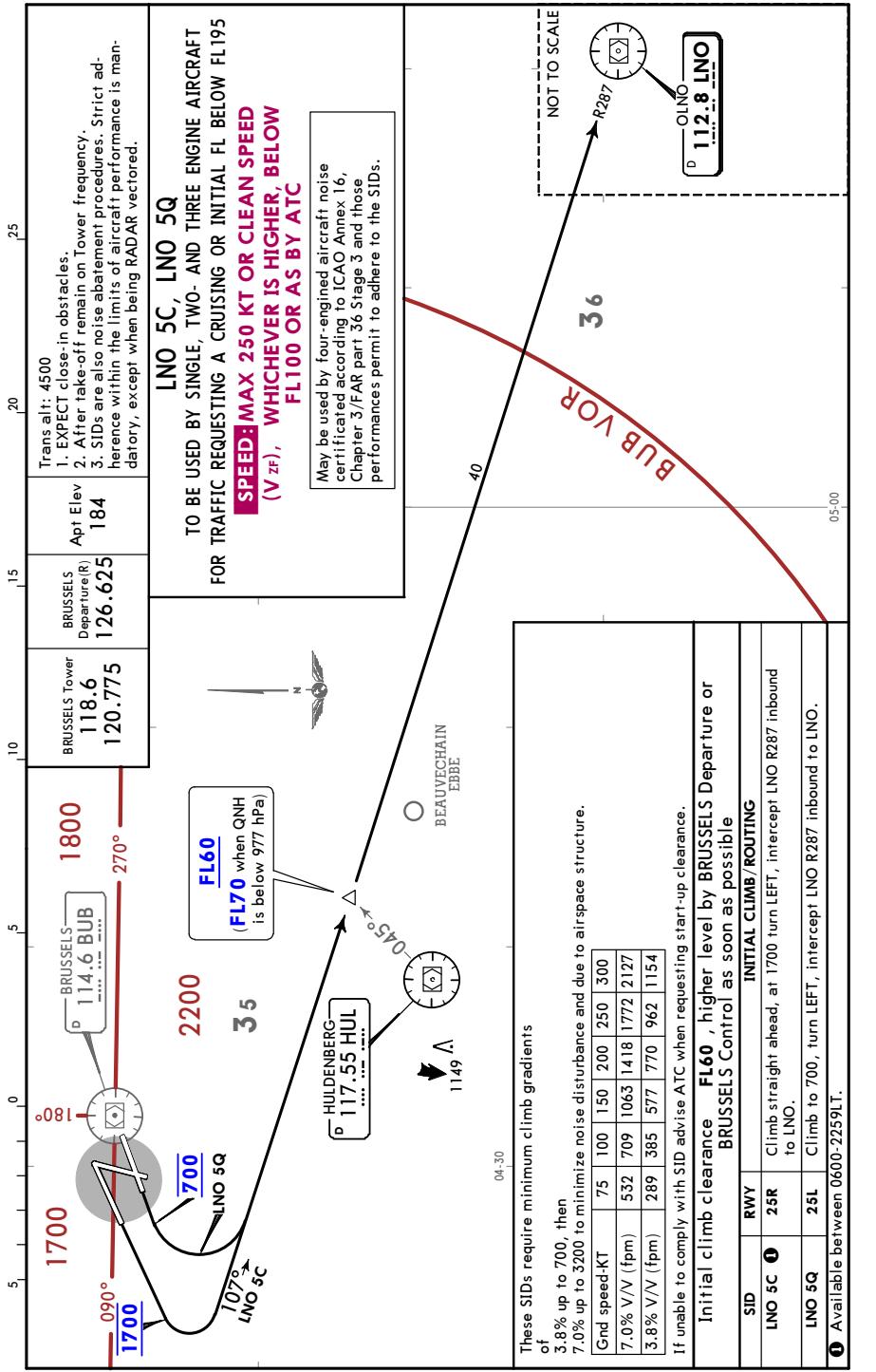
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SIDEBBR/BRU
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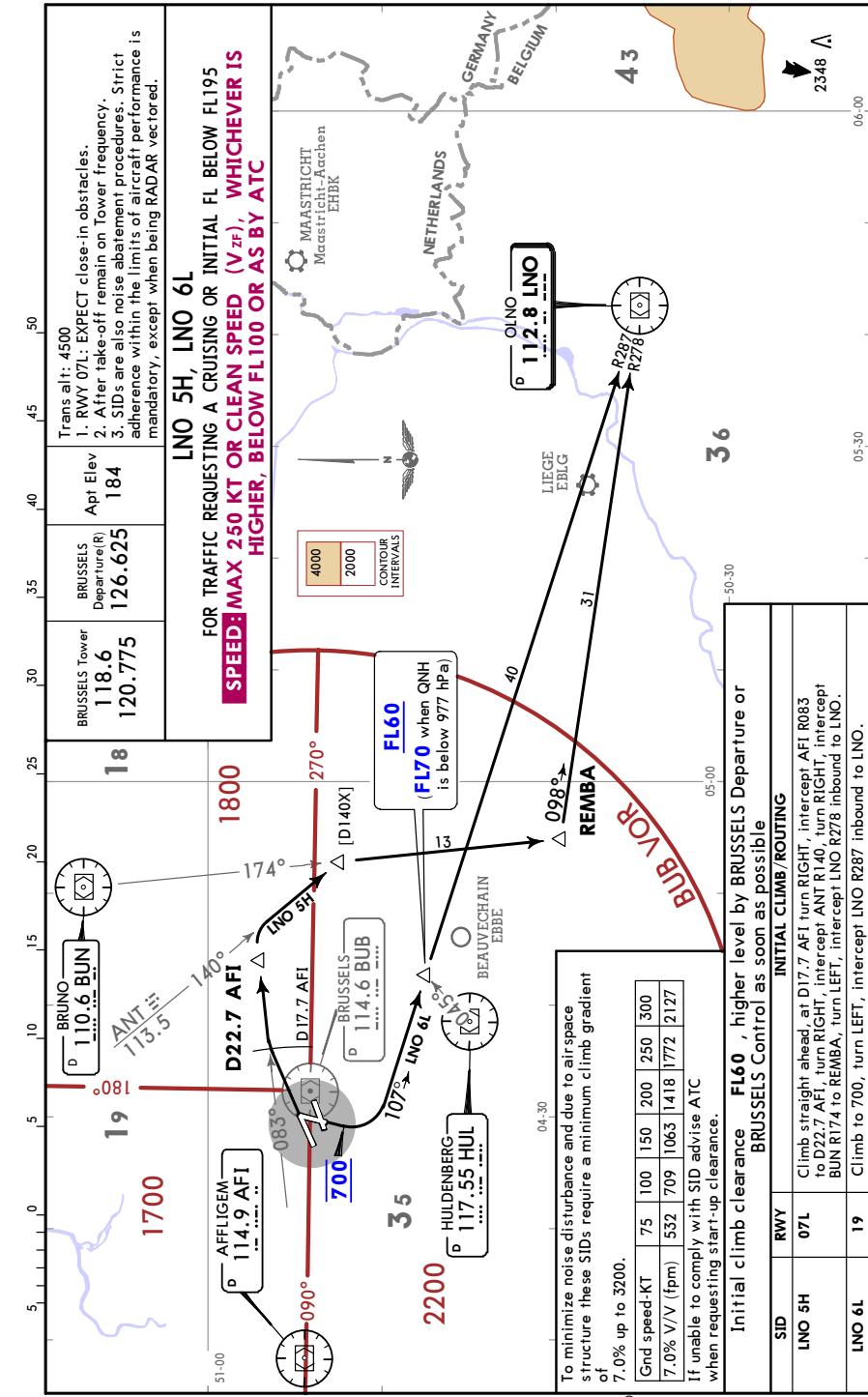


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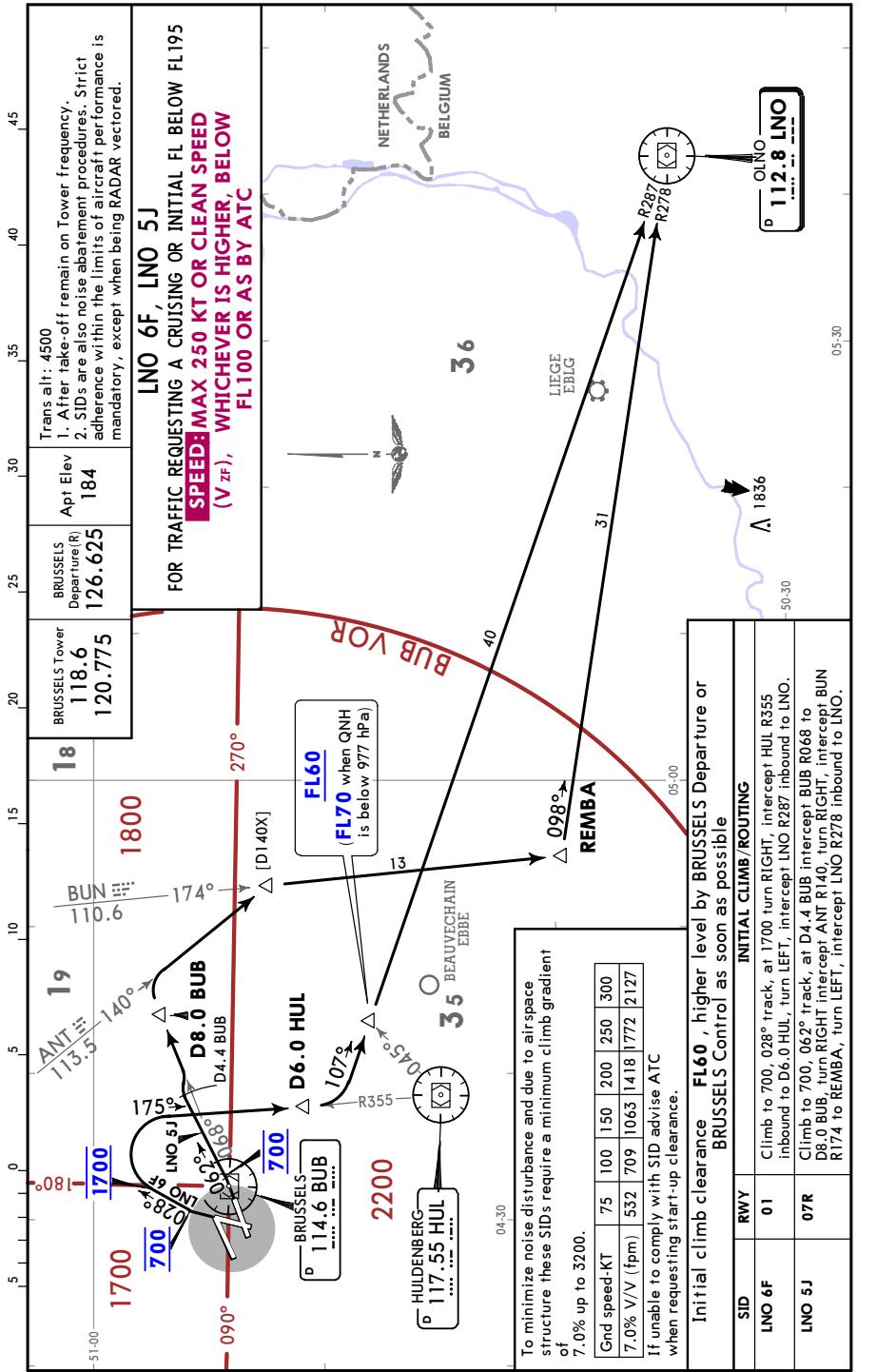


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CHANGES: New format.

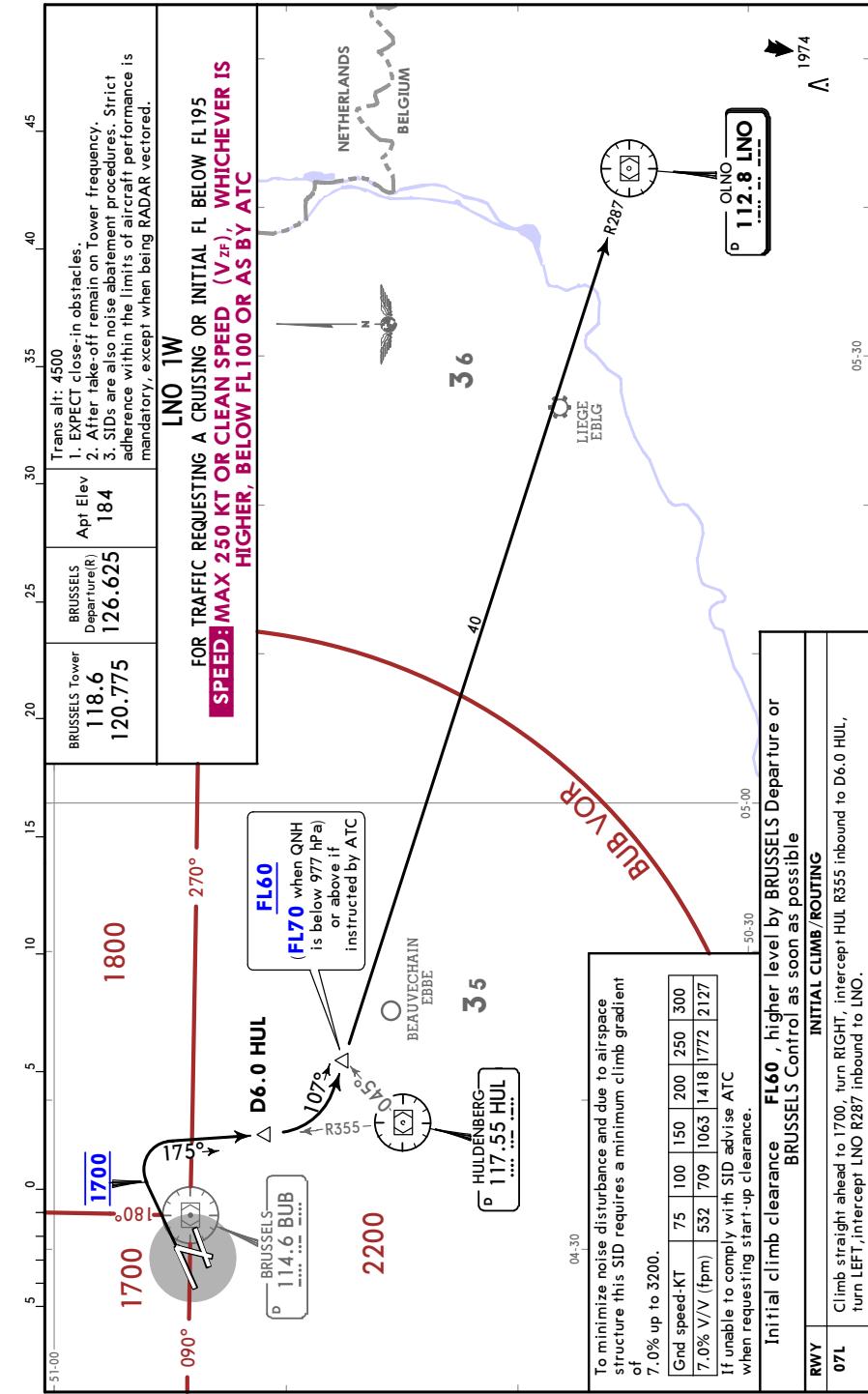
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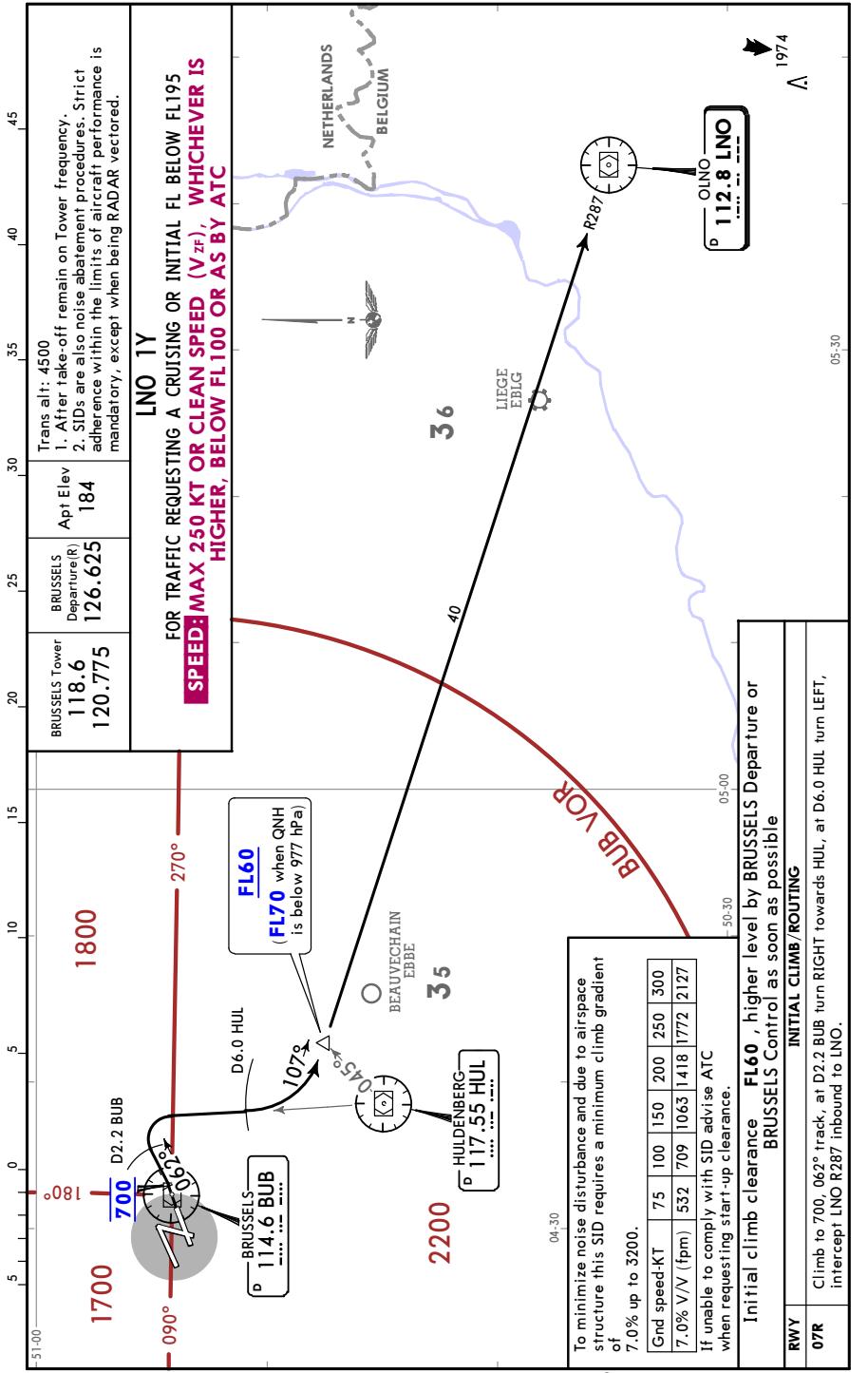
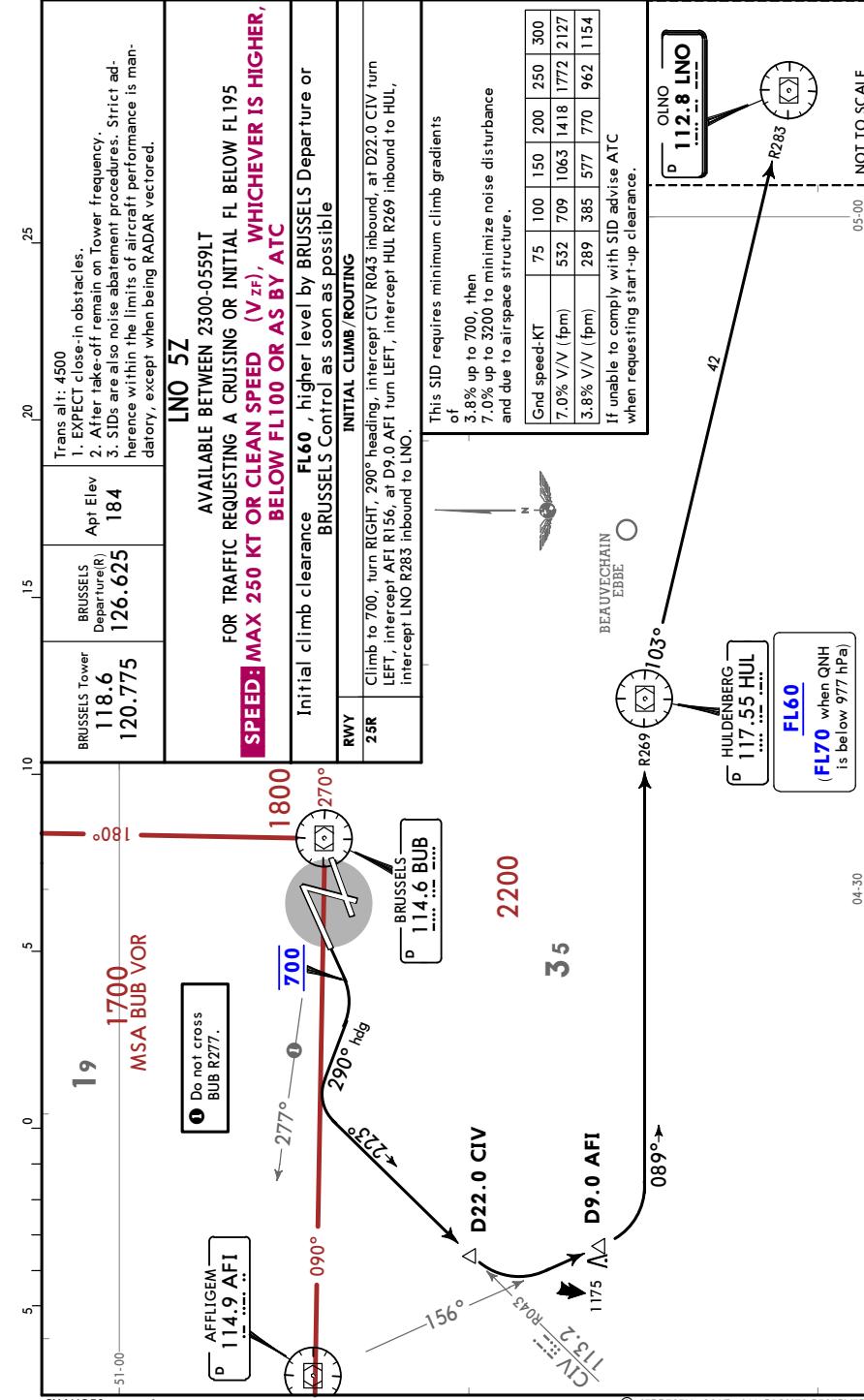
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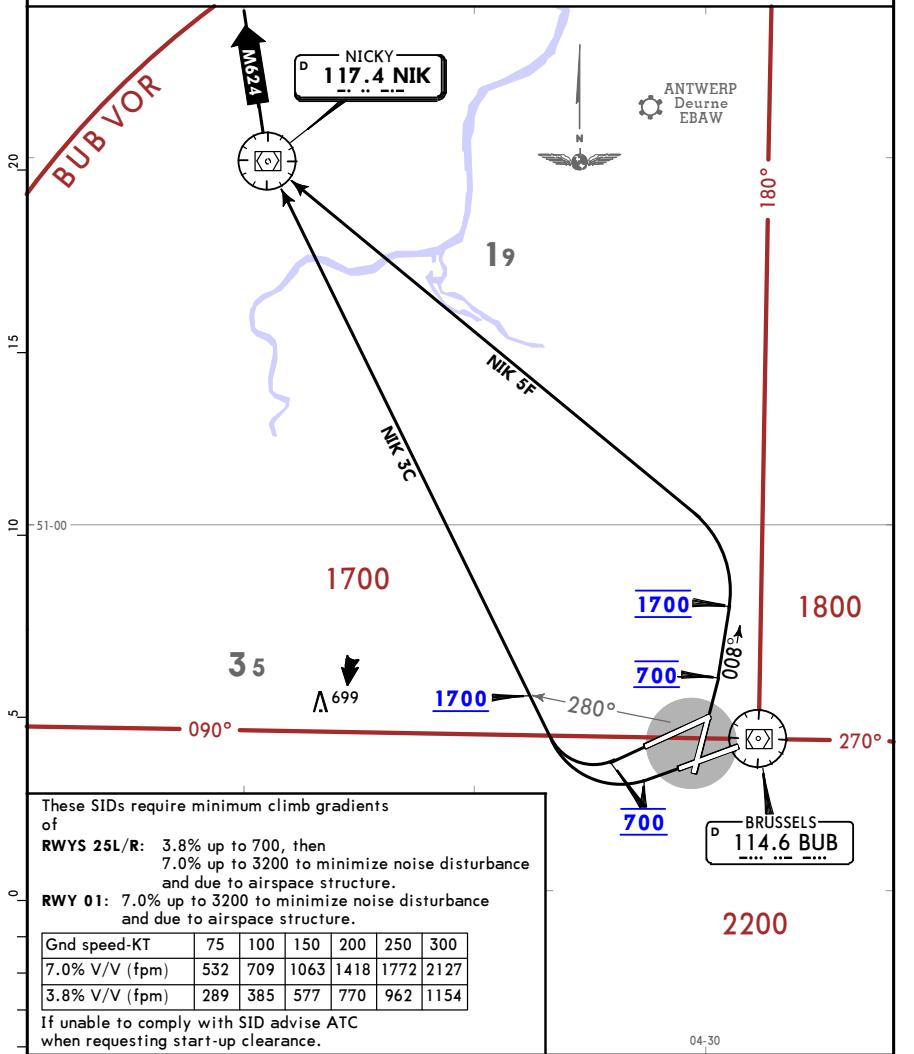
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NIK 3C, NIK 5F

VIA AIRWAY M-624 NORTHBOUND

NOT TO BE USED BY TRAFFIC DESTINATION EHAM

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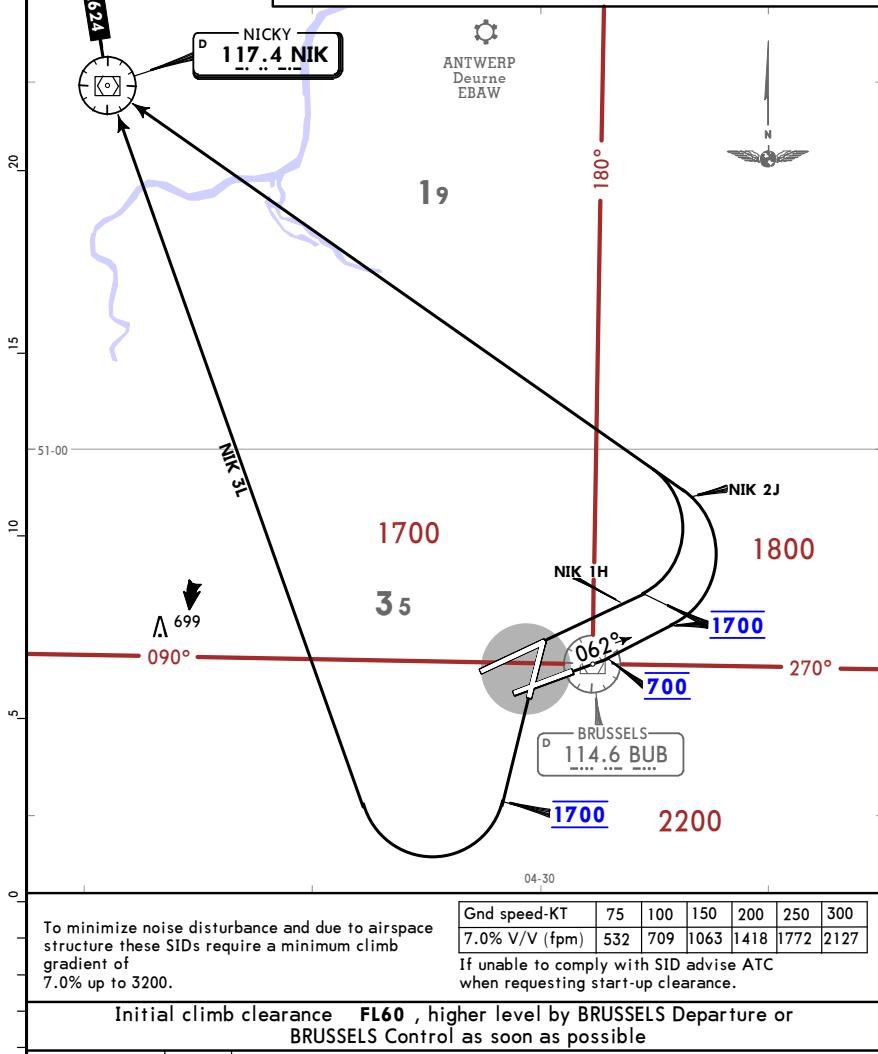
BRUSSELS, BELGIUM

SID

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	Apt Elev 184	Trans alt: 4500 1. RWY 07L: EXPECT close-in obstacles. 2. After take-off remain on Tower frequency. 3. SID's are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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NIK 1H, NIK 2J, NIK 3L

VIA AIRWAY M-624 NORTHBOUND

SPEED: MAX 250 KT OR CLEAN SPEED (V_{z_f}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC

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15 DEC 17 10-3N4

BRUSSELS, BELGIUM

SID

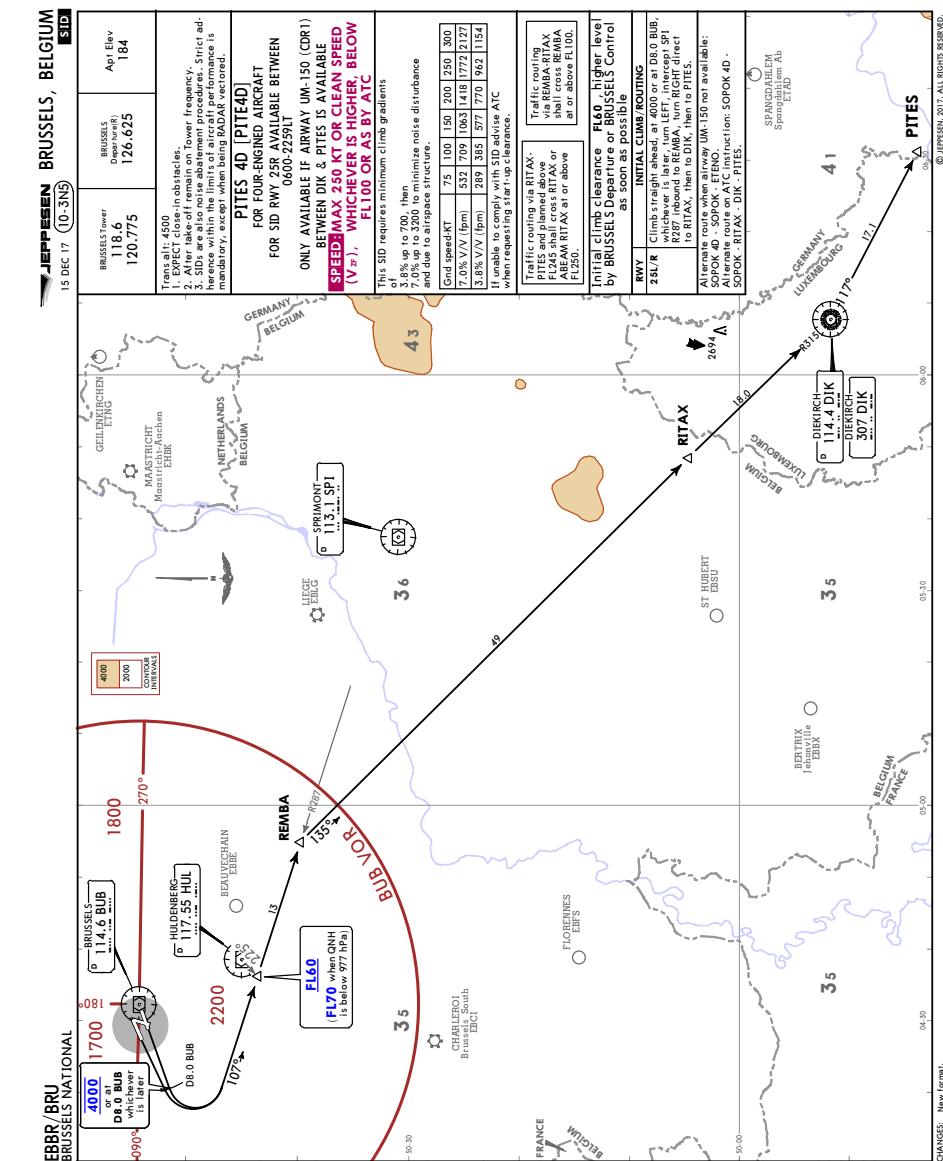
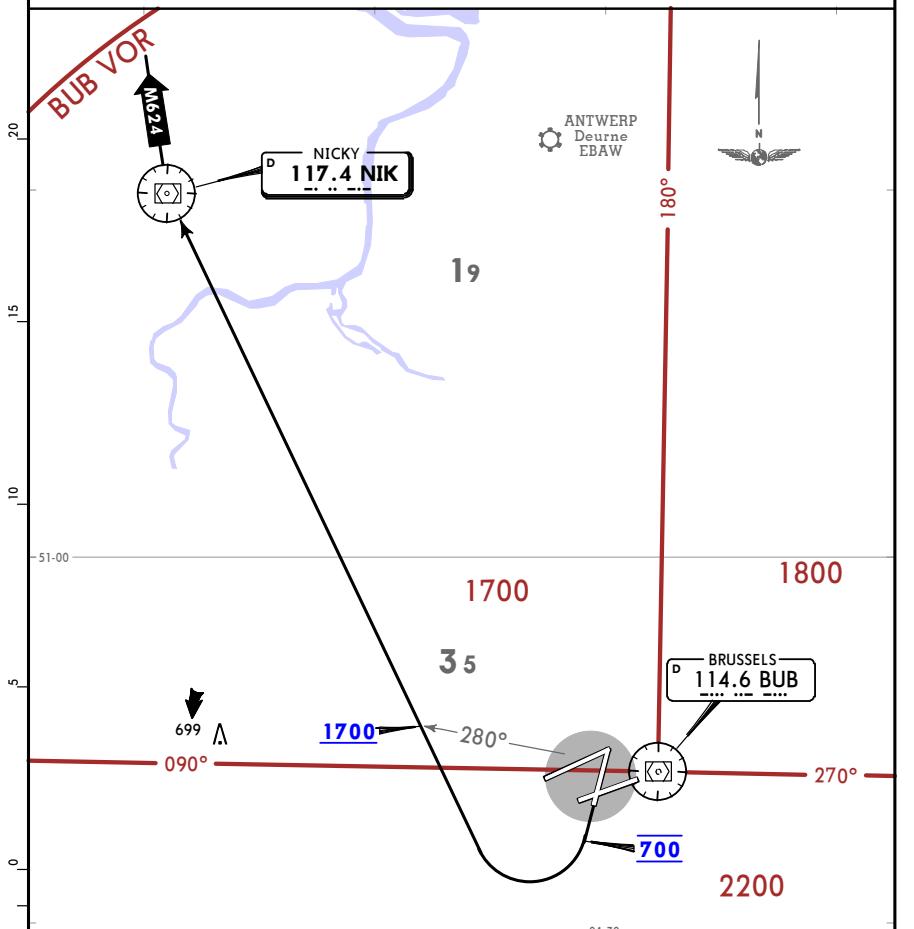
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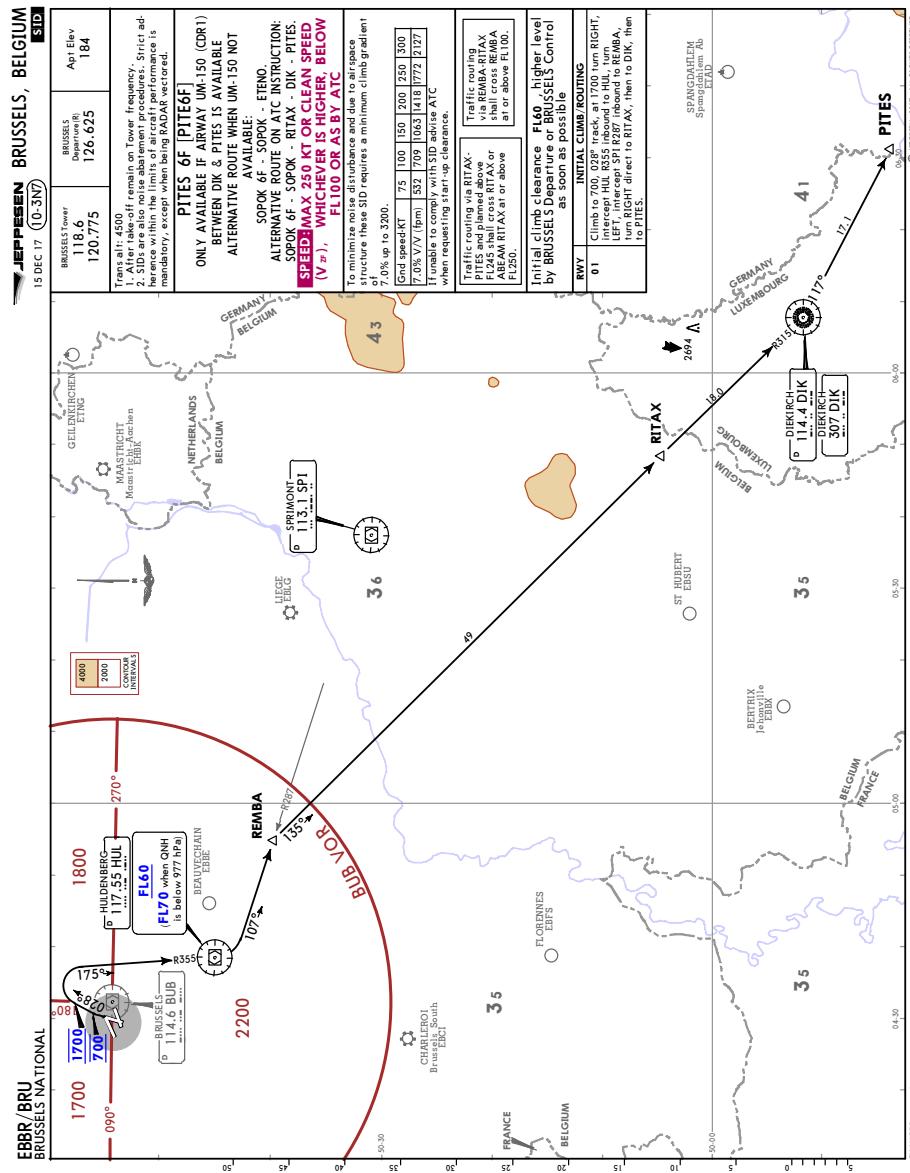
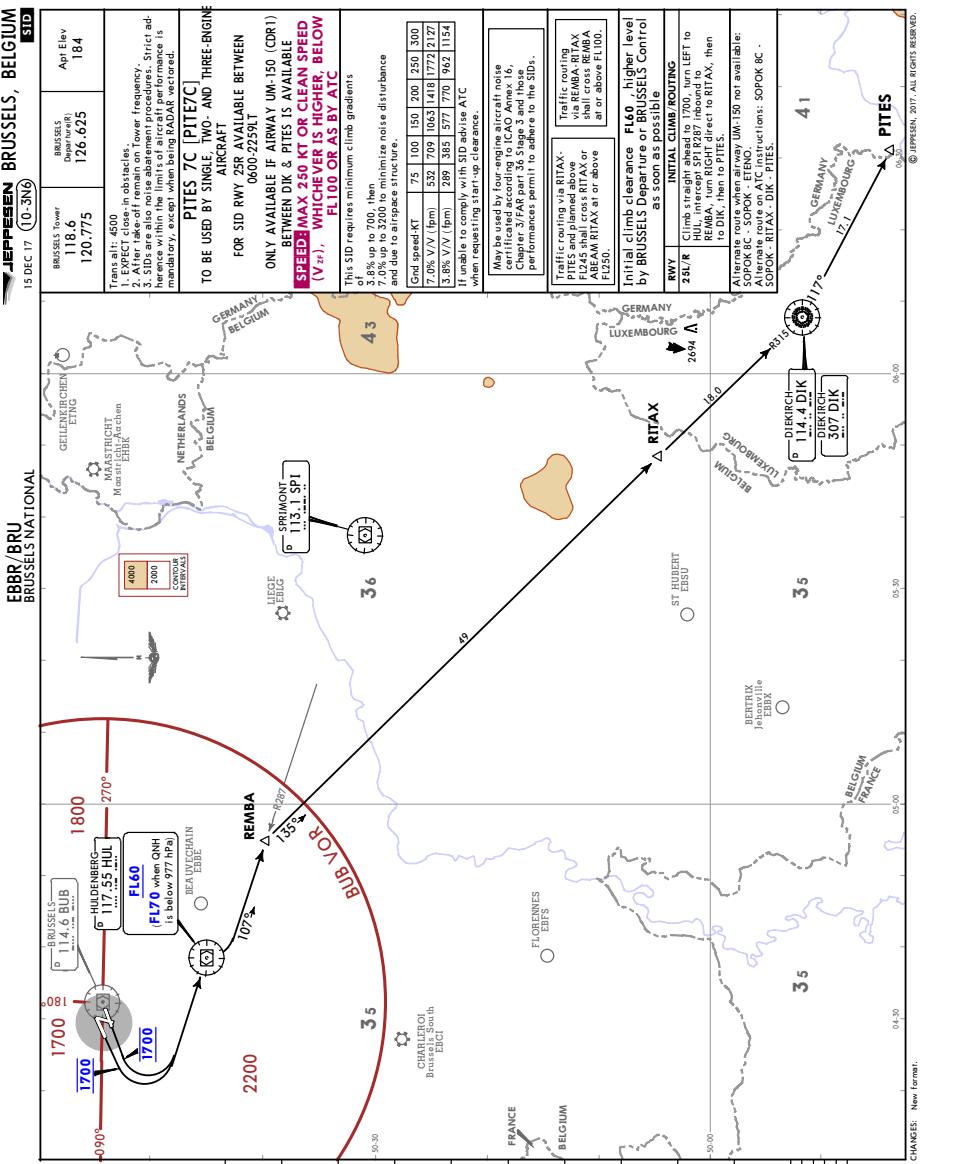
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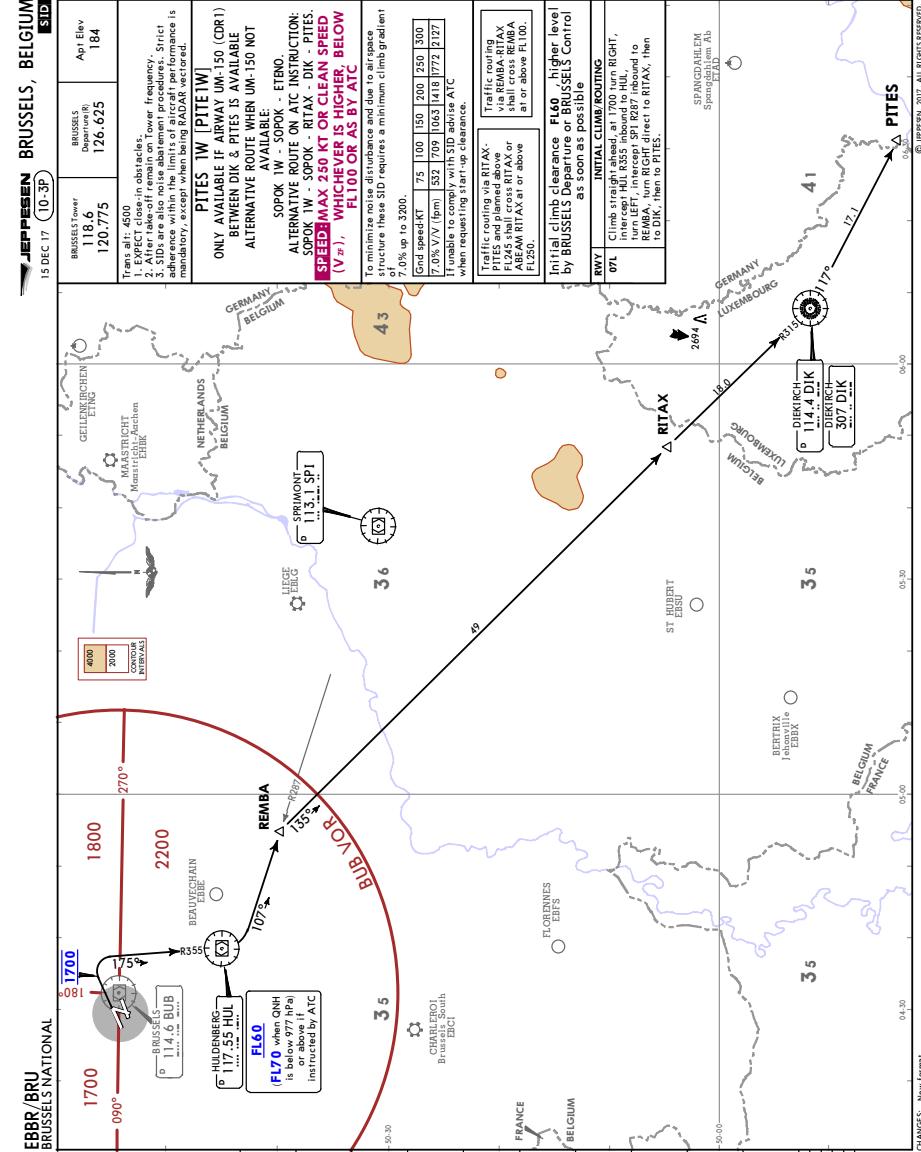
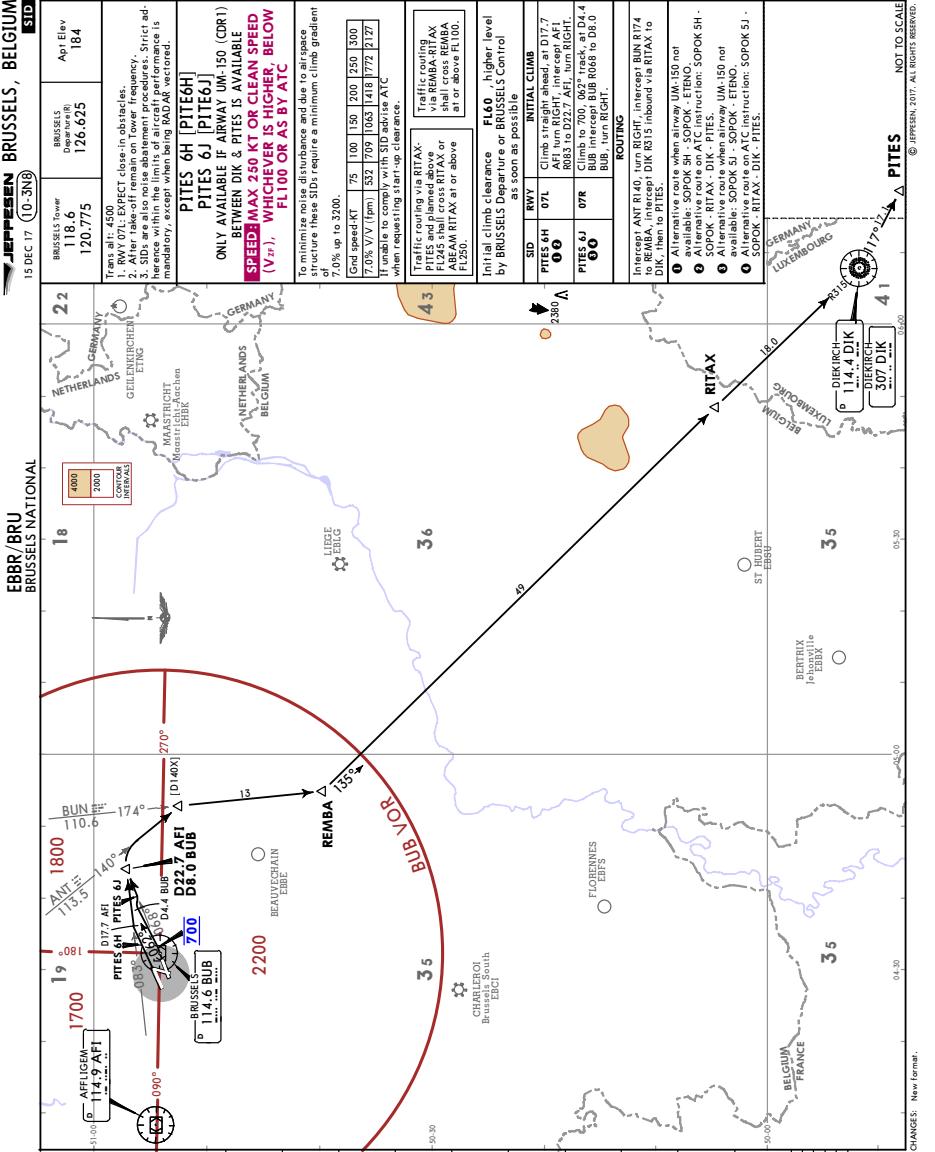
AVAILABLE BETWEEN 2300-0559LT OR WHEN
RWY 25R IS NOT AVAILABLE FOR LANDING

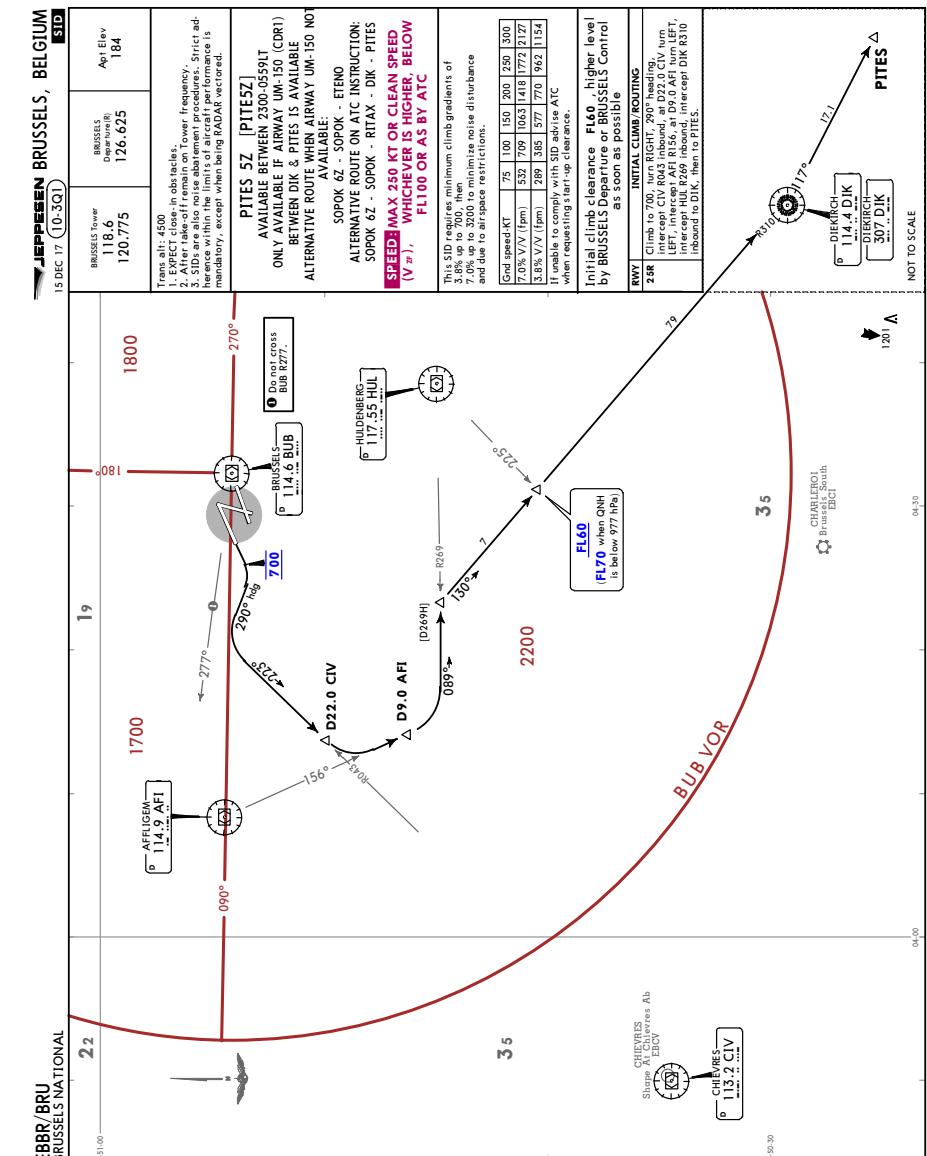
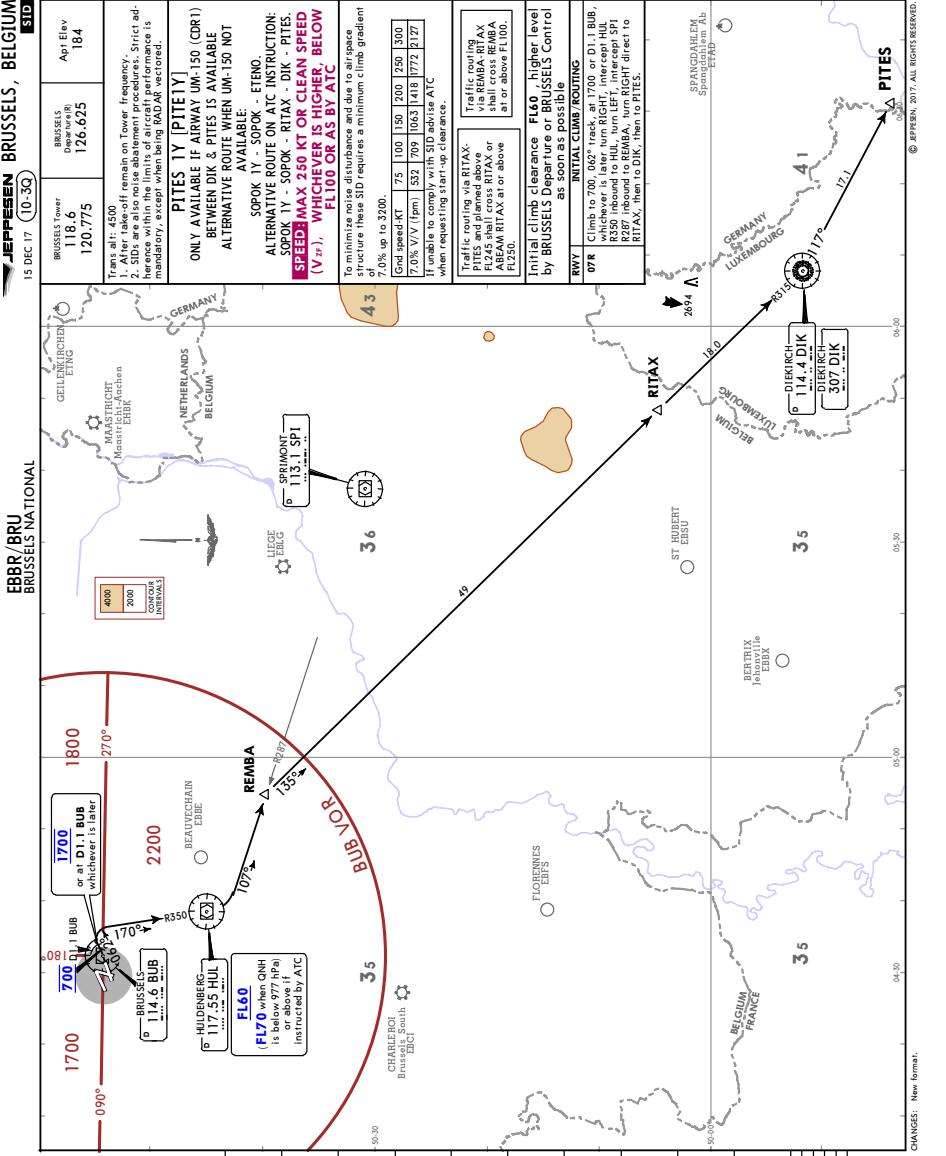
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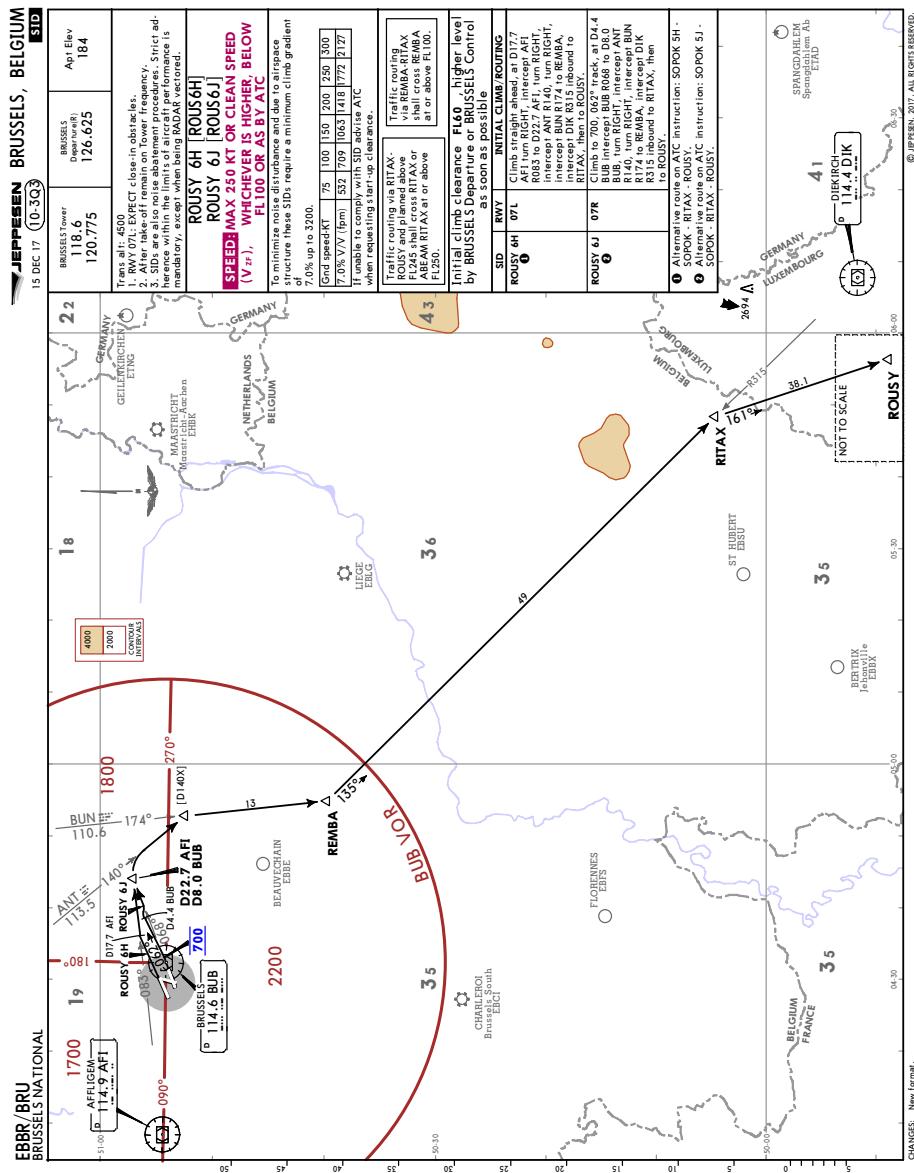
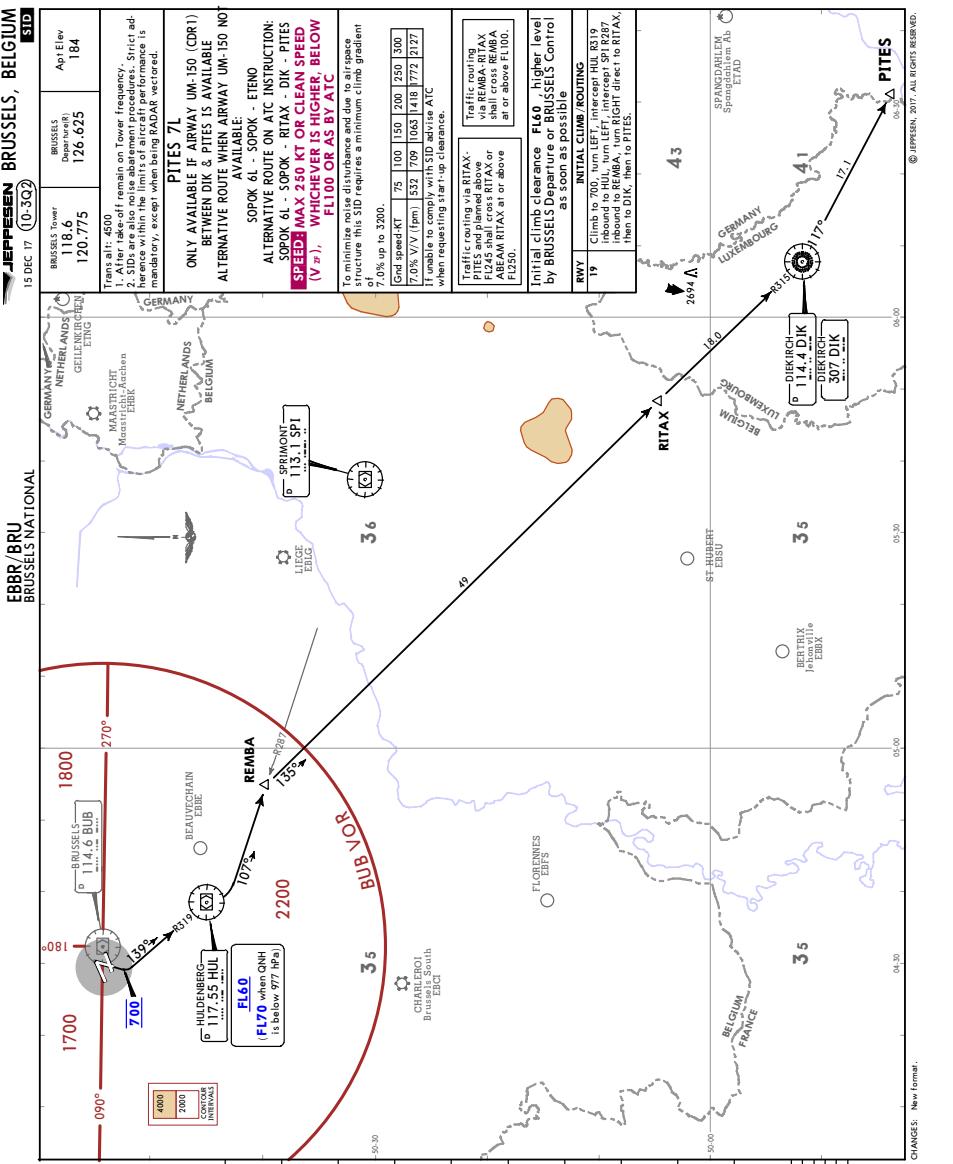
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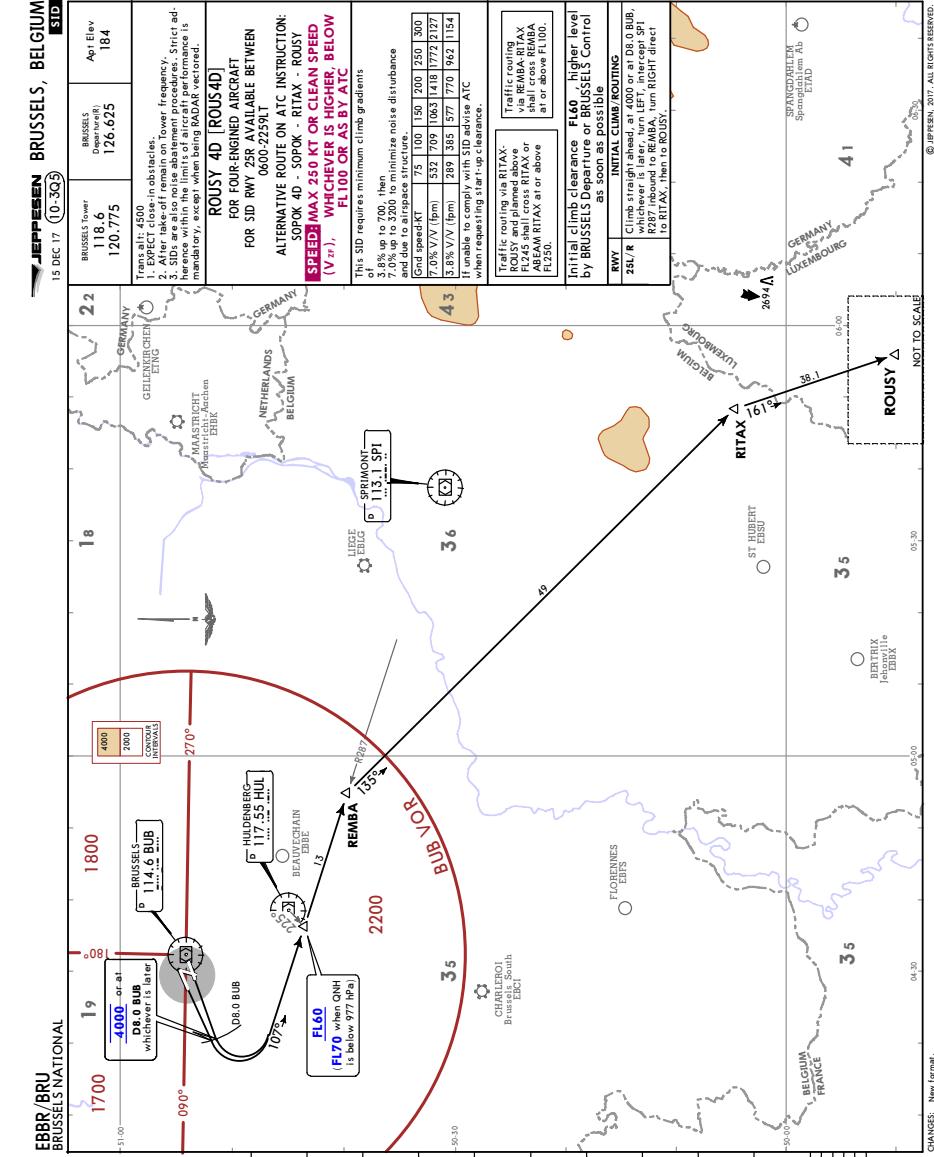
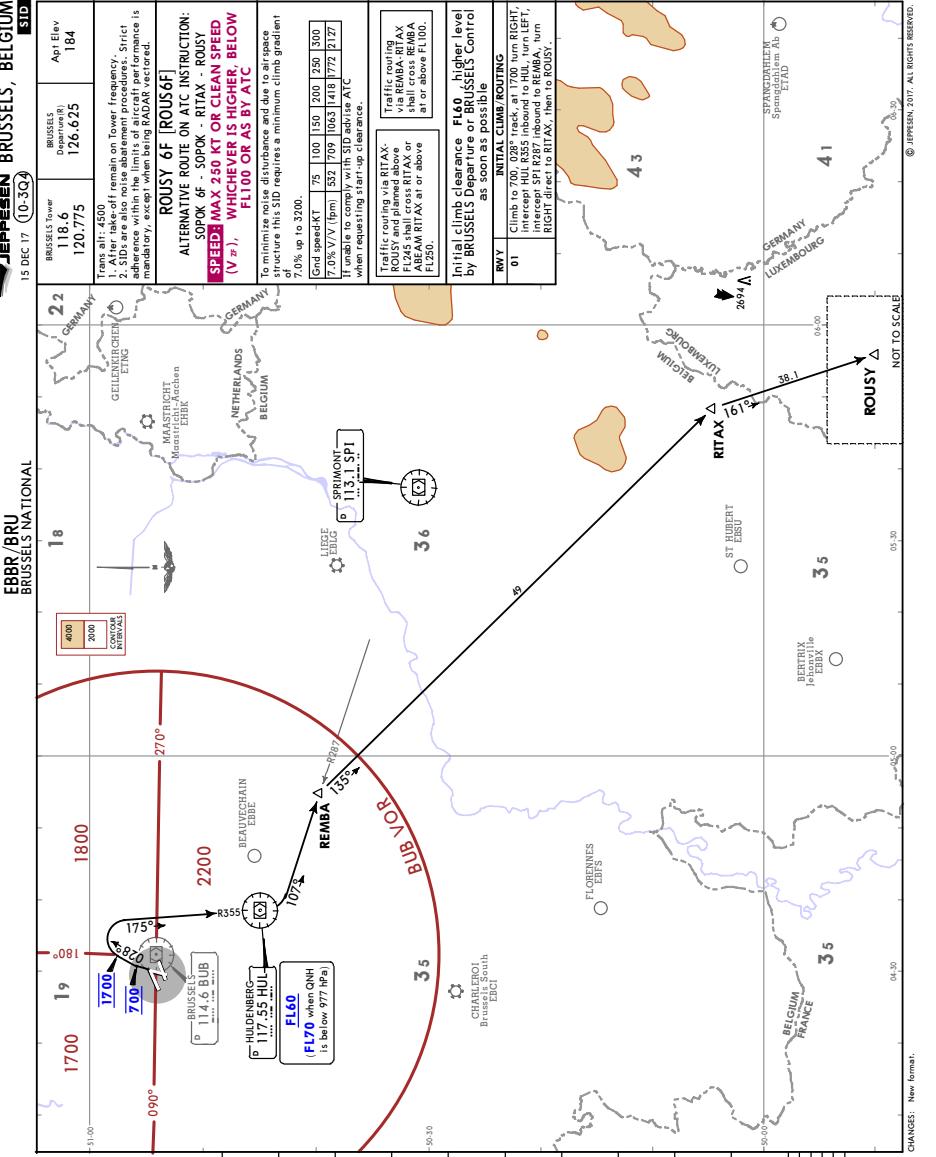
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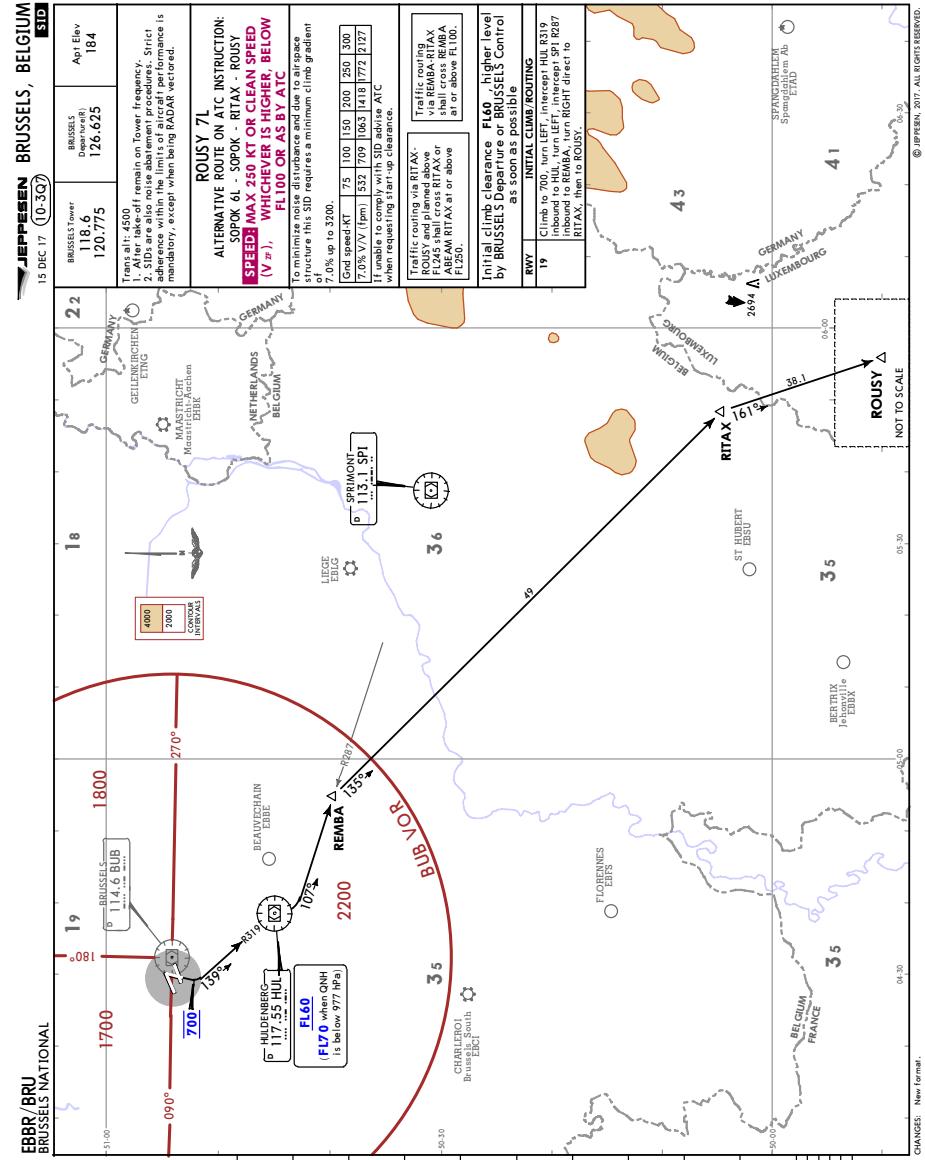
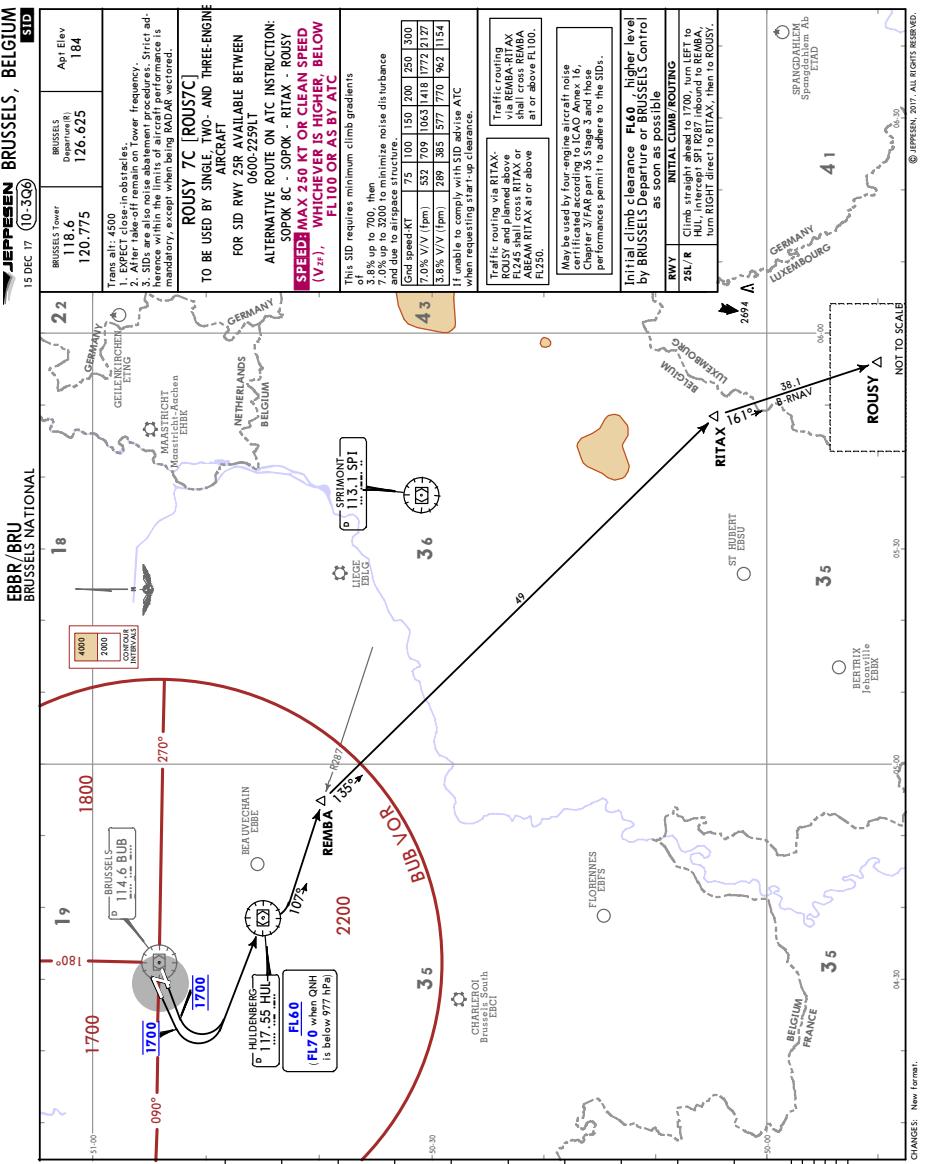






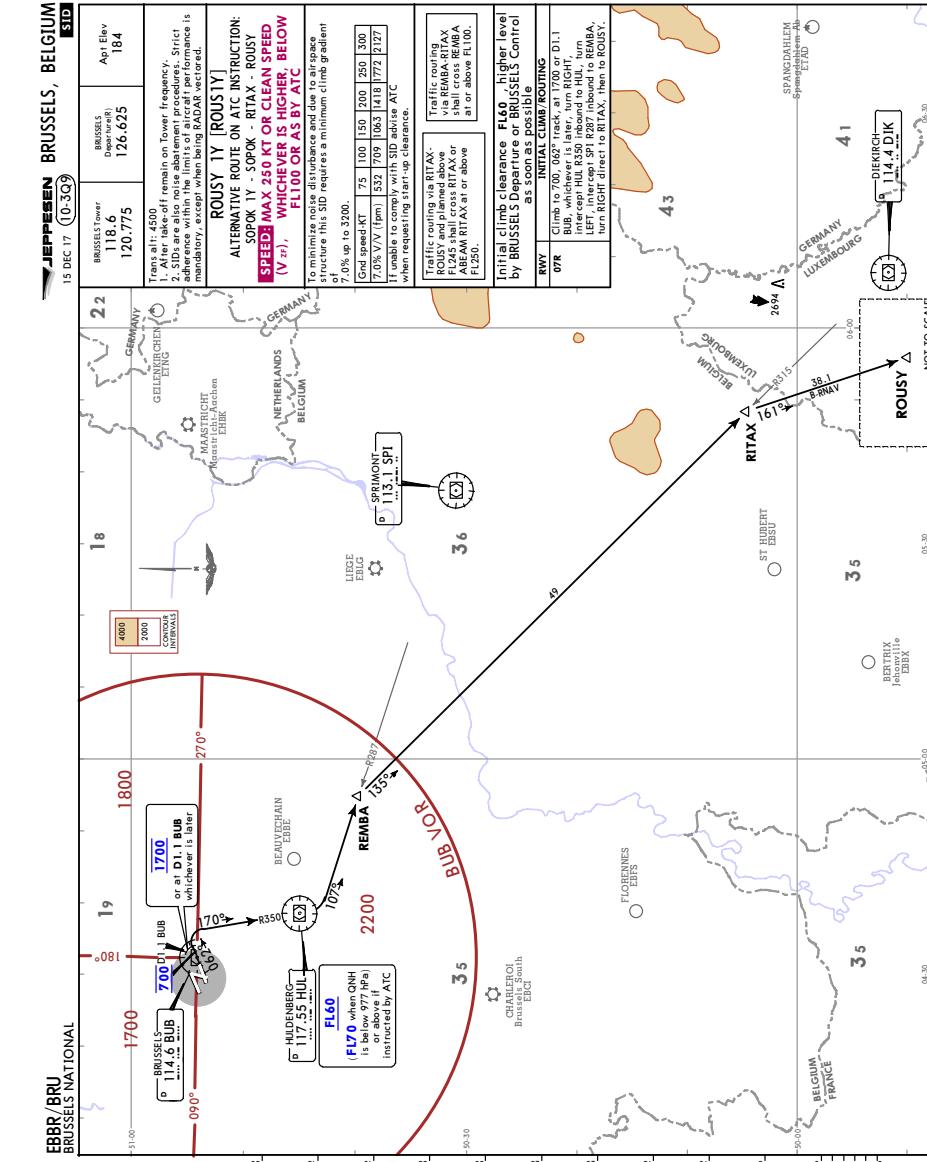
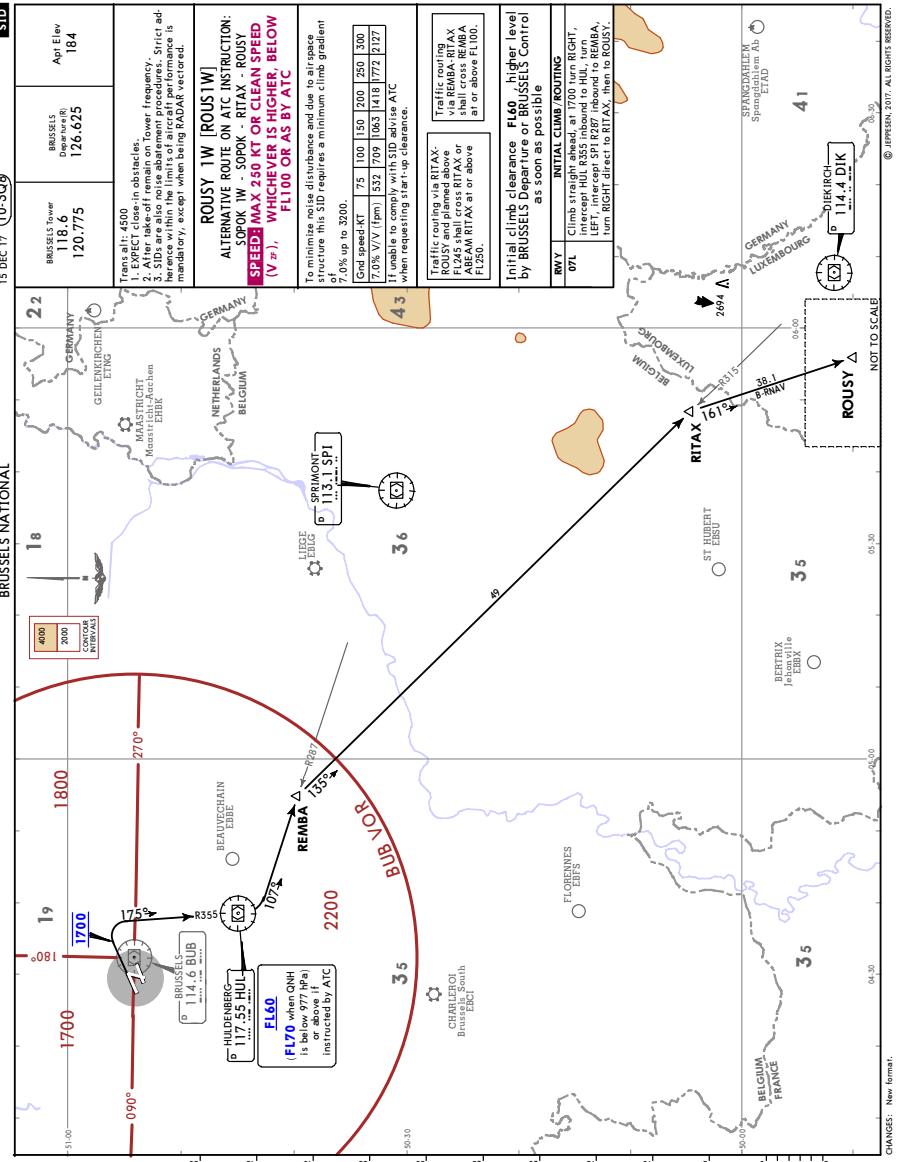


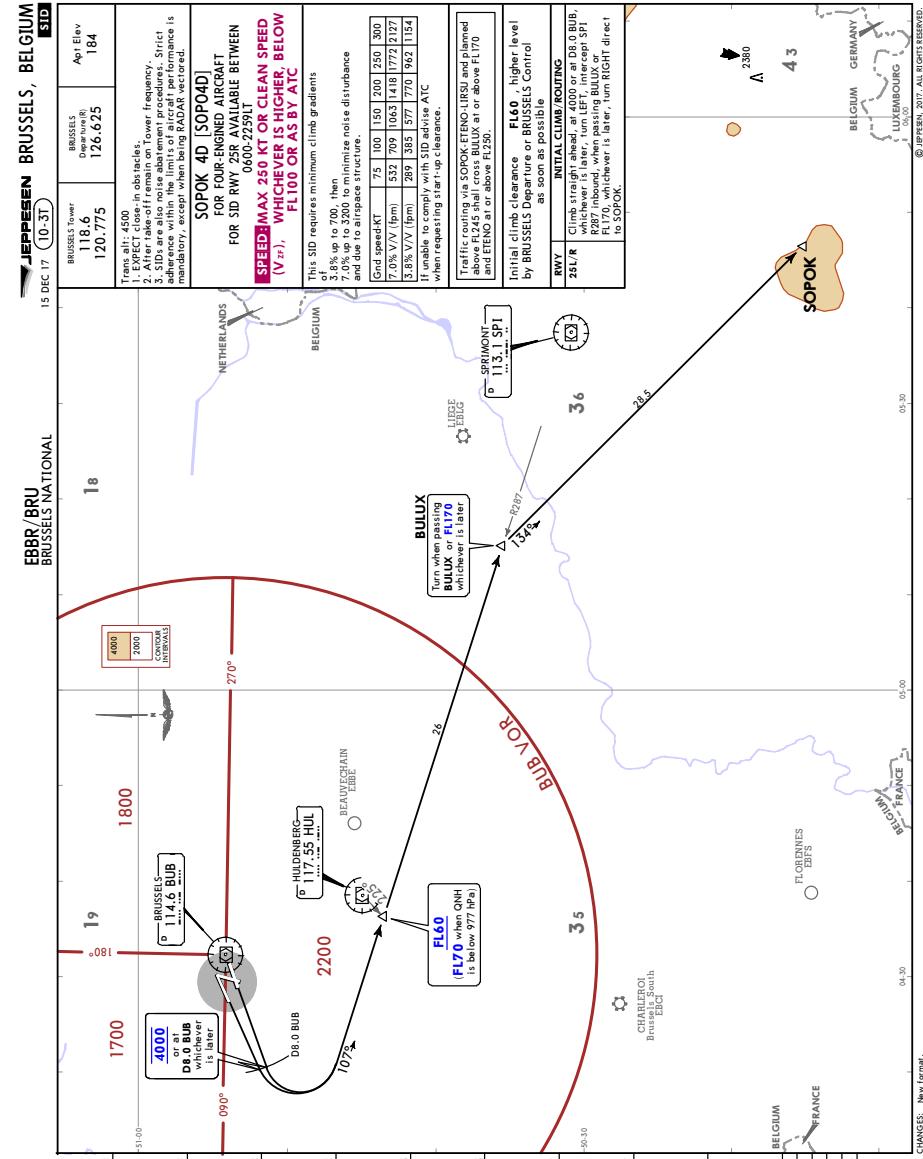
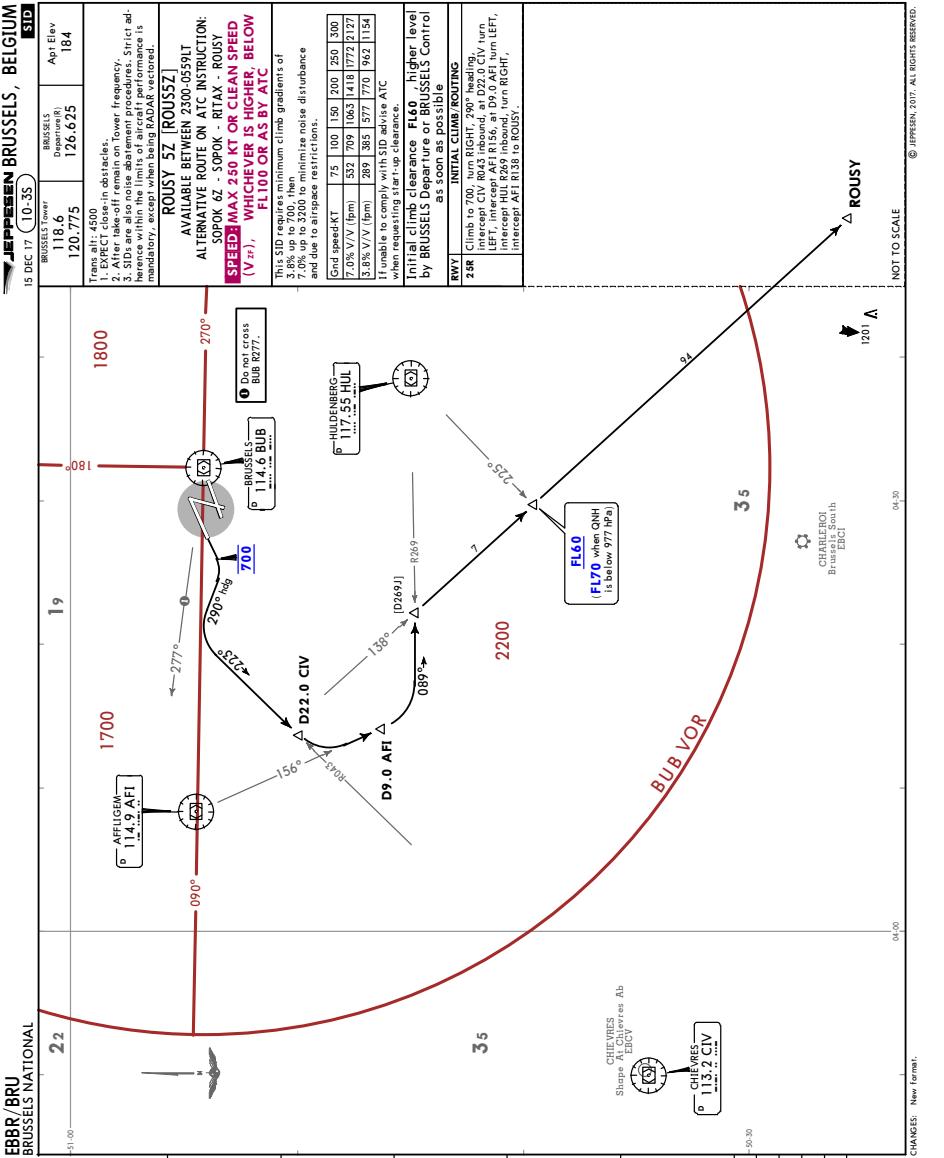


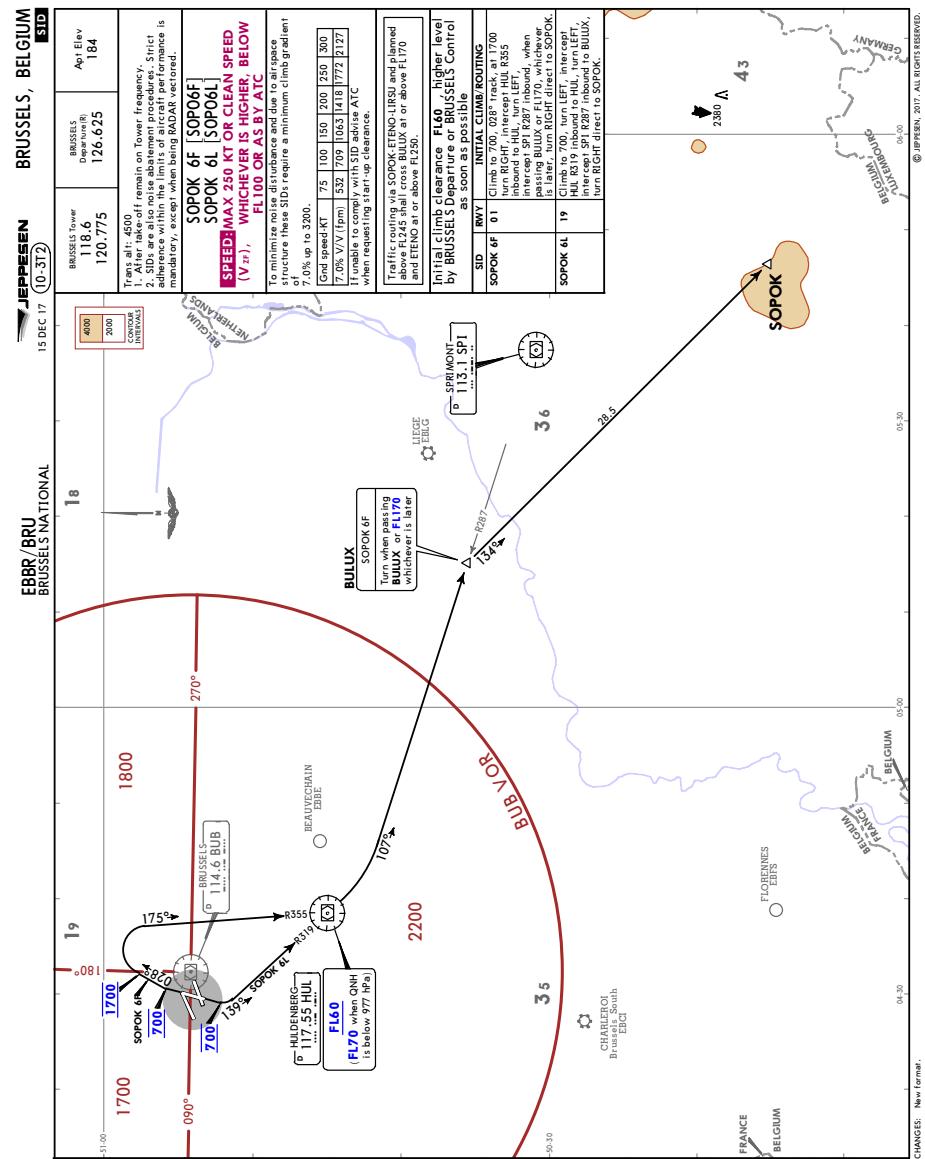
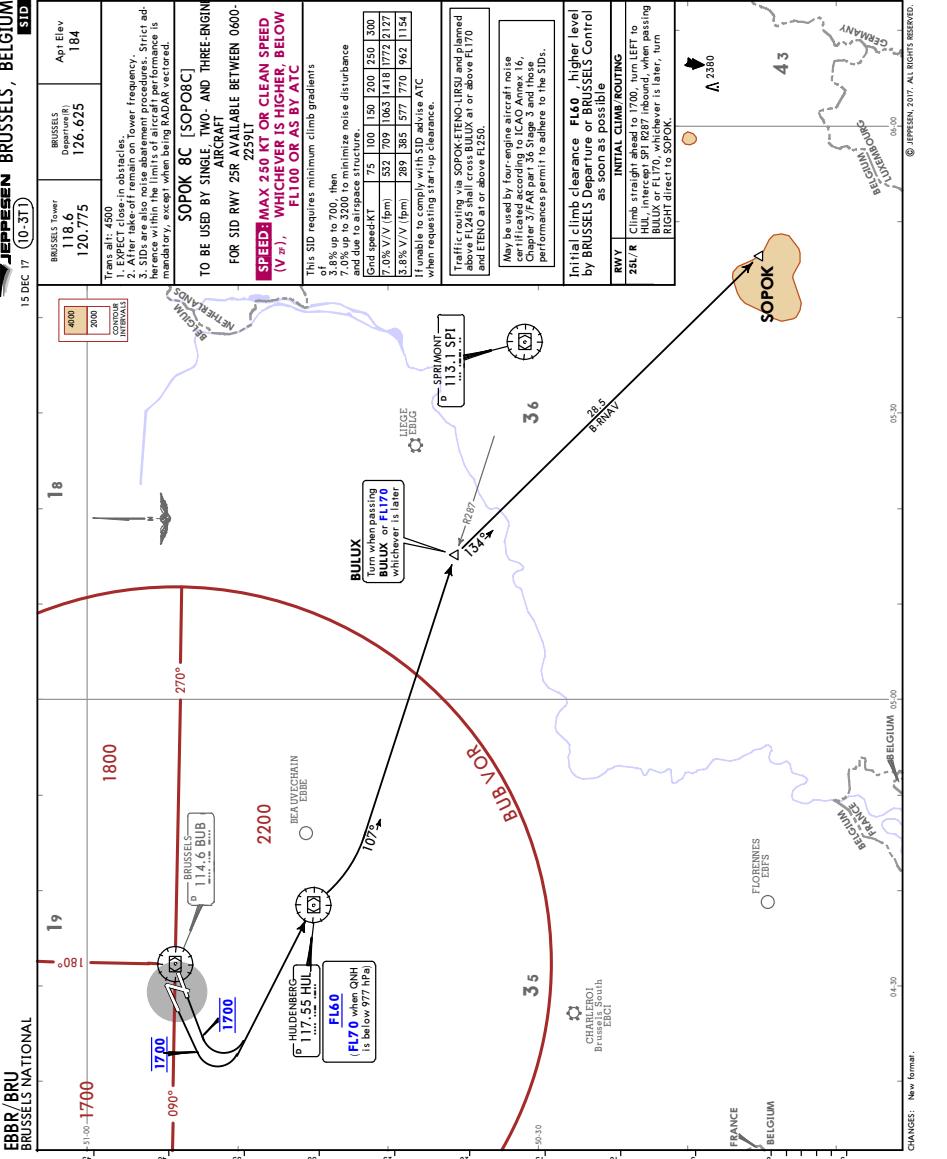


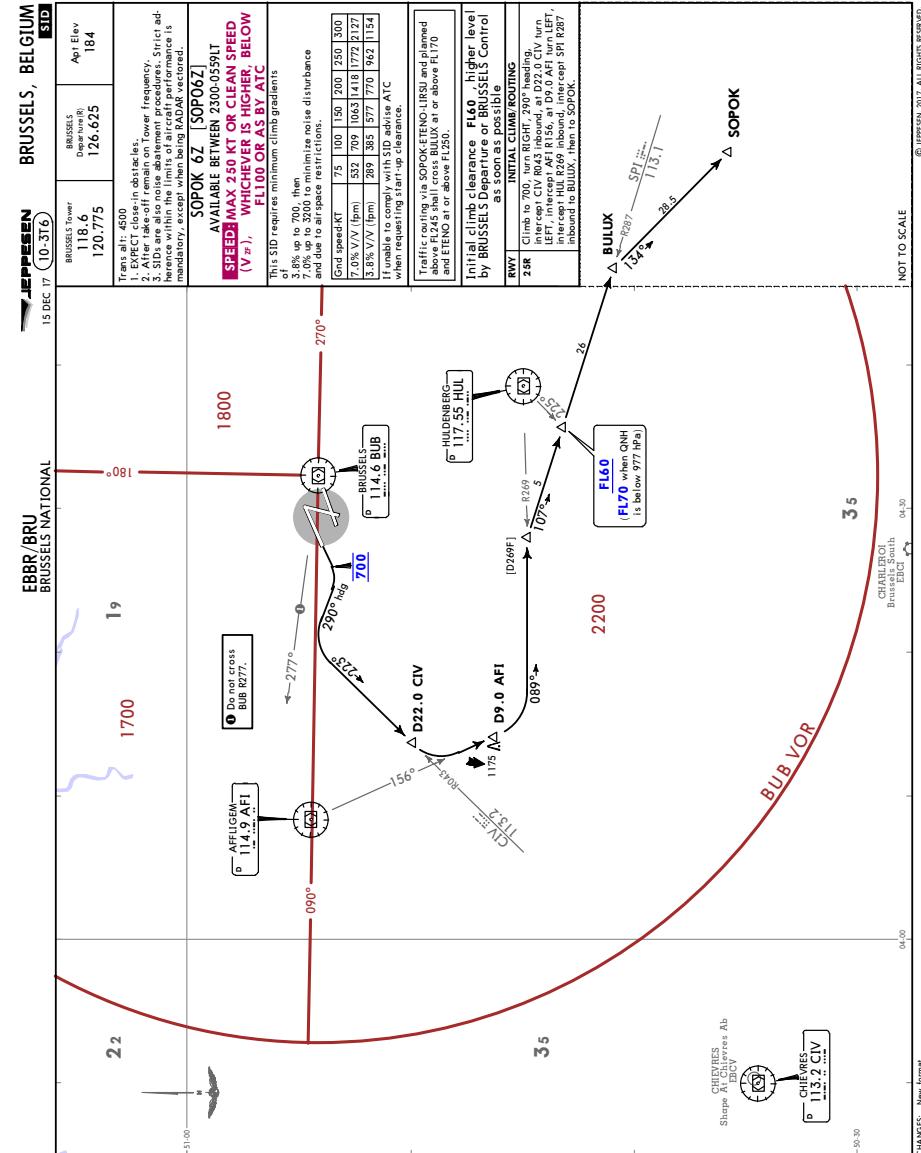
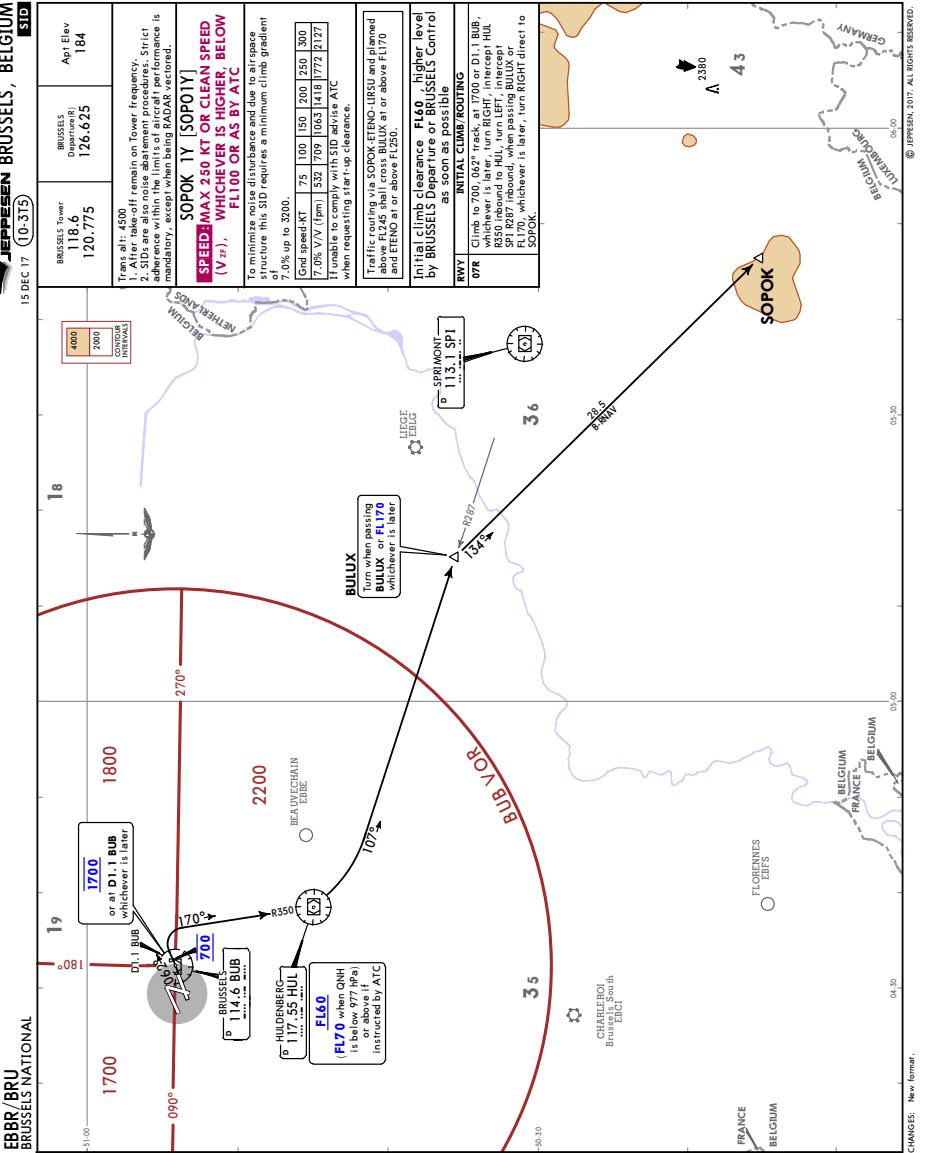
JEPPESEN BRUSSELS, BELGIUM

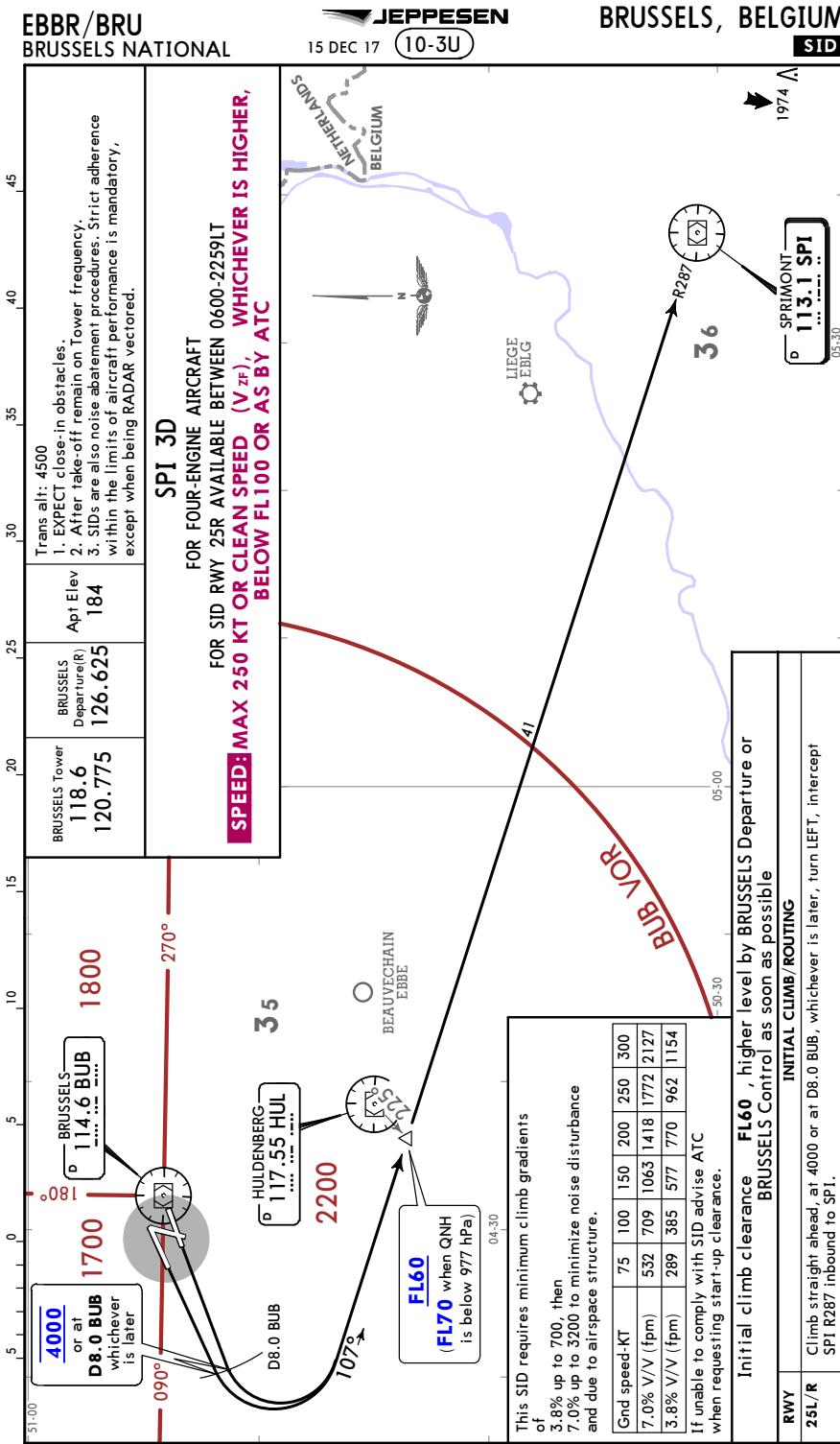
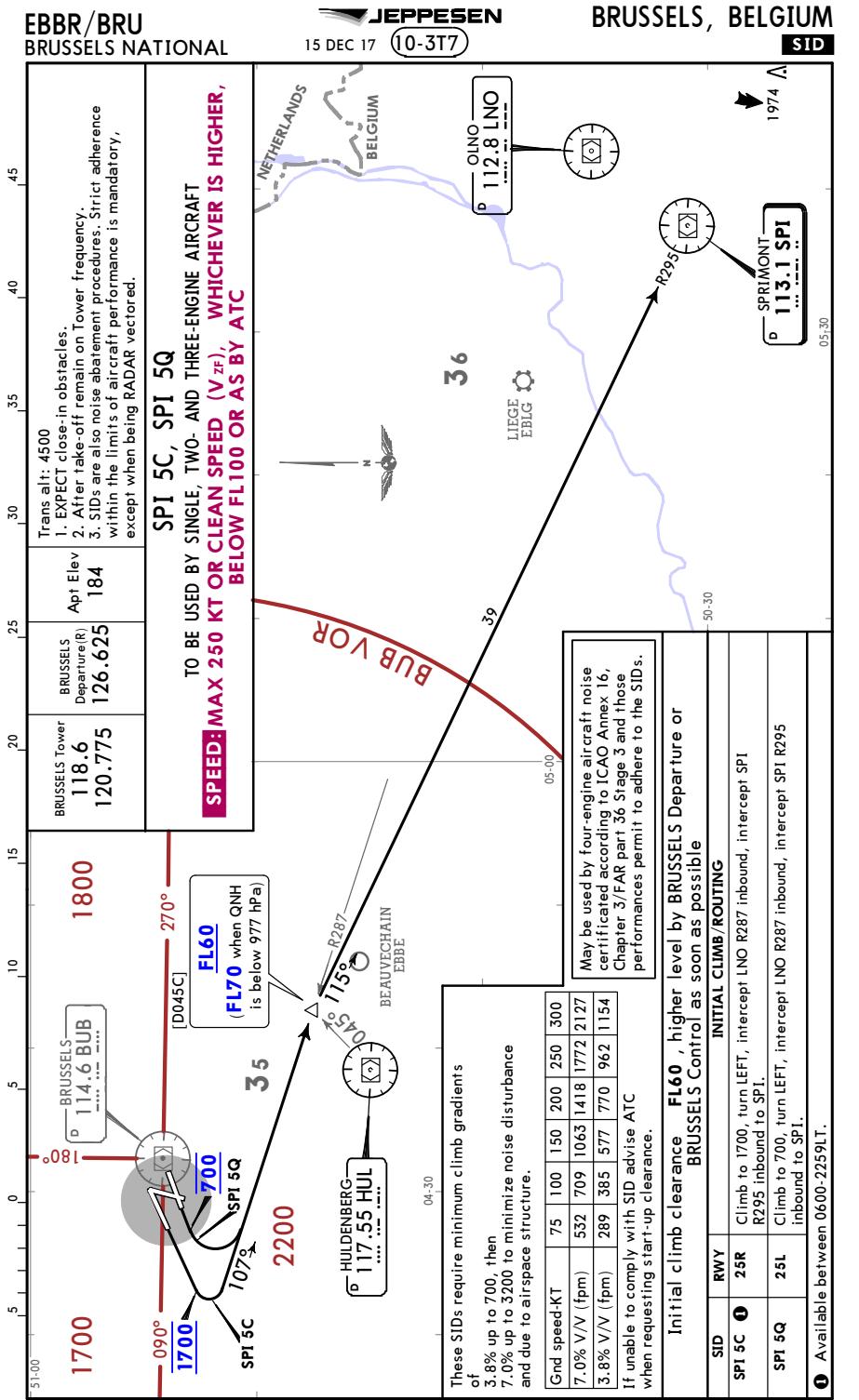
EBBR / BRU

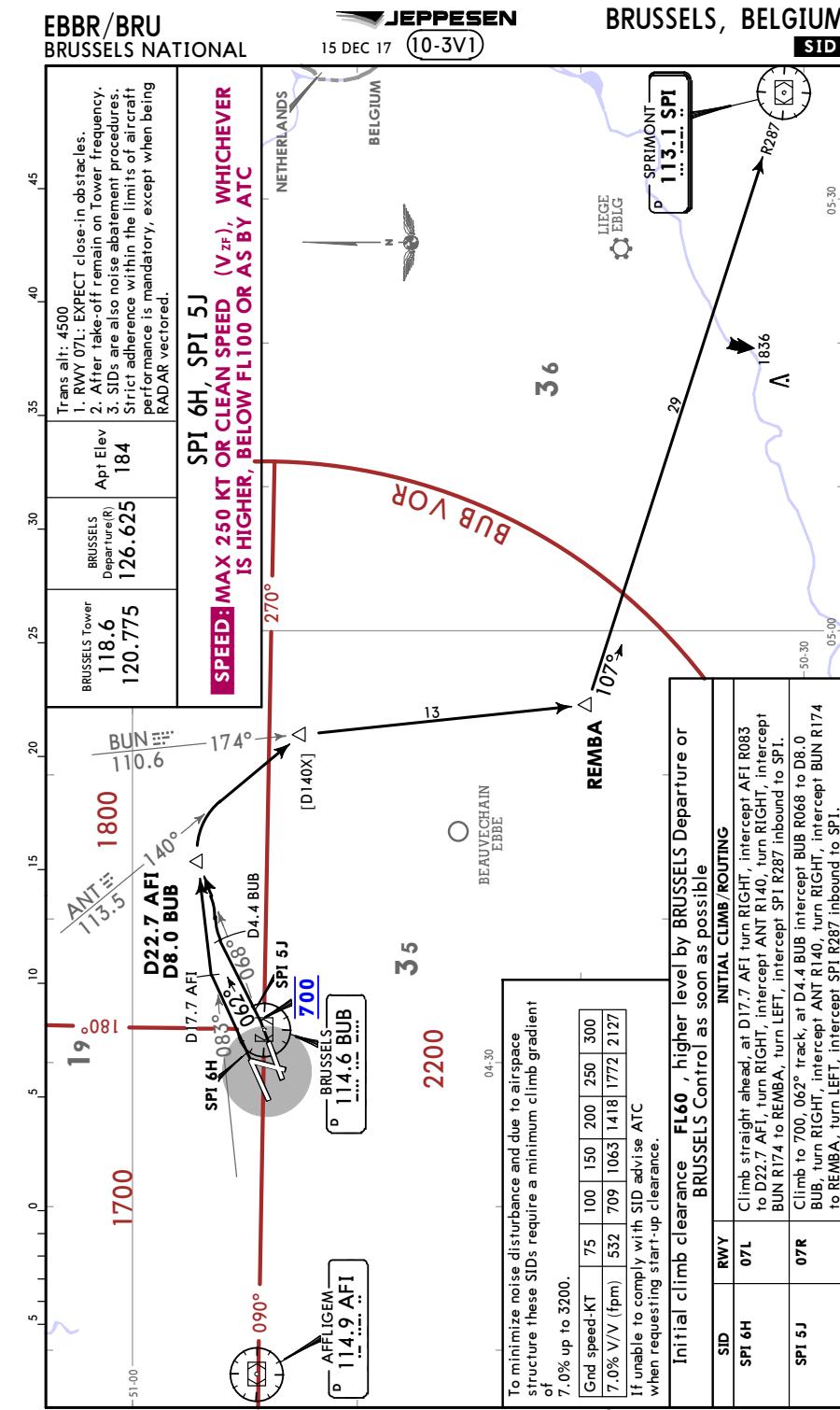
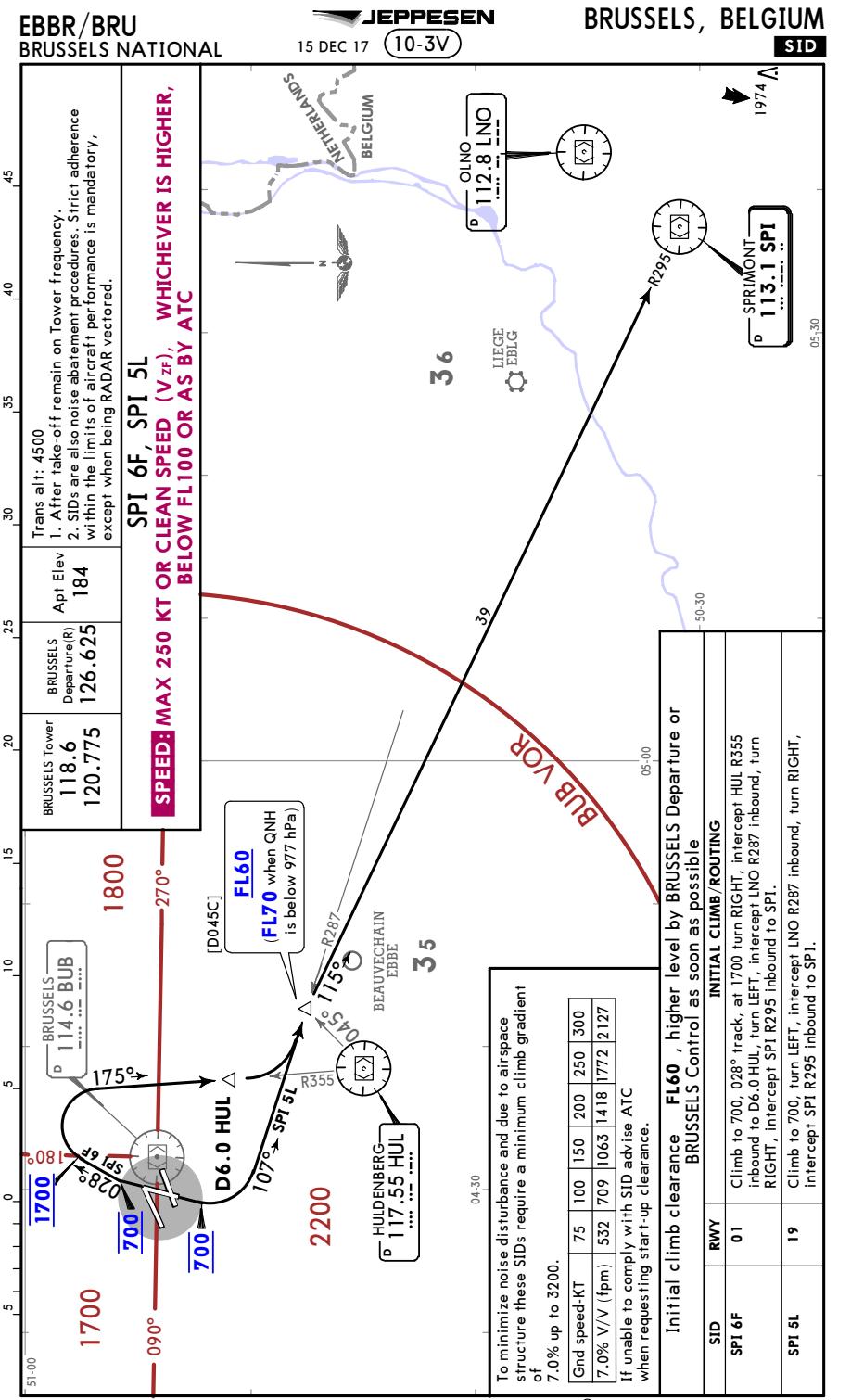


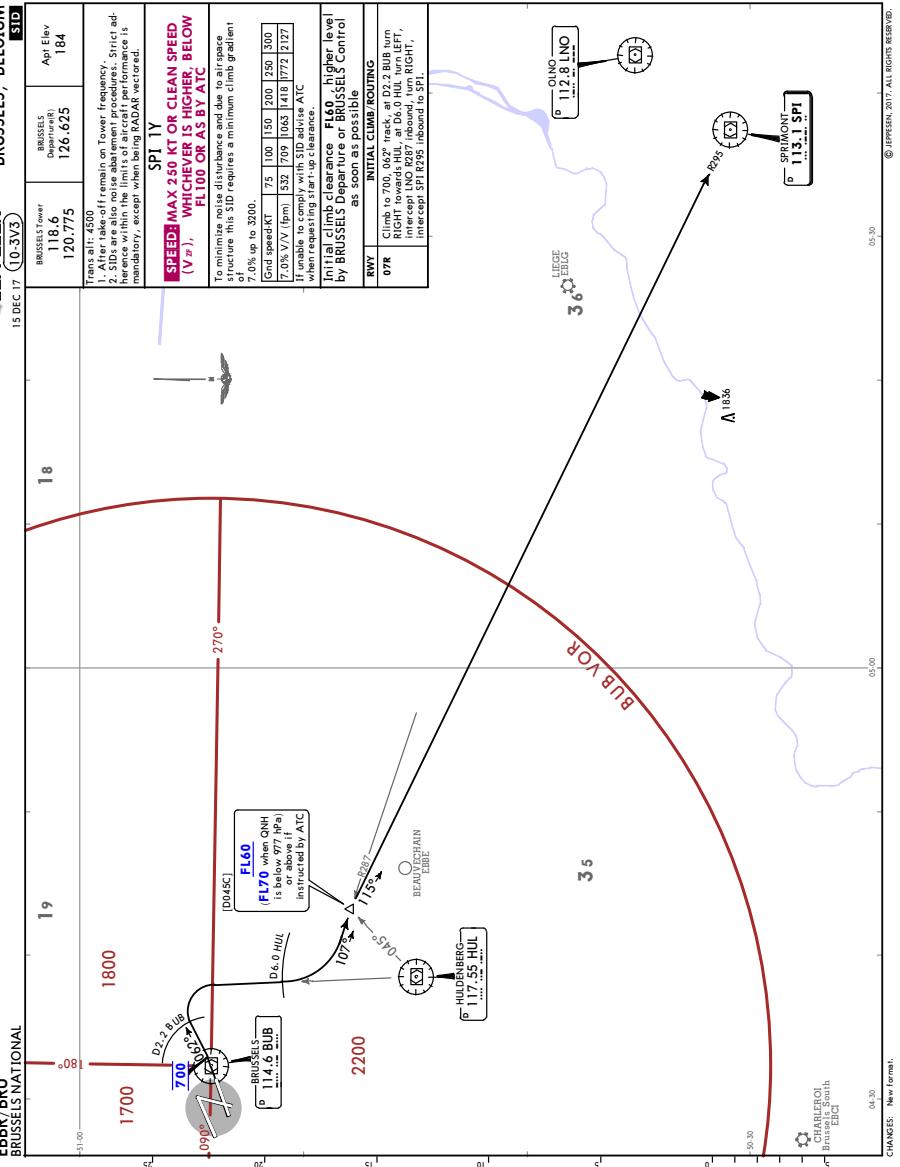
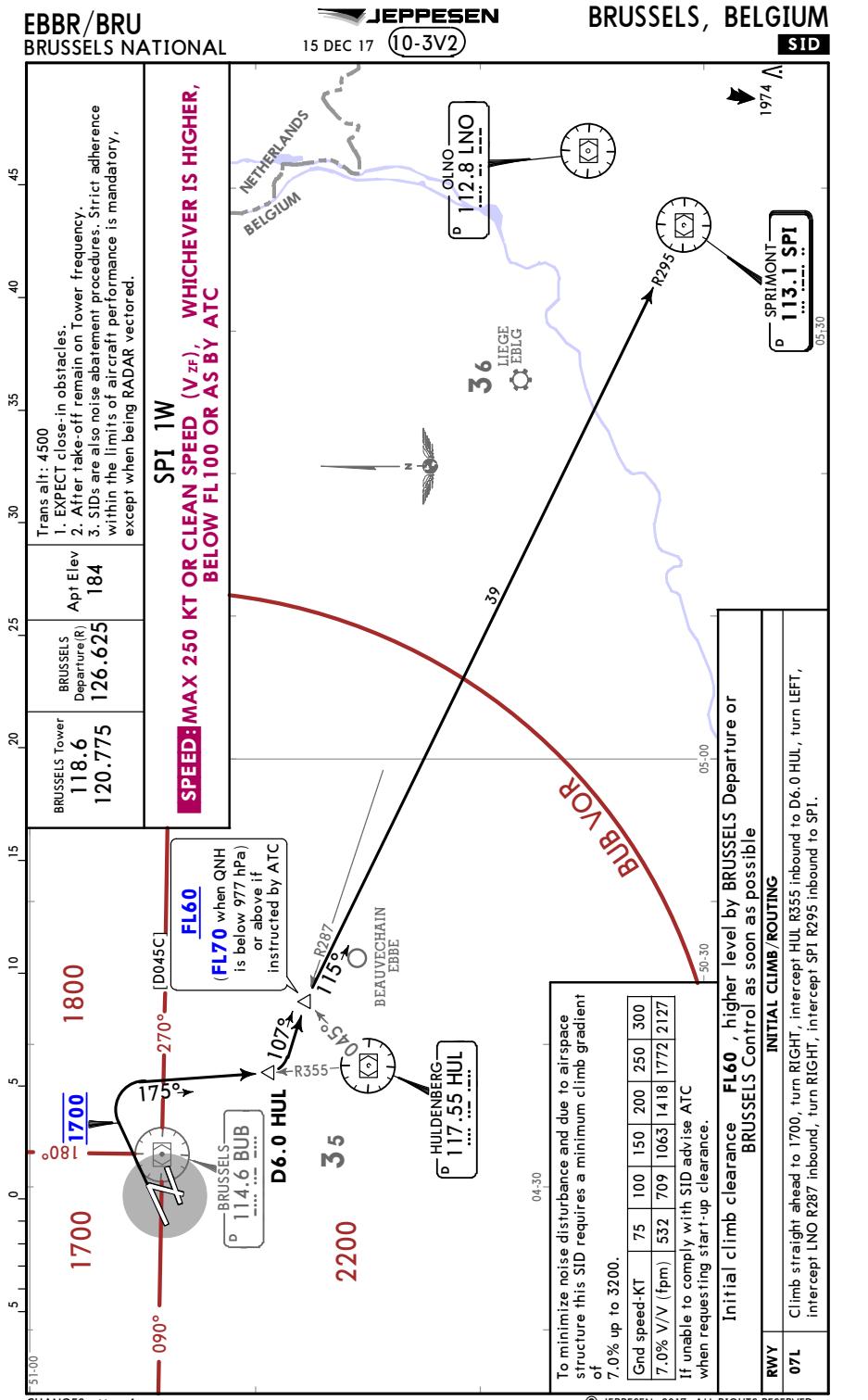


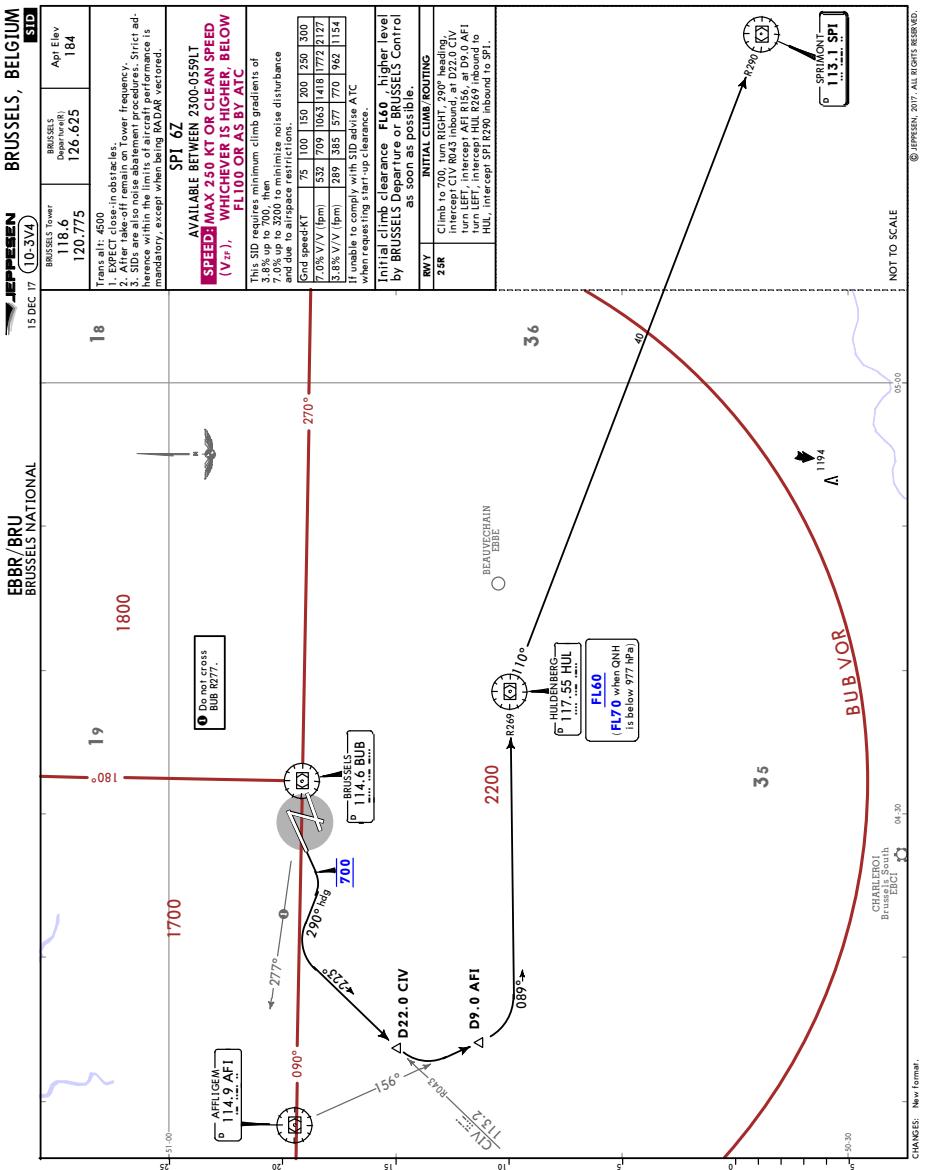








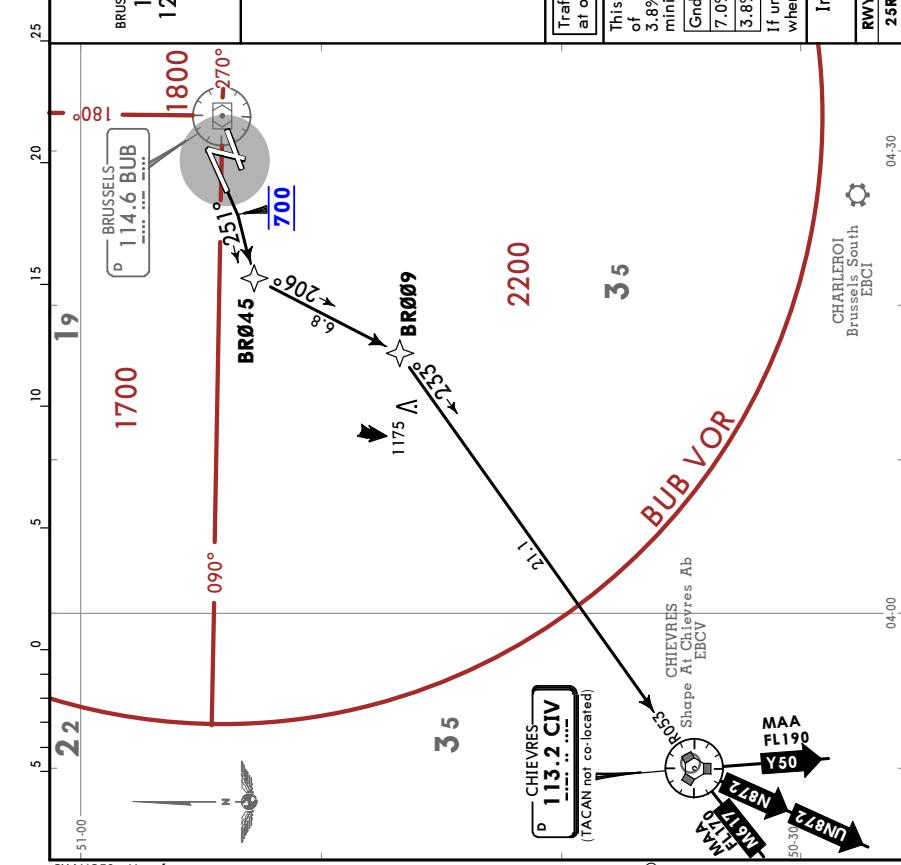
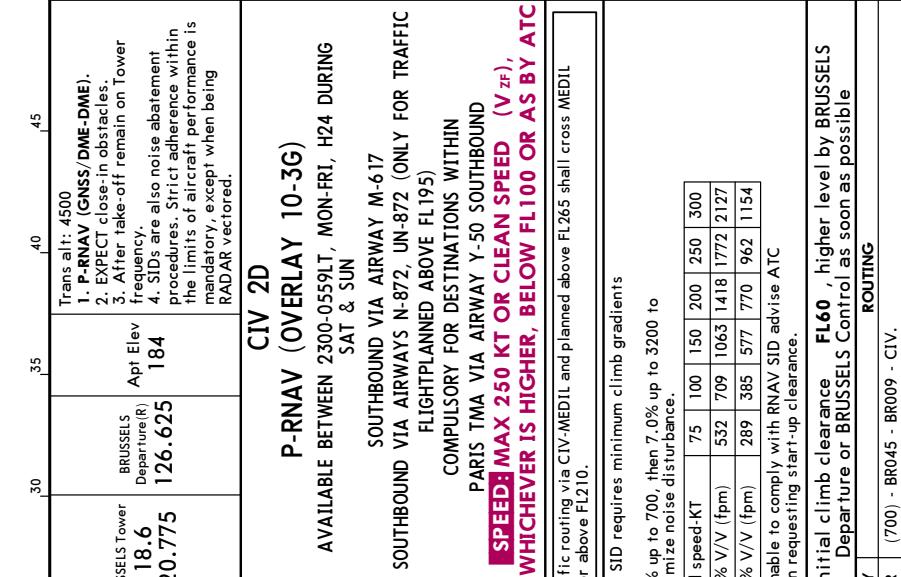




JEPPSEN BRUSSELS, BELGIUM RNAV SID (OVERLAY)

EBBR/BRU
BRUSSELS NATIONAL

15 DEC 17 (10-3V5)

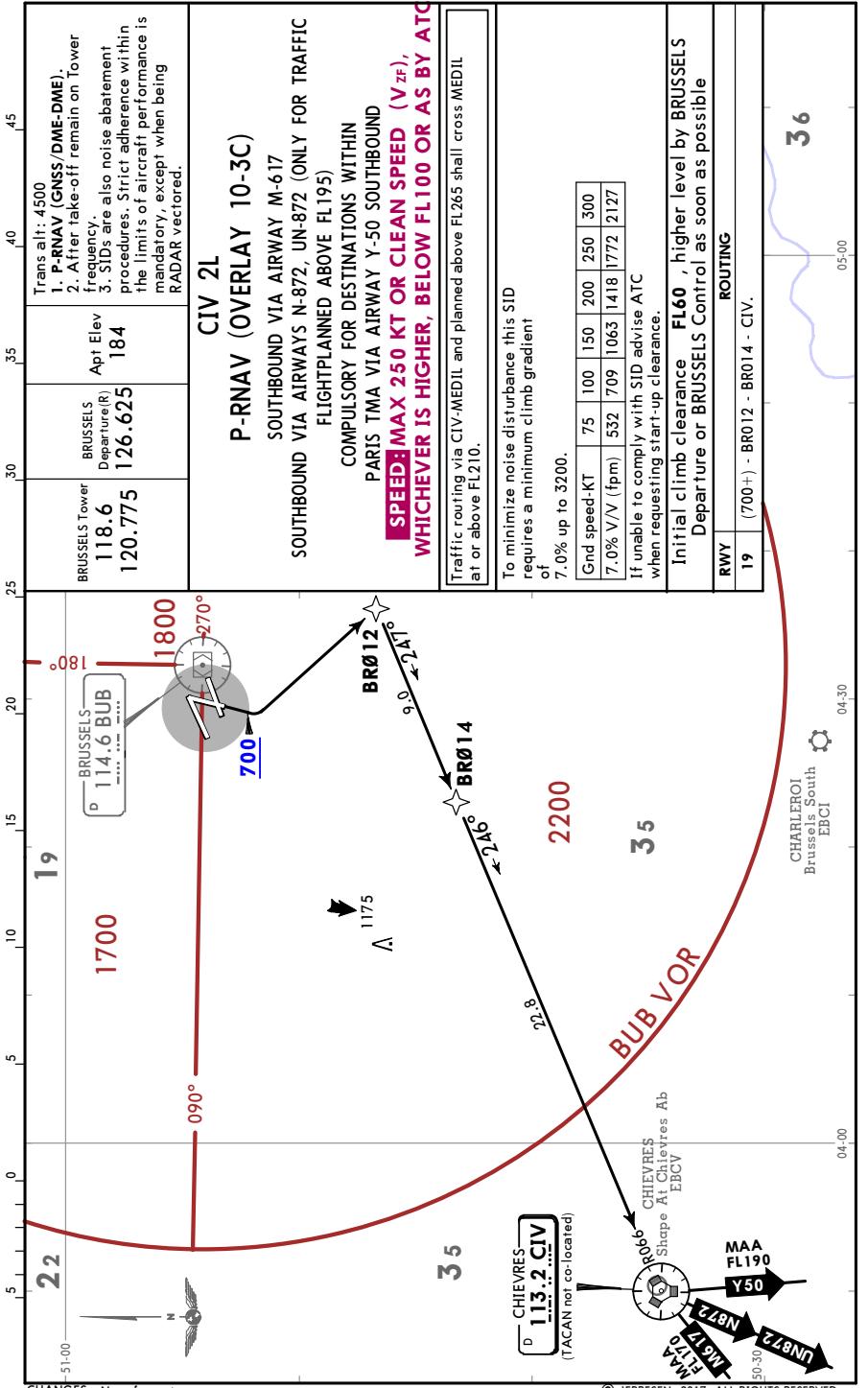


EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
DEC 17 10-3V6

RUSSELS, BELGIUM
RNAV SID (OVERLAY)

5 DEC 17 (10-3V6)

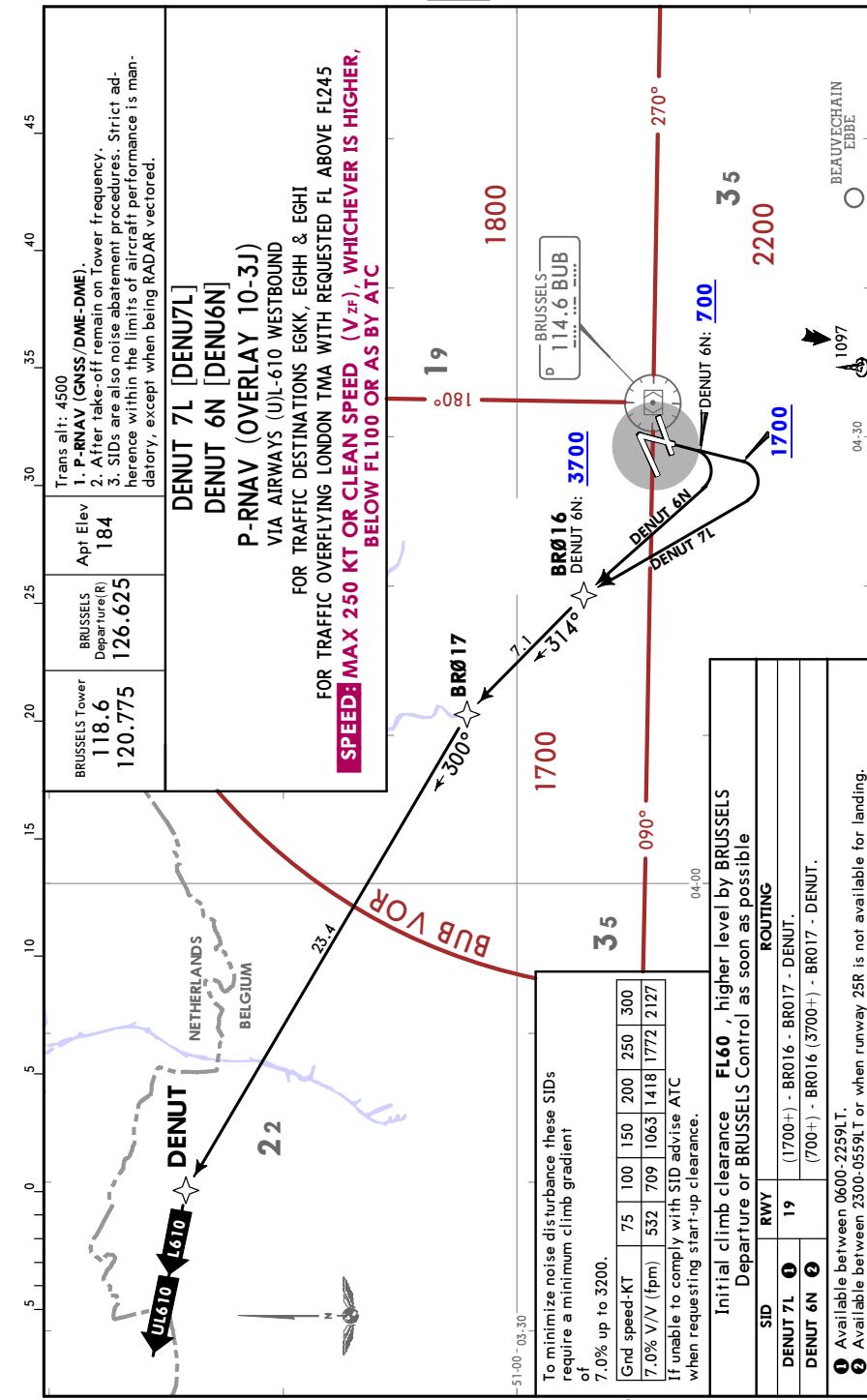


EBBR/BRU
BRUSSELS NATION

JEPPESEN
15 DEC 17 (10-3V7)

BRUSSELS, BELGIUM

15 DEC 17 (10-3\



EBBR/BRU
BRUSSELS NATIONALJEPPESEN
15 DEC 17 10-3V8BRUSSELS, BELGIUM
RNAV SID (OVERLAY)

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	Apt Elev 184	Trans alt: 4500 1. P-RNAV (GNSS/DME-DME). 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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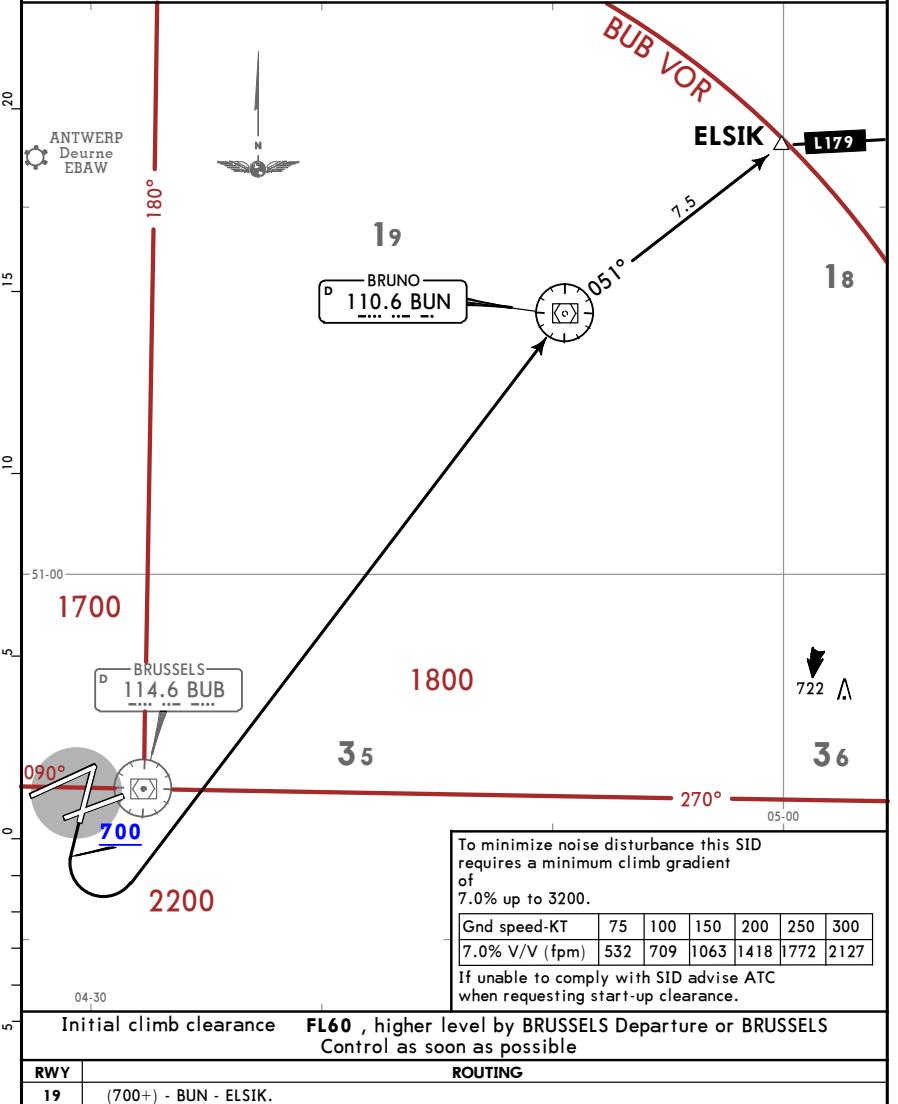
ELSIK 2L [ELSI2L]

P-RNAV (OVERLAY 10-3L)

VIA AIRWAY L-179 EASTBOUND

TO BE USED WHEN ADEQUATE MILITARY AIRSPACES

ARE AVAILABLE FOR GAT

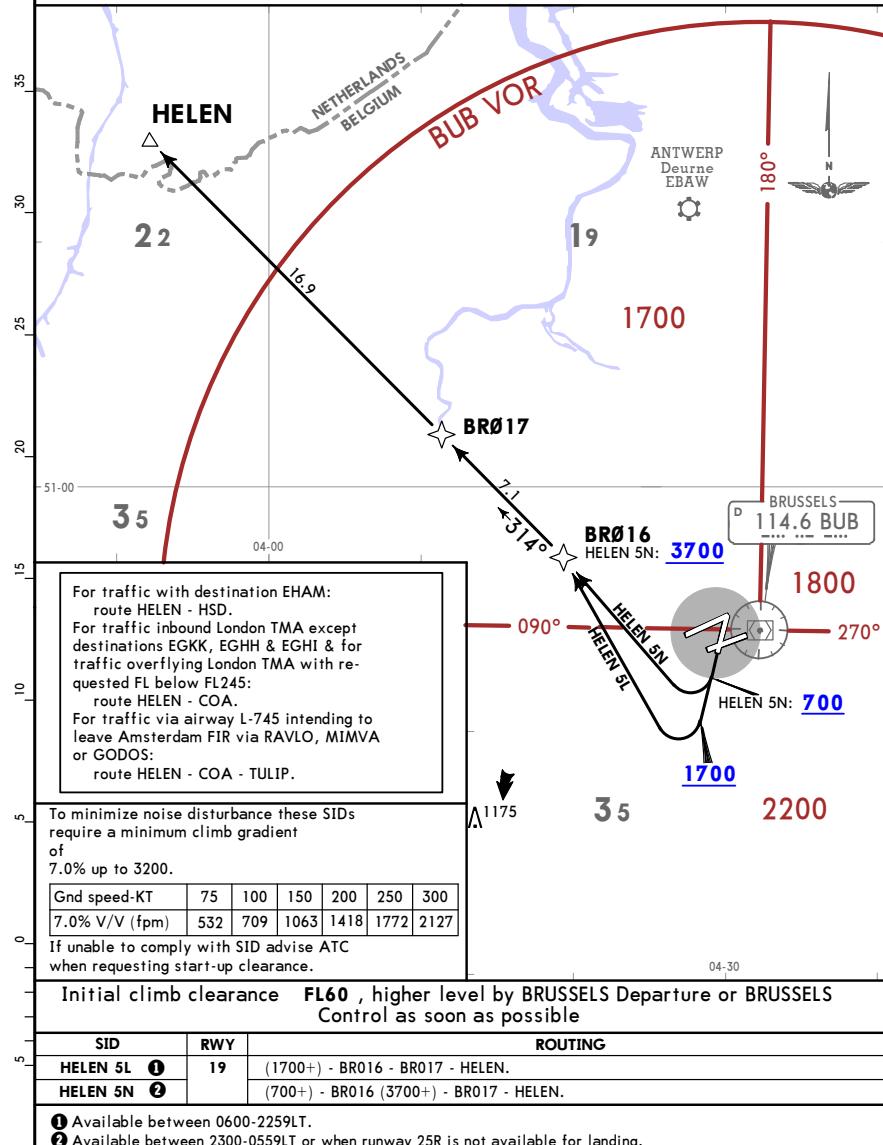
**SPEED: MAX 250 KT OR CLEAN SPEED (V_{zF}), WHICHEVER IS HIGHER,
BELLOW FL100 OR AS BY ATC**EBBR/BRU
BRUSSELS NATIONALJEPPESEN
15 DEC 17 10-3WBRUSSELS, BELGIUM
RNAV SID (OVERLAY)

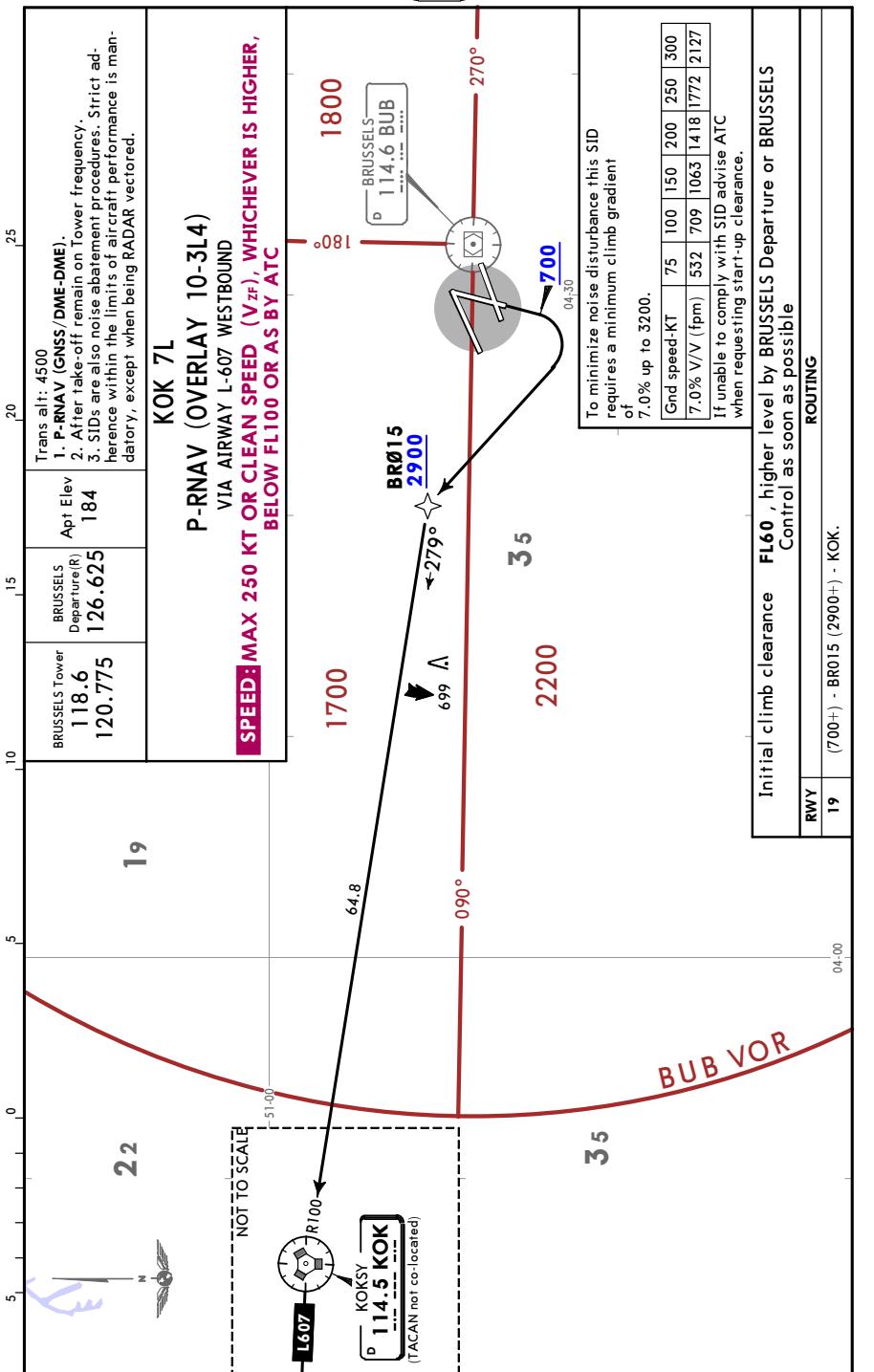
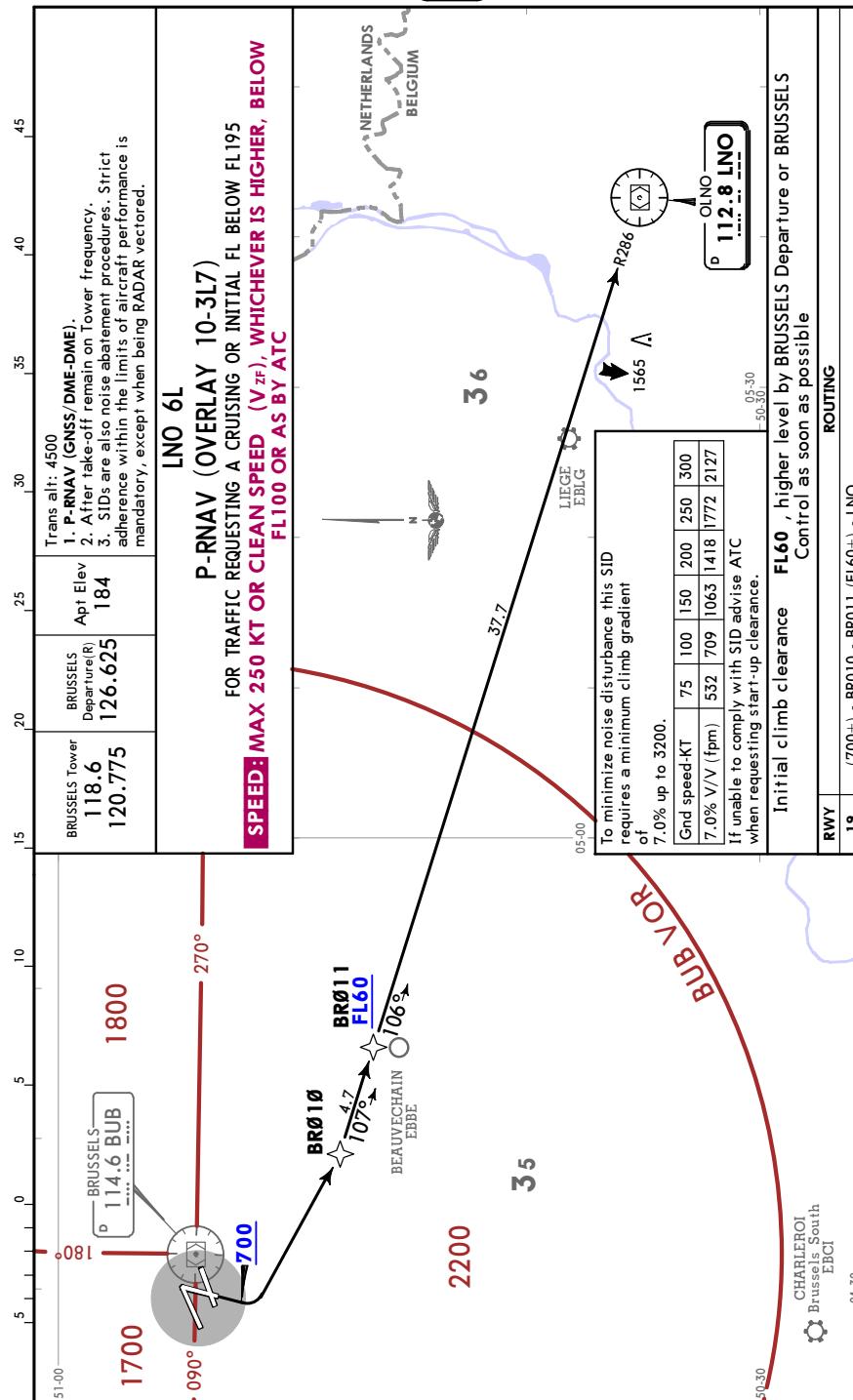
BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	Apt Elev 184	Trans alt: 4500 1. P-RNAV (GNSS/DME-DME). 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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HELEN 5L [HELE5L]

HELEN 5N [HELE5N]

P-RNAV (OVERLAY 10-3L2)

**SPEED: MAX 250 KT OR CLEAN SPEED (V_{zF}), WHICHEVER IS HIGHER,
BELLOW FL100 OR AS BY ATC**

EBBR/BRU
BRUSSELS NATIONALJEPPESEN
15 DEC 17 10-3XBRUSSELS, BELGIUM
RNAV SID (OVERLAY)EBBR/BRU
BRUSSELS NATIONALJEPPESEN
15 DEC 17 10-3X1BRUSSELS, BELGIUM
RNAV SID (OVERLAY)

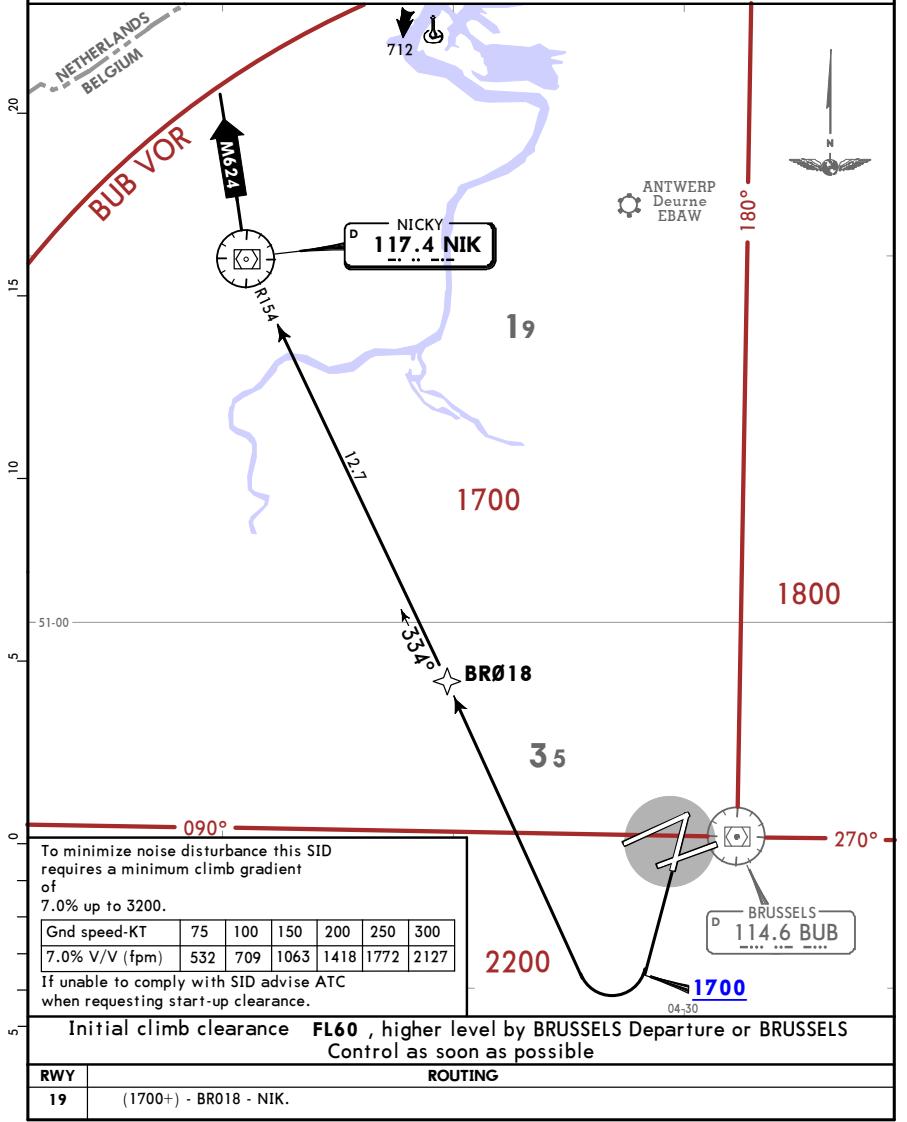
EBBR/BRU
BRUSSELS NATIONALJEPPESEN
15 DEC 17 10-3X2BRUSSELS, BELGIUM
RNAV SID (OVERLAY)

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	Apt Elev 184	Trans alt: 4500 1. P-RNAV (GNSS/DME-DME). 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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NIK 3L

P-RNAV (OVERLAY 10-3N3)
AVAILABLE BETWEEN 0600-2259LT
VIA AIRWAY M-624 NORTHBOUND

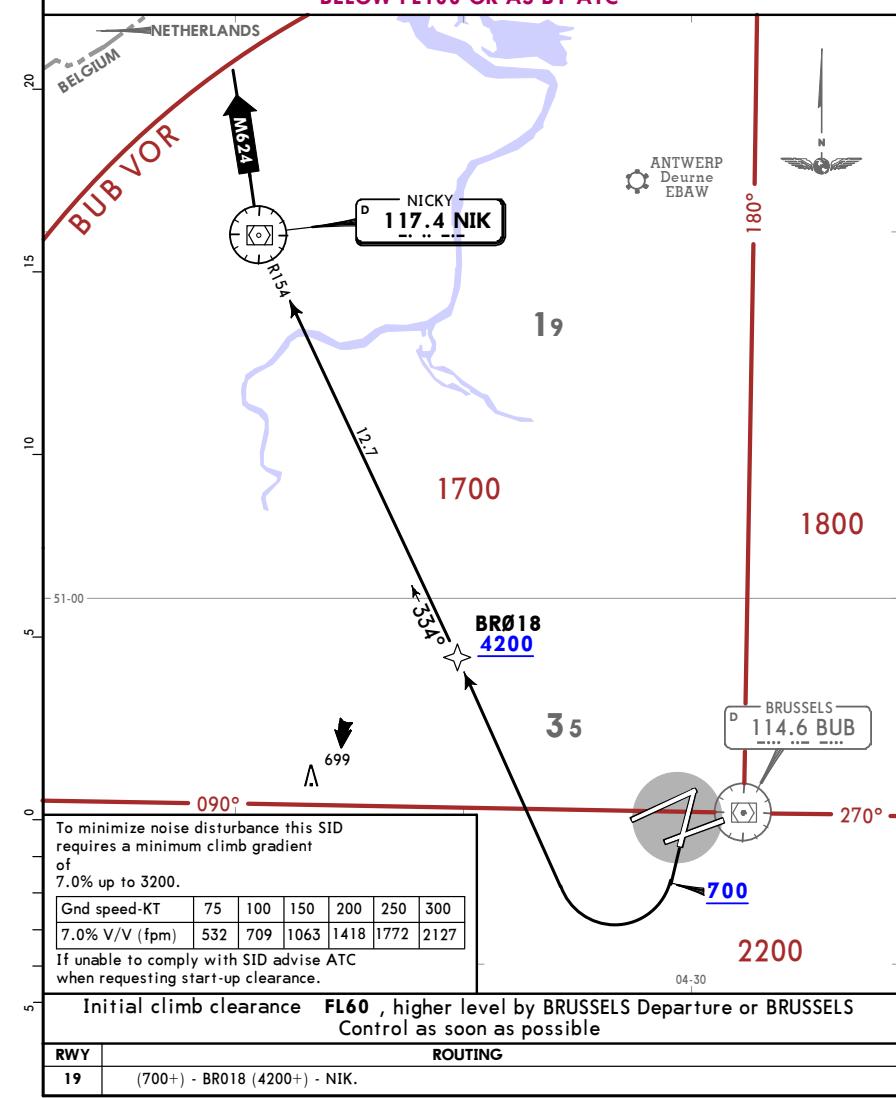
NOT TO BE USED BY TRAFFIC DESTINATION EHAM

**SPEED: MAX 250 KT OR CLEAN SPEED (V_{zF}), WHICHEVER IS HIGHER,
BELOW FL100 OR AS BY ATC**EBBR/BRU
BRUSSELS NATIONALJEPPESEN
15 DEC 17 10-3X3BRUSSELS, BELGIUM
RNAV SID (OVERLAY)

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	Apt Elev 184	Trans alt: 4500 1. P-RNAV (GNSS/DME-DME). 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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NIK 4N

P-RNAV (OVERLAY 10-3N4)
AVAILABLE BETWEEN 2300-0559LT OR
WHEN RUNWAY 25R IS NOT AVAILABLE FOR LANDING
VIA AIRWAY M-624 NORTHBOUND

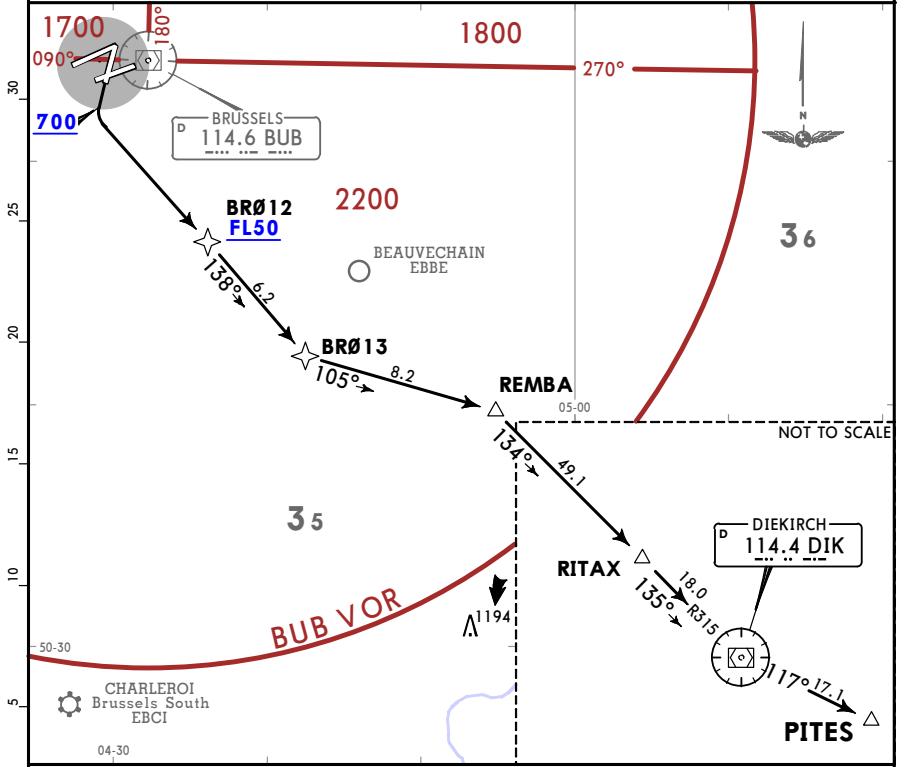
NOT TO BE USED BY TRAFFIC DESTINATION EHAM**SPEED: MAX 250 KT OR CLEAN SPEED (V_{zF}), WHICHEVER IS HIGHER,
BELOW FL100 OR AS BY ATC**

EBBR/BRU
BRUSSELS NATIONALJEPPESEN
15 DEC 17 10-3X4BRUSSELS, BELGIUM
RNAV SID (OVERLAY)

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	Apt Elev 184	Trans alt: 4500 1. P-RNAV (GNSS/DME-DME). 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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PITES 7L [PITE7L]
P-RNAV (OVERLAY 10-3Q2)
ONLY AVAILABLE IF AIRWAY UM-150 (CDR1)
BETWEEN DIK & PITES IS AVAILABLE
ALTERNATIVE ROUTE WHEN AIRWAY UM-150 NOT AVAILABLE:
SOPOK 6L - SOPOK - ETENO
ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 6L - SOPOK - RITAX - DIK - PITES

SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



RWY	ROUTING
19	(700+) - BR012 (FL50+) - BR013 - REMBA - RITAX - DIK - PITES.

CHANGES: New format.

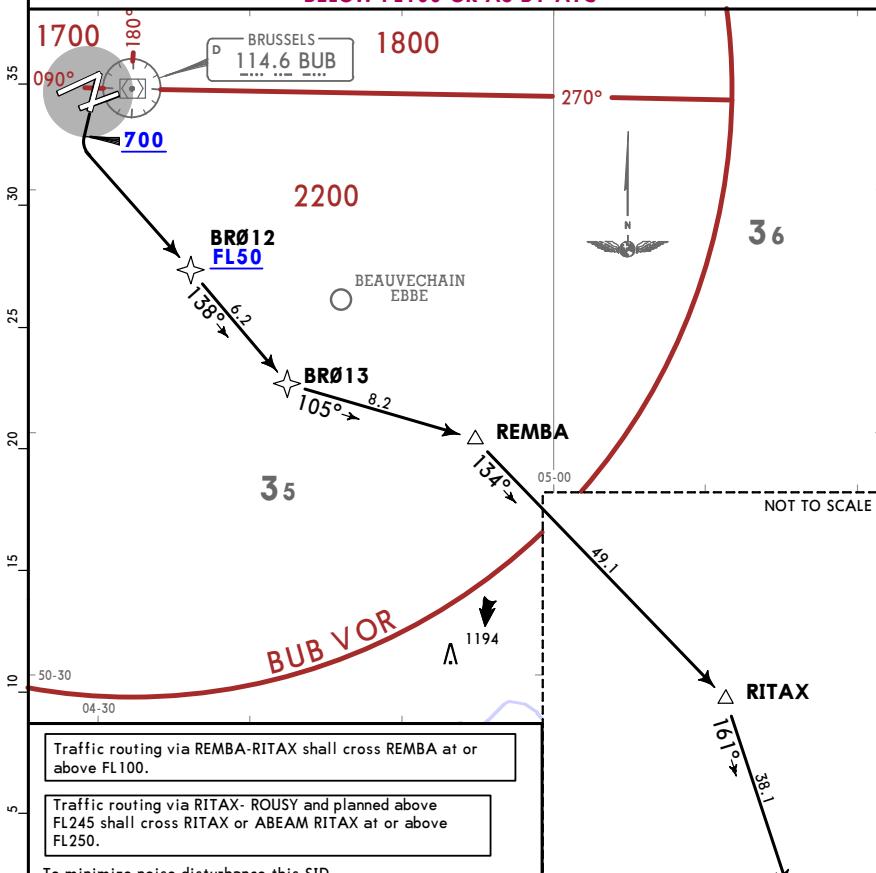
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BRUSSELS NATIONALJEPPESEN
15 DEC 17 10-3X5BRUSSELS, BELGIUM
RNAV SID (OVERLAY)

BRUSSELS Tower 118.6 120.775	BRUSSELS Departure(R) 126.625	Apt Elev 184	Trans alt: 4500 1. P-RNAV (GNSS/DME-DME). 2. After take-off remain on Tower frequency. 3. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory, except when being RADAR vectored.
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ROUSY 7L [ROUS7L]
P-RNAV (OVERLAY 10-3Q7)
ALTERNATIVE ROUTE ON ATC INSTRUCTION:
SOPOK 6L - SOPOK - RITAX - ROUSY

SPEED: MAX 250 KT OR CLEAN SPEED (V_{ZF}), WHICHEVER IS HIGHER, BELOW FL100 OR AS BY ATC



RWY	ROUTING
19	(700+) - BR012 (FL50+) - BR013 - REMBA - RITAX - ROUSY.

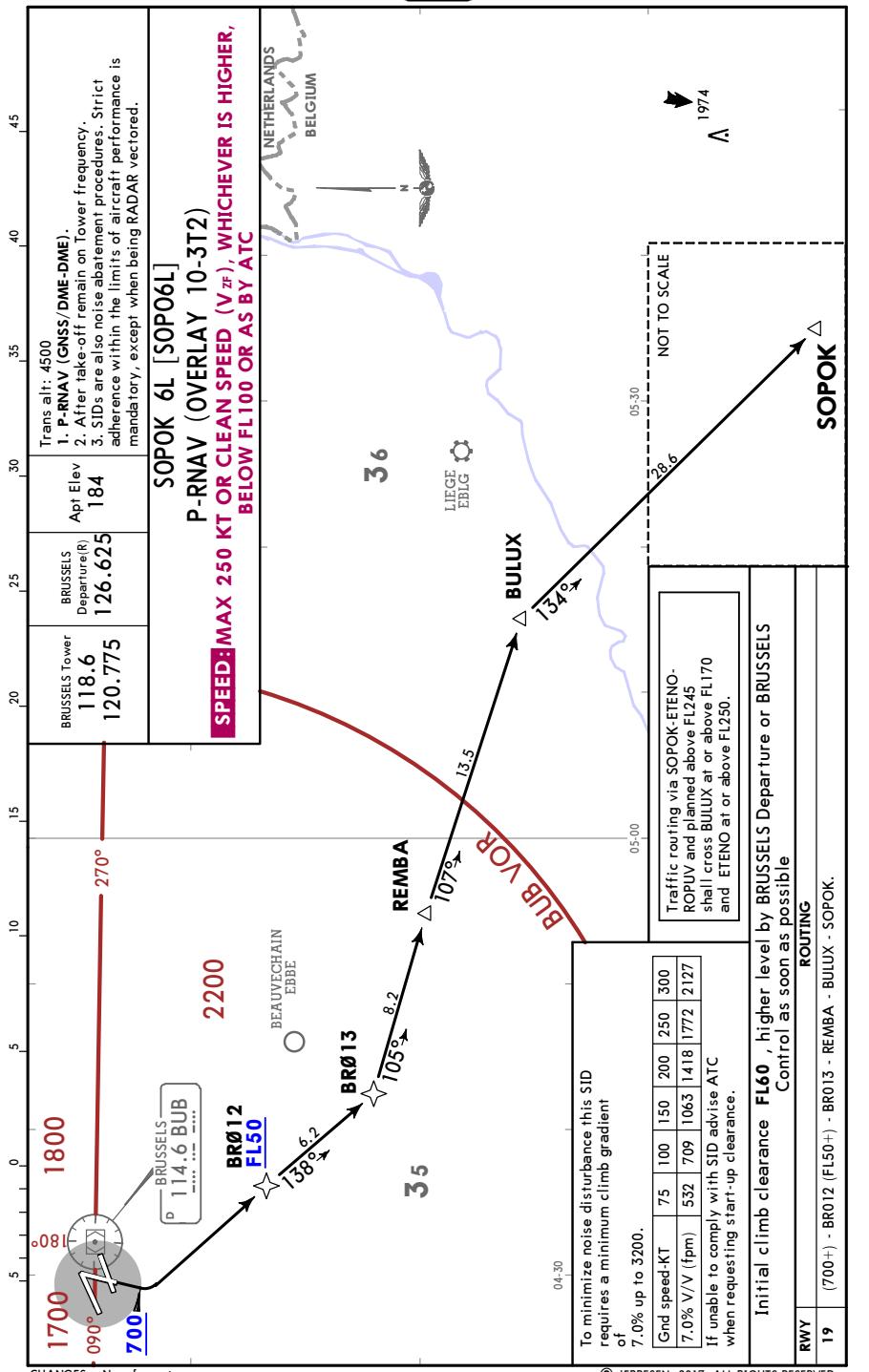
CHANGES: New format.

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JEPPESEN
15 DEC 17 10-3X6

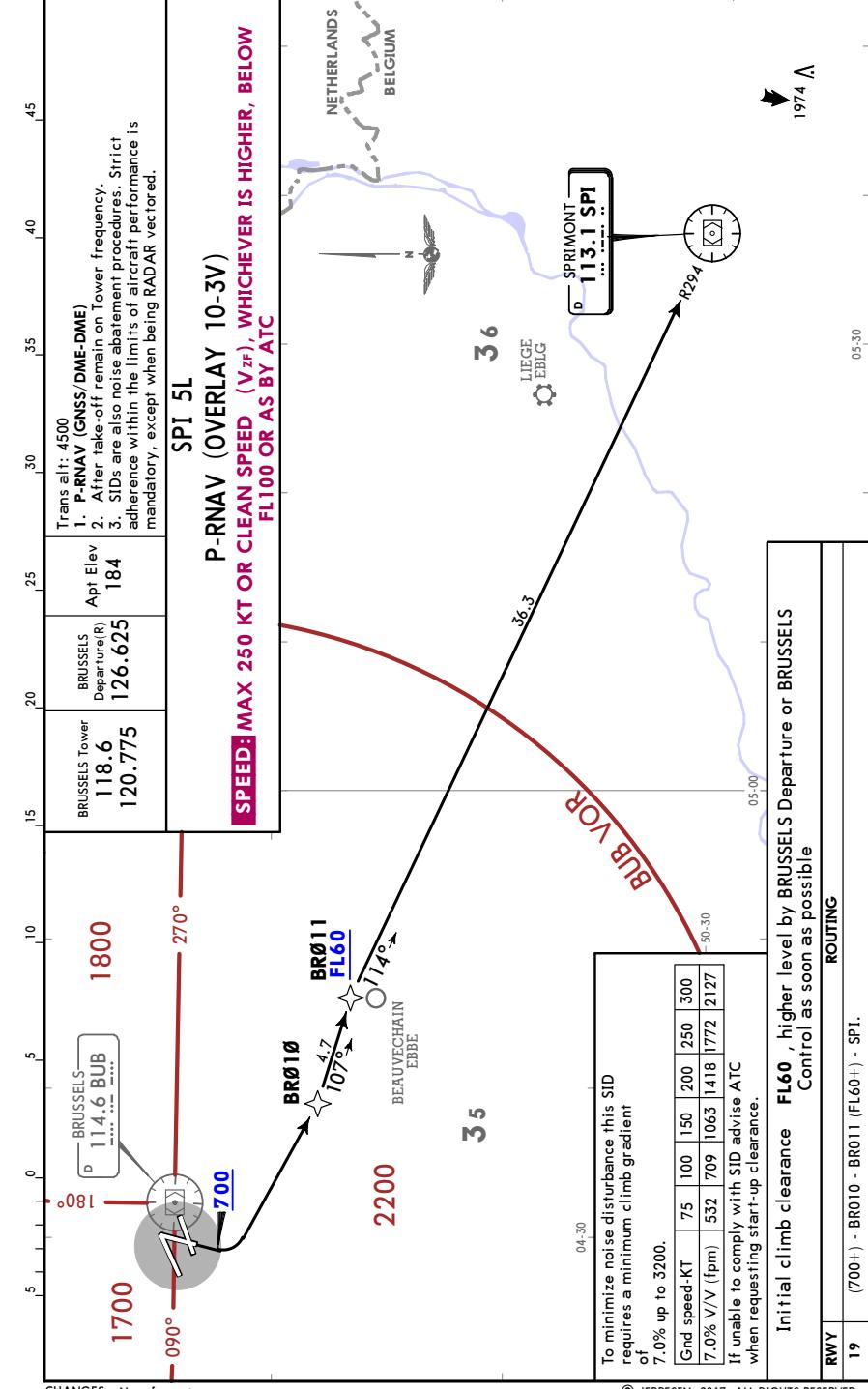
BRUSSELS, BELGIUM
RNAV SID (OVERLAY)

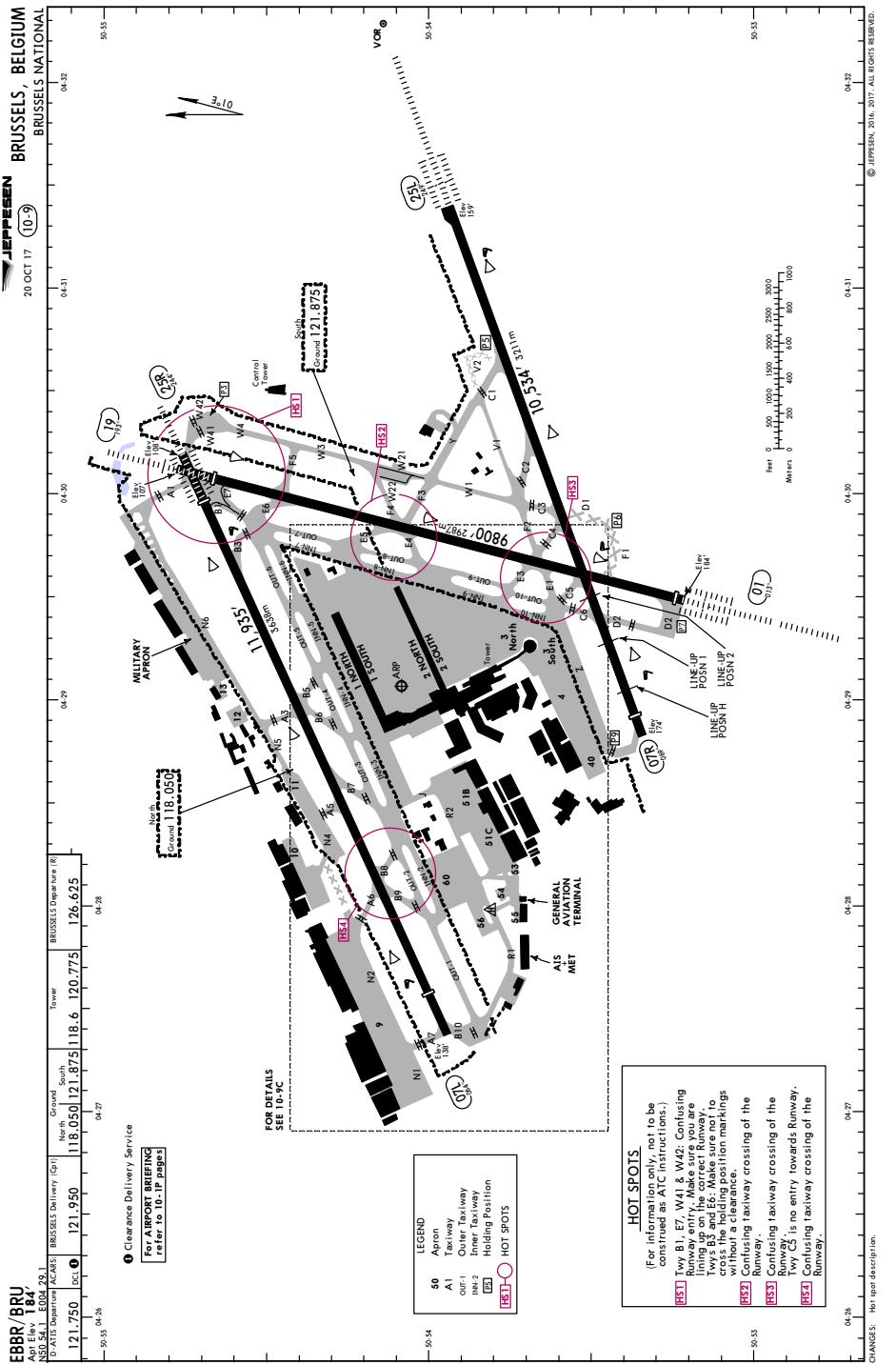


EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
15 DEC 17 10-3X7

BRUSSELS, BELGIUM
RNAV SID (OVERLAY)





EBBR/BRU BRUSSELS, BELGIUM

20 OCT 17 (10-9A)

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			TAKE-OFF	WIDTH
	LANDING BEYOND Threshold	Glide Slope	Runway		
01	HIRL (30m) CL (15m) HIALS-II ① PAPI-L (3.0°)	RVR 9649' 2941m	8541' 2603m	③	164' 50m
19	HIRL (30m) CL (15m) HIALS PAPI-L (3.0°)	RVR 9078' 2767m	8141' 2481m		

① TDZ
② HST-E5
③ TAKE-OFF RUN AVAILABLE

RWY 01: From rwy head 9800' (2987m)
 twy E1 int 6808' (2075m)
 twy E3 int 6654' (2028m)
 twy E4 int 4111' (1253m)

RWY 19: From rwy head 9800' (2987m)
 twy A1 int 9268' (2825m)
 twy E7 int 8776' (2675m)
 twy E6 int 7100' (2164m)
 twy E4/E5 int 5112' (1558m)

Intersection take-off run available on pilot's acceptance if **VIS is 2km or more**, pilots unable to accept should advise ATC duly in advance.

07L HIRL (30m) CL (15m) PAPI-L (3.0°) RVR 11,089' 3380m
25R HIRL (30m) CL (15m) HIALS-II ⑦ PAPI-R (3.0°) ⑧ RVR 10,951' 3338m 10,034' 3058m

④ TDZ
⑤ HST-B6, B7, B9
⑥ TAKE-OFF RUN AVAILABLE

RWY 07L: From rwy head 11,935' (3638m)
 twy A6 int 8684' (2647m)
 twy B8 int 8537' (2602m)
 twy B9 int 8261' (2518m)
 twy A5 int 7047' (2148m)
 twy B7 int 6086' (1855m)
 twy A3 int 5151' (1570m)
 twy B5 int 4941' (1506m)
 twy B6 int 4557' (1389m)

RWY 25R: From rwy head 11,935' (3638m)
 twy A1 int 11,247' (3428m)
 twy B1 int 10,719' (3267m)
 twy B3 int 9088' (2770m)
 twy B5 int 6552' (1997m)
 twy A3 int 6453' (1967m)
 twy B6 int 6446' (1965m)
 twy B7 int 4970' (1515m)
 twy A5 int 4616' (1407m)

Intersection take-off run available on pilot's acceptance if **VIS is 2km or more**, pilots unable to accept should advise ATC duly in advance.

07R HIRL (30m) CL (15m) PAPI-L (3.0°) RVR 10,135' 3089m
25L HIRL (30m) CL (15m) HIALS-II ⑦ PAPI-L (3.0°) ⑧ RVR 9393' 2863m

⑦ TDZ
⑧ HST-C2
⑨ TAKE-OFF RUN AVAILABLE

RWY 07R: From Line-up PSN H 9485' (2891m)
 Line-up PSN 1 8609' (2624m)
 twy C6 int 7890' (2405m)
 Line-up PSN 2 7680' (2341m)
 twy C4 int 5879' (1792m)
 twy C3 int 5820' (1774m)

RWY 25L: From rwy head 10,534' (3211m)
 twy C1 int 7251' (2210m)
 twy C2 int 5545' (1690m)
 twy C3/C4 int 4058' (1237m)

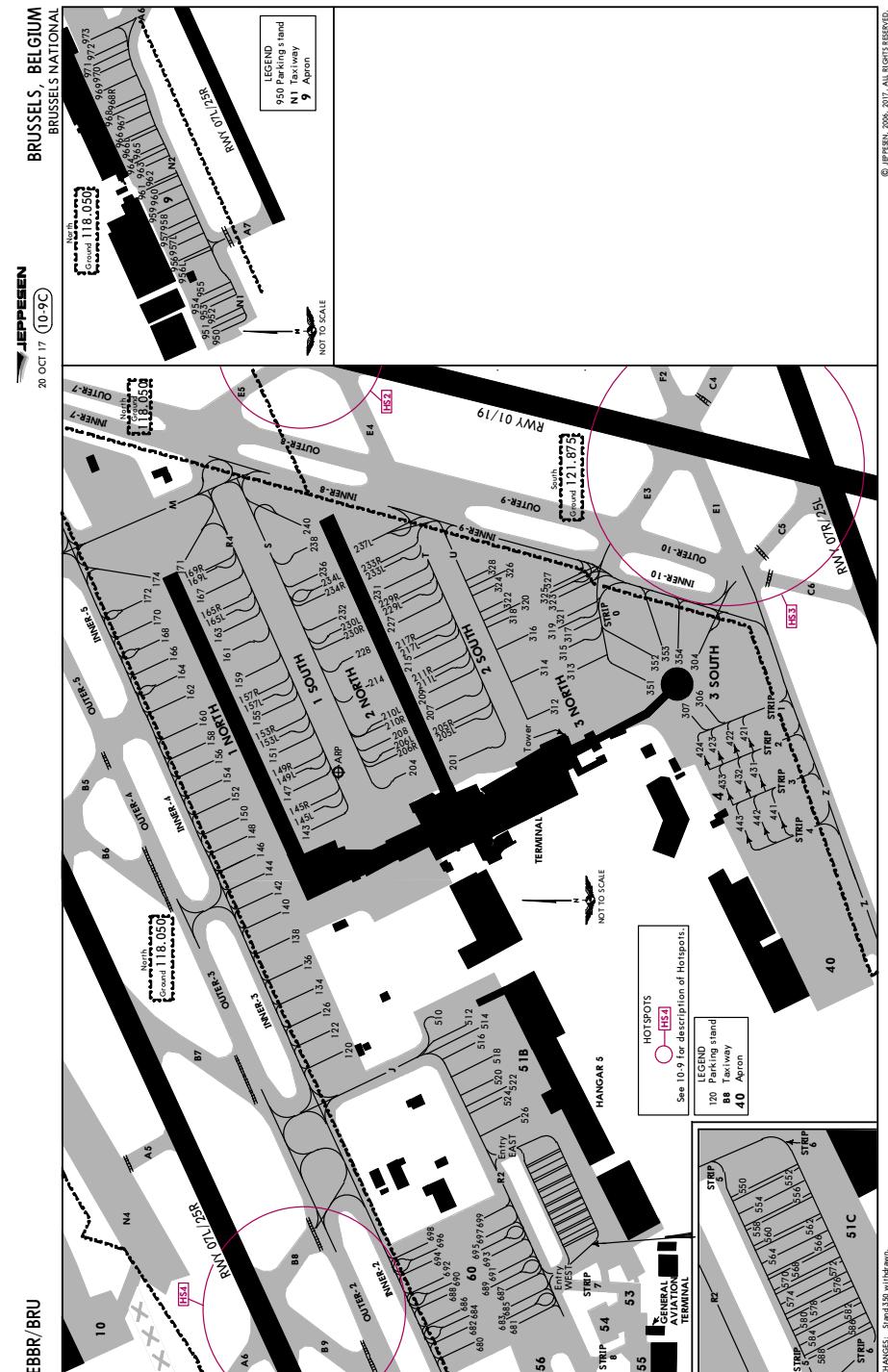
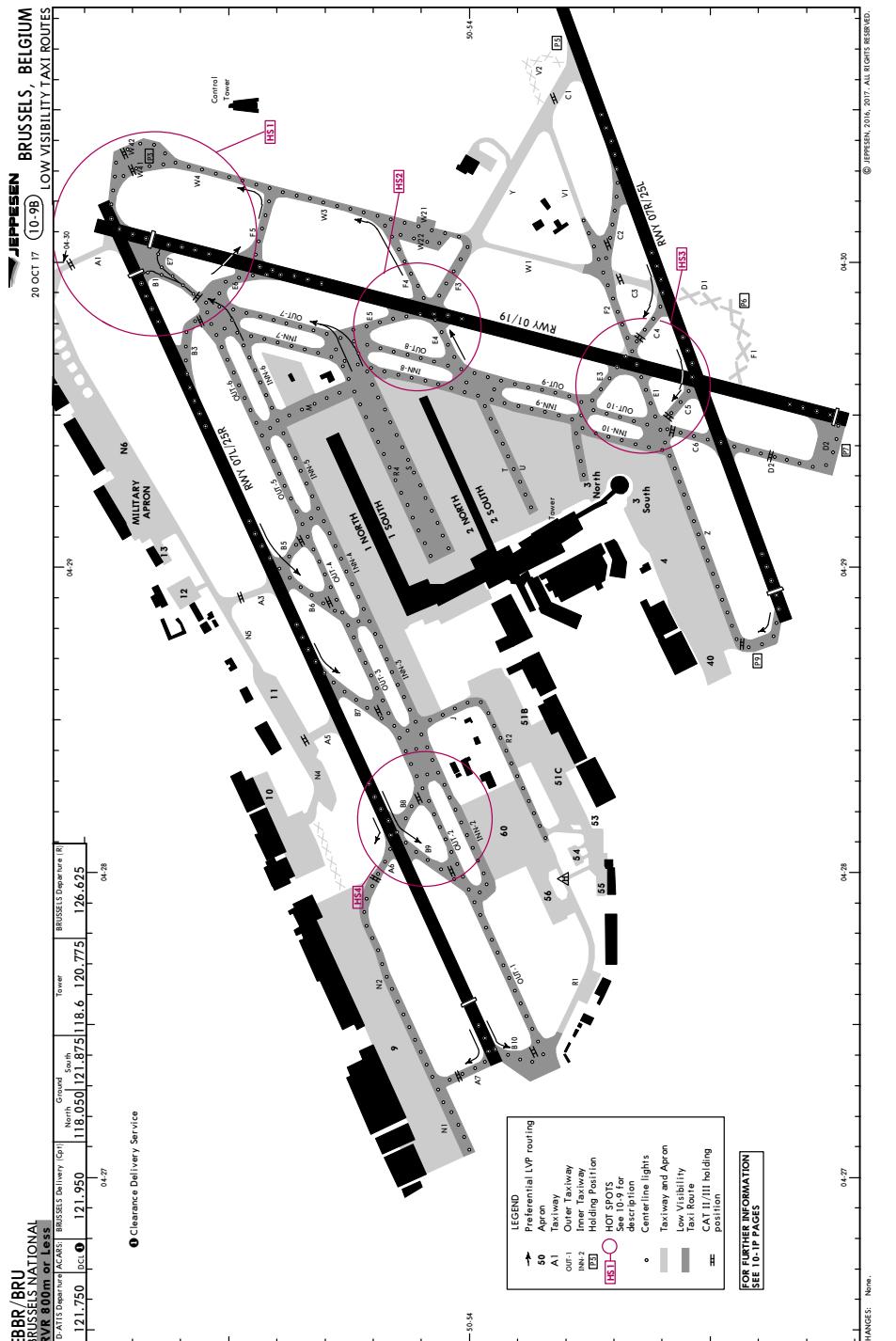
Intersection take-off run available on pilot's acceptance if **VIS is 2km or more**, pilots unable to accept should advise ATC duly in advance.

Standard

TAKE-OFF

Low Visibility Take-off				
① HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL Adequate vis ref (Day only)
A TDZ, MID, RO RVR 125m				
B TDZ, MID, RO RVR 150m				
C				
D				

⑩ RWY 25L/R: RVR 75m with approved guidance system or HUD/HUDLS.



EBBR/BRU



20 OCT 17 10-9D
BRUSSELS, BELGIUM
BRUSSELS NATIONAL

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
120, 122	N50 54.1 E004 28.6	318	N50 53.9 E004 29.4
126, 134, 136	N50 54.1 E004 28.7	319	N50 53.8 E004 29.4
138, 140	N50 54.1 E004 28.8	320	N50 53.9 E004 29.4
142	N50 54.2 E004 28.9	321	N50 53.8 E004 29.4
143	N50 54.1 E004 29.0	322	N50 53.9 E004 29.4
144	N50 54.2 E004 28.9	323	N50 53.8 E004 29.4
145L/R	N50 54.1 E004 29.0	324	N50 53.9 E004 29.4
146	N50 54.2 E004 28.9	325	N50 53.8 E004 29.4
147	N50 54.1 E004 29.0	326	N50 53.9 E004 29.5
148	N50 54.2 E004 29.0	327	N50 53.8 E004 29.4
149L/R	N50 54.2 E004 29.1	328	N50 53.9 E004 29.5
150	N50 54.2 E004 29.0	351 thru 354	N50 53.7 E004 29.3
151	N50 54.2 E004 29.1	421 thru 423	N50 53.6 E004 29.2
152	N50 54.2 E004 29.0	424 thru 432	N50 53.6 E004 29.1
153L/R, 154	N50 54.2 E004 29.1	433	N50 53.6 E004 29.0
155	N50 54.2 E004 29.2	441	N50 53.5 E004 29.0
156	N50 54.2 E004 29.1	442, 443	N50 53.6 E004 29.0
157L/R	N50 54.2 E004 29.2	510	N50 54.0 E004 28.6
158	N50 54.2 E004 29.1	512 thru 518	N50 53.9 E004 28.6
159, 160	N50 54.2 E004 29.2	520 thru 524	N50 53.9 E004 28.5
161	N50 54.2 E004 29.3	526	N50 53.9 E004 28.4
162	N50 54.3 E004 29.2	550 thru 554	N50 53.8 E004 28.4
163	N50 54.2 E004 29.3	556 thru 578	N50 53.8 E004 28.3
164	N50 54.3 E004 29.2	580 thru 588	N50 53.8 E004 28.2
165L	N50 54.2 E004 29.3	680, 681	N50 53.9 E004 28.0
165R	N50 54.2 E004 29.4	682 thru 691	N50 53.9 E004 28.1
166	N50 54.3 E004 29.3	692, 693	N50 53.9 E004 28.2
167	N50 54.2 E004 29.4	694	N50 54.0 E004 28.2
168	N50 54.3 E004 29.3	695	N50 53.9 E004 28.2
169L/R	N50 54.3 E004 29.4	696	N50 54.0 E004 28.2
170	N50 54.3 E004 29.3	697	N50 53.9 E004 28.2
171 thru 174	N50 54.3 E004 29.4	698	N50 54.0 E004 28.2
201	N50 53.9 E004 29.1	699	N50 53.9 E004 28.2
204	N50 54.0 E004 29.1	898	N50 54.3 E004 27.9
205L/R	N50 54.0 E004 29.2	899	N50 54.3 E004 27.8
206L/R	N50 54.0 E004 29.1	950	N50 54.0 E004 27.0
207 thru 210L/R	N50 54.0 E004 29.2	951 thru 954	N50 54.1 E004 27.1
211L/R thru 217L/R	N50 54.0 E004 29.3	955, 956L	N50 54.1 E004 27.2
227	N50 54.0 E004 29.4	956 thru 958	N50 54.1 E004 27.3
228	N50 54.0 E004 29.3	959, 960	N50 54.2 E004 27.4
229L/R	N50 54.0 E004 29.4	961 thru 964	N50 54.2 E004 27.5
230L	N50 54.1 E004 29.4	965 thru 967	N50 54.2 E004 27.6
230R	N50 54.1 E004 29.3	968, 968R	N50 54.2 E004 27.7
231	N50 54.0 E004 29.4	969	N50 54.3 E004 27.7
232	N50 54.1 E004 29.4	970 thru 972	N50 54.3 E004 27.8
233L	N50 54.0 E004 29.4	973	N50 54.3 E004 27.9
233R	N50 54.0 E004 29.5		
234L/R, 236	N50 54.1 E004 29.4		
237L, 238, 240	N50 54.1 E004 29.5		
304	N50 53.7 E004 29.3		
306	N50 53.6 E004 29.2		
307	N50 53.7 E004 29.2		
312	N50 53.8 E004 29.2		
313 thru 315	N50 53.8 E004 29.3		
316, 317	N50 53.8 E004 29.4		

EBBR/BRU



20 OCT 17 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 message or if the display becomes unreadable, aircraft must be stopped immediately, contact Ground and ask for marshaller and hold position.

OPERATIONAL AND INFORMATION MESSAGES**Aircraft parking positions 140 thru 172 and 174, 350 thru 354 and 680 thru 699****Flight number/Aircraft type** Gate is ready for docking. Aircraft is not yet detected.**flashing:****Aircraft type steadily:** Aircraft has been detected, aircraft symbol appears and system guides the pilot.**Distance:** Distance to stop position (in meters), approach slowly.**Arrow:** < Correction to the left required.

> Correction to the right required.

STOP: Stop now, the docking position is reached.**OK:** Docking successful.**STOP TOO FAR:** Aircraft has gone past the stop position.**ESTOP:** Emergency stop. Stop aircraft immediately and await marshaller instructions.**BRIN/STOP:** Bridge is not in a good position (not applicable for positions 680 thru 699). Stop aircraft and await marshaller instructions.**Aircraft parking positions 201 thru 240****WAIT (in red):** Self test after starting of the system.**Aircraft type + rolling arrows:** Docking guidance system is ready for docking. Aircraft is not yet detected.**Aircraft type + yellow center line:** Aircraft detected and tracked.**Aircraft type + Distance:** Distance from stop position (in meters), from +/- 66'/20m.**Arrow:** < Correction to the left required.

> Correction to the right required.

STOP (in red): Stop now, the docking position is reached or emergency stop. Docking successful.**OK:** Aircraft has gone past the stop position.**STOP + TOO FAR:** Approach on too high speed.**STOP (in red) + TOO FAST:** Object is detected. Docking procedure stopped. The docking procedure will resume as soon as the blocking object has been removed.**WAIT + VIEW BLOCK:** Message coming when the closest view is hindered (laser problem, dust on the glass). Closing rate display comes again when the problem is resolved.**ERROR + Code:** Internal error code.**BRIN/STOP:** Bridge is not in good position. Stop aircraft and await marshaller instructions.**STOP (in red) + ID FAIL:** Bad type of aircraft detected.**Note**

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

EBBR/BRU

JEPPESSEN
 14 JUL 17 [10-9Y] Eff 20 Jul

STD COPTER MINIMUMS
BRUSSELS, BELGIUM
BRUSSELS NATIONAL

STRAIGHT-IN RWY	DA(H) / MDA(H)	RVR (ALS/ALS out)
01	ILS ① LOC	383' (200') 590' (407')
	RNAV (LPV)	486' (303')
	RNAV (LNAV/VNAV)	503' (320')
	RNAV (LNAV)	610' (427')
	SRA	880' (697')
		500m / 1000m 800m / 1000m 750m / 1000m 750m / 1000m 800m / 1000m 1000m / 1000m
07L	VOR ② VOR	660' (531') 780' (651')
	SRA	1030' (901')
		- / 2800m - / 2800m - / 1000m
07R	VOR ③ VOR	590' (415') 940' (765')
	SRA	1030' (855')
		- / 1900m - / 1900m - / 1000m
19	ILS LOC	313' (200') 540' (427')
	SRA	800' (687')
		800m / 1000m 800m / 1000m 1000m / 1000m
25L	CAT 2 ILS ILS LOC	259' (100') 359' (200') 540' (381')
	RNAV (LPV)	423' (264')
	RNAV (LNAV/VNAV)	467' (308')
	RNAV (LNAV)	560' (401')
	VOR	540' (381')
	SRA	800' (641')
		RA 113' - 300m 500m / 1000m 800m / 1000m 600m / 1000m 750m / 1000m 800m / 1000m 800m / 1000m 1000m / 1000m
25R	CAT 2 ILS ILS ① LOC	210' (100') 310' (200') 540' (430')
	RNAV (LPV)	360' (250')
	RNAV (LNAV/VNAV)	493' (383')
	RNAV (LNAV)	610' (500')
	SRA	800' (690')
		RA 103' - 300m 800m / 1000m 1000m / 1000m 550m / 1000m 750m / 1000m 1000m / 1000m 1000m / 1000m

① MM out: NOT AUTHORIZED.

② W/o D6.0 BUB.

③ W/o D4.8 BUB.

CIRCLE-TO-LAND**PROHIBITED****TAKE-OFF RWY 01, 07L/R, 19, 25L/R**

LVP must be in Force ④

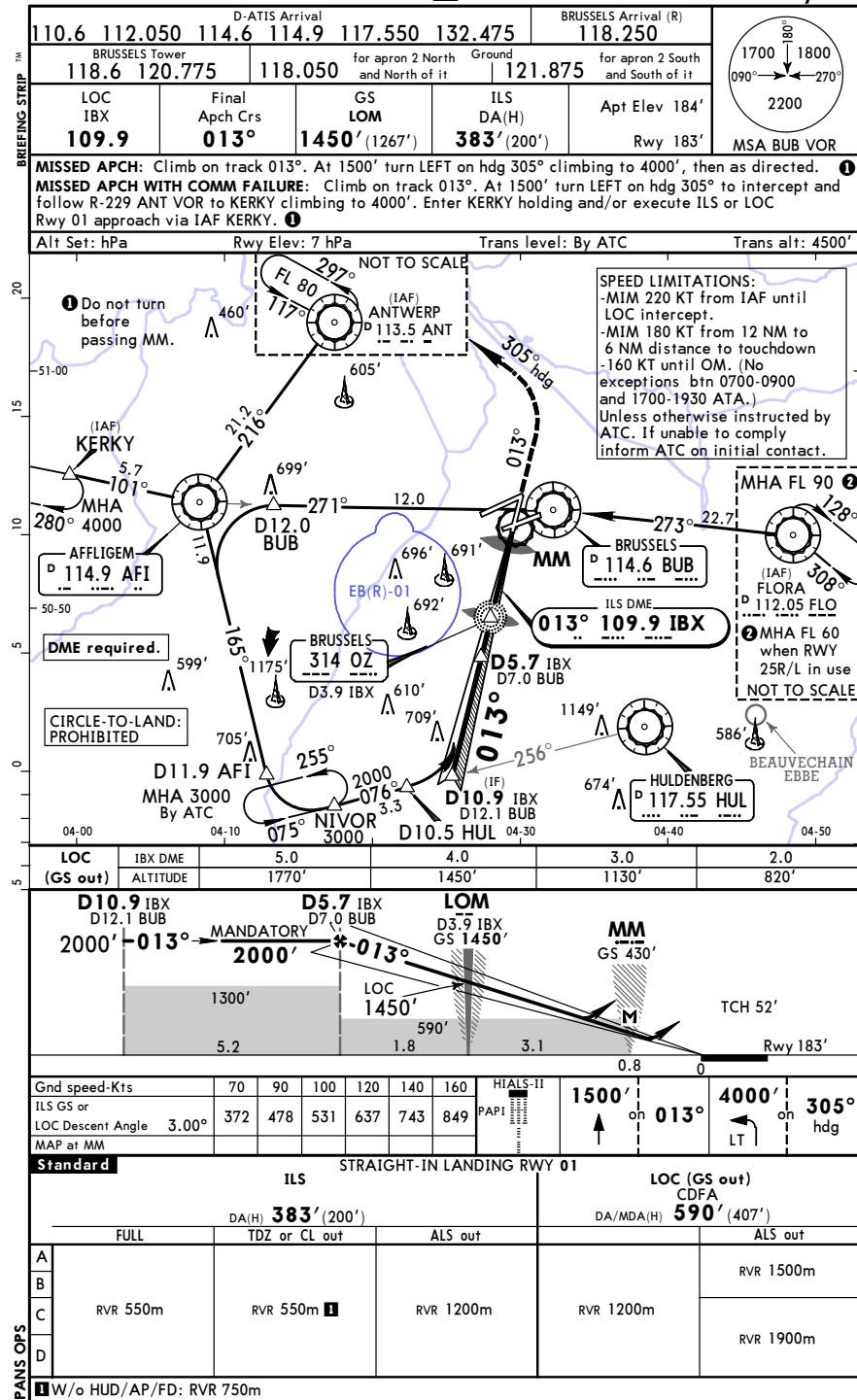
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ⑤	800m

④ Without LVP 400m are stipulated.

⑤ Or rejected take-off distance whichever is the greater.

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JEPPESSEN
 9 FEB 18 [11-1]

BRUSSELS, BELGIUM
ILS or LOC Rwy 01


EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
9 FEB 18 11-2

BRUSSELS, BELGIUM

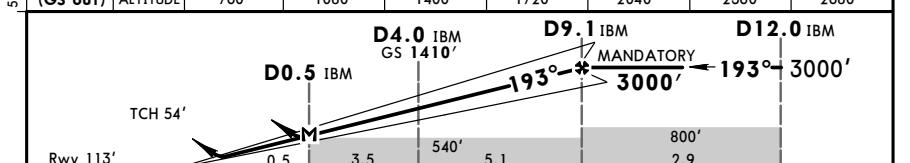
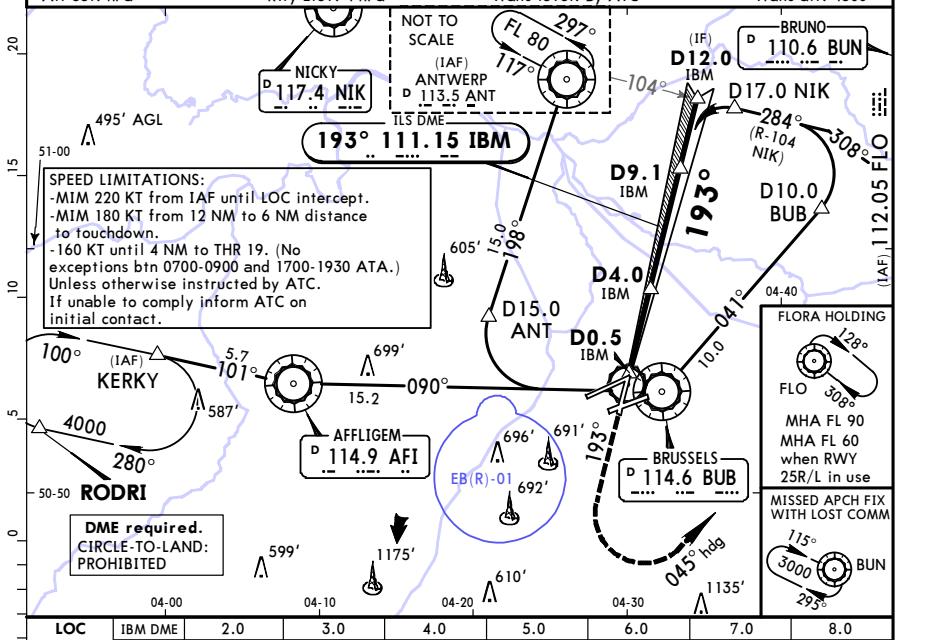
ILS or LOC Rwy 19

D-ATIS Arrival 110.6 112.050 114.6 114.9 117.550 132.475					BRUSSELS Arrival (R) 118.250
BRUSSELS Tower 118.6 120.775 118.050 for apron 2 North and North of it					Ground 121.875 for apron 2 South and South of it
LOC IBM 111.15	Final Apch Crs 193°	GS D9.0 IBM 3000' (2887')	ILS DA(H) 313' (200')	Apt Elev 184' Rwy 113'	MSA BUB VOR

MISSING APCH: Climb on track 193°. At 1100' turn LEFT (MAX 185 KT) on hdg 045° climbing to 3000', then as directed. Do not turn before passing D0.5 IBM.

MISSING APCH WITH COMM FAILURE: Climb on track 193°. At 1100' turn LEFT (MAX 185 KT) on hdg 045° to intercept and follow R-205 inbound to BUN VOR climbing to 3000'. Enter BUN holding and/or intercept R-264 BUN VOR to IF for another approach. Do not turn before passing D0.5 IBM.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 4500'



Gnd speed-Kts 70 90 100 120 140 160

ILS GS or
LOC Descent Angle 3.00° 372 478 531 637 743 849

MAP at D0.5 IBM

Standard ILS STRAIGHT-IN LANDING Rwy 19

DA(H) **313'**(200')

FULL ALS out

A RVR 1500m

B RVR 800m

C RVR 1200m

D RVR 1600m

PANS OPS RVR 2000m

EBBR/BRU
BRUSSELS NATIONAL

JEPPESEN
9 FEB 18 11-3

BRUSSELS, BELGIUM

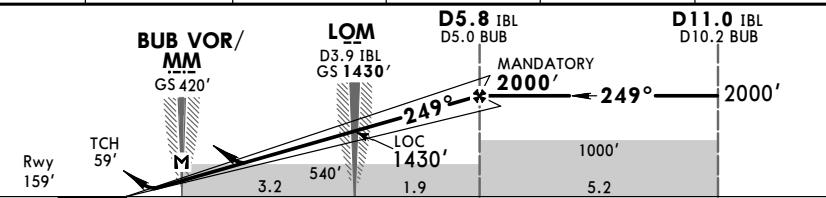
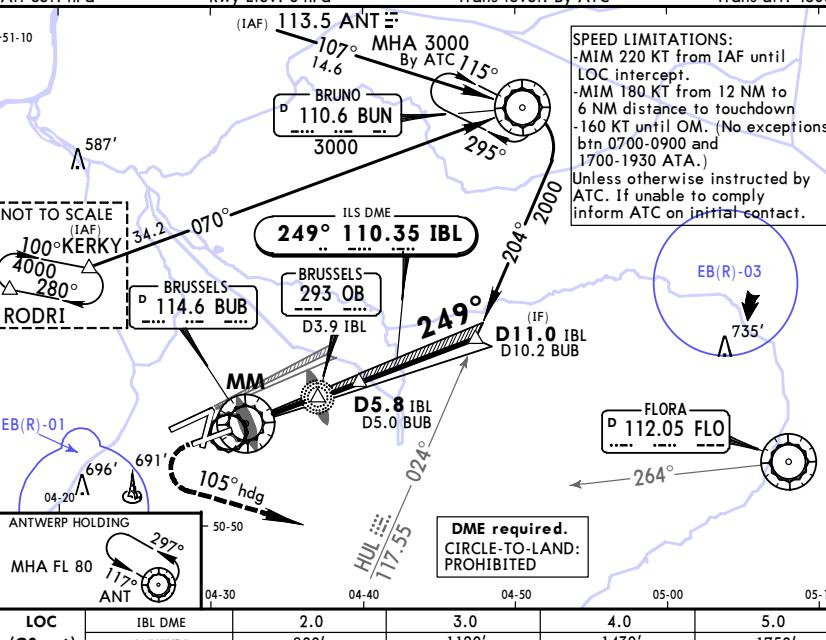
ILS or LOC Z Rwy 25L

D-ATIS Arrival 110.6 112.050 114.6 114.9 117.550 132.475					BRUSSELS Arrival (R) 118.250
BRUSSELS Tower 118.6 120.775 118.050 for apron 2 North and North of it					Ground 121.875 for apron 2 South and South of it
LOC IBL 110.35	Final Apch Crs 249°	GS LOM 1430' (1271')	ILS DA(H) 359' (200')	Apt Elev 184' Rwy 159'	MSA BUB VOR

MISSING APCH: Climb on track 249°. At 700' turn LEFT (MAX 185 KT) on hdg 105° climbing to 4000', then as directed.

MISSING APCH WITH COMM FAILURE: Climb on track 249°. At 700' turn LEFT (MAX 185 KT) on hdg 105° climbing to FL60. At 2200' turn LEFT (MAX 185 KT) on hdg 045° to intercept and follow R-264 inbound FLO VOR. Enter FLO holding and/or execute ILS or LOC Y Rwy 25L approach via IAF FLO VOR.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4500'



Gnd speed-Kts 70 90 100 120 140 160

ILS GS or
LOC Descent Angle 3.00° 372 478 531 637 743 849

MAP at BUB VOR/MM

Standard ILS STRAIGHT-IN LANDING Rwy 25L

DA(H) **359'**(200')

FULL ALS out

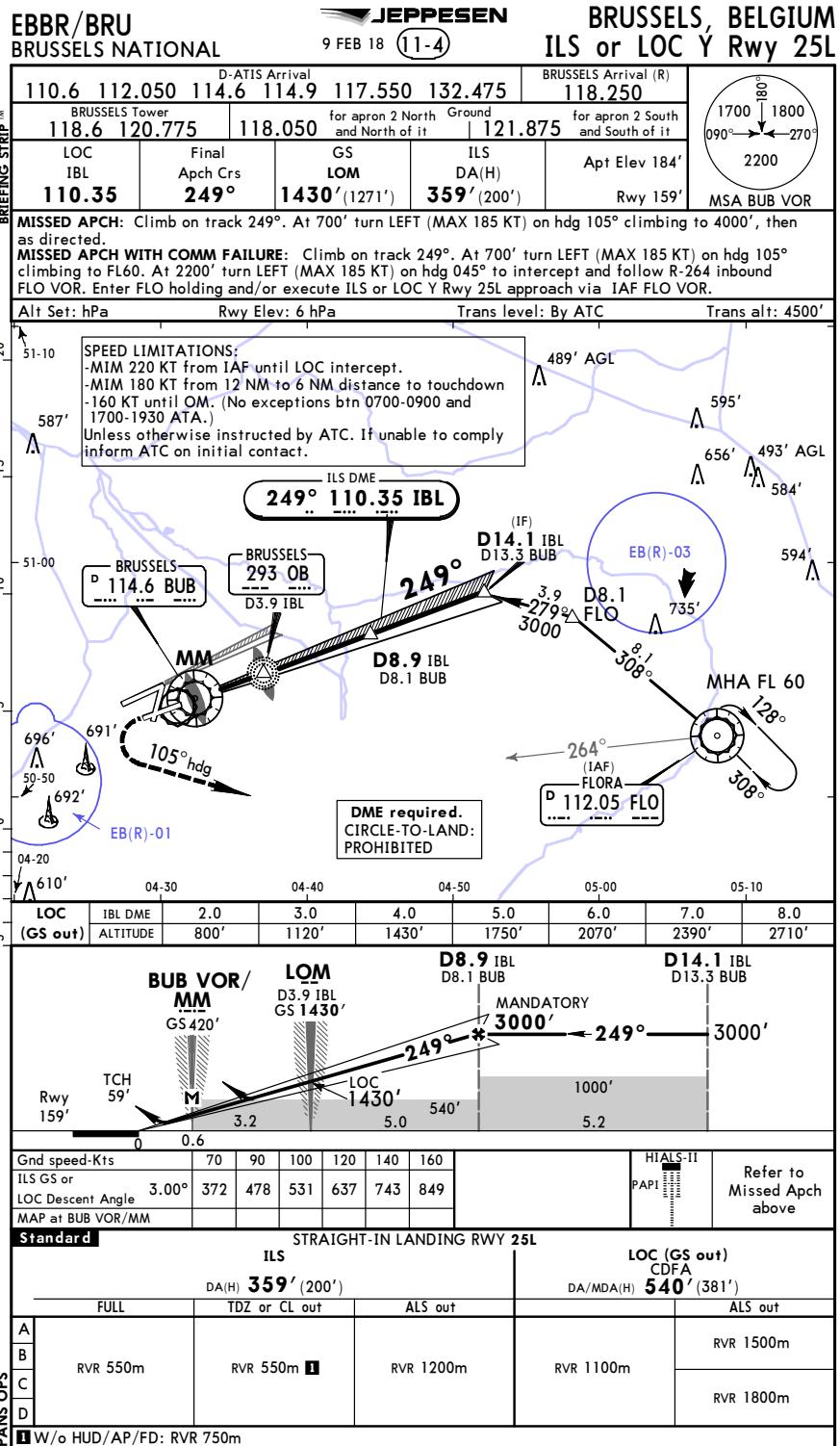
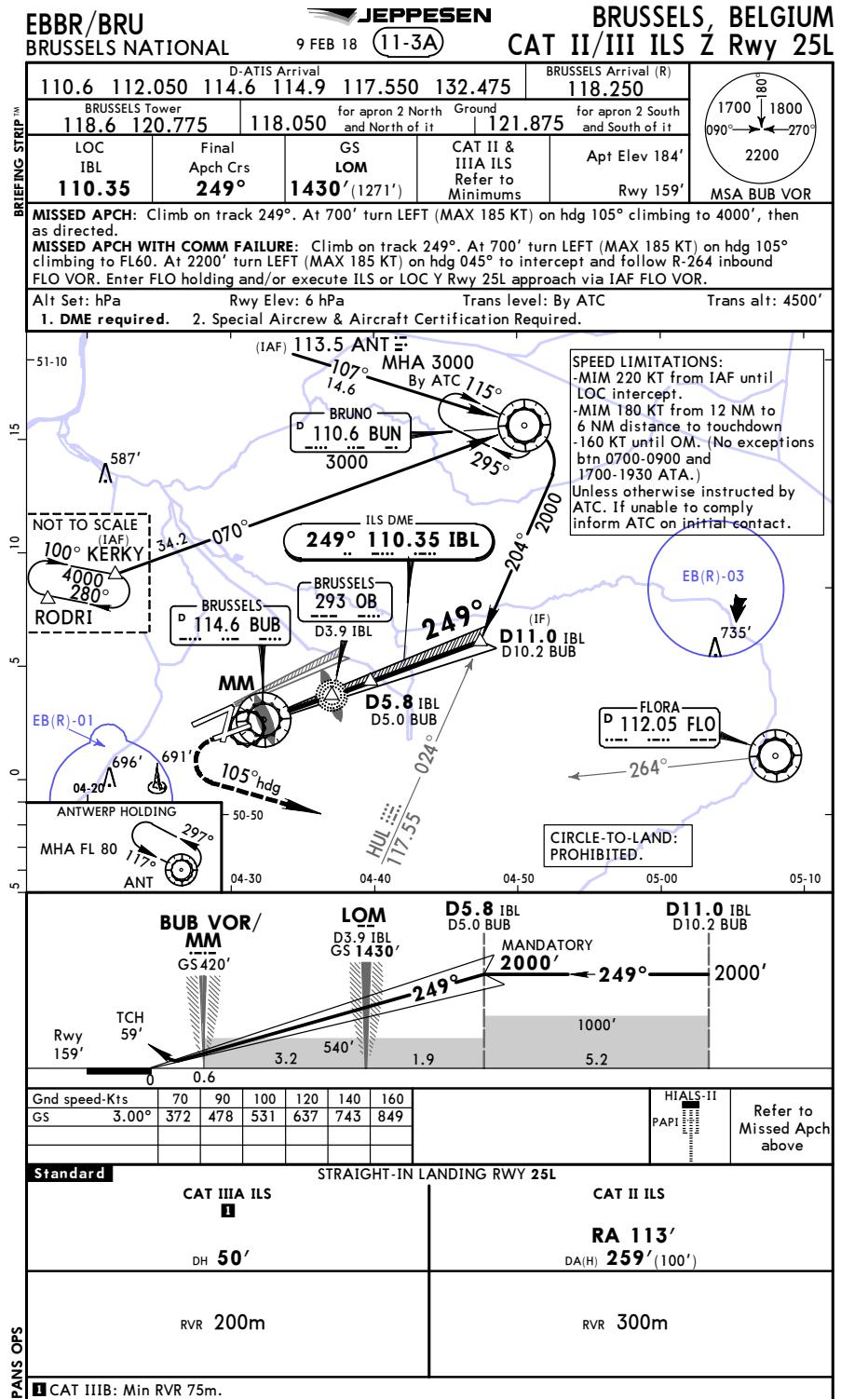
A RVR 1500m

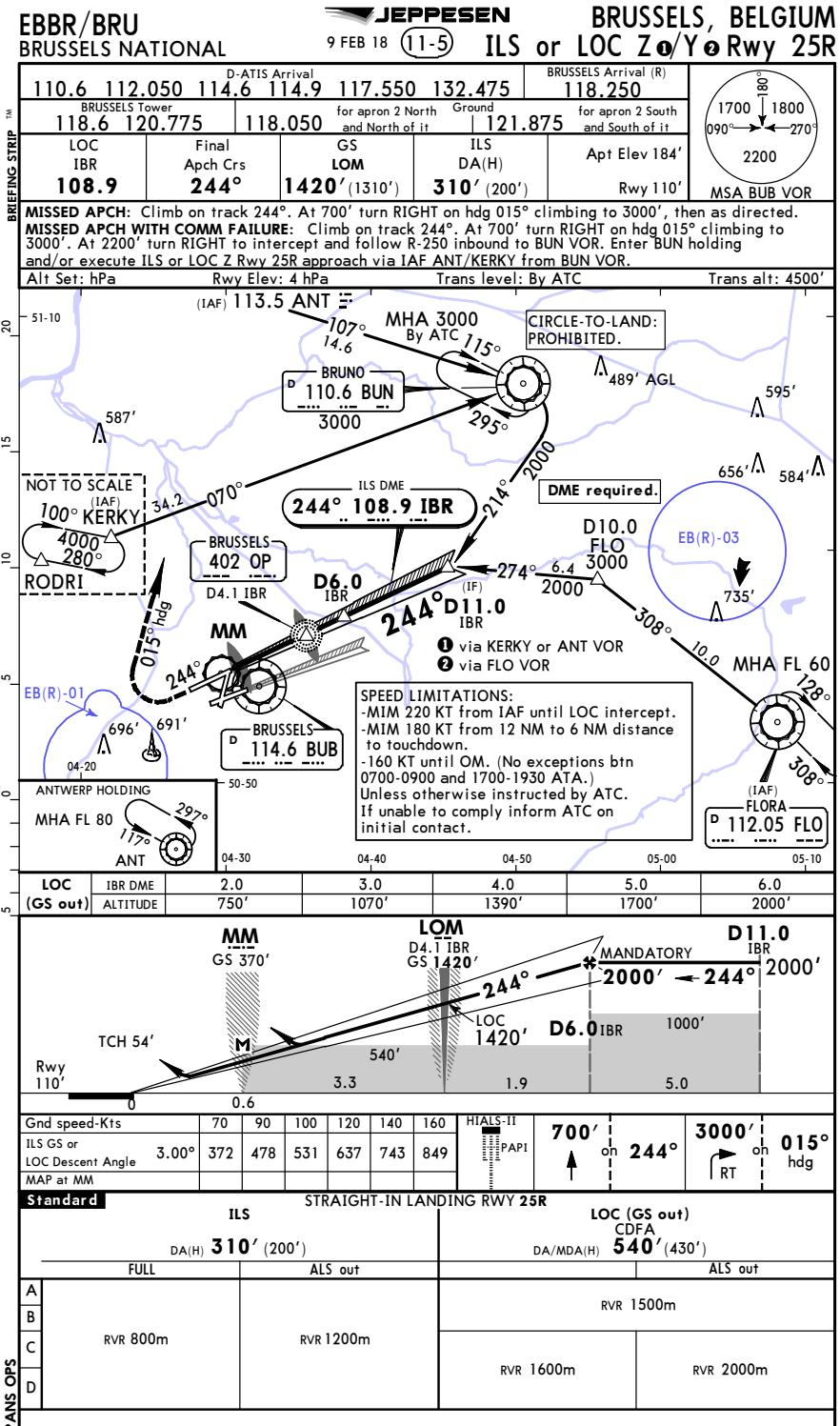
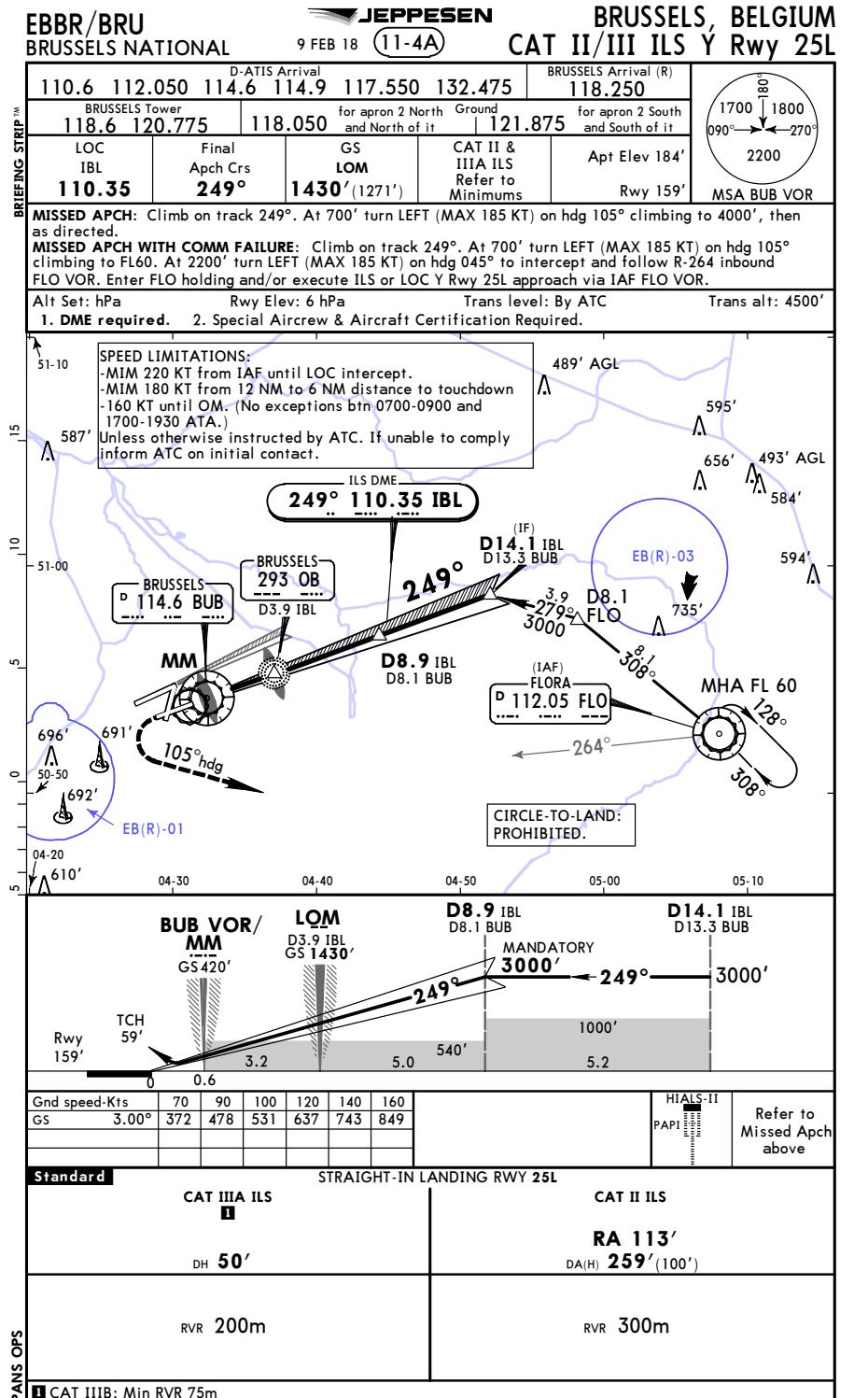
B RVR 550m

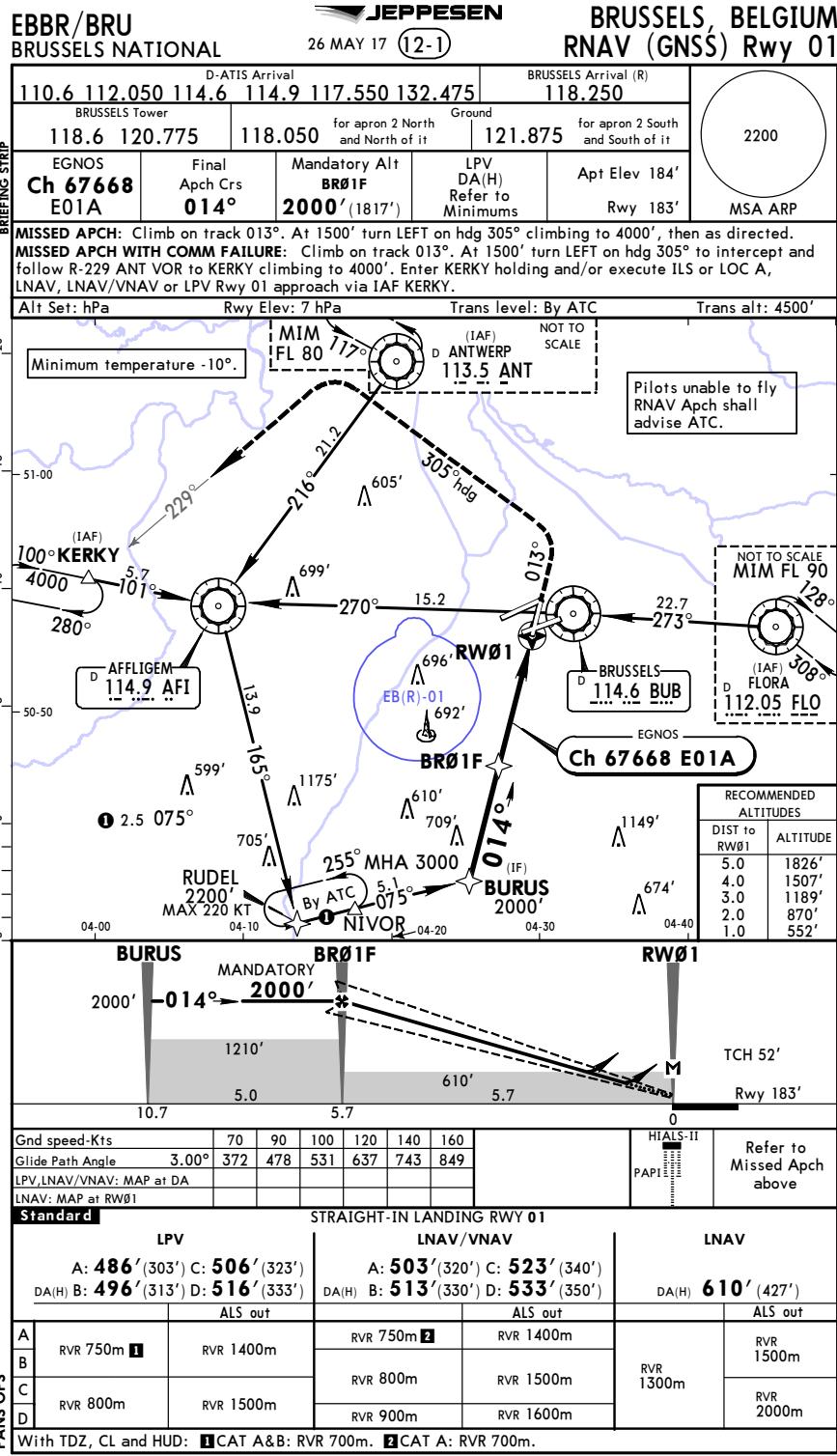
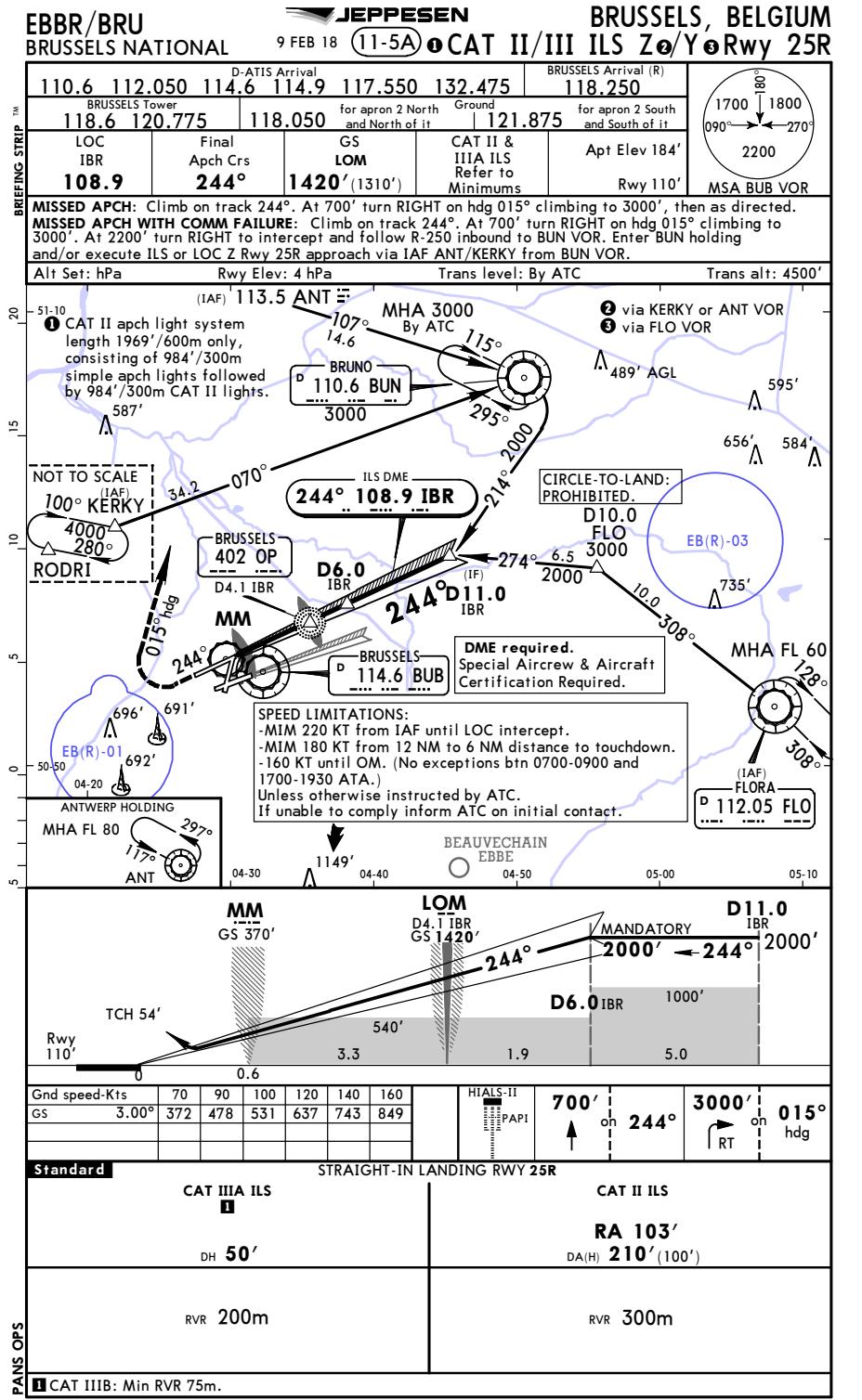
C RVR 1200m

D RVR 1100m

PANS OPS RVR 1800m





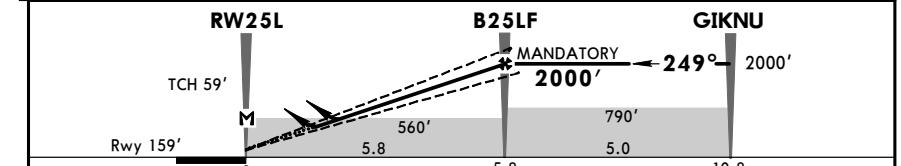
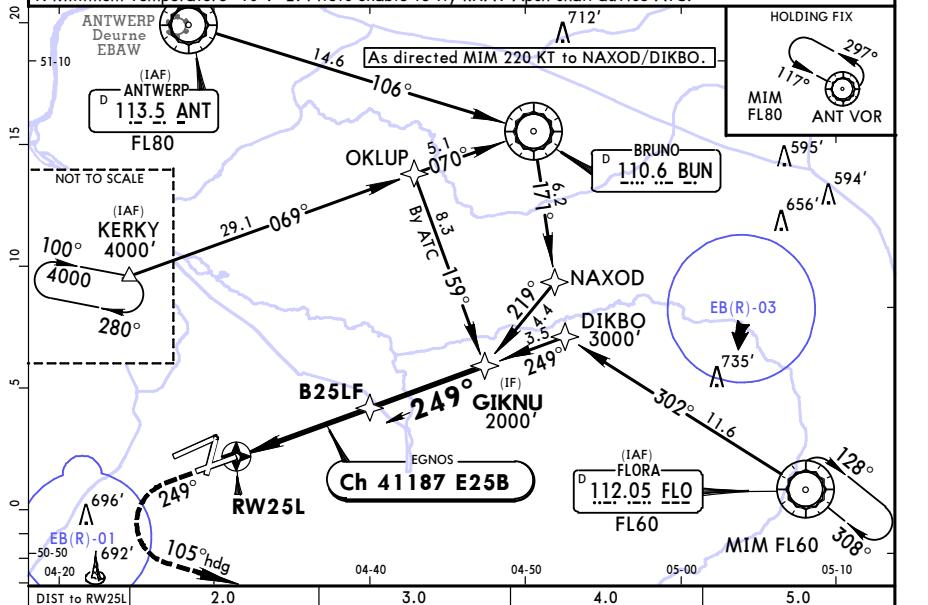


EBBR/BRU
BRUSSELS NATIONALJEPPESEN
26 MAY 17 (12-2)BRUSSELS, BELGIUM
RNAV (GNSS) Rwy 25L

D-ATIS Arrival			BRUSSELS Arrival (R)	
110.6 112.050 114.6 114.9 117.550 132.475			118.250	
BRUSSELS Tower	Ground		121.875	for apron 2 South and South of it
118.6 120.775	118.050	for apron 2 North and North of it	2200	
EGNOS Ch 41187 E25B	Final Apch Crs 249°	Mandatory Alt B25LF	LPV DA(H) Refer to Minimums	Apt Elev 184' Rwy 159'

MISSSED APCH: Climb on track 249°. At 700' turn LEFT (MAX 185 KT) on hdg 105° climbing to 4000', then as directed.
MISSSED APCH WITH COMM FAILURE: Climb on track 249°. At 700' turn LEFT (MAX 185 KT) on hdg 105° climbing to FL60. At 2000' turn LEFT (MAX 185 KT) on hdg 045° to intercept and follow R-264 inbound FLO VOR. Enter FLO holding and/or execute ILS or LOC B Rwy 25L approach via IAF FLO VOR.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4500'
 1. Minimum Temperature -10°. 2. Pilots unable to fly RNAV Apch shall advise ATC.



Grd speed-Kts	70	90	100	120	140	160	HIALS-II	PAPI	Refer to Missed Apch above
Glide Path Angle	3.00°	372	478	531	637	743	849		
LPV,LNAV/VNAV: MAP at DA									
LNAV: MAP at RW25L									

Standard STRAIGHT-IN LANDING RWY 25L

LPV		LNAV/VNAV		LNAV	
A: 423'(264') C: 443'(284')	DA(H) B: 433'(274') D: 453'(294')	A: 467'(308') C: 482'(323')	DA(H) B: 475'(316') D: 490'(331')	DA(H) 560' (401')	

ALS out ALS out ALS out ALS out

A	RVR 1300m	RVR 750m 2	RVR 1400m	RVR 1200m	RVR 1500m
B	RVR 750m 1				
C	RVR 1400m	RVR 800m	RVR 1500m		
D				RVR 1900m	

With TDZ, CL and HUD: **1** CAT A&B: RVR 600m, CAT C&D: RVR 650m. **2** CAT A&B: RVR 700m.

CHANGES: EGNOS.

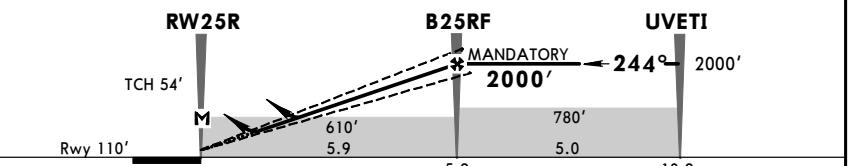
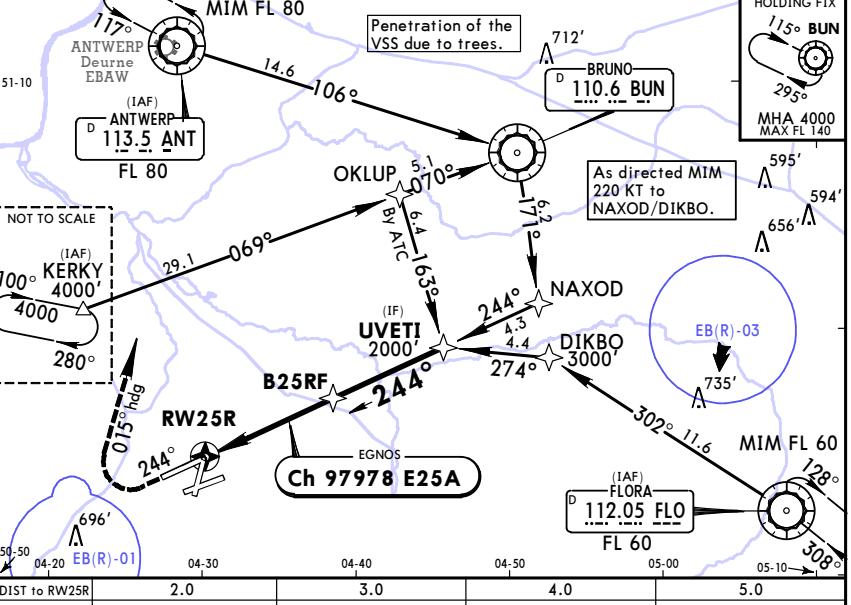
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EBBR/BRU
BRUSSELS NATIONALJEPPESEN
26 MAY 17 (12-3)BRUSSELS, BELGIUM
RNAV (GNSS) Rwy 25R

D-ATIS Arrival			BRUSSELS Arrival (R)	
110.6 112.050 114.6 114.9 117.550 132.475			118.250	
BRUSSELS Tower	Ground		121.875	for apron 2 South and South of it
118.6 120.775	118.050	for apron 2 North and North of it	2200	

MISSSED APCH: Climb on track 244°. At 700' turn RIGHT (MAX 185 KT) on hdg 015° climbing to 3000', then as directed.
MISSSED APCH WITH COMM FAILURE: Climb on track 244°. At 700' turn RIGHT on hdg 015° climbing to 3000'. At 2200' turn RIGHT to intercept and follow R-250 inbound to BUN VOR. Enter BUN holding and/or execute ILS or LOC A Rwy 25R approach via IAF ANT/KERKY from BUN VOR.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 4500'
 1. Minimum Temperature -10°. 2. Pilots unable to fly RNAV Apch shall advise ATC.



Grd speed-Kts	70	90	100	120	140	160	HIALS-II	PAPI	Refer to Missed Apch above
Glide Path Angle	3.00°	372	478	531	637	743	849		
LPV,LNAV/VNAV: MAP at DA									
LNAV: MAP at RW25R									

Standard STRAIGHT-IN LANDING RWY 25R

LPV		LNAV/VNAV		LNAV	
DA(H) AB: 360'(250') C: 367'(257')	D: 377'(267')	A: 493'(383') C: 512'(402')	DA(H) B: 502'(392') D: 522'(412')	DA(H) 610' (500')	

ALS out ALS out ALS out ALS out

A	RVR 1100m	RVR 1500m	RVR 1500m	RVR 2300m
B	RVR 750m 1	RVR 1300m		
C	RVR 1200m	RVR 1900m		
D			RVR 1900m	

1 With TDZ, CL and HUD: RVR 600m.

CHANGES: EGNOS.

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EBBR/BRU
BRUSSELS NATIONAL

JEPPESSEN
14 JUL 17 (13-1) Eff 20 Jul

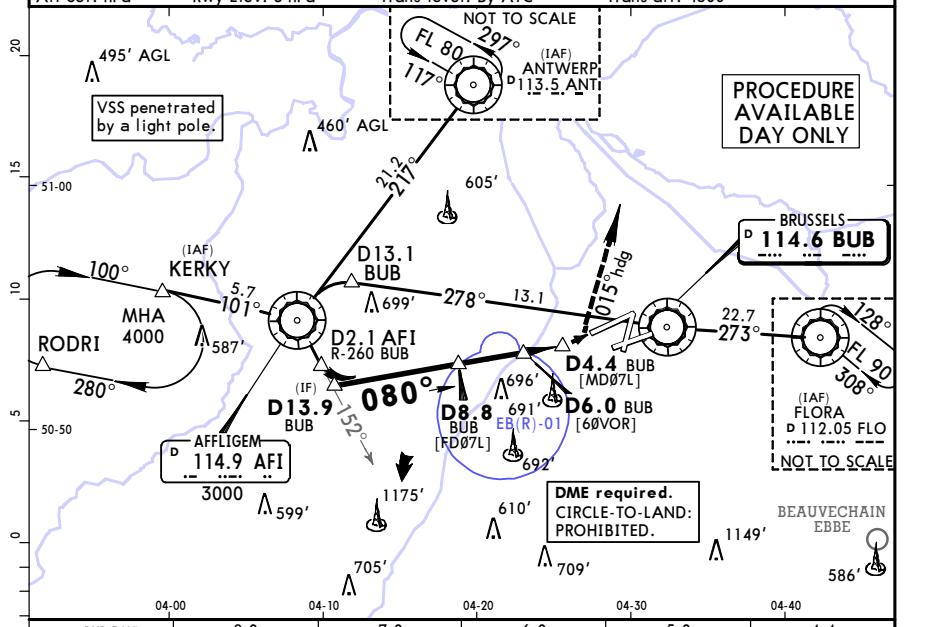
BRUSSELS, BELGIUM
VOR Rwy 07L

D-ATIS Arrival 110.6 112.050 114.6 114.9 117.550 132.475			BRUSSELS Arrival (R) 118.250
BRUSSELS Tower	Ground	1700 1800 090° ↗ 270°	121.875 for apron 2 South and South of it
118.6 120.775	118.050 for apron 2 North and North of it	2200	
VOR BUB	Final Apch Crs	Mandatory Alt D8.8 BUB (CONDITIONAL) 660' (531')	Apt Elev 184' Rwy 129'
114.6	080°	2000' (1871')	MSA BUB VOR

MISSSED APCH: Turn LEFT on hdg 015° climbing to 4000', then as directed.

MISSSED APCH WITH COMM FAILURE: Turn LEFT on hdg 015° climbing to 4000'. At 2200' direct to ANT VOR. At ANT VOR turn LEFT to intercept and follow R-229 ANT VOR to KERKY. Enter KERKY holding and/or execute VOR Rwy 07L approach via IAF KERKY.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 4500'



BUB DME	8.0	7.0	6.0	5.0	4.4
ALTITUDE	1810'	1490'	1170'	850'	660'
D13.9 BUB D8.8 BUB D8.5 4.1 NM to MD07L D6.0 BUB [60VOR] BUB VOR					
2000' - 080°	MANDATORY 2000' *	3.07°			Do not descend below descent profile.
1100'	780'	1170'	660'	5.1	TCH 50'

Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.07°	380	489	543	652	760	869
MAP at D4.4 BUB							
Standard STRAIGHT-IN LANDING Rwy 07L							

with D6.0 BUB
CDFA
DA/MDA(H) **660'** (531')

w/o D6.0 BUB
CDFA
DA/MDA(H) **780'** (651')

A	2800m
B	1900m
C	3300m
D	2000m

PANS OPS CHANGES: MSA. SMA established.

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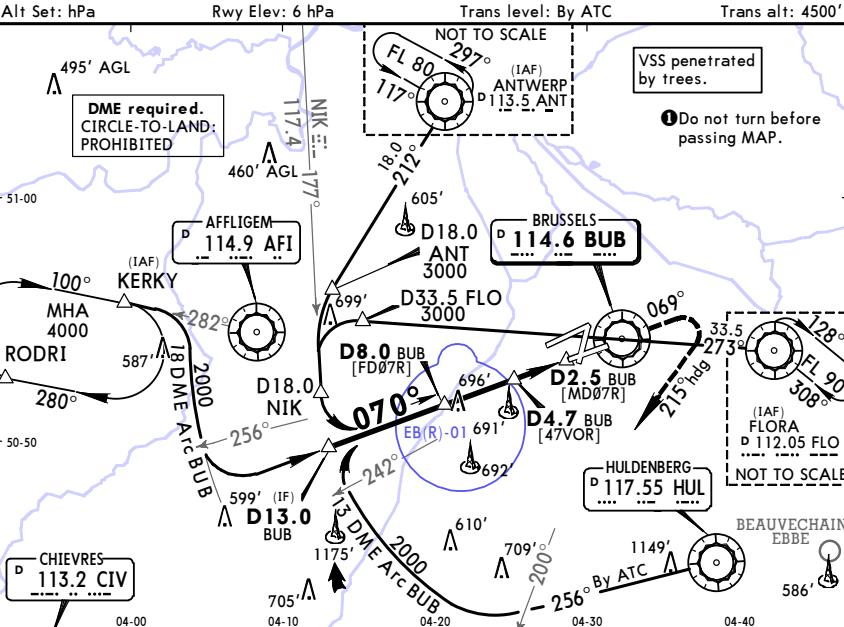
JEPPESSEN
14 JUL 17 (13-2) Eff 20 Jul

BRUSSELS, BELGIUM
VOR Rwy 07R

D-ATIS Arrival 110.6 112.050 114.6 114.9 117.550 132.475	BRUSSELS Arrival (R) 118.250
BRUSSELS Tower	Ground
118.6 120.775	118.050 for apron 2 North and North of it
VOR BUB	Final Apch Crs
114.6	070°

MISSSED APCH: Turn LEFT on track 069°. At 800' turn RIGHT on hdg 215° climbing to 4000', then as directed. ①
MISSSED APCH WITH COMM FAILURE: Turn LEFT on track 069°. At 800' turn RIGHT on hdg 215° climbing to 4000'. At 2200' turn RIGHT to intercept and follow R-067 inbound to CIV VOR. At CIV VOR turn RIGHT to intercept and follow R-015 CIV VOR to KERKY. Enter KERKY holding and/or execute VOR Rwy 07R approach via IAF KERKY. ①

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4500'



BUB DME	8.0	7.0	6.0	5.0	4.0
ALTITUDE	2000'	1730'	1410'	1090'	770'
D13.0 BUB D8.0 BUB D4.7 BUB [47VOR] D2.5 BUB [MD07R] BUB VOR					
2000' - 070°	MANDATORY 2000' *	3.00°			800' on 069° 4000' on 215°

Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.5 BUB							
Standard STRAIGHT-IN LANDING Rwy 07R							

with D4.8 BUB
CDFA
DA/MDA(H) **590'** (415')

w/o D4.8 BUB
CDFA
DA/MDA(H) **940'** (765')

A	2800m
B	1900m
C	3300m
D	2000m

PANS OPS CHANGES: MSA. SMA established.

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BRUSSELS NATIONAL

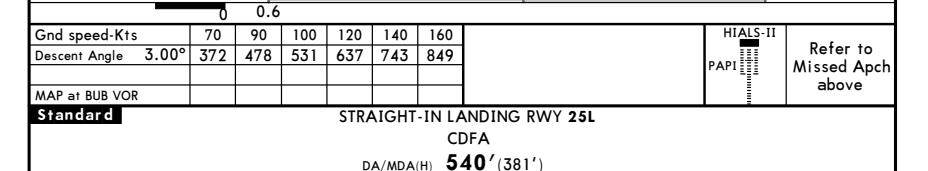
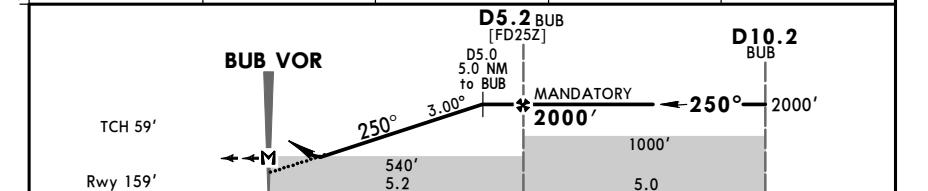
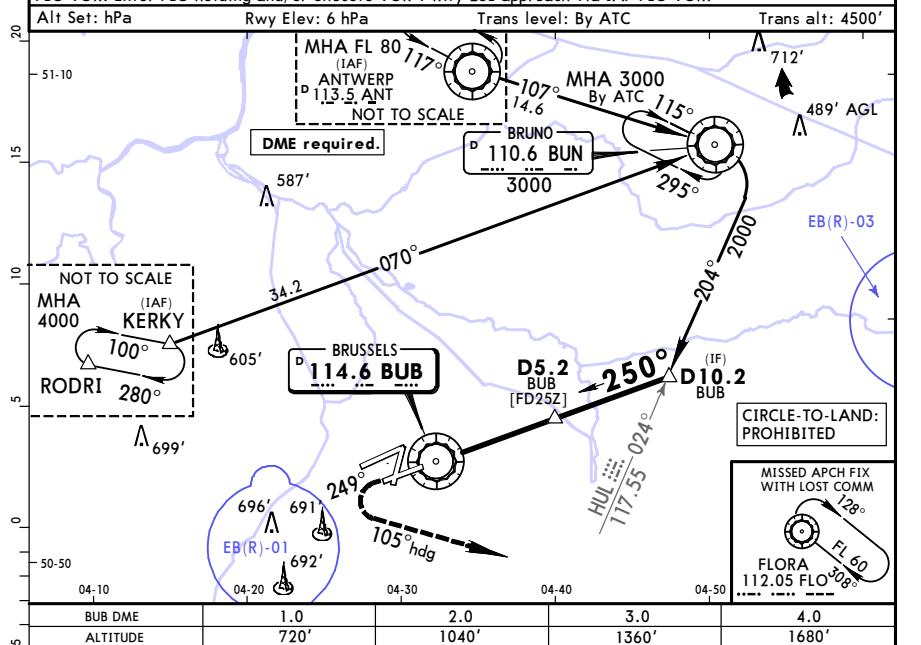
JEPPESSEN
14 JUL 17 (13-3) Eff 20 Jul

BRUSSELS, BELGIUM
VOR Z Rwy 25L

D-ATIS Arrival 110.6 112.050 114.6 114.9 117.550 132.475				BRUSSELS Arrival (R) 118.250
BRUSSELS Tower 118.6 120.775 118.050 for apron 2 North and North of it				Ground 121.875 for apron 2 South and South of it
VOR BUB 114.6	Final Apch Crs 250°	Mandatory Alt D5.2 BUB 540' (381')	DA/MDA(H) 540' (381')	Apt Elev 184' Rwy 159'
MSA BUB VOR				

MISSSED APCH: Climb on track 249°. At 700' turn LEFT (MAX 185 KT) on hdg 105° climbing to 4000', then as directed.

MISSSED APCH WITH COMM FAILURE: Climb on track 249°. At 700' turn LEFT (MAX 185 KT) on hdg 105° climbing to FL60. At 2200' turn LEFT (MAX 185 KT) on hdg 045° to intercept and follow R-264 inbound FLO VOR. Enter FLO holding and/or execute VOR Y Rwy 25L approach via IAF FLO VOR.



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BRUSSELS NATIONAL

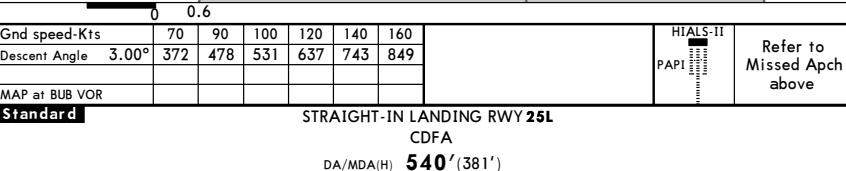
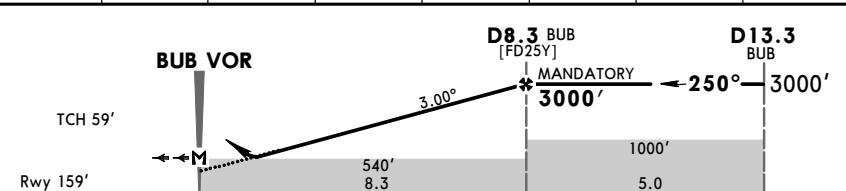
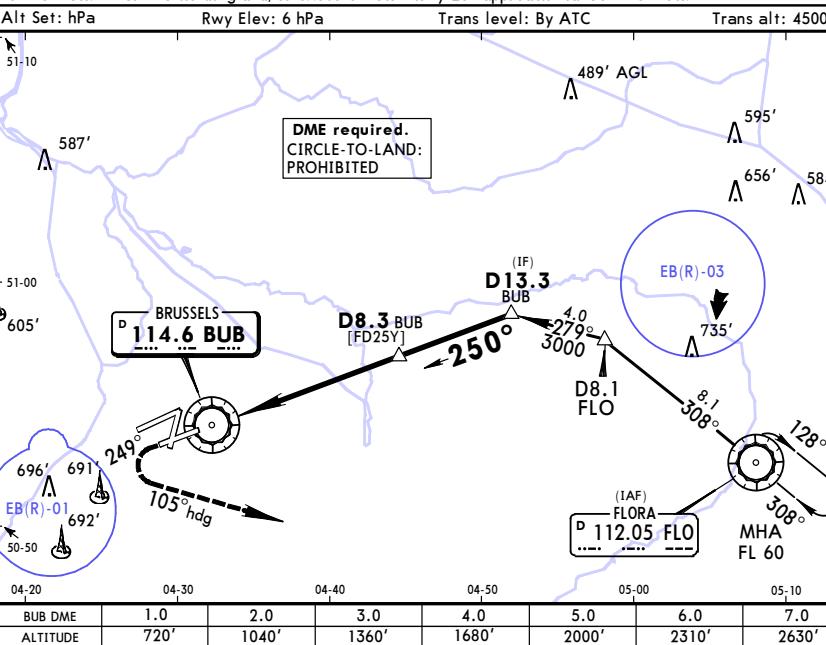
JEPPESSEN
14 JUL 17 (13-4) Eff 20 Jul

BRUSSELS, BELGIUM
VOR Y Rwy 25L

D-ATIS Arrival 110.6 112.050 114.6 114.9 117.550 132.475				BRUSSELS Arrival (R) 118.250
BRUSSELS Tower 118.6 120.775 118.050 for apron 2 North and North of it				Ground 121.875 for apron 2 South and South of it
VOR BUB 114.6	Final Apch Crs 250°	Mandatory Alt D8.3 BUB 3000' (2841')	DA/MDA(H) 540' (381')	Apt Elev 184' Rwy 159'
MSA BUB VOR				

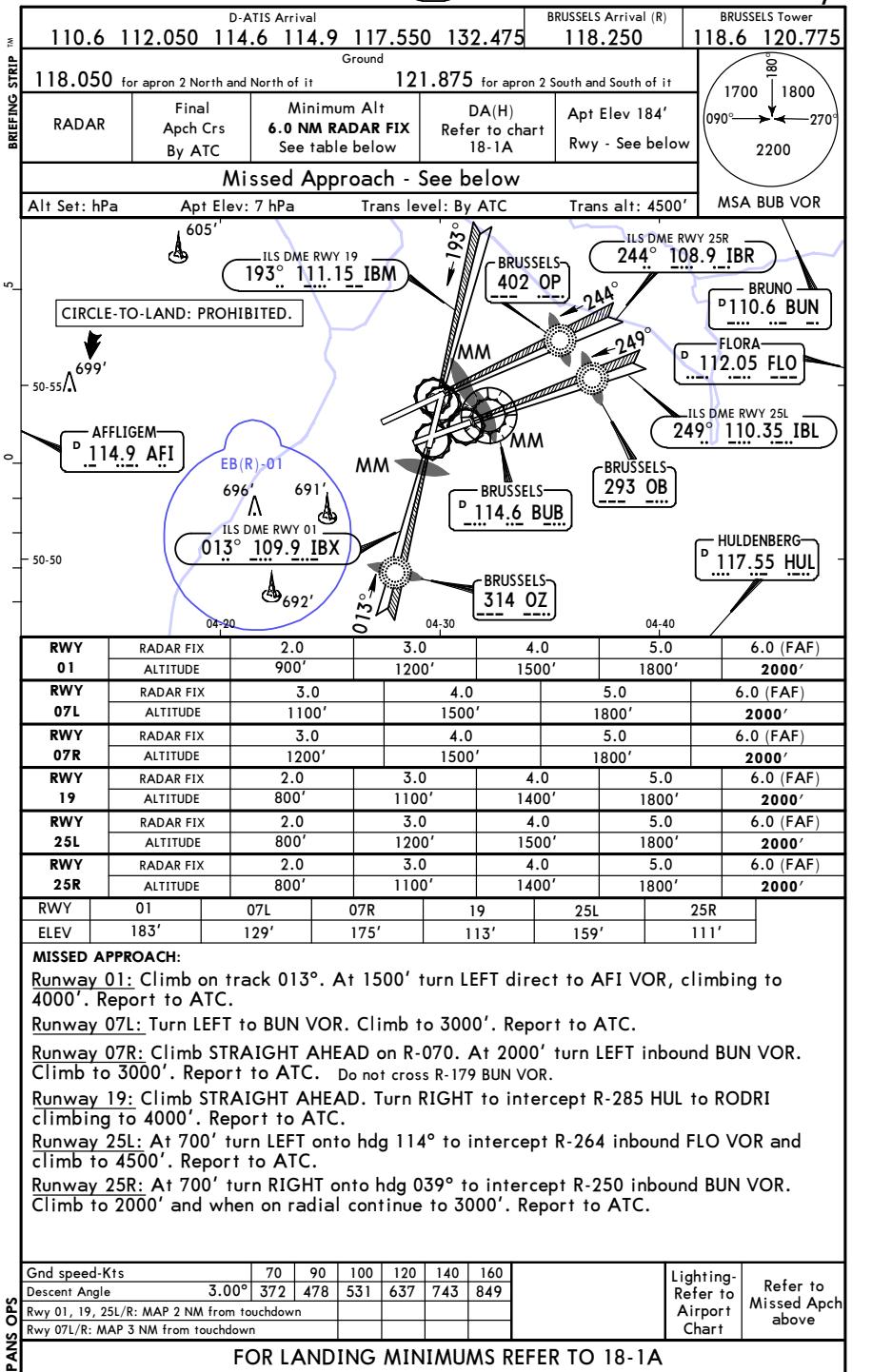
MISSSED APCH: Climb on track 249°. At 700' turn LEFT (MAX 185 KT) on hdg 105° climbing to 4000', then as directed.

MISSSED APCH WITH COMM FAILURE: Climb on track 249°. At 700' turn LEFT (MAX 185 KT) on hdg 105° climbing to FL60. At 2200' turn LEFT (MAX 185 KT) on hdg 045° to intercept and follow R-264 inbound FLO VOR. Enter FLO holding and/or execute VOR Y Rwy 25L approach via IAF FLO VOR.



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 BRUSSELS NATIONAL

JEPPESEN
 14 JUL 17 (18-1) Eff 20 Jul

BRUSSELS, BELGIUM
SRA All Rwy's

EBBR/BRU
JEPPESEN
 14 JUL 17 (18-1A) Eff 20 Jul

BRUSSELS, BELGIUM
BRUSSELS NATIONAL

LANDING MINIMUMS						
Standard				STRAIGHT-IN LANDING		
SRA 01 CDF/A DA/MDA(H) 880'(697')				SRA 07L CDF/A DA/MDA(H) 1030'(901')		
				ALS out		
A		RVR 1500m			RVR 1500m	
B						
C		RVR 2400m			RVR 2400m	
D						
Standard				STRAIGHT-IN LANDING		
SRA 07R CDF/A DA/MDA(H) 1030'(855')				SRA 19 CDF/A DA/MDA(H) 800'(687')		
				ALS out		
A		RVR 1500m			RVR 1500m	
B						
C		RVR 2400m			RVR 2400m	
D						
Standard				STRAIGHT-IN LANDING		
SRA 25L CDF/A DA/MDA(H) 800'(641')				SRA 25R CDF/A DA/MDA(H) 800'(689')		
				ALS out		
A		RVR 1500m			RVR 1500m	
B						
C		RVR 2300m			RVR 2400m	
D						

Chart changes since cycle 11-2018

ADD = added chart, REV = revised chart, DEL = deleted chart.

INDEX

REV DATE

EFF DATE

BRUSSELS, (BRUSSELS NATIONAL - EBBR)

TERMINAL CHART CHANGE NOTICES**Chart Change Notices for Airport EBBR****Type:** Terminal**Effectivity:** Permanent**Begin Date:** Immediately**End Date:** No end date

Rwy 25R PAPI-L changed to PAPI-R.

Type: Terminal**Effectivity:** Permanent**Begin Date:** 20170106**End Date:** No end date

Twy W22 MAX wingspan 118' (36m).